

September 26, 1894, and the work had to be done over again. Though not entirely completed the shed was opened to trains February 4, 1895. It was an enormous structure one-fifth of a mile long by 520 feet wide, with a transept 168x40 feet. The contract for the brick depot was let in June, 1896, to S. S. Leonard for \$58,000. The building was completed January 15, 1897, and covered 325x120 feet. This station served the traveling public for nearly a quarter of a century and for many years had the distinction of being the largest depot in the South. The wear and tear of years began to tell on this pile of brick and our present station grew out of a public demand for a more presentable depot for Jacksonville, as well as a more commodious one.^f

Considerable wrangling arose in connection with the location of the new depot, as the city tried to force the railroads to change the site to one west of Myrtle Avenue. The change would have entailed an enormous additional expense on the Terminal Company and the railroads and they fought the proposition in the courts and before the railroad commission, and won. When these matters were settled plans were drawn for the present station, which included the preservation of most of the old brick depot fronting Bay Street. The land now covered by the concrete approach was then owned by private parties and was built up with brick buildings to Lee Street; the Terminal Company purchased this land and tore down the buildings in order to provide a suitable approach for the new station. Work was then started on relaying the tracks and rebuilding the sheds, work on the new depot having started in the meantime. The completed station was thrown open to the public at 12:01 a. m. November 17, 1919, the occasion being marked by no celebration. The 14 sandstone columns in front form an imposing entrance to the main waiting room, which is 125 feet long by 80 feet wide, with a dome 70 feet above the floor. The main building is constructed of Tennessee marble and cost \$750,000. The total cost of the improvement including trackage, sheds and purchases was \$1,300,000.^g

Bibliography, Chapter XVIII

^aMemoirs of Florida, F. P. Fleming, 1902; ^bDiary of O. L. Keene, resident of Jacksonville at the time; ^cDr. W. M. Bostwick, resident of Jacksonville at the time; ^dReports of Federal army officers; ^eCorporate history of S. A. L., C. R. Capps, vice-pres.; ^fJ. R. Kenly, president A. C. L.; ^gLocal newspaper account published at the time; ^hFlorida Weekly Dispatch, 1880-81; ⁱHistory of A. C. L., H. D. Dozier, 1920; ^jE. S. Spencer, Gen. Mgr., J. & S. W. Ry.; ^kCentennial Edition of Macon (Ga.) Telegraph; ^mJ. E. Ingraham, vice-pres. Florida East Coast Ry.; ^qE. C. Long; ^sPaul Brown's "Book of Jacksonville", 1895; ^tTerms of City ordinance; ^wScott Loftin, Gen. Counsel, F. E. C. Ry.