

JACKSONVILLE AND ITS ADVANTAGES.

City on the St. Johns Developing Its Resources as a Leading Commercial Center.

The rapidly growing city of Jacksonville, whose admirers have fondly christened it the New York of the South, is situated on the St. Johns River, in Duval county, about seventeen miles from the Atlantic ocean. It has an area of seven-and-a-half square miles and lies at an elevation of from 14 to 20 feet above sea level. Seven miles of water front, with a depth sufficient to accommodate large ocean-going steamers, emphasizes its importance as a port of entry. It is a basing point for making freight rates, is the gateway to Florida and the West Indies, and is in direct railway connection with all the principal points in the United States.

Five great railroad systems touch here and handle an enormous amount of traffic both ways during the greater part of the year. Two great steamship companies maintain regular coastwise connections with the principal North Atlantic seaports, while two other steamship companies carry on important traffic with the West Indies and Central America. Steamboats ply up the St. Johns river for a distance of nearly 200 miles, while another steamboat line is projected to traverse the inland waterway, now being completed by way of the Indian River and other inlets along the East Coast, between Jacksonville and Miami.

In 1890 the population of Jacksonville was 17,000 and in 1900 it had reached 28,000. At the close of 1906 the population was 51,865 and at the close of 1908, it is estimated to have been 65,000. In addition to this there is a transient and suburban population of some 45,000.

There are 140 miles of streets in the city, more than 50 miles of which are paved with vitrified brick, shell and macadam. More than a million dollars have been spent on street paving, and the street department has earned an enviable reputation for the clean appearance the pavements present at any hour of the day.

Jacksonville has successfully handled the problem of sewerage and drainage, there being over 75 miles of sewers within the city limits. The mains are from 4 to 14 feet below the surface and have sufficient fall to carry off the heaviest downpour of rain at once. The system is the best that modern engineering could devise.

Jacksonville has 85 acres in parks which are conveniently situated and are easy of access to all the residence sections of the city.

Besides these there are several private parks and open-air amusement resorts that are a constant source of attraction to citizens and visitors.

The street car system of Jacksonville is under the management of the Jacksonville Electric Company, which operates forty miles or more of track. Its cars run to all parts of the city, a single fare and universal transfer system being in use. More than 6,000,000 passengers are carried annually, and its equipment is capacious and up-to-date, both open, closed and combination cars being used on the various lines. The company is said to intend to introduce the pay-as-you-enter cars, which are becoming a feature of the street car systems of the larger cities of the North.

The city is brilliantly lighted at night, Main street particularly being illuminated throughout its business length with powerful double standard lights disposed along every block. The city owns its own electric light plant, which is equipped with every modern appliance. Current is supplied to consumers at a rate that makes it cheaper than anywhere else in this country.

The gas company supplies a good quality of artificial gas, which is almost universally used for culinary purposes, and for heating during the few cool days of

winter when heat may be considered necessary to comfort.

The city has a very efficient fire department and is now putting in a high-pressure plant that will send powerful streams of water to the top of the highest building. Pressure pumps similar to those installed by the New York fire department will be located on the river front and will maintain at all times considerable pressure in all the mains that traverse the whole of the business section of the city and considerable of the residential section also.

The waterworks in Jacksonville are owned by the city, the supply being secured from a number of artesian wells having a depth of 950 feet. The capacity of the plant is 12,000,000 gallons a day and the supply is inexhaustible, being cool, clear and sparkling and unusually pure and free from mineral matter. The wells and pumping station are surrounded by a lovely park. A new well is about to be bored, which will add considerably to the present supply.

Building operations in Jacksonville are lively at all times, there having been erected during the past year three large skyscrapers, either of which would be a credit to any city in the country, however large. Another is under way, being an addition to one of the first to be completed.

BIG CONVENTION HERE.

Five Hundred Visitors Expected to Attend Annual Meeting of Bridges and Buildings Association.

The nineteenth annual meeting of the American Railway Bridges and Buildings Association will be held in this city at the Board of Trade auditorium October 19 to 21. Extensive arrangements have been made for the entertainment of the delegates and visitors, of whom 500 are expected to be present.

