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HENRY M. FLAGLER'S WORK FOR FLORIDA

A Story of Vital Interest Written for the Manufacturer's Record by an Able Co-Worker

The state of Florida has an area of 54,200 square miles. It has over 1,200 miles of seacoast. In 1880 its population was 269,493, and average of five persons to the square mile. There were but 408 miles of railroad in the state. There were no factories, but a few sawmills, a few banks with but little capital, and but little business any where. The salubrious climate of the state was but little known except locally, and the tourist travel was of no importance. Orange growing as an investment had just started in a small way in various parts of the state. Florida had only been known as a land of alligators and insects, and as a desirable place specially for consumptives. Its possibilities as a playground for the nation or as an important source of supply for vegetables and fruit of all kinds, lumber, cotton, naval stores, etc., and as a profitable location for factories of any kind were unthought of. The East Coast of Florida, over 500 miles in extent, was utterly unknown to the world. There were a few towns along the East Coast, of which Jacksonville, St. Augustine, New Smyrna, Titusville, Melbourne and Key West were the principal ones. The population of the counties now known as the East Coast counties—Duval, St. Johns, Volusia, Brevard, St. Lucie, Dade and Monroe—was 29,325. The gross valuation in 1884 of these counties for taxes was \$12,166,137. The gross valuation for taxes for the whole state of Florida in 1884 was \$69,042,655.

The time for mail from New York or the West varied from five to seven days to Jacksonville, and many changes of cars had to be made before the weary traveler could land safely in Jacksonville by rail from the North or West. Such things as through Pullman or sleeping cars were unknown. Travel was largely by steamer from Charleston or Savannah by sea or by the St. Johns river to interior points. The gauge of all the principal railroads south of Quantico, on the east and the Ohio river on the west were wide gauge or 5 feet 2 inches, while that of the Northern and Western lines are 4 feet 8 1/2 inches, making it necessary for the Southern roads to maintain costly and cumbersome change-houses at various points and extra sets of wheels or trucks in order to secure a through movement of cars without breaking bulk. Rates were high, the time consumed by freight movement was very long, and in consequence there was but small interchange of business between the South and the railroads. These are some of the principal difficulties that had to be overcome in the rebuilding of Florida.

In 1884 a great man came to Florida in search of health and pleasure, a man who had made a large fortune, and who believed that it was given him in trust to be used "in the wisest way for the benefit of his fellowman and for the greatest good to the greatest number." He was attracted by the quaint old city of St. Augustine. He bought a marsh lying within the city gates, and, filling it up, built the Ponce de Leon hotel, one of the most perfect and beautiful buildings in the world. This he opened to the public in January, 1887.

In 1886 he bought a little narrow gauge railroad from St. Jacksonville to St. Augustine, connecting with the railroads running into Jacksonville by ferry, this mode being unsatisfactory, in 1886 he used his great influence and helped the great movement of September, 1886, when all the roads in the south changed their gauges to conform to that of the North. He built a great steel bridge across the St. Johns river at Jacksonville, and the first through Pullman trains from Jersey City to the far South came to St. Augustine to carry guests to the Ponce de Leon hotel in 1887. This movement soon gave the state of Florida a 26-hour mail train from New York. He also built in St. Augustine the Alcazar hotel and the beautiful casino and baths, all of concrete, magnificently finished and furnished. He built the city hall, the hospital, the exquisite Memorial Presbyterian church and manse in memory of his only daughter, and the beautiful Grace Methodist church and parsonage, the colored school, and when he destroyed the old Roman Catholic cathedral, he gave money with which to rebuild it. He built two miles of asphalt streets, comfortable homes for his employees, established water works, sewers and electric lights for his properties. He built here his shops, and gave steady employment to hundreds of men.

In November, 1888, he bought the Astor road to Tocot from St. Augustine and Palatka, again bridging the St. Johns river at that point. In 1890 he bought the S. V. White railroad from San Mateo to Daytona, changed the gauge and connected it with his road at East Palatka, thus making a through line to Daytona and the Halifax river. He put steamers on that river to New Smyrna to bring out the orange crop of that locality. In 1890 he bought the Ormond hotel at Ormond, and later enlarged it to accommodate the people attending the great automobile races from all over the world, and which made the Ormond-Daytona ocean beach course famous. With the railroads that he bought and as his principal assets he got 168,000 acres of land, which he sold to settlers at low prices and on easy terms. He established a model farm at Hastings, and the result of that example gave Hastings its start. This year, 1909, the products of Hastings, farms will realize nearly a million dollars to their owners from Irish potatoes chiefly.

In 1892 he obtained a charter from the state authorizing an extension of his line of railway along the Indian river to Miami and Key West, and in the summer of 1892 the work of construction began. In February, 1893, he opened his line to Rockledge, and shortly afterwards to Cocoa, where a wharf was built to connect with steamers on the Indian river. In March, 1894, he bought the grounds at Palm Beach on Lake Worth and began the construction of the Royal Poinciana hotel. This work was the most daring project ever undertaken in Florida up to that time. Lumber and all supplies, including food and labor, were conveyed to Cocoa and East Galilee, and from there the railroad was finished to these points, then transferred to steamers and carried to Jupiter, then reloaded on narrow gauge cars and transported to Lake Worth at Juno, an thence rafted or barged down the lake ten miles to Palm Beach. The Royal Poinciana with 500 guest rooms, was opened to the public in January, 1894. The Breakers, another great hotel on the

ocean beach, was opened in 1896 at Palm Beach.

