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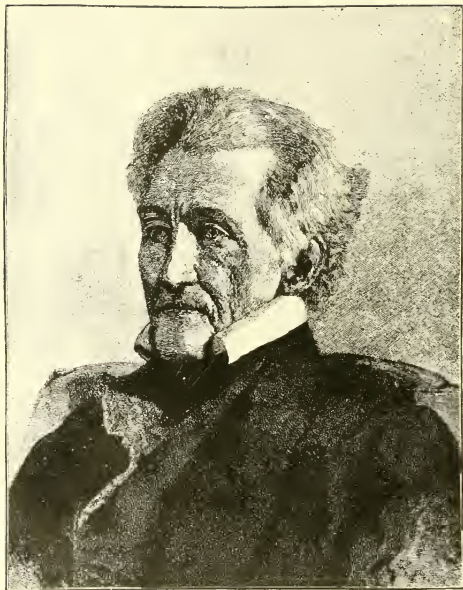












GEN. ANDREW JACKSON.

FIRST GOVERNOR OF FLORIDA.

THE  
BOOK OF JACKSONVILLE.

A HISTORY.

By S. PAUL BROWN.

1895.

BEING

A SERIES OF DESCRIPTIVE ARTICLES,

HISTORICAL, INDUSTRIAL, AND BIOGRAPHICAL,

OF

JACKSONVILLE, FLORIDA.

ILLUSTRATED.

"REMEMBER, WE KNOW WELL ONLY THE GREAT NATIONS WHOSE BOOKS WE POSSESS; OF THE OTHERS  
WE KNOW BUT LITTLE."

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MR. O. P. HAVENS.  
HE MAKES FINE PHOTOGRAPHS.

## ACKNOWLEDGMENTS.

The illustrations in this book were made (with a few exceptions) from photographs by Mr. O. P. HAVENS, the well-known Jacksonville artist.

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## PREFACE.



IN THE BOOK OF JACKSONVILLE an earnest and candid effort has been made, first, to review the salient points in the history of our City; second, to record her remarkable growth and advancement during the last two decades; and, finally and especially, to picture and describe faithfully, truthfully, and adequately the Jacksonville of to-day, her appearance and progress, her institutions and industries, her people and their condition, her present greatness and future prospects, so as to give a fair and intelligent representation of what she is to our contemporaries, and to those who ere long will fill our places in the busy arena of her affairs, to preserve as a souvenir and a memento of the time and the place in which we live.

A work of this nature requires unremitting toil, deep research, and careful gleaning. The work of the historian is necessarily laborious; he must not only get facts, but must confine himself to facts, and must dress them up so as to present them in an attractive form, that will be at once entertaining and instructive. Very little of originality can be claimed for this work; it has been necessary to draw upon every available source of information, and as this has been done promiscuously, the history becomes of the nature of a compilation rather than an original treatise. Great care has been taken in its preparation, however, to confine all statements within conservative bounds. We have no desire to exaggerate, as the simple truth about Jacksonville shows her off to greater advantage than most of her contemporaries enjoy.

But however great a city's advantages and attractions may be, it is necessary that they be put before the world in order to attract the attention they deserve. Much depends upon the manner in which this is done; and to gain the best results, it is necessary that they be put up in a form not only attractive, but enduring and permanent. This work, it is believed, answers the purpose, and it may be truthfully asserted that its equal in this respect has never been attempted in the State. Those seeking information as to the real conditions in Jacksonville, will obtain it by a perusal of the various chapters in this book, and to such I commend it as being authentic and reliable.

I desire to express my thanks to those public spirited citizens who, by their liberal co-operation, have made this work possible. I indulge the hope and belief that it will serve a good purpose, and reflect that degree of credit upon the community which has been predicted for it.

Whether it be a financial success or not, the writer has a satisfaction in knowing that every promise made in connection with the enterprise has been faithfully fulfilled.

S. PAUL BROWN.





## FLORIDA.

In Florida a richer fragrance lingers with the breezes,  
And sweeter notes delight the raptured ear;  
And nature prints in livelier tints her many colored banners,  
For summer blooms in beauty all the year.



COCONUT AVENUE, LAKE WORTH.

On the Line of the Jacksonville, St. Augustine & Indian River Railway



HAT the learned Piso said of Ancient Palmyra, the Queen City of the East, we may, with an even greater degree of truth, say of Florida to-day. If, as the Ancients believed, the gods had come down to dwell upon earth, they could not but have chosen Florida as the place of their residence, both on account of the general beauty of the land and the exceeding sweetness and serenity of the climate. The air, always rich with perfume from the hundreds of groves and gardens that flourish in every section, seems to convey essential nutriment to all who breathe it. It is a pleasure merely to sit still and live. The inhabitants never tremble with the cold blasts that are

common to more northerly climes; indeed, no extremes of either heat or cold is ever known here. Physicians assert that sunstroke is unknown in the State. Certain it is that the summer is as free from extreme heat as the winter from extreme cold. It may be explained by the geographical situation of the State, which, being a narrow peninsular lying between two great seas, is at all times most favorably affected by the cooling and refreshing influences of the almost perpetual breezes that come from either gulf or ocean. This, coupled with the fact that the "rainy season" falls in summer, produces conditions most favorable to a summer residence here. These, too, are among the causes that account for the general healthfulness of the climate. The ozone from the adjacent seas, that permeates all the air, is most healthful and invigorating to animal life. The elements in the atmosphere seem to constitute an elixir that nourishes every sense with that which it chiefly covets. The forces of nature are so harmonized as to render it one of the most desirable places of residence on the earth.

Florida has the oldest settlement in all the States, yet she is the most recently discovered of them all. For centuries she lay like a diamond that is hidden, all unobserved by the great world; unvisited by travelers; unnoted by writers; unknown, save in connection with legendary romances covering a period from the landing of old Juan Ponce de Leon to the close of the last Seminole War; and believed to be fit only for Indians, alligators and ague to reside in. But "the first shall be last, and the last shall be first." Florida at length was discovered anew, and at one bound she became, as it were, the centre of the universe; the winter home and sanitarium of North America, and the orange grove of the world. With the mists of ignorance cleared away, the fallacies of centuries exploded, the eye of discovery perceived at a glance beauties and attractions hitherto unknown on the continent. An appreciative world was not slow to seize and appropriate the advantages revealed in these discoveries, and during the past three decades every hemisphere, every nation and clime have furnished their quota of immigrants, tourists, invalids, seeking pleasure, profit, health—and not in vain. Here labor has found employment, and capital profitable investment. Here men and women live out their allotted time in comfort and tranquillity, free from the discomforts of a harsh climate, free from the disturbances of a discontented population, free from the collisions between capital and labor which distract other communities; but, amidst the most pleasant surroundings, in the most equable climate and under the most favorable conditions that could be desired, these people pass down the even ways of life, blessed with peace and contentment, and surrounded with comforts that make their condition enviable. But Florida must be seen and known to be justly appreciated. Descriptions, however ably delivered, fail to convey an adequate idea of the real conditions. You must come and see for yourself, and, if you would of the real intrinsic joy of living make discovery; if you would at one glance behold every charm in nature concentrate in one rare territory; if you would every good and perfect blessing share, lose no single moment in delay, but haste with what speed you may to this heaven-appointed land; a land where the finger-prints of God on every flower linger, and flame in glowing colors on the plumage of the birds; a land where every breathing creature rejoices in an existence free from all cankering ills; where even things inanimate seem endowed with a mysterious volition and a sense to perform its specific allotment in the wonderful combination of harmonies that constitute the grand and perfect whole, which nature's God hath here created and stamped with his own awful presence, that men may know they here behold the last, the best, the sublimest work of His eternal hand.



## JACKSONVILLE PAST.



OF THIS FLORIDA, this youngest, in development, of the sisterhood of American Commonwealths; this land of the semi-tropics, so highly favored of Heaven, so rich in blessings to mankind, Jacksonville is the natural entrepot and metropolis; the centre of finance, commerce and transportation, and ranking third in importance of the cities on the South Atlantic Seaboard. It is the most important orange market in the world, and the greatest Winter Resort in America.



JACKSONVILLE HARBOR.

On the Line of the Jacksonville, St. Augustine & Indian River Railway.

Jacksonville is situated on the north side of the St. Johns River, at a point where this magnificent stream, deviating from its uniformly northerly course, makes a great bend eastward to the sea, from which the city is distant about twenty-five miles. The exact location is, latitude, thirty degrees twenty-four minutes; longitude, eighty degrees forty minutes.

The place where Jacksonville now stands was formerly known only as the chief place

of crossing the St. Johns. Its Indian name was Wacca Pilatka. Its literal meaning, and the nearest that it can be rendered into English, is the "Cows Crossing Over." By all English-speaking people who knew of it, it was abbreviated into the Cow Ford.

The English, while they possessed the country, constructed a road leading from St. Augustine northwest to the great river at this place, and hence, in the same direction, to the Georgia line, and far beyond. This was before the Revolution. Spain had previously possessed the province, but had never opened a road through any part of it worthy the name; nor did she afterwards when she became repossessed of it. The road opened was called the King's Road, and is so known to the present time. It brought travel from the Southern States, and when the Patriot War began, it led the Patriot Army to the St. Johns. Here it lay encamped around the Cow Ford for several weeks. This was in 1812. The army finally crossed the river, and advanced to St. Augustine; but having no heavy guns, it was impossible to capture the fort, and, after lying before it several months, it drew off and retraced its steps, and remained for a time on the east side of the river, and finally recrossed at the Cow Ford and disappeared, never to unite again.

As early as the year 1800 Isaac Hendricks, grandfather of Judge H. B. Phillips, owning a Spanish grant on the south side of the river, operated the first ferry for the accommodation of travelers. But it was not until the year 1816 that a settlement was made on the north side of the river. In that year Lewis Z. Hogans, another Spanish grantee, built the first house of the future metropolis of Florida, and became the first settler. Mr. Hogans had married the widow of Purnall Taylor, who had a one-hundred-acre grant adjoining his own, and the two conjointly owned a greater portion of the land now occupied by the city. In 1817 Juan Maestre (John Masters, in English) obtained a one-hundred-acre grant from Spain, and became a settler with the Hogans, on adjoining property. He soon left, however, and in 1820 conveyed his property to John Brady, who proceeded to occupy and improve it. Mr. Brady, by reason of his entertaining, at his house, the few travelers who stopped over in the new settlement, enjoys the distinction of having kept the first hotel in what has since become one of the foremost hotel cities in the country. The first store was conducted by Dawson & Buckles, two Georgians, who were among the first settlers.

On the 22d of February, 1819, Spain ceded Florida to the United States. This was a signal for the influx of immigrants from every direction. Among the first of these was John Locke Doggett, who afterwards built the first court house, and became the first County Judge, besides holding many other positions of trust and honor, including the Presidency of the Legislative Council of the Territory; Colonel I. D. Hart and his brother, Daniel C., who likewise became prominent in public affairs. Others were John Bellamy, Benjamin Chaires, Francis J. Ross and D. H. S. Miller. In 1822 the town was laid out, and named in honor of General Andrew Jackson, the first Territorial Governor. Messrs. Bellamy, Ross and Chaires were the Town Commissioners, and Miller the Surveyor. The city was not incorporated, however, until 1833. The first Mayor was William J. Mills, of an English family. The community flourished and grew, and the inhabitants prospered, till the breaking out of the Seminole War, in 1835, when there was a general cessation in all lines of business till the restoration of peace, in 1842. While Jacksonville was never attacked during this war, her commerce and interior trade, as well as all agricultural operations in the interior, were entirely suspended. All able-bodied men were on duty, and the planters, with their families and slaves,

had fled to Jacksonville for protection from the marauding savages. With the end of the war came another era of prosperity, which continued uninterrupted till the last great calamity, the Civil War, was inaugurated. It destroyed everything. Jacksonville was abandoned by its inhabitants, by all who could get away; many of them lost all, a large number carrying away nothing. They went mostly into the interior, where for four years they struggled with privation and hardships unknown before. When the war had ended and they returned, it was to find, in many cases, their homes and buildings destroyed, and themselves without a shelter, and



BAY STREET, LOOKING EAST.

unable to recognize the places where they had lived. The United States army had held possession—though at the first not continuously—and while here had put the torch to and burned down every building in the outer edge of the town, and had thrown up breastworks in almost every quarter. Except the surprise and killing of a picket-guard at the Brickyard Branch, soon after the commencement of the war, the place was never attacked by the Confederate forces, because it was well known to the leaders that, if taken, it could not be held, as long as the river was open to the United States gunboats.

The real history of Jacksonville dates from the close of the war, in 1865. At that time the little city had a population of about 5,000, when all had returned; but the people were in a fearfully demoralized condition. The principal buildings, including the court house, churches, schools, and many of the residences, had been destroyed by fire. There was absolutely no business, no commerce, no communication with the outside world, save by one railroad, the Florida Central and Peninsular, as it is now called, running from Jacksonville to Quincy, without connection with any other line. This road, for want of adequate repairs and equipment, at that time was almost worthless, and, as some wit described it, was "only two streaks of rust running through a wilderness." Gradually, however, the leading spirits got together, and began to knit anew the fabric of their destiny. Almost all kinds of business carried on before the war were by degrees revived, and some to a greater extent than ever before. The genial climate, and curiosity to see Florida, brought many from abroad, who, when they came, were often so agreeably surprised and so pleased, that the accounts they gave created an influence which brought in foreign capital, which, increasing with the general prosperity of the country, has produced here what in an earlier day would have been considered a fiction rather than a reality.

## JACKSONVILLE TO-DAY.

**W**ITH this brief summary of events in the history of Jacksonville, from the time of its settlement to the close of the war in 1865, we will dispense with the regular narrative, and close the City's history up to date in the accounts given of her various industries and institutions. These are largely of such importance as to require a separate chapter for each; the subjects can in this manner be treated more comprehensively, and with greater clearness and convenience to the reader.

### CITY GOVERNMENT.

**I**N order that the reader may have at his command the fullest measure of information concerning the laws under which the municipality is operated, it is deemed best to insert a copy of the City Charter here. Jacksonville has had many charters in her history; but, as wisdom is gained by experience, it is believed that the present one is by long odds the best she has ever had. Prior to the year 1887 the community,

now comprising the City of Jacksonville, contained three separate municipalities: Jacksonville, La Villa and Fairfield. By an act of the Legislature, approved May 31st, 1887, the then existing charters of these three cities were abolished, and the present municipality of Jacksonville was established. By this act the city limits of Jacksonville were extended so as to embrace the other two, besides considerable adjacent territory, almost doubling the population, while increasing the area many fold. The conditions existing prior to the adoption of the present charter, in 1887, were such as to materially hinder the progress of the City and permanently check its growth. It was in the hands of the rabble, largely. The negro element predominated in all departments of city affairs. Citizens were continually apprehensive; credit was destroyed, friction engendered, and dire consequences imminent, when House Bill No. 4, as the act was called, relieved the situation by taking away the franchise from the people. The City Council then was appointed by the Governor, and that body elected all other city officials. This heroic measure, as it may be termed, was adopted on the petition of a large majority of the best citizens and property owners, and only as a last resort



MAIN STREET, LOOKING SOUTH.

to obtain a measure of relief. It was the salvation of the community. The beneficent effects of the measure were felt from the moment of its adoption, and the City entered upon a period of prosperity and confidence never before enjoyed. But it served its time and purpose. When the Legislature of 1893 met a petition was presented for an amendment to the charter, restoring to the people the elective franchise, which it had been necessary at another time to take from them. The bill for amendment was championed by Hon. D. U. Fletcher, now Mayor, but then a Representative from Duval County. This amendment was adopted, and approved May 30th, 1893, and the Council is now elected by the people; City affairs work smoothly, and general satisfaction is the result.

The Constitution of the State of Florida, now in force, contains the following provisions concerning Municipalities and Municipal Governments:

#### ARTICLE VIII.

SECTION 8. The Legislature shall have power to establish and to abolish municipalities; to provide for their government; to prescribe their jurisdiction and powers, and to alter or amend the same at any time. When any municipality shall be abolished, provision shall be made for the protection of its creditors.

#### ARTICLE IX.

SECTION 5. The Legislature shall authorize the several counties and incorporated cities or towns in the State to assess and impose taxes, for county and municipal purposes, and for no other purposes, and all property shall be taxed upon the principles established for State taxation. But the cities and incorporated towns shall make their own assessments for municipal purposes upon the property within their limits.

Following is the Jacksonville City Charter, together with the amendments thereto:

#### THE CHARTER.

Act of May 31st, 1887, except where otherwise noted.

"AN ACT to Establish the Municipality of Jacksonville, provide for its Government, and Prescribe its Jurisdiction and Powers," approved May 31st, 1887, as amended by Acts approved, respectively, June 2d, 1887, May 16th, 1889, and May 31st, 1889.

1. Sections 1, 2, 3, 4—City Established; Boundaries; General Powers; Corporate Authority Vested; Who Eligible to Office.

2. Article II—The Mayor; Powers and Duties.

3. Article III—The City Council; Powers and Duties.

4. Article IV—Bonds.

5. Article V—The Board of Public Works; Powers and Duties.

6. Article VI—The Police; Appointment; Organization; Powers and Duties.

7. Article VII—The Comptroller; Duties.

8. Article VIII—The Treasurer; Duties.

9. Article IX—The Recorder; Duties.

10. Article X—The Municipal Court, Organization; Jurisdiction, and Powers.

11. Article XI—The Marshal; Duties, Police Powers.

12. Article XII—Taxes, Levy and Collection Authorized and Provided for.

13. Article XIII—Miscellaneous, Fees and Costs, Additional Employees; Digest of Ordinances; Proving Ordinances; Ordinances Received in Evidence.

14. Article XIV—Repeal of Former Charter and Provisions for Debts; Ordinances of Former Corporations.

15. Right of Eminent Domains and Condemnation Proceeding

SECTION 1. *Be it enacted by the Legislature of the State of Florida, as follows:* That a municipality, to be called the City of Jacksonville, is hereby established in Duval County, the territorial boundaries of which shall be as follows:

Beginning on the east side of the channel of the St. Johns River, where the section line between sections six and seven, township two south, range twenty-seven east, prolonged eastward would intersect said east side of the channel of said river, and running thence due west along the previously described line and between sections one and twelve in township two south, range twenty-six east, and between sections two and eleven, and between sections three

City Established

Boundaries

and ten to the quarter-section stake between the said sections three and ten; thence due south one-half mile; thence west one-half mile to the section line between sections nine and ten; thence due south to the St. Johns River; thence east to the east side of the channel of said river; thence down and along the east and south side of said river channel to the place of beginning. (a)

SEC. 2. Said corporation shall have perpetual succession, shall sue and be sued, plead and be impleaded; may purchase, lease, receive and hold property, real and personal, within said City; and may sell, lease or otherwise dispose of the same for the benefit of the City; and may purchase, lease,

receive and hold property, real and personal, beyond the limits of the City, to be used for the burial of the dead; for the erection of water-works; for the establishment of

poor houses, pest houses, houses of detention and correction; for public parks and promenades, and for any other public purpose that the Mayor and City Council may deem necessary or proper; and may sell, lease, or otherwise dispose of such property for the benefit of the City, to the same extent as natural persons may. Said City

shall have and use a common seal, and change it at pleasure.

SEC. 3. The corporate authority of said City shall be vested in a Mayor and City Council, a Board of Public Works, a Comptroller, a Recorder, a Treasurer, and such other officers as may be appointed and elected in pursuance of law.

SEC. 4. No person shall be eligible to any of said offices who shall not be a citizen of the State of Florida, and who shall not have been a resident of the City for at least two years immediately preceding his election. Should any such officer cease to be a resident of the City, his office shall be thereby vacated.



BAY STREET, LOOKING WEST.

## ARTICLE II.

### THE MAYOR.

SECTION 1. The Mayor shall be elected by the City Council from among the registered voters of said City, for the term of two years, at the first regular meeting in June, 1889, and biennially thereafter. He shall have power to preserve the peace within the City. He shall receive such compensation, not exceeding \$25 per month, as may be fixed by the City Council before his election. (b)

SEC. 2 He shall have power to bid in property for the City at all tax sales and judicial sales and sales under processes at law when the City is a party; to (c) direct and control the police force

(a) Boundaries as Amended by Section 13, Act of May 31st, 1889.

(b) Section 1, Act of May 10th, 1889.

(c) Words "Appoint subject to confirmation by the Council" conflicted with Section I, Article VI, Act of May 1st, 1887, and repealed by Section 6, Act of May 10th, 1889.

of the City; to make *pro tempore* appointments to fill vacancies caused by sickness, absence or other disability of any City Officer, and to suspend any City Officer for misconduct in office or neglect of duty, reporting his actions with his reasons therefor, in writing, to the next meeting of the City Council for its approval or rejection; but he shall not have the power to fill vacancies in or to suspend members of the Board of Public Works or of the City Council.

He may, whenever in his judgment the good of the City requires it, call special meetings of the City Council, and, when so called, he shall state by message the objects for which it shall have been convened; and the business of such meeting shall be restricted to the objects so stated.

He shall have a general supervision and control over all City Officers (but not over members of the City Council or members of the Board of Public Works), and, with the same exception, may at all times examine into the condition of their respective offices, the books, papers and records therein, and the manner of conducting their official business; and may call upon any officer, clerk or deputy, for information in relation to any matter pertaining to his office.

He shall carefully examine all bills passed, and should any not meet his approbation, he shall return the same to the next regular meeting of the City Council, with his objections in writing. He shall be required to veto only such features in a bill as he may deem objectionable, and may approve the residue of the same bill.

At least once in every three months he shall cause to be presented to the City Council a full and complete statement of the financial condition of the City.

He shall communicate from time to time to the City Council such information and recommend such measures as may, in his judgment, tend to the improvement of finances and to the general interest of the City, and shall report to the City Council all violations or neglect of duty on the part of any City Officer which may come to his knowledge.

He shall take care that all the laws and ordinances concerning the City are duly respected and observed in the City, and its property outside the City, and shall perform such other duties as may by ordinances of the City Council be required of him. He shall cause all ordinances passed by the City Council to be published immediately in one of the City newspapers. No ordinance shall take effect until so published.

Sec. 3. The Mayor may be impeached by the City Council for misfeasance, malfeasance, or nonfeasance in office, and, two-thirds of the City Council concurring, may be removed. Should charges at any time be preferred against the Mayor, the City Council shall proceed without unnecessary delay to investigate and decide them.

Sec. 4. In case of the absence of the Mayor, the President, or in his absence, the acting President, of the Board of Councilmen shall discharge the duties of Mayor and receive the Mayor's salary for the time of his absence. In case the Mayor's office is vacated, the President, or in his absence, the acting President, of the Board of Councilmen shall discharge the duties of said office until a successor shall be elected by the City Council. (a)

### ARTICLE III.

#### THE CITY COUNCIL.

SECTION 1. The legislative power of said corporation shall be exercised by a City Council, composed of eighteen members appointed by the Governor for a term of three years, two from each election district of said City as at present districted. The office of any Councilman removing from his ward shall be thereby vacated. The members annually one of their own number to be their presiding officer, who shall be called President of the City Council, and shall have power to enforce such rules as may be adopted by the Board for its government. The City Council may determine its

(a) Section 2, Act of May 10th, 1889.



own rules of proceedings and prescribe the punishment of its members for non-attendance or disorderly conduct, and enforce the same. Two-thirds of its members concurring, it may expel a member for non-attendance, or other improper conduct, while in office. A majority of the members of the Board shall be required to form a quorum for the transaction of business, but a smaller number may adjourn from day to day. To enable the City Council to fully investigate charges against its own members or other officers, or such other matters as they may deem proper, the Mayor or Recorder, at the request of the Board, shall issue subpoenas and compulsory process to compel the attendance of persons and the production of books and papers before the City Council, and the Recorder shall have power to administer necessary oaths. The City Council shall hold meetings at such times as it may determine, not less than one meeting each month. Councilmen shall receive no

Expulsion.

Quorum.

Investigations.

Meetings.



VIEW AT LAKE WORTH.

On the Line of the Jacksonville, St. Augustine & Indian River Railway.

compensation. The Government shall appoint the Board of Councilmen as soon as practicable after the passage of this Act, and shall fill all vacancies in the Council by appointment. The Councilmen appointed under this Act shall immediately thereafter qualify and assume the duties of the office. (a)

Vacancies Filled.

How Ordinances Adopted

SEC. 2. No bill shall become a law without first having been passed on three several readings by a majority vote, on the third of which readings a majority of the whole number of members of the Board shall be required; nor until said bill shall have been signed by the Mayor, except that it may be passed without his signature, as

(a) Section 3, Act of May 16th, 1889.

herein provided. No ordinance or portion of an ordinance vetoed by the Mayor shall go into effect unless the same be passed by two-thirds of the whole number of members of the City Council. If the Mayor fail to return any ordinance at or before the next regular meeting after its passage he shall be deemed to have approved the same, and it shall become a law without further action. Over Veto.

SEC. 3. The Mayor and City Council shall have power and are hereby authorized to create such offices and provide by ordinance for the appointment or election of all such officers as may be necessary for the good government of the city (not in conflict with nor to interfere with the duties of officers and appointees provided for in this Act), whose compensation and terms of service shall be fixed before their election, and the compensation shall not be increased or diminished during their term of office. The Mayor and City Council shall have power to abolish at any time any office created by them, and to discharge any officer elected or appointed by them, except as herein otherwise provided; but shall not abolish any office created under this Act. All elections by the City Council shall be *viva voce* on the call of the roll. All officers created by this act, or created by City ordinance and appointees of the Board of Public Works, shall be required to give such bond as the Mayor and City Council may by ordinance provide; and the Board of Public Works may demand of its employees, appointees and artisans such bond as it shall deem fit in case there is no ordinance of the Mayor and City Council requiring such bond. No Councilman shall be eligible to any other city office. May Create Offices.

Every officer before entering upon the duties of his office shall take oath to faithfully and impartially perform the same. Elections Viva Voce.

SEC. 4. The Mayor and City Council shall, within the limitations of this Act, have power, by ordinances, to levy and collect taxes upon all property and privileges taxable by law for State purposes; to appropriate money and provide for the payment of the debts and expenses of the City, and also for the debts of the municipal corporation of which said City is the successor; to make regulations to prevent the introduction of contagious diseases in the City; to make quarantine laws for the purpose, and to enforce the same within five miles of the City; to establish hospitals, jails, houses of detention and correction, and make regulations for the government thereof; to make regulations to secure the general health of the inhabitants, and to prevent and remove nuisances; (a) to provide for the cleaning and keeping in good sanitary condition any and all premises within the limits of the City; to regulate the construction, location and arrangement of earth closets and privies; to let by contract or to create a special department for the removal of all excrement and filth from the privies and earth closets; to compel the owners or occupants of premises to provide buckets or other receptacles as may be deemed necessary; and to make the actual expense of the measures contemplated in this section, including the expense of the removal of excrement and filth and the cleaning of earth closets, privies and receptacles, a special tax and lien upon the premises, and to enforce the payment thereof in the same manner as is or may be provided by law for the enforcement of the payment of other taxes levied upon said premises (b); to provide the City with water, by water works, within or beyond the boundaries of the City; to provide for the prevention and extinguishment of fires, and to organize and establish fire departments; to provide for lighting the City by gas or other illuminating material, or in any other manner; to make appropriation to open, alter, abolish, widen, extend, establish, grade, pave or otherwise improve, clean and keep in repair streets, alleys and sidewalks, and to erect, establish and keep in repair bridges, culverts, sewers and gutters; and to make appropriations for lighting the streets and public buildings, and for the erection of all buildings necessary for the use of the City; to license, tax and regulate auctioneers, taverns, peddlers, and retailers of liquors, and all other privileges taxable by the State; to license, tax and regulate hackney carriages, carts, omnibuses, wagons and drays, and to fix the rate to be charged for the carriage of persons and of property within the City and to the public works and property without the limits of Officers Required to Give Bond.

the City; to regulate, license or prohibit and suppress theatrical and other exhibitions, shows, parades and amusements; to prohibit and suppress all gambling houses, bawdy and disorderly houses, and obscene pictures and literature; to regulate, restrain or prevent the carrying on of manufactories dangerous in causing or producing fires, and to regulate and license the sale of fire-arms, and suppress the carrying of concealed weapons; to regulate the storage of gunpowder, tar, pitch, resin, saltpetre, gun cotton, coal oil, and all other combustible, explosive and inflammable material, and the use of lights, candles, lamps and steam pipes in all stables, shops, and other places; and to regulate or suppress the use and sale of firecrackers and other fireworks and toy pistols; to establish standard weights and measures to be used in the City, and to appoint a Sealer of Standard Weights and Measures, who shall have exclusive jurisdiction within the City; to provide for the inspection and measuring of lumber and other building material; to provide for the inspection and

To Suppress  
Gambling Houses,  
etc.

Sealer of Weights  
and Measures.



ON THE TOMOKA, NEAR ORMOND.

On the Line of the Jacksonville, St. Augustine & Indian River Railway.

weighing or measuring of stone, coal, wood, and all fuel, hay, corn, and other grain; to provide for and regulate the inspection of beef, pork, flour, meal, and all other provisions, oils, whiskey and other spirits in barrels, hogsheads and other vessels; to regulate the inspection of milk, butter, lard, and other provisions; to regulate the vending of meat, poultry, fish, fruits and vegetables; to restrain and punish the forestalling and regrating of provisions, and to establish and regulate markets; to provide for the arrest, imprisonment and punishment of all riotous and disorderly persons within the City, by day or by night, and for punishment of all breaches of the peace, noise, disturbance, and

Inspection of Pro-  
visions, etc.

Establish Markets.

disorderly assemblies; to fix, from time to time, the number and boundaries of the City wards; to pass all ordinances necessary for the health, convenience and safety of the citizens, and to carry out the full intent and meaning of this Act, and to accomplish the object of this incorporation;

to impose penalties upon the owners, occupants or agents of any house, walk or sidewalk, or other structure, which may be considered dangerous or detrimental to the citizens, unless, after due notice, to be fixed by ordinance, the same be removed or repaired; to regulate, tax, license or suppress the keeping and going at large of all animals within the City, to impound the same, and in default of redemption in pursuance of ordinance,

to sell, kill, or otherwise dispose of the same; to provide for inclosing, improving and regulating all public grounds belonging to the City, in or out of the corporate limits; to regulate the anchorage or mooring of vessels, lighters and rafts within the City; to provide for the appointment of a police force, and to impose fines, forfeitures, penalties and terms of imprisonment for a breach of any City ordinance, but no penalty shall exceed five hundred dollars, and no term of imprisonment shall be for a longer term than three months for the same offense;

(g) regulate, provide for and compel the construction and repair of sidewalks and foot pavements,

and if the owner or owners of any lot or lots shall fail to comply with the provisions of such ordinances, within such time as may be prescribed thereby, the Board of Public Works may contract for the construction or repair of such sidewalks or pavements, and the amount contracted to be paid for the same by the City shall be a lien upon said lot or lots along which such sidewalks or pavement is constructed or repaired, and such amount may be assessed as a special tax against the lot or lots adjoining which such sidewalk or foot pavement shall be constructed or repaired, or the same may be enforced by suit at law or in equity, or the said amount may be recovered against said owner or owners by suit before any court of competent jurisdiction; to regulate, require and provide for the construction or repair of streets, and paving the same, and should the owner or owners of lots fronting on such street or part thereof require to be constructed, repaired or paved, fail to comply with the orders of the Board of Public Works and provisions of ordinances passed in pursuance hereof, the City may have the work done, and the amount contracted to be paid therefor shall be a lien on the lot or lots fronting on such streets, or affected by such improvement, *pro rata*, and may be enforced or recovered in same manner as above set forth as to sidewalks and foot pavements; *Provided*, that owners of the property on each side of the street where such street shall be constructed, or paved, or repaired, shall only be liable for one-third of the actual cost of construction, paving or repairing; to compel owners of buildings to erect fire escapes when necessary; to regulate and provide for the erection, removal, repair and alteration of buildings, the setting of steam boilers, building of furnaces, heating buildings by steam, setting ranges, and all such matters as may tend to the prevention of conflagrations and protection of life and property within the City (h); to grant the right-of-way through the streets, avenues and squares of said City for the purpose of street, or other railroads; to take and appropriate grounds for widening streets, or parts thereof, or for laying out new streets, avenues, squares, parks, or promenades, when the public convenience may require it, provided the owner or owners thereof shall receive compensation for the same; and to designate or provide for the appointment of an officer to preside in the City Court.

Sec. 5. The Mayor and City Council are forbidden to make any appropriations of money and credit in the way of donations, festivities, pageants, excursions or parades, nor shall they be authorized to subscribe for stock in any railroad company or in any other corporation, or give or lend any money, aid or credit to any person or corporation whatever, and they are hereby prohibited from employing or appropriating the revenues and taxes in any other manner than for purposes strictly municipal and local and according to the provisions of this Act. Said municipality shall not exempt any property from taxation which shall not be exempt from taxation by the State.

Sec. 6. Said Corporation shall have no power to levy in any year for ordinary Corporation (g) to (h) Section 1, Act of May 31st, 1883.

Limit of Tax Law. purposes a higher rate of taxes than one per cent. of the assessed value of the taxable property within its limits; the word "ordinary" is to embrace all expenses for fire, police, streets, gas and other illuminating material, water, and all other purposes strictly municipal, excluding the special tax for water works and fire protection, which may be levied according to the provisions of Chapter 3605 of the Laws of Florida, and excluding interest on debt and tax for Sinking Fund, and a tax to pay any judgment against the City or levied in obedience to any mandamus, for which an additional levy may be made. (\*)

Preparation and Publication of Budget. SEC. 7. It shall be the duty of the City Council each year, within thirty days after the Board of Public Works has submitted its estimate, to agree upon a budget for expenses of the ensuing year; which budget shall designate the officers of the corporation for the year, with the salary of each, and under general heads, such as Streets, Fire Department, Gas, Water, Police, etc., the subjects of corporation and the estimated amount, run out in figures, of the probable expenditures for each purpose. This budget shall be published in one of the newspapers of the City.

Penalty for Violation of Three Preceding Sections. SEC. 8. Any Mayor, Councilman, officer or employee of said corporation, or other person entrusted with the collection or disbursement of the corporation funds, who shall knowingly violate any of the provisions of the three last preceding sections, or aid in such violation, or who shall create, or aid in creating, any liability of the corporation, beyond the expenses as fixed by the budget, in the modes especially designated, shall be civilly liable to the corporation for the excess, and for any loss to the corporation, and shall also be guilty of a misdemeanor, for which he shall, on conviction, be fined not less than twenty dollars, or be imprisoned in the county jail not less than one day, or may be both fined and imprisoned.

Standing Committees. SEC. 9. The City Council shall, by ordinance, determine the number of Standing Committees, and number of members of which each committee shall be composed, and shall designate the character and duties of each. The President of the City Council shall appoint said committees. Said committees shall be appointed biennially, as soon as practicable after the election of the President of the Board.

## ARTICLE IV.

### BONDS.

Bonds Authorized. SECTION 1. The Mayor and City Council of the City of Jacksonville, in their corporate capacity, are hereby authorized to issue bonds of said City to an amount not exceeding \$750,000, signed by the Mayor and countersigned by the Recorder, with interest coupons attached, which shall be signed by the Treasurer of said City; *Provided, however*, that before said bonds shall be issued or otherwise provided for, the issuance of said bonds shall be approved by a majority of the votes cast by the registered voters of the election districts comprising said City, at an election held for that purpose, at a time and in a manner to be prescribed by the Mayor and City Council of said City. (i)

Description. SEC. 2. The bonds issued under this Act shall be of such denomination, bear such rate of interest, not exceeding six per centum per annum, and be due in such time, not less than five nor more than thirty years from the date thereof, as said corporate authorities may determine, and provision may be made, if deemed expedient, in the ordinance providing for the issuance of such bonds, for calling in and paying off any bond before it shall become due.

Par. Required. SEC. 3. The bonds herein provided for shall in no case be sold for less than par.

Purposes for Which Used. SEC. 4. A sufficient number of said bonds shall be used for the refunding of the bonded indebtedness of said City now outstanding, and the proceeds arising from the sale, from time to time, of the remainder of said bonds, shall be applied to the improvement of the sanitary condition of said City (including the purchase or condemnation as provided by law, drainage, filling in and reclaiming the low lands in said City), the extension and improvement

(\*) Chapter 3605, Laws of Florida, at end of this Charter.

(i) Section 4, Act of May 15th, 1889.



of the sewerage and water systems of said City, and the making of such other public improvements as the authorities of said City may deem advisable.

SEC. 5. There shall be a board of seven trustees, no two of whom shall be residents of the same election district as at present districted, whose duty it shall be to receive the said bonds as soon as the same are engraved and executed, and use and dispose of the same as hereinbefore provided, and approve all such contracts necessary for carrying out the improvements directed by the Council and Board of Public Works as are to be paid for out of the proceeds of said bonds, and audit all such accounts and pay the same from the proceeds of said bonds. The first board shall be appointed by the Governor, one each for a term of one, two, three, four, five, six and seven years, respectively. Vacancies by expiration of terms shall

Appointment,  
Powers and Duties  
of Trustees



ON THE INDIAN RIVER, ROCKLEDGE.

On the Line of the Jacksonville, St. Augustine & Indian River Railway.

be filled for a term of seven years by the Trustees at the first regular meeting thereof in the month next prior to such expiration, or as soon thereafter as practicable. Any vacancy other than by expiration of terms shall be filled by the remaining Trustees for the remainder of the term as soon as practicable after such vacancy occurs. They shall receive no compensation. No person shall be elected to fill a vacancy in said board unless he receive more than three votes. A majority of said Trustees shall constitute a quorum and be capable of transacting any business.

SEC. 6. The Mayor and City Council shall have power to levy annually such special tax on the taxable property within the corporate limits of said City as may be necessary to provide funds for the payment of interest coupons, and to provide a sinking fund for

May Bond Agent's the payment of said bonds, and to require of the disbursing agents handling the moneys hereby provided for such official bonds for the faithful performance of their duties as they may determine.

## ARTICLE V.

### THE BOARD OF PUBLIC WORKS.

Election of. SECTION 1. There shall be a Board of Public Works, composed of three members, who shall be elected by the City Council, to serve for a term of three years, and until their successors shall be elected and qualified; *Provided, however,* that the first election shall be held at the first regular meeting of the City Council in June, 1889, or as soon thereafter as practicable, at which time one member shall be elected to serve for one year, one member to serve for two years, and one member to serve for three years. The annual election by said City Council for the purpose of filling expirations as they occur shall be on the first regular meeting in June of each year, or as soon thereafter as practicable. No person shall be elected unless he receive more than nine votes. The Board of Public Works elected under this Act shall immediately assume the duties of the office, and their predecessors shall immediately deliver to them all books, papers and property of said Board. (a)

Mayor and Council Ineligible.

SEC. 2. The Mayor shall not be eligible to membership in said Board of Public Works, nor shall any Councilman be eligible.

Bonds of Members. Each member shall give bond with not less than three sureties, or the surety of an approved guarantee and indemnity company, to the satisfaction of the Mayor and City Council in the sum of not less than ten thousand dollars, conditioned for the faithful performance of his duties and the disbursement of, and accounting for, all moneys coming into his hands in his official capacity, which sureties shall be required to justify in the aggregate to the amount of ten thousand dollars, and such bond shall, when approved by the Mayor and City Council, be filed with the Recorder and be enrolled by him in a book to be kept for the purpose of enrolling all official bonds.

Compensation. The compensation of the members of the Board of Public Works shall be fixed by city ordinance prior to their election, which shall not be changed during their terms of office.

Meetings. SEC. 3. The Board of Public Works shall hold regular meetings at least once in every week, and as much oftener as the business entrusted to its care may require; two members of said Board shall constitute a quorum for the transaction of business. The ayes and noes shall be called and entered upon a journal upon the passage of every resolution or order of any kind, and no resolution or order shall be adopted unless two votes are recorded in its favor. Said meetings shall be held at stated times, and no called meetings shall be held until notice of the called meeting shall have been given by the Recorder to each member, and no business shall be done at any called meeting unless such notice shall have been given.

Record of Proceedings. SEC. 4. The Board shall keep a complete record of all its proceedings, and a copy from its records, certified by the Clerk of the Board, shall be competent evidence in all courts of this State.

Attending Council Meetings. SEC. 5. The members of the Board shall have seats in the City Council, and be entitled to take part in all proceedings and deliberations on all questions relating to matters under their charge, subject to such rule as the Mayor and City Council shall from time to time prescribe, but without the right to vote, and one member of the Board may be compelled to attend every meeting of the City Council.

To Employ Heads of Departments, etc. SEC. 6. The Board shall have exclusive power to employ such chiefs or heads of departments, firemen, engineers, clerks, superintendents, laborers and other persons as it may deem necessary for the execution of its duties, and to fix

(a) Section 5, Act of May 16th, 1889.



their compensation, and any of them may be discharged at any time by the Board of Public Works at its discretion.

SEC. 7. The Board of Public Works shall not elect or employ or appoint or contract with the Mayor or any Councilman, or with any other City official.

Contracts with  
City officials  
Prohibited.

SEC. 8. The Board of Public Works shall have exclusive power and control over the construction, supervision, cleaning, repairing, grading and improving of all streets, alleys, avenues, lanes, public wharves and landings, market-houses and spaces, bridges, sewers, drains, ditches, culverts, canals, streams and water courses, sidewalks and curbing, and over the lighting of all such places as may be deemed necessary within the corporation, and to fix and establish the grades of all streets and alleys, avenues and thoroughfares. The said Board shall also have exclusive power, supervision and control over the construction, repairing,

Control over  
Streets, etc



On the Line of the Jacksonville, St. Augustine & Indian River Railroad

cleaning, lighting and heating of all public buildings and over all public improvements of the City.

SEC. 9. The Board shall have exclusive power to make all improvements and expenditures within the budget which shall cost less than two hundred dollars, but shall let all contracts of over two hundred dollars to the lowest responsible bidder.

To Make Contracts.

SEC. 10. The Board shall have exclusive power to organize and control the Fire Department,\* the Water Works and its appurtenances, the Gas and other illuminating works of the City, and the jails and houses of correction and detention.

To Control  
Fire Department,  
Water Works, etc.

SEC. 11. The Board of Public Works shall, on or before the day fixed in each year, prepare and submit to the City Council an itemized estimate of the amount of money necessary and advisable, in their opinion, to spend in the execution of the duties entrusted to

Annual Estimates

(\* This section has been amended so as to place the fire department under control of the Bond Trustees.

them for the ensuing year, giving in detail the plans of construction and repairs, and estimates of expenditures and salaries, etc., proposed by them, with the estimated cost of each improvement, or salary, specifying for what department required, as streets, sewers, water works, fire department, etc.

Tax Levy for Board of Public Works.  
Taxes to be Used for Purposes of Levy.  
SEC. 12. It shall be the duty of the Mayor and City Council in their annual levy of taxes to make such levy as in their judgment shall be necessary and advisable for expenditure under the direction of the Board of Public Works, and the amount so levied shall be collected and carried to the credit of the Board of Public Works, and shall not be diverted from said Board and used by the Mayor and City Council for any other purpose, but the same shall remain as a separate fund in the hands of the Treasurer of the City.

The Board shall not divert the tax levy of the Mayor and City Council from the purposes or departments for which it was levied.

Expenditure Over \$500.  
SEC. 13. When the Board shall deem it advisable to make a contract for the execution of any work, or for the purchase of any material or matters under its charge, to an amount exceeding five hundred dollars, a careful estimate shall be made in detail of the cost of such work or material, and the Board shall transmit to the Mayor and City Council, with its recommendations, an ordinance authorizing the said expenditure, with an estimate of the cost.

Contract to Lowest Bidder.  
Upon the passage by the Mayor and City Council of such ordinance, it shall be the duty of the Board of Public Works to advertise and let the work and material to the lowest responsible bidder.

Contract, How Executed, Filed and Recorded.  
SEC. 14. All contracts of the Board shall be made in the name of the City, shall be executed in behalf of the City by the presiding officer of the Board, under the seal of the corporation, and shall be filed and recorded in the office of the Board.

Liability Created Only by Formal Action of Board.  
SEC. 15. No member of the Board, or other person, whether in the employment of the Board, or otherwise, shall have power to create any liability on account of the Board or the funds under its control, except by express authority of the Board, conferred at a meeting duly and regularly convened.

Estimates of Deficiency.  
SEC. 16. If at any time it shall appear in the judgment of the Board that the levy made by the Mayor and City Council for the current or ensuing year for the use of the Department of Public Works is insufficient for properly conducting the affairs of the City, and for constructing improvements and repairs of such things as are committed to their charge consistent with the health, comfort and convenience of the inhabitants, they shall so report to the Mayor and City Council, furnishing at the same time an estimate of such deficiency, on receipt of which it shall be lawful for said Mayor and City Council, in their discretion, to make such additional appropriation, and proceed to make a special levy, on the basis of the last assessment, upon the taxable property within the City taxable for State purposes, but not to exceed, with levies previously made during the year, the limit provided by law.

Special Levy to Meet Deficiency.  
Contract Void if City Official Interested.  
SEC. 17. No member, officer or employee of the Board, nor the Mayor, nor any Councilman, or other City official, shall be directly or indirectly interested in any contract or work of any kind whatever under the direction of the Board. Any contract for work or material in which any such prohibited person shall have an interest, shall be void.

Contract Void if City Official Interested.  
SEC. 18. No money shall be paid at any time to any person claiming under a contract with the Board until such person shall have first filed with the Board his statement under oath, declaring that no person forbidden by this Act has any interest in the same.

Modification of Contract.  
SEC. 19. When, in the opinion of the Board, it shall become necessary in the prosecution of any work to make alterations or modifications in the specifications or plans of a contract, such alteration or modification shall only be made by order of the Board, and such order shall be of no effect until the price to be paid for the same shall have

been agreed upon in writing, and signed by the contractor, and approved by the Board. Total cost of the work, with the addition so agreed upon, shall not exceed the original estimate, unless such addition shall be agreed to by the Mayor and City Council with the same formalities as attended the presentation and consideration of the original estimate.

No contractor shall be allowed anything for extra work caused by an alteration or modification, unless an order shall have been made, and an agreement shall have been signed, as is provided in the preceding section, nor shall he in any case be allowed more for such alteration than the price fixed by such agreement.

SEC. 20. The Board shall publish all resolutions declaring the necessity of improvements and expenditures over five hundred dollars, and an ordinance authorizing such improvements and expenditures over five hundred dollars must be passed by the Mayor and City Council on the recommendation of the Board of Public Works, before the expenditure can be authorized or the work be done.

SEC. 21. Any member of the Board may be removed from office for incompetency, inefficiency, neglect of duty or misconduct in office, by a vote of three-fourths of all the members elected to the City Council. For the unexpired term such vacancy shall be filled by election under the same rules as govern other elections of members of the Board.

Upon specific charges, in writing and sworn to, being preferred against a member of the Board of Public Works, the City Council, by a majority vote of the Board, may suspend such member for ten days, and within ten days after the order of suspension the charges shall be tried by the City Council, unless the accused asks for further time. During the continuance at the request of the accused, his pay shall be stopped and deducted; but if the trial is delayed by the City Council and not by the accused, then the suspension shall not last longer than ten days. If a member of the Board of Public Works shall be adjudged, on such trial or inquiry, to have been guilty of the charge against him, the City Council shall have the power to punish, by a three-fourths vote of the whole Board, by dismissal from office, or by a majority vote on the call of the roll, by further suspension, as in their opinion the grade of offense may deserve. The decision of the City Council as to suspension or dismissal shall be transmitted to the Board of Public Works to be entered on its record. Vacancies, whether by removal or suspension, occurring after trial of charges as herein provided, shall be filled as in other cases, and the City Council shall have power to make temporary appointments, to fill vacancies in the Board of Public Works, if a trial, as herein provided, should be delayed at the instance of the accused.

SEC. 22. At the first meeting after election the Board of Public Works shall elect one of their number chairman, who shall serve as such for two years. If they fail to do so, the Mayor shall appoint one of their number, who shall be chairman for two years. The chairman shall cast his vote on all questions voted upon.

SEC. 23. The Recorder of the City shall also be the Clerk of the Board of Public Works. His duties as such Clerk shall be to keep the minutes of all official acts of the Board, and to do all other service usually pertaining to such office.

## ARTICLE VI.

### THE POLICE.

SECTION 1. There shall be a Board of Police Commissioners, composed of three members, who shall be elected by the City Council, to serve for a term of three years, and until their successors shall be elected and qualified. The first election shall be held at the first regular meeting of the City Council in June, 1889, or as soon as practicable thereafter. They shall receive no compensation. The Board of Police Commissioners shall have exclusive power to appoint, organize and remove

No Allowance for Extra Work Except by Contract

Resolutions for Expenditure Over \$500 to be Published.

How Removed.

How Suspended.

Trial

How Dismissed.

Vacancies Filled.

Election of Chairman.

Recorder Clerk of Board

Police Commissioners Elected

Power to Appoint Organize and Remove Policemen

Number and Compensation of Police fixed by Council.

Powers of Police.

Duties of Policemen.

Power of Arrest.

Arrest to be Reported Immediately.

the members of the Police Force. The number and compensation of the Police Force shall be fixed by the City Council by ordinance. The Board of Police Commissioners elected under this Act shall immediately assume the duties of the office, and their predecessors shall immediately deliver to them all books, papers, and property of said Board. (a)

SEC. 2. The Police shall possess all the common law and statutory powers of constables, except for the service of civil process. All warrants issued from the City Court may be executed by any member of the Police.

The Police Force at all times of the day or night shall preserve the public peace, prevent crime, detect and arrest offenders, suppress riots, protect the rights of persons and property, guard the public health, preserve order at elections, see that nuisances are removed, restrain disorderly houses, assist, advise and protect strangers and travelers in public streets, or at steamboat landings, or railroad stations, enforce all laws relating to the suppression and punishment of crime and to the public health and to disorderly persons, and all ordinances and resolutions of the City Council in relation to police, health and criminal procedure.

The Police Force shall have power and authority to immediately arrest without warrant and take into custody any person who shall commit or threaten, or attempt to commit in the presence of a member of it, or within his view, any breach of the peace or offense directly prohibited by act of the Legislature, or by ordinance of the City Council. Such member of the Police Force shall immediately, and without delay, upon such arrest, convey in person such offender before the proper officers, that he may be dealt with according to law, and the officer making such arrest shall at once, without delay, report the arrest and the alleged cause to his superior officer.

## ARTICLE VII.

### THE COMPTROLLER.

SECTION 1. There shall be a Comptroller, who shall be the guardian of the financial interests of the City. He shall be elected by the City Council at its first regular meeting in January, 1888, or as soon thereafter as practicable, for the term of two years, and until his successor shall be elected and qualified, and biennially thereafter; *Provided, however*, that the first election shall be held at the first regular meeting of the City Council in January, 1888, or as soon thereafter as practicable, and the term of the Comptroller then elected shall continue only until the election and qualification of a Comptroller to be chosen in June, 1889.

The salary of the Comptroller shall be fixed by the City Council before his election, and shall not be changed during his term of office.

His duties shall be to have the possession of all tax books and other evidences of indebtedness to the City, and of duplicates of all tax lists and receipts; to audit accounts against the City and of all City Officers, and to perform such other duties as the Mayor and City Council shall, from time to time, by ordinances prescribe.

He shall give bond for the faithful performance of his duties, in such sum, and in such manner, as the Mayor and City Council shall prescribe.

## ARTICLE VIII.

### THE TREASURER.

SECTION 1. There shall be a Treasurer. He shall be elected by the City Council at its first regular meeting in June, 1889, or as soon thereafter as practicable, for the term of two years, and until his successor shall be elected and qualified, and biennially thereafter. *Provided, however*, that the first election shall be held at the first regular meeting of the City Council in January, 1888, or as soon thereafter as practicable, and the term of the Treasurer then elected shall continue only until the election and qualification of a Treasurer to be chosen in June, 1889.

(a) Section 6, Act of May 16th, 1889.

The salary of the Treasurer shall be fixed by the City Council before his election, and shall not be changed during his term of office.

Salary

It shall be his duty to receive all money due to the City, and make daily reports thereof, and of disbursements, to the Comptroller, showing the items in detail, and to perform such other duties as the Mayor and City Council may, from time to time, prescribe.

Duties

He shall give bond for the faithful performance of his duties, in such sum, and in such manner, as the Mayor and City Council shall prescribe. The Treasurer shall be Collector of Taxes.

Bond

## ARTICLE IX.

### THE RECORDER.

SECTION 1. There shall be a Recorder, who shall be elected by the City Council at its first regular meeting in June, 1889, or as soon thereafter as practicable, for the term of two years, and until his successor shall be elected and qualified; and biennially thereafter. *Provided, however,* That the first election shall be held at the first regular meeting of the City Council in January, 1888, or as soon thereafter as practicable, and the term of the Recorder then elected shall continue only until the election or qualification of a Recorder to be chosen in June, 1889.

Election.

The salary of the Recorder shall be fixed by the City Council before his election, and shall not be changed during his term of office. He shall give bond for the faithful performance of his duties in such sum, and in such manner, as the Mayor and City Council may prescribe.

Salary.

Bond.

It shall be the duty of the Recorder to act as Secretary of the City Council, and of the Board of Public Works, and to act as Clerk of the City Court.

Duties.

## ARTICLE X.

### THE MUNICIPAL COURT.

SECTION 1. In said City there shall be a Municipal Court for the trial of all offences against the Municipal Ordinances. The Judge of said Court shall be elected by the City Council at its first regular meeting in June, or as soon thereafter as practicable, for the term of two years, and bi-ennially thereafter; *Provided, however,* That the first election shall be held at the first regular meeting of the City Council in January, 1888, or as soon thereafter as practicable, and the term of the Judge of said Court then elected shall continue only until the election and qualification of a Judge of said Court to be chosen in June, 1889.

Election of Judge.

He shall receive a salary from the City, to be fixed by the City Council before his election, which salary shall not be changed during his term.

Salary.

He shall have exclusive power to pardon and release persons convicted by him under the City Ordinances. In case of his absence or inability, any Justice of the Peace, to be designated by the Mayor or Acting Mayor of the City, may hold said Court.

Pardoning Powers

Absence; Who to Act.

Said Court shall be opened at nine o'clock A. M. of each day, except Sunday, and shall continue in session until the cases before it shall be disposed of, but the Judge of said Court may, at his discretion, continue to any subsequent day or days the hearing of any case pending in his Court.

Session.

SEC. 2. All persons tried in said Court who shall be acquitted of the offenses charged against them shall be at once discharged.

Person Acquitted to be Discharged.

All persons convicted by said Court shall forthwith pay all fines and costs assessed against them, in default whereof they may be committed; *Provided,* That if such person shall appeal within three days from the judgment of the Court, they shall be released upon entering into bond, with good and sufficient security, in double the amount of the fine and costs assessed against them, conditioned to appear

Convicted to Pay Fine or be Committed.

Appeal Bonds.

before the Court to which the cause is appealed, and to abide by and perform the judgment thereof.

Docket. SEC. 3. The Recorder shall keep a docket, upon which shall be entered all causes tried in said court; said docket shall show, by appropriate entries thereon, the style of the cause, the nature of the offense, the judgment of the Court, the amount of fines and costs, or by committal, or by pardon or remission of the City Judge. The docket shall also show the names of the witnesses examined in each case, and the date of the appeal, if granted.

Fines and Costs Paid to City. SEC. 4. All fines and costs shall be a part of the revenue of the City, and shall be paid to the City in such manner as may be provided by this Act, or by ordinances consistent herewith.

Duty of Recorder in Appealed Cases. SEC. 5. The Recorder shall return and file with the Clerk of the Appellate Court, within three days, the papers in all cases appealed, and he shall endorse on the warrant in each case the names of the witnesses on behalf of the City.

Persons Arrested to be Detained Until Discharged by Court or Security Given. SEC. 6. All persons arrested for the violation of any ordinance, or for any municipal misdemeanor committed within the City limits, or in the property of the City outside of its limits, shall be immediately confined in the jail or house of detention, and remain therein until discharged or tried by the City Court, unless such persons shall give proper security for their appearance before said Court, in which event they may be released. The Chief of Police and the officers in charge of the jail or house of detention shall have authority to take from persons arrested bonds or other security for their appearance before the City Court, but no such bond or security shall be for less amount than five dollars, nor more than two hundred and fifty dollars.

Officers take Security.

Amount of Security.

Chief of Police to Report Daily. SEC. 7. It shall be the duty of the Chief of Police to report to the City Court every day at nine o'clock A. M. all arrests and committals that may have been made during the preceding day and night, the names of the accused, the offenses with which they are charged, the names of the witnesses in the respective cases, and the bonds or other security of those who have been released, if any there be.

SEC. 8. In all cases where the parties accused have been released upon bonds or other security, if they fail to appear, the City Court shall proceed to enter up judgment upon said bonds or other security for the full amount of the penalty, and the Recorder shall, at the expiration of one day from the rendition of such judgment, issue a *fieri facias* to the Marshal, who shall execute the same.

Defaulted Bonds. SEC. 9. The City Court shall have the authority to preserve order and decorum, and shall be invested with the same powers to that end, by fine and imprisonment, as are incident to Courts of Record in this State.

Power as to Contempts, etc.

Convict Prisoners to Work. SEC. 10. Every person committed, after conviction, to the jail or house of correction, shall be required to work for the City, at such labor as his health and strength will permit, within or without said City, not exceeding eight hours each day; and for such work and labor the person so employed shall be allowed, exclusive of his board, a credit upon his fine and costs, at the rate of seventy-five cents per day, until the whole amount is discharged, when he shall be released.

Allowance for Work.

Limit of Work.

No person shall be compelled to work longer than three months for any one offense.

## ARTICLE XI.

### THE MARSHAL.

SECTION 1. There shall be a City Marshal for said city. He shall be elected by the City Council biennially at its first regular meeting in June, 1889, or as soon thereafter as practicable, for the term of two years, and biennially thereafter. He shall receive a salary to be fixed by the City Council before his election, which shall not be changed during his term of office; *Provided, however*, that the first election shall be held at the first regular meeting of the City Council in January, 1888, or as soon thereafter as practicable,

Election.

Salary.



and the term of the City Marshal then elected shall continue only until the election and qualification of a City Marshal to be chosen in June, 1889.