An interesting program has been arranged as follows:

Tuesday, October 19.

10 a. m. to 12 noon, opening session in the auditorium of the Board of Trade. Addresses to be made by Mayor Jordan, President Bours, and others.

2 to 5:30 p. m., business session.
7 to 10:30 p. m., business session.
Johns river.

Wednesday, October 20.

9 a. m. to 12 noon, business session.
2 to 6 p. m., visit to Florida Ostrich Farm.
8 to 10:30 p. m., business session.
11 p. m., Dutch luncheon at Board of Trade building. In the morning the ladies of the party will be taken for an automobile ride and in the evening they will be entertained at the theater.

Thursday, October 21.

9 a. m. to 12 noon, business session.
2 p. m., take train on Florida East Coast Railway for St. Augustine and Knights Key.

Exhibit of Supplies.

As is customary at these conventions there will be a fine exhibit made by the Railway Men's Supply Association, and this will be a feature that will interest everyone. It is not yet known where this exhibit will be placed, but a suitable hall for the display will be secured in ample time.

The lumber manufacturers in this section are interested in the meeting and will assist in entertaining the visitors.

The officers of the association are as follows:

- President—J. P. Canty, of Boston and Maine System, Fitchburg, Mass.
- First Vice President—H. Rettinghouse, C. & N. W. Railway, Boone, Iowa.
- Second Vice President—F. E. Schall, Lehigh Valley, South Bethlehem, Pa.
- Third Vice President—J. S. Lenard, Southern Railway, Charlotte, N. C.
- Fourth Vice President—A. E. Killan, In terecolonial Railway, Marquette, N. B.
- Secretary—S. F. Patterson, Boston and Maine, Concord, Mass.
- Treasurer—C. P. Austin, Boston and Maine, Bedford, Mass.

FOR THIRTY-FOOT CHANNEL.

Surveying the St. Johns to Make It Navigable for the Largest Vessels.

That the St. Johns river will be deepened so as to provide a 30-foot channel from Jacksonville to the Atlantic, is one of the probabilities of the near future. For several weeks Capt. George R. Spalding, of the United States Army, has been conducting a survey of the river from this city to Mayport, and within a few weeks will be ready to make his report and recommendations.

There is little doubt that these will be favorable, as the rapid advance made within the past few years in the importance of this port in the shipping interests of the world, demands that every facility should be given it to encourage the entry here of ocean-going vessels of deep draught, and of the first class.

Surveying parties are now working in several parts of the state, notably in the inland waterway route that skirts the east coast of the state to Key West, the Kissimmee river channel, which it is proposed to deepen, and also surveys are being made on two routes for the ship canal it has been proposed to dig across the state from east to west. With all these improvements under way, Florida may look forward to the expenditure, within the next few years, of many millions of dollars appropriated by Congressional action which will add greatly to the prosperity of our state.

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MASTER'S SALE.

I will sell to the highest bidder for cash at the door of the Court House, Duval County, Florida, during legal sales hours, Monday, September 6th, 1909: All that certain lot or parcel of land situate, lying and being in the county of Duval and State of Florida, to-wit: being part of the land conveyed by Forrest Howell to Lillian A. and Daniel T. Gerow by deed recorded in Book "B L," page 44, Duval County records, situate partly in Lot 1, Section 22, and partly in Lot 1 Section 15, T. 2 South, Range 26 East, more particularly described as follows: Beginning at a large gate post at the northeast corner of the yard of Lucinda T. Howell on the south side of the Middleburg Road, run thence east 84 feet to a stake, thence south 125 feet to land conveyed by Lillian A. and Daniel T. Gerow to Charles Harris; thence west along the line of said Harris 84 feet to the lands of Lucinda T. Howell, thence north along said land 125 feet to the place of beginning—to satisfy decree of the Circuit Court foreclosing mortgage in suit of Sam'l W. Fox and Henry J. Wilson and wife in Circuit Court of Florida, Fourth Judicial Circuit, Duval County, in chancery sitting.

C. D. ABBOTT,
Special Master in Chancery.
8-2-09-4wks.

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