The townsite of West Palm Beach was purchased, laid out and opened for settlement in 1893, having city water works, paved streets and a large public school building. The railroad was opened to Palm Beach, in Dade county, on March 22, 1894. In 1894 he became interested in the East Coast Canal & Transportation Co., and aided that company to complete its canals to Miami from the Indian river. He invested nearly half a million dollars in this enterprise, afterwards taking lands for his stock. The canal provided water competition to his line of railway.

In 1895 he extended the Florida East Coast railway to Miami, in Dade county, 367 miles south of Jacksonville, and laid out the city of Miami, giving it paved streets, water works, electric lights and a fine public school building. Miami was incorporated in 1896. In 1899 there were but 861 people in the entire county of Dade. At Miami he built great wharves and established a steamship line to Nassau, Key West and Havana. He built the Royal Palm hotel at Miami. In 1896 he built the Victoria hotel at Nassau and there constructed the Colonial, thus establishing a large tourist trade to the Bahamas via the Florida East Coast railway.

In 1904 he built the railroad to Pabco Beach, extending it to Mayport, where he constructed great coal and lumber wharves. He built the Continental hotel at Atlantic Beach near Mayport, which gave an ocean beach resort to Jacksonville and the state generally. In 1905 he extended his railway 28 miles to Homestead, and in 1907 began the greatest and most important railroad construction ever before undertaken by one man, in the extension of his railroad to Key West, by bridging by concrete viaducts, steel bridges and heavy fills of rock the openings between the Florida keys.

In January, 1908, this road was opened for trial to Knights Key, 477 miles south of Jacksonville, where connection is made by steamship for Havana and Key West. The construction of the 46 miles between Knights Key and Key West is progressing rapidly and most satisfactorily. A large force of men and all of the various kinds of machinery that can be utilized in that class of construction are steadily working to finish the track into Key West by January 2, 1910, the eightieth birthday of Henry M. Flagler, the man who has done these things. The efficiency of the organization of Mr. Flagler's Florida East Coast railway is of the highest class, his officials are practical, liberal and far-sighted and devoted to the successful accomplishment of his views in the development of his great project.

To show some of the results of this policy the population of the state has increased to over 850,000. There were in 1880 but few postoffices on the East Coast. In 1908 there were 141 on the line of the Florida East Coast railway, many of them being centers of various side postoffice routes. In 1880 there were 10,681 school children in Duval, St. Johns, Volusia, Brevard, Dade and Monroe counties, while in 1908 there were 37,643. The gross valuation of the seven East Coast counties in 1884 was \$12,166,137. In 1908, \$37,693,724, while total valuation in the entire state has increased from \$69,042,655 in 1884 to \$159,390,230 in 1908. The seven East Coast counties bear 42 per cent. of this entire valuation made up of 46 counties of the state.

Shipments of all kinds of fruit and vegetables are made from the East Coast in train loads on fast passenger schedules to all parts of the United States. Hotel accommodations, nearly 40,000 tourists have been provided, towns and cities have grown up like magic, churches and schools always being the first to be established in the pioneer settlements. The railway mileage in Florida has grown from 408 miles in 1880 to 2818 in 1907, of which Mr. Flagler owns 632 miles, or a little over one-sixth. Mr. Flagler's example has been a tremendous influence for development all over the state, and, indeed, in much of the South. The Pullman car lines from the West and North that were originally established for the benefit of his hotel guests have been made permanent all-year-around lines, thus giving a strong impetus to travel to "way places" that could not alone have secured such business facilities. Large cities have grown up in the state, and numerous factories of all kinds are established or being established to meet the business requirements.

Key West, which is the southern terminal of the Florida East Coast railway, is 523 miles south of Jacksonville. It is the southern port of the

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It's a woman's delight to look her best, but pimples, skin eruptions, sores and boils rob life of joy. Listen! Bucklen's Arnica Salve cures them; makes the skin soft and velvety. It glorifies the face. Cures pimples, sore eyes, cold sores, cracked lips, chapped hands. Try it. Infallible for piles. 25c at all druggists.

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Like a young bird and gulp down whatever food or medicine may be offered you? Or, do you want to know something of the composition and character of that which you take into your stomach whether as food or medicine? Most intelligent and sensible people now-a-days insist on knowing what they employ whether as food or as medicine.



Dr. Pierce believes they have a perfect right to INSIST upon such knowledge. So he publishes, broadcast and on each bottle-wrapper, what his medicines are made of and verifies it under oath. This he feels he can well afford to do because the more the ingredients of which his medicines are made are studied and understood the more will their superior curative virtues be appreciated.