SEC. 2. It shall be the duty of the City Marshal to attend the City Council during its sittings, to aid in the enforcement of order under the direction of the President, to execute the commands of the Council from time to time, and to execute all process issued by authority thereof, which shall be directed to him by the President; to attend in person or by deputy, the City Court during its sittings, to execute the commands of said court from time to time, to aid in the enforcement of order therein, and to perform such other duties as may be appropriate to his office under the provisions of law, or that may be imposed upon him by ordinances of the City Council, consistently with this Act. He shall have police powers of arrest.

Duties

Police Powers.

## ARTICLE XII.

### TAXES.

SECTION 1. All property which is subject to State taxes shall be assessed and listed for taxation, alphabetically, for the entire City, without reference to wards. The assessment shall be made by the Comptroller and his assistants, and the valuation of real and personal property shall be subject to be increased or diminished by the Council under regulations to be made by ordinance. Privileges may be licensed and taxed by city ordinances. The Council may provide for licensing the keeping of dogs and for the destruction of dogs the owner or keeper whereof shall not comply with regulations prescribed by the Council in respect thereto, and for the punishment of persons violating ordinances on the subject. All the duties now devolved upon the Recorder in reference to the levy and assessment of taxes shall devolve upon and be performed by the Comptroller. (a)

Subjects of Taxation.

Comptroller to Assess.

Licenses.

License and Killing of Dogs.

SEC. 2. Collectors of taxes on property and privileges shall have power to issue distress warrants and alias and pluries distress warrants in the name of the City to enforce collections; the same may be executed by the City Marshal or any Constable or Sheriff.

Collector of Taxes May Issue Distress Warrants.

SEC. 3. The Mayor and City Council are empowered to provide by ordinance for the correction of erroneous assessments and for any defects in the assessments.

Correction and Perfection of Assessments.

SEC. 4. Collectors shall not make sales of realty for unpaid taxes or assessments. Taxes and assessments on realty shall be and remain a lien on the property assessed, until the same shall be paid. Such lien may, after return of *nulla bona* on a distress warrant, be enforced as other liens. All unpaid taxes and assessments may be collected by suits in court at law or in equity. The costs of all suits and proceedings for the collection of unpaid taxes and assessments, including a reasonable attorney's fee, shall be recovered and collected by such suits.

Taxes on Realty; How Collected.

SEC. 5. No property in territory added to said City by this bill shall be subject to special taxation for water works or sewers until such improvements, respectively, shall be extended to such property; *Provided, however*, that in the event of said City issuing bonds for sanitary work, the extension of the water and sewer systems and other needed improvements, all property within the City limits shall be liable to be taxed for the payment of the principal and interest of said bonds. No property in territory added by this Act to the City of Jacksonville shall be held liable for any indebtedness of the City of Jacksonville incurred anterior to the approval of this Act.

Exemption of New Territory from Special Water Works and Sewer Tax.

## ARTICLE XIII.

### MISCELLANEOUS.

SECTION 1. No officer or employee of said City shall retain any fees or costs for any services (a) Section 11, Act of May 31st, 1889.



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All Fees and Costs  
Paid into Treasury.

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paid to the City

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Monthly Report of  
Fees and Costs to  
Comptroller.

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Council May Appoint  
Other Employees

\_\_\_\_\_  
Digest of Ordinances.

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Ordinances; How  
Proved.

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Received in Evi-  
dence.

SEC. 5. This Act shall take effect from and after its passage.

#### ARTICLE XIV.

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Certain Charters  
Abolished.

SEC. 2.

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Property, etc., Vested  
in New Corpora-  
tion

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Obligations of Cor-  
porations Abolished  
Unimpaired.

\_\_\_\_\_  
Ordinances of Cor-  
porations Abolished  
to Remain in Force  
Until Repealed.

he may perform, nor shall he receive any compensation other than the salary fixed by law. All fees and costs which may be provided by law to be paid, shall be received by the officers and employees for and on account of the City, and shall be paid to the City Treasurer under such regulations as the City Council may prescribe, and they shall make monthly reports thereof to the Comptroller, stating in detail from whom and on what account such fees and costs were received, and shall accompany such reports with receipts for the money paid over to the Treasurer.

SEC. 2. The City Council shall have power to provide for the appointment of such other employees as may from time to time be necessary for the public service of the City, not inconsistent with the provisions of this Act.

SEC. 3. There shall be prepared and published by the City Council within one year after the passage of this Act, and once in three years thereafter, a digest of all the ordinances and resolutions of a public nature in force.

SEC. 4. All ordinances, resolutions and proceedings of the City Council may be proved by the seal of the corporation, attested by the Recorder, and when printed and published by authority of the corporation, the same shall be received in evidence in all courts and places without further proof.

SECTION 1. The Charters of the Cities of Jacksonville, LaVilla and Fairfield, in Duval County, under which said Cities have heretofore been incorporated, are hereby abolished.

The title, rights and ownership of all property, uncollected taxes, dues, claims, judgments, decrees and choses in action held or owned by each of said cities shall pass to and are hereby vested in the corporation created by this Act.

SEC. 3. Nothing in this Act shall be so construed as to impair the obligations of any existing contract into which any of said cities has heretofore entered, and that the officers of the cities of Jacksonville, La Villa and Fairfield, whose charters were abolished by act approved May 31st, 1887, respectively, shall continue to discharge the duties of their respective offices until the officers of the municipal corporation succeeding thereto shall have been elected and shall have qualified; and all city ordinances not inconsistent with this Act in force in the cities whose charters are hereby abolished, shall continue in force and have the effect of laws in each of said cities, respectively, until repealed or amended by the succeeding city government, or until they expire by their own limitation. (a)

An Act supplementary to "An Act to Establish the Municipality of Jacksonville, Provide for its Government and prescribe its Jurisdiction and Power;" approved May 31st, 1887, and to extend the powers of the Government thereof.

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Right of Eminent  
Domain and Con-  
demnation Pro-  
ceedings.

\_\_\_\_\_  
Power to Exercise  
Right to Eminent  
Domain for Certain  
Purposes.

SEC. 2. Said corporation is hereby delegated authority to exercise the right and power of eminent domain; that is, the right to appropriate private property for public use; and the following are hereby declared to be public uses: for streets, lanes, alleys, and ways; for public parks, squares and grounds; for draining and raising in order to promote sanitation and healthfulness; for reclaiming and filling in when lands are low and wet, or overflowed altogether at times, and entirely or partly; for city buildings, water works, pounds or other corporation purposes; for the abatement of any existing nuisances; for the promotion of proper sanitary

(a) Section 2, Act of June 2d, 1887.

measures; for the use of water pipes and for sewerage and drainage purposes; and the absolute fee simple title to all lands so taken and acquired shall vest in the City. (a)

Sec. 3. The mode of exercising the right of eminent domain aforesaid shall be as follows, to-wit: The Board of Public Works, in the name of the City, shall cause to be filed in the office of the Clerk of the Circuit Court of Duval County a petition to be addressed to the Judge of said Court, signed and sworn to by the Chairman of said Board or the Attorney of the corporation, which shall contain a description and designate the location of the land sought to be appropriated, and state for what purpose and for what reasons such land should be acquired, that it is expedient, or desirable, or is necessary for some one of the uses above set forth that the City should acquire such land, that the City has made a survey and map thereof by which the boundaries are designated, and that it intends in good faith the appropriation to be made for the purpose named, that in case it has been prevented or finds it impracticable to survey and plat the land, such facts recited in the petition will relieve the corporation of that necessity; said petition shall also state the name or names of the party or parties in possession of such land, and the names of those who own or claim to own the same, provided said owners or claimants are known to petitioner, and if any such persons are infants, their ages, as near as may be, must be stated; or if idiots, or of unsound mind, or unknown, such fact must be stated, and where known the place of residence of owner or owners.

Mode of Exercising  
Right of Eminent  
Domain.

Petition to Contain.

Defendants.

Sec. 4. On the presentation of such petition to the Judge of the Circuit Court, aforesaid, he shall appoint some disinterested resident freeholder to be the guardian of each of such infants, idiots or persons of unsound mind, for the purposes of such proceedings, and thereupon shall make an order directed to the Sheriff or other officer qualified to serve process to summon twelve disinterested freeholders, voters of the City, as a jury, to meet at a time and place to be named in such order not more than seven days from the day of the service of said order, to proceed to organize and take steps to appraise and determine the damage the owner or owners will sustain in consequence of said appropriation, on their oaths well and truly so to do, to be administered by any officer authorized to administer oaths, and to fix the amount of compensation to be made to the several owner or owners of such land by said corporation.

Sheriff to Summon  
Jurors.

Guardians.

Sec. 5. Said jury shall, at their first meeting, cause or provide for notice to be given to the owner or owners of such lands and to persons having liens thereon of the time when and place where they will meet to consider the amount of damage the owner or owners will sustain and the compensation therefor to which such owner or owners shall be entitled, which notice shall be served at least ten days before the time of such meeting personally, on such owner or owners or on his or their authorized agent or attorney, and upon the guardian of such infant or person of unsound mind, or by leaving the same or a copy thereof at his or her residence or place of business with a person over the age of fifteen years; if any such owner or part owner of said land or lienor is a non-resident of the County of Duval, or his residence is unknown, and he has no authorized agent or attorney in the county known to said petitioner, such notice shall be published for four consecutive weeks, at least once in each week, in a newspaper published in the said City; if any such owner be an infant, insane or *non compos mentis*, service of such notice shall be made upon such person or upon his or her guardian, and in such manner as the Judge may direct; the said jury shall file with their report proof of the service of such notice in compliance with the above or a certificate of the appearance of such owner or owners or guardian before them, either personally or by agent or attorney, and if any such owner or guardian or lienor, after due notice, shall fail to appear either personally or by agent or attorney, the same must also be stated in the report of said jury; but it shall not be necessary to serve or publish notice of any subsequent meeting held pursuant to adjournment.

Jury to Notify Owner  
of Meeting to Con-  
sider Damages.

Publication of Notice.

The jury shall view the land described in the petition, hear the allegations and proof of the parties, and shall appraise, ascertain and determine the value of tract or parcel of land proposed to be taken, with the value of the improvements

Jury Shall View the  
Land and Make App-  
raisal.

thereon, and each separate estate therein, and the damage that will be sustained by the owner or owners by reason of the taking thereof, and they shall fix the amount of the compensation to be made to each of the owners thereof. A majority of the jury may determine all matters before them.

Majority May Determine Matters.

The said jury shall, within ten days after viewing the land mentioned in the petition, file in the office of the Clerk of the Circuit Court of Duval County a report of their proceedings concerning such land, setting forth their verdict as to the amount of compensation awarded by them to the owner of each tract or parcel of land. They shall be entitled for their services to such compensation as the Judge may direct, which, together with all other expenses of the proceedings, shall be paid by the corporation.

Report to be Filed.

Compensation of Jurors.

SEC. 6. When such report has been filed as prescribed in foregoing section, either or any party to the proceedings may, within ten days after the date of the filing of such report, file with the Clerk of said Court, his or their written protest against the confirmation of such report, setting forth the reasons why the same should not be confirmed, and it shall be the duty of the said Judge to hear the parties and their witnesses, and determine the matter at as early a day as practicable. Should the protesting party on such hearing show good cause why such report should not be confirmed, the Judge shall refuse to confirm the same, and he shall order and cause to be taken such further proceedings in the matter, not inconsistent with this Act as in his judgment, right and justice demand. Should said Judge on such hearing determine that no sufficient cause had been shown why said report should not be confirmed, or should no protest be filed, as hereinbefore provided, within ten days from the date of filing such report, the said Judge shall make an order confirming such report, and on payment to the owner or owners of the land by said corporation of the amount awarded to him or them by the jury as damages sustained in consequence of such appropriation, or on payment thereof to the Clerk of such Court, subject to the order of the owner or owners, the order confirming the verdict of said jury shall be entered of record on the Chancery Order Book of said Court, and it shall thereupon become a judgment and decree of the Court, and the fee simple title to the lands therein described shall vest absolutely in said corporation.

Protest May be Filed.

Judge to Decide Protest.

Judge May Disapprove.

Confirmation of Report.

Title to Vest in City on Payment of Award.

SEC. 7. At any time after the entry of the order confirming the verdict of the jury in the Chancery Order Book as prescribed in the foregoing section, the said corporation, on due proof of the same, may obtain a writ of assistance from said Court under the order of said Judge to put such corporation in possession of the land condemned to its use as aforesaid.

Writ of Assistance.

SEC. 8. The said Judge of the Circuit Court shall have power at any time to amend any defect or informality in the proceedings authorized by this Act that may require amendments, to cause new parties to be added, and to direct further notices to be given to any party in interest, as he may deem proper, and he may also appoint new jurors possessed of the qualifications mentioned in this Act, in place of any who shall die, refuse or neglect to serve, or be incapable of serving.

Amendments at Any Time.

Proceeding When Verdict Set Aside.

Applies to Lands or Corporations.

May Purchase or Lease.

SEC. 9. Should the finding of any jury be set aside in whole or in part, the matter may be recommitted to the same jury for further hearing and verdict, or, in the discretion of the Court, a new jury may be summoned and sworn, who shall proceed in like manner as such first jury were required to proceed.

SEC. 10. The provisions of this Act apply when such land is owned by a corporation the same as when owned by individuals. Said City may lease or purchase land for public use whenever it is deemed expedient and for the public good.

# CHAPTER 3605.

## LAWS OF FLORIDA.

Section 1. Special Water and Fire Tax of Five Mills on State Valuation Allowed.

Section 2. Power Extended to Provisional Municipalities.

Section 3. Repealing Clause.

AN ACT to Provide for the Levying of a Tax by Cities and Towns for Water Works and Fire Protection.

*The People of the State of Florida, represented in Senate and Assembly, do enact as follows:*

SECTION 1. That all incorporated cities and towns in the State of Florida be, and they are hereby empowered to levy and collect a special tax annually for water works and fire protection upon all property within the corporate limits of any such city or town; *Provided*, that it shall require a two-thirds vote of the City or Town Council to levy said tax, and that thirty days' notice of the intention to levy said tax shall be given by publication in some newspaper published in said town once in each week.

Special Levy for  
Water and Fire  
Protection.

Method and Limit  
of Levy.

*Provided, further*, that said tax shall not exceed five mills on the State valuation of the property within such corporation.

SEC. 2. That the provisions of this Act shall extend to and are conferred upon Provisional Municipalities, and in such cases the powers by this Act, vested in the City or Town Council, shall be exercised by the Board of Commissioners of such Provisional Municipalities.

Provisional Municipalities.

SEC. 3. All laws and parts of laws in conflict herewith be and the same are hereby repealed.

Repealing Clause.

Approved February 16th, 1885.

## WARDS.

### BOUNDARIES.

In accordance with a provision of Section 3 of Article IV of the Act of May 31st, 1887, as amended by Act of June 2d, 1887, the Commissioners therein named, on the 23d day of June, 1887, divided the territory of the City of Jacksonville into nine Wards, with boundaries as follows:

The streets, other highways and boundaries used in the following descriptions being the same as shown by LeBaron's map of the City of Jacksonville, made in 1885.

WARD No. 1.—Beginning at a point on the south side of the channel of the St. Johns River, where the section line between sections one and twelve, township two south of range twenty-six east, prolonged eastwardly will intersect the channel of said river, and running from said point on the St. Johns River west, passing on the lines between said sections six and seven in township two south of range twenty-seven east, and between sections one and twelve in township two south, range twenty-six east, to the north-east corner of said section twelve; thence south on the line between sections eleven and twelve to the intersection of the same with Hogan's Creek; thence down the said creek to the centre of First Street in Springfield; thence eastwardly along the centre of said First Street to the Fernandina and Jacksonville Railroad; thence north along the said Fernandina and Jacksonville Railroad to the south-west corner of section seven, township two south, range twenty-seven east; thence east along the south line of said section seven, and of the Barton Donation to the channel of the St. Johns River; thence down the said river to the place of beginning.

WARD No. 2.—Beginning at a point on the St. Johns River where the south line of the Barton Donation intersects the same, and running thence west on the south line of said Barton Donation and the south line of section seven, township two south, range twenty-seven east, to the centre of the Fernandina and Jacksonville Railway; thence southwardly along the centre line of said railway at the centre of Maggie Street in East Jacksonville; thence eastwardly

Section 1.

along the centre of said Maggie Street to the centre of Brough Street in East Jacksonville; thence southwardly along the centre of said Brough Street, and the production of the same to the south side of the channel of the St. Johns River; thence down the channel of said river to the point of beginning.

WARD NO. 3.—Beginning at a point on the south side of channel of the St. Johns River, at the centre of the intersection of Market Street; and thence northwardly along the centre of said Market Street and of Helen Street in Springfield to the centre of First Street in Springfield; thence eastwardly along the centre of said First Street to the centre of the Fernandina and Jacksonville Railway; thence southwardly along the centre line of the aforesaid railway to the centre of Maggie Street in East Jacksonville; thence eastwardly along the centre of said Maggie Street to the centre of Brough Street in East Jacksonville; thence southwardly along the centre of said Brough Street to the intersection thereof, to the south side of the channel of the St. Johns River; thence up the said River to the point of beginning.

WARD NO. 4.—Beginning at a point where the centre of Laura Street in Jacksonville intersects the south side of the channel of the St. Johns River, running thence northwardly along the centre of Laura Street to the centre of Hogan's Creek; thence up the said creek to the centre of First Street in Springfield; thence eastwardly along the centre of said First Street to the centre of Helen Street in Springfield; thence southwardly along the centre of said Helen Street and of Market Street to the south side of the channel of the St. Johns River; thence up the channel of said river to the point of beginning.

WARD NO. 5.—Beginning at a point on the south side of the channel of the St. Johns River, where the centre of Cedar Street in Jacksonville prolonged southwardly intersects the same, and running thence northwardly along the centre of said Cedar Street to its intersection with Hogan's Creek; thence down the said Hogan's Creek to its intersection with Laura Street; thence southwardly along the centre of Laura Street to the south side of the channel of the St. Johns River; thence up the channel of said river to the place of beginning.

WARD NO. 6.—Beginning at the north-east corner of section eleven, township two south, range twenty-six east; thence south on the east line of said section eleven to its intersection with Hogan's Creek; thence down said creek to the intersection of the prolongation northwardly of the centre of Cedar Street, in Jacksonville; thence southwardly along the centre of said Cedar Street to the centre of Union Street; thence westwardly along the centre of said Union Street to the centre of Hawk Street; thence southwardly along the centre of said Hawk Street to Beaver Street; thence westwardly along the centre of said Beaver Street, and the extension thereof through the McIntosh and Burbridge's addition to LaVilla, to the centre of Division Lane in LaVilla; thence northwardly along the centre of said Division Lane to the King's Road; thence northwardly along the centre of said King's Road to the north and south half-section line of section ten, township two south, range twenty-six east; thence north along the said half-section line to the north half-mile post on the north line of said section ten; thence east along the north line of said sections ten and eleven to the place of beginning.

WARD NO. 7.—Beginning at a point on south side of channel of the St. Johns River, where the centre of Cedar Street prolonged southwardly would intersect the channel of said river; thence northwardly along the centre of said Cedar Street to the centre of Union Street; thence westwardly along the centre of said Union Street to the centre of Hawk Street; thence southwardly along the centre of said Hawk Street to the centre of Beaver Street; thence westwardly along the centre of said Beaver Street and the prolongation thereof through the McIntosh and Burbridge's additions to LaVilla, to the centre of Division Lane; thence southwardly along the centre of said Division Lane to the centre of Adams Street; thence eastwardly along the centre of said Adams Street to the centre of Hawk Street; thence southwardly along the centre of Hawk Street to the centre of McCoy's Creek; thence down the said McCoy's Creek to the south side of the channel of the St. Johns River to the point of beginning.

WARD No. 8.—Beginning at the centre of the intersection of the centre of Adams Street and the centre of Hawk Street, in LaVilla; thence southwardly along the centre of said Hawk Street to the centre of McCoy's Creek; thence up and along the centre of said McCoy's Creek to where it would be intersected by the centre line of the prolongation of Magnolia Street in Brooklyn, and extended northwardly, and thence south-westwardly along the centre of said Magnolia Street to the centre of Division Street in Brooklyn; thence westwardly along the centre of said Division Street to the centre of Palm Street in Brooklyn; thence southwardly along the centre of said Palm Street to the centre of Highway Street, lower Black Creek Road to Middleburg Road; thence westwardly along the centre of said Highway Street or Middleburg Road to west line of section fifteen, township two south, range twenty-six east; thence north along the said west line of section fifteen and a prolongation thereof to the half-section stake on the west line of section ten, township two south, range twenty-six east; thence east along the east and west half-section line of said section ten to the north and south half-section line of said section ten; thence north along the said half-section line to the centre of the King's Road; thence south-eastwardly along the centre of the King's Road to the intersection of the centre of Division Lane in LaVilla; thence southwardly along the centre of said Division Lane to the centre of Adams Street; thence along the centre of Adams Street eastwardly to the point of beginning, being the centre of Hawk street.

WARD No. 9.—Beginning at a point on the channel of the St. Johns River at the mouth of McCoy's Creek; thence up the centre of said McCoy's Creek to where the centre of Magnolia Street in Brooklyn prolonged northwardly would intersect the centre of said McCoy's Creek; thence south-westwardly along the centre of said Magnolia Street to the centre of Division Street in Brooklyn; thence north-westwardly along the centre of said Division Street to the centre of Palm Street; thence south-westwardly along the centre of said Palm Street to the centre of Highway Street, lower Black Creek Road or Middleburg Road; thence westwardly along the centre of said Highway Street or Middleburg road, to the west line of section fifteen, township two south, range twenty-six east; thence south along the west line of sections fifteen and twenty-two, township two south, range twenty-six east, and the prolongation of the said section line to the south side of the channel of the St. Johns River; thence down the channel of said St. Johns River to the place of beginning.

## AMENDMENTS TO THE CHARTER.

AN ACT to fix the Number and Provide for the Election of the Municipal Officers of the City of Jacksonville, a Municipal Corporation existing in Duval County, Florida, and to Prescribe their Terms of Office and Regulate their Compensation.

*Be it enacted by the Legislature of the State of Florida :*

SECTION 1. That the Municipal Officers of the City of Jacksonville shall be a Mayor, a City Council, composed of one member for each ward in said City, and seven members at large; a Board of Public Works, composed of three members; a Board of Police Commissioners, composed of three members; a Comptroller, a Treasurer, a Recorder, a Judge of the Municipal Court, a Marshal, and such other officers as may be provided by ordinance.

SEC. 2. That the Mayor, seven Councilmen at Large, Comptroller and Treasurer, shall be elected by the qualified electors of the City at large; the Ward Councilmen, one from each ward, shall be elected by the qualified electors of their respective wards. The members of the Board of Public Works, Police Commissioners, Judge of the Municipal Court, Recorder, and all other officers of said City, shall be elected upon a *viva voce* vote by the votes of a majority of the members of the City Council. All City Officers shall hold office for the term of two years, and until their successors are elected, unless sooner removed from office, for cause, by the vote of two-thirds of all the members of the City Council. The terms of all officers elected by the electors shall begin at noon of the third day after the day of election, and the terms of all officers elected by the City Council shall begin at noon of the first day after the organization of each newly elected City Council. The

terms of all City Officers heretofore appointed or elected shall terminate upon the election of their successors in the manner herein provided.

SEC. 3. Those persons who, at the time of the holding of any City election, are residents of the City, who, at the time of the general State election held next preceding, were qualified electors of any of the election districts within said City, shall constitute the qualified electors of said City authorized to vote at such City election. Each such elector shall vote only in the election district wherein he was, at the time of such State election, a qualified voter: *Provided, however,* that prior to the holding of the first City election, as provided herein, there shall be given to each person who was entitled to qualify himself as an elector at the last State election by registration and the payment of his poll tax for the years 1890 and 1891 and failed to do so, an opportunity to qualify by registering and himself paying his own poll taxes for such years, more than two weeks before said first City election, and the Tax Collector for Duval County shall keep his office open to receive poll taxes from 9 A. M. to 1 P. M., and from 2 P. M. to 6 P. M. each day, from June 1, 1893, until the time for payment of poll taxes for the purpose of said election shall have passed. The payment of poll taxes shall be a prerequisite to voting in City elections so long as it is a prerequisite to voting in State elections, and no longer.

SEC. 4. A general City election for the election of all officers elected by the electors shall be held on Tuesday, July 18th, 1893, and biennially thereafter on the fourth Tuesday in May.

SEC. 5. A. B. Campbell, W. McL. Dancy and William H. Baker are hereby constituted a Board of Election Commissioners, to make all the necessary preparations for, and hold and declare the result of the election to be held July 18th, 1893, and thereafter the Board of Police Commissioners shall perform those duties. Two members shall constitute a quorum for all purposes. The Election Commissioners shall, on or before the 3d day of July, 1893, after notification by one member of the other two of the time and place of meeting, meet and organize by the election of a Chairman and Secretary of said Board, and provide for the registration of persons who were qualified to register in time for the last general State election, but did not register, which registration shall be under the supervision of the Commissioners, and subject to their revision. Thereafter the Chairman shall have the right to call a meeting, upon notifying the other members then in the City of the time and place for such meeting. In case of failure of either Commissioner to act, or in case of a vacancy, the remaining members shall fill the vacancy. Said Board shall have full and free access to the County registration books, tally sheets and poll lists used at the last general State election, and all other papers in the office or custody of the County Supervisor of registration, and also in the office of the Tax Collector of Duval County, with the authority to make or have made copies thereof. They shall prepare a list of the electors qualified to vote in each of the City Wards at the last general State election, which list shall constitute the qualified electors to vote at said City election, except that the said Commissioners shall add to or strike from said lists the names of such persons as may, as herein provided, appear improperly placed upon or left off said lists, or by reason of subsequent qualification entitled to be added thereto. They shall procure the publication of said lists of qualified voters as made out by them (but only the names being published) in a newspaper one time, with a notice of a time, not more than two weeks before said election, and the place they will meet to revise said list. Such notice shall be published at least two days before such meeting. Said Board shall then meet, and, from the best information obtainable, revise said lists so as to contain all and only the names of persons at that time residents of said City, and who were, at the time of the last general election, qualified electors of the election district in said City, or who have since that time registered and themselves paid their own poll taxes due for the years 1890 and 1891. Said lists so revised shall constitute the list of qualified voters for the several wards at said City election. After said election, July 18th, 1893, no person shall be an elector of said City whose name does not, at the time, appear upon the County registration lists. The Commissioners of Election shall provide a polling place, and all necessary arrangements for the holding of said election, at or near the polling places heretofore designated for the holding of State elections in each ward. They shall cause the voting places to be suitably provided with a sufficient number of voting shelves, or table, at or on which voters may conveniently mark their



ballots. Each compartment, table or shelf shall be so arranged that it shall be impossible for one voter at one table or in one compartment to see another voter at another table or compartment in the act of marking his ballot. The arrangements shall be such that neither the ballot boxes nor the voting shelves or compartments shall be hidden from the view of the judges of election, or those just outside a guard rail, which may run in front of the ballot box. The number of voting shelves, tables or compartments, shall not be less than three for every one hundred voters qualified to vote at such polling places. No person other than the election officers, watchers and voters admitted, as herein provided, shall be permitted within said rail or room where the election is held, except by authority of the officer holding the election, for the purpose of keeping order and enforcing the law, and no more electors shall be admitted at any one time than there are compartments for marking ballots. Each voting shelf or compartment shall be kept provided with proper supplies and conveniences for marking ballots. They shall appoint, to hold said election, three Inspectors and a Clerk for each ward, one Inspector from among the supporters of each full ticket put in nomination for election at any City election, and if the Chairman of the Committee representing any full ticket so put in nomination shall, not less than six days before election, nominate in writing to the Commissioners, for Inspector, an elector of each ward, supporters of the ticket he represents, men of high standing for integrity in the community, the Commissioners shall appoint such electors as Inspectors. In case of absence or failure of any Inspector to act, then the electors present favoring the ticket which he represented, shall choose a substitute. Said Inspectors and Clerks shall take the same oaths, and have the same powers and duties, as Inspectors and Clerks appointed to hold State elections. The polls shall be opened at 8 o'clock A. M. and close at 6.30 P. M., with an intermission of half an hour between 12 and 1 o'clock.

SEC. 6. At said election no ballot shall be voted, or counted if voted, except official ballots prepared and printed by the Election Commissioners, and no ballot so marked or written upon as to enable the same to be identified thereafter shall be counted. Official ballots shall be printed on white paper of good quality and sufficient thickness not to show through, when folded, the printing thereon, and all such ballots shall be of the same size. All ballots for use at a ward shall be printed from the same form and be exact copies. A separate ballot shall be printed for each ward, and on the back of each ballot shall be printed the following words: "Official ballot for — (giving number of ward) Ward, Jacksonville, Florida, City Election, Tuesday, — (giving date of election)," followed by a *fac simile* of the signature of the Chairman of the Board of Election Commissioners, and his official title printed or stamped thereon. Upon said ballot shall be printed in plain type, all in the same kind of type, in a single column, the names of all candidates who have been certified to the Election Commissioners under oath as put in nomination by any convention, mass meeting or primary election at least ten days before said election, or have announced their independent candidacy and filed with said Commissioners, more than seven days before such election, a petition signed by ten per cent, and not less than twenty-five of the electors qualified to vote for such officer, requesting the printing on the official ballot of the names of such independent candidates. At the written request of any person so nominated, or upon the death of any candidate, the name of such candidate shall not be printed on such ticket. In the event of the death or resignation of any candidate nominated with a full ticket, the committee representing such ticket may substitute another name. The names of all candidates for the same office so nominated shall be printed together and arranged alphabetically according to the initials of their surnames, irrespective of party. Immediately to the left of each name, on a line with the middle of the letters of the name, shall be printed a dash or short line not less than one-quarter of an inch in length. On said ballots shall be printed, first, under the head "Mayor," the words "Vote for One," followed by the names of all the candidates for that office; next, under the head "Councilmen at Large," the words "Vote for Seven," followed by the names of all the candidates for that office; next, under the head of "Councilman for the — (giving number of ward) Ward," the words "Vote for One," followed by the names of all the candidates for that office; next, under the head "Comptroller," the words "Vote for One," followed by the names of all the candidates for that office; next, under the head "Treasurer," the words "Vote for One," followed by the names of all the candidates for that office;

no more than one Councilman at Large shall be elected from the same ward. On all official ballots, after the name of each candidate for Councilman at Large, on the same line with the name, shall be printed the number of the ward in which the candidate resides, thus: "— (giving name) of — (giving number) Ward." The seven candidates for the office, including only the one leading candidate from any ward, receiving the highest number of votes in the whole City, shall be deemed and declared elected Councilman at Large. Each ballot shall have attached to it a stub so attached to the ballot that when the ballot is folded the stub can be detached therefrom without injury to the ballot or exposing the contents thereof, upon which stub shall be printed the number of the ballot for that ward thus: "— (giving number of ward) Ward Ballot No. —" (giving number of ballot), said ballot being numbered for each ward consecutively from one to the full number of ballots printed for that ward, no two ballots for the same ward having the same number, and ballots for use in each ward shall be attached together in convenient numbers in books or blocks in such manner that each ballot may be detached and removed separately.

At least four tickets shall be printed for each qualified elector in each Ward, one-half of which shall be retained by the Chairman of the Board of Election Commissioners to be used only in case of loss, destruction or failure of the supply first furnished to the Inspectors of Elections, and the other half shall be furnished the afternoon before the day of election, put up in sealed packages with the lists of electors, blank oaths and all other blanks necessary to be used at the election, endorsed so as to show the contents of said packages, including the exact number of official ballots therein, to one Inspector of each ward who shall be sworn to present the package under seal, to the polling place at the time for opening the election, which seal shall not be broken until at the polling place the day of election, and then in the presence of the inspectors and clerks. There shall be enclosed with said ballots not less than five printed copies of the list of qualified electors of the ward, which list shall be made on the same form as the county registration books, to show the number of registration certificates, age, color, etc., each copy certified by the Chairman of the Board of Election Commissioners. Such certified lists shall be prepared and open to inspection at least five days before such election, and subject to correction of clerical errors by the Board of Commissioners of Election. Each full ticket in nomination shall be entitled to one watcher, to remain within the polling place and observe the election as it goes on, and challenge voters who are not entitled to vote, and the watchers may remain until the votes are counted and the result announced. There shall be one police officer stationed near the entrance to each polling place with the same powers and duties as a Deputy Sheriff at a State election, and under the same control of the Inspectors of Election. Upon entering the polling place the elector shall give his name, and if challenged, shall make oath before an Inspector that he is a resident of the City of Jacksonville and entitled to vote at said election. If his name appears upon the list of electors for the ward (and, if required, to take such oath) he shall be permitted to vote, but no person whose name does not appear shall be permitted to vote. If a qualified elector, his name shall be written upon the poll list, and he shall receive an official ballot, the number of which shall also be noted on the poll list opposite the name, and he shall go to one of the voting shelves, tables or compartments, and there privately cross or check mark across the dash or short line in front of the name of the candidate of his choice for each office to be filled, which cross or check shall constitute his vote. Any elector known to be blind or physically incapable of making marks on the ballot may select one of the Inspectors to mark his ballot for the candidates named by such elector, but the Inspector shall not in any way seek to influence such elector as to the candidates to be voted for. No vote shall be counted for any office when more names are checked for such office than there are such officers to be elected; but an error in checking shall effect only such office. As soon as the elector has checked the names he desires to vote for, he shall, while at the voting shelf, table or compartment, privately fold his ballot so as to conceal the names of all candidates thereon and leave the stub, and also the printed endorsement on the back of the ballot, open to view, and deliver the ballot to an Inspector, who shall see, by comparing the number on the stub with the poll list, that the ballot is the same as given to him, tear off and destroy the stub and deposit the ballot in the box. The elector shall mark and deliver his ballot without undue delay, and no elector shall be allowed to occupy

a voting shelf, table or compartment longer than five minutes after receiving his ballot, but at the end of five minutes from receiving his ballot he shall, whether voted or not, leave the polling place for the day. Any person ruining one ballot by mistake in marking may return such ballot folded so as not to show the marks made thereon (which ruined ballot shall be immediately, in his presence, destroyed by the Inspectors), and receive another ballot therefor; but no elector shall receive more than three ballots or remain in the polling place over five minutes after receiving his first ballot. The Inspectors shall keep a record of the number of ballots thus destroyed and certify the same on their returns, together with a certificate of the number of ballots received, the number voted and the number returned unvoted, so as to account for every official ballot received by them. At the close of the election the Inspectors shall count the ballots as indicated by the cross or check marks opposite each name, and make out and sign under oath three copies of a certified return of the result of the election in each ward upon a form furnished by the Commissioners, one of which copies, with the oaths, ballots voted, unvoted ballots, lists of electors, poll lists, and all other papers used in the election shall be, the night of election, delivered under seal by one Inspector to the Chairman of the Board of Election Commissioners; the other two copies of said returns shall be, by the other two Inspectors, as soon as practicable, filed with the City Recorder and Clerk of the Circuit Court, one by each of the two Inspectors. The Inspectors shall also, at the completion of said returns, publicly announce the result of the vote in the ward for each office.

SEC. 7. The day after such election the Commissioners of Election shall meet and compile the entire vote of the City from the returns filed with them and announce the result and issue certificates of election to the candidates receiving the highest number of votes for each office, which certificate shall be the commission of the officer elected. In case of a failure to elect by reason of a tie vote, the City Council shall choose between those receiving the tie vote. The City Council shall fill all vacancies in all City offices occurring between elections. After the compilation of the returns and the issuing of certificates of election to the candidates elected, the Commissioners of Election shall destroy all the unvoted official ballots, and shall string the voted ballots so returned and carefully preserve them for the space of thirty days after the election.

SEC. 8. In all City elections held subsequent to the 18th of July, 1893, the Board of Police Commissioners shall perform all the duties imposed upon the Board of Commissioners of Elections for the election on July 18th, 1893, and the City Council may, by ordinance, provide such additional safeguards as experience may show necessary to the complete secrecy, fairness and honesty of City election, and shall provide for the submitting of questions necessary to be submitted to electors, and for such special elections as may be necessary.

SEC. 9. All expenses necessarily incurred in connection with the holding of the first election shall be audited by the Chairman of the Board of Election Commissioners, and then paid by the City Treasurer; but thereafter such expenditures shall be paid by City ordinance.

SEC. 10. No person shall approach within fifty feet of any polling place, excepting electors approaching to vote and persons passing along the highways on their business; and no person shall speak to another, excepting the election officers, upon the subject of the election, within fifty feet of the polling place, and no elector shall speak to, or consent to be spoken to by any other than an election officer or watcher, and then only in pursuance of official duty, while in a polling place.

SEC. 11. The compensation of all officers shall be fixed by City ordinance; but no ordinance changing salary shall affect the salary of any officer then holding office, or who shall qualify within ninety days after such ordinance goes into effect.

SEC. 12. Whoever shall be guilty of violating any of the provisions of this Act relating to the holding of elections, or shall violate any duty placed upon him in connection with the holding of such election, or shall mark any ballot voted so that the same can be identified as the ballot cast by a certain person, or shall have in his possession any official ballot outside the polling place during an election, or shall print or stamp upon any imitation of an official ballot the name of the Chairman of the Board of Election Commissioners, or shall permit another to see for whom he has marked or checked his ballot, or shall willfully observe for whom another has marked or checked his ballot, or shall willfully hinder or delay an elector in voting, or shall make, or use, or have in his possession, any

card, die or other device, arranged or prepared so as to enable a voter thereby to mark or check a ballot without at the time knowing the name of the candidate voted for, or shall have in the voting place any imitation of a ballot so marked as to indicate the names of candidates he desires to vote for, or shall in any way violate the secrecy of a ballot, shall be deemed guilty of a misdemeanor, and, upon conviction, shall be punished by a fine of not more than five hundred dollars, or by imprisonment in the County jail not more than six months, or by both such fine and imprisonment.

SEC. 13. All laws and parts of laws, in so far as they conflict with this Act, are hereby repealed.

SEC. 14. This Act shall not be taken as interfering with or invalidating the City government of the City of Jacksonville, as it now exists, until the election and qualification of its successors, as hereinbefore provided.

SEC. 15. The number, powers and duties and terms of office of all the City Boards and City Officers, excepting only the powers and duties of the City Council, may be amended and changed, and the City boundaries or limits may be changed and contracted (but shall not be so changed as to take in any new territory not now within the City limits), at any time, by an ordinance first passed by the affirmative vote of not less than three-fifths of all the members of the City Council, approved by the Mayor (or passed over his veto), and subsequently approved by the affirmative vote of a majority of the votes cast by the qualified electors of the City at an election.

SEC. 16. This Act shall take effect from and after its passage.

Approved May 16th, 1893.

#### CHAPTER 4239. [No. 125.]

AN ACT to Authorize the Municipality of Jacksonville to Issue Bonds and Provide for the Payment Thereof.

*Be it enacted by the Legislature of the State of Florida :*

SECTION 1. The Mayor and City Council of the City of Jacksonville, in their corporate capacity, are hereby authorized to issue, from time to time, bonds of said City of such denominations, bearing such rate of interest, becoming due in such time and upon such conditions as may by ordinance be determined, to an amount not exceeding ten per cent. of the assessed value of the real estate within said City as the same shall appear upon the City assessment roll, which bonds shall be used for the refunding of bonded indebtedness of the City now outstanding (after which the water works now covered by the bond indebtedness shall become the property of the City), and for such other municipal purposes as may be provided by ordinance, and for the payment of which bonds and the interest thereon the entire taxable property in said City shall be thereby pledged; *Provided*, that before the issue of said bonds shall be made the issuance of the bonds then proposed to be issued shall be provided for by ordinances, expressing in general terms the purposes for which such issue of bonds are to be used, and subsequently approved by a majority of the votes cast by the qualified electors of said City, who were qualified to vote at the City general election held next preceding such election (or if said question of issuing bonds be submitted, to be voted upon at any general City election then, by a majority of the votes cast by the qualified electors entitled to vote at said City election), at an election held for that purpose, at a time and in a manner to be prescribed by the City by ordinance, or at a general City election. The question of the issuance of the said bonds, or any part thereof, may be submitted, from time to time, except that the amount of said bonds shall at no time exceed ten per cent. of the assessed value of the real estate within said City as the same shall appear upon the City tax assessment roll. The water works system of the City of Jacksonville, and such other public property as may be designated by ordinance, may be specially pledged as security for the payment of said bonds. The Mayor and City Council shall levy annually such special tax on the taxable property within the corporate limits of said City as may be necessary to pay the interest on said bonds and provide a sinking fund for the payment of said bonds, and, by ordinance, require of the disbursing agents handling the moneys hereby provided for such bonds for the faithful performance of their duties as they may determine.

Approved May 30th, 1893.

AN ACT Supplementary to An Act entitled "An Act to Establish the Municipality of Jacksonville, Florida for its Government and Prescribe its Jurisdiction and Powers," Approved May 31st, 1887, and to Extend the Powers of the Government of said Municipality.

*Be it enacted by the Legislature of the State of Florida :*

SECTION 1. All property which is subject to State taxes shall be assessed and listed alphabetically for the entire City, in the name of the owner, whenever the name of such owner is known to the assessing officer, or when the property has been returned as herein provided. Property, the owners of which are unknown and have failed to return as herein provided, shall be assessed and listed according to lots and blocks of the several tracts or plats of land within the City. All property shall be assessed as of the first day of January of the year for which such assessment is made. Privileges may be licensed and taxed, and the amounts of such taxes shall be fixed by City ordinance. The Council may provide for licensing and keeping of dogs, and for the destruction of dogs the owner or keeper whereof shall not comply with the regulations prescribed by the Council in respect thereto, and for the punishment of persons violating ordinances on the subject.

SEC. 2. All persons, corporations or firms owning property, whether real or personal, subject to taxation by the City of Jacksonville, are hereby required to make return of the same before the first day of August, 1893, and before the first day of March in every year thereafter, to the Comptroller of said City.

SEC. 3. Such return shall be made upon and in compliance with blanks prepared therefor, and furnished by the City of Jacksonville, and shall contain a complete list of all the property taxable by the City belonging to such person, corporation or firm, on the first day of January in the year for which such return is made, together with the full cash value thereof, given separately, an intelligible description of the full cash value of each separate lot or parcel of real estate. The descriptions and valuations thus returned may be considered by the assessing officer in making assessments, but he shall not be bound thereby. Should any person, corporation or firm omit to make return as above required, the assessing officer shall assess property not thus returned in the name of the owner, if the name of such owner shall be known to him, and where the name of the owner is not known to him he may assess it in the name of the supposed or reputed owner or occupant, or as belonging to an unknown owner; and in no case where the real owner has failed to make return of his property as herein required, shall the assessment thereof be declared invalid or not lawfully made, or the enforced payment of the taxes thereon be resisted by reason of such property being assessed otherwise than in the name of the real owner.

SEC. 4. Railway and railroad companies shall be subject to taxation on all real estate and personal property owned by them within the limits of the corporation, in the same manner and at the same rate of valuation as other property. The property of street railway companies, whose lines or tracks lie within the corporate limits of said City, shall be assessed in like manner as other property is assessed, and at the full cash value of the entire property, franchises and privileges owned by such company within said City. The property of railway, street railway and other corporations, part of which is, and part of which is not, subject to taxation for the various purposes other than ordinary corporation purposes, shall be so assessed as to show the valuation (or part of the whole valuation) subject to taxation for each purpose. In assessing property of railroad and street railroad companies, the Comptroller shall specify what property is assessed as used for right of way and depot purposes, by such description as will clearly indicate the property covered by that assessment, and their property other than that so described and assessed shall be separately assessed by sufficient descriptions as is other property, each lot, part of lot or tract being assessed separately, except that the City authorities may, at the request of the company or its agents, assess several pieces together; and the descriptions, assessments and valuations shall be subject to be changed and corrected and fixed by the City Council, sitting as an equalizing board, as in case of other property.

SEC. 5. The Comptroller of the City of Jacksonville shall be the Assessor of Taxes for said City. The City Council may, by ordinance, provide for and elect competent assistants to assist the Comptroller in making assessments. All property shall be assessed at its full cash value. Each lot

and separate tract of land shall be assessed separately, except that at the written request of the owner of lots or tracts of land adjoining each other, or when such owner makes return thereof in such manner, such adjoining lots or tracts may be assessed together. The City Council may, by ordinance, provide for the preparation of a plat or plats, or plat-book or plat-books, showing thereon any or all of the lands in the City, each lot and block, tract or parcel of land being thereon so indicated by numbers or other designation as to be easily and intelligibly referred to by way of description, and for the filing thereof in the office of the Clerk of the Circuit Court for Duval County, as part of the public records of said County, and after such filing thereof, the lands thereon indicated may be described and assessed upon the City tax assessment roll by reference to such plat or plats, plat-book or plat-books, which shall be plainly endorsed "Jacksonville City Plats," and shall be referred to on the assessment rolls as "City Plats," as a sufficient designation. The designation "Personal Property" shall be a sufficient description of all personal property for the purposes of City taxation, and personal property assessed need not be otherwise specified or described on the tax assessment roll.

SEC. 6. Upon his preliminary assessment roll the Comptroller may indicate, in some convenient manner, the property subject to taxation for each of the purposes for which taxation is authorized. Said assessment roll shall be completed and submitted to the City Council at its first regular meeting in June in each year, or as soon thereafter as practicable, provided that said assessment roll for the year 1893 shall be submitted to the City Council at its first meeting in August in that year, or as soon thereafter as practicable.

SEC. 7. AS soon as practicable after the submission of said assessment roll to them, the City Council shall cause to be published a notice that said assessment roll has been submitted to the Council for approval, and requiring all persons desiring to have corrections thereof made, whether in the listing valuation of the property or otherwise, to file, with the Comptroller, on or before a day to be named in said notice, which day shall not be less than ten days after the first publication of said notice, their petition to the City Council setting forth their objections to said assessment and the corrections which they desire made. Said notice shall name the time when, and the place where, the City Council will meet for the purpose of equalizing the assessments and making proper corrections. From the date of the publication of the notice provided for herein to and including the day named therein as the last day for filing said petition, the public shall have access to the said assessment roll, at the office of the Comptroller, during each day, Sundays excepted, from nine o'clock in the morning until five o'clock in the afternoon, excepting between the hours of twelve and two, for the purpose of examining the same and preparing petitions for the correction thereof. All petitions for corrections of assessments shall be made open and in compliance with blank petitions, to be prepared and furnished upon application by the City of Jacksonville, and shall comply with all reasonable requirements made by ordinance.

SEC. 8. All petitions for corrections of assessments so filed, within the time prescribed, with the Comptroller, shall be by the Comptroller delivered to the City Council, and the said Council, by committees or otherwise, shall investigate concerning the same, and, upon the day named therefor in said notice, shall meet and sit as a tax equalizing board, for the purpose of equalizing said assessment and correcting the same, and shall consider and act upon said petitions and the reports of its said committees, and shall make such changes in the valuation or listing of property, or otherwise, as may be necessary to the proper, just and legal equalizing of said assessment. The City Council shall give opportunity to such petitioners as may have filed their petitions and objections to said assessment roll, as hereinbefore provided, to be heard in person, or by attorney, in open session, by written or oral argument, and on such evidence as may be presented to sustain such petitions, but the Council may, by resolution, regulate the order of hearing and limit the time to be given to each petitioner, and shall sit from day to day until said petition and objections and reports have all been passed upon, and the correction of said assessment roll shall have been completed.

SEC. 9. If the City Council shall increase the valuation of any property on the assessment roll, or make any other changes in such assessment roll, except by a reduction of the valuation, or in accordance with complaints or petitions submitted to the Council, all persons directly affected by



such change shall have similar notice and opportunity to be heard, as provided in the two preceding sections; such notice shall contain the name of the owner, or person in whose name the property is assessed, or in case such owner is unknown, a brief description of the property.

SEC. 10. All changes made by the City Council shall be noted in his preliminary assessment roll, the City Comptroller, and said assessment roll, so corrected, shall be copied as corrected, and such copy, after being approved and adopted by the City Council, shall stand as the assessment of the taxable property within the City.

SEC. 11. As soon as practicable after such approval and adoption of the assessment roll, the City Council shall determine the amount and fix the rate of taxation, and make the annual tax levies of the current year. Such levies shall not exceed, in any year, for ordinary corporation purposes, a higher rate of tax than one per cent. of the assessed value of the taxable property within the corporate limits of said City; the word "ordinary" is to embrace all expenses for police, streets, gas and other illuminating material, and all other purposes strictly municipal; but special levies may be made for payment of interest on debt, for sinking fund, to pay any judgment against the City, or levied in obedience to any mandamus; and also a special tax, not exceeding one-half of one per cent. on the City valuation, for water works and fire protection, provided that such property only as shall be within one thousand feet of a water main or hydrant shall be subject to the special tax for water works and fire protection. The City Comptroller shall, as soon as practicable after the passage of this Act, ascertain and report to the City Council the amount of indebtedness of the City on account of the fire department, and payable out of the special tax for water works and fire protection, and the City Council may, in their discretion, levy such special tax as may be necessary to pay off such indebtedness, which shall be designated in the tax levy as the "Special Fire Department Indebtedness Tax."

SEC. 12. The Comptroller shall note the said several levies on the assessment roll, and shall reject, in said calculations, the fraction of a cent when less than half, and count as one cent any fraction of one-half or over; he shall also make in said assessment roll such recapitulations as may be necessary to show clearly and concisely the totals of the various tax levies made. If the owners of any property shall fail to petition the Council for correction of any assessment, in the manner above provided, then he shall not thereafter be heard as of right to question the validity of such assessment.

SEC. 13. The Comptroller shall make a copy of said assessment roll, with the levies extended thereon, and shall deliver the same to the Collector of Taxes; but the original he shall retain in his office. To such assessment roll, and said copy thereof, he shall attach his certificate, substantially in the following form: "I, \_\_\_\_\_ Comptroller of the City of Jacksonville, do hereby certify that the foregoing is the assessment roll of the taxable property in the City of Jacksonville, valued at its full cash value, and that it contains a true statement and description of all persons and property in the City of Jacksonville subject to taxation by said City, or liable to be assessed therein; that the listing and valuation in said roll show correctly and accurately the listing and valuations as corrected, accepted, approved and adopted by the City Council, and that all the requirements of the laws and ordinances regulating the making of the assessment roll for the City of Jacksonville have been complied with. Dated....., \_\_\_\_\_ Comptroller of the City of Jacksonville."

SEC. 14. To the assessment roll delivered to the Collector of Taxes the Comptroller shall attach a warrant, under his hand, substantially in the following form, to wit: "The State of Florida, City of Jacksonville. To \_\_\_\_\_, Collector of Taxes of the City of Jacksonville. You are hereby commanded to collect out of the property, and from each of the persons, corporations and firms named in the annexed roll, the taxes set down in such roll opposite each name, corporation or firm, or parcel of land therein described; and in case the taxes so imposed are not paid at the time prescribed by law, you are to collect the same in such manner as is provided by law; and all sums collected you are to account for as Treasurer of the City of Jacksonville; and you are further required to make all collections and reports, and a final report to and settlement with, the Comptroller and City Council, as required by law and ordinances. Given under my hand this..... day of \_\_\_\_\_ 189....., \_\_\_\_\_ Comptroller of the City of Jacksonville."



SEC. 15. All taxes shall be due and payable on the first day of September, in each year, or as soon thereafter as the assessment roll may come into the hands of the Collector of Taxes, of which he shall give notice by publication, and the collection of taxes remaining due and unpaid on the first day of January thereafter shall be enforced in the manner provided by law, and interest at the rate of twelve (12) per cent. per annum, from the date of said publication of notice by the Collector, shall be added thereto and collected.

SEC. 16. The Comptroller, in estimating and carrying out the taxes assessed upon the assessment rolls, shall comply with the terms of the City ordinances on that subject not in conflict with the provisions of this Act.

SEC. 17. The Collector of Taxes shall have power to issue distress warrants, and alias and pluries distress warrants, in the name of the State and City, to enforce collections of taxes on property and privileges. Such warrants may be executed by the City Marshal, or by any Constable or Sheriff. Taxes and assessments on realty shall be and remain a lien on the property assessed, superior to all other liens or claims, until the same shall be paid; such lien may be enforced as other liens. All unpaid taxes and assessments may be collected by suits in court at law, or in equity, the cost of all suits and proceedings for the collection of unpaid taxes and assessments, including reasonable attorney's or solicitor's fees, which shall be paid to the Attorney or Solicitor representing the City as his compensation in such suits, shall be recovered and collected by such suits.

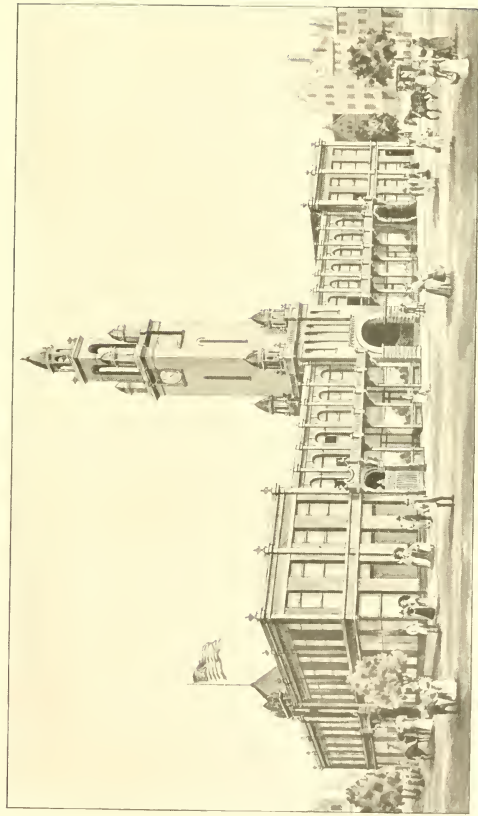
SEC. 18. If the taxes on any real estate shall not be paid before the first day of January next after the tax roll shall have come into the hands of the Collector, the Collector may, at any time thereafter, make, from the assessment roll, a separate copy of any assessment thereon remaining unpaid, showing the assessment of any lot, parcel or tract of land as the same then appears upon the City tax assessment roll, which he shall certify to be a true and correct copy from the City tax assessment roll of the assessment of the lot, parcel or tract of land therein described, and deliver the same to the City Attorney or Solicitor for collection, which certified copies shall be *prima facie* evidence of the contents of the assessment roll, and of the levies made thereon, in all suits to enforce the payment of, or the lien for, such taxes as may appear upon said copies. The City Attorney or Solicitor shall search, or cause to be searched, the public records of Duval County, and of the United States District Court, at Jacksonville, to ascertain the names of all persons owning, having interest in, or liens upon, said lands, and in the suits brought for the enforcement of said liens for taxes, he shall make all persons appearing upon said records to be owners of, or interested in, said real estate, or lien thereon, parties defendant, and whenever service is sought to be had in such suit upon any defendant by publication, the notice shall contain a description of the land upon which the tax lien is claimed. The names of any persons other than the owners of said real estate may, at the discretion of the City Attorney or Solicitor, be omitted from the list of defendants; but no person having an interest in said property, or a lien thereon, apparent upon said records, and not brought into court as a defendant, shall be, until so brought into court, deprived of his interest therein. The interest of all persons not apparent upon said public records shall be foreclosed by such suits, without their being named or served as defendants. Upon a collection of all the moneys due the City, after the same shall have been placed in the hands of the City Attorney or Solicitor, the payments shall be made: first, all court costs, including clerks, sheriffs, masters and advertising fees; second, the amount due the City for taxes and interest; and, last, the Attorney's or Solicitor's fee for services in connection with the collection of such taxes.

SEC. 19. In all suits brought by the City to enforce the payment of moneys claimed to be due it, whether for taxes or assessments, or upon any contract, express or implied, or howsoever the same may be claimed to be due the City, reasonable Attorney's or Solicitor's fees shall be adjudged, allowed and paid to the prevailing party, plaintiff or defendant, as compensation for all services necessarily rendered by the Attorneys or Solicitors in connection with the successful representation of the prevailing party, which fees shall be, as soon as collected, paid over to the Attorneys or Solicitors of record of the prevailing party as compensation for their services in that connection.

SEC. 20. This Act shall take effect from and after its passage.

Approved June 2d, 1893.

## CITY HALL AND MARKET.



Building and site cost \$100,000. Two stories proper; tower 95 feet high. Dimensions, 204 feet frontage on Ocean Street, 150 feet frontage on Adams Street, and the same on Forsyth. In the first story is the Comptroller's Office, eleven store rooms, for rent, and the market stalls, with the fish market separate. On the second floor are the Council Chamber and Committee Rooms, the Mayor's Office, and all other City Offices, except the Comptroller's. Scott & Acosta, Supervising Architects.

## JACKSONVILLE'S MAYORS.



**P**RIOR to the year 1889 the term of the office of Mayor was for one year, at which time it was extended to two years. During the war the official records of the City were buried for safe keeping, but were suffered to lie so long in the earth that, when resurrected, they were found to be wholly decayed, and were lost; consequently there is no means of gaining information of the period before the war. Following is a list of Mayors since the war:

H. H. HOEG, . . . . .	1865-66	J. RAMSEY DEY, . . . . .	1880-81
HOLMES STEELE, . . . . .	1866-67	M. A. DZIALYNSKI (two terms),	1881-83
JOHN CLARK, . . . . .	1867-68	W. McL. DANCY (two terms),	1883-85
EDWARD HOPKINS (two terms),	1868-70	M. C. RICE, . . . . .	1885-86
PETER JONES (three terms), . .	1870-73	P. McQUAID, . . . . .	1886-87
J. C. GREILEY, . . . . .	1873-74	J. Q. BURBRIDGE, . . . . .	1887-88
PETER JONES (two terms), . . .	1874-76	C. B. SMITH, . . . . .	1888-89
LUTHER McCONIHE, . . . . .	1876-77	P. McQUAID (two terms), . . .	1889-93
W. STOKES BOYD, . . . . .	1877-78	Died in office, 1892; succeeded by	
LUTHER McCONIHE, . . . . .	1878-79	DR. H. ROBINSON, . . . . .	1892-93
PETER JONES, . . . . .	1879-80	D. U. FLETCHER, . . . . .	1893-95

Peter Jones was in many respects a remarkable man. For six terms he was chosen to be the Chief Executive of his City, at the end of which time he was elected Chief of the Fire Department, and died in office. He was a most energetic and useful citizen. P. McQuaid, who also died in harness, was for five years Mayor, and one of the best the City ever had. His death was felt as a severe loss to the community. In 1892 John C. Cooper was chosen Mayor by the Council, upon the death of Mayor McQuaid, but declined to serve, whereupon Dr. H. Robinson consented to serve, and was duly elected.

The election of Hon. D. U. Fletcher to the Mayoralty, in 1893, was the logical outcome of that gentleman's able and laborious efforts in the lower house of the State Legislature, just prior to that event. It was he who fathered the measure repealing House Bill No. 4, and gave us our present excellent City Charter, restoring the elective franchise to the people. Mr. Fletcher has ever been a faithful worker for his City and State, and his elevation to the chief executive office of the City was a just recognition of his merit and ability, and came practically without opposition.

### THE FLETCHER ADMINISTRATION, AND WHAT IT HAS DONE FOR JACKSONVILLE.

The City Administration of 1893-95 will go down in our municipal history as one of the most progressive and altogether useful since the City's establishment. It has graduated from the kindergarten of experiment into the broad and high school of material development; it has cast off the hampering garb of provincialism, and adopted metropolitan methods; it has left the old groove of an injurious over-conservatism, and struck out boldly on the high road of advanced ideas and liberal achievement.

It has successfully carried through an election for \$1,000,000 in City bonds for much needed improvements, and sold the bonds at par value.

It has erected a city hall and market, which cost, building and site, \$100,000.

It has paved nearly fifteen miles of streets with vitrified brick and rock, and contracted for twenty miles additional.

It has established an electric light plant for lighting the City, with fifty-seven miles of electric wire, and fifty miles of commercial wire to be added.

It has purchased a garbage outfit, for the Street Cleaning Department, of the most improved pattern, and placed it under a superintendent, with the result of a great saving to the City as against the contract system, and a greatly improved condition of the Department.

It has improved and beautified the City parks.

It has increased the efficiency of the Fire Department.

It has reduced taxation two mills, and had a surplus in the treasury, on January 1st, 1895, of \$57,000.

It has supplied the Police Department with a complete equipment of Marlin repeating rifles, organized a detective force, and so improved the department as to more completely insure the public safety.

It has secured the latest devices for use in the City Cremator, which destroy all gases and bad odors.

It has so conducted public affairs as to inspire the confidence of all classes, which has resulted in a substantial municipal growth unprecedented in the City's history, despite the "hard times" of the past two years.

As a further evidence of this universal confidence, there was invested in buildings alone, in Jacksonville, during the year 1894, more than one million dollars.

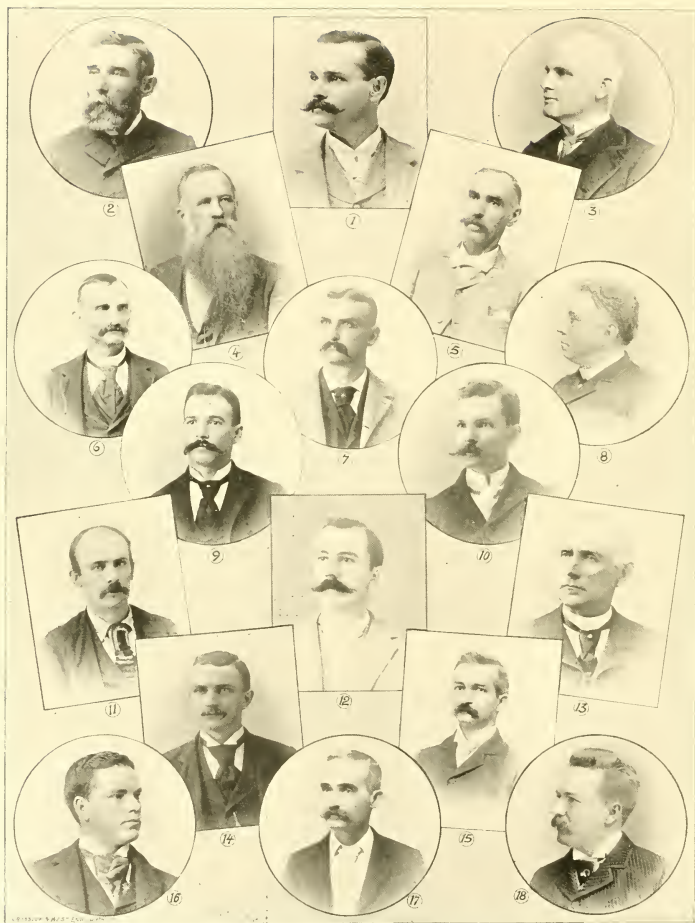
Under the same inspiration there has been erected one of the most magnificent railway depots in the South, at a cost of nearly one million dollars.

Improvements are noted in every department of public and private enterprise. Property values have increased; confidence is restored; credits are good. With the completion of the bond sale, and the many improvements inaugurated by the present Administration, Jacksonville will compare favorably with any city of equal size in the world. Much of this is due to natural conditions, and much to the wisdom, caution and enterprise of the Fletcher Administration. There will be a new City election in May, and whether the present officials are retained in office or not, the tide of progress and improvement they have set in motion cannot be checked until it reaches a successful conclusion. The names of the men composing the Administration which has wrought such great good in Jacksonville deserve to be perpetuated.



W. C. WEST, CITY RECORDER.





CITY COUNCIL, 1893-95.

1. D. U. Fletcher, *Mayor*; 2. W. G. Toomer, *President*; 3. B. F. Dillon, *ex-President*; 4. T. L. Irwin; 5. J. G. Murphy;  
6. E. G. Blair; 7. J. S. Price; 8. J. A. Huau; 9. W. W. Gatlin; 10. F. D. Miller; 11. T. J. Boyd; 12. Raymond D. Knight; 13. W.  
T. Sylvester; 14. John Fowler; 15. A. J. Hedrick; 16. W. F. Coachman; 17. J. H. Stephens; 18. C. W. DaCosta.

## CITY OFFICIALS, 1893-95.



OLLOWING is a list of City Officials elected in July, 1893, for a term of two years, together with the salary of each. For their duties, privileges and powers, see the City Charter: \*

*Mayor*—D. U. FLETCHER; \$300.†

*Councilmen*—W. G. TOOMER, Pres-

ident; R. D. KNIGHT, F. D. MILLER, T. L. IRWIN, T. J. BOYD, W. F. COACHMAN, J. G. MURPHY, W. W. GATTIN, JOHN R. UGUET, C. W. DaCOSTA, A. J. HEDRICK, J. H. STEPHENS, J. S. PRICE, W. T. SYLVESTER, J. A. HUAC, JOHN FOWLER; no salary.

*Board of Public Works*—J. N. C. STOCKTON, Chairman; GEORGE A. DeCOTTES, AUGUSTUS H. KING; \$400 per annum, each.

*Comptroller*—J. R. THURBER; \$2,000.

*Treasurer and Collector*—R. C. SCOTT; \$2,000.

*Recorder*—W. C. WEST; \$2,000.

*Municipal Judge*—CROMWELL GIBBONS; \$800 and fees.

*Marshal*—J. A. VINZANI; \$900.

*City Engineer*—L. H. MATTAIR; \$1,500.

*Health Officer*—CLAUDE JOYNER; \$1,200.

*City Physicians*—P. J. STOLLENWERCK and J. H. DOUGLAS; \$600 each.

*Market Inspector*—W. H. McCURDY; \$1,020.

## POLICE DEPARTMENT.



HIS Department is controlled by a Board of Police Commissioners, composed of three members, as follows: N. B. Broward, Chairman; W. J. Harkisheimer and P. A. Dignan.

The force, at present, is composed of a Chief, two Lieutenants, two Sergeants, thirty-two regular patrolmen and six supernumeraries. The Chief is Paul G. Phillips, a man of sterling character and integrity, as well as a shrewd and efficient officer. He has a salary of \$1,200 per annum. He is most ably seconded by ex-Chief, now Lieutenant, Keefe and Lieutenant Minor; salary \$960. W. H. Herndon and D. A. Williams are the Sergeants; salary \$840. The Police Department is in excellent condition; the men are mostly officers of long training. The system is so arranged that only merit can bring promotion. The armory of the department, at present in the City jail building, is equipped with the latest improved Marlin repeating rifles, for use only in emergencies. Taken altogether, the Police Force is a most efficient body.



PAUL G. PHILLIPS, CHIEF OF POLICE.

\* B. F. Dillon and E. G. Blair were elected with this Council, but resigned in 1894, and were succeeded by Messrs. Fowler and Uguet. Dillon was President of the Council.

† By recent act of Council, the Mayor's salary, beginning with the next administration, is made \$1,200 per annum.

## FIRE DEPARTMENT.



THE Jacksonville Fire Department, as organized and operated to-day, is one of the best in the country. It was organized as a paid department in August, 1885. In the earlier days of the City's history the ordinary bucket brigades fought the casual fires that visited the community, and even before the war there was a hose company here; but it was not till 1870 that a volunteer organization of any moment was effected. At that time the Mechanic's Steam Fire Engine Company was chartered, and nearly all of the younger leading citizens became members of it. This company came in time to be one of the chief factors in

local politics. The membership was large, and many were men of influence and wealth in the community. They directed politics largely, named office holders, and dictated policies. At one time the Mayor, Chief of Police, Marshal, and several members of the City Council held membership in the Mechanic's, and owed their official position to that fact. The Company still maintains a nominal organization, on account of property interests chiefly, but the original members are men of gray hairs now, and not a few of them have "crossed over." Following closely upon the Mechanic's, and vying with them in voluntary services, was the Aetna Fire Engine Company, four hook and ladder companies, several hose companies, and a hand engine operated by negroes. These volunteer firemen were a brave lot, and did much valuable service; but the growth of the City demanded more ample fire protection than could be afforded by them, so the organization of a paid department was finally decided upon, and effected, as above stated, in August, 1885. It was placed under the control of a Board of Fire Commissioners, composed of nine members, of which Dr. John C. L'Engle was Chairman. There was much jealousy on the part of the volunteers over this move, and some opposition; but Dr. L'Engle, to pacify them, insisted on purchasing their apparatus, which was done in most cases. Many additions were made, and much improvement in the Department,



CHIEF THOMAS W. HANEY.

which has continued ever since. The first Chief of the new Department was that veteran, Peter Jones, who had been six times Mayor of Jacksonville. At the time of his election he was filling a Government position, with headquarters in Savannah, and was elected to the place without his knowledge. In 1889, under the new City Charter, the Department was placed under the control of the Board of Public Works, and in 1895 transferred to the Board of Trustees of the Water Works and Improvement Bonds. The large increase of territory taken in under the Charter of 1889 necessitated a great extension of the water mains, many new hydrants, and much additional apparatus of all kinds. After the death of Peter Jones much difficulty was experienced in selecting a new Chief. The local political factions each had its favorite for the place, which always met with opposition from the others. At length a man was agreed upon who seemed to suit all parties, and time has only served to prove the wisdom of the selection made. Thomas W. Haney, of Atlanta, is the man. He became Chief in September, 1892. He was at the time Assistant Chief of the Atlanta Fire Department, and received his training from that prince of firemen, W. R. Joyner, one of the finest fire chiefs in the world. Many a man who has seen Haney in his little wagon, rushing with the speed of a locomotive over the brick pavement, has turned to ask a bystander, "When did Chief Joyner come to Jacksonville?" It is not unlikely that Mr. Haney will be another example of the pupil outmastering the master, if, indeed, it be possible to excel Joyner. The Department is



supplied with the celebrated Gamewell Fire Alarm System, with twenty-two boxes. It consists of four stations. There are three two-horse hose wagons, carrying 1,000 feet of hose each; one one-horse hose wagon, carrying 600 feet of hose; one Hayes' ariel hook and ladder truck, of fifty-five feet extension, and one steam fire engine. The water in Jacksonville is obtained from artesian wells, where an immense engine pumps the water into the mains with such force as to carry it over the highest buildings; the engine, therefore, is seldom used, but as a matter of precaution arrangements are being made to purchase two additional fire engines. Each fire station is supplied with "Hale's patent swinging harness," by which the horses are harnessed and put in motion in from five to seven seconds. The Department employs twenty-seven men, five foremen and a Chief. They have twelve horses and a total of 6,500 feet of hose. As soon as the new City bonds are disposed of many additional improvements will be added to this already efficient Department

## WATER WORKS. SEWERS AND SANITATION.



URING the decade following the close of the war Jacksonville increased in population about one-hundred per cent. It is recorded in Webb's Directory that in 1878 she had a population of 12,170. With the increase in population and business, it became imperative to provide for the public comfort and safety in a more extensive degree than had hitherto been enjoyed. For this purpose the City was bonded in the sum of \$250,000 in twenty year bonds. The bonds sold readily, and the funds realized from the sale were placed in the hands of a Board of Trustees of the Sanitary Improvement Fund, of which the venerable Dr. A. S. Baldwin was made Chairman. He has held the position ever since. The plan of Public Works, to which the proceeds of the Sanitary Bonds were to be applied, embraced: The drainage and filling in of certain low lands in various portions of the City; the improvement of Hogan's and McCoy's Creeks; the erection of water works; the construction of an effective sewerage system. This plan was submitted to the Trustees for their guidance in January, 1878, and they began the work of improvement forthwith. The morasses about the City were drained and filled and the garbage which had been dumped recklessly into the low places was thoroughly disinfected and covered to a depth of from three to five feet with white sand. Hogan's Creek, a winding, sluggish stream, with an outlying border of marsh, was, by extensive cutting and dredging, converted into an attractive canal, and the marsh land reclaimed from overflow. McCoy's Creek was also cleared of obstructions, and such small dredging as it demanded was done upon it; this has since been completed, and the creek now flows through a direct canal. The Trustees also purchased five and one-half acres of land just North of Hogan's Creek and west of Main Street at its junction with First, as a site for the water works plant. This tract, now known as the Water Works Park, has been converted into a most attractive plot, planted in flowers, shrubbery and evergreens, with numerous fountains and other attractions. The water works plant was completed in July, 1880, at a cost of about \$130,000 complete. It is supplied with two Worthington Duplex pumping engines with a capacity of 3,500,000 gallons per day, with a pressure of twenty-five pounds to the square inch. Handsome buildings, abundant mains, and every facility for obtaining and distributing the water were provided, together with a fire-alarm telegraph, having six miles of wire.

After experimenting with surface wells, the Trustees sunk two artesian wells, with the most satisfactory results, as will be seen from the following report of Dr. Baldwin, Chairman, dated December 21, 1885:

In December, 1884, an experimental artesian well was commenced and sunk five hundred feet to a free supply of water, which was reached in July. Size of pipe three inches, discharging about 260,000 gallons per day, with a pressure of twenty-five pounds to the square inch. In August a contract was made with Mr. O. H. Wade to sink a six-inch well five hundred

feet, which was continued on down to six hundred and thirty-six feet, and a flow of seven hundred gallons per minute obtained, or over one million gallons daily. The water of both wells is now turned into the reservoirs, which is sufficient for all ordinary purposes. The water is remarkably clear, transparent, and at first slightly tintured with sulphur, but by a process of spraying this taste entirely disappears, and the result is a delightfully clear, limpid, and sweet tasting water, not so well suited for laundry purposes as rain water, but for general use it is equal if not superior to any water supplied by public water works in the whole country. Another well six hundred and fifty feet deep has been contracted for and commenced, and when completed will furnish, with the others, a supply sufficient for a City twice the size of Jacksonville, and for all emergencies in the case of possible fires, etc. It has been ascertained that beneath the City there is an inexhaustible supply of pure and wholesome water to be found in any quantity and with a pressure of twenty-five pounds to the inch.

The six hundred and fifty foot well referred to in Dr. Baldwin's report as having been contracted for, was duly completed with satisfactory results. In 1888 another well was sunk to a depth of 1,030 feet, which produced a water flow in all of 5,000,000 gallons daily. This was deemed to be a sufficient and permanent supply for many decades to come, but it was later discovered that the sinking of numerous other wells in the City visibly reduced the yield from the City wells. The \$1,000,000 bond issue of 1894 provides a fund of \$400,000 for improving and extending the water works and sewers, so that in a short time they will be perfected beyond peradventure.

There are in use at present about ten miles of water mains, with a sufficient number of hydrants for use in case of fire, as well as pipes for public and private use in houses and grounds. The pressure from the wells is so great as to force the water through the nozzle of the hose to a height of sixty feet, thus dispensing with the need of fire engines. The Trustees of the Sanitary Improvement Fund have acquitted themselves of a great responsibility, in a manner most creditable to themselves and beneficial to the community. The objects for which the fund was created have been realized, and the bonds have been called in for redemption. The Board, as at present constituted, consists of: Dr. A. S. Baldwin, Chairman; Geo. R. Foster, S. B. Hubbard, R. B. Archibald, W. G. Toomer; H. Myers, Auditor in charge.

The sewers of Jacksonville have proved one of the most effective agencies for preserving the health and cleanliness of the City. The work of laying them was begun in November, 1879, and they were accepted by the Trustees in April, 1881. There are at present about seven miles of sewers in use. They are constructed of vitrified terra-cotta pipe, ranging in size from eight to twenty-four inches, carefully laid to grade and alignment, and jointed with Portland cement. In 1894 Col. George E. Waring, at present Commissioner of Public Works in New York City, was employed by the City Council as an expert Sanitary Engineer to examine and report upon the condition of Jacksonville's sewers, and formulate plans for perfecting the system. In the new bond issue ample funds have been set aside for this purpose, and Col. Waring's plans will prevail. He is a man of national reputation, and the work, completed under his directions, will insure a system of sewerage as good as the best.

The extension of the system contemplates about forty miles of additional sewer pipe, which will extend over every portion of the City, new and old.

The average elevation of the City is about twenty-five feet, which insures easy drainage facilities. The sewers are constructed away into the river, whence the current carries off all impurities. The cremator consumes all garbage and refuse of every description, as well as consumes all impure gases and noxious odors. A full corps of sanitary inspectors patrol the City constantly, and every one of the 5,067 buildings are visited monthly, the premises inspected, and monthly reports made to the City Health Officer. Violations of the Sanitary Ordinance are promptly reported to the authorities, and the cause of complaint is remedied.

So perfectly does the system work that it is next to impossible for disease to gain a foothold, having no impurities to feed upon. The Chiefs of this department are: Dr. Claude Joyner, Health Officer; Drs. P. J. Stollenwerck and J. H. Douglass, City physicians; and George W. Roberts, Chief Sanitary Inspector.

## STREETS AND PARKS.



THE City of Jacksonville has an area of a trifle over eight and one-half square miles, or 5,517½ acres, and has a water frontage of nine miles along the St. Johns River, with extraordinary shipping and wharf facilities. The streets are regularly laid off, of a width ranging from thirty-three to eighty feet, with the average above sixty-two.

The blocks, with a very few exceptions, are two hundred and ten by three hundred and fifteen feet in dimensions. There are something over one hundred and thirty-four miles of streets graded, about fifteen miles of which are paved with rock and vitrified brick, and twenty miles additional contracted for. Bay Street, the principal business thoroughfare, extends along the river front, east and west, with stately brick and iron buildings on either side, the occupants of which enjoy in Summer the benefit of cooling breezes from the great water way, as well as a magnificent view extending for miles up and down the river. Bay Street is the scene of active traffic from early morning until late at night. It is the starting point of the electric car lines, which extend to every portion of the City. Every kind of conveyance stands ready to hand at all times, and rapid transit has not yet become a subject to worry the mind of suburban residents. Bay, as well as Main and several other streets, is paved with vitrified brick, which has stood the severest tests in other cities, and proven to be an altogether satisfactory material for the purpose. There is no distinctive residence street in the City, unless Riverside Avenue may be termed such. There are perhaps a greater number of handsome dwellings on this than any other street. Others are: Talleyrand Avenue, Church, Monroe, Duval, Laura, Main and Adams Streets. Besides Bay, the principal business streets are Forsyth, Bridge and Main; all of which are paved. Pleasant drives extend into the country over shell roads. Amongst these is the drive down the river to Talleyrand Place, the beautiful home of Dr. A. O. Bliss, where a Prince Talleyrand once lived. This may be extended to Panama Park, through picturesque stretches of forest and grove, by lake and river, where flowers bloom in profusion and wild birds flock in numbers. The drives to Moncrief Springs, and up the river to Turkey Creek, are also popular.

On the south side of the river, also, there are many delightful homes within easy driving distance; Villa Alexandra, the beautiful home of Mrs. Alexander Mitchell; General Diven's handsome house and grounds; the Cummings place, and others.

The houses in Jacksonville are numbered after the "Philadelphia Plan," with one hundred numbers to the block, and, as the streets are all properly labeled, there is no difficulty in strangers finding their way to any part of the City.

Jacksonville has several parks, the largest of which is Riverside Park, with fourteen acres enclosed. This park was donated to the City some years ago, by a Mr. Forbes, of Boston, chief owner of a tract of sixty-nine acres in Riverside. No improvements were made upon it, however, till 1891. Since then much work has been done upon it, and the original groves of pine and oak have been greatly beautified by clearing and trimming, the laying off of walks and drives, and the



ST. JAMES PARK.

cultivation of flowers, shrubbery and plants of all kinds. These plants were selected from nurseries, and embrace many of the prettiest varieties that flourish in this climate. There are five artificial lakes in the park, embracing in all about two and one-half acres. These will be supplied with small pleasure boats, and made attractive by the presence of sundry water fowl. The City Park, by the St. James and Windsor Hotels, is a small but exceedingly lovely spot, with its fountains, flowers, shrubbery and trees, a perfect little garden, and a favorite resort for loungers, nurses, and children with their pets. The Water Works Park is also an attractive place. It is the site of the Sub-Tropical Exposition, the artesian wells and water works, and the electric power plant. It consisted, originally, of five and one-half acres, to which Hon. J. C. Greeley recently added one acre.

The Cremator is in a plot of four acres of reclaimed land, which is being all the time improved.

The City Council recently purchased eleven and one-half acres lying on Hogan's Creek, from Bay Street to Union, which will be used for park purposes. It consists of low lands, which will be filled in and become very valuable.



DUVAL COUNTY COURT HOUSE.

## THE CITY LIGHTS.



WITH the Chapter on streets comes the lighting thereof. The days of gas lights have passed in Jacksonville, and this City is now one of the best illuminated of any in the entire country. The City recently put in its own electric light plant at an expense of \$73,000. The power house is located in the water works park and was erected by S. G. Harvey, the contractor, at a cost of \$6,000. There are 57 miles of electric wire, and 50 miles of Commercial wire to be added, and as many more as may be required for furnishing lights to private individuals as well as for perfectly illuminating every part of the City. There are in place 125 arc lights of 2,000 candle power; 300 incandescent lights of 30 candle power; 5,000 incandescent of 16 candle power, and 125 commercial arc lights. The machinery for the power house is of the very latest patterns, the minimum capacity of the engines being 800 horse power. The engines are of the Corliss make with water tube boilers by the Babcock & Wilcox Company. The plant was supplied and put in operation by the General Electric Company, who employed all the most modern and approved styles of appliances and the latest inventions known to the science of electricity. A local journal has given the subjoined figures to show that the City will make a handsome profit on its investment in an electric plant of its own, besides a great saving to the tax payer.

The cost of lighting the city heretofore has been as follows: One hundred gas lamps at \$30 each, \$3,000 per annum; 250 sun vapor lamps at \$15 each, \$3,750 per annum; city hall, jail and police headquarters about \$600 per annum, or a total of \$7,350 for 350 street lights and for city buildings.

The operating expenses of the plant, allowing liberal salaries so as to secure the very best men for the most responsible positions, will be about as follows: Total for salaries of a general superintendent, a chief engineer, one assistant engineer, one dynamo tender, two oilers, two firemen, one night patrolman, two trimmers and four linemen, \$9,990. For fuel, \$3,600; carbons, oil, and waste, \$2,110, making a grand total of \$15,700. The original cost of the plant is \$72,800. Ten per cent. per annum for interest on the investment and depreciation through wear and tear of machinery will amount to \$7,280. Add to this the running expenses and the total will be \$22,980. From this amount should be deducted the amount formerly paid for lighting, \$7,350, and it will be seen that it will cost the city \$15,630 more to operate the plant than it formerly did for lighting the city.

This would look like extravagance, even if it were considered that Jacksonville is now fifty times better lighted than ever before, but now comes a little figuring to show the most skeptical that the investment is a good one and will save the tax payers many thousands of dollars yearly.

There are already on file applications for at least 2,000 incandescent lights and a prospect of as many more being received within the next thirty days. These lights are to be furnished at 30 cents each per month for residences and 75 cents for business houses, or an average of about 50 cents each per month. This will bring in \$0 per year for each light, or \$24,000 for the 4,000 lights. The plant can supply 100 arc lights for commercial purposes, but if only 50 are supplied at \$80 each per annum, there will be an additional income of \$4,000, or a total of \$28,000 per annum against an expense of \$15,630, making a profit of \$12,370 instead of an expense of \$7,350.

## MAYOR FLETCHER'S MESSAGE.



MUCH information of essential value to an intelligent understanding of City affairs is embraced in the Mayor's Annual Message that it is deemed important to insert it in this work, together with reports or partial reports from various Chiefs of Departments. It may be added that while the reports cover the period up to May 1st, 1895, this work brings it up only to the close of last fiscal year, ending December 31st, 1894.

Following is the Mayor's message:

TO THE HONORABLE, THE CITY COUNCIL.

JACKSONVILLE, FLA., May 1, 1895.

*Gentlemen:* This report, according to custom, should have been presented earlier, covering the fiscal year ending January 1st, 1895, but by reason of the change of administration under the act of 1893 taking place about June 1st, it seemed to me advisable to have the annual reports made about the first of May, each year. There appears no good reason why they should not cover the period from May to May, instead of from January to January. I submitted this matter to the Council some time since, and your views seem to be in favor of this change.

There may be some things in the conduct of municipal affairs which the present government should look back upon with regret. If so, I feel assured they are of no great importance. Our critics have not been slow to advise us of our mistakes, and we have never shrunk from criticism. We have considered it a healthy sign when the public was taking an interest in the government, and we have desired, rather than objected to, every show of proper interest, every sincere suggestion and every fair criticism. We have sought to enlist the cooperation and support of the citizens, and I believe not exceeding five per cent, have exhibited unfriendliness and opposition toward the present officers and their administration of municipal affairs. This small per centage, however, has made up in active obstruction and animosity what they lacked in numbers. At the start they arrayed themselves openly against the government, and they have lost no opportunity to thwart our efforts and thereby to pounce upon the prosperity of the people and throttle the progress of the City.

That they have been prompted by personal and selfish motives, the people well understand. That they have hindered and delayed public improvements, to the great injury of the community, is equally true. They have made it their business to prevent the carrying out of plans and the performance of work which the people have signified, in the most solemn manner, they desired. They have defied public opinion, engendered strife, cultivated a feeling of enmity, retarded the growth of the City, needlessly kept hundreds out of work, brought absolute suffering on many, all to the great detriment of public interest and the prosperity of the City.

This is patriotism of a peculiar kind, and I regret that it has become so pronounced here as



HON. DUNCAN U. FLETCHER.



makes it justifiable to call attention to it in this report. The people are long suffering, but they will, sooner or later, rebuke and condemn this selfishness and spite with more emphasis than I attempt. In Mayor Robinson's report, page 13, February 7th, 1893, he uses this language:

"Your Committee, recently appointed to investigate this matter of bonding, is making every effort possible to bring about some harmony on the subject, and we ardently hope that when an election for bonding is ordered by the Council, there will be practically no reasonable opposition to the measure. I am satisfied that if we ever expect to improve this City to make it what it should be, an attractive winter resort, free from epidemics, with good streets and pavements, adequate fire protection, good sewers and plenty of good water, so as to induce the investment of capital and build up factories, it can be brought about only by the issuing of an adequate amount of new bonds. If we wish to transmit to posterity a large and handsome city, it is but just that posterity should help pay for those blessings. At all events, unless bonds are issued, but very few improvements can be made, if we depend on direct taxation for the money."

These views were then shared generally by the people, and the idea suggested grew on the people. In the Legislature of 1893 I had the privilege of being instrumental in securing the passage of Chapter 4239 of the Laws of Florida, giving authority to issue such bonds. On October 17th, 1893, the qualified electors at the ballot box voted almost three to one for such issue, in accordance with the ordinance theretofore passed.

The bonds were issued, and it was clearly demonstrated that the saving in rent by having a building of our own constructed by the use of a part of the proceeds, saving on lights by having our own electric light plant, the revenue derived from a public market built in the same way, the increase in water rent produced by an extension of the mains, would amount to sufficient to more than take care of the interest on the bonds, and we would secure paved streets, a new sewerage system for the whole City, artesian well water for the entire City, the bulkheading of the river front, enlarging the fire department and other permanent improvements, absolutely without a cent of additional taxation.

Notwithstanding all this, a handful of people, some who, strangely enough, hitherto endorsed all that had been said in favor of bonds, get together and decide that the City shall not go on with these improvements, the people shall not have these benefits, and they institute suit to enjoin the sale of the bonds. The result is that we have never received but \$150,000 from the bonds; but we are able to say land has been purchased for a public building and market, the building is in process of erection, and the electric light plant is in operation.

Not only this, the vitrified brick pavement has been completed on Bay Street, and on Main Street from Bay Street to Hogan's Creek, and on Duval Street from Market to Bridge Street.

Stone curbing has been placed on numerous other streets, and paving will be continued as fast as possible—all as shown by the City Engineer's report, hereto attached.

The Alachua rock pavement on Main Street, from Hogan's Creek to Eighth Street, and on Market Street from Eighth Street to Duval Street, and on Duval Street to Florida Avenue, and the Black Creek marl pavement from Florida Avenue to the Soldiers' Home, and on Commercial Street, in Riverside, have not given the satisfaction you expected. This pavement may prove better than we now think, after the summer's sun has baked and hardened it. Unless it improves, I recommend that beach sand be placed on the rock while moist, and rolled in well. This will form a mass which, when it hardens, will remain so, I am told, the sand absorbing the moisture which now makes the pavement objectionable in wet weather.

Referring again to the bond suit, I am gratified to say the City has won the case at every stage thus far, the only thing accomplished by its instigators being delay and hindrance, aside from obliging the City to go to heavy expense in resisting the attack on the bonds. We are confronted with this condition: We must pay for public improvements, many being now in operation, by direct taxation, or suspend all improvements until the litigation is concluded. We expect, however, soon to have every obstacle to securing the proceeds as required removed. Work on public improvements will then be resumed with vigor. Meantime, we have been obliged to discontinue, and have been able to accomplish what has been done in that direction only by the extraordinary diligence of the City Attorney and Treasurer in collecting taxes.



The statement below shows the relative amount of taxes collected during the years named:

### TAX COLLECTIONS.

SOURCES.	1891.	RECEIPTS.	SOURCES.	1893.	RECEIPTS.
Judgments, entire City, . . .		\$3,007 50	Ordinary Corporation Purposes, . . .		\$49,808 18
Judgments, old City, . . .		14,166 08	Board of Public Works, . . .		73,743 05
Debts of old City, . . .		650 46	Entire City Judgments, . . .		2,505 48
Markets, . . .		2,110 89	Water Works and Fire Protection, . . .		24,010 52
Board of Public Works, . . .		46,740 18	Special Sinking Fund, . . .		4,005 79
Fire Protection and Water Works, . . .		13,682 94	Special Interest Fund, . . .		25,828 14
Special Interest Fund, . . .		14,695 21	Fire Department Indebtedness, . . .		445 04
Special Sinking Fund, . . .		9,407 76	Private Markets, . . .		4,824 19
Fairfield, . . .		13 44	Old Debt, . . .		835 71
Ordinary Corporation, . . .		43,936 75	Old City Judgments, . . .		1,742 90
Total, . . .		\$148,411 21	Total, . . .		\$187,929 00
1892.			1894.		
Ordinary Corporation Purposes, . . .		\$47,290 00	Ordinary Corporation Purposes, . . .		\$83,164 15
Board of Public Works, . . .		75,449 86	Board of Public Works, . . .		212,540 02
Judgment, entire City, . . .		1,473 42	Entire City Judgment, . . .		9,092 75
Judgment, old City, . . .		10,793 38	Water Works and Fire Protection, . . .		44,481 92
Special Sinking Fund, . . .		11,960 17	Special Sinking Fund, . . .		4,301 34
Special Interest Fund, . . .		20,772 58	Special Interest Fund, . . .		34,016 25
Water Works and Fire Protection, . . .		19,954 52	Fire Department Indebtedness, . . .		8,502 59
Old Debts, . . .		867 76	Private Markets, . . .		1,655 94
Private Markets, . . .		4,120 14	Old Debts, . . .		1,705 96
Total, . . .		\$192,381 83	Old City Judgments, . . .		598 14
			Interest Delinquent Taxpayers, . . .		2,114 66
			Total, . . .		\$402,173 72

This includes \$120,840 secured from Bond Trustees.

The Comptroller's report is also attached, and shows the financial condition of the city. The valuation of property in 1893 was \$13,011,290 and the total tax levied was 13 8/10 mills. In 1894 valuation was lowered to \$12,887,840, and, notwithstanding this, the levy was lowered to 11 1/10 mills. I take it taxpayers appreciate this reduction of taxation.

The following is the Comptroller's report:

Hon. D. U. FLETCHER, Mayor.

JACKSONVILLE, FLA., Feb. 6th, 1895.

Dear Sir: Below find information requested. Other than this, there is revenue from fines, licenses and fees, of some twenty-five to thirty thousand dollars each year.

Yours respectfully,  
(Signed) JNO. R. THURBER,

Comptroller.

1893.						
Valuation.	Ordinary Corporation Purposes. 3 mills.	Board of Public Works. 4 mills.	Judgments Against City. 1/16 mill.	Waterworks and Fire Protection. 3 mills.	Special Interest % Bonds. 2 1/2 mills.	Special Fire Department Indebtedness Tax. 1 mill.
\$13,011,290	\$39,033 87	\$52,045 16	\$9,107 49	\$28,915 20	\$16,785 28	\$0,632 80
						\$155,519 80
1894.						
Valuation.	Ordinary Corporation Purposes. 1 1/2 mills.	Board of Public Works. 3 1/2 mills.	Waterworks and Fire Protection. 3 mills.	Special Interest % Bonds. 2 1/2 mills.	Total. 11 1/10 mills.	
\$12,887,840	\$32,251 40	\$45,151 70	\$28,675 29	\$22,375 03	\$128,453 42	

In this connection, I would recommend that steps be taken looking to practical exemption from taxation of all vessels registered here.

We get comparatively little from vessel property, anyhow, and if such property were not taxed at all, I think we would gain immensely thereby. Vessels would then make this their hailing port, or domicile. We would do a great deal in building, repairing, furnishing machinery and supplies to vessels, for which we have every facility, when now comparatively little is done.

It may be possible to arrange this some way. Other cities have taken the matter up and found it to their advantage. New York State, since 1881, has exempted from taxation for State or local purposes all vessels registered in the State engaged in foreign commerce. Pennsylvania has done the same thing. So has Delaware. The taxes in Chicago on such property are merely nominal. Milwaukee, until lately, imposed no tax, and when she changed her policy many vessels changed their domicile to Chicago. Detroit is advocating this policy now, and the subject is worthy of consideration, because we have a most desirable port in every way equipped to answer to all the demands of a home port.

## STREET RAILWAYS.

Since my last report, all street car lines in the City have brought into use electricity as their motive power. The trolley system is employed. The service is excellent. So far, no accidents of consequence have occurred in operating the cars, and the change from horse cars to electric cars is certainly a long step forward.

I have heretofore called your attention to the experience in some cities showing that water pipes and iron mains of any kind may be destroyed by the action of the electric current unless proper precautions are taken. You have not thought the subject worthy of serious consideration, and I leave it for development.

## LIGHTING.

The cost of lighting the City and public buildings heretofore has been about \$8,000 per annum, as follows:

100 gas lamps, at \$30, . . . . .	\$3,000 00
230 "sun vapor" (gasoline) lamps (supplied by the city), at \$13, . . . . .	3,000 00
21 arc lights, at \$12.50 per month, six months, . . . . .	1,575 00
Gas in buildings and jail, say, . . . . .	500 00
Total, . . . . .	\$8,075 00

Now the City has its own electric light plant, and the City is not only lighted as it never was before, but the cost will be greatly reduced. Consumers will be supplied according to the following schedule:

RECORDER'S OFFICE,  
JACKSONVILLE, FLA., February 14th, 1895.

For the information of the public, and by direction of the Board of Public Works, the following schedule of prices for installation and furnishing lights from the City electric light plant is published:

INSTALLATION.—For each arc light the sum of \$3 will be charged, and for incandescent lights the sum of \$2 for each light and an additional sum of fifty cents for incandescent lamps and sockets, which must be procured from the City. In other words, the total cost to consumers for installation, including wires and fixtures complete, ready for the light to be turned on, is \$3 per light for arc lights, and \$2.50 each for incandescent lights. Single incandescent lamp renewals will be made for thirty cents per lamp.

## COST FOR SERVICE.

Incandescent lights, 16 candle power, for residences, 30 cents per month, or \$3.50 per year for each light.

Incandescent lights, 16 candle power, for business houses and purposes on all-night circuits, at 75 cents per month, or \$9.00 per year for each light.

Incandescent lights, 16 candle power, by meter, City to furnish meter in all cases, and for installments of only 25 lights or more, at the rate of 7 cents per thousand watts.

Arc lights, 2,000 candle power, all-night circuits, at \$7.50 per light per month, or \$90.00 per year for each light.

Arc lights, 2,000 candle power, or midnight circuits, at \$6.25 per light per month, or \$75.00 per year for each light.

No cost will follow for connection with the City plant where installation satisfactory to the underwriters already exist, and precedence of service will be given to all such applications in the regular order of filing the same.

All orders for installments must be accompanied by the amount of \$2.50 for each incandescent light, and \$3.00 for each arc light.

By order of the Board of Public Works,

WM. C. WEST,

*Recorder, Sec'y Board of Public Works.*

Since this offer by the City, the Gas Company and the Electric Light Company (practically the same) have desisted in efforts to enjoin the City from putting in operation this enterprise for the public good long enough to announce that hereafter they will charge \$2.50 per thousand feet for gas, when they hitherto charged \$3, and have reduced the price of electric lights to about one-fourth the former price. Of course, this is below the cost of production, it is claimed, and we are not promised any long continuance of these prices.

Two things have surely been accomplished: Our City is splendidly lighted, from the river to the utmost limits; consumers are getting better lights at less than half the former cost. I believe we may take some pride in this work, especially if private enterprise has not been stifled; and it would seem this consequence need not follow.

The poor and indigent sick are not sufficiently provided for by the City. I do not approve of any system which would encourage thriftlessness or reward indolence; but we will soon find it necessary to control our own hospital and adopt a plan for giving employment to the needy. An experiment has been tried in Detroit, which has more than met the expectation of its originators. A committee was appointed to receive donations of vacant lands near the city, and about four hundred and thirty acres were accepted. There were three thousand applications for lots by the unemployed, but owing to lack of funds only nine hundred and forty-five families could be provided for. The land was plowed, crops planted, and cultivated, and harvested, under the supervision of the committee, with the result that the estimated total value of the crops produced was \$12,000 to \$14,000 the first year, at a cost to the committee of about \$3,600.

The latter sum was made up by subscription, over one-half being contributed by city employees. I believe that such an undertaking would succeed here. One great result would be that work would be given to those who need and wish it, and many a family could be supported by the efforts of its members, the harmful consequences from and burden of gratuitous aid would be avoided, and there is no lack of land which owners would rather have cultivated than not. Fertilizers could be supplied from the streets and the Cremator. Almost the year round crops could be growing.

I recommend this matter to your consideration.

The taxes for the year 1893, collected for State and County purposes in this County, amounted to about \$98,000. How much of that was produced by property in the City limits it is difficult to accurately estimate; but for the same year the revenue received by the City amounted to \$189,429, indicating that a very large proportion of the revenue derived by the County comes from City property. Yet the County Commissioners have charge of the hospital located in the City limits, and

restrict the City to ten patients per month; more than that number we are charged with. I cannot see the justice of this. Naturally, most of the indigent sick of the County are found in the City; most of the money required in maintaining the hospital comes from City taxpayers. In reality, the City ought to own the ground and buildings (from which it derives no revenue), and control the institution.

The present arrangement should be reversed in all fairness. Certainly, the City should not be charged for the admission of patients, no matter what their number. Some basis of admission should be agreed upon, such as nature of applicant's illness, his residence, resources, and the like.

Several accidents have occurred from more or less careless bicycle riding. There should be an ordinance restricting and regulating the use of bicycles in such sort, that within certain limits the rider must not use the sidewalks, and when they do, the rate of speed must be limited; they should be required to carry lanterns at night, and speed also prescribed; alarm bells should be provided, and used on approaching crossings; and in turning from one street to another, the turn should be made so as to enter the latter from the side opposite to the one approached. Other regulations may suggest themselves when you have the ordinance under consideration.

To this report is attached a memorial page, as a slight testimonial to the memory of those co-laborers who have gone to other fields. Judge Summers died suddenly, almost at the beginning of a most promising career, holding at that time the office of United States District Attorney for the Southern District of Florida, as well as that of Police Commissioner for the City of Jacksonville.

William J. Brazier was a faithful fireman, and, as a member of the Fire Department, he was always ready, efficient, and true to the demands of his position. He, too, died of natural causes.

Edward F. Minor was shot down by a desperate criminal he was assisting in arresting. As a police officer, he was a credit to the force, always displaying the courage and fidelity to duty he illustrated on that fateful morning of April 7th, 1895.

Without extending this report by going into details, I would conclude by commending the officers, individually and collectively, for their faithful performance of duty, their diligence, zeal and capacity.

This administration soon passes into history. I believe it may rest upon its record, confident of public approval. Whether this be true or not, we submit it to the people, and assure them of one fact—our sincerest efforts and best endeavors have been at all times given to our work. If we have accomplished something towards the upbuilding of Jacksonville, and the promotion of the welfare of this community, there lies our reward. If we have failed to accomplish much that should have been realized, it has not been due to unfaithfulness to the trust committed to us.

(Signed),            D. U. FLETCHER,  
*Mayor.*

The following tables are submitted as supplementary to the Comptroller's Report, or that portion appearing in the Mayor's Message:

## REPORT OF THE CITY COMPTROLLER

FOR THE YEAR ENDING DECEMBER 31ST, 1894.

### RECEIPTS AND DISBURSEMENTS.

	RECEIPTS.	DISBURSEMENTS.	BALANCES.
Ordinary Corporation Purposes, . . . . .	\$73,164 15	\$52,481 02	\$20,683 13
Board of Public Works, . . . . .	231,719 78	220,791 11	10,928 67
Entire City Judgments, . . . . .	8,811 75	8,811 75	
Old City Judgments, . . . . .	520 00	520 00	
Special Interest Account, . . . . .	34,016 25	8,716 00	25,300 25
Special Sinking Fund, . . . . .	4,301 34		4,301 34
Water Works and Fire Protection, . . . . .	30,481 92	24,797 95	14,683 97
Market Account, . . . . .	1,655 94		
Special Fire Tax, . . . . .	8,502 59	7,349 75	1,152 84
Total, . . . . .	<u>\$402,173 72</u>	<u>\$324,541 68</u>	<u>\$77,632 04</u>

### SOURCES OF REVENUE.

From Taxpayers, 1886, . . . . .	\$310 00
" " 1887, . . . . .	793 30
" " 1888, . . . . .	812 34
" " 1889, . . . . .	2,390 94
" " 1890, . . . . .	1,472 14
" " 1891, . . . . .	4,472 50
" " 1892, . . . . .	17,294 91
" " 1893, . . . . .	127,921 47
" " 1894, . . . . .	79,012 55

Total from Taxpayers, . . . . .	<u>\$234,480 35</u>
From Licenses, other than Market, . . . . .	20,691 00
Market Licenses, . . . . .	333 00
Fines in Municipal Court, . . . . .	3,572 00
Pound Fees, . . . . .	158 70
Sundry Fees and Sale of Mules, etc., . . . . .	1,041 36
Sidewalk Collections, . . . . .	1,449 09
Paving Collections, . . . . .	2,437 89
Rent of Armory, . . . . .	640 00
Bond Trustees for Cr. B'd of Public Works, . . . . .	120,840 00
Balance on hand January 1st, 1894, . . . . .	14,415 67
Total, . . . . .	<u>\$402,173 72</u>

### REVENUE ASSETS.

Due from Taxpayers, 1886, . . . . .	\$1,406 25
" " 1887, . . . . .	6,071 58
" " 1888, . . . . .	6,021 81
" " 1889, . . . . .	14,340 83
" " 1890, . . . . .	8,543 79
" " 1891, . . . . .	17,056 40
" " 1892, . . . . .	19,017 50
" " 1893, . . . . .	18,925 58
" " 1894, . . . . .	40,440 87

Total due by Taxpayers, . . . . .	<u>\$140,827 67</u>
Due from Sidewalks Laid, . . . . .	3,256 98
Balance on Hand in Treasurer's Office, . . . . .	77,632 04
" " " Recorder's " (contingent), 1,500 00	
Total Assets, . . . . .	<u>\$223,216 69</u>
Liabilities, . . . . .	<u>17,956 61</u>
Excess of Assets over Liabilities, . . . . .	<u>\$205,260 08</u>

### LIABILITIES.

Board of Public Works, . . . . .	\$15,023 79
Judgments, Entire City, . . . . .	2,826 82
" " Old City, . . . . .	106 00
Total, . . . . .	<u>\$17,956 61</u>

### EXPENSES OF FIRE DEPARTMENT.

Salaries, . . . . .	\$16,640 43
Ordinary Expenses, . . . . .	11,159 39
Purchase of Hose, . . . . .	2,815 72
Insurance, . . . . .	546 00
Total, . . . . .	<u>\$31,161 54</u>

### SUMMARY.

Total Expenses for Ordinary Corporation, . . . . .	\$53,395 14
" " " Board of Public Works, . . . . .	231,413 62
" " " Fire Department, . . . . .	31,167 54
" " " Inspection of Markets, . . . . .	1,074 10
Total Expenses for Year, . . . . .	<u>\$317,050 40</u>

# RECEIPTS AND DISBURSEMENTS OF THE BOARD OF PUBLIC WORKS

FOR THE YEAR ENDING JANUARY 31ST, 1894.

## DEBIT.

To Tax Collections, . . . . .	\$83,498 82
Paving Collections, . . . . .	2,437 89
Sidewalk Collections, . . . . .	1,449 09
Old Department, . . . . .	3,205 96
Interest, 1893, . . . . .	3,947 63
Ordinary Corporation Purposes, . . . . .	10,000 00
Old City Judgments, . . . . .	78 14
Entire City Judgments, . . . . .	281 00
Bonds, . . . . .	120,840 00
Sale of Shell, Mules, Building, and Rent of Armory, . . . . .	981 25
	<u>\$237,719 78</u>

## CREDIT.

By Salaries, Members Board of Public Works, \$1,200 00	
" City Engineer, . . . . .	1,108 53
" Assistant Engineer, . . . . .	1,575 00
Topographical Survey, . . . . .	3,778 00
Salary City Janitor, . . . . .	502 58
" Guards Chain Gang, . . . . .	1,250 72
" City Jailor, . . . . .	320 50
" " Carpenter, . . . . .	751 59
" " Teamsters, . . . . .	2,014 92
Burial of Paupers, . . . . .	323 20
Removal of Garbage, . . . . .	9,789 57
Lighting Streets and Public Buildings, . . . . .	7,971 66
Operating Cremator, . . . . .	4,015 23
Feed and Care of Horses, . . . . .	2,256 80
Repairs Carts, Harness, Shoeing Horses, . . . . .	617 73
Rent of Office and Market, . . . . .	1,099 92
Rent of City Jail, . . . . .	720 00
Repairs to City Jail, . . . . .	77 46
Fuel for Jail and City Offices, . . . . .	108 50
Feed of Prisoners, . . . . .	6,423 01
Inspections, Repairing and Painting Viaduct, . . . . .	3,954 33
Care and Clothing Prisoners, . . . . .	201 75
Renumbering and Renaming Streets, . . . . .	344 12
Postage, Telegrams, Insurance, etc., . . . . .	725 22
Maintenance and Repairs of Paved Streets, . . . . .	53 45
" " " " Shelled " . . . . .	1,007 82
" " " " Other " . . . . .	5,455 09
" " " " Sawdust " . . . . .	100 80
Planting Trees, . . . . .	593 85
Improving and Care of Parks, . . . . .	5,107 50
Repairs of Bulkheads, . . . . .	122 10
Paving Streets, . . . . .	103,304 72
Printing and Stationery, . . . . .	555 77
Bridges and Culverts, . . . . .	3,390 65
Maintenance and Repairs of Street Crossings, . . . . .	747 14
Drainage and Care of Sewers, . . . . .	3,413 97
Extending Sewers, . . . . .	6,684 10
Purchase of Garbage Plant, . . . . .	3,231 02
Account of Cremator Lot, . . . . .	1,560 00
Public Building . . . . .	44,062 22
Improving and Care of Cemetery, . . . . .	434 00
Replacing Horses, . . . . .	695 44
Sidewalks, . . . . .	4,697 47
Electric Light Plant, . . . . .	846 50
	<u>\$239,112 09</u>

To Balance, . . . . . 4,312 11

\$239,112 09

## CITY FINANCES AND TAXATION.



THE good faith of the City in discharging its obligations entitles it to exceptional financial confidence. Previous to the war, a bonded debt of \$50,000 was incurred, to aid in the construction of the Florida, Atlantic & Gulf Central Railroad, leading westward into the interior of the State. During the war, and the few years of intense depression immediately following, the interest accumulated largely on these bonds. Jacksonville had been occupied almost continuously as a military post by one or the other of the contending forces, and when the war closed nearly all the public buildings were in ashes, and the town was a mere waste. Under these circumstances, it would not have been strange had the people of Jacksonville followed the example of other cities and towns similarly situated, and either wholly repudiated or scaled their corporate debt. Not only was this not done, however, but repudiation of the whole or any part of the debt was not even suggested.

With commendable energy the old citizens, uniting with men of enterprise and capital from all parts of the country, took hold vigorously of the problem of re-building the City and re-establishing its prosperity on a solvent and permanent basis. The City was without a government, and without a dollar in the treasury; the people were without homes, and had no money from which to contribute to its support; churches and school houses were to be restored; shattered dwellings were to be repaired, or new ones erected; saw mills were to be built on the site of the mills that had been burned; hotels were to be put up and furnished; places of business were to be provided and stocked; sidewalks to be put down, and the City renovated and purified.

All of this was done, and every dollar of the old debt, principal and interest, provided for. More than this, in January, of 1878, the City issued \$250,000 of new bonds, known as "Sanitary Improvement Bonds of the City of Jacksonville," bearing eight per cent. interest, and payable twenty years from their date, or at any time after two years on notice to the holders. These bonds were designed for and applied to the construction of a system of public works for the City, including water works, sewers, and sanitary drainage. They served their purpose, the interest was paid promptly, and the bonds have been called in for cancellation. These facts speak well for the good faith, energy and solvency of Jacksonville and its business men.

As has been recorded elsewhere, the City voted \$1,000,000 in bonds in 1893, and the legality of the issue is being tested in the courts as this article is written. So far, they have been sustained in all the courts, and the case is now pending in the Supreme Court of the United States. There is little doubt of their being sustained there also. These bonds sold at par value, and draw but five per cent. interest. This is indicative of the fine credit enjoyed by the City in financial circles. More than this, the bonds were sold under a contract to defer delivery until the money should be needed, thus making a saving of more than \$30,000 to the taxpayers.

It is interesting to note the increase of values, during the last decade, in City property, as well as the reduction in taxes. The last ten years have seen greater improvement in Jacksonville than all her previous history can show.

In 1885 the total valuation of City property, real and personal, was	\$3,271,910.
In 1894, nine years later, the assessed valuation was	\$12,887,840.
In 1885 the tax levy was	20 mills.
In 1895 the tax levy was	11 $\frac{1}{8}$ mills.

Reference to the Comptroller's Report, in the Mayor's Message, shows detailed information on these points.

That the financial department of the City has been conducted most ably and wisely no one will question. Each year calls for a greater outlay of funds for public improvements, and each year brings a reduction to the taxpayers. A happy condition.



## POPULATION.



THE population of Jacksonville is variously estimated. There has not been a regular systematic census taken since the Government Census of 1890, which was so manifestly unjust that it is scarcely to be taken into account. It showed a population of a little more than 17,000, but all well informed persons agree that this was far below the real figure. The Sanitary Patrol for 1894 gives the population as something more than 26,000, whereas Webb's Directory for the same year makes it about 33,000. The directory count is a computation based upon the number of names in the directory. The directory is supposed to contain the names of all male adults, widows, and such women as are engaged in business for themselves. These are supposed to constitute, in Jacksonville, about one-fourth the population; but in old, long settled communities, such as may be found in New England, only about one-sixth, and in others still, one-fifth, and so on. To multiply the names in the directory, then, by the figure 4, is believed by many to give a fair estimate of the population. It may be, however, that there is an excess of bachelors in Jacksonville, and that  $3\frac{1}{2}$  would be a conservative multiple; certainly, it should not be less than that. Webb's Directory for 1895 contains 10,334 names, which, multiplied by  $3\frac{1}{2}$ , gives a population of 36,169. Certainly, the population is not below this figure; and, if multiplied by 4, it would be 41,336. Following is a table showing the population for each year since 1878, as shown by Webb's Directory in the years it was issued, computing four persons for every name in the directory, except for the issues of 1894 and 1895, when  $3\frac{1}{2}$  is used as the multiple:

1878,	12,170	1889,	30,000
1880,	13,470	1890,	30,540
1882,	15,904	1891,	30,617
1884,	18,740	1892,	31,180
1886,	20,712	1893,	34,400
1887,	34,200	1894,	33,950
1888,	35,444	1895,	36,169

The loss of over 5,000 in 1888 was due to the terrible fever epidemic of that year, which frightened away large numbers of persons, many of whom did not return for some years, and some not at all. The discrepancy between the years 1893 and 1894 is on account of changing the multiple from 4 to  $3\frac{1}{2}$ . The year 1887 marked the largest increase in population of any other on record; that year, according to Webb's Directory, the increase was sixty-five per cent. That the figures may not be wholly accurate does not alter the fact that in 1887 the City received an impetus in material growth and prosperity which, had it not been for the epidemic the succeeding year, would have carried it far ahead of what it really is. As it was, every interest sustained a shock and check that it required years to overcome. It is only within the past three years that Jacksonville may be said to have overcome the effects of that great disaster, and regained her lost ground. It is confidently believed now that our sanitary arrangement is such that it will be impossible for the epidemic of 1888 ever to be repeated.

## BUILDINGS ERECTED IN 1894.



ACCORDING to the report of the Chief Sanitary Inspector, there were erected in Jacksonville, during the year 1894, new buildings of a total valuation of \$1,395,550. The whole number of buildings erected was 318. Of this number 13 business houses aggregated a cost of \$1,071,200. The others were dwellings. No other year in the previous history of Jacksonville can show such a record. It is a record that to a thinking mind speaks volumes for the future of the City.

## FIRE LOSSES, 1894.



THE report of the Chief of the Fire Department shows that, during 1894, the Department responded to one hundred and forty-five fire alarms.

The property at risk was estimated at . . . . . \$214,475.  
The actual losses aggregated . . . . . 10,908.

Can any other city equal this record?

## MORTALITY REPORT.



THE total number of deaths from all causes, for each month during the past year, and also the number who died elsewhere, died of violence, and non-residents, is, according to the report of City Health Officer, Claude Joyner, as follows:

	Accident or Violence.	Non-residents.	Died Elsewhere.	Actual Residents, From Natural Causes.	Total.
January, . . . . .	2	10	4	21	40
February, . . . . .	2	6	4	29	41
March, . . . . .	5	9	2	27	43
April, . . . . .	2	7	3	43	55
May, . . . . .	3	5	5	52	65
June, . . . . .	3	6	6	43	58
July, . . . . .	1	3	2	44	50
August, . . . . .	4	4	3	46	57
September, . . . . .	2	3	2	39	46
October, . . . . .	0	5	1	48	54
November, . . . . .	4	6	1	36	47
December, . . . . .	4	7	5	34	50
Totals, . . . . .	32	71	38	465	606

The number of deaths of residents is shown to be 465, which, reckoning the population at 36,169, shows the death rate to be a little more than ten per cent., placing Jacksonville very high among the healthy cities of the country, if not at the very top. If the deaths of non-residents are considered, the percentage is nearly eighteen. Of the total number of deaths during 1894, 366 were negroes, and 240 whites. The greatest number of deaths from any one disease was from consumption—109—of which about one-half were non-residents, who delayed their coming to the healing climate of Florida until too late to be benefited by it.

There was no single case of yellow fever reported during the year, and, in fact, there has been none since 1888. Of infectious and contagious diseases, there were four cases of small-pox imported, and a few cases of scarlet fever. The City is uniformly healthy, and every precaution is exercised to keep it so.

An interesting study is found in the following record of births and deaths during 1894:

	White.	Colored.	Male.	Female.
Births, . . . . .	236	367	349	254
Deaths, . . . . .	194	367	324	237

It shows that while the whites have gained by births 42, the negroes remain exactly where they were, showing an equal number of births and deaths. While the natural increase among the negroes is greater than that of the whites, the death rate is equally so, which maintains relatively about the same ratio in the population of the two races. This table will about average up with other years.

## THE JACKSONVILLE BOARD OF TRADE.

PREPARED BY CHAS. H. SMITH, SECRETARY.



THE ORGANIZATION has done more for the material progress and advancement of this City than has the Jacksonville Board of Trade. Composed as it is of Jacksonville's leading business men, it has labored earnestly and zealously, ever since its organization in 1884, not only for the good of the City, but its strong influence has been given to many matters of public import affecting the welfare of the entire State and nation.

The men composing this organization have put their shoulders to the wheel as one man, and many an enterprise has been lifted from a small and tottering existence when about to fall for want of the support of a strong hand, and has been placed on the road to success and prosperity. This has been done in many instances, and scores of other enterprises have found a birthplace within the Board of Trade, and have been given to the public under its auspices, and fathered by it until brought to a successful issue.

To name all the undertakings in which the Board has taken an interest would be a task beyond the limits of a brief history, but a resume of its accomplishments will be of interest just at this time, when one of its greatest undertakings has been brought to a successful close, that of deepening the St. Johns River from the bar to the City, and also of the Government jetty work at the bar, which latter, while not originating with the Board, has had its strong indorsement and hearty support. Indeed, it has been largely due to its influence and the zealous watchfulness displayed that this work has been brought forward as speedily as it has.