For the cure of woman's peculiar weaknesses and derangements, giving rise to frequent headache, backache, dragging-down pain or distress and kindred symptoms of weakness, Dr. Pierce's Favorite Prescription is a most efficient remedy. It is equally effective in giving strength to nursing mothers and in preparing the system of the expectant mother for baby's coming, thus rendering childbirth safe and comparatively painless. The "Favorite Prescription" is a most potent, strengthening tonic to the general system and to the organs distinctly feminine in particular. It is also a soothing and invigorating nerve and cures nervous exhaustion, nervous prostration, neuralgia, hysteria, spasms, chorea or St. Vitus's dance, and other distressing nervous symptoms attendant upon functional and organic diseases of the distinctly feminine organs.

A host of medical authorities of all the several schools of practice, recommend each of the several ingredients of which "Favorite Prescription" is made for the cure of the diseases for which it is claimed to be a cure. You may read what they say for yourself by sending a postal card request for a free booklet of extracts from the leading authorities, to Dr. R. V. Pierce, Invalids' Hotel and Surgical Institute, Buffalo, N. Y., and it will come to you by return post. It's foolish and often dangerous to experiment with new or but slightly tested medicines—sometimes urged upon the afflicted as "just as good" or better than "Favorite Prescription." The dishonest dealer sometimes insists that he knows what the proffered substitute is made of, but you don't and it is decidedly for your interest that you should know what you are taking into your stomach and system expecting it to act as a curative. To him its only a difference of profit. Therefore, insist on having Dr. Pierce's Favorite Prescription.

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United States, soon to be its most southern railroad port and deserves more than a passing word. It has a fine harbor, with a 25-foot channel to it. It is but 90 miles from Havana, 604 from Progreso, the principal port of Yucatan, 1060 miles from Vera Cruz and 1,000 miles from Port Mexico, both Mexican sea ports; 675 miles from Belize, the port of British Honduras; 800 miles from Puerto Barrios, the port of Guatemala; 760 miles from Puerto Cortez, in Honduras; 725 miles from Trujillo, also a Honduran port; 1125 miles from Greytown, the port of Nicaragua; 1175 miles from Point Limon, in Costa Rica; 1260 miles from Colon, the eastern entrance to the Panama canal; 1235 miles from Cartagena, in Colombia, and 1775 miles from La Guaira, the port of Caracas, in Venezuela. The exports from the United States to these countries, excluding Mexico, in 1906 were \$122,038,925; the imports from them in 1906 to the United States were \$60,388,350—a total of \$183,427,275. The commerce with other countries, however, with the exception of Cuba and Panama, is far greater than with the United States. The population of these countries is 10,633,539, excluding Mexico.

There is one line of American ships to Puerto Barrios, in Guatemala; three American lines and two foreign lines to Puerto Cortez, in Honduras; one American, one British, one Dutch, one French, one German, one Italian, one Spanish line to La Guaira and Puerto Cabello, in Venezuela; five British, one German, one French, one Spanish, one Dutch and one Italian line to Barranquilla, in Colombia; one American, two German, two British, one Spanish and one French line to Point Limon, in Costa Rica, and two American lines, two German lines to Nicaragua. To Colon, Panama, there are three British, one French, one German, one Spanish, one American line. These are taken from the Statesman's Year Book of 1907, indicating a growing business with the United States from Central America especially, and when great coal yards and abundant water supply are furnished at Key West, as they will be, some of these steamer lines will be attracted there; hence when the manufactures of the South realize how near they are to these great markets, it is natural that they will reach out for some of this great business and the fondest hopes of the projectors of this railway be fully realized.

The government has an important naval station at Key West, and the military post established there is the largest of any of the South Atlantic ports. A large garrison is maintained there all the year round. The climate of Key West is equable, the mean annual temperature being 77 degrees. The annual rainfall is 33.1 inches, evenly distributed over the year. Key West has an active board of trade, several banks, two daily papers. It is headquarters for the great sponge fleet. Its annual output of cigars is enormous, and this business is increasing. It has a population approximating 22,000. It has a fine public and private schools and churches of all denominations. Its advantages as a distributing center after the Florida East Coast railway reaches it will undoubtedly be availed of, and Key West will become a great city.

Hitherto Mr. Flagler's works have been largely that of developing the wilderness as his railway was extended from point to point. The new extension will reach an important seaport with an established business; hence he will have the co-operation and active support of a city whose ambition will be aroused by his example and far-reaching influence. So it is easy to predict a great future for this "Island City" when aided by Mr. Henry M. Flagler. Keep your eyes on Key West.

In reading this sketch of the works of Mr. Flagler since 1884 the reader must be impressed with his persistence, energy and daring, and as well with the consistency with which he pursued the line of duty which he marked out for himself. It is to be regretted, however, that the great benefits to the state of his adoption following his developments have not yet been fully realized by the people to whom he has given so much of his life and fortune.—J. E. Ingraham, in the Manufacturer's Record.

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It's a woman's delight to look her best, but pimples, skin eruptions, sores and boils rob life of joy. Listen! Bucklen's Arnica Salve cures them; makes the skin soft and velvety. It glorifies the face. Cures pimples, sore eyes, cold sores, cracked lips, chapped hands. Try it. Infallible for piles. 25c at all druggists.

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