The first meeting for the organization of a Board of Trade was held at the office of J. Q. Burbridge, January 30th, 1884. Prior to this time a somewhat similar organization had existed, but for some reason or other had failed to live. About twenty of the business men of the City, who felt the necessity of such an organization, were present at the first meeting, and after a general discussion of the matter a resolution was formally adopted, declaring that the interests of Jacksonville demanded the organization of a Board of Trade.

A committee, consisting of Jacob Huff, James R. Challen and J. E. Hart, were accordingly appointed to prepare an address to the citizens of the City, asking their co-operation in organizing the proposed Board. Dr. A. S. Baldwin, John Clark, J. R. Challen, John P. Varnum and Leopold Furehrott were also appointed as a committee to draft suitable resolutions.

Another meeting was held on February 18th, when the first officers were elected and forty members enrolled. The officers were as follows: President, George F. Drew, Ex-Governor of Florida; Vice-President, J. J. Daniel; Secretary and Treasurer, John P. Varnum; Board of Governors, J. E. Hart, J. M. Schumacher, M. A. Dzilynski, J. Q. Burbridge, George C. Wilson.

The constitution of the Board was prepared by the following committee: P. McQuaid, D. G. Ambler, Whitfield Walker, R. H. Jones, Charles Benedict and J. R. Challen. This



DR. A. S. BALDWIN.

PRESIDENT JACKSONVILLE BOARD OF TRADE.

constitution was adopted May 14th, 1884, and the broad basis on which the Board has worked during these years may be seen from the objects set forth in the constitution, as follows:

The objects of this Board of Trade shall be to foster, encourage and develop the mercantile and manufacturing interests of Jacksonville and its suburbs; to collect, preserve and circulate useful information concerning the City, its trade, industries and advantages; to study the workings of the great systems of transportation, upon which our commercial and industrial prosperity so much depends, and to endeavor to remedy, by all proper means, the defects and abuses therein, so far as they injuriously affect our interests; to obtain fair and equitable rates of freight to and from Jacksonville, and prevent, if possible, discriminations in favor of other cities; to secure the abatement of vexatious and unjust overcharges, and insure prompt settlements of damages on goods shipped; to encourage wise and needful legislation, and oppose the enactment of laws which might injuriously affect our manufacturing and commercial interests; to agree upon commercial forms and regulations; to promote integrity, fair dealing and good faith among, and adjust and determine disputes and differences between, business men; to inculcate the highest principles of honor, equity, and business morality in the community; to



THE JACKSONVILLE BOARD OF TRADE.

forward the improvement of our river and harbor and approaches thereto, the erection of needful public buildings, and the swift transportation and speedy and accurate delivery of mails, by using our utmost of influence to secure from the general Government that share of the national appropriations to which we are justly entitled; and, generally, to strive with united effort to increase the wealth, industries, influence, trade, and population of the City of Jacksonville and its suburbs.

The Board of Trade has the advantage of being an organization prepared for prompt action upon any matter affecting the public welfare, without having to assemble in mass meeting, organize, adopt a constitution, elect officers and appoint committees before getting at the business in hand.

The late Col. J. J. Daniel, a man eminent in every virtue, and the first Vice-President of the Board, said of that body:

"The Jacksonville Board of Trade is rapidly assuming the dignity and influence which should of right characterize it. Your Board is composed of representative men of all departments of business life, tradesmen, merchants, representatives of the railway and steamship lines, manufactories, bankers and professional men. One of the marked peculiarities of your City is its cosmopolitan character. You have intelligent and educated men from all sections of the country, and of every shade of political, social and religious sympathies and culture. The rapid and steady growth of your City in numbers and wealth has induced men of force and energy to come among you, each having his particular interest to advance, and contributing withal to the thrift and power of the whole. To this influx of diverse elements, and the active and aggressive rivalry engendered

thereby, is to be ascribed that intense individualism which has been a marked characteristic of your community.

"To reduce these active and enterprising individual factors to an effective and harmonious union has been, and is, one of the chief functions of this Board. Already has this object been largely achieved. Results have been accomplished by your united councils and efforts which could never before have been reached by individual action, however energetic and well devised—not by combined efforts, however well arranged, without organization and the mutual understanding and co-operation which is its product. I cannot impress upon you too strongly the value to the City of Jacksonville, and to your personal interests as involved in the prosperity of your City, of united councils and labors for the common weal."

A just encomium was recently pronounced upon it by a gentleman connected with the government of the State, about as follows:

"The Jacksonville Board of Trade is the most influential unofficial organization in the State of Florida, and whenever any communication is received by, or any of its representatives appear before, the Legislature, they always command respect, for they carry great weight."

How well the members of the Board of Trade have succeeded in the work that has been planned, is shown by the record that has been made during the ten years of its existence. Among the first things that the Board lent its influence to was the securing of an appropriation for a signal service station in Jacksonville, which was successfully done.

#### REDUCTION OF RAILROAD RATES.

Other things that were done by the Board during the first year of its existence, were the securing of a reduction of transportation rates and a continuance of the fast mail service that was then threatened to be withdrawn. In April, of that year, the Southern Press Association was entertained by the Board, and the erection of a Government Building in Jacksonville was first agitated. Congress was asked to make an appropriation for that purpose. It was not until 1886, however, that the first appropriation was secured, and a lot purchased upon which to erect a building. Action was also taken with regard to having the mail service on the river improved, and agitation was commenced toward extending the Baltimore & Ohio telegraph lines from Savannah to Jacksonville, in order to force the Western Union to give lower rates. The paving of Bay Street in a substantial manner was agitated in September of that year, and in November the question of adopting a standard time was brought before the people.

In 1885 the Board of Trade again urged the establishment of a State Railroad Commission, and a resolution was passed and sent to the Florida Members of Congress, urging them to work for an adequate appropriation for the continuance of the United States signal service reports.

The Board also continued its efforts toward getting the churches, schools and public bodies in the City to adopt a standard time, and an effort was made to secure an increase in the post-office force, which was inadequate to the growing demands of the City. A protest was issued against a proposed increase in insurance rates in the City, and the Board also commenced negotiations for the establishment of a direct steamship line to New York. This was secured in the following year, when the Clyde Line was established, and the first ship steamed up the river to the docks amid the boom of cannon and a general jubilee in honor of the beginning of what has proved to be one of the most important of Jacksonville's shipping interests.

The efforts of the Board were directed with unceasing vigilance toward securing appropriations from Congress for the deepening of the St. Johns bar, and delegations were sent to Washington from time to time for this end. Efforts were also made toward appropriations for the new public building, and after much delay this was secured and the lot purchased. Through the influence of the Board a paid fire department was organized in the City, and this important service much improved.

Through the efforts of the Board a bonded warehouse was located in Jacksonville by the Government, and an effort was also made to make Jacksonville a cotton market. Action was also taken toward the establishment of telegraph lines and signal stations at Jupiter Inlet, Fort George,

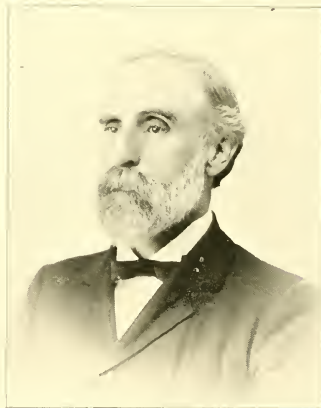
and other points in the City, which was accomplished in 1891. The Legislature was memorialized to prevent the repeal of the law creating a State Board of Health, and also to defeat a harbor master's bill, both being successful. The location of Little Brothers' Fertilizer Factory was secured to Jacksonville in 1890, and a grand trade display was given under the auspices of the Board of Trade at the opening of the Sub-Tropical Building.

The Board also took steps with regard to improving the efficiency of the fire department, and securing a reduction of insurance rates. There is now no better equipped or more efficient fire department in any Southern city of its size than that of Jacksonville; and while all has not yet been accomplished that is expected in obtaining more satisfactory insurance rates, yet some concessions have been obtained from the South-Eastern Tariff Association, whereby the rate of insurance has been cheapened.

Torrey's national bankrupt bill was indorsed, as well as bills for the prevention of food adulteration and for greater safeguards in protecting the merchant marine. A committee was appointed to secure the proper representation at the World's Fair, and the bonding of the City for improvements was urged by the Board. The bonding of Duval County for the improvement of the river was a project of immense importance to the port of Jacksonville. The United States Government had expended about \$1,000,000 upon jetties at the mouth of the St. Johns River, but the advantages thereof were not available to the port, because of a long shallow reach in the river between Jacksonville and the sea. For the deepening of this part of the river no appropriations had been made, and as the United States Government had consumed eleven years in the jetty work, the probability of its commencing improvements at the point referred to seemed very remote. The Secretary of the Board of Trade suggested and advocated the plan of bonding Duval County for a sufficient amount to accomplish the work of deepening the river, until the Board of Trade was induced to take the matter in hand, and through its influence the Legislature authorized the County to bond itself for \$300,000, subject to the approval of the voters, which having been obtained at an election held December 3d, 1891, the work was begun under the supervision and in accordance with the plans of the United States Government Engineers. The work was completed in June, 1893, and the result is a channel two hundred feet wide and eighteen feet deep from Jacksonville to the mouth of the St. Johns River. The Board has not rested upon its laurels, but is exerting its influence to secure further appropriations from the United States Government to deepen the channel to twenty-four feet, in accordance with the plans and estimates submitted to the Secretary of War by Major Thomas H. Handbury, the resident United States Engineer.

In 1887 the Board of Trade promulgated a new charter for the City, which extended its boundaries, and made the rapidly growing suburbs a part of the municipal corporation. A commission was subsequently appointed for dividing the City into nine wards, which was done. As is well known, this charter was afterward repealed by the passage of what was known as House Bill No. 4, although the Board of Trade entered a strong protest. In April, 1893, a new City Charter was prepared by the Board, and passed the State Legislature substantially as proposed by the Board. It restored the elective franchise to the people of Jacksonville. One of the marked features of this bill is the Australian Ballot System which it establishes in the City elections.

In the same year the Board raised \$4,000 from among its members for the shelling of streets,



CHARLES H. SMITH.  
SECRETARY JACKSONVILLE BOARD OF TRADE.

a similar sum having been voted for this purpose by the Board of County Commissioners. The members also continued their efforts along the various lines of public interest, and in 1888, among other things done, a royal reception was given to President and Mrs. Cleveland, on their visit to the City, in July of that year. Nearly \$4,000 was expended in this celebration, and it was one of the most successful things of its kind ever attempted in this City.

Among the subjects that have claimed the attention of the Board has been the reorganization of the military companies, also fathered by the Board, to which body is largely due the credit for its having been accomplished.

Massey's Business College is one of the institutions which was induced to locate in Jacksonville by the Board of Trade. It has been a success from the outset.

There are many other matters on which the Board has taken action and has given its influence. To give a complete list of all the things the Board has done would be to give a history of Jacksonville, so closely has the Board come in touch with all the City's interests.

The Board now has handsome quarters at the Union Building, corner Main and Adams Streets, which was erected last year, at a cost of \$25,000, by the combined efforts of the Board of Trade, the Benevolent and Protective Order of Elks, and the City Library Association. The Board of Trade occupies a large room on the ground floor at the south-east corner of the building, which it fitted up with every convenience for the holding of meetings and transaction of the business of the Board.

The following is a list of the Presidents since the organization of the Board:

1884-5, . . . . .	Hon. George F. Drew.	1891-2, . . . . .	Mr. J. S. Fairhead.
1886-7, . . . . .	Colonel J. J. Daniel.	1893-4, . . . . .	Mr. A. B. Campbrell.
1888-9, . . . . .	Colonel J. E. Hart.	1895, . . . . .	Dr. A. S. Baldwin.
1890, . . . . .	Mr. J. N. C. Stockton.		

The following gentlemen have filled the offices of both Secretary and Treasurer:

1884-5, . . . . .	John P. Varnum.
1886-8, . . . . .	James M. Fairlie.
1889-95, . . . . .	Charles H. Smith.

The membership of the Board of Trade is composed of the leading business and professional men of the City. The work of the Board is divided up among the various committees, each of which looks after its respective department.

There are no social or political features connected with the Board of Trade in any way, and its members give their time, money and influence simply for the general welfare of the City. That it has been of great service in this connection in the past is shown by the work performed, and it is deserving of the heartiest support and co-operation of all citizens who have the interest of Jacksonville at heart.



## THE ST. JOHNS RIVER.



HERODOTUS has said, with fine felicity, that Egypt is a gift of the Nile. In a somewhat similar sense it may be said that Jacksonville is a gift of the commerce-bearing St. Johns.

This splendid stream, like the Nile and the Red River of the North, flows northward. From its source to its outlet the distance, in a straight line, is about one hundred and eighty miles, but so winding is the course of the stream that, although it follows, with no great variation, its general direction of north north-west, yet by its channel it is more than four hundred miles in length.

The beginning of the St. Johns River is first traceable in the so-called Big Cypress Swamp, that lies in the western part of Brevard County, but the chief sources of the great stream are the innumerable lakes that lie all along the valley of the eastern water-shed of the peninsula. These lakes are commonly many miles in circumference, and are surrounded by extensive prairies, over which roam thousands of cattle.

Owing to the evenness of altitude of the peninsula, and the presence of these numerous great lakes that, with their margins of sloping prairie land, form natural reservoirs for the receipt of the immediate rainfall and the drainage of the surrounding country, the rise and fall of the river is regulated by nature, and dwellers along the habitable banks of the stream have nothing to fear from disastrous overflows.

In the mountainous country spring freshets, or an unusual rainfall, cause great volumes of water to be precipitated down the declivities of the land, forming a torrent which the river banks cannot anywhere confine. On the Peninsula of Florida, however, there are no mountains, consequently no torrents. The drainage of the land goes on more slowly, because the fall is less abrupt. The water gathers in the lakes, which rise and expand in their natural basins, and are drained off gradually by the overflowing river.

The St. Johns River has been called a "chain of lakes," and this is true of it from its first definite beginning in Bonnet Lake to as far north as Lake George, but from thence to its mouth the river does not vary enough in width to answer that description. Not only does the river flow *through* innumerable lakes, but along its course other lakes empty into it.

Commercially, the St. Johns River may be divided into three sections, known respectively as the Port of St. Johns, the St. Johns River proper, and the Upper St. Johns.

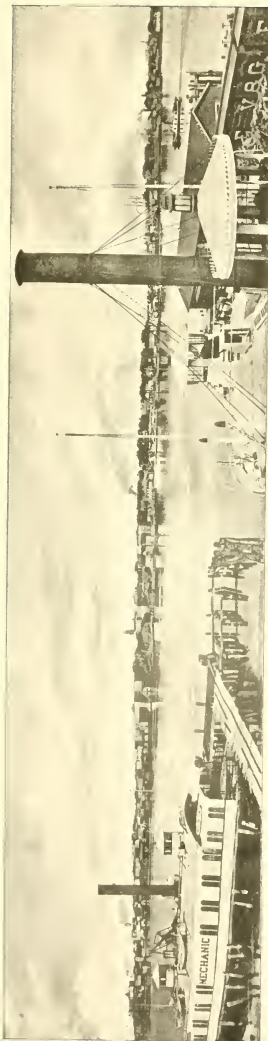
The Port of St. Johns is that part of the river used by sea-going vessels, and extends from the ocean to Jacksonville, a distance, in a straight line, of fifteen miles, or, by the river channel, of twenty-five miles.

The second division, or St. Johns River proper, extends from Jacksonville southward to Lake Monroe, a distance, in a straight line, of one hundred miles, or, by the river, of two hundred miles. This part of the river lies through a most fertile, salubrious and populous country, and is that part of the river devoted to palace steamers, rapid transit, fast mails, fashionable travel and an extensive commerce.

The Upper St. Johns, or, as some call it, "the crooked river above Lake Monroe," was formerly used chiefly as an outlet for the fertile Indian River section. Back of the famous Rockledge hammock, on the Indian River, lies Lake Florence, opening through Lake Poinsett into the Upper St. Johns. From the Indian River to Lake Florence the distance is but two and a half miles, and across this narrow divide was carried the commerce of the Indian River country.

Since the completion of the Jacksonville, St. Augustine & Indian River and the Jacksonville, Tampa & Key West Railways, however, this commerce has been diverted from the river to rail routes, and river commerce south of Sanford is insignificant.

The distance from Lake Monroe to Lake Florence, in a straight line, is less than fifty miles,



JACKSONVILLE FROM ACROSS THE ST. JOHNS

but by the river it is one hundred and fifty miles. A number of small steamers are employed upon this upper river, and find business not only at each end of the line, but at Salt Lake, opposite Titusville, at Lake Harney, Lake Jesup, and elsewhere along the route.

Above or south of Lake Poinsett are other lakes and many miles of river, but the country along the route is mostly adapted to grazing, and is not thickly enough settled to be of present interest to commerce.

#### RIVER COMMERCE.

When the railroads that parallel the St. Johns River were built, it was believed that the river commerce would be practically destroyed; but the yearly increase of shipments from the section penetrated by the river has kept this business up to a fair average.

Accurate statistics of the commerce of the St. Johns River cannot be given, because of the reticence maintained by the managers of steamboat lines concerning their business. It is, however, very large. An immense amount of freight passes annually through Lake Monroe. The South Florida Railroad begins at Sanford and runs to Tampa, on the Gulf of Mexico, where it connects with New Orleans, coastwise and Havana steamships. It has also a branch to Bartow. It lies through four of the richest counties in Florida, a number of important towns and extensive orange groves. It has an immense future in the results of the great drainage operations now going forward along the Kissimmee River, which important stream it connects with at Kissimmee City, on Lake Tohopekaliga. The immediate vicinity of Sanford, and of Enterprise on the opposite side of Lake Monroe, are thickly settled and famed for their orange groves.

Below the lake are important towns, and at Astor a railway extends to the great lake country, in Lake County, and near the borders of Sumter, Marion and Orange Counties.

Between Lake George and Palatka the country, which is one of unusual fertility and beauty, is quite densely populated, and contains innumerable little towns.

At Palatka the Florida Southern Railway begins, extending westward to Gainesville and southward to Orange Lake, Ocala, Leesburg, Brooksville, etc., and connecting with the two great railway systems of the State, the Savannah, Florida & Western and the Florida Railway & Navigation Company's roads. Connection is made at Palatka also with the Jacksonville, St. Augustine & Indian River Railway, eastward to St. Augustine, and southward to Daytona, Ormond, Titusville, and the Indian River and Lake Worth regions.

Near Palatka, the St. Johns receives the famed Ocklawaha, a long, circuitous river, coming up from the heart of Marion and Sumter Counties, rich in groves. A daily line of steamers is employed nearly all the year upon the Ocklawaha.

The St. Johns, with its various tributaries, furnishes nearly one thousand miles of inland navigation. The Clyde Steamship Company, in addition to this, have a line between Jacksonville

and New York, touching at Charleston. They run two, three and four steamers per week, according to the season, and the full voyage is made in about sixty-five hours. For full particulars regarding this line see chapter on Transportation.

## RIVER AND HARBOR IMPROVEMENTS.

Operations for the improvement of the channel over the bar at the mouth of the St. Johns River, by means of converging low-water jetties, have been going forward since the year 1879.

The plan of improvement essentially consists in the construction of two low jetties built of rip-rap stone, supported by a foundation mattress or platform of logs, with a mattress hearting wherever found practicable, to reduce the cost of the work.

Of the two plans discussed the more comprehensive one was adopted. This plan provided for the construction of two long jetties, starting from the opposite shores of the entrance and extending seaward across the bar. It was intended thereby to establish a mid-channel depth of fifteen feet at mean low water. The usual available low water depth over the bar in its unimproved condition was six feet, more or less, with a mean rise and fall of tide of about five feet. The cost of this project was estimated at \$1,306,499.

In order to secure the full benefit of an increased low water depth on the bar, as contemplated by the project, it was necessary to improve some defective reaches of river between the bar and the City of Jacksonville.

To accomplish this, it was necessary to have more funds than were available from the Government appropriations. Accordingly, in 1891, the County of Duval, by popular vote, issued \$300,000 in bonds for dredging and improving the river, by deepening the channel between the City and the bar.

The bonds sold readily and at a premium, as will be seen by the following:

### STATEMENT OF RECEIPTS.

1892.			
July 15.	Cash from National Bank of Jacksonville, for \$50,000 20-40 6 per cent. Bonds at $41\frac{1}{8}$ per cent. premium,		\$52,050 00
Nov. 1.	Cash from Rev. A. W. Knight, \$50,000 20-40 $5\frac{1}{2}$ per cent. Bonds at $1\frac{1}{8}$ per cent. premium,		50,812 50
1893.			
Feb. 1.	Cash from Rev. A. W. Knight, \$50,000 20-40 $5\frac{1}{2}$ per cent. Bonds at $1\frac{1}{8}$ per cent. premium,		50,812 50
Apr. 30.	Cash from Rev. A. W. Knight, \$50,000 20-40 $5\frac{1}{2}$ per cent. Bonds at $1\frac{1}{8}$ per cent. premium,		50,812 50
June 7.	Cash from Rev. A. W. Knight, \$25,000 20-40 $5\frac{1}{2}$ per cent. Bonds at $1\frac{1}{8}$ per cent. premium,		25,406 25
Nov. 15.	Cash from Merchants' National Bank of Jacksonville, \$50,000 20-40 $5\frac{1}{2}$ per cent. Bonds at $\frac{1}{4}$ per cent. premium,		50,170 52
1894.			
May 15.	Cash from Merchants' National Bank of Jacksonville, \$25,000 20-40 $5\frac{1}{4}$ per cent. Bonds at $\frac{1}{4}$ per cent. premium,		25,187 50
July 30.	Cash for launch Fairhead, sold,		400 00
Aug. 23.	Cash for Transit, sold,		125 00
	Cash for Desk, sold,		13 00
	Cash for Letter Press, sold,		3 00
Total,			\$305,792 77

The entire issue was taken up by home capital. The following well known citizens comprised the Board of Trustees of the fund:

JOHN S. FAIRHEAD, President.  
D. G. AMBLEK,  
GEO. S. WILSON,  
E. W. GILLEN,

JOEL D. MEAD,  
DENTER HUNTER,  
J. H. DURKEE,  
E. C. PICKETT,

MAN HIRSCHMAN,  
R. B. ARCHIBALD,  
WM. M. LEDWITH,  
A. B. CAMPBELL,

Also these, who were Trustees, but resigned at various times, and Mr. Eugene Bigelow, who died in 1893:

W. A. ADAMS,  
JNO. C. COOPER,

DAVID KEMPS,  
E. M. RANDALL,

CHARLES H. SMITH, Secretary,  
J. H. BACON, Engineer.

The work was completed in the early part of 1895, with the most satisfactory results. The channel from Jacksonville to the bar shows a depth at the lowest point of not less than eighteen feet of water.

The following summary of disbursements shows in what manner the money was disposed of:

Advertising for bids, and bonds for sale, etc.	857 24
Rents of Engineers' offices at Jacksonville and New Berlin, and of Bank houses.	154 80
Office supplies for Secretary, Engineers, including printing of bonds and vouchers, telegraphic messages, etc.	367 51
Engineers' instruments and incidental expenses of surveying, etc.	973 13
Launch Fairhead, cost, repairing and running expenses.	2 131 79
Pay roll Engineers and Assistants and Secretary.	14 962 40
Attorneys' fees, and costs of suits.	30 139 82
Bank discount on \$2,000, borrowed prior to sale of bonds.	72 30
Inspection trip to Jetties, of Trustees.	1 020 00
Commissions to County Treasurer on Receipts and Disbursements.	66 74 73
R. G. Ross, contractor, for Dyke Work.	142 0 48
J. A. Bryan, San Francisco Bridge Co., and New York Dredging Co., contractors for Dredging.	112 887 28
W. B. Young and Henry Myers for Auditing Accounts.	70 00
<b>Total,</b>	<b>830,770 03</b>
Balance on hand, with County Treasurer and in Bank.	40 09 14
	<b>830,779 27</b>

As the work of dredging the river progressed, that of deepening the bar was not neglected.

The Government has appropriated for this purpose, since 1870, when the work of improvement first began, sums amounting in the aggregate to \$1,702,500. After this amount there remains to be expended about \$150,000, and the work is still going on.

The appropriations of Congress were made in small sums of from \$100,000 to \$300,000, at intervals so wide apart that actual operations were at several times suspended and great damage was caused thereby to the work. Much of each new appropriation was expended in repairing the injuries done by washouts and the sinking and wrecking of incomplete jetties.

The last report of the Government engineer, however, shows that there are eighteen and one-half feet of water on the bar, so that vessels drawing eighteen feet of water can now anchor at the wharves in Jacksonville. This result has been obtained within the last eleven years, as in 1883 there was only 6 feet 8 inches of water on the bar.

Mr. Charles H. Smith, Secretary of the Board of Trade, gives some interesting figures on this subject in the History of the Board of Trade in a separate chapter, to which I commend the reader's attention. In the discharge of his duties as Secretary, Mr. Smith has kept in close touch with this work, and his conclusions may be regarded as reliable. He has been one of the most earnest workers in the cause of deep water for Jacksonville, and that the work has been brought

to a successful conclusion is largely due to his untiring efforts, in conjunction with the Board of Trade.



PALMETTO AVENUE,  
AT THE MOUTH OF THE ST. JOHNS RIVER.

In this connection it may be stated that Mr. Smith is prepared at all times to furnish information about Jacksonville to all who may desire it. He is constantly accumulating valuable data for this purpose, and takes especial pains to see that it is as widely promulgated as possible. Any person desiring such information should address him at Jacksonville.

## THE PORT OF ST. JOHNS.

The St. Johns River, from Jacksonville to the ocean, forms a convenient harbor, known to commerce as the Port of St. Johns. As will be seen from the following reports the port is now open to the largest class of vessels that sail these waters.

The following is a comparative table of the commerce of the port for the past twenty-four years, prepared by Mr. Charles H. Smith, Secretary of the Board of Trade, and accompanied by supplementary remarks from that gentleman:

Year.	Vessels Entered.		Vessels Cleared.		Tonnage.	Average per Vessel.	Exports.
	Steamers.	Schooners.	Steamers.	Schooners.			
1870.	238	248	214	245	318,882	338	81,698,800
1871.	170	269	155	236	270,984	222	
1872.	87	316	86	366	249,260	291	
1873.	96	368	97	420	283,345	289	
1874.	87	309	59	344	250,093	302	
1875.	82	212	81	221	203,582	341	
1876.	79	191	75	199	182,697	355	
1877.	85	165	78	165	181,761	368	
1878.	80	184	84	202	196,592	357	
1879.	137	238	140	251	376,142	491	
1880.	112	264	107	303	337,448	429	
1881.	99	347	84	372	311,241	348	
1882.	48	360	45	372	248,411	300	
1883.	14	205	12	280	147,678	245	
1884.	97	247	91	222	215,845	328	
1885.	120	287	122	218	237,304	331	
1886.	130	205	134	220	252,394	360	
1887.	80	189	84	208	318,646	568	3,941,476
1888.	55	109	91	218	292,804	619	3,500,000
1889.	119	213	124	156	493,039	306	4,574,904
1890.	150	163	152	167	619,709	980	6,186,655
1891.	164	188	163	174	713,863	1036	12,408,626
1892.	192	171	182	153	722,871	1035	13,968,362
1893.	193	153	185	140	659,884	968	14,180,000
1894.	206	158	200	117	722,281	1060	15,000,000

This table is compiled from Custom House records, and is nearly correct as to vessels and tonnage. The record of exports has not been regularly or carefully kept at the Custom House, as vessel agents and owners do not report their cargoes fully; hence, it is impossible to obtain accurate information. Therefore, I have made approximate estimates based upon such data as I have been able to obtain. One thing, however, is clearly shown. The number and tonnage of vessels frequenting this port have steadily increased. In 1870 the average tonnage was only 337 per vessel, including steamers. The sailing vessels averaged less than 200 tons. A schooner of 250 tons was a rare visitor. In 1894 the average tonnage shown is 1,060, and sailing vessels of 450 tons or more are now common. Since the deepening of the river channel to fifteen feet, mean low water, by the expenditure of \$300,000, the river commerce has increased fully one-third, and vessels drawing sixteen feet and eight inches can come and go without scraping bottom.

The following tables show the number of entrances and clearances, and the imports and exports, coastwise and foreign, for each month of the year 1894:

#### ENTRANCES, COASTWISE.

Month	Steam Vessels.	Sail Vessels.	Men Employed.	Net Tonnage.
January, . . . . .	27	10	953	30,938
February, . . . . .	20	8	752	28,016
March, . . . . .	20	11	872	30,000
April, . . . . .	13	13	607	27,308
May, . . . . .	13	7	622	20,400
June, . . . . .	10	13	554	23,840
July, . . . . .	9	12	504	21,270
August, . . . . .	11	18	502	25,000
September, . . . . .	13	13	644	26,500
October, . . . . .	23	10	977	41,141
November, . . . . .	23	14	853	37,204
December, . . . . .	24	17	952	40,447
<b>Total,</b>	<b>200</b>	<b>158</b>	<b>8,072</b>	<b>308,032</b>

#### ENTRANCES, FOREIGN.

Month	Sail Vessels	Men Employed	Net Tonnage
January, . . . . .	5	30	620
February, . . . . .	3	25	702
March, . . . . .	5	30	658
April, . . . . .	0	0	0
May, . . . . .	1	7	378
June, . . . . .	1	7	349
July, . . . . .	0	0	0
August, . . . . .	4	28	913
September, . . . . .	1	7	105
October, . . . . .	2	10	457
November, . . . . .	6	47	1,032
December, . . . . .	2	14	415
<b>Total,</b>	<b>30</b>	<b>220</b>	<b>5,725</b>

#### CLEARANCES, COASTWISE.

Month	Steam Vessels	Sail Vessels	Men Employed.	Net Tonnage
January, . . . . .	23	11	878	34,333
February, . . . . .	20	8	744	28,016
March, . . . . .	21	9	810	32,308
April, . . . . .	14	9	628	26,552
May, . . . . .	13	11	654	27,403
June, . . . . .	11	10	548	23,511
July, . . . . .	9	4	538	18,022
August, . . . . .	10	10	628	22,431
September, . . . . .	12	13	621	26,208
October, . . . . .	20	1	804	30,248
November, . . . . .	23	11	806	37,113
December, . . . . .	24	12	928	38,878
<b>Total,</b>	<b>200</b>	<b>120</b>	<b>8,010</b>	<b>352,580</b>

#### EXPORTS, FOREIGN.

Month	Feet Lumber	No. of Vessels.	Net Tonnage.	Value of Cargo.
January, . . . . .	908,614	6	1,494	818,642 70
February, . . . . .	850,311	4	1,000	16,030 75
March, . . . . .	508,233	8	1,404	14,842 01
April, . . . . .	444,027	2	520	6,572 26
May, . . . . .	392,220	2	578	6,795 73
June, . . . . .	447,392	2	501	6,634 30
July, . . . . .	380,081	3	840	8,314 86
August, . . . . .	297,320	2	309	3,372 84
September, . . . . .	799,389	3	997	16,784 60
October, . . . . .	438,847	3	682	7,174 31
November, . . . . .	836,151	7	1,360	17,087 27
December, . . . . .	1,052,195	5	1,615	17,284 76
<b>Total,</b>	<b>7,302,490</b>	<b>47</b>	<b>11,458</b>	<b>8128,002 51</b>

#### EXPORTS, COASTWISE.

Month	Feet Lumber	Shingles	Cross-ties.	Round Timbers.
January, . . . . .	4,578,837	440,000	5,000	151,504
February, . . . . .	4,237,101	106,700	11,000	133,555
March, . . . . .	3,753,000	46,100	15,000	120,000
April, . . . . .	3,542,000	34,200	16,000	90,000
May, . . . . .	6,410,000	16,000	16,000	3,750
June, . . . . .	5,220,000	16,400	27,575	130
July, . . . . .	3,733,000	1,030,000	6,000	
August, . . . . .	6,647,000	53,700	14,000	
September, . . . . .	6,260,040	491,000	11,500	
October, . . . . .	5,914,122	45,341	17,000	57,000
November, . . . . .	5,848,000	418,400	11,000	116,000
December, . . . . .	6,908,450	11,400	12,000	178,200
<b>Total,</b>	<b>67,150,215</b>	<b>3,678,241</b>	<b>108,675</b>	<b>803,210</b>

In addition to the above, the following shipments left this port in 1894:

	Value
Cypress lumber, resawn stuff, coastwise, . . . . .	1,500,000
Shingles, coastwise, . . . . .	12,000,000
Cross-ties, coastwise, . . . . .	157,000
Bales of tobacco, coastwise, . . . . .	300
Phosphate, coastwise, . . . . .	1,200
Rosin, coastwise, . . . . .	1,250
Yellow pine lumber, resawn stuff, foreign ports, . . . . .	6,500,000
Shingles, foreign ports, . . . . .	450,000
Fish, domestic ports, . . . . .	947 500
Cotton, United States ports, . . . . .	17,300
Wool, United States ports, . . . . .	11,400
<b>Total,</b>	<b>\$1,208,228 00</b>

## TRANSPORTATION.

### JACKSONVILLE'S RAILWAY FACILITIES.



JACKSONVILLE is the chief railway centre of Florida, connected by direct lines of railroad with all parts of Florida and the North American Continent. There are seven railways having a terminus at Jacksonville, as follows:

1. A line of road from Jacksonville westward, through the northern section of Florida to Pensacola, Mobile, New Orleans, Texas, and San Francisco; connecting at Baldwin, for Cumberland Sound on the Atlantic, Cedar Key on the Gulf of Mexico, and for South Florida; at Live Oak and Lake City, for Georgia and the North, and also for South Florida; at Drifton, for Monticello and Thomasville; at Tallahassee, for St. Marks on the Gulf; at Chattahoochee, for Georgia and the North, and at Pensacola for the North and West.
2. A line of road from Jacksonville northward, to Savannah and Charleston; connecting at Callahan, for Cumberland Sound on the Atlantic, Cedar Key on the Gulf of Mexico, and for South Florida; at Waycross and Jesup, for Brunswick Harbor; also for Albany, Macon, and the North and West; also for Chattahoochee, Pensacola, New Orleans, Texas and San Francisco; and at Jesup, for Macon and the North-west.
3. A line of road from Jacksonville northward, to Fernandina on Cumberland Sound, direct, where connection is made with New York steamers. The same line continues to Savannah, Ga., and Columbia, S. C., connecting at Everett for Brunswick, on the South, and Macon and Atlanta, on the North.
4. A line of road from Jacksonville southward, to Palatka on the St. Johns River, where it connects with a road for the interior of the Peninsula, and on to Sanford, where it connects with a road to Tampa, and proceeds to Titusville.
5. A line of road from Jacksonville southward, to St. Augustine, Palatka, Titusville, and Lake Worth, connecting at Palatka with a road to the interior of the State, to the North and to the South, and other connections at New Smyrna and Titusville.
6. A line of road from Jacksonville eastward, to Pablo Beach on the Atlantic Ocean.
7. A line of road from Jacksonville to Mayport, at the mouth of the river.

### SOME RAILROAD HISTORY.

At the beginning of the year 1881 there were but 535 miles of railway in the State of Florida. In 1894 there were 2,662 miles, graded, equipped, and in operation, with an assessed valuation of \$17,668,275.26, which is about one-third of the cash valuation. All of these roads are directly tributary to Jacksonville. The first line of road built in Florida was the line extending from Tallahassee to St. Marks, on the Gulf of Mexico, a distance of twenty-one miles. This was prior to 1850. For a time it was operated by mules. In 1852 Dr. A. S. Baldwin, then a Member of the Legislature from Duval County, secured a charter for the Florida Central Railroad, with right of way from Jacksonville to Pensacola. Work was begun upon the construction in 1855, and the road was completed to Quincy about four years later. About the same time Senator Yulee began work on the line from Fernandina to Cedar Keys. These two lines were bitter rivals for many years, growing chiefly out of the rivalry between the towns of Jacksonville and Fernandina, and it was this same rivalry that caused the two roads to be built. Both lines are now a part of the great Florida Central & Peninsular Railway system.



As stated above, there were, in 1894, in full operation, 2,602 miles of railway in Florida, nearly all of which was constructed during the decade beginning with 1883. The mileage is divided between the various lines as follows:

	Miles.		Miles.
The Plant System (Florida lines only),	842	South-Western,	53
Florida Central & Peninsular (Florida lines only),	690	Jacksonville, Mayport, Pablo R. & N. Co.,	44
Jacksonville, St. Augustine & Indian River,	328	Live Oak & Gulf,	29
Pensacola & Atlantic (L. & N. System),	210	Atlantic, Suwannee River & Gulf,	49
Jacksonville, Tampa & Key West,	200	Jacksonville & Atlantic,	17
Georgia Southern, & Florida,	103	Gamesville, Rocky Point & Micanopy,	17
Carabelle, Tallahassee & Georgia,	50	Ellaville & West Lake,	11
Florida Midland,	44	Pensacola & Perdido,	10
Tavares & Gulf,	34	St. Augustine & South Beach,	5
	2,507		
		Total,	2,602

The gross earnings of these roads for 1893 was as follows:

Florida Central & Peninsular, actual figures (Florida lines),	81,655,721 99	Savannah, Florida & Western, estimated,	83,234,050 49
Jacksonville, Tampa & Key West, actual figures,	766,328 50	Sanford & St. Petersburg,	1,125,000 00
Pensacola & Atlantic, estimated,	400,000 00	Georgia Southern & Florida (Florida lines),	180,000 00
Florida Southern, estimated,	412,000 00	Jacksonville, St. Augustine & Indian River,	164,000 00
		Other lines,	200,000 00
	83,234,050 49	Total,	80,033,050 49

In addition to the roads now in operation, several new ones have been, and are being, surveyed, the work of construction of which will be begun this year, greatly increasing the mileage.

#### THE UNION PASSENGER STATION.

Jacksonville, then, is the terminus of seven separate and distinct railway systems, of which four are trunk lines, to wit: The Plant System of Railways and Steamships; the Florida Central & Peninsular Railway; the Jacksonville, St. Augustine & Indian River Railway, and the Jacksonville, Tampa & Key West Railway. In 1893 the three first named of these lines united for the purpose of erecting a grand union station and depot, for the accommodation of all the roads. The Jacksonville Terminal Company was chartered, with a capital of \$1,000,000, and the following officers elected:

<i>President,</i>	H. M. FLAGLER,	J., St. A. & I. R.
<i>Vice-President,</i>	H. B. PLANT,	Plant System.
<i>Secretary,</i>	J. R. PARROTT,	J., St. A. & I. R.
<i>Treasurer,</i>	H. R. DUVAL,	F. C. & P.
<i>Directors,</i> {	H. S. HAINES,	Plant System
	D. E. MAXWELL,	F. C. & P.
	J. R. PARROTT,	J., St. A. & I. R.
<i>Superintendent,</i>	W. M. DAVIDSON,	Plant System.

Work on the new station was begun in the summer of 1894. It proved to be a prodigious undertaking, for the site had to be filled in, as it was all low marsh land, many feet below the level of the adjacent land.

The Company set to work to reclaim the spot and make it useful. They hauled not less than 300,000 cubic yards of earth into the low lands, which had the effect of transforming its appearance almost entirely. The Company also diverted the course of McCoy's Creek from its former crooked channel by digging a ditch and compelling it to run almost straight, instead of in a circular course, as it formerly did.

In order to secure a substantial foundation for the buildings to be erected in this place, it was necessary to have something like 2,300 piles driven, some of which, placed one on top of another,

were driven to a depth of seventy feet. Some idea of the immense work that has been done in filling may be gleaned from the fact that it has cost something like \$100,000 for this alone.

The frame structure of the principal building was blown down during the terrific storm of 1894, and the work all had to be done over again. Though not completed, it was opened to trains in February, 1895, since when all passenger traffic is conducted from that point.

The shed is very substantially built of iron and wood, and is also well ventilated and lighted. Running through the centre of the building, on either side of the arched roof, is a glass skylight eighteen feet and six inches wide on each side. This lets a flood of light into the shed, and relieves it of the darkness that is generally found in covered passenger stations. At night the station is illuminated by electricity.

In addition to the erection of the train shed and station, a very complete system of switches and wash-rack tracks has been carried out. Thirteen miles of track have already been laid by the Terminal Company for this purpose, and it is purposed to lay twelve more, making twenty-five in all. The rails are of fifty-six pound steel, and square headed. The frogs and switches are of the



UNION PASSENGER STATION AT JACKSONVILLE.

Entrance Hall, 104 feet. General Waiting Room, 48 x 60 feet. Smoking Room, 26 x 60 feet. Ladies' Waiting Room, 26 x 60 feet. Dining Room, 104 x 60 feet. Baggage Room, 26 x 27 feet. Train Shed Transsept, 178 x 4 feet. Train Shed, 1,080 x 520 feet; eight tracks under cover.

most approved pattern. A system of slip switches has been put in, whereby two tracks can be connected at the same time. This is said to facilitate the movement and handling of trains fifty per cent.

The plan of construction of the tracks was designed by Mr. Howe, the architect in charge of the work. They are in the shape of a series of ladders, connecting or running together as the train shed is approached. All of the crossings are automatically interlocked, so that each train will be under the control of the man in the watch tower.

The wash-rack tracks are sixteen in number, and consist of tracks upon which the passenger cars are run, upon arriving in the city, for the purpose of being cleaned. The racks alongside of the tracks are supplied with gas and water, so as to afford every facility for taking care of the cars.

The Company has also erected a turn-table at LaVilla Junction, and tracks have been laid in the immediate vicinity for the roundhouse. Everything is of the most approved pattern and consistent with the handling of the large number of trains that arrive and depart.

All arrangements have been perfected for handling business, at the new station, in the most approved style, and after metropolitan methods.

Large bulletin boards have been painted for each railroad, and are displayed both in the waiting-room and at the train shed. These indicate the time of departure of each train and also its destination. In addition to this, bulletins are placed on each train indicating the points for which it leaves, in order that no mistakes may be made.

Under the Summer schedule there are thirty-four passenger trains daily handled at the Terminal Station, and this is almost trebled during the Winter season. There is no way of ascertaining the number of passengers handled daily, but as an index to passenger traffic it may be stated that during the months of February, March, and April there were over 70,000 pieces of baggage handled at the station.

## THE FLORIDA CENTRAL AND PENINSULAR RAILROAD COMPANY.

The cut on the following page represents the valuable property of the Florida Central & Peninsular Railroad Company, at Jacksonville, the location being in the heart of the City, and extending from Bay Street back to the river front for nearly half a mile, makes the property especially adapted to the business of this large and enterprising Company. Over this large tract the various depots, wharves and offices of the Company are located, and the scene here presented is one of great interest to all who admire the push and energy displayed by our large corporations of the present day. In the foreground is what is known as "Transportation Row." Here the Company have their ticket office, the other offices being rented. On the right is seen the general offices of the Company. In this large three-story building are the offices of D. E. Maxwell, the General Manager; A. O. MacDonell, the General Passenger Agent; N. S. Pennington, Traffic Manager, as well as a long list of others, too numerous to mention, who keep the machinery of this big institution in motion. On the left of the ticket office, and extending to the river, are the old depot, freight warehouses and the dock at which the Clyde steamers land their passengers. The railroad yards and other buildings of the Company are in the rear, and cannot be seen from the point of view taken in the picture.

What is now the Florida Central & Peninsular system, comprises all of the oldest railway lines in Florida. The first and oldest of these is the short line from Tallahassee to St. Marks, built prior to 1850. Then the two rival lines, one from Jacksonville to Tallahassee, and the other from Fernandina to Cedar Keys, were chartered in 1852, and completed before the War. What with new lines, built and purchased, extensions and consolidations, the system now has 935 miles of track, 684 of which are in Florida. It is composed of the following Divisions:

		Miles.
Northern Division.	1 Columbia to Savannah, . . . . .	142
	1 Savannah to Jacksonville, . . . . .	140
Western Division.	1 Jacksonville to Chattahoochee River, . . . . .	209
	1 Branches, . . . . .	25
Central and Southern Divisions.	1 Fernandina to Tampa, . . . . .	241
	1 Wildwood to Lake Charm, . . . . .	70
	1 Waldo to Cedar Key, . . . . .	70
	1 Branches, . . . . .	38
Total, . . . . .		935

The country through which this road passes possesses remarkable attractions to the tourist, sportsman, invalid, settler and prospector. Beautiful and interesting scenery, live oak, water oak, palmetto, magnolia and bay trees; forests with boundless game—deer, bear, turkeys, quail, etc. Orange, lemon, banana, pineapple, guava and coconut groves in full fruit. Strawberry, vegetable, cotton, grain and tobacco plantations, and the great phosphate lands. Tropical, weird and transparent springs, rivers and lakes, inhabited by every known variety of fish, including the



OFFICES AND WHARVES OF THE FLORIDA CENTRAL & PENINSULAR RAILROAD COMPANY.

alligator. The close proximity of the Gulf of Mexico, with its warm, balmy atmosphere; healthfulness of climate and equability of temperature; lovely towns and cities, with most excellent hotel and boarding-house accommodations, all combine to make a trip over this grand system most enjoyable; passing, as it does, through the richest and most productive region of the country, directly through the following counties: Richland, Lexington, Orangeburg, Barnwell, and Hampton, in South Carolina; Effingham, Chatham, Liberty, McIntosh, Glynn, and Camden, in Georgia; and Gasden, Jefferson, Duval, Alachua, Lake, Pasco, Leon, Suwannee, Nassau, Levy, Orange, Hillsboro, Wakulla, Columbia, Clay, Marion, Polk, Manatee, Madison, Baker, Bradford, Sumter, Hernando, and De Soto, in Florida.

#### NORTHERN DIVISION.

From Columbia, the Capital of South Carolina, where connection is made with the Southern Railway system direct to the north, via Washington; the Northwest, via Asheville, N. C., and the West, via Augusta and Atlanta, this line extends southward through the finest cotton plantations in South Carolina, and connects at Denmark with the South Carolina & Georgia Railroad for Charleston and Augusta. At Fairfax connection is made with the Port Royal & Augusta Railroad to and from Augusta and Port Royal. Thence it proceeds to Savannah, Everett City, and Jacksonville, making connection with all railroads and steamship lines throughout the territory served.

The tracks of this line are constructed of seventy pound steel rails, with angel joint connections; powerful new compound engines, built especially for speed, are in use, and during the Winter season solid vestibule trains are run, while elegant new Pullman sleepers are run the year round. The road is in every sense up to date, affording every comfort and convenience known to railway travel.

#### WESTERN DIVISION.

Leaving River Junction, where a connection is made with the Louisville & Nashville Railroad to and from Chicago, St. Louis,

Cincinnati, Louisville, Nashville, New Orleans, Mobile and Pensacola, and all points West, North-west and South-west, the topography of the country changes from a level pine forest, of a sandy soil, to high rolling hills of red clay formation, overgrown with a dense and magnificent forest. Thence the line passes, in rapid succession, many small villages and stations, but only the principal towns will here be named:

Quincy (county seat of Gadsden County), a charming town, high situation, rich and productive country. Near here is located the mammoth tobacco plantations of the South, over 15,000 acres under cultivation, producing only the finest Havana wrappers, the aroma of which is not excelled by wrappers grown on the Island of Cuba.

Tallahassee, the beautiful Capital City of Florida, commands a magnificent view of the surrounding country. The city is full of interest to visitors. Two miles west of Tallahassee is the "Murat Place," a fine plantation, owned and occupied, until her death, by the widow of Prince Murat, the son of Napoleon's favorite Marshal, afterwards King of Naples. The Prince, who spent the last years of his life upon his fine estate in Jefferson County, and his widow, who survived him many years, lie side by side in the Episcopal Cemetery at Tallahassee. From Tallahassee the St. Marks Branch Road runs to St. Marks, a short distance from the Gulf of Mexico. Near here is the famous Wakulla Spring; the visible bottom of the spring is one hundred and eighty feet deep. Monticello is seated on a high ridge, surrounded by a splendid farming country—one of the richest sections of Middle Florida. Madison, one of the most thriving interior towns. Ellaville, where the train crosses the old Suwannee River, and Live Oak, only eight miles from the famous Suwannee Springs, a town of considerable business importance. Lake City is the county seat of Columbia County, and one of the prettiest and most prosperous places in the State. The city contains about 2,000 people. Connection is made here with the Georgia Southern & Florida Railroad, from Macon and White Sulphur Springs. Magnificent Pullman buffet sleeping cars from Nashville, Chattanooga, Atlanta, to Jacksonville and Tampa. Leaving Lake City, we leave the red-clay soil and hill country. We are again passing through the life-giving pine forests, passing, in transit, Olustee, battle-ground during the late war; Glen St. Mary, McClenny, a thriving, important and progressive town; Baldwin, the junction with Tampa Division, and on to Jacksonville.

#### TAMPA AND SOUTHERN DIVISIONS.

Fernandina has the largest and deepest harbor on the eastern coast of the State. It is beautifully located in a sheltered situation on the west side of Amelia Island, the northern extremity of which guards the entrance to Cumberland Sound and the extensive land-locked harbor, into which open the St. Marys River and the Amelia River from Nassau Inlet. The city being the principal Atlantic terminus of this Company, where it has one mile of docks and fine phosphate elevator and fertilizer depots, etc. Connection is made at Fernandina, weekly, with the elegant steamships of the Mallory Line to and from New York, and daily with Cumberland Route steamers to and from Brunswick. From Fernandina the road runs South-west, passing Yulee, Junction of the Northern Division to and from Savannah, Columbia, and all points North and West, Callahan, where a connection is made with Wacross Line from all points North and West. Lawtey, Bradford County, is a charming village, chiefly settled by Northern people, whose tasteful residences, thrifty orange groves and well-cultivated vegetable and strawberry farms are a pleasure to behold. Starke, a thriving and prosperous town, delightfully situated among the pines, surrounded by a rich farming country. Waldo (junction of Cedar Keys Branch), Lake Alto and Santa Fé are but a few miles distant via steamer in Santa Fé Canal. From Waldo the track now turns to the South down the Peninsular, along the shores of Lochloosa Lake and the Eastern arm of Orange Lake, which it crosses, and reaches on the South shore the celebrated Mammoth Orange Groves of 70,000 trees, passing directly between them for nearly a mile. These are the largest natural groves in Florida.

Silver Springs is reached by the Silver Springs Branch, two miles long—only rail line to the famous and romantic springs—enabling all trains to be run to the very edge of the great Silver Springs, so well-known. This vast circular basin, six hundred feet in diameter and nearly sixty

feet in depth, is the source of Silver Spring Run, navigable for small steamboats, which empties into the Ocklawaha River, about nine miles distant. Notwithstanding its great depth, the water is so clear that the smallest object can be seen on the bottom. Ocala, This vigorous and prosperous city is the county seat of Marion County, is situated in the centre of the great phosphate belt, and one of the richest regions of the State. Connection is made here with the Silver Springs, Ocala & Gulf Railroad for Wekiva Blue Springs, the most attractive spring and country in Florida. Near here, at Dunellon, is located the mammoth phosphate beds of the world; it was here they were first discovered. From this point the road runs to Homosassa, the hunter's and fisherman's paradise, on the gulf coast. St. Catharine is the junction with Florida Southern Railroad to Brooksville. At Owensboro Junction, South Florida Railroad for Bartow and Charlotte Harbor. Lacoochee, junction of the Orange Belt Railway to Tarpon Springs, Dunedin, St. Petersburg, and all points on Tampa Bay. The rich phosphate mines on the Alafia River are reached from Turkey Creek, via Branch Rail, nine miles, at Plant City, then Valrico and Ybor City. Here are located the largest cigar manufactories in Florida, employing thousands of skilled workmen.

Tampa, the Southern terminus of the Florida Central & Peninsular system, situated at the head of Tampa Bay, the metropolis of the Florida Gulf Coast. The city has all modern improvements. Tampa can boast of the Tampa Bay Hotel, one of the finest hotels in the world. Direct connection is made here with steamships for Key West, Havana, and all ports on the Gulf of Mexico; also with Company's steamers to Braidentown, Manatee and St. Petersburg.

#### SOUTHERN DIVISION.

Leaving Wildwood, the train passes Orange Home, Bamboo, Whitney, Montclair, and Leesburg, the most important commercial place in Lake County, doing a large mercantile business with the region lying about Lakes Harris and Griffin. Leaving Leesburg, the road runs for miles on the banks of Lake Harris, to Eldorado, whence connection is made with boats for Yalaha, and other landings. The train passes through twelve miles of continuous orange groves on the banks of Lakes Harris, Griffin, and Eustis, to Tavares, in Lake County, a most prosperous and flourishing place. Orlando, the chief city and county seat of Orange County, is one of those remarkable places, which, like many Western towns, have grown up almost in a night, as it were. The region round about Orlando is charmingly diversified by beautiful lakes, whose borders are lined with thrifty orange groves, surrounding elegant villas and cosy winter cottage homes belonging to Northern residents, who find here the perfection of a winter climate and the conditions most favorable to orange culture. Connection is made here with the South Florida Railroad for Maitland, Kissimmee, etc. Winter Park is one of the most attractive winter homes in the South. Fine drives, lovely residences, churches, schools, and the magnificent Seminole Hotel is located here.

**CEDAR KEY BRANCH.**—Leaving Waldo, the road runs west to the Gulf of Mexico, passing Fairbanks, Alachua County, and Gainesville, the county seat, which has long been noted as a place of unusual sanitary attractions, and is already a popular and pleasant place of resort for winter



GENERAL OFFICES FLORIDA CENTRAL & PENINSULAR RAILROAD.



visitors. Archer, also in Alachua County, is a flourishing little place. The New Mineral Branch Railroad, owned by this Company, has been built from Archer south twenty-nine miles, passing through the most valuable phosphate mines in the world. A number of very valuable phosphate mines are located at Albion Station. Bronson, the county site of Levy County, is situated near the Great Gulf Hammock, and a great resort for sportsmen.

Cedar Key is the terminus of the Central Division, and is situated upon one of a series of small islands, or "keys," lying close to the main land, and surrounded by the deep waters of the Gulf of Mexico, forming a capacious and excellent harbor. Large quantities of fish, oysters and turtles are shipped hence all over the State, and latterly, by preservation in ice, to the cities of Georgia and other interior States. Steamers ply from Cedar Keys to all landings on the Suwannee and Crystal Rivers.

#### THE JACKSONVILLE, ST. AUGUSTINE & INDIAN RIVER RAILWAY.

"The climate of the East Coast of Florida is nearer perfection than that of any other place on earth." "The East Coast Line" is the property of Mr. Henry M. Flagler, and is a section only of the great monument which that gentleman has erected in Florida to his wonderful genius and enterprise. The line extends from Jacksonville to West Palm Beach, on Lake Worth, and, with its branches, numbers three hundred and twenty-eight miles of track. With the exception of the lines between St. Augustine and Jacksonville and St. Augustine and Palatka, which were built some years ago, the entire main line was constructed by Mr. Flagler, and only completed in the early part of 1894. Rumor has it that the line will shortly be extended to Bay Biscayne, and eventually to Key West. There seems to be little doubt of this being done, stupendous undertaking though it be. Mr. Flagler is not a man to stop at obstacles, however great they be, but to overcome them. It is further stated that he will establish a steamship line from Bay Biscayne to the Bahamas, or West Indies. If this is done, it will add greatly to Jacksonville's commercial facilities. Work is being rapidly pushed on the extension of the East Coast Canal, in which Mr. Flagler is more interested than any others. This canal is practically completed from St. Augustine to Lake Worth, and the active operations are from Lake Worth south to New River, about half-way between Lake Worth and Biscayne Bay. This, also, will be a contributor to Jacksonville commerce. The canal is nearly four hundred miles long with five feet of water at the shallowest points.

The Jacksonville, St. Augustine & Indian River Railway holds the champion passenger record of the world. On August 19th, 1894, all previous records were broken, when they carried twenty-six passenger coaches filled to crowding, and one baggage coach from Jacksonville to St. Augustine, without an accident and on schedule time. It was the splendid management of Mr. Joseph Richardson, General Passenger Agent, that wrought this great achievement, and placed his road at the head of all others in this respect. The road passes through the most picturesque and tropical part of Florida, and some of the most fertile regions as well. Following is a brief description of the principal points reached by this line:

At Jacksonville, the metropolis and railroad center of the State, the tourist and traveler obtain their first impressions of Florida. The City of Jacksonville, with a population of nearly 30,000, is beautifully situated on the broad St. Johns River, about twenty-two miles from the Atlantic as the stream runs and seventeen miles as the birds fly. Its water-front is in the shape of a crescent, the river changing its course twice within the City limits, and in a distance of three miles. It has naturally a superb harbor, upon the improvement of which the local authorities in Duval County have just spent \$300,000, while the National Government has always made liberal appropriations for it. Jacksonville is beautifully laid out, and has a system of municipal improvements now under way which will make it one of the most attractive cities in the entire South. It is the northern terminus of the Jacksonville, St. Augustine & Indian River Railway, where connection is made with the Plant System of Railways, the Florida Central & Peninsular Railroad, and the Clyde Steamship Line. The company owns a large tract of land, and has docks, piers and other facilities for delivering freight to vessels at South Jacksonville—just opposite the principal section of the City—but it brings its passengers and freight trains across that splendid and



costly piece of engineering—the Jacksonville Bridge. An elegant new Union Passenger Station is now in course of construction by the Jacksonville Terminal Company, of which Mr. H. M. Flagler is President.

The quaint old City of St. Augustine is conceded to be the grandest and most attractive winter resort in America. It is situated on an estuary of the Atlantic known as the Matanzas River, thirty-six miles from Jacksonville, and is reached only by the Jacksonville, St. Augustine & Indian River Railway. The wonderful climate and the warm sea air of the Atlantic, the old Spanish landmarks, the romantic scenery, marvelous treasures of architectural beauty, and hotel accommodations of the highest order, render it the superior of any other winter watering-place on earth. Year after year the attractions of St. Augustine have drawn there increased numbers of pleasure-seekers and invalids, until now it has become the Winter home of thousands from the East,



COURT OF HOTEL PONCE DE LEON.

On the Line of the Jacksonville, St. Augustine & Indian River Railway.

North, and West, and Europe, too, is beginning to send over her quota regularly. No more beautiful rendezvous can be found. While many Northerners are clad in seal-skins and ulsters, the visiting yachtsmen in St. Augustine are reclining on the decks of their beautiful craft, basking in the warm sunshine, and trousered in white duck or flannel. St. Augustine boasts of her own yacht club, whose membership includes over three hundred yachtsmen, most of them prominent in the principal Northern and Eastern cities. The almost constant succession of balls, regattas, illuminations, fairs and other social functions adds much to the enjoyment of winter life in the quaint old Spanish City. In addition to these, St. Augustine has one of the finest base-ball parks in the United States, perhaps the best in many particulars; tennis courts of the best design and

equipment, asphalt pavements and shell roads on which driving, riding and bicycling are a luxury; in fact, it possesses all things desirable as a place of resort or residence. To adequately describe the grandeur of the hotels is impossible.

Palatka is known as the "Gem City," and is situated on the west bank of the St. Johns River, about sixty-five miles south of Jacksonville. It is reached from Jacksonville and St. Augustine by the Jacksonville, St. Augustine & Indian River Railway, which makes connections at this point with the Georgia, Southern & Florida Railroad, the Jacksonville, Tampa & Key West Railway, the Florida Southern Railway, and the St. Johns River and Ocklawaha River steamboats. Palatka has a population of about 6,000, possesses all the conveniences of a modern town, and is the centre of one of the finest orange-growing districts in Florida.

San Mateo is a beautiful little town on the St. Johns River, lying in the heart of a fine orange grove section and reached by a short branch of the Jacksonville, St. Augustine & Indian River Railway from East Palatka. It supplies much of the fruit which the guests of the leading St. Augustine hotels appreciate so highly, and its boarding-houses are always crowded with guests during the Winter season.

It is at Ormond that the traveler gets his first sight of the famous East Coast country South of St. Augustine. This beautiful little town is known as Ormond-by-the-Sea, or Ormond-on-the-Halifax—either or both—and it is one of the most charming spots in Florida. To fully appreciate this, one must pay a visit to it. The town is situated on both the east and west bank of the Halifax River, and is reached only by the Jacksonville, St. Augustine & Indian River Railway. No other locality in Florida presents such varied scenery as does the region bordering the Halifax River, which is really an arm of the sea—a broad, tropical lagoon, whose banks are fringed with groves of palms, orange, oak, and pine. Into the Halifax flows the Tomoka River. This picturesque stream is one of the great attractions of Florida, and an excursion from Ormond to the head of the navigable waters and return, may be made in about six hours by steam or naphtha launch; many people prefer to make the trip in sail or row boats, with which Ormond is well supplied. From the pier in front of the Hotel Ormond these craft ply their way up the Halifax, a distance of five miles, to the mouth of the Tomoka, passing beautiful rolling lands, both on the mainland and on the peninsula, all under a high state of cultivation in oranges, vegetables of all kinds, persimmons, guavas, and other semi-tropical fruits. Three miles beyond is Thompson's Creek, "The Fisherman's Paradise." Bass, trout, mullet, curvalho, and sheephead may here be caught in large numbers. The drives about Ormond are exceptionally fine. From the village on the west bank across the Halifax runs a large bridge, which is a favorite resort for the "fishing folks" from the hotels; and from its East end to the ocean—about a third of a mile—the road is through fragrant pines and an undulating sea of oak and palmetto, whose tops appear to form a waving carpet of green where the land rises and falls in long, shell-like swells. Between the sand-dunes and the sea stretches Ormond Beach—four hundred feet of yellow sand, hard and level as an asphalt pavement, and extending thirty miles without a break. It is a perfect drive, and a paradise for bicycle riders. The surf-bathing at Ormond is superb, and it can be indulged in at least five days out of every seven during the Winter season. The temperature of the water is frequently higher than that of the air.

Daytona, "The Fountain City," situated seventy-four miles south of St. Augustine, stands on a ridge of high hammock, on the west bank of the Halifax River, twelve miles from the inlet. It is reached only by the Jacksonville, St. Augustine & Indian River Railway. The river-front is most charming. A clean shore, hard bottom, free from mud or grass, and a depth of water sufficient for all necessary purposes, are among the natural advantages that at once present themselves to the eye of the visitor. It abounds in good small hotels and boarding-houses—all at reasonable rates—and large numbers of Northern families congregate here yearly. Two beautiful bridges span the river to the peninsula and Silver Beach—the latter so named from its beautiful shining shore. In the centre of the town, along the ridge on the highest land, is Ridgewood Avenue—a beautiful drive-way paved with marl and shaded by a heavy growth of forest trees.

New Smyrna is the oldest settlement on the Atlantic coast south of St. Augustine. It is on the Jacksonville, St. Augustine & Indian River Railway, eighty-nine miles south of St. Augustine,

on the west bank of the Hillsboro River, only three miles below the Inlet. It boasts of fine fishing, hunting, bathing and boating, extensive orange groves and magnificent scenery in the outlying hammocks. Not far from here are the ruins of the old sugar mill built about a hundred years ago by Turnbull, the indigo planter—or, as some believe, of a Chapel built by the followers of Columbus in 1496 or 1497. This historical ruin is visited yearly by scores of tourists, and antiquarians are still speculating upon it. At Shiloh, one hundred and five miles from St. Augustine, passengers get the first view of the famous Indian River. For miles the railroad skirts the borders of the river, the wavelets almost washing the ties at some points, the land through which it passes being the famous Indian River Prairie, known by hunters throughout the country for the excellence of its snipe-shooting. At Titusville the river is at its greatest width—six miles across. The town is the county seat of Brevard County, has electric lights, water works, etc., and many important



ORANGE GROVE, SAN MATEO, FLA.

On the Line of the Jacksonville, St. Augustine & Indian River Railway.

industries, that of shipping fresh fish in ice being a lucrative and rapidly growing one. Two live weekly newspapers keep Titusville conspicuously before the world. Cocoa, a charming village, is the introduction to the beautiful Rockledge section. Rockledge is the center of a famous orange-growing section, and as a winter resort it has no superior on the Indian River. It can be reached by rail only over the line of the Jacksonville, St. Augustine & Indian River Railway. Rockledge is undoubtedly the best known resort on the Indian River, and fully three hundred cottages and hotels are embowered in its orange groves and tropical gardens. The forest trees have been left along the river as a wind-break for the magnificent orange groves, which have made the "Rockledge Hammock" famous. One of the pleasant sails about Rockledge is to "Fairy

Land," a short distance down and across the river. Just across the creek from Eau Gallie is the unique tourist retreat known as Sarno—less than half a mile from Eau Gallie, and reached only by the Jacksonville, St. Augustine & Indian River Railway. Here is a group of hotels and cottages, built after the manner of the Hotel du Nil in Cairo, Egypt, around a central park, which is supplied with a pavilion, lights, fountains, fruit and ornamental trees, flowers and shrubbery, drive-ways, tennis courts, etc.

The tracks of the Jacksonville, St. Augustine & Indian River Railway cross the Jupiter River one hundred and five miles south of Rockledge, the settlement on the south shore wing known as West Jupiter. On the bluff on the north side of Jupiter River is the Jupiter Lighthouse; while on the bank is the life-saving station of the United States Government, and the landing-place of the ocean cable from Nassau. From West Jupiter the course of the Jacksonville, St. Augustine &



GROUPS OF THE HOTEL ROYAL POINCIANA  
On the Line of the Jacksonville, St. Augustine & Indian River Railway

Indian River Railway is almost directly south, to West Palm Beach, on Lake Worth. West Palm Beach is one hundred and twenty-five miles south of Rockledge, and is the present Southern terminus of the railway line. It is a town of nearly one thousand inhabitants, with well-graded, and, in some places, paved streets, and a fine water supply from an adjacent fresh-water lake, and its site is a commanding one on a high bluff on the west shore of Lake Worth.

Palm Beach is the Mecca of the Florida tourists who seek the more Southern latitudes. Passengers are conveyed across the lake from West Palm Beach in ferry-boats, the distance being less than half a mile. Once on the shore of Lake Worth, a most beautiful and enchanting sheet of water, the traveler seems to be in another country from the one through which he has been



passing. The shores of the lake are clothed with palms, and here is the home of the cocoanut. On these shores one has the first sight of a grove of tall, slender trunks and green crowns, in full bearing. Great bunches of green husked nuts hang from the crown, and the gray pennants of the great dried blossoms tasseled among the fruit rustle and whisper in the sea breeze. Often in the younger groves the overhanging leaves, perfect as giant fern fronds, arch the pathway in a single sweep of twenty feet—perhaps no other plant of all the earth has such Titanic grace. Nature has here supplied all the material which the most lavish workman could covet; and the taste and labor of the wealthiest capitals of our land have gathered along these shores to feast upon, train and beautify the already beautiful landscape. There may be no castles outside of fable with such surroundings as some of these homes on Lake Worth now boast—such luxuries of the Tropics, with comforts of the Temperate Zone. Amid all this tropical luxuriance stands the Hotel Royal Poinciana—a magnificent structure, in the Colonial style of architecture. It is six stories high in the centre, and from the tower which crowns its roof a most magnificent view may be had of ocean, lake, canal, river, and forest scenery, an area of nearly twenty miles, north and south. It contains five hundred and seventy-five sleeping rooms, and is the largest hotel in the South. It has an elegant ball-room, an immense and finely decorated dining-hall, a commodious Colonial sitting-room, and tasteful parlors. It faces the west, on the lake, while in the rear, only about a quarter of a mile, is its attachment or annex, the Beach Pavilion. Here are numerous guests' rooms, a superb café, swimming pools, supplied with sulphur and ocean water—warm or cold—baths and bath-houses. Surf bathing may be indulged in every day in the year.

Around Lake Worth, northward and southward from Palm Beach, are several smaller places of resort, on either side of the lake, which is twenty-two miles in length. Steamboats, launches, and sailing craft in the greatest variety ply the waters of the lake, and take parties to any of these resorts, or on fishing or hunting expeditions. Game of all kinds is plentiful, and the fishing, both in the lake, and in the ocean outside, is the finest in Florida. "Nuc-Tsa-Choo," or Pitts Island, is a small island in Lake Worth, which is almost completely wooded with cocoanut palms, and has been converted into a beautiful home, surrounded by the most gorgeous tropical plants. South of the Royal Poinciana are several small settlements, the principal points being Lantana and Hypoluxo, the latter at the foot of the lake, nearly twelve miles from Palm Beach. A popular excursion is by boat to the canal, which is being dug from the foot of Lake Worth to Biscayne Bay.

## THE PLANT SYSTEM.

The Plant System of railways and steamships is the largest transportation company in Florida, having 2,777 miles of railway and steamship lines. While the greater portion of their property is in Florida, it also extends to Georgia, South Carolina, and Alabama. Following is a table showing the different lines of the system:

RAILWAY LINES.		Miles.	PLANT STEAMSHIP LINES.		Miles.
Savannah, Florida & Western Railway, . . .		462	Port Tampa, Key West & Havana Line, . . .		360
Charleston & Savannah Railway, . . .		133	Port Tampa & Mobile Line, . . .		360
South Florida Div. of Savannah, Fla. & Western R'y, . . .		327	Port Tampa & Manatee River Line, . . .		36
Brunswick & Western Railroad, . . .		171	Port Tampa to Caloosahatchee River, . . .		125
Alabama Midland Railway, . . .		235	Port Tampa to St. Petersburg, . . .		6
Silver Springs, Ocala & Gulf Railway, . . .		66			
		<hr/> 1,494			<hr/> 887
PEOPLE'S LINE STEAMERS.			RECAPITULATION.		
Chattahoochee River, . . .		223	Railway Lines, . . .		1,494
Flint River, . . .		36	Steamer Lines, . . .		1,283
Apalachicola River, . . .		137			
		<hr/> 396	Total, . . .		<hr/> 2,777

The head and chief owner of this immense system is Mr. H. B. Plant, who is also chief owner of the Southern Express Company, and, next to Mr. Flagler, probably Florida's chief developer. In addition to the hundreds of miles of railway he has constructed in the State, the wild lands

opened up to settlement, the new towns built, the new industries developed, the steamship connections established with other States and Countries, the mammoth hotels erected, he has opened up a deep water harbor in the Southern portion of the State, for direct trade with Foreign Countries, and formed the nucleus of what will sooner or later become a colossal maritime trade direct with Central and South America, as well as Mexico and other Gulf ports. Nine miles beyond the Tampa Bay Hotel, at Tampa, is Port Tampa, the Southern deep water terminus of the Plant System, which, with the rapid development of trade with South America and the West India Islands, and the export trade of phosphate to Europe, has become a centre of great activity. The Inn was built on the pier over the water, a mile from shore, and it soon attracted tourists. Whether en route for Cuba or not, they come to the Inn to fish, sail on the bay, and enjoy the sea air. The Inn is a beautiful Queen Anne Cottage, and by the tourists is called the "gem." The surrounding waters teem with fish, while ducks, pelicans and gulls circle about overhead.

The Plant System has been a conspicuous factor in Jacksonville's development. Its line to Savannah was the first to open direct railway communication with the North; previous to the building of the Savannah, Florida & Western Railroad, passengers for the North were forced to travel all the way round by Tallahassee to get to Savannah. Nearly two days then to cover a journey that is now made in five hours. The chief points made by the Florida lines of this system are: The Savannah, Florida & Western, from Jacksonville north to Calahan, Wacacross, and Savannah; the South Florida Division, from Sanford to Lake Charm, Winter Park, Orlando, Kissimmee, Narcoossee, Bartow, Lakeland, Tampa, and Port Tampa, and from Dupont, Ga., to Live Oak, Lake City, High Springs, Gainesville, Archer, Ocala, Dunellon, Homosassa, Dade City, and on to Port Tampa. Their lines also tap Florida at Monticello and Chattahoochee, with connection at those points for the North, East, and West. As will be seen, they traverse nearly every section of Florida and connect with all other important lines in the State.

Of the steamship lines of the Plant System in Florida the most important are: The West India Fast Mail Route, two steamers a week each way between Port Tampa, Key West, and Havana. Port Tampa to Mobile, one steamer a week each way. One steamer daily from Port Tampa to St. Petersburg, and points on the Manatee River. Two steamers weekly, each way, between Apalachicola and Columbus, Ga., and all points on the Chattahoochee and Apalachicola Rivers. Also steamers from Port Tampa to Pine Island, Naples, and the Caloosahatchee River.

### JACKSONVILLE, TAMPA & KEY WEST RAILWAY.

"The Tropical Trunk Line" parallels the St. Johns River from Jacksonville to Sanford, and extends beyond that point to Titusville, on the Indian River. The main line and branches embrace two hundred miles of track. This road was built by Robert H. Coleman, the millionaire coal baron of Cornwall, Pa., and was begun in 1883. It was this line that gave the first check to the extensive St. Johns River commerce. The road passes through some of the most fertile orange and vegetable regions of Florida, as well as some of the most picturesque and scenic. It twice crosses the St. Johns, between Jacksonville and Sanford, over immense steel drawbridges. The principal points made by this line are:

Magnolia Springs, on the St. Johns, twenty-nine miles south of Jacksonville. It is the seat of the charming winter hotel, The Magnolia, and is noted for the famous water of the same name which is bottled here. Green Cove Springs, a mile beyond, is noted for its fine sulphur baths and other healthful conditions. Palatka, a city of 6,000, where connection is made with the Florida Southern, and the Jacksonville, St. Augustine & Indian River Railways, and river boats. Palatka is the site of the Putnam House, with a capacity for four hundred guests. De Land, the most progressive of the younger towns of the State, blessed with better educational facilities than the majority of even larger Southern cities, has a population of something over two thousand. Besides well conducted public schools, there are several private schools, but its pride and great feature is the J. B. Stetson University, an institution handsomely endowed; several full scholarships; it is for both sexes; a college, normal school, and academy, an art school and conservatory of music. Has

seven elegant buildings heated by steam and lighted by electricity; thoroughly equipped gymnasium; department of physical culture; military drill for young men; a library of over six thousand volumes. Sanford, located by one of those quick-witted Americans who recognized the natural advantages of our State, is one hundred and twenty-five miles south of Jacksonville, and immediately on the south shore of beautiful Lake Monroe, directly opposite the town of Enterprise, which lies in full view. Sanford is the head of navigation on the St. Johns River, and the natural distributing point for many places in Southern Florida. It is a substantial brick city in the midst of a fine orange grove section. The Sanford House, a Winter hotel, accommodating four hundred people, fronts on a beautiful park laid out on the shore of the lake, and commands a fine view of the surrounding country. The Jacksonville, Tampa & Key West Railway connects here with the Sanford & St. Petersburg Railway for Oakland, Clermont, San Antonio, Tarpon Springs, and St. Petersburg, the two latter being situated on the Gulf of Mexico, and all boast of fine hotels, and are popular Winter resorts. Enterprise, a charming resort, about one hundred and twenty miles distant from Jacksonville, and on the direct line of travel to the Indian River country, is one of the oldest resorts in Florida. Titusville, the Southern terminus of the Jacksonville, Tampa & Key West Railway, is at the head of navigation on the famous Indian River. The road connects here with the Jacksonville, St. Augustine & Indian River Railway, and the Indian River Steamboat Company, for all points on the southern east coast. The Florida Southern Railroad, with over three hundred miles of track, was formerly a part of the Jacksonville, Tampa & Key West System, whereby it penetrated much of the finest section of interior Florida. The two roads, though separate, make close connections at Palatka, and work in harmony.



SCENE NEAR JACKSONVILLE.  
On the Jacksonville, Tampa & Key West Railway

#### THE JACKSONVILLE, MAYPORT, PABLO RAILWAY & NAVIGATION COMPANY.

This is a line twenty-one miles in length, extending from Jacksonville to Burnside, a fine ocean beach, and Mayport, a small village at the mouth of the St. Johns River, where many of the Jacksonville people have summer cottages. This Company operates the ferry between Jacksonville and South Jacksonville, which is the terminus of the road.

#### THE JACKSONVILLE & ATLANTIC RAILROAD.

This line also runs to the beach, at Pablo, the favorite summer resort for Jacksonville. It is seventeen miles long and passes through fine farming and timber lands. Pablo is made up chiefly of summer cottages. It has fine bathing and one of the prettiest beaches in the world. There are two trains daily over each of these lines to Jacksonville.



## STEAMSHIP, STEAMBOAT, AND PACKET LINES.

There are not less than thirteen regularly established shipping lines, with offices at Jacksonville, in addition to the numerous itinerant trading vessels that make regular voyages to this port. The latter class is very numerous. The phosphate industry has brought vessels from every Country to secure cargoes of this valuable commodity, while numerous sailing craft from the West Indies and the Bahamas, laden with fruit, shells, and curios, discharge their cargoes here. Since the deepening of the channel in the river and at the bar has been completed, shipping from the port of Jacksonville has largely increased, and vessels drawing eighteen feet of water can now reach the City. Chief in importance to Jacksonville, of the steamship lines entering here, is the Clyde Steamship Company, plying between Jacksonville, Charleston, and New York.

### THE CLYDE STEAMSHIP COMPANY.

Every one living here at the time, remembers the grand banquet tendered by the Clyde Steamship Company to the business men of Jacksonville, in November, 1886. The affair was given in honor of the arrival of the first Clyde passenger steamship in Jacksonville, and as the event was to mark a new era in the prosperity of the City, it was eminently fitting that it should be celebrated with some marked demonstration of rejoicing over the happy prospects just opening for the community. The officials of the Company and the citizens of the City mutually felicitated each other, and the good ship Cherokee, lying at the docks, might have been floated in the wine that was drank.

The history of the Clyde Line in Florida is the history of a remarkable success in transportation.

For years the Port of Jacksonville had offered an open door to any enterprising mariner who

desired to enter. By some strange oversight, no one seemed to recognize the splendid advantages offered to maritime commerce until the Clydes, one day—in November, 1886, as above stated—sent the Cherokee, commanded by Capt. Leo Vogel, up the sinuous St. Johns, and anchored at Jacksonville. It was not long before they demonstrated that their new venture was to be a most successful one. For a time they ran one ship a week, each way, between Jacksonville, Charleston, and New York. This service was performed by the Cherokee and the Seminole. In December, 1888, the Iroquois was added to the fleet, and the service



STEAMSHIP "IROQUOIS," OF THE CLYDE LINE.

increased to two ships a week. This was followed, in 1892, successively, by the Algonquin, the Yemassee, and the Delaware. These additions gave Jacksonville a service of three elegant passenger steamers a week, which has been maintained ever since, and, unless the signs fail, it will be four by next season.

In November, 1889, the Clydes purchased the De Bary St. Johns River Line, which they have continued to operate steadily as Clydes' St. Johns River Service. It embraces the two elegant passenger steamers, City of Jacksonville and Frederick De Bary. At the same time, two large freight steamers, the Everglade and the Welaka, were put into service. The steamers run between Jacksonville, Palatka, and Sanford, and intermediate points.

"The Macon Telegraph," of July 31, 1892, published a brief history of the Clydes, which it may be well to append here. It is as follows:

The Clyde family have been in the transportation business for three generations. Mr. Thomas Clyde, the father of Mr. William P. Clyde, was the founder of the Clyde Steamship Line. Upon the arrival in this country, in 1837, of the late John Ericsson, the celebrated inventor and engineer, with his invention for the application of the screw propeller to steam vessels, Mr. Thomas Clyde at once recognized the value and great possibilities of this new method of applying power for the propulsion of vessels, and immediately took an interest in the same, and was a co-laborer with Ericsson in the application and introduction of the screw propeller. He was one of the owners and originators of the first propeller line ever built, which was called the "Ericsson Line," and still runs between Philadelphia and Baltimore. In 1844 Mr. Clyde built the propeller steamship "John S. McKim," the first screw steamer built in the United States for commercial purposes, thus recognizing, and practically applying, nearly fifty years ago, this method of obtaining high speed with economy and safety, which has now superseded all other methods of steam propulsion. Upon the breaking out of the Mexican War this ship was used successfully as a transport for troops; and in 1846 this steamer, the "McKim," carried Col. Jefferson Davis' regiment of Mississippi Volunteers to the Mexican War from New Orleans; and it is a remarkable coincidence that another of Mr. Clyde's steamers, the "Rebecca Clyde," in 1865, brought President Jefferson Davis as a prisoner from Savannah to Fort Monroe.

Mr. Wm. P. Clyde, though building and owning every variety of steamships and steamboats, has always given the preference to the screw propeller, and has introduced it wherever practicable. He experimented upon, and demonstrated, the practicability of the propeller for shallow harbors and rivers, where others believed nothing but the more expensive side-wheel steamer was advisable. Being bold and aggressive, he has made and adopted many improvements, both in model and machinery of steamers, and is regarded from his great practical experience as an authority among steamship owners. In 1871, he built the first compound engine ever constructed in this country, and placed it in the "Geo. W. Clyde," which was at that time the largest light draft steamship afloat. Mr. Clyde also built, in 1886, the first large triple-expansion engines built in this country, placed in the steamer "Iroquois," the pioneer in this last great improvement in steam engines. The "Iroquois" was also the first steel steamer ever built in this country for commercial purposes. Thus, with his brother, B. F. Clyde, now associated with him, they have continued the policy of the Clydes, as inaugurated by their father, and have been the leaders in practically all the improvements made in steamships in this country during the last fifty years.

The firm of William P. Clyde & Company own and control a large number of steamboats, steamships, etc., their lines running between Boston, New York, Philadelphia, Baltimore, and Washington, Norfolk, Newburne, Richmond, Troy, Albany, Wilmington, N. C., Georgetown, S. C., and Jacksonville, Fla., and on the St. Johns River between Jacksonville, Palatka, and Sanford, and intermediate landings; also from New York, Turk's Island, Hayti, San Domingo, and other West Indian ports.

Mr. William P. Clyde for some years controlled all the steam transportation between New York and San Francisco, as well as the Panama Railroad, the only route across the Isthmus of Panama, having from his own fleet been able to furnish this railroad in sixty days a complete equipment of steamers for connection both from Panama to Central America and San Francisco, and also between Aspinwall and New York. He was also president of the Pacific Mail Steamship Company for several years. Mr. Clyde has had a remarkably successful business career. He has always been largely interested in the development of the South, the future possibilities of which he was among the first to recognize, and has very large investments not only in Southern railroads, but also in its mineral and other interests. He has before this been largely identified with Southern railroad interests, and has twice heretofore controlled the Richmond & Danville system, and it is one of his characteristics that he has always endeavored, and successfully so, to build up and develop any enterprise with which he might be connected. There is no one single instance, during his whole business career, where he has permitted himself to be a party to wrecking

property, which, unfortunately, is so much in vogue among railroad financiers of the present day. Mr. Clyde is a prominent representative of a class of men who are the best friends the South can have, and we welcome all such with their energy and enterprise, to our beloved Southern country.

The above tells a wonderful story of a wonderful man. Since their establishment in Jacksonville, the business of the Company has steadily increased, year by year.

The Jacksonville officers are in charge of Major J. A. Leslie, Superintendent, and F. M. Ironmonger, Jr., Florida Passenger agent. Both of these gentlemen have been in the Clyde service for many years, and are tried and trusted officials. They have been here since the establishment of the Florida office, and are not only well known, but greatly esteemed in the community. The fleet comprising the New York, Charleston, and Florida Lines is composed of the following splendid steamships: Iroquois, Capt. L. W. Pennington; Algonquin, Capt. S. C. Platt; Cherokee, Capt. H. A. Bearse; Seminole, Capt. I. K. Chichester; Yemassee, Capt. Joseph McKee. They sail from New York (Pier 29, East River), Mondays, Wednesdays, and Fridays, at 3 p. m.; from Jacksonville, Sundays, Tuesdays, and Thursdays.

In addition to these, a new ship, now building, will be launched about December, of 3,500 tons burden. It will be 330 feet in length, and 43 feet beam. It will make seventeen knots an hour, and make the run from New York to Charleston in forty-two hours.

The general officers of the Company, with headquarters at No. 5 Bowling Green, New York City, are as follows: Wm. P. Clyde, President; B. F. Clyde, Vice-President; Theo. G. Eger, Traffic Manager; Marshall H. Clyde, Assistant Traffic Manager; Albert J. Cole, General Passenger Agent.

### THE MALLORY STEAMSHIP LINES.

The Mallory Line, while not running its vessels to Jacksonville direct, has its port at Fernandina, only thirty miles away, and but an hour by rail from Jacksonville. One of their chief offices is in this City and their interests are common with others here. For all business purposes it is as if their ships came direct to this harbor. Brunswick, Ga., their second nearest port and headquarters of the General Southern Agent, Mr. H. H. Raymond, is only three hours by rail from Jacksonville. This is one of the favorite tourist routes between New York and Georgia and Florida points.

The Mallory Line was established in the regular freight and passenger service in 1860, by Mr. C. H. Mallory and Captain E. Spencer, under the firm name of C. H. Mallory & Co. During the war they built a number of vessels which were used as Government transports, and when they were no longer needed in that capacity, the founders established the regular Merchant Marine Service. The Mallory Line operates two distinct routes, viz.: New York to Galveston, Texas, touching at Key West, Fla.; New York to Georgia and Florida, touching at Brunswick, Ga., thence to Fernandina, Fla. During five or six months of the year—say from September to March—a steamer of the Line is dispatched from New York (Pier 20, East River) to Galveston, Texas, every Tuesday, Thursday, and Saturday, at 3 p. m. For the remaining months the sailings are semi-weekly (Wednesday and Saturday). The return trips from Galveston are on the same days of the week. Saturday's steamers from New York touch at Key West, Fla., all the year round—all



F. M. IRONMONGER, JR.

FLORIDA PASSENGER AGENT, CLYDE LINE.

other sailings are direct. Time from New York, four days. The trip from New York to Galveston is made in six or seven days. Wednesday's steamers from Galveston touch at Key West.

The Georgia-Florida service is maintained by weekly sailings from New York, Pier 21, East River, every Friday, at 3 P. M., the year round, except at such times when business warrants, then the service is semi-weekly (Tuesday and Friday).

Returning, the steamers leave Fernandina on Tuesday, and Brunswick on Friday. This trip is made in about sixty hours from New York to Brunswick.

The fleet is composed of the following eleven iron steamships, aggregating 30,772 tons:

		Tons.
S. S. CONCHO,	Captain Crowell,	4,000
" LEONA,	" Wilder,	3,700
" NUECES,	" S. Risk,	3,700
" COMAL,	" J. Risk,	3,200
" LAMPASAS,	" Burrows,	3,200
" ALAMO,	" Lewis,	3,200
" SAN MARCOS,	" Evans,	3,000
" COLORADO,	" Itzen,	3,000
" RIO GRANDE,	" Barstow,	2,700
" STATE OF TEXAS,	" Hix,	1,800
" CITY OF SAN ANTONIO,		1,700

All thoroughly equipped with the most modern appliances for the comfort, safety and convenience of passengers. A representative boat of the fleet is the steamship Concho. Length, 343 feet; breadth, 47 feet; tonnage, 4,000; horse-power, 3,500; engines, triple expansion.



STEAMSHIP "CONCHO" (4000 TONS GROSS), OUTWARD BOUND FROM NEW YORK.

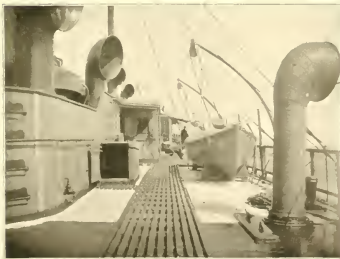
An inspection of the fleet will prove it more than the equal of any coastwise line of steamships afloat, if one compares the seaworthiness of the boats, their speed, accommodations (first-class or otherwise), and all else that tends to make a perfect steamship line—in other words, the management has spared no expense to keep up with the latest improvements in naval construction. A point, too, of which the management feels justly proud, is that every one of the vessels composing the fleet was built in an American shipyard, of American materials, and by American workmen.



DINING SALOON, S. S. "CONGO."



STAIRWAY ENTRANCE TO DINING SALOON.



DECK, S. S. "CONGO."

The Georgia-Florida service was inaugurated in 1870, the steamers making semi-weekly trips between Fernandina and New York, in connection with what was then the Florida Railway & Navigation Company (now the Florida Central & Peninsular Railroad Company). For many years the Mallory Company furnished the only water transportation between Florida and the North, and by its efficient service established the solid popularity it has ever since enjoyed; and there is to-day scarcely a person in Georgia or Florida but has heard of the "Mallory Line," and thousands there be whose privilege it has been to make voyages on their splendid vessels, which always remains with them as a pleasant memory. The opening of the New Line of the Florida Central & Peninsular Railroad, and its connection with the Southern Railway Company at Everett City, enables the Mallory Line to place its passengers in Jacksonville in about seventy hours from New York. Close connection is made at Brunswick for passengers either going North or coming from the North, trains leaving Jacksonville in the morning, landing their passengers in about three hours alongside the steamers in Brunswick, and *vice versa*. The steamers on this route sail from the Mallory Line Pier (No. 21, East River) every Friday, at 3 p. m., arriving at Brunswick, Ga., in about sixty hours from New York. The city is beautifully situated upon a level peninsular of about three miles in length and two miles in width, and surrounded on three sides by the sea, everywhere deep and navigable. The Islands of St. Simons and Jekyl lie between the ocean and the mainland, thereby affording ample protection to the shipping in the harbor, and forming a most charming approach to the city, a view that always calls forth exclamations of delight. The steamers of the Mallory Line go directly to the wharf at Brunswick, where close connection is made with the railroads, the Cumberland Steamboat Route for Jekyl Island, Cumberland Island, and Fernandina, and all steamboats for the interior towns, such as Albany, Macon, Americus, Columbus, Atlanta, &c., &c. Leaving Brunswick, the steamer proceeds to Fernandina, the terminus of the Mallory Line steamers. Fernandina itself is of no insignificant importance. It has the largest and deepest harbor on the eastern coast of the State. The steamers come up alongside the docks at Fernandina, which is alongside the depot, where close connection is made, via the Florida Central & Peninsular Railroad for all points in Florida. Year by year the migration of our Northern population, during the Winter months, increases to the various charming

resorts of Florida, and nowhere can a more delightful sojourn be made, especially when it is so easy of access via the Mallory Steamship Line.

The Mallory Line steamers are easily recognized by their beautiful Trade Mark, as well as the red star on flag and smokestacks. The Trade Mark is an open port-hole, with one of the steamers in view, under a full head of steam, gallantly breasting the waves of the beautiful blue.

#### THE GALVESTON SERVICE.

Almost thirty years ago the line was established between New York and Galveston, Texas—the boats then being built of wood, as iron had not at that time been thought of in the construction of a steamship. For many years the Mallory Line was the only direct means of communication between the North and Texas, as the railroads had not then reached into that State—the great network of rails of to-day being a possibility that few dreamed of. Meanwhile the steamship line continued to improve its service, and the result is that to-day there is not a single wooden steamer owned by the Company; instead, a magnificent fleet of iron steamships, aggregating over 33,000 tons, or nearly 3,000 tons to each, now plies between the Northern States and the State of Texas, giving a tri-weekly service during the busy seasons, and making the voyage in six days from New York. The first and only stop on this route made by the steamships of the Mallory Line, sailing from New York Saturdays, and from Galveston on Wednesdays, is at Key West (population 20,000), situated on one of the islands known as the Florida Keys, at the extreme south of the peninsular, and is said to be the only city in the United States that has never known a frost. This far south city of the Keys is becoming more and more a winter resort. The scenery among the adjacent islands is unequalled in beauty, and the islands or Keys themselves are alive with birds of gay plumage, such as snipe, plover, doves, ducks, and other water fowl. The clear waters also teem with fish in great variety, from the modest mullet to the monstrous tarpon. At Key West connection is made with the Plant steamship Line for Cuba (a trip to which place will be of interest to the tourist), also for Port Tampa, on the Gulf Coast.

The City of Galveston (terminus of the Mallory Steamship Line) is situated on the east end of Galveston Island, with an available wharf frontage of three miles. It is the chief port and commercial city of the State, handling nearly 1,250,000 bales of cotton yearly, besides vast quantities of wool and hides, tallow and lumber. The population is nearly 32,000. The city is well laid out, with fine, broad streets, and many handsome private residences.

Bolivar Beach, on the Gulf side, is world renowned. Its surf bathing is not surpassed, even if equalled, by that of any other place on the Gulf or Atlantic Coast. The city is connected with the railway systems of the State by the Gulf, Colorado & Santa Fé Railroad, and the Galveston, Houston & Henderson Division of the International & Great Northern Railroad. The tracks of the road are laid along the water front of the city, and on the wharves, so that there is close and



THE MALLORY LINE TRADE MARK.



OFFICES AND DOCKS, PIERS 20-21, EAST RIVER, NEW YORK.



immediate connection with the steamships of the Mallory Line as they lie at their berths, thus enabling passengers to pass to or from the cars and steamers with no delay or inconvenience. From Galveston the Mallory Line is in communication with Mexico in the South, San Francisco in the West, and the great Northern and North-western sections of the States.

In addition to the above the following lines have offices in Jacksonville:

Baltimore & Jacksonville Packet Line. John G. Christopher, agent.

Beach & Miller Line. John F. Rhoads, manager, St. Johns River service.

Independent Line Steamers. C. E. Garner, general manager, St. Johns River service.

Indian River Steamboat Company. R. B. Cable, general manager.

Jacksonville & Mayport Steamboat Company. St. Johns River service.

Merchants' & Miners' Transportation Company. N. Cohen, agent, Jacksonville and Baltimore service.

Merchants' Steamship Company of Florida. J. G. Christopher, general manager, Jacksonville and Philadelphia service.

Ocean Steamship Company. Walter Hawkins, agent, New York and Savannah service.

Philadelphia Steamship Company. W. H. Coates, agent.

St. Johns River Day Line. Steamer John Sylvester. St. Johns River service.

For other information on transportation see St. Johns River Commerce.



HOTEL CORDOVA—ST. AUGUSTINE



## MANUFACTURES.



JACKSONVILLE is advantageously situated, commercially and geographically, to become a manufacturing center, though Florida has heretofore been content to develop her agricultural resources and import in great measure her manufactured wares. But this wasteful method cannot long continue in a State grown as populous and wealthy as Florida. The juxtaposition of railways, river and ocean port at Jacksonville; the great quantities of raw material produced in the State; the cheapness and dispatch with which other raw material may be imported from abroad, and the field presented for the sale of goods manufactured, combine to make it more than probable that manufactures at Jacksonville will soon spring into new life and grow as the wholesale trade, the hotel-keeping industry, and the transportation business have grown. Already the past few years have shown a marked increase in the number of manufacturing establishments and the amount of capital invested. At present there are upwards of one hundred factories, great and small, in the City, employing an aggregate capital of about \$2,000,000. These different establishments manufacture over sixty distinct articles or commodities.

### LUMBER MILLS.

Lumber and timber are the chief manufacturing industries in Jacksonville, as well as in Florida. In 1894 there were manufactured in Florida, of yellow pine lumber exclusively, 3,000,000,000—three billion feet. The Jacksonville mills produce about 65,000,000 feet annually, about half of which is from the mills of the L. Bucki & Son Lumber Co. This company pays out annually \$75,000 in wages for cutting alone. The price of lumber in Jacksonville averages about \$10 per thousand feet, and for every thousand feet manufactured and shipped from Jacksonville \$3.50 remains in the City. In addition to the home product, there is shipped through the port of Jacksonville, annually, from interior points, something like 30,000,000 feet, bringing the total lumber shipments up to nearly 100,000,000 feet annually.

### CIGAR MANUFACTURES.

Next in importance to lumber, in respect to the number of persons employed and the amount of capital invested, is the manufacture of cigars and tobacco. Since the establishment of the revenue service, in 1866, Florida has paid to the general Government about \$8,000,000 tobacco



STEAMER "CRESCENT."  
Built by Merrill-Stevens Engineering Co.

tax. In 1866 the amount collected was \$98,000; in 1885 it amounted to \$218,000; in 1894, \$416,000; and in 1895, about \$500,000. The manufacture of tobacco, therefore, has more than doubled during the last decade, and no other industry in the State is growing more rapidly. Near Quincy, on the Florida Central & Peninsular Railroad, is located the mammoth tobacco plantations of the South, over 15,000 acres under cultivation, producing only the finest Havana wrappers, the aroma of which is not excelled by wrappers grown on the Island of Cuba. Tobacco was grown in this section in ante-bellum days, but only in the last few years has this industry been revived. At the instigation of Mr. H. R. Duval, President of the Florida Central & Peninsular Railroad Company, a number of New York capitalists bought up thousands of acres, at a cost of several hundred thousands of dollars, and revived this most profitable industry, the success of which has been phenomenal. Cigar manufactories, employing hundreds of skilled laborers, have been erected in Quincy. As an evidence of the increase in tobacco culture, see these figures: The crop of leaf tobacco in 1880 was 21,182 pounds; in 1893 it was 1,827,900 pounds. At present there are fifteen regularly established cigar factories in Jacksonville, producing about 6,000,000 cigars

annually. The largest of these is the El Modelo, which employs two hundred and twenty-five men, and has a yearly pay roll amounting to about \$147,000. Cigarmakers earn all the way from nine dollars to thirty-five dollars per week. Recently a movement has been started for bringing other factories to Jacksonville, and liberal inducements have been offered to such as will locate here. Already one of the largest in the country has been secured, that of D. L. Trujillo & Sons, of New York. Their factory will be removed from Key West to Jacksonville during the present summer. This company is prepared to



STEAMSHIP "THE MERRIMACK"  
Built by Merrill-Stevens Engineering Co.

produce 6,000,000 cigars annually, just doubling the present output. Negotiations are under way with other concerns and the chances are favorable for securing several of the largest factories in the country very soon.

### SHIP BUILDING.

The business of ship building and boiler making is one that has made mammoth strides within the past few years. The Merrill-Stevens Engineering Company is the largest of these, though there are several other lesser concerns engaged in boat building. The success of this company has been remarkable, and a brief sketch of their history would not be inappropriate.

### THE MERRILL-STEVENS ENGINEERING COMPANY.

In many respects the largest boat builders and boiler makers between Richmond and New Orleans, and the most extensive contractors. The Company was organized in 1887, with a capital

of \$50,000. Bought out the blacksmith and boiler-making business of J. E. Merrill & Brother, who had been established since 1876. The incorporators were A. D. Stevens, J. E. and A. R. Merrill, H. C. Pike, and W. L. Lampkin. The two last withdrew from the firm later. Immediately upon organization, the Company bought the grounds and erected the present big establishment. Their business increased rapidly from the start. From twenty-five men employed then, the force has grown to one hundred and twenty-five, and they pay \$45,000 per year in wages. Their first big contract was the building of the Duval County Jail of iron and steel. As business increased, the works were enlarged. The main building now is 350 x 45 feet, with extensive docks, and a pier 250 feet long. On this is an immense steel derriek, and shears, with steam hoisting apparatus, with a capacity of fifty tons weight. The discovery of phosphate in Florida opened a new and extensive field for this Company, in the manufacture of phosphate machinery. In this line they have



MERRILL-STEVENS ENGINEERING COMPANY SHOPS.

surpassed all other concerns in the number of mines they have equipped. Phosphate dryers have been their specialty, and they have in operation over thirty standard dryers. Three years ago they began building steel and wooden vessels, since which time they have launched fourteen, in sizes ranging from a thirty foot launch to a seven hundred ton dredge. About seventy-five per cent. of the marine boilers in Florida waters were made by them, and their services are engaged as far North as Charleston, S. C., and West to New Orleans. The Company has special facilities for repairing and building. All the latest machinery is in use, and their capacity is only limited by orders. Skilled men are employed in every department, and the three officers are each adepts in their specialty. These are: A. D. Stevens, President, and Manager Engineering Department; J. E.

Merrill, Treasurer, and Manager Blacksmithing Department; A. R. Merrill, Secretary, and Manager Boiler-making Department. Each of them is prepared to take the place of the most skilled workman in their several departments, should occasion require it. The Company never once closed down during the fever epidemic of 1888, and the so-called hard times has never affected their men's wages. Their business amounts to about \$100,000 per year. They have just completed a fine new steamer, the "Lawrence," which is in every respect a most satisfactory achievement. She was built entirely in Jacksonville, every portion of her, something that few Southern Cities have as yet facilities for accomplishing. On her trial trip, the "Lawrence" made twelve miles an hour with ease. She will be run between Punta Gorda and Fort Myers, on the Gulf Coast.

#### MISCELLANEOUS.

The desire of every visitor to Florida to purchase and take away some souvenir peculiar to the State, has led to the manufacture of distinctive Florida curiosities, which has in its growth attained considerable importance. Alligators' teeth, boars' tusks, orange canes, and other native woods,

sea beans, fish scales, shells, feathers, and like curiosities, are polished and mounted with mechanical skill and artistic taste. Formerly these were sold only in Florida, chiefly to the tourists, but of late years the industry has grown prodigiously, and manufacturers of Florida curios now send their goods to every part of the United States.

Several factories have recently been erected for the purpose of utilizing the palmetto, and other native fibrous plants. Ingenious machinery has been placed in the factories, which turns out brushes, brooms, carpet, matting, mattresses, etc. The capacities of these fibrous plants have not been fully tested, but it is believed that they can be made to supersede hemp as a material for rope manufacture, horse hair in the production of plaster, and wood pulp for paper making. There



MR. W. S. WARE'S ICE FACTORY.

are three marine railways with appliances adapted to the repair of large steamers and sailing vessels, and the recent completion of new and spacious boiler works and foundries has provided suitable accommodations for this class of trade, long demanded by the satisfactory work which has been turned out. Large machinery warehouses in the city carry stock machinery from the leading manufacturers, and numerous blacksmith and repair shops give Jacksonville the means of supplying the State with machinery, boilers, castings and repairs of the heavy machinery, at a great saving in freight and time.

Two local manufactories of artificial stone manufacture a composite material, utilized extensively in building, and four brick-yards in the immediate vicinity of the City furnish a quality of brick which is better adapted to the climate than the more finished imported pressed brick.

The following miscellaneous variety of articles are also manufactured here in greater or less quantity:

Alligator Teeth Jewelry.	Fertilizers.	Paints.
Baking Powders.	Fish Scale Works.	Palmetto Work and Fibre.
Boats.	Flavoring Extracts.	Patent Medicines.
Boilers for Steamboats, &c.	Florida Curiosities.	Pearl Hominy.
Books.	Fuel.	Perfumery.
Boots and Shoes.	Furniture.	Preserved Fruits.
Brass Castings.	Harness.	Roping.
Bread and Pastry.	Hemp.	Saddles.
Brick.	Ice.	Scroll Work.
Brooms.	Iron Castings.	Shells, Artistically Painted.
Brushes, from the palmetto fibre.	Iron Railing.	Shingles.
Cameos.	Jelly.	Ships.
Canes and Carved Work.	Jewelry.	Soap.
Carpets.	Ladders.	Soda Water.
Carriages.	Laths.	Stairs.
Chemicals.	Lumber.	Steam Engines.
Cigarettes.	Marmalade.	Stone, Artificial.
Cigars.	Machinery.	Terra Cotta Pipe.
Clothing.	Matting.	Timber.
Coffees and Spices.	Meal.	Tombstones.
Confectionery.	Mouldings.	Wagons.
Crates.	Oil Paintings.	Yachts.
Drays.	Orange and Vegetable Crates.	Yeast.
Feed and Grits.		



STEAMER "JAMIE."

Built by the Merrill-Stevens Engineering Co.

## WHOLESALE TRADE.

**J**UST WHAT the annual wholesale trade of a community amounts to no man may say, as dealers do not care to make public their private business; yet a consensus of opinion, from several of the leading wholesale men of Jacksonville, places the annual wholesale trade of this City at upwards of \$40,000,000. The magnitude of the wholesale trade of Jacksonville establishes beyond the possibility of competition the City's claim to be the commercial emporium of Florida. A few years ago the retail trade of Florida was supplied by the wholesalers of Savannah, Charleston, New York, and Western cities, through the medium of a legion of traveling salesmen. Since then, however, a revolution has been effected by the establishment of extensive wholesale houses in Jacksonville, and the effective occupation of the greater part of the State by commercial travelers from this City. By the establishment of the

through freight rates to Jacksonville, as the basis of through rates to the interior of the State, this City is given an equal opportunity with other cities to reach that field which properly belongs to her; and with this she has the important advantage of closer proximity. Another consideration is not without weight in encouraging the wholesale trade of Jacksonville, namely, the fact that Florida purchasers, in buying here, in effect, transfer the item of "profit" from another State to their own, thereby almost directly increasing the taxable property of the State, and decreasing their own public burdens. The increase in the wholesale trade has been steady, if gradual, and each year new firms have put salesmen on the road, while the older established houses have found it necessary to increase their facilities and capital. The wholesale grain and feed trade is the leading jobbing business of the City, engaging the attention of fifteen strictly wholesale firms, who also handle other goods. In addition to these, some of whom handle provisions and groceries, there are twelve wholesale firms engaged in the groceries and provision business. There are upwards of forty firms engaged in the wholesale

produce and commission business, at the head of which may be classified "The Florida Fruit Exchange," organized as a stock company, and incorporated in 1885, for the purpose of acting as a medium between the fruit and vegetable growers and the large dealers in the Northern and Northwestern cities. This company is composed of a score or more of the leading growers of the fruit section, and is co-operative in its plan. The directors include one from each county where the bulk of the fruit and vegetables are grown. They have a capital of \$300,000 and transact an enormous business. In 1894 they tried the experiment of shipping fruit direct to European ports,



WHOLESALE AND RETAIL STORES OF THE RAYMOND D. KNIGHT CO.



and it proved an instant and decided success. Florida oranges are the most popular grown, the world over, and those shipped abroad were greedily taken up by purchasers at prices above those in vogue in this country. The Florida Fruit Auction Company is a more recent organization, but handles immense quantities of fruit annually. The object of this company was to establish an auction mart, the intention being to make Jacksonville a home market for the sale of the products of the State, which object has been achieved. The methods previously adopted for the handling of the fruits and vegetables of the State, frequently caused a glut in one or two cities North, while other towns were as often left without supplies. By having a central daily auction of fruits and vegetables at Jacksonville, with the quotations telegraphed all over the country, and publication made by press dispatches, of the daily value of the articles sold, the business of handling Florida produce has been reduced to a system, which has proved mutually beneficial to growers and buyers. The following interesting figures, showing the increase of field products for a decade, will indicate the increase in volume of the produce business in Jacksonville, as the great bulk of all marketable products from East, South and middle Florida pass through Jacksonville: The total value of field crops, vegetables, fruits, live stock, poultry, and dairy products in 1880 was \$11,626,000. In 1890 it was \$18,892,819, and in 1892, \$23,822,168. In 1880

the total number of boxes of oranges produced was 37,319. The crop of 1893-94 was 5,055,367 boxes. The pineapple crop of 1890 was 3,515,160; that of 1892 was 9,435,160. Nearly every pineapple grown in the State for market passes through Jacksonville.

It may not be necessary to mention in detail the various other branches of trade which have in recent years expanded beyond local limits, and now stretch into and beyond the State, but in general terms it may be said that in the lines of hardware, drugs, dry goods, boots and shoes, furniture, fertilizers, paints and oils, jewelry, stationery, earthen and glass-ware, fancy goods, etc., Jacksonville stands on an equality with other cities of her size, if not in advance. With abundant capital, heavy stocks of goods, intelligent management, she must continue to increase her facilities and commercial prosperity.

## JACKSONVILLE RETAIL BUSINESS.

The retail trade of Jacksonville is estimated to be about \$12,000,000 annually. This trade is not dependent altogether on the City of Jacksonville for its support. The numerous small towns and villages along the banks of the St. Johns River, and the various railroads which centre in this City, make Jacksonville their headquarters for food and furnishing supplies; then the numerous farmers scattered throughout Duval and the neighboring Counties, come to Jacksonville with their produce and barter their goods for supplies for their homes and farms. The retail trade is not spasmodic, but continues steadily the year round. Business is conducted largely upon a cash basis,



and as a rule the houses are in a flourishing condition. During the "hard times" there were few failures in Jacksonville than any place of equal size on the continent. As a matter of fact the writer cannot recall a single failure in Jacksonville during the two years when every other section was suffering from business depression. There was possibly one, or even two, but of a very insignificant character, if so.



HOTEL ROYAL, POINCIANA, LAKE WORTH  
ON THE LINE OF THE JACKSONVILLE, ST. AUGUSTINE & LAKE WORTH RAILROAD.

## BANKING FACILITIES.



IN the case of Jacksonville's municipal finances, her citizens can point with pride to the substantial and satisfactory condition of the banking institutions of the city. The bankers are conservative, and have never yielded to the fascination of speculation, and as a consequence, failures and suspensions are conspicuous by reason of their absence, while the defaulting official is an unknown quantity. In 1870 there was but one bank in Florida, that of B. C. Lewis & Sons, at Tallahassee. There are now forty-five, of which eighteen are national. In 1870 Mr. D. G. Ambler established the first banking house in Jacksonville. Mr. E. W. Denny had undertaken to do a banking business, but, it appears, without great success. At this time loans were made at the rate of two per cent, a month, and enormous profits were realized. In 1874 three additional banks were established here; one, the Freedman's Bank, soon went into liquidation. Another was the Florida Savings Bank, organized by J. C. Greeley, now senior member of the firm of Greeley, Rollins & Morgan, and Dr. J. H. Paine. The third was the First National Bank, organized by J. M. Schumacher, now its president, his father-in-law, General Francis E. Spinner, Ex-Secretary of the Treasury, and others. The National Bank of Jacksonville was organized about 1876. Ambler's Bank came to be known as Ambler, Marvin & Jackson, two clerks being taken into the business, and out of this grew the National Bank of the State of Florida and The Merchants' National Bank. The remaining banks are of more recent organization. The Florida banking laws are patterned after the National Banking Act, and are, therefore, sound and effective. The system of banking in Florida is very similar to that in vogue in the Eastern States. It differs materially from the system prevailing in other Southern States, in that they do not here advance money on field products, naval stores, etc. The legal rate of interest is eight per cent. The latest report on the condition of the National Banks of Florida, of which there are eighteen, is a year old, but there has been little material change since. It is here appended:

### NATIONAL BANKS OF FLORIDA, MAY 4TH, 1894.

RESOURCES.		LIABILITIES.	
Loans and discounts, . . . . .	\$3,818,317 74	Capital stock paid in, . . . . .	\$1,400,000 00
Overdrafts secured and unsecured, . . . . .	81,683 95	Surplus fund, . . . . .	311,500 00
U. S. bonds to secure circulation, . . . . .	392,500 00	Undivided profits, . . . . .	200 413 10
U. S. bonds to secure deposits, . . . . .	75,000 00	National Bank notes outstanding, . . . . .	308,210 00
Stocks, securities, etc., . . . . .	623 052 92	Dividends unpaid, . . . . .	6,301 00
Due from approved reserve agents, . . . . .	1,105,553 77		
Due from other National Banks, . . . . .	306,472 42		
Due from State Banks and bankers, . . . . .	188,477 10		
Banking-house, furniture and fixtures, . . . . .	203,379 59		
Other real estate and mortgages owned, . . . . .	91,088 14		
Premiums on U. S. Bonds, . . . . .	50,488 79		
Checks and other cash items, . . . . .	37,782 10		
Bills of other banks, . . . . .	110,186 00		
Fractional paper currency, nickels, dimes, cents, . . . . .	2,948 50		
Specie, . . . . .	242,809 70		
Legal tender notes, . . . . .	378,812 00		
Redemption fund with U. S. Treasury to secure circulation, . . . . .	10,537 50		
Exchanges for clearing house, . . . . .	32,360 72		
Due from U. S. Treasury other than 5 per cent redemption fund, . . . . .	2,240 00		
Assessments unpaid, . . . . .	2,044 85		
Total, . . . . .	\$7,851,741 88		

DEPOSITS.	
Individual deposits subject to check, . . . . .	\$4,746,244 49
Demand certificates of deposit, . . . . .	218,548 48
Certified checks, . . . . .	9,942 98
Cashiers' checks, . . . . .	2,990 25
United States deposits, . . . . .	65,159 99
Deposits of U. S. disbursing officers, . . . . .	9,857 94
Due to other National Banks, . . . . .	177,996 91
Due to State Banks and bankers, . . . . .	290,321 44
Notes and bills rediscounted, . . . . .	103,955 37
Total, . . . . .	\$7,851,741 88

There are in Jacksonville ten banks; four National, one State, and five private, as follows: National Bank of Jacksonville, National Bank of the State of Florida, Merchants' National Bank,

First National Bank of Florida, State Bank of Florida, Southern Savings & Trust Company, Savings and Trust Company of Florida. The average deposits in the above banks at the last report amounted to \$3,200,000. There are other banks, which do not, however, transact a general banking business, to wit: the Land Mortgage Bank of Florida, of London, England; Florida Investment and Savings Bank, and the Bouknight Banking Company.

The following figures, taken from the reports of the Comptroller of the Currency, shows the prosperous condition of the banks:

The deposits of the consolidated banks (composing the Jacksonville Clearing House) on December 31, 1894, were approximately,	\$2,500,000 00
Loans and discounts,	2,000,000 00
Surplus and undivided profits (not including capital),	250,000 00
On the same date in 1893 the deposits were	2,000,000 00
Loans and discounts,	1,500,000 00
Showing an increase in deposits of	500,000 00
And loans and discounts	500,000 00
The Clearing House Association shows that during the year 1894 the checks of the different banks put through the Clearing House aggregated	19,222,464 13
And balances	3,641,099 11
This is outside of any disbursements made across the counter by the different banks, which can be safely estimated at	10,000,000 00
Showing that the business of the banks amounted, during the year, to fully	30,000,000 00

The Florida Bankers' Association, organized in 1889, has been an active promoter of banking interests in the State, as well as of good fellowship amongst its members. The Association meets annually, transacts its regular business, and holds a love feast for its members. The officers for 1895 are: President, B. H. Barnett, Cashier National Bank of Jacksonville; Secretary and Treasurer, Thos. W. Conrad, Assistant Cashier Merchants' National Bank, Jacksonville; First Vice-President, F. C. Brent, President First National Bank, Pensacola; Second Vice-President, Dr. E. S. Crill, Treasurer East Florida Savings & Trust Company, Palatka; Third Vice-President, L. J. J. Nicumenkamp, President Bank of Lakeland. Executive Committee: R. C. Cooley, Cashier First National Bank; Thos. P. Denham, Cashier National Bank State of Florida; Arthur F. Perry, Treasurer Southern Saving & Trust Company, Jacksonville.

#### THE MERCHANTS' NATIONAL BANK.

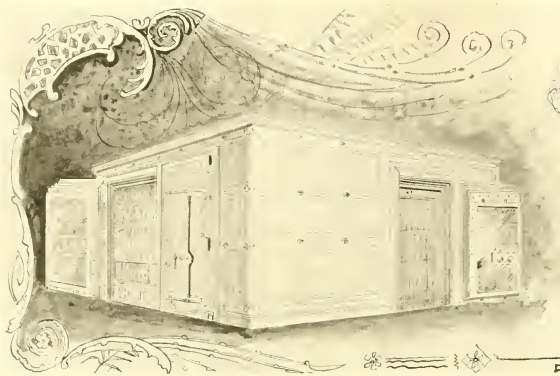
This is one of the most successful banking houses in Florida, and a brief sketch of its history will prove not uninteresting. In 1870 Mr. D. G. Ambler established the first bank in East Florida, and conducted the

same under the name of "Ambler's Bank." In 1881, to reward the energy and interest manifested by two of his clerks, Mr. J. L. Marvin, who at that time held the position of Cashier, and Mr. J. N. C. Stockton, who was then Book-keeper, he gave them an interest in the business, and the firm of



MERCHANTS' NATIONAL BANK.

Ambler, Marvin & Stockton became well and widely known for their conservative methods, prompt and careful attention to the business entrusted to their care, and for their financial responsibility. In 1890 Mr. John L. Marvin bought the interests of his partners in the business, and organized the Merchants' National Bank of Jacksonville, associating with himself some of the best financiers and largest property owners in the City of Jacksonville, and to-day the Merchants' National Bank stands in the front rank of Florida's financial institutions. It has been stated that the directors of this institution own City property worth five times its capital. In January last the bank moved their quarters to the Astor Block, one of the handsomest and best constructed buildings in the City. Their banking room was specially fitted up for them with furniture and fixtures of the most modern and approved character, designed expressly for their use.



SAFE DEPOSIT VAULTS, MERCHANTS' NATIONAL BANK.

The Herring-Hall-Marvin Company have built for this bank a massive fire and burglar proof steel vault, a cut of which appears above. This vault is twelve feet in width, by sixteen feet in length, and nine feet high, the inside lining being one and one-half inches of five-ply welded steel and iron, and the outer lining one-half inch of steel, the intervening space of six inches between the two linings is filled with fire-proof cement. The foundation is of solid masonry, six feet in depth. In the vault are three compartments; one for the books, one for the money of the bank, and a third for the safe deposit boxes; each compartment having a separate entrance, the doors of each weighing about 7,000 pounds, fitted with time locks, latest combinations, and all the most modern improvements and appliances.

The officers of the institution take pleasure in showing visitors and their friends through their banking rooms, which have been arranged with a view not only of simplifying and facilitating their business, but also to afford the greatest security and convenience to the public.

Their successful record of more than twenty years in the confidence of the business community, and their present increased facilities, warrant them in looking forward to a large increase in their business, and a still greater degree of support and patronage than that accorded them in the past.

## NATIONAL BANK OF THE STATE OF FLORIDA.

UNITED STATES DEPOSITORY.

This splendid financial institution was opened for business in May, 1885. Mr. J. N. C. Stockton, the chief organizer, had previously been a member of the banking firm of Ambler, Marvin & Stockton. The bank has been a remarkable success from its start. During the past ten years it has paid regular semi-annual dividends, amounting, during that period, to ninety-seven per cent. of its capital, or, to be more succinct, \$97,000. The capital is \$100,000; surplus and undivided profits,

\$106,000; deposits, \$800,000. It is the depository for the United States Government, and enjoys the confidence of its patrons and the public at large. Its policy has been liberal, but safe, which accounts in a large measure for its marked success. The men who are conducting the bank are well known financiers, who are noted for their probity and sound business methods. The officers



are: J. N. C. Stockton, President; Raymond D. Knight, Vice-President; T. P. Denham, Cashier, and James D. Baker, Assistant Cashier. Directors: J. R. Campbell, George C. Wilson, Raymond D. Knight, T. T. Stockton, Richard McLaughlin, A. W. Knight, W. H. Baker, J. N. C. Stockton, and Thomas P. Denham.



## JACKSONVILLE'S HOTELS.

"Shall I not take mine ease in mine Inn?"



WHILE Jacksonville, with her busy railways, steamboats, ocean port and extensive mercantile establishments finds her chiefest source of pride and satisfaction in being the Commercial Metropolis, it is as a cosmopolitan Winter City that she is most widely known. In fact, Jacksonville is the chief winter resort of the United States.

Beginning years before the war as a health resort for the nervous and consumptive, Jacksonville has become a fashionable place of refuge from the inclemencies of Northern winters, and this result is due, first, to the attractions and benefits of the climate, and secondly, to the capacity, elegance and extent of Jacksonville's hotels. There are other causes, but these are the



ST. JAMES HOTEL.

principal ones. It is a fact to be duly considered, in estimating the value of Jacksonville as a home, that during several months of the year it is thronged with people from all parts of America and Europe—chiefly wealthy people, but including persons of nearly every degree, from Austrian Princes, English Dukes and American Presidents, to the sturdy mechanic and strolling artist. It is impossible that society in such a town can become provincial or exclusive. There are in

Jacksonville twenty-five hotels, several of which rank with the fashionable best-class hotels of the country, and innumerable boarding houses. The valuation of hotel property is given at \$894,200. The number of tourists registering at the hotels during the season of 1893-4 is given as 102,730. There was a slight increase in 1894-5. Up to ten years ago Jacksonville was the only hotel town in the State. Here and there throughout the State, at wide intervals, could be found a hotel of some pretensions, but first-class accommodations were difficult to find outside of this City. During the past ten years, however, hotels have sprung up by scores, until they have come to be found in every part of the State. Some of these, too, are amongst the largest and most magnificent in the world. Notwithstanding this fact, Jacksonville has continued to hold her own as the chief winter resort and the leading hotel City of the South. Tourists come and go; they visit other portions of the State, but they make Jacksonville headquarters. It is the gateway of the State, and probably not less than nine-tenths of the people who visit Florida annually spend a portion of their time in Jacksonville, many of them the entire season.

#### THE ST. JAMES HOTEL—J. R. CAMPBELL, PROPRIETOR.

The most widely known, as well as the largest, of these hotels is the St. James, J. R. Campbell, proprietor. It is the pioneer fashionable tourists' hotel of Florida. It was built in 1868, opened January 1, 1869, and has been variously remodeled and enlarged, until now it occupies,

with its grounds, an entire block, surrounded by four of the public streets, and can accommodate five hundred guests. It is, in the open season, a little village under a single roof. Within its spacious corridors are telegraph, ticket, and baggage-checking offices; curiosity, news, book, picture, cigar and flower stands; with barber shop, billiard room, wine room, bath rooms, reading room, passenger elevator, steam heat, laundry, electric lights, sumptuous parlors, private supper rooms, spacious verandas, a band and orchestra of musicians, and plenty of agreeable society. There are thousands of persons in various parts of this broad land who visit Florida every season with never a thought of seeking accommodation elsewhere than at the favorite St. James, and the house is nearly always filled to its capacity during a greater part of the season. It requires no mean executive ability to conduct an establishment where from three hundred to five hundred persons are housed under one roof. To provide all the comforts and conveniences demanded by such a throng in this respect, Mr. Campbell has been pre-eminently successful. He seems to have a peculiar genius for the business, and the entire machinery employed in the conduct of this vast establishment works as smoothly as the fine mechanism of a Corliss engine. There is never a jar, nor any friction; no pause in the regular routine of the service, where all ordinary wants of the guest are to be



J. R. CAMPBELL, PROPRIETOR.

supplied within the walls of the hotel. The St. James is the center of attraction for the young people of Jacksonville, and every evening the immense and handsome parlors are visited by many of the townspeople to enjoy the concerts and occasionally indulge in some of the mazy waltzes which are sure to be included in the programs. Saturday evenings the young people enjoy a gala time. The society set turns out *en masse* and the hours are devoted to an impromptu hop. "The Patriarchs," which is the swell dancing club of the City, have their regular hops and germans at the St. James during the season, and in this respect the hotel is immensely popular. For social pleasures, for home comforts, and for general unrestrained enjoyment, the St. James has no superior in this State—or elsewhere.

THE ST. JAMES STAFF.



C. O. CHAMBERLIN, MANAGER.



A. J. DURKIN, CASHIER.



WILLIAM MCAULIFFE, CHIEF CLERK.



HENRY B. PERKINS, WINE STEWARD.

## THE HOTEL PLACIDE—N. L. WARD, PROPRIETOR.

The Placide is all that its name implies, and more. It is a tranquil, easy and pleasant place of sojourn. The building was erected in 1893, by Mr. P. Tischler, at a cost of about \$60,000. About six years previously he had built one of the handsomest structures in the City, on the same



HOTEL PLACIDE.

site, in every respect a modern hotel, five stories high. This was destroyed in the disastrous fire of 1891, and the present building was then erected. The Placide is a three-story building, arranged so that additions can be made with small trouble and an elevator put in. In finish, the hotel is very complete and artistic. The furniture came direct from the factory and was manufactured to order; the same is true of the silver service. The Placide sits one block and a half from Bay Street, on the corner of Main and Adams, on the line of the Main Street electric cars. It is opposite the Seminole Club house, within view of the river, two blocks from the new Post Office, one block from the new City Hall and market and just about the centre of business. There are sixty-two rooms, with accommodations for about one

hundred and twenty-five persons. It has its own artesian well; is supplied with hot and cold water, electric lights and bells, and every modern improvement that characterizes a first-class hotel. Mrs. N. L. Ward, proprietor of the Placide, has been in the hotel business for many years and thoroughly understands it. She knows the wants of guests and it is her pride and pleasure to supply them, hence the Placide has come to be a very popular hotel with travelers and tourists. It is open all the year, and many of the townspeople stop there during the summer season and many others who make the St. James their home in winter. Mrs. Ward is fortunate in having as her chief assistant Mr. James Daly, a thorough hotel man, and a most polite and obliging gentleman.

## THE NEW DUVAL—DODGE & CULLENS, PROPRIETORS.

As an all-the-year hotel, the new Duval ranks among the first of the State and has few equals. The location is most convenient, being in the heart of the business centre. It stands on the corner of Hogan and Forsyth Streets, on the electric car line, just across the street from the new Post Office in the Government Building, and one block from Bay Street. The New Duval is a one-hundred room, four-story building, rebuilt in 1893. It has an elevator, steam heat, electric lights, electric bells, hot and cold water and a laundry. The rooms are spacious and elegantly furnished with new furniture throughout. The Old Duval Hotel was burned in 1892, and the new building erected the next year especially for Dodge & Cullens. They occupied it December 12, 1893. Formerly they had the Tremont, and when it was destroyed by fire in 1891 they took the Hotel Togni, which they conducted until the new Placide was built, when they took charge of it. Mr. F. T. Cullens, who has charge of the business department of the New Duval, came to Jacksonville in 1880 from his home in Georgia, where he was born in 1861. He became a clerk for Mrs. A. R. Dodge, in the Tremont Hotel, since which time he has been continually in the business, and has thoroughly mastered it in every detail. In 1886 he acquired an interest in the business, and on the first of January, 1891, was admitted to a full partnership. He is an affable and courteous gentleman, who makes scores of friends for himself and the hotel as well. Mrs. A. R. Dodge has been in the

hotel business for nearly thirty years, and there remains little for her to learn about it. She is a cultured and refined Christian lady, who takes much interest in charitable work. Dodge & Cullens have always been successful in every hotel they have conducted, and their name alone is sufficient advertisement to attract a house full of guests. The New Duval is not only headquarters for commercial men, but statesmen, politicians and prominent men from all over the State make it their stopping place when they come to town. During the six months ending April 30, the New Duval accommodated upwards of 8,000 guests. The hotel is practically filled winter and summer, many tourists spending the winter there. Their register shows from 15,000 to 18,000 visitors a year. The chief clerk of the New Duval is Mr. M. L. Howard, a nephew of the great soldier, General O. O. Howard. He has had large experience in some of the biggest hotels in the country, notably: Raymond & Whitecomb's "Harvard," at Chicago, during the World's Fair.



NEW DUVAL HOTEL.

#### THE HOTEL CARLETON—CRAPO & LE VENE, PROPRIETORS.

The Hotel Carleton is an elegant four-story brick structure, containing 105 rooms. It was built in 1876, at a cost of \$125,000, and was first opened for business on November 20th of that year. The hotel stands on the corner of Bay and Market, two of the principal streets, within a block of the Court House, the Yacht Club House, and the Jacksonville Ferry. In 1894 the property was acquired by Mr. John M. Diven, son of General A. S. Diven, of Elmira, N. Y., who has a beautiful winter home in South Jacksonville. Mr. Diven immediately began a thorough renovation of the house, which embraced every part, from the roof to the basement, at a cost of \$25,000. New carpets, new furniture and fixtures, and new plumbing, were supplied throughout. It is one of the most handsomely furnished hotels in the State, supplied with elevator, electric bells, lights and annunciators. Bay Street electric cars pass by the doors. The hotel overlooks the



HOTEL CARLETON.

river, and has the benefit of the fresh air and sea breezes, which they are greatly enjoyed from the



PARLORS—HOTEL CARLETON.

broad piazzas, which extend half around the hotel. This renders it one of the pleasantest hotels in the City during the summer months. It is open all the year.

#### THE EVERETT HOTEL.

The Everett is the largest hotel in Jacksonville, having accommodations for seven hundred



OFFICE AND STAIRWAY—HOTEL CARLETON.

guests. It was built about twenty years ago, and has been frequently enlarged and improved



since. It is six stories high, surmounted by a great clock tower, the dial of which is illuminated at night. The hotel belongs to Mr. Nathaniel Webster. It will open in September, under the management of Mr. G. W. MacAvoy.

#### THE WINDSOR HOTEL—BAKER & TRAVERS, PROPRIETORS.

The Windsor was built in 1875, by F. H. Orvis, but it has since been greatly enlarged, and has accommodations now for four hundred and fifty guests. It sits opposite the City Park, and a block from the Park Opera House. It is only open in winter, and is a popular tourist hotel.

#### THE GRAND VIEW—G. W. SMITH, PROPRIETOR.

The Grand View was erected in 1883, and has since been enlarged to triple its former capacity. It is built of wood, in the Gothic style of architecture, with spacious verandas, from which an extended view of St. Johns River can be had. It aims to give the same accommodations



GRAND VIEW HOTEL.

to its guests that other fashionable hotels do, and at a less price, and has all the modern conveniences. This house is open from December to May each year. Mr. Smith has Chiswick Inn, at Littleton, N. H., during the summer season.

#### HOTEL OXFORD.

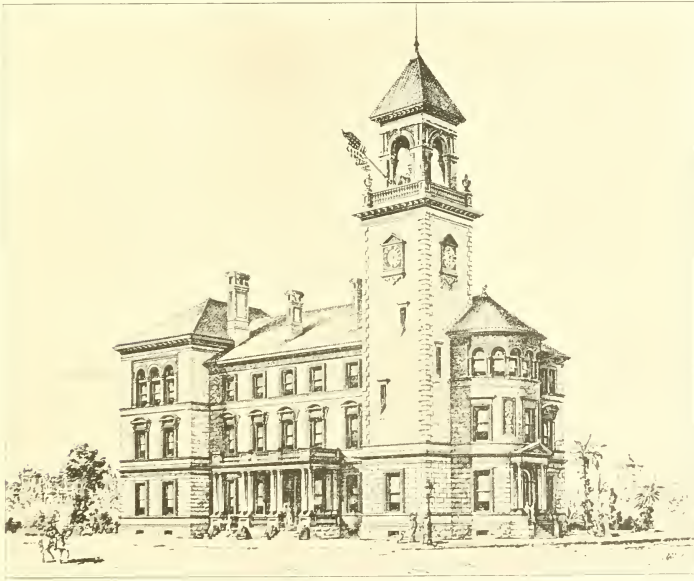
Hotel Oxford, situated directly opposite the St. James Hotel, City Park, and Park Opera House, in the highest part of the City; erected in 1883. Is three stories in height, surrounded with spacious verandas. It is elegantly furnished, and conducted by Mr. Campbell as an annex to the St. James.

Other hotels of lesser importance are: The Travelers, St. Johns, Acme, The Roseland, Tremont (formerly Togni), Glenada, Warner House, Smith's Apartment House, Bettlinis, etc. There is no lack of accommodation for persons of all conditions.

## THE GOVERNMENT BUILDING.



THE UNITED STATES Post Office and Custom House at Jacksonville, a cut of which is presented, is nearing completion. The superstructure, which was erected by the W. C. Green Company, of Chicago, is finished. The iron work was done by Miles & Bradt, of Atlanta. There remains to be done only the interior finishings, including flooring, ceiling, plumbing, etc. These are being rapidly completed, and the building will be ready for occupancy by September. The entire ground floor of the building will be devoted to the Post Office. Nearly the entire west side of the building will be used for the lobby, with entrances both on that side and on the Forsyth Street end. Entering the building from Forsyth Street, the first department will be that of the registry division, which occupies the south-east



THE GOVERNMENT BUILDING.

corner of the building. Next to this are located the vaults, then the box delivery windows, and next the Post Office boxes. In the center of the building, opposite the Hogan Street entrance, are the ladies' and gentlemen's delivery windows. After this comes the newspaper delivery window, and the carriers' delivery window. The Superintendent of Mails then has an office, and occupying

the entire north-east corner of the building is the Money Order Department, and a small office for the Assistant Postmaster. In the extreme north-west corner of the building are two separate offices opening into each other, one for the Postmaster and the other for the Assistant Postmaster. A large space is left in the centre of the building, back of the various windows, for the working department. The Post Office will, of course, be fitted up with all suitable conveniences for carrying on the work and handling in the best manner the large amount of mail that passes through it.

The second floor of the building will contain sixteen rooms, which are to be devoted to the use of the Custom House, Collector of Internal Revenue and United States Court officials. On the third floor is the United States Court room, which occupies the northern end of the building, and is 40 x 60 feet in size. There are also twelve more offices on this floor to be used by the Federal officers. The basement of the building will be used for storage, and will also contain the heating apparatus. The building will be lighted by gas, no arrangement having been made for electric lights, for some unknown reason. The tower will contain an elevator and also a winding staircase. The original plans of the building called for pine finish, but these have been changed to white oak throughout. The walls are to be of alumnate, instead of lime mortar plastering, and the windows will be of polished plate glass. It is a pride and an ornament to the City. It is the highest building in Florida, not excepting the light houses, the pinnacle being one hundred and sixty-eight feet above ground. The building complete will have cost \$275,000. It is a substantial and enduring structure, which will serve Uncle Sam's purposes here for many years. No better evidence of the enormous business conducted in Jacksonville can be furnished than is found in the report of the business transacted in the Post Office. It is an index, too, to the growth of the City.

In 1879 the gross receipts at the Post Office amounted to \$16,354.06. From April 30th, 1894, to April 30th, 1895, the gross receipts were \$68,946.94; an increase of \$51,692.88 in sixteen years, or nearly six hundred per cent. The total amount of mail matter handled during the last fiscal year was 23,423,149 pieces, or nearly half a million pieces a week, and only five clerks to perform the work. It is a magnificent record of labor. Following is the report:

#### STATEMENT OF BUSINESS OF JACKSONVILLE POST OFFICE, FROM MAY 1ST, 1894, TO APRIL 30TH, 1895.

H. W. CLARK, POSTMASTER.

##### FINANCIAL DEPARTMENT—H. R. CLARK, ASSISTANT POSTMASTER.

Net Receipts from sale of Stamps, Stamped Envelopes, Postal Cards, Etc., . . . . .	\$66,687 07
From Box Rents, . . . . .	1,359 67
Total Cash Receipts, . . . . .	\$68,046 74
Cash Deposits from other Offices, . . . . .	51,926 25
Total Cash Received, . . . . .	\$119,972 99
Actual Net Cash Business of Office, as above, . . . . .	\$68,046 74
Total Gross Expenses for operating Jacksonville Post Office, . . . . .	29,405 37
Net Cash Profit to the Government, . . . . .	\$38,641 37

##### MAILING DEPARTMENT—W. J. DRISCOLL, SUPERINTENDENT OF MAILS.

Number pieces of mail handled during the year, viz:

	Pieces.
Mail of First Class, . . . . .	11,439,956
All other Classes, . . . . .	11,974,772
Special Delivery, . . . . .	8,421
Total pieces Mail handled, . . . . .	23,423,149

##### MADE-UP MAILS DESPATCHED.

Distribution.		Transit.		Total.	
Pouches.	Sacks.	Pouches.	Sacks.	Pouches.	Sacks.
31,189	10,032	5,600	31,870	36,789	50,902

# MADE-UP MAILS RECEIVED.

Distribution		Transit		Total	
Pouches.	Sacks.	Pouches.	Sacks.	Pouches.	Sacks.
17,807	28,779	5,600	31,870	23,407	60,649

## REGISTRY DIVISION—N. S. DUNKLEE, CHIEF.

### SUMMARY OF WORK FROM MAY 1ST, 1894, TO APRIL 30TH, 1895.

Registered Letters and Parcels Despatched,	19,075
Packages in Transit,	110,870
Pouches Received,	4,804
Registered Letters and Parcels Received,	23,965
Registered Letters and Parcels Delivered by Carrier,	11,351
Registered Letters and Parcels Delivered at Desk,	2,803
Official Letters Received for Office, Etc.,	9,721
FOREIGN EXCHANGE.	
Registered Letters and Parcels Received,	2,463
Registered Letters and Parcels Despatched,	1,280

FREE DELIVERY DIVISION—R. W. ADAMS, SUPERINTENDENT.—Regular force, thirteen carriers; substitutes, three. The clerical force, exclusive of carriers, numbers fifteen men, and one special delivery messenger. Thirty-six mails are received at, and the same number despatched from, the Post Office every day.



## REAL ESTATE.



THE COMBINED capital invested by incorporated companies in Jacksonville for real estate operations, reclaiming and improving lands, manufacturing and commercial purposes—exclusive of banking, transportation companies, building and loan associations and private investments—amounts to the enormous sum of \$21,881,000. Of course all of this is not paid in, but it represents the capitalization of the companies engaged. More than half of this sum is devoted to real estate operations, which are not confined to Jacksonville by any means, but reach over a great portion of the interior. The business of buying and selling real estate has for years been very active in Jacksonville, and a large number of persons have engaged in it, generally with success. Jacksonville has never suffered from a "boom;" there has never been any wild speculations by syndicates or individual capitalists,



ST. GEORGE STREET, ST. AUGUSTINE.

On the Line of the Jacksonville, St. Augustine & Indian River Railway.

consequently there has been no unhealthy inflation of prices, no bubble blowing, but the markets have always been normal with the varying fluctuations incident to "good" or "hard" times. On the whole prices have shown a steady increase from year to year, and while values are equal to that of other cities of like size and prospects, they are not, and never were, excessive. Of course the value of property depends entirely on its location and condition. In the heart of the business

portion it is worth as high as \$1,000.00 foot front on Bay Street, with river and wharf facilities, while corner lots, a mile distant, may be had for from \$1,000 to \$3,000. Building lots in more distant parts of the City bring from \$100 to \$3,000. As electric cars penetrate to every portion of the City and suburbs, there is no reason why any industrious citizen, at such prices, cannot own a home of his own, and that within easy access to every part of the town. The Building and Loan Associations, of which there are several, all in a flourishing condition, are always open to new members. They have advanced many thousands of dollars to workingmen and others, who, by paying from ten dollars to forty dollars a month into the association, instead of paying it in rents to landlords, are soon enabled to possess their own homes. These associations are organized by State enactment, and have been very successfully and economically conducted, and of great benefit to their members. Through their instrumentality many a man in moderate circumstances has been enabled to build a house, which he could not have done otherwise.

## THE CONDITION OF LABOR IN JACKSONVILLE.



THE FOLLOWING article has been prepared at our request by Mr. J. W. White, General Organizer American Federation of Labor, who is thoroughly familiar with the facts, and can speak intelligently and reliably.

The condition of the workingman of Jacksonville is a most happy one. The rapid growth and development of the city has furnished a demand for good men of every trade, at wages sufficient to provide for all the real comforts of life, as well as a dollar for the rainy day. During the recent financial troubles the workmen of many of the large manufacturing centers were unable to procure employment, which resulted in want and suffering; such a condition did not exist for a single day in Jacksonville, and I might add that, by reason of our varied industries, mild, healthful climate, abundance of cheap fuel and food, and the boundless charity of our people, actual want has no dread for our workmen. U. S. Grant, Chauncey M. Depew, and other men whom the world delights to honor, have said that no place in the United States offers more to the laboring man than Florida. Capital and labor are on friendly terms, and strikes are few, compared with other sections of the country. Our mechanics, as a rule, are worthy and competent men, who receive good pay for good service. Workingmen's unions are large and prosperous. Among the organized trades we might mention the printers, carpenters, brick-masons, painters, barbers, and plumbers. The clerks and salesmen also maintain an organization, and the American Federation of Labor, which is composed of men of every trade and profession, is an active factor in Jacksonville trades unionism, and a firm advocate of the rights of the man who earns his bread by the sweat of his brow. Jacksonville being the natural commercial emporium and business Metropolis of Florida, with eight railroads, nine miles of river front lined with vessels and steamships from various parts of the world, numerous saw mills, fiber factories, phosphate works, etc., one can readily understand that a vast army of common laborers, as well as clerks and mechanics, are needed to care for these large and rapidly growing interests. To the poor man Jacksonville offers every opportunity to secure that sweetest of all spots—a home. Land is comparatively cheap, and building material may be obtained on easy terms, or a home may be purchased complete on easy monthly payments, from some of the numerous building and loan and other organizations that have done so much in the past to make Jacksonville a city of homes. From five hundred to one thousand dollars will buy a comfortable home for a small family, while the man who can afford to pay a little more can secure a home with all needed improvements. This estimate refers to the suburbs, which are all reached by electric cars, and, therefore, convenient and pleasant as a place of residence—in fact preferred by the average man with a family. Rents are very reasonable, and growing cheaper as the City expands. Nearly all of the suburban residents have their vegetable and flower gardens, but the best crop raised by the average Jacksonville workingman is his healthy babies. Florida sunshine paints the check of the little one



with the roseate hue of health, and it has been said by a Jacksonville physician that the only way to kill a child would be to cut its head off and hide it. Nine hours constitutes a day's work at present, but the labor unions are making a strong and determined fight for eight hours. Wages per hour prevail here about as follows:

Stone masons, 40 cents; bricklayers, 25 to 30 cents; plasterers, 25 to 30 cents; hod carriers, 10 cents; carpenters, rough, 15 cents; carpenters, regular, 20 cents; carpenters, finishers, 25 to 30 cents; stone cutters, 40 cents; house painters, 25 to 30 cents; plumbers, 30 cents; steam fitters, 30 cents; gas fitters, 30 cents; helpers, 10 cents; tinsmiths, 20 to 30 cents; rookers, 30 cents; diggers, 10 to 15 cents; general common labor, 10 cents; lathers receive \$1 per 1,000; sign painters work by the job,



A TARPON CATCH AT JUPITER.

On the Line of the Jacksonville, St. Augustine & Indian River Railway.

as a rule; paper hangers and decorators receive from \$1.50 to \$4 per day. General rate for Jacksonville per hour, 24 cents.

The above wages, with steady work, in a city with the advantages possessed by Jacksonville, can but make the condition of labor, as we stated in the beginning, a happy one. There is but one Jacksonville, and she offers to the workingman that which is real, solid, hopeful. Among the thousands who have found homes of peace and plenty, many have become rich, while all have been made content. Many thousands more will follow the inspiration of such an alluring example. Jacksonville is infinitely superior in climate and in all resources which go to make up great cities and thrifty people to any city in the Union. Every new-comer cannot gain fame and riches here, but he can gain a good livelihood, and will all the time have the consciousness of being identified with a city whose glories he can proudly proclaim at all times and in all lands.



## JOURNALS AND JOURNALISTS.



**I**T MAY be stated without fear of successful contradiction that no City in the United States of the size of Jacksonville can quite equal this City in the excellence of its daily journals. They give all the news, both local and telegraphic, and in this respect they cover the news fields as thoroughly as the metropolitan "blanket sheets," with the advantage of greater abridgement, which is more satisfactory to the busy man. Jacksonville has five daily, ten weekly, and six monthly papers, of which the oldest and most widely known is the

### FLORIDA TIMES-UNION.

When, in February, 1883, Mr. Charles H. Jones, now proprietor of the St. Louis Post,



THE TIMES-UNION BUILDING.

consolidated the Times and the Union, the two leading dailies of Jacksonville, he laid the foundation for one of the greatest journals in the South, which the Times-Union has since become. Five years later Mr. Jones sold his paper to the Florida Publishing Company, at that time owner and publisher of the News-Herald. This company was composed of leading citizens of Jacksonville, of whom Mr. T. T. Stockton was the central figure. On purchasing the Times-Union, the publication of the News-Herald was abandoned. The company, backed by ample capital, immediately began such improvements in the paper as were necessary to bring it up to the standard of other first-class journals and make it the leading daily of the State. Their efforts were seconded by the public in such a manner and their service improved to such an extent that in a few years the Times-Union came to be one of the best known and widely circulated papers in the

South. It is an eight-page, six column paper, issued every day in the year, with a Sunday edition of twelve pages. The Times-Union has the exclusive Southern Associated Press, United

Press, New York Associated Press, New England Associated Press, and splendid cable service from all parts of the world. During the yellow fever period of 1888, the management, with commendable enterprise and magnificent courage, issued their paper every day, giving to an anxious world the daily record of events in a stricken city and the details of life and death among a suffering and imprisoned people. During this period the Times-Union gained a reputation world-wide, and its readers were increased by thousands. In keeping with its line of policy to keep abreast the times in all improvements affecting modern journalism, the Times-Union has recently added to its splendid equipment the type-setting machines which have so revolutionized printing. Six of these machines are now in use by the paper, and in this respect it is the equal of any metropolitan journal. Telegraphic wires run direct to the office, making connection with every country on earth, and every facility is afforded for giving the news of the world each day.

THE EVENING TIMES-UNION is issued under the same management as the Times-Union. It is a four-page paper put up in convenient form, and containing all the telegraphic as well as the local news.

In the selection of his staff Mr. Stockton has displayed his usual keen business judgment, and has surrounded himself with a corps of assistants able and reliable. Mr. A. S. Hough, the chief editorial writer, is a Georgian, a graduate of the best Colleges of that State, and at one time a professor in the University at Oxford. He is a scholar and statistician of exceptional attainments, and a fluent and able writer. Mr. Hamilton Jay, the Florida Poet, is editor of the Evening Times-Union, and a man of conspicuous ability. His poems have become celebrated, and are copied all over the United States, where they are eagerly read by his admirers. Mr. H. G. Myrover, also on the editorial staff, has had thorough training in journalism, and his natural ability, coupled with his extensive travels abroad and at home, have eminently qualified him for the elevated position he occupies. The City department is in charge of Mr. W. T. Banskett, who, assisted by a corps of able reporters, serves up the City news in a most readable shape, that covers the local field thoroughly. The Times-Union also publishes a weekly edition.

#### THE FLORIDA CITIZEN.

The Florida Citizen is the youngest daily in Jacksonville, but it was born a giant. It was established in December, 1893, by Mr. Loretus S. Metcalf, the veteran New York journalist. It is an eight-page, six-column daily, with a four-page Sunday supplement. It has a thorough telegraphic and cable news service, covering the entire world. Mr. Metcalf is one of the most widely known journalists in America. For nine years he was business manager of the North American Review, for five years of which he was also its editor. He founded the Forum, and edited and managed that spendid publication for five years, until his voluntary retirement in 1891. Under his excellent management the Citizen became a leading journal from its first issue, and has shown a rapid growth ever since, in both business and influence. The managing editor of the Citizen is Mr. Henry George, Jr., a son of the celebrated Henry George, of New York. His wide experience in his chosen profession, and his natural and acquired ability make of him a thorough and finished journalist. He is assisted in the editorial department by Mr. E. E. Roberts, an able and attractive writer. The City editor is Mr. A. N. Adams, who worked his



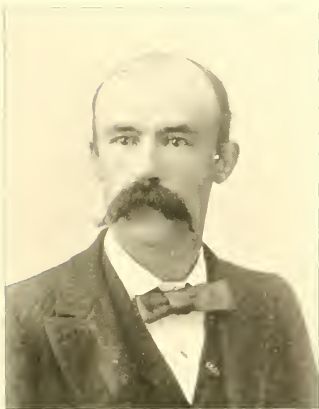
HENRY GEORGE, JR.  
MANAGING EDITOR FLORIDA CITIZEN.

way up from the ranks. He is a shrewd news-gatherer and a clever writer, and covers the local field with admirable ability, in which he is ably assisted by a full corps of reporters. The Citizen also has a weekly edition.

## THE METROPOLIS.

The Metropolis has been one of the most conspicuous successes among Southern afternoon papers. It is a tea-table visitor to nearly every home in Jacksonville, and makes a special feature of local news, society events, rail and river items, etc. The Metropolis was founded in 1887, by W. R. Carter and R. A. Russell, both of whom had served their time in newspaper work. The Metropolis was the first afternoon paper to start the ten cents per week subscription rates, and coming, as it did, after the suspension of the Herald, it appeared at an auspicious moment, and was a success from the very start. It is ably conducted and well patronized, both in the subscription and advertising departments. Mr. W. R. Carter is editor; Mr. Rufus A. Russell business manager; and Mr. William Wallace Douglass City editor. They constitute an able corps of newspaper men, thoroughly representative of Jacksonville and her varied interests.

Of the weekly papers, the Journal of Commerce is one of the leaders. It is a twenty-four-page illustrated trade paper, established in 1892, and has been very successful. Mr. J. W. White, editor and proprietor, is a wide-awake and energetic man of business. The Chicago National Printer Journalist, of July, 1894, says of him: "J. W. White, editor and proprietor of the Jacksonville (Fla.) Journal of Commerce, can claim the honor of publishing one of the best commercial papers in the Union. Mr. White is active, thorough, and capable, and has made his publication a big success from the start. His paper has a large circulation among the business men of Florida, who hold it in the highest esteem. He has traveled all over the United States, British America, and the West Indies, advertising Florida, and has published a large number of books, showing the advantages which Florida offers to the home-seeker." Mr. White was one of the founders of the National Good Roads Association of the United States, and he is one of the vice-presidents of the Association at the present time. He is also a general organizer of the American Federation of Labor, and a member of the National Editorial Association. In Odd Fellowship, Knights of Pythias, and other organizations, he has taken an active part. He is a member of the Jacksonville Board of Trade, and much interested in all matters pertaining to the growth and development of the City and State.



J. W. WHITE.

EDITOR AND PROPRIETOR JOURNAL OF COMMERCE.

Other publications are the Grove and Garden, monthly, and the Southern Tourist, weekly, by Frank & Wagstaff; Echoes of the South, an illustrated literary and intellectual journal, by the Misses Essie and Bessie Williams; the Free Lance, a temperance organ, by K. D. Chandler; the Advocate of Common Sense, by August Briesing; several papers by colored people and sundry other periodicals.

There are several professional journalists and special correspondents in Jacksonville, not especially identified with the local press, but who stand high in their profession. Of these Mr.

Solon A. Adams was for many years editor of a number of country journals, and was for quite a while City editor of the Florida Citizen. He is special correspondent for a number of outside dailies, besides doing special newspaper work in other fields. Mr. Adams is the proud father of that wonderful boy, George N. Adams, who has been winning all the Southern bicycle championships.

#### F. W. HAWTHORNE.

Mr. Frank W. Hawthorne is one of the best known of Southern newspaper men. He is from Maine, a graduate of Bowdoin College, a learned scholar and an able writer. He came to Florida in 1885, and early in the next year, in company with the late John P. Varnum, established the Jacksonville Morning News, of which he became business manager. In May, 1887, the Morning News was consolidated with the Daily Herald, and Mr. Hawthorne became associate editor of the News-Herald. One year later this Company purchased the Times-Union, and Mr. Hawthorne accepted a similar position on it. During the terrible scourge of 1888, it was Mr. Hawthorne, who, with splendid heroism, nailed the Times-Union colors to the mast, and held them there throughout that entire trying period. For this and his continued services and conspicuous ability, he was, in 1890, made managing editor of the paper. He retired from the Times-Union in 1894, and since then has devoted his time to special magazine and newspaper work.



FRANK W. HAWTHORNE.

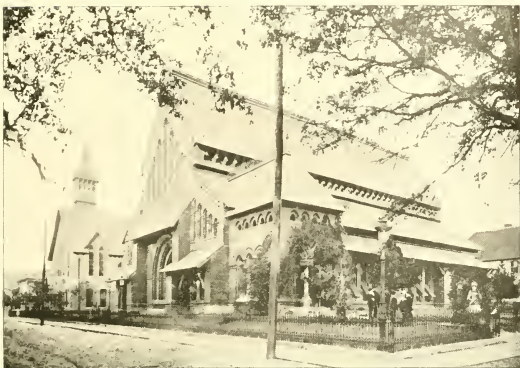
## JACKSONVILLE'S CHURCHES.



DO NOT know of any city of equal size that has so many houses of worship as Jacksonville. There are fifty-one church buildings in the city, representing all the leading denominations of this country. At least one-half of these are for colored people, who are among the most devoted religious zealots of any people on earth.

The Protestant Episcopal Church is probably the strongest denomination in Jacksonville, having six churches and several missions, together with a parish house and two Chapters of the Brotherhood of St. Andrew. The first services ever held in Jacksonville, of which there is any record, was April 15th, 1834. They were conducted after the rites of the Protestant Episcopal Church, and were held in the Court House, in lieu of a church building. It was not until

1842 that the first church was erected. On April 24 of that year the cornerstone of St. John's P. E. Church was laid. During the same year Bethel Baptist Church was erected and dedicated. But



ST. JOHN'S EPISCOPAL CHURCH.

in 1840 the Tabernacle Baptist Church was organized. St. John's Church flourished and grew, and has to-day one of the largest and wealthiest congregations in Florida. The first rector, as far as can be gleaned from the records, was Rev. Stephen Elliott Brown, who was succeeded in 1841 by Rev. John Freeman Young, afterwards Bishop of Florida. In 1848 he was succeeded in turn by Rev. Isaac Swart. In 1851 the original church edifice was completed. In 1854 Rev. W. D. Harlow became rector, followed in 1855 by Rev. W. W. Bours. Mr. Bours was succeeded by Rev. S. L. Kerr in 1858. Rev. H. H. Hewett became rector in 1861. On March 29, 1863, this church was burned by Federal troops. Immediately after the war the congregation set

about rebuilding, which resulted in their present splendid edifice. It was not, however, completed until a number of years later. In 1869 Rev. R. H. Weller became rector of the church, which office he filled most creditably for more than twenty years. The present rector is Rev. Van W. Shields, D.D. The Tabernacle Baptist Church, organized in 1840, completed and dedicated their church in 1860. The First Baptist Church was completed in 1894, a handsome brick edifice. Trinity M. E. Church Society was organized in 1870, and erected a church the same year. In 1874 the Roman Catholic Church was consecrated by Bishop Gross. The Union Congregational Church was dedicated the same year. The cornerstone of old Trinity M. E. Church was laid March 6, 1878. May 22 of the same year the Evangelical Lutheran Church was dedicated. Trinity Church was destroyed by fire July 10, 1880. It was immediately rebuilt, being completed in 1882. The Jewish Synagogue was dedicated in September, 1882. Among the other larger church edifices are: St. Andrew's P. E. and McTyeire Memorial M. E., both recently erected. The congregation of the Church of the Good Shepherd (P. E.) in Riverside are preparing to erect a new \$18,000 building. The residence of the Rt. Rev. E. G. Weed, Bishop of Florida, has recently been completed in Riverside, and is an elegant and finished home. Religious sentiment in Jacksonville is strong, but liberal and tolerant. It is also largely universal, embracing all classes of individuals, and healthful, moral influences are dominant in a marked degree. The ministers of Jacksonville are as a rule learned and devout Christians, who exercise a lofty moral influence in the community. Their heroic self sacrifices during trying epidemics have endeared them to the people, and demonstrated under the most trying ordeals their devotion to duty, and faith in their holy calling.

## EDUCATIONAL INSTITUTIONS.

### THE PUBLIC SCHOOLS.



THE FOLLOWING information concerning the Public Schools of Duval County, is gleaned from the annual report of Superintendent of Education Joel D. Mead, for the year ending June 30, 1894: There are ninety Public Schools in the County, of which fifty-seven are for white pupils and thirty-three for colored. The total enrollment of pupils is 5,048; of these, 2,411 are white, 2,637 are colored. But the average attendance for the school year was but 3,493; whites, 1,770; colored, 1,723. The number of teachers are as follows: White males, thirteen; white females, seventy-six; colored males, twenty-one; colored females, forty-two; total, one-hundred and sixty. Their salaries amounted in



HOTEL ORMOND, ORMOND, FLORIDA.

On the Line of the Jacksonville, St. Augustine & Indian River Railway.

the aggregate to \$36,862, which, with other items of expense, makes the total expenditures for the year \$53,596.32. The receipts for the same year were \$54,310.35, leaving a balance in the treasury of \$714.03. The school property in the County amounts to about \$100,000.

The system is so arranged that receipts and disbursements shall be made to tally as nearly as possible, as it is not desirable to create either a surplus or a deficit. The school fund is derived



from a tax levy of five mills on real and personal property and from poll taxes. There is also a County appropriation of one mill, which amounted in this year to \$6,647.90, and interest from a State fund of \$2,326.76.

It will be seen from this statement that equal provision is made for white and colored children, absolutely without discrimination. And while nine-tenths of the taxes are paid by the whites, the negroes receive an equal share of the benefits.

The Duval High School, of which Rev. Frederick Pasco is principal, is a model educational institution, with the most modern facilities for thorough instruction. All the grades are here taught that have been adopted in other High Schools, and the student is prepared for a collegiate course, after graduating from this school.

The Jacksonville Grammar School ranks next to the Duval High School in importance, and is a most creditable institution of learning. Miss Belle Washington is principal. The Board of Education consists of R. S. Cockrell, President; W. A. Bours and R. H. Bowden.

The past year has witnessed the establishment, and a remarkable growth in Jacksonville, of a branch of the Southern Kindergarten Association. The movement was started in Jacksonville in the fall of 1893, by Mrs. O. E. Weston, the principal. In her annual report, Mrs. Weston

stated that it was the aim of the Association to lay a good ground for kindergartens, and upon this ground they must build themselves. In the past two years there had been twenty-five in the training class, representing eight different States, which included Florida, Tennessee, Connecticut, Mississippi, Illinois, New Jersey, Georgia, and Michigan. Of this class, seventeen were Florida girls, who ranked with the girls of other States. During the two years two hundred children had been on the roll. The patrons of the institution were the most intelligent people of Jacksonville, and had given the institution the very best encouragement. This departure marks a new era in the education of children in Jacksonville, and the advent of the kindergarten is hailed with delight by the people. There are now three branches in Jacksonville, and since the movement has the patronage of many of the leading citizens, it is safe to predict that the institution will have a rapid and permanent growth.

The facilities for the education of the colored race in Jacksonville are far superior to those of most places. Indeed, no town of its size, I doubt not,

has so many schools devoted to this end. Aside from their equal share in the public funds, there are three Colleges here. The Cookman Institute, where all the higher branches are taught; Edward Waters College, an industrial institution. Among the branches taught here are: Natural Sciences, French, Ethics, Mental Philosophy, Law, Latin, Mathematics, Sewing, Phonography, Shoemaking, Tailoring, and Printing. It is open to both sexes. The Florida Baptist Academy is



ODD FELLOWS' HALL—MASSIE'S BUSINESS COLLEGE.



a colored theological school. It is a matter of note that the most valuable school property in the City is the Jacksonville Graded School (public) for colored people.

Massey's Business College was established in 1894, and has proved a success. It will doubtless be permanent. There is a school of physical culture. Professor J. Davenport Kerrison, has for several years successfully conducted the Southern Conservatory of Music, for vocal and instrumental culture. There are also a number of private schools for musical and vocal training. St. Joseph's Academy and the Convent are large schools conducted for the education of the Roman Catholic youth. There are also a number of private schools, which are as a rule well patronized. Altogether the public schools of the City and County are in excellent condition, and meet all the requirements for a liberal education. But Jacksonville is sadly lacking in facilities for teaching the higher branches of learning. There should be a modern first-class College here open to both sexes, and it is to be hoped that the near future will witness the founding of such an institution. As it is, some scores of young men and women are annually sent away to Colleges elsewhere to be educated, when they might just as well receive as good at home. A liberally endowed institution of this kind could be made to yield handsome revenues.



SUB-TROPICAL EXPOSITION BUILDING.

## BENEVOLENT INSTITUTIONS.



JACKSONVILLE has her full share of benevolent and charitable institutions. Nearly all of the secret orders that are common to other sections of the country are represented here by earnest and faithful adherents. There are not less than six hospitals and orphanages here, the largest of which is St. Luke's Hospital. The building was erected by private subscription, and was opened to the public March 11, 1873. It was destroyed by fire April 22, 1876, entailing a loss of \$8,000. The present building, larger and more commodious, was then erected, and opened in December, 1877. The institution is maintained by private donations from charitably disposed persons, not from Jacksonville alone, but including persons from nearly every state in the Union, winter visitors to Jacksonville, many of whom hold life membership in the association. The officers and directors of St. Luke's are composed of the wives of the representative citizens of Jacksonville. The president is Mrs. Alexander Mitchell, formerly of Milwaukee, but for many years a resident of Jacksonville.

The Daniel Memorial Orphanage and Home was erected as a memorial to the late Colonel J. J. Daniel, one of the hero-martyrs of the epidemic of 1888. Colonel Daniel was a man so universally popular, so noble and so pure, so full of charity for the poor and oppressed that the erection of a home for orphans as a memorial to him was a fitting tribute, and though it possessed the dimensions and magnificence of Solomon's temple, it would not do him too much honor. This institution is also in charge of Jacksonville's representative women, and their pious work in the care and training of orphan children has been the life and salvation of many a poor unfortunate.

The Frankie Schumacher Relief Association Hospital was opened in 1884 by Mrs. James M. Schumacher, as a memorial to her eldest son. This good Christian mother, full of noble charity and a sweet Christian spirit, met a violent death by being thrown from a carriage in 1892. So the hospital serves the double purpose of a memorial to her son and an enduring monument to herself. The hospital is situated in Riverside, and contains wards for both white and colored patients. There is also a United States Marine Hospital, and the Duval County Hospital and Asylum, in charge of the Federal and County officials respectively. There is also a Colored Orphan and Industrial Home Association, for the assistance of orphans and the needy and distressed of their race in general. There is in addition to these St. Mary's Home for Orphan Children, in charge of the Sisters of St. Joseph, and The Boylan Industrial Home, a Woman's Home Missionary Society of the M. E. Church, and the following secret and benevolent societies: The Hebrew Benevolent Society, The Order of B'nai Brith and the Ahaveth Chesed Congregation of the Hebrews. The Grand Chapter Royal Arch Masons of Florida was organized at Tallahassee, January 11th, 1847. Here, as elsewhere, the Masonic is the leading fraternity. The Masonic Temple in Jacksonville, a three-story brick edifice, recently completed, is one of the handsomest buildings in Florida. The Odd Fellows, Knights of Pythias, Knights of Honor, American Legion of Honor, Temperance Societies, Red Men, United Workmen, etc., etc., are all in a flourishing condition, with large memberships. There is a very active and efficient Society for the Prevention of Cruelty to Animals, of which Mr. O. Picere Havens is president. The Grand Army and Confederate Veterans have strong posts, and the usual number of industrial associations are to be found.

## CLUBS AND SOCIAL BODIES.



THE SEMINOLE Club is the most pretentious social organization in Florida. They have an elegant three-story brick building, on the corner of Main and Forsyth Streets, that is an ornament to the City. Its membership includes the representative society and business men of the town, with a limited membership. The Florida Yacht Club has long been in existence. The present building was opened December 19th, 1877, and the first ball was given on the 27th of the same month. The building is erected over the water of the St. Johns River, where a free play of air renders it the most delightful place in the City for dances and other social functions. Its membership is composed of the local society set and their semi-monthly balls, which continue throughout the winter, are among the chief delights of the members and their visiting friends. The following are the officers:

### SEMINOLE CLUB.

President, J. H. Durkee;  
Vice-President, Blair Burwell,  
Jr.; Secretary, S. P. Holmes;  
Treasurer, H. G. Aird; Directors,  
C. C. Robertson, W. A. Bours,  
T. W. Roby, L. N. Wilkie, H.  
W. Clark, W. M. Bostwick and  
John G. Christopher.

### FLORIDA YACHT CLUB.

Commodore, A. D. Basnett;  
Vice-Commodore, G. H. Flem-  
ing; Captain, H. E. Clark; Secre-  
tary, W. W. Frazier; Treasurer,  
Robert Braden; Governing Com-  
mittee, J. D. Baker, W. M. Bostwick, Jr., L. Z. Baya, A. G. Hartridge and P. D. Cassidey.

The Patriarchs is a dancing society, with headquarters at the St. James Hotel, where their hops and germans come off at regular intervals during the winter season. The Jacksonville Light Infantry Club have an elegant suite of rooms in their armory quarters, in the Mohawk block. Membership is not confined to members of the company, but is open to outsiders who may be otherwise eligible. Their club rooms are supplied with all necessary equipment for popular social games, reading room, etc. The New England Society of Florida is constituted of natives of New England resident in Florida, and has members in nearly every County of the State. They get together annually and hold a grand banquet and love-feast, at which speeches are made, healths drunk, patriotic airs sung, and Puritan reminiscences recounted.



THE FLORIDA YACHT CLUB HOUSE.

## THE MILITARY—FLORIDA STATE TROOPS.



THE FIRST BATTALION Florida State Troops to which the Jacksonville companies are attached was organized in 1887, with Major W. B. Young commanding. The other commanders of the Battalion were successively, W. D. Barnett, Rhydon M. Call, and M. P. Turner, the present incumbent. The Battalion consists of the following companies: Wilson's Battery, Captain J. Gumming; the Jacksonville Light Infantry, Captain W. J. Driscoll; the Metropolitan Light Infantry, Captain L. H. Mattair; the St. Augustine Rifles, Captain J. W. Bannon, and the St. Augustine Guards, Captain F. H. Greator.



JUST BACK FROM THE ENCAMPMENT.

The three first named are Jacksonville companies. Major Turner's staff consists of the following officers: First Lieutenant James V. Wilson, Adjutant; First Lieutenant C. H. Chestnut, Quartermaster-Sergeant of Commissary; First Lieutenant Lawrence Alexander, Surgeon; all commissioned officers, and the following non-commissioned: J. C. R. Foster, Sergeant-Major; E. A. Ricker, Quartermaster. The major and his staff are all experienced militiamen, of fine soldierly qualities. The oldest military company in the City, and perhaps in the State, is the Jacksonville Light Infantry, Company A. It was organized April 30, 1859, with one Mr. Steel as the first Captain. He soon resigned, however, and Captain Aristides Doggett, father of Mr. John L.

Doggett, succeeded him. It was reorganized in May, 1861, on a war basis, and Captain Doggett led them to the front. The company served with conspicuous bravery and honor throughout the war, and at its close were disbanded. It was reorganized July 30th, 1875, but not a great deal of enthusiasm was manifested by the members until 1880, when a strikers' riot broke out at Clark's mill, and the company was called out to put it down. A thorough reorganization took place then, with W. B. Young as Captain. Ever since the company has been in a flourishing condition, the members taking great interest in it, till it has come to be regarded as the crack company of Florida. It has been impossible to get a complete roster of the company. It is commanded by Captain W. J. Driscoll, with B. B. MacDonell as First Lieutenant; J. S. Maxwell, Second Lieutenant; W. N. Benedict, First Sergeant, Secretary and Treasurer.

Wilson's Battery, Company F, the crack artillery company of Florida, was organized July 17, 1877, and reorganized June 8, 1887. It was formerly the First Florida Light Artillery, but was changed to Wilson's Battery, in honor of their popular commander, Captain George C. Wilson. The present officers and members of the Battery are as follows: J. Gumbinger, Captain; C. M. Smith, First Lieutenant; E. Brough, First Sergeant; Thomas Sneed, Quartermaster-Sergeant; Frank Owen, Third Sergeant; H. H. Newsum, Trumpeter; Joseph Lopez, First Corporal; Fred Oehler, Second Corporal; Charles Weltz, Third Corporal; Thomas King, Fourth Corporal; and Privates T. A. Bethel, J. A. Bischoff, F. B. Butler, George Clark, H. W. Cosford, J. A. Diedrichs, J. A. Dohm, C. B. Duffey, W. P. Flynn, Frank Horton, A. M. Kantof, Fred Luneberg, H. R. Lohmeyer, A. B. Martin, E. J. E. McLaurin, T. A. Melter, ——— Pressley, J. R. Rice, and F. Weigant; Honorary "Corporal," Paul Cashen. The Battery is armed with a new modern Gatling gun, two howitzers, and a full equipment of revolvers and sabres.

The Metropolitan Light Infantry, Company C, is one of the younger companies, but composed of a fine body of men, well disciplined and drilled. Following is the roster: L. H. Mattair, Captain; George G. Withington, First Lieutenant; John W. Kennedy, Second Lieutenant; John Linn, First Sergeant; E. L. Genth, Second Sergeant; G. J. Garcia, Third Sergeant; C. H. Taylor, Fourth Sergeant; F. W. Kirksey, Fifth Sergeant; W. T. Brown, First Corporal; J. H. Bolster, Second Corporal; A. R. Doran, Third Corporal; G. W. Saunders, Fourth Corporal; and Privates R. A. Anderson, A. H. Bryan, L. C. Ball, F. E. Burke, G. W. Christopher, W. C. Cooper, C. H. Dingee, H. H. Hartley, E. A. Harrison, H. Harrison, E. A. Jones, M. Johnson, C. M. Kaufman, R. E. McDowell, R. A. Robinson, J. J. Smith, J. Smith, R. E. Simpson, O. F. Speck, A. M. Wright.

The Jacksonville Cadets, composed of younger men, has just been formed, of which Graeme Drew is Captain. The Florida State Troops are equipped with the regulation arms and accoutrements supplied by the Government. There are about 1,000 enlisted men in the State, who meet in annual encampment for field and camp practice. The Legislature just adjourned made an annual appropriation of \$9,000 for the military, something they have had to do without in past years. Altogether the militia will compare favorably with that of other States.

## JACKSONVILLE'S SUBURBS.



JACKSONVILLE has a number of attractive and growing suburbs, but the choicest one for residence purposes perhaps is

### RIVERSIDE.

What is now called Riverside is the greater portion of an original grant made to John H. McIntosh, in 1801, comprising eight hundred acres, as may be seen by the following extracts from Duff Green's edition of American State Papers:

1. Vol. III, page 688. John H. McIntosh presented his memorial to this Board, praying confirmation of title to eight hundred acres of land lying on St. Johns River, opposite Cowford, with certified copy of concession made to Philip Dell, dated February 11th, 1801. Ordered to be filed.

2. Vol. V, page 384, No. 66. Present claimant heirs of Philip Dell (John H. McIntosh), original claimant Philip Dell. Date of concession or order of survey, 1801; eight hundred acres cancelled by Governor White, situated on St. Johns River.

3. Vol. V, page 391, No. 66. The heirs of Philip Dell, John H. McIntosh, claimant, eight hundred acres of land. John H. McIntosh produced deed from James Dell to this land, etc.

This was years before Jacksonville was settled, and when the river crossing was known as Cowford. The Duval County records show that the same tract was sold by John H. McIntosh to Francis J. Ross, in 1813, for \$2,000. An abstract of the property, traced through the succeeding years, shows many transfers and divisions, and perfect titles to the present holders. Riverside proper contains about five hundred acres, and has a population of upwards of 2,500 persons. It lies along the banks of the St. Johns River, in the southern portion of the City, of which it is a part. Riverside Avenue, which extends over the viaduct, and follows the course of the river through to the limits and on into the country, is the principal street, and one of the favorite



RESIDENCE OF MR. A. H. KING, RIVERSIDE ANNEX.

drives about the City. A portion of it is already paved, and the remainder will be finished during the present summer, in vitrified brick. The electric cars of the Jacksonville Street Railway Company run through the suburb, which makes it easy of access for residents and visitors alike. Riverside is unique in that negroes are not permitted to own any lots in it; it is strictly a white



settlement, and it is the purpose of the residents to have it remain so. The suburb is supplied with seven artesian wells, which have an output of water greater than that of the City water works. The Riverside Artesian Well Company has two eight-inch wells, supplying about 2,000,000 gallons of water per day. The following gentlemen also have wells on their premises: John G. Christopher, W. T. Simmons, John Wurts and the Drew well. Then the Riverside Annex Artesian Well Company has a well that supplies 811 gallons per minute, or 1,125,000 gallons per day, making a total output from all the wells of about 6,000,000 gallons per day. This will be ample for the needs of the people for many years to come. Water is furnished without limit from any of these wells at a cost of twelve dollars per year to the consumer.

The unimproved portions of the suburb consist of high lands wooded with oak, hickory and pine. A fine view of the river is afforded from this point, which stretches away for many miles toward the south, with a splendid prospect of forest and grove on the eastern shore. Here, too, the full benefit of the fresh river breezes may be enjoyed as in no other part of the City. They have a fair sweep, with nothing to impede their progress, and summer is rendered comparatively pleasant thereby.

Riverside Avenue is lined with handsome residences, and many new ones are being erected every year. During the year 1894 over \$110,000 was expended in the erection of new buildings in Riverside. There were also quite a number of expensive private residences. Many of the wealthier citizens have recently made their home here, and besides the electric cars and ordinary carriages, it is quite the



SUBURBAN FLATS OF MR. W. F. COACHMAN, RIVERSIDE.



RESIDENCE OF MR. TELFAIR STOCKTON, RIVERSIDE.



thing to have a naphtha launch, or other small boat, to go to and from the City proper, making a very pleasant sail of a few minutes.



RESIDENCE OF MR. A. J. HEDRICK, RIVERSIDE.



VIEW IN RIVERSIDE ANNEX—THE RIVER IN THE DISTANCE.

#### A GRAND HOTEL FOR RIVERSIDE.

River blocks nine and ten have been reserved and set aside as the site for an elegant new hotel soon to be built. The property belongs to an English syndicate, of which Brigg and Smith, of London, are trustees, and Messrs. Greeley, Rollins and Morgan, of Jacksonville, are the resident agents. The site embraces about ten acres, situate on the banks of the river, where it curves gracefully from the westward. The situation commands a view of the river and adjacent lands for many miles southward, and to the north affords a fine picture of the harbor and business portion of the City. The hotel is to cost not less than \$500,000, and is designed to rival the big hotels of the East Coast. It is proposed to begin operations on this structure during the present summer. The people of Riverside take great pride in their suburb. They are ambitious that their premises shall be always neat and attractive, their houses painted, and their lawns green, and growing, and blooming. They have their little social sets, independent of the rest of the City. It is not necessary to seek diversion "up town," in order to pass a pleasant evening. They are quite sufficient within themselves. They form an unique community. By reason of the care exercised among the promoters of the settlement as to who shall and who shall not settle among them, the lawless element is almost entirely eliminated. In fact, there is nothing congenial in Riverside to tough characters, there is nothing to attract them; they could not live there in comfort or content, they would be so entirely out

of their element, hence the commission of crime there is very rare; it is no place for criminals. Peace and quiet reign in Riverside, and when the toil and traffic of the day are done the good people may seek repose with the certainty of being undisturbed, and compose themselves to pleasant dreams.

"Bound by no ties that keep  
the soul in awe,  
They dwell at liberty, and  
love is law."

#### RIVERSIDE ANNEX.

This is really a continuation of Riverside. It lies just beyond. There are forty-five acres in this sub-division, lying immediately on the water front of the St. Johns River, which affords a view from this point, extending some fifteen or twenty miles up and down, and six miles across. It occupies a picturesque site on an inclined plane of about twenty feet elevation at the Boulevard, whence it slopes gradually to the river. The electric car line extends to within a short distance, and will be completed to the limits in a short time. There are one hundred and fifty lots in Riverside Annex at prices ranging from \$250 to \$600. Mr. A. J. Hedrick, of Jacksonville, is agent for them. It is one of the most delightful places in the City for residence purposes. It has graded streets, and an artesian well, with a flow of a million and a quarter gallons of water daily.

#### SPRINGFIELD.

Springfield is another delightful suburb, reserved exclusively for white persons. It lies in the north central portion of the City proper. It was formerly owned by the Springfield Company, who have, however, sold off the greater portion of the lots to citizens, who have erected residences, as a rule, of a superior character, at once artistic and ornamental. The suburb is reached by the Main Street electric car line. In Springfield is the Sub-Tropical Exposition, the water works, and park, and the power



A SUBURBAN RESIDENCE.



COUNTRY SEAT OF MR. T. T. STOCKTON, AT PANAMA.

house. The Gun Club and base-ball grounds are also in Springfield. It is a delightful residence location, and many of the leading citizens have homes there.

#### CAMPBELL'S ADDITION.

This charming suburb, a part of the City, lies directly east of Springfield, and is one mile from the Court House. It comprises one hundred and twenty acres, purchased and surveyed by Mr. A. B. Campbell in 1882. The lots are 50 x 125 feet, and have always met with a ready sale on the markets. There are many handsome dwellings in Campbell's Addition. The place is high and healthy, and is reached by the Newnan Street electric car lines.

#### SOUTH JACKSONVILLE.

Immediately opposite Jacksonville, on the south side of the river. It has a population of about one thousand; churches, schools, stores, and everything appertaining to a small village. Some of the finest of the suburban villas are on the south side of the river. Among them, Villa Alexandra, the beautiful home of Mrs. Alexander Mitchell. All that money could do toward



RESIDENCE OF MR. W. F. COACHMAN, RIVERSIDE.

beautifying a spot with unusual natural attractions, has been done, and the tropical environment of the place, added to the constant improvements that are kept up, renders it one of the most picturesque and charming homes in the State. General A. S. Diven, of Elmira, New York, also has a beautiful home on the south side, as have also Mr. Cummings, of New York, which is known as Keystone Bluff, and a number of others.

#### PANAMA.

Panama is about four miles from Jacksonville, on the north. It is reached by trains over the Florida Central & Peninsular Railway. It is a tropical place, where the live oak, palm, and cypress flourish, and some choice orange groves are to be found. There are probably more natural attractions here than are to be found in any of the out-of-town suburbs.

## JACKSONVILLE'S SUMMER RESORTS.



CLASS Jacksonville as a summer resort, is doubtless to provoke a smile from persons not familiar with her peculiar advantages in this respect, yet right at her doors is one of the finest beaches in the world, and one of the most delightful summer resorts on the continent. The beach extends from the south bank of the St. Johns to within sight of St. Augustine, about thirty miles of smooth, hard surface without a break. The beach is very straight, shelving gently, rounded off by a high bluff, and free from snags, rocks and treacherous pits or holes. It is sixteen miles by rail to Pablo, and about the same distance from Mayport, which are the two chief resorts along the beach.

The venerable statesman and former Treasurer of the United States, General Francis E. Spinner, of New York, went to live at Pablo Beach before any houses were built there. He lived a year or more, continuously, summer and winter, in a canvas tent, on the edge of the bluffs. To a friend at the North, who had expressed surprise that so aged a gentleman should live in such a seemingly reckless way, General Spinner wrote as follows:

"PABLO BEACH, FLORIDA, May 10th, 1887.

"MY DEAR SIR: You wonder, and others, too, have wondered, why I stay here so long. It's because my health is better here than anywhere else. My doctor said to me: 'The salt sea air is a better tonic than any medicine that I can give you.' The ocean breezes, conjointly, with the sulphur water from the artesian wells, keep my system in perfect order. Fish and game abound here. The beach is the finest that I have ever seen. Bathing is very safe, and unsurpassingly fine. I have now been here nearly two years, and the longer I stay the more I want to. The ocean challenges my admiration by day, and lulls me to sweet sleep by night. As I am contented and happy here, why should I go away? If you still wonder why I stay here, come and have your outing here with me, and you will wonder no longer.

"Very truly yours,

"F. E. SPINNER,

"H. H. Thompson, Esq., Brooklyn, N. Y."

General Spinner spent the remaining years of his life at Pablo and Jacksonville, an even, tranquil life, and quiet rest from the busy cares of State, which occupied so much of his eventful life. Pablo is a great resort for people from the interior, as well as residents of Jacksonville, many of whom have summer cottages there.



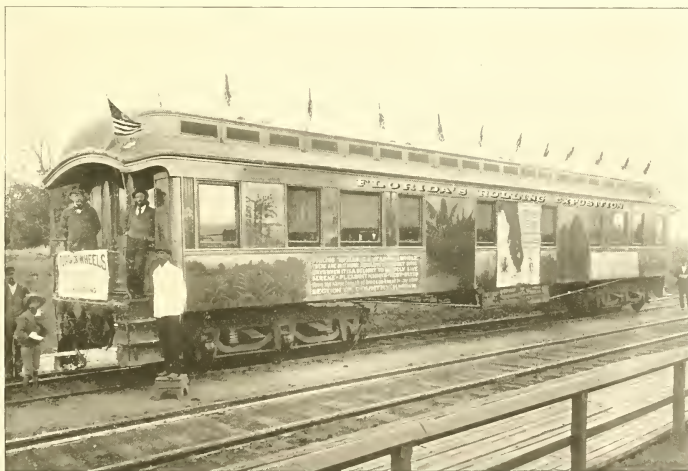
THE LATE GENERAL FRANCIS E. SPINNER.  
EX-TREASURER OF THE UNITED STATES.

## FLORIDA ON WHEELS.



EARLY everyone knows what "Florida on Wheels" is; a traveling exposition, a State Fair on wheels, that has been on the road for eight years and has visited every State east of the Mississippi River, with the exception of Mississippi and Wisconsin, and has covered over 100,000 miles. The car was built in 1887 by the Jackson & Sharp Company, of Wilmington, Delaware, and is of the largest dimensions allowed.

It has six-wheel trucks, Janney-Miller couplers, air brakes, whistle signals, and all the equipments necessary for running on the fastest trains. The body of the car is a buff color, artistically harmonizing with the rich carmines, greens and other varied shades which the artist has employed in exterior decoration. This consists of a series of oil paintings, extending the full length of the car on either side, representing the best selections of Florida scenery, including ocean, river and



FLORIDA ON WHEELS.

lake views, orange groves, pineapples, cocoanuts and other tropical fruits and vegetation, the whole combining to make up a work of art of great merit and attractiveness and unique, to say the least. The car is built entirely of native Florida woods of the most attractive finish, and is valued at \$20,000. It carries specimens of about everything Florida produces that is worthy of exhibiting. It is necessarily in miniature but serves the purpose equally well. The interior finish is highly artistic. The New York World says: "The one hundred and forty magnificent French plate beveled mirrors reflect the beautiful collection, and make the whole outshine in splendor anything ever conceived in fairy tales." The car was originally paid for by contributions from cities, boards



of trade, railroads, and other corporations and individuals of the State of Florida, who have long ago been amply repaid for their outlay, in the benefits that have resulted from such an extensive and comprehensive advertisement of the State's wonderful resources. The Charlotte (N. C.) Daily Observer says: "Florida's Rolling Exposition is a State Fair on wheels. It is the most remarkable car on either continent, has been entered by more people on the inside, gazed at by more people on the outside, than any car ever built in the history of railroading, and has done Florida more good than all the fairs she ever held." Florida on Wheels represents the State officially through the Department of Agriculture, with which Mr. Webb, proprietor and manager, is officially connected. He is also, by appointment of Governor Mitchell, a Florida Commissioner to the Cotton States and International Exposition, Atlanta, Ga.

Mr. Wanton Stanley Webb, the projector and owner of this novel enterprise, is a native of Rhode Island. He came to Florida in 1876, and has been an untiring worker in the interests of the State ever since. He is by profession a journalist and publisher, and his works on history, biography, etc., have been read far and wide. He has also been an extensive directory publisher. He is a man of conspicuous native ability and of untiring energy. He held successively the positions of Commissioner to the Paris Exposition, Director-General of the Florida Sub-Tropical Exposition, and Special Commissioner to the World's Columbian Exposition, and to the Atlanta Exposition. He is an honorary member of the Florida Press Association and of the Jacksonville Board of Trade. Alive to every interest of Florida, he has, perhaps, done more to bring the resources of that State to the attention of the outside world, in proportion to his means, than any man in it.



MR. WANTON S. WEBB.



## THE FLORIDA DREDGING COMPANY.



THIS INSTITUTION has recently become prominently identified with many important river and harbor improvements in Florida, such as channel dredging, jetty work, bridge building, etc. The principal place of business of the company is at Jacksonville, but it is empowered to establish branches and offices at other cities and towns, as it may be deemed expedient. It has a capital stock of \$100,000, divided into one thousand shares, of the value of \$100 each, and the maximum amount of indebtedness it may carry at any time is limited to \$50,000. The general nature of the business it is authorized to transact is thus described in the "Articles of Incorporation:" All kinds of dredging, excavating, filling and work upon and construction of jetties, retaining walls and such other structures as may be necessary for the proper performance of any and all work of similar nature, and the obtaining and contracting for the same; the removal, preparation, transportation and sale of all deposit removed by dredging, etc.; the building, owning, construction or otherwise acquiring and disposing of all barges, vessels, dredges, steamboats, tugs, engines, machinery, tram or other roads or roadways, and the operation and maintenance of the same, and all appurtenances and appliances necessary and pertaining to such work as shall be deemed necessary to best carry out the purposes of the business of the company. It is authorized to exercise all the rights of eminent domain as provided by law, and under its letters patent it is granted existence as a body corporate for the term of ninety-nine years. As will be seen from the wide scope of its legitimate work, it occupies a most important field, and the character and standing of its officers and managers give the assurance that its undertakings will be prosecuted in a thoroughly enterprising and capable manner, and will be successfully carried out.

The gentleman to whom is to be accredited the honor of the inception of the enterprise is Mr. J. A. Bryan, the General Manager of the Company. Mr. Bryan has been engaged in this line of business for several years past, and is as able and experienced a man as can be found in it at the present day. The other members of the company are Messrs. A. R. and J. E. Merrill and A. D. Stevens, of the Merrill-Stevens Engineering Company, of Jacksonville, Fla., and Mr. M. S. Cartter, of M. S. Cartter & Co., St. Louis, Mo. Mr. Cartter is President; Mr. A. R. Merrill, Vice-President; Mr. J. E. Merrill, Treasurer; Mr. A. D. Stevens, Secretary, and Mr. Bryan, as noted above, is General Manager. Each one of the gentlemen named is a well known and successful business man, rated as sound and reliable in the leading commercial journals of the day, and their association together forms as strong a company as can be found in any section of the Southern field.

The prospects of the Florida Dredging Company are certainly bright with promise. It begins its work at a favorable time, and, with ample capital at command, a fine equipment, and able and experienced men in charge of its affairs, its speedy arrival at notable success may be predicted with all safety and confidence. Its establishment, and the establishment of like progressive and substantial concerns, augurs well for the future of Florida.

The above clipping is from the New York Mercantile and Financial Times of October 6th, 1894, since when The Florida Dredging Company has become all, and more than was predicted, for it. It is now one of the solid and successful institutions of the State.

## BIOGRAPHICAL.



THE FOLLOWING biographical sketches are of some of the representative business and professional men, who have been prominent factors in the building up of the Florida Metropolis, and giving it credit and standing among men. Not all such are in this list, however, as there are other deserving ones, which it is not expedient to give a sketch of here. These men, by their achievements, have won a place in the public eye and the public confidence, and have made records which deserve to be perpetuated.

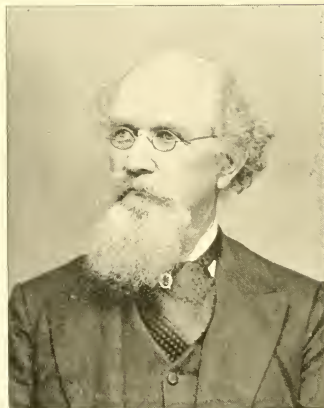
### DR. A. SEYMOUR BALDWIN.

Perhaps the most picturesque and interesting living figure in the history of Jacksonville, is Dr. A. S. Baldwin. Few persons are now living who were in Jacksonville when he came here, in 1838, at the age of twenty-seven years. Fewer still were old enough at that time to even remember, much less participate with him, in any of the stirring events of that period in which he had a conspicuous part as one of the defenders of the State, in the Seminole War, then raging. His history, from the time he came here, is the history of Jacksonville, for he has been prominently identified with every movement for the development and advancement of the City from its very inception almost, and now, at the ripe age of eighty-four, he may look back with pride and pleasure to his early struggles, and view with satisfaction the evidences all around him of their results, in the present magnificent City.

A. Seymour Baldwin was born in Oswego County, New York, March 19th, 1811, and is sprung from the fine old English families of Seymour and Baldwin. On the paternal side he is sixth in direct descent from Richard, the elder member of a somewhat numerous family of Baldwins, who emigrated from Bucks County, England, in 1638, and settled at New Milford, Connecticut, from whence have spread over the United States, Canada and the West Indies the numerous descendants of this family.

The subject of this sketch was made an orphan in his early infancy by the death of his father, and was adopted by an uncle who lived in an adjacent county. There, for some time, he was taught by private tutors. He afterwards pursued his preparatory studies at two popular institutions in Madison County: the seminary at Cazenovia and the Polytechnic Institute at Chittenango. His design of entering Hartford College at this time was frustrated by the death of his uncle in 1830, so he entered the Freshman Class of the same year at Geneva, now Hobart College. From this College he graduated four years later with the degrees of B. S. and A. B.

Upon the completion of his collegiate course, Mr. Baldwin began the study of medicine in the office of Dr. Thomas Spencer, a professor in the medical department of the institution which he had attended. He had already won proficiency in several branches of natural science. So after two years of medical study he received the appointment of botanist in the geological survey of Michigan, from Dr. Houghton, its chief. Exposure to camp life in the severe climate to which his new labors called him, resulted in an acute attack of inflammatory rheumatism, which unfitted him for the work, so he resigned and returned to Geneva. There



DR. A. SEYMOUR BALDWIN.

he completed his medical studies and in 1838 received his medical degree, and from the College proper, the degree of A. M. in regular course. He then entered upon the practice of his profession in Geneva. In June of the same year he was married to Miss Eliza Scott, of an influential Geneva family. Owing to a frequent recurrence of his rheumatic attacks he decided to remove to Florida, where he arrived December 2d, 1838.

Dr. Baldwin's real history begins with his advent into Florida. Settling in Jacksonville, then a straggling village of scarcely 1,000 inhabitants, he immediately entered upon the practice of medicine which became at once extensive, remunerative and very laborious. This will be appreciated when it is known that for a year or more he was the only physician within an area of thirty miles around Jacksonville.

It was during his professional visits up and down the river that he began to observe the tides and currents which, having given considerable attention to, convinced him that a small appropriation for closing up Fort George Inlet, would enable the waters to have a freer discharge to the sea, and force a channel for the passage of vessels up the St. Johns. A public meeting was called to take action on his views, which resulted in Dr. Baldwin being sent to Washington to secure the needed appropriation, in which he was successful. So that it was due to his efforts that the first steps were taken to secure the splendid navigation facilities in the river which is now enjoyed.

While absent in Washington on this business, which was in 1852, he was first chosen to represent his county in the State Legislature. During the first session Dr. Baldwin secured a

charter for the Florida Central Railroad, with right of way from Jacksonville to Pensacola, and became President of the Company organized to build the road. The main line of the Florida Central & Peninsular Railroad to River Junction, and the Pensacola & Atlantic Railroad from River Junction to Pensacola, is the outgrowth of this charter. He also, at the second session, fathered the bill creating a temporary Internal Improvement Board, of which he became the member from his district. The object of this Board was to assist in building railroads in the State. This they did by donating alternate sections of land along the proposed route of the road, and endorsing the Company's bonds for ironing. This Board was afterwards made permanent and

consisted of the Governor and his Cabinet. Having let the contract for building the road, Dr. Baldwin retired from the Presidency and devoted his attention to other enterprises affecting the growth and prosperity of his State and City. In this field he has always been a most indefatigable worker.

From the lower house Dr. Baldwin was promoted by the votes of his fellow citizens to the State Senate in 1858, and was a member of that body when the war broke out. He strenuously opposed secession, but when his State went out of the Union, like many another honest patriot, he went with her, and promptly offered his services to the Confederacy. He was commissioned



RESIDENCE OF DR. A. S. BALDWIN.

Surgeon, and throughout the war was Chief Surgeon of Hospitals for Florida, in which position he rendered invaluable services.

Returning to Jacksonville when the war was over, he found that his property had all been confiscated, but after a few years he recovered his possessions, upon a portion of which, on Bay Street, he has erected an extensive block of stores, which, when built, was one of the most imposing structures in the City.

In the yellow fever epidemic of 1857, Dr. Baldwin lost his first wife. By this marriage he had one son who became Dr. William L. Baldwin. He perished in the fever epidemic of 1888. In 1866 Dr. Baldwin was again married, his second wife being Mrs. Mary E. Dell. The only issue from this marriage was a daughter, Edna Seymour, now Mrs. Samuel P. Holmes.

Dr. Baldwin never lost his interest in the improvement of navigation in the St. Johns River, nor relaxed his efforts to secure adequate appropriations for carrying out his plans in this regard. When the fame of Captain Eads spread over the country, Dr. Baldwin visited that gentleman at Port Eads and induced him to visit Jacksonville. He came in 1878 and made a personal examination of the river and bar, and from consultation of coast survey charts, decided upon a system of jetties, with which everyone is now familiar, as they were subsequently adopted by the Government engineers, who had also afterwards made a thorough examination of the same field. The two reports, of Captain Eads and the Government engineers, were sent, together with a memorial to Congress, urging an appropriation, and in 1880 Dr. Baldwin in person went to the Capital and secured the first available appropriation, which was \$125,000. After this the work was continued steadily.

In 1878 the City voted \$250,000 for sanitary improvements and water works. This sanitary improvement fund was placed in the hands of five trustees, of which Dr. Baldwin was made Chairman, and held the position until the last of the bonds were called in, in May, 1894. The trust was faithfully performed, and like all his labor in the public interest, was gratuitous. This committee built the present splendid system of water works and established the sewerage system.

In science, as well as medicine, Dr. Baldwin has always been an interested student and worker. His published addresses on the climatology of Florida have been of great benefit to science. These were based on the medical statistics of the army in Florida, and his own meteorological observations, covering a period of thirty-six years. For twenty years he was meteorological correspondent for the Smithsonian Institute, and furnished it regularly the monthly sheet of his observations. These reports were the first scientific exhibition of Florida climatic literature ever given to the world, and they have been the means of drawing many immigrants to the State. He was made a member of the American Scientific Association at the meeting at Montreal in 1857. He was also a corresponding member of the Boston Natural History Society, and a frequent correspondent of Agassiz on scientific subjects and natural history.

Dr. Baldwin organized the first medical society in Duval County, which was the first in the State, and in 1873 called a meeting of physicians, and organized the State Medical Association. He was its first president, and held the position for two years.

Dr. Baldwin has always been an earnest and consistent member of the Protestant Episcopal Church, and became a member of St. John's Parish immediately on his arrival in Jacksonville. For fifty-five years he has been a warden in the vestry of St. John's Church. He has always been an earnest church worker, and a liberal giver to Christian and charitable institutions.

The province of this work is such as to forbid a detailed account of this man's career, which has been so full of interest and of good work. He has been doubly blessed by coming to Florida: The climate has entirely healed the complaints which first brought him here, and as a factor in building up his State and City he has had few equals; and when he shall have passed away the work of his living hands will keep his memory fresh in the hearts of the people he served, and whose gratitude he has. In his old age Dr. Baldwin has again been honored most conspicuously; in his eighty-fourth year he has been elected President of the Board of Trade, which, next to the mayoralty, is the most important office in Jacksonville. A man of worth, and a father to the community, he is honored by all men.

## EX-GOVERNOR FLEMING.

Francis P. Fleming, soldier, statesman and jurist, was born in Duval County, Florida, September 28th, 1841. Son of Colonel Lewis Fleming and his second wife Margaret Seton, both of whom were natives of Florida. He was educated principally by private tutors and was always a close student.

In May, 1861, at the age of nineteen, he enlisted in the company of Captain John W. Starke, which was organized at Palatka, and which was one of the companies composing the Second Florida Infantry. The Regiment was mustered into the Confederate service and sent forward to Virginia in July, 1861. He served as a private in this company and regiment in the armies, respectively of Magruder, at Yorktown, and of Johnston and Lee. Afterwards he was made Quartermaster-Sergeant of the Regiment, retaining the position till August, 1863. He was then commissioned

First Lieutenant of Company D., First Florida Cavalry, dismounted, Army of Tennessee. In this command he served with distinction in the armies of Johnston and Hood in North Georgia, and throughout the entire war acquitted himself as a faithful soldier and gallant officer.

After the war he returned to Jacksonville and read law in the office of E. M. L'Engel, Esq., and in May, 1868, was admitted to practice. From that time onward his course was steadily upward. In 1873 he became a member of the celebrated law firm of Fleming & Daniel, probably the strongest ever known in Florida. He continued with this firm until its dissolution in 1888, caused by the death of the two senior members, Colonels Louis I. Fleming and J. J. Daniel. In the meanwhile he

had received the Democratic nomination for Governor at the St. Augustine convention in May, 1888. The campaign that fall was made under the most trying conditions, owing to the presence of yellow fever in many parts of the State. He was elected by a large majority in November, and was duly inaugurated January 8th, 1889. He held this high office for four years, and on his retirement in January, 1893, returned to the practice of law in Jacksonville. No man ever retired from office with a purer record than Governor Fleming. In every act of his life, both public and private, he has been governed by right, reason, and justice, and his bitterest political opponent could never accuse him of being influenced by other than the purest motives. As a lawyer Governor Fleming stands at the head of his profession, and while, during his occupancy of the gubernatorial chair, his clientage naturally drifted from him, he has, since his resumption of practice, re-established himself more firmly than ever with the people.

He was married on May 23d, 1871, to Miss Floride Lydia Pearson. Their children are Francis P., Jr., his partner in the law practice, Charles Seton, and Elizabeth L.



RESIDENCE OF EX-GOVERNOR FRANCIS P. FLEMING.

## JOHN L. DOGGETT.

The Doggetts spring from one of the most ancient families of Great Britain, where they were known also as Doget and Daggett. As early as the twelfth century they were among the landed gentry resident at Groten, England, and are traced through all the succeeding centuries as being prominent in politics, the military and the arts. The original immigrant to this country, Thomas Doggett, came over in the *Primrose* with John Winthrop, first Governor of Massachusetts, and became prominent in Colonial affairs. John Locke Doggett, grand-father of this subject, after graduating from Brown University, removed to Florida from Taunton, Mass., about the year 1820, and was one of the first settlers in Jacksonville. His wife, together with Colonel I. D. Hart, owned the land upon which Jacksonville now stands. This lady was descended from the famous Fuller family, the original immigrant of which came over in the *Mayflower*. John L. Doggett became one of the most prominent men in Florida. He built the first Court House in Duval County on the site of the present one, and was the first Judge of this Circuit. He was a member of the Legislature for years, and President of that body. When he died in 1844 it was said of him, "Eminent in every excellence, he lived and died without an enemy."

John Locke, subject of this sketch, was born in Jacksonville, March 14th, 1868. His father was Judge Aristides Doggett, son of Judge John L. As soldier, jurist and judge he was distinguished for his ability and integrity. The mother of Mr. Doggett, Anna T. Cleland, born on the isle of Jamaica, W. I., was allied by blood to many distinguished families, being a grand-daughter of Colonel Turnbull, the original settler of New Smyrna, and a distinguished pioneer in Florida, and a grand-niece of John Marshall, first Chief Justice of the United States. Mr. Doggett was early placed at school in the Convent of St. Joseph, in Jacksonville; afterwards he attended the Florida Military Institute, and subsequently the East Florida Seminary, at Gainesville. In 1884 he entered the University of the South, at Sewanee, Tenn., where after three years he graduated. He continued his course of law-reading in his father's office, and in 1889 was appointed Clerk of the Criminal Court for Duval County. He was re-elected in 1890 and 1892. In the meanwhile he was admitted to the bar, and has steadily increased his practice. In 1889 he was elected Captain of the Jacksonville Light Infantry, and made an able officer. At an inter-State drill at Jacksonville, in 1889, in which the military of several States participated, he was presented with a handsome jewel-hilted sword in a competition for the most popular officer. He was married June 10th, 1890, to Miss Carrie M. Van Deman, of this City. They have two children, Carita and John Locke, Jr. Though only twenty-six years of age, Mr. Doggett has made a record of which he may be justly proud, and the future opens brightly before him.



MR. JOHN LOCKE DOGGETT.

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## HENRY H. BUCKMAN.

Henry Holland Buckman was born June 20th, A. D., 1858, at Jacksonville, Duval County, Florida. His father, Captain Thomas E. Buckman, was of English descent, the family coming from Buckinghamshire, England. Captain Buckman came to Florida in 1850, from Bucks County, Pennsylvania, where his family had settled, and entered into the milling business. At the outbreak of the Civil War he took sides with the Confederacy, and served during the whole struggle. He



obtained the rank of Major upon the staff of General Finegan; was ordnance officer of Eastern Florida, and after the war was appointed, by Governor Bloxham, Brigadier-General of the State Militia. He built, and was for a long time Superintendent of what was, the Florida, Atlantic & Gulf Central Railroad, from Tallahassee to Jacksonville, now part of the Florida Central & Peninsular system; and for nearly twenty years was Clerk of the Circuit Court for Duval County. No man was more highly esteemed in the State. In 1855 he married Selina M. Cleland, daughter of Hon. John C. Cleland, an Englishman by birth. She was a direct descendant of Doctor John Turnbull, who founded the new Smyrna colony in Florida; and also of Chief Justice Taney, of the Supreme Court of the United States, her mother being his ward; she is a cousin of Francis Key, who wrote the "Star Spangled Banner."



HON. H. H. BUCKMAN.

The subject of this sketch obtained his education at St. John's Academy, Duval County, and under private tutors, and later at Cumberland University, Tennessee, from which he graduated with the degree of B. L. He was admitted to the Bar, at Jacksonville, on June 20th, 1879, his twenty-first birthday, and commenced the practice of law (in this City), to which he has ever since devoted himself. In 1885 he entered into a law partnership with Hon. A. Doggett, which continued until the latter's death, in 1890.

In 1890 he received the nomination from his County as member of the Legislature, but declined, preferring his practice to a political career. His law practice, to which he devotes all his time, is lucrative, and he stands at the head of his profession. He served one term as Police Commissioner of the City of Jacksonville. He has just been appointed Assistant United States Attorney for the Southern District of Florida, a position which he did not seek, his appointment being a surprise. He is a member of nearly all of the public institutions of the City. In 1882 he was married to Sallie C. Allison, youngest daughter of Doctor and Mrs. R. P. Allison, of Lebanon, Tennessee. His wife is the grand niece of President Andrew Jackson, and sister of the late Chancellor Allison, of Nashville, Tennessee. Her aunt, Mrs. Donnelson, was mistress of the White House during Jackson's administration. They have three children: Aline, Harry, Jr., and Thomas Ellwood. Their home is one of the pleasantest in the City.

#### MAJOR WILLIAM J. HARKISHEIMER.

Was born January 11th, 1838, at Philadelphia, Pa. His father, William Harkisheimer, was of German descent, and his mother, Margaret Douglass McLean, of Scotch ancestry. He was the second child of five children; was educated in the Public Schools of Philadelphia. At the age of sixteen was apprenticed to learn the trade of watch-case making. So thoroughly did he master this trade that in his eighteenth year he made a watch case that was awarded the first prize at the exhibition of the Franklin Institute in Philadelphia. He has carried the watch ever since and takes much just pride in showing it to his friends to this day. The disastrous panic of 1857 almost ruined the watch case business, so he gave it up, and took a clerkship in the Philadelphia Department of Public Highways. The stirring times which followed the nomination of Lincoln for the Presidency drew him into politics, and he took an active part in the campaign. He was made Secretary of one of the Executive Committees which had the management of the campaign that resulted in the triumph of the Republican candidate. Then the war came on. At the first call for volunteers by

the President, he was offered a lieutenantcy by Colonel George P. McLean, who was raising a regiment, but as he preferred to win his spurs before wearing them, he declined and enlisted as a private soldier, April 21st, 1861. He was subsequently promoted through all the grades from Corporal to Major. During this time he saw much service in the Shenandoah Valley and in the Army of the Potomac. He was severely wounded in the battle of Fredericksburg, December, 1862, and received honorable mention for gallantry in that battle.

During his eight years of military service Major Harkisheimer held many positions of danger, honor and trust. As an example: While aide-de-camp on the staff of General William R. Montgomery, from October, 1861, to April, 1862, while the Army of the Potomac was being organized, he, stationed at Alexandria, Va., was appointed to the important position of chief officer to manage and control all traffic and intercourse with that army. All persons having business of any kind in the lines of the Army of the Potomac, all persons traveling to or from the South, had first to be examined by him as to the nature of their business and their loyalty to the Government, and obtain a pass from him. The chief part of this consisted of traffic, tradesmen supplying the army, which amounted to thousands of dollars every day. Many of the passes issued by the Major at that time have been preserved as relics, some of which have come under his eye quite recently. After two years service as aide-de-camp and Assistant Adjutant-General, he was ordered, in June, 1866, to duty at Columbia, S. C., where he remained until his retirement from the service in 1869. By his humane and soldierly conduct at this station he won and still retains many warm friends in this "hotbed of secession." After his retirement from the army he returned to Philadelphia, where he resided for several years, and in the Spring of 1876 removed to Jacksonville and engaged in the wholesale and retail grocery business, where he met with signal success. His aim was to revolutionize the business by methods entirely different from and far superior to those in vogue when he came; nor in vain. He has always taken a keen interest in public affairs and is ever foremost in any movement for the upbuilding of his



MAJOR WILLIAM J. HARKISHEIMER.



RESIDENCE OF MAJOR WILLIAM J. HARKISHEIMER.

adopted City. He has not only never sought political preferment but has persistently declined many offices that have sought him. Although a Republican, he yet has the confidence and regard of the Democratic Council to such a degree that he was unanimously chosen by that body to succeed the late Judge Summers as a Police Commissioner. It was only after much insistence that he was prevailed upon to accept the position, and then only because he regarded it as a duty he owed to the City. He is associated with many public and private enterprises, to which he gives much of his time and energy. Chief among these are the Building and Loan Associations, the first of which he established in 1884, and is now President of the Duval Building and Loan Association. Also President of the Merchants' Steamship Company of Florida; Vice-President of the Savings and Trust Bank of Florida; a director in the National Bank of Jacksonville, the National Bank of Fernandina, the Putnam National Bank of Palatka, the Seminole Club, and Director and Treasurer of the National Peace River Phosphate Company. He was also one of the originators of the Jacksonville Board of Trade. He is a member of the military order of the Loyal Legion of the United States, the Grand Army of the Republic, the Union Veteran Legion, and has been in the Masonic fraternity for thirty-two years. He was married in 1868 to Miss Jennie E. Crane, daughter of Judge W. E. Crane, of Yonkers, N. Y. Of four children, two survive: Howard E., and Mattie R. Major Harkisheimer has done much for Jacksonville, and with his fine character, his gentle and courtly manners and kindly disposition, he has greatly endeared himself to the people of the community, who hold him in the highest esteem.

#### JUDGE HENRY B. PHILLIPS.

Henry Bethune Phillips is a native of Duval County, Florida. He was born November 29th, 1857, on his father's plantation at Point Phillips, now Point LaVista. His father, Albert G.



JUDGE HENRY B. PHILLIPS.

Phillips, a prominent planter, came here from Georgia early in the present century. His great-grandfather on the maternal side, William Hendrix, of North Carolina, was one of the original Spanish grantees of large tracts of land in Duval, and other counties. His grand-father, Isaac Hendricks, to whom these grants reverted, was in the Spanish service, and was the first settler in what is now South Jacksonville, which was a part of his grant. This was about the beginning of the century, and long before Jacksonville was settled, the place being then known as Cow's Ford. Here Mr. Hendricks operated the first ferry over the St. Johns River. In his early youth young Phillips attended the High School in Jacksonville, and was afterwards a private pupil of Rev. F. Pasco. He attended Emory College in 1877-78, and entered the law department of Vanderbilt University in 1880. Here he distinguished himself by taking the full two years' course in one year, breaking all previous records in this institution, with the single exception of John M. Barrs, of this City, who did the same thing the year before. He graduated from Vanderbilt in 1881, with the degree of Bachelor of Law. He returned to Jacksonville, was admitted to the bar, and formed a partnership with J. M. Barrs for practice. Afterwards he practiced in company with J. W. Whitney, but his health failing, he retired to his plantation to recuperate.

For two or three years, then, he engaged in a variety of occupations, and in travel, till early in 1889, when, his health being restored, he returned to Jacksonville, and once more resumed the practice of law. In 1891 he was appointed, by

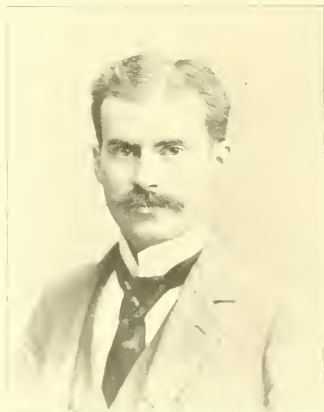
Governor Fleming, to fill the unexpired term of Judge Loton M. Jones, deceased, as Judge of the Criminal Court of Duval County. He was reappointed, by Governor Mitchell, in 1893 for the full term of four years. He presides over this Court with dignity and impartiality. He is a master of law, and his opinions have great weight in legal circles. Although he is on the bench, he has not given up his practice by any means, and in all other courts, except his own, he continues to appear as formerly, and has a steadily increasing practice. He was married December 11th, 1883, to Miss Stella M. Tuttle, of Cherry Valley, Ohio. They have four children, Charlotte H., Matthew P., Henry B., and Harold T.

#### BAKER & HOLMES.

Two jolly young bachelors—healthy, wealthy, and wise, as young bachelors go. Gentlemanly and genteel, courteous and generous, honorable and manly, industrious and intelligent, and consequently successful and popular—nine men out of ten, and perhaps ten women out of nine, would so pronounce upon John D. Baker and J. Dobbin Holmes—and they deserve it all. If to deserve success is more than to win it, then to achieve it is better than to inherit it. Few young men in the South have inherited fortunes since the war, but those who have made it for themselves are very numerous. Baker and Holmes belong to the latter class. They are well matched, and worthy of each other, possessing in an unusual degree the fine attributes that go to make up the successful and respected business man, gentlemen at once, and hard workers.

The business was established originally by Mr. Baker in 1889. Previous to that time he had spent a number of years in the grocery and grain business, and thoroughly mastered its details. Mr. Baker was born in Robeson County, N. C., in 1864, and received his education at Davidson College, in his native State. His father was Captain Angus S. Baker, and his mother Harriet McEachem, both of fine old Scotch families. When he left college Mr. Baker at once went into business, and in 1886 came to Jacksonville to live with his uncle, the late Judge James M. Baker. Here he continued his business training, until in, 1889, he branched out for himself, as above stated. A year later Mr. Holmes acquired a partnership, and the firm was changed to John D. Baker & Company, Mr. Holmes being a silent partner, as he was then traveling for C. Burkhalter & Company, of New York. Mr. Baker has been an extensive traveler, both in this country and abroad, and has acquired a degree of polish and general knowledge of the world not usually expected in a laborious man of business.

Mr. Holmes is also a North Carolinian, and came from Wilmington. He is a son of the late John L. Holmes, a most estimable gentleman, and highly respected lawyer. His mother's maiden name was Sallie M. London, and through her he is descended from the celebrated Sharpless family of Pennsylvania. From the schools of his native City he went to the Maryland Agricultural College, an institution that teaches all branches of study usually taught in other colleges. In 1884 the family moved to Jacksonville, and Mr. Holmes accepted a traveling position with John E. Hart, a wholesale grain and seed merchant. For twelve years he traveled in Florida, representing different houses, and when he took a partnership with Mr. Baker the most valuable capital he brought to the new firm was the hundreds of friends he had made during his long career as a commercial traveler. He was thoroughly known to the trade, and by his affable manners and well



MR. JOHN D. BAKER.

established character for honesty and integrity, he found no difficulty in securing as his customers those to whom he had sold while representing other firms. In 1891 the firm name was changed to Baker & Holmes, and thenceforth he devoted his time exclusively to the business of the new firm.



MR. J. DORRIS HOLMES

Baker & Holmes, in their brief career, have established and built up for themselves one of the most remarkably successful business enterprises ever known in the State. Starting without any trade at all, their business now amounts to nearly \$500,000 annually, and is still growing. Wholesale grain, hay, flour, grits, meal, fertilizers, cotton-seed meal, and building material are their principal lines; but they make a specialty of brick, lime and cement. Their facilities for handling these goods are superior, enabling them to undersell competitors, and yet supply the very best quality of goods. Their warehouses, being built by the railway tracks, saves them the enormous drayage expenses which some houses have to contend with. They are in touch with the trade all over the State, and their trouble is less in getting customers than supplying them, so great is the demand for their goods. At the foot of Main Street they have a snug, cozy office, where their friends are always welcomed after the hearty and hospitable manner that has become a characteristic with them, and it will be strange if one or the other don't find time to offer such entertainment outside the office as will appeal

to an anxious palate and become a refined taste. This is one of the pet houses of Jacksonville, with a personnel that is without reproach.

#### HON. P. E. McMURRAY.

Patrick E. McMurray was born in Ireland in 1841, and emigrated to the United States at an early age. He settled in New Haven, Connecticut, where he learned the carriage making trade. At the breaking out of the late Civil War he enlisted in the Ninth Connecticut Volunteers, and served for three years, being honorably discharged at Hartford, Connecticut, in 1864, where he again took up his trade; but following the general advice of Horace Greeley, in 1867 he went to California, where he still pursued his business as a carriage maker.

In 1874, when the wonderful resources of Florida were attracting attention all over the States, he came and settled in Jacksonville, where, in company with his brother, he started a carriage factory under the firm name of McMurray & Company.

Taking an active interest in the public affairs of his adopted City, he was elected City Marshal in 1877, and served for the period of one year, when his rapidly increasing business interests caused him to resign, though they still claimed his active attention; his fellow citizens elected him a member of the Board of Aldermen in 1880, and again in 1881. Recognizing his worth, he was elected by an overwhelming majority to the State Senate, where he distinguished himself by his eloquence and methodical business manner. He succeeded, against a powerful opposition, in placing upon the statute book some of the most beneficent and liberal measures, especially the mechanics' lien law, and the late charter of the City of Jacksonville, that grace the statutes of Florida.

During the terrible epidemic of yellow fever in 1888, whose devastations have become historic,

he gallantly served as one of the members of the Sanitary Auxiliary Association, which managed the affairs of the City during those trying times and dark days. His name, with that of his brother members, have been recorded in a niche in the history of his adopted City and State, so that it can ever be before the eyes of future generations. The services so eminently rendered at this period no doubt greatly influenced President Harrison, when he selected and appointed him Postmaster of the City of Jacksonville. Eminently qualified by his past public services for the position, his mode of conducting the office has brought forth the highest encomiums and praise, even from his political enemies. When the terrible fire in 1891 completely wiped the Post Office Block out of existence, the public press and merchants of the City spoke in the highest terms of his speedy reorganization of his forces, never losing a single delivery of his mails.

In 1891 the present firm of P. E. McMurray & Baker was established, Mr. Will Baker, of Atlanta, being the junior member. The great fire the same year destroyed the establishment, but Mr. McMurray immediately built the present large business block on the site of the old one. The firm manufactures every class of vehicle, from an ordinary dray to the largest wagons and carriages. Their business extends all over Florida and Southern Georgia. They carry also a full line of buggies, and the various makes of carriages, harness, etc.

Mr. McMurray stands high in church and club circles, and is a prominent leader in business affairs. He is a director in the Savings and Trust Bank of Florida, and in the Peace River Phosphate Company, and is a member of the Board of Trade. He was twice elected Commander of O. M. Mitchell Post, G. A. R., and is now Commander of the Department of Florida. He is a safe and conservative business man, and possesses the esteem of the community in a marked degree.



HON. P. E. McMURRAY.

### JAMES M. SCHUMACHER.

James Madison Schumacher was born in Mohawk, Herkimer County, New York, November 18th, 1843. His father, Andrew Schumacher, was a well-known leather manufacturer of that place. His mother, born Jeannette Clements, was of Puritan ancestry, her parents having removed from Massachusetts to New York in the early part of this century, and settled in Herkimer County. The Schumacher family is of German descent, and have been living in Herkimer County since 1710. Some of them were Magistrates when the country was an English colony, notably the great, great, grand-father of this subject, John Jost Schumacher, a loyalist leader during the Revolutionary War. His grand-father, Rudolph I. Schumacher, commanded a New York Regiment in the War of 1812, was a member of the New York Legislature for a number of years, and was officially connected with the building of the Erie Canal. Being among the largest land holders in their section, the Schumachers were the leaders of the early settlers, their name being a part of the history of Herkimer County.

James M. attended the public schools of his native town until he was thirteen years of age, then attended the Fairfield Seminary for two years. Subsequently he attended the Liberal Institute at Clinton, New York, where he passed the full course, and won a prize for oratory. He entered Tufts College in 1863, and was graduated from the literary department in 1866, with the degree of





MR. J. M. SCHUMACHER.



RESIDENCE OF MR. J. M. SCHUMACHER.

Bachelor of Philosophy. In 1867 he began his studies in the law department of the University of Michigan, but after a few months returned home and studied law in the office of Hon. Amos H. Prescott. He was admitted to the bar in the fall of the same year. Being a ready debater, and a keen politician even as a lad, when he grew older he became identified with politics, and was associated with the prominent Republicans of the State.

In June, 1874, he removed to Jacksonville and organized what is now the First National Bank of Florida, of which he is still President. Among the stockholders were General F. E. Spinner, Treasurer of the United States during the Civil War, at whose suggestion he made his home in Florida, the Remingtons, of Illion, New York, United States Senator Squire, Colonel T. W. C. Moore, and others. This bank has come to be one of the soundest financial institutions in the State. He was admitted to the practice of law both in the State and United States Courts soon after his arrival in Florida, and immediately entered upon a career of activity and usefulness that made for him a wide reputation in the State. He served a term as State Senator, 1888-90, and was one of the Joint Legislative Committee which framed a bill, now the Health Law of Florida, which has been recognized as

a model of its kind, and adopted by other States. He was a Commissioner of the Board of Public Works, 1890-93, President of the State Bankers' Association for two terms, a Director in the Florida Central & Peninsular Railway Company for two years, and is Vice-President of the Springfield Land and Improvement Company. He is Vice-President of the Main Street Electric Railway; was President of the Jacksonville & Atlantic Railroad for seven years; one of the incorporators of the first phosphate companies, the Dunellon, organized in Florida; is Vice-President, Secretary and Treasurer of the Stonewall Phosphate Company; a Director in the Southern Savings and Trust Company, and of the Jacksonville Loan and Improvement Company. He was one of the organizers of the telegraph line between Jacksonville and Pilot Town, and was prominent in the movement which led to the building of the South Bound Railroad, and its Florida connections. He was one of the "Central Committee," which inaugurated the St. Johns Bar and River Improvement, and chairman of its special Committee of Ways and Means. During the yellow fever epidemic of 1888 he was Vice-President of the Citizens' Committee, who had charge of the City affairs, and Chairman of the Financial Committee, which had charge of all the funds

contributed for the relief of sufferers. During this trying period he exhibited the highest courage, and developed a high order of executive ability. His committee, sometimes consisting of only himself and Hon. P. E. McMurray, fed 16,000 people, had 500 men under arms, 25 physicians, and 400 nurses under their direction, and employed from 3,000 to 5,000 men daily to place the City in good sanitary condition, and keep the idle from becoming mere beggars. It will be seen that Mr. Schumacher's life in Florida has been both active and useful, and in all the many positions of public and private trust, which he has been called on to fill, he has always acquitted himself with satisfaction to all. He was married to Josephine Caroline Spinner, youngest daughter of General Spinner, November 6th, 1871, at Mohawk, New York. She died May 10th, 1892. They had two children, only the younger of which, Rudolph Spinner Schumacher, survives. The Frankie Schumacher Hospital is a memorial to the elder son, and was founded by Mrs. Schumacher in 1884 as an asylum for the sick and needy. This most benevolent institution contains wards for both white and colored, and has accomplished great good in the community.

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### JOHN WURTS.

John Wurts was born in 1855, at Carbondale, Pa. He is a son of the late Charles Pemberton Wurts, who for many years was General Superintendent of the Delaware & Hudson Canal Company, and of Laura, the eldest daughter of John Clarkson Jay, Esq., of New York, and great grand-daughter of Chief Justice John Jay, whose name is so conspicuous in American history.

Mr. Wurt's early education was gained in France and Italy; his collegiate course was taken at Yale College. While at College he was connected with several daily newspapers as editorial writer. In 1876 he went to New Zealand, and for the next two years traveled in Australia and among the islands of the South Pacific. In 1878 he went to West Virginia and engaged in sheep-raising, which, however, did not prove a conspicuous success. In 1882 he returned to Yale and entered the Law School, from which he was graduated in 1884. In 1883 he was known at Yale as the "John A. Porter" man, as being the recipient of the only honor open to every department of the university for competition.

Immediately upon his graduation in 1884 he removed to Jacksonville and began the practice of law, in which he has been highly successful. After the death of Judge Settle, four years later, President Harrison was strongly urged to appoint Mr. Wurts to the vacancy on the bench as Judge of the Northern District of Florida. The President refused to do so, expressly for political reasons, although it is well known that Mr. Wurts was in every way qualified to fill this high position. He is perhaps best known as the author of Wurts' Index-Digest of the Florida Reports, a highly valuable work, which is extensively used and a revision of which is now in preparation and will be published in 1895. Since 1885 he has been a member of the law firm of Fletcher & Wurts, than whom none in the State have a higher standing. He was married in 1878 to the youngest daughter of the late Cornelius LaTourette, of Bergen Point, N. J., by whom he has six children, John, Conrad, Bertha, Albert, Laura J., Burkhart, and Eleanor.



MR. JOHN WURTS.

## WILLIAM R. CARTER.

Mr. William Ringwood Carter was born in 1861 on board his father's ship, then lying in Pensacola Harbor. His father, Captain William H. Carter, was engaged in the merchant marine at the time, and on the breaking out of the war engaged in blockade running in the interests of the Confederacy. He removed his family to New York, meanwhile, where they remained till the restoration of peace.

In 1867 Captain Carter, in his ship, the *Helen R. Cooper*, started on a voyage around the world, taking his wife and son with him. They visited several European countries, doubled the Cape of Good Hope and passed into the Orient. In *Burmah*, in 1869, both of young Carter's parents died and he was left, at the age of eight years, an orphan in a strange land. He found a friend, however, in the person of a French gentleman, M. Fontenay, a former friend of his father, by whom he was adopted and taken to Calcutta. There he entered La Martiniere College, where he remained a student for nine years. He then went to sea, but soon tiring of that life, he returned once more to his native land to look after certain properties which he had inherited. After a year spent in fruitless law suits to recover his property, of which he was eventually defrauded, Mr. Carter, at the age of nineteen, returned to Florida and located at Milton, where he taught school for two years.

In West Florida Mr. Carter discovered a field for profitable commercial operations, and with his characteristic energy went boldly to work to supply a section of several thousand square miles with sewing machines. In this he was highly successful. It was during this period that he first met Ex-Chief Justice Liddon, with whom he was frequently associated in business transactions.

In 1885 Mr. Carter came to Jacksonville and entered the field of journalism, where he has achieved unusual success. His first work was that of reporter on the *Florida Evening*

*Herald*, then published by John Temple Graves and H. W. Clark, the present Postmaster of Jacksonville.

In 1887 the *Herald* was sold, and Mr. Carter, in company with Rufus A. Russell, who had been foreman of the *Herald*, established the *Evening Metropolis*, which has been one of the most conspicuous successes of Southern afternoon papers. Starting with a capital of \$600, they refused, three years later, an offer of \$30,000 for the plant and business. The *Metropolis* is a financial success and constantly growing in influence.

Mr. Carter has long been a social leader in Jacksonville. His courtesy, amiability and gentlemanly breeding make him a favorite at all social affairs, and withal he is a wealthy young bachelor.

## RAYMOND D. KNIGHT.

Raymond Demere Knight was born at White Springs, Hamilton County, Florida, November 11th, 1857. He is a son of the late Doctor Albion W. and Caroline (Demere) Knight. His father was, for twelve years, Health Officer of Jacksonville, and one of the most widely known physicians in the South. On completing his education, in 1879, Mr. Knight, in company with F. W. Mumby and J. N. C. Stockton, established a house furnishing and crockery store, under the firm name of F. W. Mumby & Co. In 1881 the style of the firm was changed to Mumby, Stockton & Knight. This firm continued, with steady increase of business, till 1889, when Mr. Mumby withdrew, and



MR. W. R. CARTER.

Raymond D. Knight & Co. succeeded. At the beginning of 1893 the Raymond D. Knight Company was incorporated, with Mr. Knight as President and Manager. Meanwhile this house, in common with many others in Jacksonville, was destroyed, with its contents, by fire in 1891. Their losses were very heavy, but they immediately rebuilt, the handsome three-story brick building they now occupy being the result. Their business, wholesale and retail, has come to be the most extensive, in its lines, of any in Florida, the wholesale trade reaching over the entire State, and covering Southern Georgia as well. Every kind of goods comprised in crockery and house furnishings are handled by them, with superior facilities for delivering them at conservative prices.

In 1889 Mr. Knight was appointed Alderman from his ward by Governor Fleming, under the old Charter, but after two years service resigned. Upon the adoption of the new Charter of 1893 he was elected to the Council by a large majority, and became at once a leader in the Council Chamber. He was made chairman of the Committee on Officers and a member of the Committees on Finance and Sanitation, and a member of the City Board of Health. In the Council he has been a fearless and active worker, always on the alert for the City's interests, and never missing a meeting. In addition to his other business Mr. Knight is Vice-President and Director of the National Bank of the State of Florida; President and Director of the Citizens' Investment Company; Second Vice-President and Director Jacksonville Loan and Improvement Company; Director Florida Investment and Savings Bank; Director in the High Springs Phosphate Company; Treasurer of the Trustees of the University of the South, located at Sevannee, Tennessee, and Treasurer of St. John's Parish and of the Diocese of Florida. He was also for some years a member of the standing committee of the Diocese of Florida, and a Vestryman in St. John's Church, Jacksonville. As a business man Mr. Knight is able and successful; as a public official, faithful and efficient, and as a christian, earnest and consistent.

Mr. Knight was married in November, 1882, to Miss Kate Varina Telfair. They have three children, all boys—Raymond D., Jr., Telfair, and Albion W. Knight.



MR. RAYMOND D. KNIGHT.



RESIDENCE OF MR. RAYMOND D. KNIGHT.

## A. B. CAMPBELL.

Alexander B. Campbell was born at Perth, Ontario, Canada, in 1843. His father, Peter Campbell, immigrated from Argyleshire, Scotland, in 1816, and was a member of the famous clan Campbell, of which the Dukes of Argyle are the titular head. His mother was Anne Gray, of Banff, Scotland. When his education was completed he removed, in 1867, to Jacksonville, where he has been conspicuously identified with the growth and development of the City ever since. Shortly after his arrival here he opened a music store, which rapidly grew, until it has become one



MR. A. B. CAMPBELL.

of the largest houses in that line south of Baltimore. It has been incorporated as the A. B. Campbell Company, and has a business that extends over the entire State. He early interested himself in suburban development, and has opened up several attractive additions to the City proper, chief of which is Campbell's addition on the north-eastern limits, with West Campbellton and Campbell's Hill on the west. He also established Evergreen Cemetery, which he has beautified to such an extent as to render it the most picturesque "God's Acre" in the State.

Although a Republican in politics, and, therefore, not in accord, politically, with the powers that be in Florida, his acknowledged integrity and well known ability, both of which are characteristics of the sturdy Scotch, have won for him the full confidence of all classes. So, when the Australian Ballot System was introduced into Jacksonville, he was chosen by the Legislature for one of the Election Commissioners, and was made Chairman of the Board. He is a member of the Board of Trustees of the St. John's Improvement, which had in charge the expenditure of \$300,000, voted by Duval County for improving the St. Johns River. In July, 1893, he was elected one of the Board of Trustees of the \$1,000,000 issue of "Water Works and Improvement Bonds," voted by the City of Jacksonville for internal improvements. In January, 1893, he was elected President of the Jacksonville Board of Trade, a most efficient and useful body, composed of the leading business men of the City, and re-elected in January, 1894. He is also President of the Board of Trustees of St. Luke's Hospital, a charitable institution of this City. He is largely interested in stock companies of various kinds, industrial enterprises, etc., and is always in the front rank of those men who stand ready, both with their time and money, to advance the interests of the City and State. He was married in 1880 to Mary E. Folsom, of Jacksonville, and has two children: Alexander B., Jr., and Grace.

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## WILLIAM S. WARE.

William Stratton Ware comes from the "City of Brotherly Love," and all who know him well agree that he fully exemplifies in his life the beautiful interpretation of the word. He was born in Philadelphia, March 15th, 1851. His early years were spent on a New Jersey farm. He learned the carpenter's trade and became a successful builder. He remained in this business until 1882, when, in co-partnership with Mr. H. D. Stratton, he engaged in the manufacture of ice.

Previous to that time there had never been an ice machine in successful operation, but Mr. Stratton had for a long time been engaged in perfecting a machine that was destined to revolutionize the business of ice manufacturing. It was completed and put in operation at Charlotte, N. C., in 1887, but after a short time was destroyed by fire, a total loss. With unflinching

courage these two men gathered their little earnings together and rebuilt. Like many other great inventors, Mr. Stratton was laughed at by the incredulous, but he persevered and the result was all he ever hoped for.

In 1885 Mr. Ware came to Jacksonville and established, in company with Mr. Stratton, the Jacksonville Refrigerator Ice Works, which has been a success from the start. These works have a capacity of forty-five tons per day, supplied with three separate and distinct machines. In summer they are all kept busy. They have other plants in this State at Pensacola, Waldo, and Cedar Keys, all in successful operation.

Mr. Ware is public spirited, energetic, and progressive, has long been a member of the Board of Trade, and one of its governors. He was married in 1878 to Miss Nellie L. Wooster, the daughter of a prominent farmer of Litchfield, Connecticut. They have no children of their own, but have adopted little Nellie and Harry Keller, children of Mr. Ware's deceased half-brother. A lovely and interesting pair they are, and the pride and delight of their adopted parents. Mr. Ware has just completed one of the handsomest residences in the City, at a cost of about \$15,000. He feels additional pride in it because he built it himself, designed the architecture and superintended the construction. It is a home of comfort, elegance and refinement, and contains as happy a household, doubtless, as any in the State.

Mr. Ware's residence is brick veneered, with slate roof. The architecture is Gothic in the main, with original modern features. The dimensions are 38 x 74 feet. On the north and east sides are long, roomy verandas. The first floor contains the parlor, reception room, library, dining room, pantries, buttery, kitchen, and Mr. Ware's "den" or private office. The parlor and library are finished in polished sycamore with fine effect. These rooms have large, massive mantles with heavy ornamentation and tiled fireplaces. The reception room is finished in birch. The main hall and stairway are finished in quartered antique oak, with wainscoting and grillwork, and are lighted by large bulged stain glass windows. All the styles and coloring of finish harmonize delightfully and present a pleasing effect. The large open fire-place and massive mantle in the hallway are attractive



MR. W. S. WARE.



RESIDENCE OF MR. W. S. WARE.



features. The dining-room is semi-circle bay, extending almost the entire width of the room. It is finished in natural quartered oak and wainscoting. It has open fire-place and china closets. By means of large folding doors the library, parlor, main hall, and dining-room can be thrown into one large room. The "den" is finished in the famous Florida curly pine.

The second story consists of sleeping apartments, bath rooms, etc., with a hallway extending through the centre. These are finished in pine, except the bath rooms, which are tile floored and wainscoted, with exposed plumbing of the latest designs. On the east side opening from the second floor is a shaded veranda directly over the port-cachere. The building is heated with hot water, and lighted with both gas and electricity throughout; electric bells in the rooms. The plumbing is of the most approved sanitary methods of the day. The plastering is adamant. Besides the regular water works a force pump in the cellar supplies the house with rain water from a large cistern. The house is complete in every detail.

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### MAJOR M. P. TURNER.

Michael P. Turner is a native of Ireland, but came to America with his parents when he

was only four years old. He was born in Cork in 1856. His parents immigrated in 1860, and settled in Augusta, Georgia. Mr. Turner was educated at Pelot's Academy, in Augusta, where he received a good education, and afterwards gained a thorough business training, which fitted him for the important duties he has since been called on to fill. In 1877 he went to Savannah, where he handled dry goods for three years, and for two years was engaged with the Southern Express Company. Coming to Jacksonville in 1882, he took a position as Claim Clerk with the Savannah, Florida & Western Railway Company. He remained with them three years, and in June, 1885, when the Florida Fruit Exchange was organized, he was elected its Secretary, and has held the position ever since, being re-elected from year to year. In this position Major Turner has had opportunity for exercising those business qualifications which he possesses in so marked a degree, and he deserves much of the credit for the uniform success that has attended the operations of the Exchange. He has always been an enthusiast in military matters, and entered the Georgia Militia when quite young. He became a member of Wilson's Battery, this City, in 1887, joining as Fourth Corporal. After this his rise was rapid. The following year he was promoted to Second Sergeant; in 1889, to First Lieutenant, and in 1890 he was elected Captain of the Company. Upon the resignation of Major Call, in 1893, he was made Major of the First Battalion, Florida State Troops. He is an able officer, with a fine soldierly bearing, and is very popular in military, as well as business circles. It was he who commanded the troops in the riot of July, 1892. He was married in 1881.



MAJOR M. P. TURNER.

### J. R. CAMPBELL.

Jeremiah Rockwell Campbell is a native of Boston, where he was born November 26th, 1827. He is of Scotch-English descent, and his ancestors were among the early settlers of Massachusetts. He was educated at the Elliot School, in Boston, one of the finest institutions of the kind in the

State, and a very noted institution of learning, and afterwards at mercantile schools. At the age of fifteen he began his career in the hotel business, connecting himself with the Campbell House, in Boston, which was conducted by his uncle. This establishment, in that day, was the rendezvous of all the local celebrities of Boston, and included among its patrons such men as William Lloyd Garrison, Wendell Phillips, Governor Andrew, Vice-President Wilson, etc., etc. Having learned the business, he branched out for himself as a restaurateur, in which he was successful. Having a fancy for agriculture, he tried farming for a few years, but in 1866 abandoned it and New England for the more congenial climate of Florida. It was a great day for Jacksonville, as events prove, when J. R. Campbell first made it his home; for from that time to the present he has been a conspicuous figure in the City's development. The first thing that struck him on his arrival was the inadequacy of hotels at a point which he believed could be made one of the leading resorts of the country. He immediately set about to remedy this condition, and the result was the St. James Hotel, which, with the aid of some friends, he erected, and threw open its doors in January, 1869. It was then, and for many years thereafter, the largest hotel in the State, but not what it is today, for it has been gradually enlarged and improved to its present magnificent dimensions. (See cut elsewhere.) With the completion of the St. James, travel to Florida received a new impetus, which has steadily grown. Mr. Campbell was the first to introduce electricity into Jacksonville, when he erected a plant in 1883 to light his hotel. Subsequently he organized a company to illuminate the City, which was accomplished in 1888. This was afterwards merged into the Citizens' Gas and Electric Company. He was also active in the organization of the Jacksonville Loan and Improvement Company, which did much in the development of the City. In fact, he has been active in all public enterprises where the advancement of the City was involved. He is a large land owner in Florida; at St. James City, Charlotte Harbor, Marietta, etc. He is a man of broad and liberal ideas, and is always on the side of progress: a man that is of great value to the community in which he lives. He was married at Chelsea, Mass., in April, 1856, to Mary J., daughter of Captain C. B. Wilder, and has three children, one daughter and two sons.



MR. J. R. CAMPBELL.

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#### CHARLES B. TOWNS.

It is always gratifying to see young men taking leading parts in the affairs of a community whether it be in business or politics, in the pulpit or the forum. Jacksonville has many such in each of these vocations. Foremost among the young men in business leadership is Charles B. Towns, State agent for the Penn Mutual Life Insurance Company.

Mr. Towns was born in January, 1862, at La Grange, Ga., and is the eldest of seven children. His father, Colonel Oliver Towns, after the war removed to his plantation and sought to recuperate his shattered fortunes in agricultural pursuits. Like thousands of other southern gentlemen in that trying period, the struggle for him was a hard one, and his limited means prevented him from giving his elder children the benefits of an education other than was to be obtained from the common country schools, which were at that time very inadequate.

As young Charles grew older he became his father's chief assistant on the farm, leading the hands and laboring early and late. He finds pleasure to this day in remembering that he could

pick more cotton and plough more furrongs in a day than any man on the farm. On one occasion he broke the record for cotton-picking in his neighborhood, and won against all competitors with three hundred and sixty pounds in one day. That was a triumph that none but a farmer boy can fully appreciate, and though Mr. Towns has broken many other records since that time in other fields of usefulness, it is doubtful if any has ever afforded him more genuine pleasure than this first early victory.

When Mr. Towns grew to manhood he decided that farm life was not congenial to his tastes, so at the age of twenty he came to Florida and settled first in Palatka. His only capital was good health, indomitable energy, and correct principles. His first work in Palatka was that of clerk in a hotel. At the end of one year he went with the Jacksonville, Tampa & Key West Railway as check clerk, and in a few months was made chief clerk in the Palatka office. At the end of a year he was made the Company's agent at Jacksonville, the most important agency on the line. In this position he remained for five years, in which time the road grew from fifty-six miles to its present numerous lines and connections. During his agency in Jacksonville he had entire charge of all the Company's local business, and was held personally responsible for all the numerous employees at this end of the line. When he resigned it was with great reluctance that the Company parted with him, as his services had always been so eminently satisfactory.



MR. C. B. TOWNS.

In 1889, on quitting the railroad business, he formed a partnership with Mr. Crosby Dawkins, to conduct fire, life, and accident insurance. In this line he seems to have found his true vocation, and Dawkins & Towns rapidly built up a flourishing business. From the first Mr. Towns took a keen interest in the life feature, and at the end of a year the firm decided to divide the business, he taking the life feature and Mr. Dawkins the others. He at once secured the State agency for the Manhattan Life Company of New York, and his success was phenomenal from the start.

After two years' experience in life insurance, he discovered that the Penn Mutual had many features of insurance which were better adapted to the needs of the Florida public than any Company represented here. He accordingly induced that Company to come to Florida, and he was made general agent for the State. After a year and a half his territory was increased by the addition of Southern Alabama.

Few men have been more successful in the insurance line than he. In 1892 he wrote more insurance than was ever written before by any other Company in the history of the State. It was the second largest business done in the country that year by the Penn Company, the first being by the general agent at Boston, whose territory included all New England.

In February, 1894, he organized the Industrial Insurance & Banking Company, in Jacksonville, of which he is President, and Mr. George M. Nolan is Secretary and Treasurer. This is the first introduction of industrial insurance into the State, and its success has been unusual and gratifying. At the end of the first five months the Company had written over 2,500 policies in Jacksonville alone.

Mr. Towns is a man full of energy and enterprise. He leads, rather than follows, and constantly originates new plans and methods and improves old ones. Whatever he undertakes is pushed with such vigor that opposition cannot withstand his onslaughts, and these are the secrets of his success. He is ever ready to aid any public enterprise and to act in harmony with every effort that has the community's advancement for its object. He is especially enthusiastic on athletics and

physical culture. He has made a thorough study of the latter and of all appliances for athletic training. His early experience on the farm endowed him with an excellent constitution, which he has never neglected, and to-day he is one of the most perfect athletes in the State. He is a Director in both the Jacksonville Athletic and Bicycle Club and the Driving Park Association. Is an active member of the Board of Trade and of the Seminole Club. The enviable success which Mr. Towns has achieved in business has been due wholly to his own individual efforts. He has never received financial aid from any source whatever, save from his own labor and ingenuity.

Mr. Towns, always patriotic and believing that the best way to cement the broken ties between the North and South is for them to get married, did his part in this respect by marrying a Yankee girl, a most charming one. She was Miss Mary M. Barbour, of Providence, R. I., and the event occurred October 12th, 1887. They have one child, a beautiful daughter, and a lovely home in the charming suburb of Riverside, where they live happily with all the comforts of home. Mr. Towns' business is in that flourishing condition where he can well afford to rest upon his oars and enjoy the fruits of his achievements in the business world, enjoying the respect of the community and the admiration of younger men who are ambitious to win equal success.

### SCOTT & ACOSTA.

John R. Scott was born in Terre Haute, Indiana, July 30th, 1863. He received his early training as a mechanic and draughtsman under his father, Joseph Scott, in a large wholesale pump manufacturing business. He also received private instruction in architectural branches from Professor Roby, of St. Louis, from 1880 to June, 1882. From June, 1882, to August, 1883, he was employed by the large contracting firm of Kirgan Bros., of St. Louis, as draughtsman. In the fall of 1883 he removed to Florida, and was variously occupied in the section between Tampa and the Manatee River, until September, 1885, when he took charge of the extensive building operations of the Sarasota Land and Improvement Company, at Sarasota, Florida. Having completed his contracts with this Company he, in 1885, removed to Key West. This was just after the big fire, and he arrived in time to give his skill in the rebuilding of the city. He was closely identified there with most of the larger building operations, among which were the County Court House, City Hall, and many large factories and the finer residences. He remained in Key West for three years. In 1891 he went to Chicago and opened his office in the Oxford building, where he remained during the building of the World's Fair buildings, in which he had his fair share until 1893. During this time there were erected, after plans prepared by Mr. Scott, amongst other large buildings, the United States Starch Works, and the Women's Christian Temperance Union Temple, at Waukegan, Illinois, and in Chicago the large and elegant apartment building known as the Tolman, corner Fifty-ninth Street and Michigan Boulevard.

Since locating in Jacksonville, in February, 1894, Mr. Scott has built many very fine residences and business blocks, some of which are shown in the cuts in this book, among them being the elegant residence of Mr. A. H. King, and the flats of Mr. W. F. Coachman, in Riverside.



JOHN R. SCOTT.

WILLIAM L. ACOSTA.

In August, 1894, a partnership was formed between Mr. Scott and Mr. W. I. Acosta, than whom there are no superior architects in the State. They have been largely instrumental in the movement to secure the large cigar factories soon to locate in Jacksonville, and in every way have shown themselves to be public spirited and energetic citizens, who have gained a strong foothold in the City which they are doing so much to build up. Mr. Scott is Superintendent and Assistant Architect of the new City Hall building in Jacksonville. While in Key West he met and was married, in June, 1886, to Miss Mary I. Weatherford, daughter of Captain Wm. Weatherford, of the Havana and Key West Steamship Company. They have no children.

William Isadore Acosta was born at Gainesville, Florida, in December, 1861. He is a son of Mr. J. J. Acosta, of Fernandina, where the

family resided. He was educated in Fernandina, and took special courses in architecture. After extensive travels, in which he gained a valuable fund of experience, he came to Jacksonville and settled in 1894. During the same year he formed the partnership with Mr. Scott, and has since resided here. He is unmarried.

#### HARRISON W. CLARK.

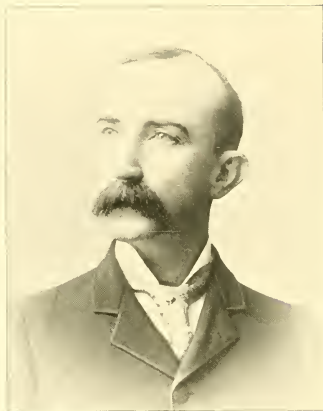
Harrison Wadsworth Clark was born at Jacksonville, April 16th, 1852. There are many distinguished names in the various branches of the families from which he is descended, some of which should here be mentioned: His paternal grand-mother was a daughter of General Elijah Wadsworth, a Captain of Cavalry in Sheldon's Regiment of Light Dragoons, Washington's favorite corps, in the War of the Revolution. It was three men of his company who captured Major Andre and saved West Point. In the war of 1812 he was Major-General of the Fourth Division of Ohio troops, and after the ignominious surrender of General Hull, at Detroit, the command of the entire North-west territory devolved upon him. Wadsworth, Ohio, is named for him. He was in direct descent from William Wadsworth, the original of that name in this country, and from whose brother was descended H. W. Longfellow. It was William's son, Joseph, who saved the charter of Connecticut, by secreting it in the famous Charter Oak. Mr. Clark, through his father's maternal grand-mother, is descended from Stephen Hopkins, "signer" and Governor of Rhode Island, a man of science and great learning in his day; whose own maternal grand-mother, Miss Collins, was descended from Rev. Augustus Collins, of Middletown, Connecticut, who married Mary, daughter of Colonel Dixwell, a member of Cromwell's army, member of Parliament, and one of the Judges who condemned Charles I. Mr. Clark is ninth in descent from him. Of Rev. Augustus Collins' descendants, direct ancestors of this subject, his son, John, married Anna Leete, daughter of William Leete, seven times Governor of Connecticut. His niece, Lorraine Collins, married

Governor Oliver Wolcott, the "signer," whose son, Governor Oliver 2d, was in Washington's Cabinet. Roger Wolcott, late Lieutenant-Governor of Massachusetts, was the great-grandson of Lorraine Collins. Two of Rev. Augustus Collins' nieces married respectively Governor Ellsworth and Governor Goodrich. General William B. Franklin and his brother, the Admiral in the late war, were also among his descendants, through his grand-daughter, Aris Collins.

Mr. Clark's mother was a grand-daughter of Captain Samuel Harrison, of Virginia, a Royalist officer in the Revolution. Of four brothers, two were in the Royalist and two in the Patriot army. At the close of the Revolution Captain Harrison went to Yucatan, but afterwards settled on Amelia Island, in Florida, where the family resided through two generations. The Harrisons were English, and dated their titles from the time of Cromwell. Mrs. Clark's mother was Henrietta Roux, of Charleston, S. C., whose ancestor, a Huguenot, refugee from France after the revocation of the edict of Nantes. She was married, in 1851, to Captain Henry E. W. Clark, of St. Marys, Georgia, father of Harrison W. This gentleman was a son of Judge Archibald Clark, a well known lawyer of Savannah, Georgia. His father came from England prior to the Revolution, and was an officer in the Colonial army. H. E. W. Clark was a soldier and politician. He removed to St. Marys, Georgia, when a young man and acquired properties in that State and in Florida. He served through the Mexican War as Captain of Company K, Thirteenth United States Infantry. He also served many years in the Senate and House of Representatives of Georgia. He also served through the first Seminole War as Major, and upon the second outbreak, in 1857, organized a company, but ill health prevented him from taking the field. He was a generous, impulsive, and chivalrous gentleman, and in many ways a most remarkable man. He died in Jacksonville in 1857.

Young Harrison W. Clark had a harder struggle than most of his ancestors, as the war had left the family almost destitute. He received his early training from his mother, who, with rare devotion, watched his growth and instilled into his youthful mind principles of honor and morality, which the many vicissitudes of an active life under many trying conditions could never eradicate or even weaken.

He was about sixteen years



MR. H. W. CLARK.



RESIDENCE OF MR. H. W. CLARK.



old when he decided to learn the printer's trade. He first set type on the Island City, of Fernandina, and afterwards on the Observer, of the same place. Later he came to Jacksonville and worked on the Florida Courier, a semi-weekly, published by Perry Brothers. Subsequently he and John D. Treadwell purchased that paper and made it a Democratic organ, at that time the only one in the City.

The strongest paper in the place was the Union, a Republican journal, which made a hard fight against the young men, and eventually crushed them. Business was dull, money scarce, and so they sold out and resolved to go to Texas. As he was on the point of starting west a business man, who appreciated his pluck and ability, made him an offer to take charge of his store, which was so flattering that he accepted it, and thus was saved to Florida one of the most useful and worthy men in the State.

Pretty soon, however, he found himself in journalism again, as Assistant Business Manager of the Union, and later as City Editor. It was in this capacity that he received the first press dispatches that ever came to Jacksonville. For a number of years he alternated between the various journals of this City; some were successes, and some were failures, but all of them bore the stamp of his able mind.

He, with Mr. George F. Cubbage, established the first afternoon paper in the State, in 1878, the Evening Chronicle, which was a success. Finally, when the fight was on between the Union and the Times, he was Business Manager of the Union, and upon the death of Mr. McCallum, the owner, that paper passed into the hands of Charles H. Jones, who established the Times-Union. The brothers Ashmead then established the Florida Herald, an afternoon daily, and employed Mr. Clark and John Temple Graves to conduct it. Mr. Clark was City Editor and Business Manager. He and Graves purchased the Herald soon afterwards, and it became a profitable enterprise.

In 1885 he was appointed by President Cleveland Postmaster at Jacksonville. He was the first Democrat to hold that office for twenty-five years. This office necessitated his retirement from active journalism. For four years he filled the position of Postmaster most acceptably, and until removed by the succeeding Republican administration. He then turned his attention to real estate operations, and formed a partnership with Mr. A. W. Barrs. Barrs & Clark made a conspicuous success of their business from the very start, and became prominent among the pioneers of phosphate development, after the discovery of that valuable deposit in the State. For a time they gave up everything to phosphate operations, and at times made a fortune in a single deal.

When Mr. Cleveland was elected for the second time to the chief magistracy, he made an exception to his established rule, by reappointing Mr. Clark Postmaster at Jacksonville. He was endorsed for the position by over one thousand citizens, including the full Florida delegation in Congress. Mr. Clark is President of the Excelsior Phosphate Company, and Vice-President of the High Springs Phosphate Company, which is said to be the best paying one in the State.

His connections with important business enterprises is conspicuous. Amongst others he is Secretary and Treasurer of the Merchants' Building and Loan Association; and holds the same position with the People's Building and Loan Association; is Cashier and Treasurer of the Florida Investment and Savings Bank; member of the Board of Trade, the Seminole Club, is a member and Past Master of Solomon Lodge, No. 20, F. & A. M., etc., etc. His business and social connections are of the highest, and as a man he bears a character that is without blemish.

Mr. Clark is a man of a great deal of public spirit. In business and in politics he has ever taken the keenest interest in all things calculated to advance the interests of the community. A staunch Democrat, he has attended nearly every convention of that party for twenty years, and is recognized as one of its bulwarks in the State. He was married April 16th, 1869, to Miss Helen H. Telfair. They have five children; René Telfair, Henry E. W., Anna Mary, Eliza Vipont, and Guy Stockton.

## CHARLES W. DA COSTA.

Another native Floridian, who has achieved success by his individual pluck and native metal, is Charles Wesley Da Costa. He was born in Jacksonville, in December, 1858, and as a well known writer once said of him: "He is a Southern born gentleman, whose career as a citizen, journalist, and man of affairs is worthy of the attention and emulation of every young man." His father was the late Judge Aaron W. Da Costa, who was a member of an old South Carolina family of French-Portuguese descent. Charles W. Da Costa received a common school education in Jacksonville, and at the age of eighteen learned his trade at the printer's case. From there he rose by degrees to be a job printer on his own account, and by a series of uninterrupted successes he has risen to the head of one of the largest, most elaborate and completely equipped publishing establishments in the Southern States. It was in 1884 that he started business for himself in a small way. The people appreciated him and his business grew rapidly from two presses to thirteen, till in 1891 his establishment comprised nearly all of the second and third stories of the L'Engle Block. Then came the great fire that swept it all away and he was a heavy loser. He was not discouraged, however, and soon opened up again in his present handsome and commodious quarters, which he has rendered very attractive by an exquisite taste in design and arrangement. In 1884 he obtained control of the Florida Dispatch, Farmer & Fruit Grower, which he has continued to publish. In 1888 he established the Florida Trade Journal, which has continued to be a leading commercial paper. Since 1892 his business is known as the Da Costa Printing Company. Besides their own publications they issue at least sixteen others, consisting of newspapers, journals, and periodicals. Book-binding and blank-book manufacture are also among their specialties. One of their most artistic achievements is the style and make of Webb's Jacksonville Directory, which has been added to their list of publications. In 1889 Mr. Da Costa was first elected Public Printer for the State. Then he bought the Tallahassee Floridian, the oldest paper in the State, and during the session of the Legislature that year ran it successfully as a daily. In 1891 he was appointed an Alderman of Jacksonville by Governor Fleming, and in 1893, when the elective system returned, he was elected to the same position from his Ward, and is a member of the important Committee on Laws and Rules. He is full of public spirit, progressive, and enterprising. He holds membership in the Board of Trade, the Seminole Club, the Masonic Order, Elks, etc., and is—a bachelor.



MR. CHARLES W. DA COSTA.



## J. E. MERRILL

James Eugene Merrill is a native of South Carolina. He was born at Charleston, February 8th, 1855. His parents removed to Florida in 1866, settling in Jacksonville, where the young man received his education. At an early age he learned blacksmithing, under his father, James G. Merrill. His first work of this kind was on the Confederate gunboat Pedee. He remained with his father until he was twenty years of age, when he started an establishment of his own. This was in 1875; and upon the retirement of his father from business, four years later, he and his brother, A. R. Merrill, formed a partnership under the firm name of J. E. Merrill & Brother. The firm conducted an extensive boiler-making business, in addition to their general blacksmithing, and built up a flourishing business. This continued until 1887, when the Merrill-Stevens Engineering Company was incorporated, and began business upon a greatly enlarged scale. He was made Treasurer, and Superintendent of the Blacksmithing Department. Mr. Merrill is a member of the Board of Trade, and of the Masonic Fraternity. He is President of the Woodlawn Club. He was for a term Captain of the local Harbor Number 24, Masters' and Pilots' Association, and holds papers as Master, Pilot, and Engineer. He is a skilled workman, and an all-around active man of business, always ready to aid in public enterprises. He was married in 1880 to Miss Perley Small, of Jacksonville. They have two sons: James Campbell and Kenneth Alexander, and one daughter, Helen Joanna.

MR. J. E. MERRILL

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## A. R. MERRILL

Alexander R. Merrill, brother of the former, is also a Charlestonian, and was born May 12th, 1861. He didn't do any work on Confederate gun-boats, unlike his brother, but he early contracted a habit for making boilers and doing general blacksmith work, and soon became a master. As already stated, he formed a partnership with J. E. Merrill, in 1880, and when the Merrill-Stevens Company was chartered he was its Secretary, and Superintendent of the boiler-making department. The history of this company is recorded in the chapter on manufactures. Mr. Merrill is a member of the Elks Club, Knights of Pythias, and Marine Engineers. He is a Royal Arch Mason, a Mystic Shriner, and also a Master Engineer. He was married in 1884 to Miss Eloise J. DeMedecis, of St. Augustine.

MR. A. R. MERRILL

## A. D. STEVENS.

Arthur D. Stevens was born in November, 1862, at Calais, Maine. When he was two years of age, his father, Thomas H. Stevens, who was a shipbuilder, removed, with his family to Jacksonville, where, in company with Captain Brock, he built the marine railway now owned by Drew & Hazeltine. When Arthur was eleven years of age, he went back to Calais to attend school. After graduating at the High School there, he entered the Polytechnic Institute, at Worcester, Mass. He graduated from it, in 1884, with the degree of B. S. in mechanical and electrical engineering. He then returned to Jacksonville, and became superintendent of the Citizens' Gas Company, and, in addition, two years later, of the American Illuminating Company. He superintended the construction of the present electric station of these companies, until it was safely on the way to completion.

In the fall of 1887 the Merrill-Stevens Engineering Company was organized, and Mr. Stevens was chosen President. As the chief officer of this big manufacturing establishment, he has distinguished himself as a business man of splendid attainments. He is a thorough scientific engineer, and complete master of his calling. He has never had the time nor inclination to seek political preferment, but was prevailed upon to represent his Ward in the City Council in 1892. In business affairs he is more conspicuous. He is Vice-President of the River Front Terminal Company, which has for its object the opening of a new street along the river bank, back of the business blocks on Bay. He is a director in the Citizens' Gas and Electric Company, and the Jacksonville Electric Light Company; also Secretary and Engineer of the Florida Dredging Company. Mr. Stevens has never married, but lives with his mother in Jacksonville.



MR. A. D. STEVENS.

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## C. O. LIVINGSTON.

"The man for various arts renowned,  
Long exercised in toil, O muse resound!"

Charles Ondis Livingston is possessed of a peculiar genius in being a master of more arts and trades than most men, and in exercising them always to advantage. It is said of him that he can draw the plans of a structure, erect a house, make a buggy, or a shoe for man or beast; plough a field, plumb a house, manufacture a harness, congeal water for commercial and domestic purposes, double the value of property by the mere act of buying it, shoe a horse, or preach a sermon, all with equal facility. Most men, to undertake so much, would be a failure in all, but strange to say, he has been successful in all. Mr. Livingston was born in Contookville, New Hampshire, December 10th, 1841, eldest child of Ondis Livingston, a native of Scotland, and Christena Livingston, a native of Sweden. His parents were married in the Province of Quebec, Canada, and soon afterward moved to New Hampshire, where they engaged in farming. At an early age the son was obliged to go to work to help support the family. His school education was confined to two winter terms at a country school of the most primitive kind. He supplemented this by having an open spelling-book beside him on the bench, while he pegged shoes during the seasons of

ice and snow, being his own teacher, and studying under difficulties so great that most lads of his age would have given up all attempts at an education. Afterwards he learned the wheelwright's trade at Manchester, New Hampshire. In three years' time he became a thorough mechanic, and on leaving his employer, traveled as a journeyman. Of his war record Mr. Livingston is justly proud, for he served his country faithfully throughout the struggle. At the breaking out of hostilities he enlisted



MR. C. O. LIVINGSTON.

from Nashua, New Hampshire, and was sent immediately to Washington to help defend the Capital. Later he joined the Quartermaster's Department and accompanied Sherman's Expedition to Port Royal, South Carolina, and was at the capture of that port and of Beaufort. At Port Royal Ferry, while in charge of the wagon trains, he ran into a masked battery and was slightly wounded. Subsequently he became attached to the Army of the James. He was attached successively to the Tenth Connecticut, Twenty-fourth Massachusetts, and the Tenth Army Corps, with which he saw service in South Carolina, Georgia, Florida and Virginia. He helped to dig the Dutch Gap Canal before Richmond, and was at Bermuda Hundred and Yorktown. At the close of the war he received an honorable discharge, and came to Jacksonville to grow up with the town. He has been conspicuously successful here, and it is said of him that he has built more houses than any man in the City, outside of contractors, and the City has to hustle to keep pace in its growth with his own. He is the oldest furniture man in the State, having entered the business in 1869. It is also stated that he was the first man to manufacture ice in Florida. But his fortune was made chiefly in the furniture business and in real estate operations. He also derives handsome revenues from rents of houses and business blocks, of which he owns nearly fifty in this City, and a number at other points. From 1872 to

1879 he operated a line of schooners between Boston and Jacksonville, and also three steamers on the St. Johns River. He is a Mason, a Trustee of the Methodist Episcopal Church, and a warm supporter of all charities, irrespective of creed or race. He had a steeple erected on his church, and a bell placed in it; and has done many other charities. He was twice married. The first time, in September, 1885, to Roxine Arey, of Woodsville, New Hampshire, and a second time to Martha Johnson, daughter of C. B. Johnson, Esq., of Doylestown, Pennsylvania. The latter marriage took place at the World's Fair in Chicago, September 19th, 1893. Mr. Livingston has two remedies in every case to beat bad luck; industry and economy; if they do not succeed it is because they are not properly applied. By their application he has achieved the great success in life he now enjoys.

#### HON. JOHN E. HARTRIDGE.

John Earle Hartridge was born in Madison County, Florida, in 1851. His father was the late Doctor Theodore Hartridge, a native of Savannah, Georgia. Of him it has been said: "Doctor Hartridge was a man of noble and generous impulses, and broad and boundless benevolence. To him the burdened heart could pour out its sorrows, and distress prefer its suit, and many, very many, of the poor and distressed of earth have been made to rejoice because of timely assistance received at his hands. He was held in the highest estimation by all classes of the people, and of him it can be truly said that every place was made better by his presence, as he invariably commanded the most profound respect and inspired unbounded confidence." Mr. Hartridge's

mother was Miss Susan Livingston, of South Carolina, who still survives—a woman of rare Christian virtues, and just the mother to bring up worthy sons to useful citizenship. Doctor and Mrs. Hartridge moved to Jacksonville when their son was a child, and this City has been his home since, save during the Civil War. He entered the University of Georgia, and won the sophomore medal in 1871, and graduated as anniversarian in 1873, that being the highest literary honor in the literary societies.

He has continuously practiced law in the City of Jacksonville since his admission to the bar.

He was elected to the State Senate on the Democratic ticket in October, 1894. He has canvassed the State in behalf of the Democratic Party in every campaign since the Tilden campaign of 1875-76.

During the dark days in Florida, when political feeling ran high, and people were being arrested all over the State, and being brought to Jacksonville for trial in the United States Court, Mr. Hartridge defended them without reward, or the hope thereof, and his father, whose acquaintance was large in the State, was invariably the bondsman of all Democrats arrested for political offenses.

In 1888 Mr. Hartridge was appointed by President Cleveland United States Judge for the Northern District of Florida, to fill the vacancy caused by the death of Hon. Thomas Settle. Republicans being in the majority in the Senate, and Mr. Harrison having been elected to succeed Mr. Cleveland at the time of Mr. Hartridge's nomination, he was refused confirmation. The appointment was subsequently given to Charles Swayne, of Pennsylvania, who had lived in Florida only a short time. He has served Jacksonville as City Attorney, and was appointed Commissioner to the Paris Exposition, but did not attend. Mr. Hartridge is an orator of great force and eloquence, which has been used with powerful effect on his auditors, whether in Court, on the hustings, or in the Senate Chamber. He was married in September, 1880, to Miss Susan Fatio L'Engle, youngest daughter of F. F. and Charlotte J. L'Engle, of Jacksonville. They have four sons: Julian, John Earle, L'Engle and Theodore. Their residence in Riverside, recently completed, is one of the handsomest in the City.



MR. JOHN E. HARTRIDGE.



RESIDENCE OF MR. JOHN E. HARTRIDGE.



## AUGUSTUS G. HARTRIDGE

To be a member of the Jacksonville City Council, at the age of twenty-two, and State Attorney at the age of twenty-four, is surely no mean distinction; but this is the record of Mr. A. G. Hartridge, and it has probably never had its counterpart in the history of Florida.

Mr. Hartridge was born in Jacksonville, May 27th, 1869. He is the youngest son of the late Dr. Theodore Hartridge, and brother of Hon. John E. Hartridge. He graduated from the High School of this City in June, 1886, and afterwards attended the South Carolina Military Academy. In 1887 he entered the law office of his brother, Hon. John E. Hartridge, where he commenced the study of law. He was, in December of the same year, appointed to a United States Deputy Marshalship, which office he filled for several months, after which he returned to the study of law. He was admitted to the bar in Jacksonville in June, 1890. He then took a course of law in the University of Virginia, returning to Jacksonville in the autumn to begin the practice of his profession. In June, 1891, Mr. Hartridge was appointed assistant to Hon. R. M. Call, County Solicitor for Duval County, which position he filled creditably. The same year he became a member of the Jacksonville Aldermanic Board, where he distinguished himself as a ready speaker and a keen debater. Early in 1893 he was appointed State Attorney for the Fourth Judicial Circuit of Florida, which position he still holds. On his return from the military academy at Charleston, he joined the local militia and was made Lieutenant in the Jacksonville Light Infantry, and afterwards promoted to Adjutant of the First Florida Battalion. He resigned on his appointment as State Attorney. For one who has held so many positions of trust and distinction in a career so brief, it is easy to predict a brilliant future. A gentleman of sterling character and a liberal endowment of brains, each new

honor that is thrust upon him serves but to stimulate him to a fuller discharge of his duties, and nerve him for newer and greater achievements.

## THE STOCKTON FAMILY.

The Stocktons are of English extraction. The family, which, in point of descent, ranks with the most ancient houses in England, is styled de Stockton in ancient Latin deeds. The family name is derived from two Latin words, Stock and Tun. The meaning of the word Stock is "a place," the "stem of a tree," and Tun is a word signifying "inclosure."

In a pedigree of the Stockton family, taken from an English history at a British museum, we find the name was written de Stockton in primitive days, and, in later times, Stockton. This is the only change the name has undergone in eight hundred years, and is caused merely by the English spelling of the original Saxon words.

The Stockton family, ancient and patrician, in England has been distinguished since the time of the conquest; and, in this free country, where "worth makes the man," it has been equally distinguished since 1660.

Their ancestors were anciently Lords of the Manor of Stockton, which they held under the Barony of Malpas. Stockton Manor is in the Town of Malpas, in the Hundred of Broxton, in the County of Cheshire, England, and was granted in the year 1250, in the reign of King Henry III.

Besides Stockton Manor, there is a place in the Parish of Malpas called Stockton's Bank, and a dwelling place called Stockton Hall. In the Church of Malpas are many of the Stockton memorials. One remarkable memorial was that of Right Honorable Sir John Stockton, Knight, Lord Mayor of London, 1470-71, was knighted in the field by King Henry IV. The coat of arms granted to the Stockton family has been borne by the family during many centuries of its history in England and America. The arms are described thus: "Gules; a chevron vaire, argent and azure, between three molette or." Translated, the last two words mean "the rowel of a spur." The crest is a lion rampant, supporting an Ionic pillar. The motto of the Stockton family is "Omnia Deo Pendent" (all depends on God), and is founded on piety, loyalty, and valor. The coat-of-arms is registered at the Herald's College.

Richard Stockton, son of John Stockton, and grand-son of Owen Stockton, of the Parish of Malpas, Cheshire, England, was born in 1606. He emigrated, with his wife and children, from England previous to the year 1660, on account of either religious or state persecution during the protectorate of Cromwell, to America, and resided a few years on Long Island, at Flushing, near the City of New York. From there he removed to New Jersey. He died, leaving a widow, three sons, and five daughters.

His oldest son, Richard, settled in Princeton, and, about 1700, purchased six thousand acres of land, of which the present Town of Princeton is nearly the center. The Stocktons were the first Europeans to occupy this land after the discovery of the country by Columbus, and still hold a portion of it. Richard Stockton resided, until his death, at an advanced age, in Princeton. He died in 1709, leaving a widow and six sons: Richard, Samuel, Joseph, Robert, John, and Thomas. His fifth son, John Stockton, devised the family seat, Morven. John Stockton was one of the first Presiding Judges of the Court of Common Pleas of the County of Somerset, under the Royal Government. He was a man of education, wealth, and great influence in the early history of New Jersey, and was prominently instrumental in securing to Princeton the College of New Jersey. He occupied the plantation known now as Morven, which was devised to him by his father, Richard Stockton, Esq. He was the most prominent of six sons. He was born in 1701 and died in 1757, leaving a widow, four sons, and four daughters. These four sons, Richard, a signer of the Declaration of Independence, Captain John Stockton, the Rev. Philip Stockton (the great-grandfather of the Stockton family in Florida), and Samuel Witham Stockton, were all distinguished men. The Rev. Philip Stockton, who fought in the battle of Princeton, was called the "Revolutionary Preacher." He studied theology with the Rev. John Witherspoon, and received the degree of Master of Arts. He was a Presbyterian, and was ordained a minister by the Presbytery of New Brunswick, New Jersey, in 1778. He was born in Princeton, July 11th, 1746, and Miss Katharine Cumming, to whom he was married April 13th, 1769, was born on the 6th of April, 1748. She was a sister of General John Noble Cumming, of New Jersey.

The Rev. Philip Stockton was a man of fortune and influence. He resided at his home, Castle Howard, in Princeton, until his death, January 12th, 1792, leaving a widow and five sons: Lucius Witham Stockton, John Stockton, Elias Boudinot Stockton, William Tennent Stockton (the grand-father of the Stockton family in Florida), and Richard Stockton. William Tennent Stockton, his fourth son, was born at Castle Howard, in Princeton. He married Anna Williamson, of New Jersey, and then removed to Philadelphia, and entered into partnership with his uncle, General John Noble Cumming. He resided at his country home, Roxborough, six miles from Philadelphia, until his death, in 1823. He left a widow, four sons, and three daughters.

William Tennent Stockton (father of the Stockton family in Jacksonville) was born at Roxborough, on October 8th, 1812. In July, 1834, he graduated at the United States Military Academy, at West Point, and subsequently did service on the Northern Frontier, in Georgia, and in the Florida War, gaining for himself distinction as a soldier and an officer. Resigning his office in the army, he removed to Florida and settled in Quincy, Gadsden County, and became a planter. "But so conspicuous was his military talent that again and again, and without solicitation, he was called by his fellow citizens, by election, and by appointment from the Governor, to fill important positions in the State. At the commencement of the late war Colonel Stockton, feeling

that duty to his adopted State and his loved ones called him to the field, promptly offered his services and was appointed Captain in the Regular Army of the Confederate States. In a short time he was made Major and then Lieutenant-Colonel of Cavalry." He was detailed to muster in the service all the troops in Florida, and when his work in that State was finished he immediately went to the front. He was taken prisoner at the battle of Missionary Ridge and sent to Johnson's Island, where he was confined until several months after the war ended. "By education a soldier, by instinct a hero, he belonged to that race of noble men whose names adorn the historic page, and whose character added lustre and gave tone to the social life in the South. He was a typical Southern soldier, the incarnate spirit of the Confederacy. His handsome face and form, his lofty bearing, now towering in the forefront of battle, now falling back before overwhelming numbers, contesting every inch of ground until, finally, overcome but not conquered, victorious even in defeat, he hurled defiance in the face of the foe, breaking his sword and throwing away hilt and blade and scabbard as a token of an unconquerable spirit. Such a picture marked Colonel William T. Stockton, the very personification of knightly chivalry."

The above two quotations are extracts from the book, "Dickinson and His Men." William Tennent Stockton was married to his first wife, Sarah Strange, in 1839. They had one son, named William Tennent, and one daughter, Harriet. He married his second wife, Julia Telfair, third daughter of Doctor Thomas Telfair, of Washington, North Carolina, December 23d, 1845. They had seven sons: Richard, Warwick Rush, Thomas Telfair, Guy Henry, John Noble Cumming, Telfair and George T. Ward, and two daughters, Julia Vipont and Mary Stuart Stockton. William

Tennent Stockton died in Quincy, Florida, March 4th, 1869, leaving a widow, four sons and two daughters, who removed to Jacksonville in 1870. Mrs. Julia Telfair Stockton died June 10th, 1892, leaving three sons and one daughter, Mrs. Mary Stockton Young, widow of the Rt. Rev. John Freeman Young, Bishop of Florida.

#### THOMAS T. STOCKTON.

Thomas Telfair Stockton, journalist, was born in Quincy, Florida, October 8th, 1833. He was educated at private schools and the Quincy Academy. When eighteen years old he commenced business life as a civil engineer. In 1871 he connected himself with the Southern Express Company, remaining with that company for twelve years in various capacities, until he had attained the highest available place, that of Route Agent of the entire State. In 1883 he removed to Jacksonville to engage in mercantile business, in which he was eminently successful. But, not satisfied, he, with two brothers and a few friends, started a daily morning paper, the News-Herald, made-up by combining the Morning News with the Evening Herald, already well established journals. In May, 1878, the first issue appeared. In 1888 the business was transferred to a stock company, the Florida Publishing Company, and the corporation secured contracts of all the daily papers published in the City, and combined them under the name of the oldest and most successful, the Times-

MR. T. T. STOCKTON.

Union. Mr. Stockton became the General Manager, and the newspaper the leading journal of the State, and was one of the four that shaped the policy and dictated the sentiment of the whole South for many years. Mr. Stockton, on May 16th, 1877, married Willie A. Lawton,

daughter of Colonel W. J. Lawton, of Macon, Georgia. They have one son, Winborn, and three daughters, Julia, Mildred and Helen.

John Noble Cumming Stockton, President of the National Bank of the State of Florida, owes his success in life to his indomitable energy, courage of his convictions and honesty of purpose, both in personal and public matters. As President of the Board of Trade, and Chairman of Public Works, he left no occasion untried that would benefit his adopted City and fellow-citizens. He was also prominently connected with and aided in the building of St. Andrews, the Bishop Young Memorial Church, East Jacksonville. For a number of years he was one of the Wardens of the Church, and was also a member of the Standing Committee of the Diocese. He was born November 17th, 1857, in Quincy, Florida, and was married to Miss Fannie Baker, daughter of Judge James M. Baker, of Jacksonville, Fla., September 27th, 1883. They have two sons, William Tennent and Gilchrist, and one daughter, Frances.

Telfair Stockton, at an early age, developed a practical knowledge of business methods, which has been largely instrumental in his eminently successful career. He has been, and is, thoroughly identified with the growth and prosperity of Jacksonville, and through his keen insight in matters pertaining to real estate, of which he has made a specialty, he has induced many to make their homes in this City. He was born in Quincy, Fla., January 31st, 1860, and was married to Miss Florence Fitch, daughter of James Roosevelt Fitch, of New York, January 15th, 1885. They have one son, James Roosevelt, and one daughter, Florence.

#### HON. J. C. GREELEY.

Jonathan C. Greeley was born at Palermo, Waldo County, Maine, July 6th, 1833. His father was an industrious farmer, but in straitened circumstances, and the son had not only to work early and late while attending the district school, but also to earn the money during vacations with which to pay his board and tuition at New Castle Academy. His father was not only poor, but in debt, and it is indicative of the character of the son that he devoted his first earnings, after leaving college, to paying off a mortgage on his father's farm. Soon after his graduation, ill health forcing him to seek a milder climate, he removed to Florida, where, with renewed health, he soon took an active part in public affairs, and was elected to the City Council of Palatka. During the Civil War, while outspoken for the Union, he remained a non-combatant. In 1862-63 he represented Putnam County in the Legislature, and soon after, having removed to Duval County, he was its Treasurer until 1876. In 1873 he was elected Mayor of Jacksonville, and in 1882 he was elected State Senator. In the Senate he served with distinguished ability, his conservative and consistent course making him warm and valued friends, even in the ranks of his political opponents. So strong, indeed, was this element that Mr. Greeley was induced, in 1884, to become a candidate for Lieutenant-Governor, but strong as was his personal following and general popularity, they failed to break party lines, and he was defeated. He was also, in 1886, a candidate for Congress, which, from the same cause, produced a like result. He was a member of the Constitutional Convention of 1885, which promulgated the present Constitution of Florida.

In 1874 the Florida Savings Bank and Real Estate Exchange was organized, of which he was



HON. J. C. GREELEY.

President for thirteen years, and until it went out of business. In 1888 the Land Mortgage Bank, of London, England, was organized in Jacksonville, with Greeley, Rollins & Morgan, as resident agents. It has a capital of \$2,500,000. He is President of the Florida Finance Company, with a capital of \$250,000; President of the Indian River Pineapple and Coconut Grove Association, which owns vast tracts of land on the famous Indian River, and in other parts of the State, including some fine phosphate property near Dunnellon. Mr. Greeley, aside from politics, has always been



RESIDENCE OF HON. J. C. GREELEY.

prominent in public enterprises, and has ever taken a keen interest in public affairs. He was one of the original Trustees of St. Luke's Hospital, of the Daniel Memorial Orphanage, and also of the Jacksonville Public Library. When the Board of Public Works was established, in 1887, he was made the first Chairman. For several years he held the responsible position of Deputy Collector of Internal Revenue for Florida. During the epidemic of 1888 he was First Vice-President of the Board of Trade.

Of some men it is said that their friends are among the best and most prominent people. Of Mr. Greeley, it is remarked that his friends include all classes, and that he is as ready to lend a sympathetic ear to the distressed laborer—white or colored—as to the highest in the land.

Mr. Greeley has one of the most attractive homes in the City, in Riverside suburb, overlooking the St. Johns. He was first married, in 1858, to Lydia, daughter of Judge W. A. Forward, of Palatka, by whom he had one son. Mother and son were lost at sea in October, 1865. His second marriage was to Miss Leonora Keep, of Lake City, in 1867, who died in April, 1886. He has three children: Allan, who has just graduated from the University of Michigan, at Ann Arbor; he was previously graduated from Yale; Florence, now Mrs. Dr. James G. DeVeanx, of New York, and Mellen, aged fourteen, at school in Lawrenceville, New

Jersey. Mr. Greeley comes of a long-lived family. His mother, who was Sally Choate, cousin of Rufus Choate, was buried on her eighty-seventh birthday, while her brother Rufus was ninety-seven last March. Some of his grand-parents passed the century mark.

#### CAPTAIN W. J. DRISCOLL.

William J. Driscoll was born at the village of Cold Spring, New York, just opposite West Point, August 18th, 1867. His parents were residents of Charleston, South Carolina, but at the time of his birth his mother was on a visit to Cold Spring. His father, John J. Driscoll, was a graduate of West Point, and was First Lieutenant, First Regiment of Artillery, United States Army.

Young Driscoll received his education in Charleston, and at an early age entered the counting house of Hon. W. A. Courteney, where he remained for six years, and received an excellent business training. Mr. Courteney was Superintendent of the Clyde Steamship Line, in Charleston, and upon his resignation from that position, Mr. Driscoll went out also. He was appointed, under the

Cleveland administration, to a position in the railway mail service, and continued in the department all through the Harrison administration, and became a route agent in the service. Under Cleveland's second administration he was appointed, in 1891, Superintendent of Mails at Jacksonville, which position he still holds, and is a most efficient and obliging official.

Mr. Driscoll was always fond of the "pomp and circumstance" of a military career, and when he was quite a lad, he joined the Palmetto Guards, Company E, of Charleston. From a private, he passed through all the grades, and was elected Second Lieutenant, in 1892. He resigned from the Guards when he left Charleston, and had a brief respite from militia duty. In 1894, however, upon joining the Jacksonville Light Infantry, Company A, First Battalion, Florida State Troops, he was elected Captain of the Company, and still holds the commission as such. Since his election to the Captaincy, the Company has increased its muster roll very considerably, and has gained much in proficiency. Captain Driscoll is an excellent officer, being a thorough tactician, and a strict disciplinarian. Under his command the Jacksonville Light Infantry has come to be one of the crack companies of the State. It is about forty strong. Captain Driscoll was married, April 22d, 1891, to Miss Fannie Flynn, of Charleston. They have one son, Courteney Driscoll, who is an honorary and star member of the Jacksonville Light Infantry.



CAPTAIN W. J. DRISCOLL.

#### CAPTAIN L. H. MATTAIR.

Lewis Henry Mattair is a native of Lake City, Florida, where he was born January 29th, 1868. He was a son of Lewis H., a prominent merchant of Lake City, who conducted a business extending over the entire State. The family are of French Huguenot descent, but have lived in Florida for many years. After attending the Jacksonville schools, Mr. Mattair was sent, at the age of fourteen, to Dr. Porter's School, in Charleston, S. C., which was then known as the Holy Church Collegiate Institute. He remained in this institution till he was seventeen, when he entered the University of the South, at Sewanee, Tenn. He was graduated from there in 1889, at the age of twenty-one, with the degree of C. E. Returning to Jacksonville, he entered actively upon his profession of civil engineering in the Government service in Florida waters. He also aided in the construction of railways, canals, and other engineering work, and was one of the engineers employed on the St. Johns River improvement, after Duval County had voted \$300,000 for that purpose. He received the appointment of City Engineer for Jacksonville in 1894, and still fills that position with great credit, and to the entire satisfaction of the public. Sewanee is a military school, hence his military training began at a very early age, and it was thorough. After his return to Jacksonville, he joined the Jacksonville Light



CAPTAIN L. H. MATTAIR.



Infantry as a private. While he was away attending an encampment of this Company, he was elected Captain of the Metropolitan Light Infantry, of Jacksonville, which is Company C, First Battalion, F. S. T. He had a complete reorganization of the Metropolitan Light Infantry, and by his excellent discipline and admirable soldiery he has brought the company up to a high standard of proficiency that is second to none in the State. It musters forty men, rank and file. Captain Mattair was married December 6th, 1893, to Miss Mary Eagan, daughter of Honorable Dennis Eagan, of Jacksonville. They have one child, Lewis H. Mattair, Jr.

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### J. M. DES ROCHERS.

John Mowbray Des Rochers was born in New York City, December 29th, 1859. His father was a prominent dry goods merchant in New York. The Des Rochers are of French Huguenot descent, and were prominent personages in France, the grand-father of this subject having been a General in the service of the Emperor Napoleon. On his mother's side he is descended from those celebrated English families, the Mowbrays and the Howards, amongst the former being "Stout Earl Mowbray," of Shakespearian celebrity. John M. was educated in New York. His father died when he was ten years old, and he went to live with his uncle, Oliver Mowbray, a retired merchant. At the age of twenty he came to Florida, settling in Jacksonville. He shortly afterwards engaged in the saw-mill and lumber business. In 1883 the firm of Elliott & Des Rochers was formed to conduct the same business. This continued until Mr. Elliott's death in 1888. As a lumber and ship broker Mr. Des Rochers is now one of the first in the State. The mills of Georgia and Florida supply him, and he ships to all domestic ports, to the West Indies, and South America. Besides his Jacksonville office, he has branch offices in Fernandina, Florida, and Brunswick, Georgia. He is a member of the Jacksonville Board of Trade, a Director of the Florida Fibre Company; of the D. P. Upson Machinery Company; of the South-Western and the Atlanta Building and Loan Associations; a member of the Elks, and on the House Committee in the Local Club. He was married in 1882 to Miss Maria E. Hewlett, daughter of Captain H. C. Hewlett, a gallant officer

in the Confederate Navy. They have three children: Grace Mowbray, Oliver Hewlett, and Edward. They have a lovely home in Riverside, where they dwell in peace, surrounded by the comforts of a well earned competence. Personally Mr. Des Rochers is generous and affable, full of public spirit and enterprise, and greatly esteemed in the community.

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### HON. D. U. FLETCHER.

Duncan U. Fletcher, mayor of Jacksonville, was born in Pike County, Georgia, January 6th, 1859. He graduated from Vanderbilt University, at Nashville, Tenn., in the class of 1880, and coming to Jacksonville in the following year, entered at once upon the practice of law, in which he has been very successful. At present he is the senior partner of the firm of Fletcher & Wurts,

which stands very high in Florida. As long ago as 1885 he was a member of the City Council, and has been in the City government almost uninterruptedly since then. For two consecutive terms he was President of the Council. He is an exceptionally good campaign orator, and a fine all round speaker, which qualifications make him greatly in demand on all public occasions.

He was elected to the Legislature in 1892, and while there rendered most valuable services to his City and State. He was chiefly instrumental in having enacted the new City charter of 1893, which restored the elective franchise to the people, and embraced all the best features of the Australian Ballot Law. It also authorized the issue of \$1,000,000 in City bonds for public improvements, which have since been going on. He also had enacted Chapter 4300. Laws of Florida, which provided a more just and equal mode of levying taxes. This enabled the City to reach large property interests of corporations, which hitherto had largely escaped their just taxation. These and other valuable services have fixed his popularity on an enduring basis. Aside from his extensive law practice and political interests, he has given some time to industrial enterprises, and is President of the Florida Fibre Company, interested in the development of the great fibre interests of Florida. As Mayor of Jacksonville, to which office he was elected in July, 1893, Mr. Fletcher has been all that could be wished of a chief executive. Under his administration the City has prospered and grown as never before in its history. He

is conservative, progressive, and just, deeply solicitous of the City's honor and fair fame, and unfaltering in devotion to the duties and dignities of his high office. He was married, in 1883, to Mrs. Anna Louise Paine, of Jacksonville, and has two children: Ellen Acby and Louise Chapin.



HON. DUNCAN V. FLETCHER.

#### CAPTAIN JAMES A. BRYAN.

James A. Bryan is a North Carolinian. His father, John A. Bryan, was a prominent planter and politician of Duplin County. There on his father's farm, James was born, in 1853. The family settled in North Carolina about two hundred years ago, and there their descendants still reside. The Bryans were prominent figures during the Colonial period, and in the Revolution they fought stoutly for American Independence. They were among the framers of the first State Constitution, and on through the succeeding generations they have been conspicuous in the affairs of the Old North State. A sturdy, conservative race they are, modest and unpretentious, but staunch in principle and unswerving in devotion to duty.

James was brought up on the farm, where so many of America's greatest men have had their early training. The conditions existing, just after the war, and at the time he was of school age, did not permit of his receiving an elaborate education, but such schooling as the country wherein he lived afforded he received, which, together with night study after working

hours, gave him a fairly good education. When he was twenty-one, however, he left the farm for Wilmington, where he became a salesman in a shoe store. After some years there he was attracted by the fine climate and growing advantages of Florida, and in 1882 removed to Jacksonville. For three years he was employed with A. Ames Howlett & Company, jetty contractors. He became attached to this business, and in 1885 branched out in it for himself, and became a general contractor. He afterwards became active in the development of the phosphate industry in Florida, and erected one of the first plants for mining it in the State, that of the Alafia River Phosphate Company, which is one of the best known. He was for two years the Superintendent for this Company, and got the contract for doing a great part of their dredging. In 1894 he, in company with M. S. Cartter and others, organized The Florida Dredging Company, of which he is General Manager, with headquarters at Tampa. They take contracts for dredging all over the State, and in Georgia, and their equipment for rapid and thorough work is of the best. (See *The Florida Dredging Company elsewhere*.) He was married, in 1886, to Miss Anna B. Dolbey, of Constantia, New York. They have four children, two boys and two girls. His uncle, the Rev. Doctor R. T. Bryan, is the well known missionary to Shanghai, China, and is the youngest LL. D. from the University of North Carolina.



CAPTAIN JAMES A. BRYAN.

#### WALTER F. COACHMAN.

Very few men of Mr. Coachman's youth have held so many positions of prominence in a community as he does in Jacksonville. He is a man of business, with a capacity for performing more labor in a greater number of fields than the majority of men. As local agent for the Florida Central and Peninsular Railroad, his duties are such as would deter almost any other man from undertaking others, but in addition to this important work, he is a member of the City Council, a member of the Duval County Commissioners, and a governor of the Board of Trade. Few men, therefore, are so closely identified with so many interests, political, social and commercial, of Jacksonville and Duval County, as he, and in all these bodies he is recognized as a leader. When he speaks men listen, and his opinions always carry great weight, for they are based on common sense and good judgment. Mr. Coachman is a South Carolinian, and has not been in Jacksonville a great many years, but his rise has been rapid, his undertakings successful, and he stands to-day as one of the foremost citizens of the community.



MR. W. F. COACHMAN.

## LORRETTUS S. METCALF.

Lorrettus Sutton Metcalf was born in Monmouth, Kennebec County, Maine, October 17th, 1837. He is descended from the Beare Park and Nappa Hall branch of the English family of Metcalf, of Norfolk County. The first representative of the family in this country was Michael Metcalf, of Norwich, England, a Puritan, who, being driven from his home by ecclesiastical persecution, sailed from Yarmouth with his wife and family on April 15th, 1637, arrived in Boston on June 17th, and settled at Dedham, Massachusetts.

The father of the subject of this sketch, Mason Jerome Metcalf, owned a manufacturing business in Boston, and mill property in Maine, and the son passed his boyhood between city and country. He was fitted for college in the schools of Boston and Monmouth, but instead of entering on a collegiate course, continued with private tutors the study of branches in the line of his taste. He subsequently received the degree of M. A. from Bates' College, Lewiston, Maine, and of LL. D. from Iowa College. Mr. Metcalf has always been a diligent reader, and early showed a taste for literary pursuits. When a young man he contributed quite largely, on a variety of subjects, to a considerable number of newspapers, including the Commonwealth, the Boston Journal, the Congregationalist, the Boston Traveler, and Zion's Herald. Subsequently he edited a local weekly paper, published in the vicinity of Boston, and then he became the proprietor and editor of five such papers. When the North American Review was purchased by A. T. Rice, and removed to New York, Mr. Metcalf became its Business Manager. He continued in that position for nine years, and during the last five he also performed the editorial duties of the publication.

In March, 1886, he issued the first number of the Forum, and for two years thereafter he again did double duty, acting both as Editor and Business Manager. Then he confined his attention to the editorial work exclusively for three years, retiring in 1891.

Mr. Metcalf is an untiring worker, and attributes to this quality such measure of success as has followed his efforts. While engaged on his newspapers in Massachusetts he was accustomed ordinarily to give as much as sixteen hours a day to labor, and during his connection with the North American Review the usual length of his working day was fourteen or fifteen hours. He is very methodical in his habits, and of unerring memory in regard to business engagements. The routine editorial work of the North American Review and the Forum was conducted by him with such system that it moved with the precision of clock-work. Though religious in his tendencies of mind, he has a strong dislike to dogma; and in social matters he is very democratic, having little respect for the claims of wealth and position, and conceiving that character and mental ability are the only things of real value.



MR. AND MRS. L. S. METCALF IN THEIR YACHT "AMIE."

Mr. Metcalf is naturally a lover of adventure, and in his earlier days devoted all of his spare hours to wild sports, such as hunting, yachting, and mountain climbing. He has been thoroughly over the United States and Canada, has made several trips to Europe, and has met most of the men that have been prominent in public affairs during the past twenty-five years. He is a member of the Century Club and of the Author's Club, of New York, and of several scientific and philosophical societies.

The chief work of Mr. Metcalf's life, and that by which he will be remembered, has been the establishment of *The Forum*. The publication was founded for the purpose of giving an absolutely



SCENE AT ROCKLEDGE.

On the Lane of the Jacksonville, St. Augustine & Indian River Railway.

unprejudiced discussion of important subjects. The first announcement of the new review set forth its aims in the following words:

"This publication addresses itself to the mass of intelligent people.

"It discusses subjects that concern all classes alike—in morals, in education, in government, in religion.

"It is genuinely independent, both of partisan bias and counting-room influence.

"It is constructive in its aims, presenting opposing views, not for the purpose of exciting strife, but in order to assist the reader to form wise conclusions.

"It employs the best known essayists; and it also invites to its pages men and women connected with important business and social interests who have special opportunities for information."

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alike to Protestants and Roman Catholics, to Jews and Christians, to Calvinists and Unitarians; but the enemies of all religion are not given a place. In politics, representatives of the various political parties are treated with equal consideration; but no encouragement is given to those who would destroy all government. In morals, all arguments as to the best method of accomplishing results are admitted; but nothing is countenanced that tends to weaken the sense of moral duty.

At the end of Mr. Metcalf's fourteen years' connection with the North American Review and the Forum, his eyes were in such a condition that he was compelled to take a long rest, and to abandon the hope of doing any more review work.

In December, 1893, he came to Jacksonville, Florida, and established the Florida Citizen, and at the present time is in charge of that publication. The Citizen is a daily and weekly paper, that gives the news of the world very fully. It has special correspondents in the principal cities of the country, and controls a telegraph wire to Washington and New York. It is an organ of the Democracy of Florida, and devotes much space to the moral, intellectual, and material development of the State.

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### JOHN E. STILLMAN.

John Edgar Stillman was born at Eau Claire, Wisconsin, February 27th, 1866. His father, of the same name, removed to Florida in 1873, for the benefit of his health. In conjunction with other emigrants from the same place, he founded Orange City, which is now a prosperous village in Volusia County. He died there in 1883. The subject of this sketch attended the public schools in Orange City, and in 1882 entered the High School at Washington, D. C. He afterwards attended the East Florida Seminary at Gainesville, where he graduated in 1885. For a year he was a contractor at Orange City. In 1887 he went West and spent a year in travel. Returning home he was, in 1888, elected Tax Collector of Volusia County. He was then only twenty-two years of age. In 1889 he was elected Mayor of Orange City, and in the same year was appointed United States Sugar Inspector for the State.

In 1890 he and his brother purchased the Orange City Bank, and they conducted a flourishing business. On his appointment as Deputy Collector of Internal Revenue for the State, in 1892, he sold out his interest in the bank to his brother. In 1892 he received the nomination for Clerk of the Court in Volusia County, but declined to make the race. In the meantime he had become associated with the Little Brothers Fertilizer and Phosphate Company, of Jacksonville, and in April, of 1894, he removed to this place, and was elected Secretary and Treasurer of the Company. In 1895 he was appointed by Governor Mitchell a member of the Board of Education of the East Florida Seminary, an honor both to himself and his Alma Mater. In 1887 Mr. Stillman was married to Miss Martha C. Deyarman, of Orange City. They have three children. For one so young, Mr. Stillman has held many positions of trust, in all of which he has acquitted himself with honor. For one who has started out so well it is easy to predict a brilliant future.



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