

The EVERGLADE MAGAZINE

Vol. II, No. 5.

SEPTEMBER, 1911.

Price \$1.00 Per Year



Sail Boat and Private Yacht in Miami River. One of the Delights of Living in South Florida is the Ease With Which One Can Take a Cruise on the Bay, or Among the Many Keys. All Water Sports in This Section are Unexcelled.

The Everglade Magazine

Published monthly to report the progress of America's Latest Empire—the Florida Everglades.

V. W. HELM, Editor.

Publication Office, 1204 Majestic Bldg., Chicago, Ill.

Subscription Price.....\$1.00 Per Year
Sample Copies.....10c
Advertising Rates on Request.

The Editor of this Magazine wants original contributions from its readers. He requests that such matter be written upon one side of paper only and that all articles be signed. All questions to Editor will be answered through the columns of this paper.

All of the quoted articles from other publications and sources other than our own staff are reproduced as current news matter only and without any attempt at official verification, and are no part of our official and verified literature. This applies also to all previous issues of the Everglade Magazine.

SEPTEMBER, 1911

Brief News Notes

Plans are now rapidly maturing for two celebrations in South Florida—the one in Key West, next January, upon completion of the "Over-Sea Railroad"—the other in Ft. Lauderdale and Ft. Myers, during February, when the first trans-Everglades (Gulf-Atlantic) canal is finished. Arrange to attend both if possible, but the latter in any event.

The Ft. Lauderdale Board of Trade invites all persons to become members who have interests in Ft. Lauderdale, or the Everglades. Further particulars will be furnished by the Secretary upon request.

In answer to an inquiry, Major Wright, Chief Drainage Engineer, writes as follows:

"The Miami Canal is being dug along the route shown on the official map upon which the contractors bid last year."

There are rumors to the effect that the Florida vegetable growers will affiliate with the Florida Citrus Exchange. If this consolidation can be effected the best of results would accrue to the members of both associations. In union there is strength, and in a grand union of Florida fruit and vegetable growers the problem of markets is solved.—*Sanford Herald*.

Each of our buyers should ask to be placed on the mailing list of the U. S. Dept. of Agriculture, Washington, D. C. A list of publications is sent out each month, so that a person can select the particular bulletins, circulars, etc., which he desires. Circulars 3, 7 to 12 inclusive, and 15 to 18 inclusive, Division of Publications, contain a list of old publications available at this time.

Are you receiving the magazine regularly? If not, let us know promptly and we will endeavor to supply the missing numbers.

The value of Florida agricultural land and buildings has increased during the past ten years from \$40,800,000 to \$117,620,000.—*Homecker*.

Canal Boulevard into Everglades Strongly Urged by Citizens

If the Dade county commissioners can obtain coveted permission from the trustees of the internal improvement fund of the State of Florida there will be some conspicuous development soon in the way of new boulevard construction.

Acting with the county commissioners, the secretary of the Board of Trade has written to the secretary of the trustees asking that the commissioners be granted permission to boulevard one bank of the Miami canal, using the rock from the excavation.

It is stated in the application that this boulevard is to be on the north bank, with the ultimate idea that after the junction is made with the south branch of the New River canal the road can be continued around to Ft. Lauderdale without being obliged to cross the canal.

"It is the consensus of opinion," the petition continues, "that such a boulevard would greatly benefit this section, giving us a driveway into the Everglades, and we believe that if we can obtain the authority to do so we can raise the funds to make this driveway one of the attractions of Dade county."—*Miami Metropolis*.

Actual Work on Three New Canals to Start Soon

The office of Chief Drainage Engineer Wright advises that the contract recently awarded for canalizing Cypress creek, Snake creek and Snapper creek will become effective as soon as the proper right of way has been secured by the trustees.

Removal Notice

Inasmuch as the reclamation of the 'Glades is gradually approaching completion and for

the further reason that our principal energies in the future will be devoted to the improvement of our properties, it has been decided to move our general office from Kansas City to Miami, Florida. This will help to centralize the executive work of the company's officers and will enable us to exercise a more thorough supervision over the expenditure of our tremendous improvement fund, to the end that our buyers will receive the greatest possible value.

All remittances from purchasers, therefore, and all correspondence pertaining to accounts, should be addressed to the new headquarters of the company, DORN BUILDING, MIAMI, FLORIDA, effective October 15, 1911. Because of the greater distance and the extra time consumed in the transmission of mails, all our purchasers should allow about ten days for the return of pass books or replies to letters.

The Sales Office will continue in Chicago at the present address, 1204 Majestic Building, EVERGLADE LAND SALES CO.

Dania by Water

The East Coast Railway has let the contract for opening a canal from Dania to the East Coast canal, a distance of about one and three-fourths miles. The canal is to be twenty feet wide. This will give Dania water connection by small boats and is a decided advantage to the town and surrounding country. It is the revival of an old right due Dania by the railroad and one on which the prosperity of the town has much depended.

Captain Warner states that he will rush the work and expects to have the canal completed in about sixty days. The canal will be valuable for the use of small boats and transportation of freight, etc., to and from the town by water.

Since Dania is connected by road with a portion of our lands, this is another point of advantage for Everglade land owners.

Dredge Data for July and August

Following is the data on the dredges for July: The dredge "Miami" cut 4,400 feet; the "Everglades" cut 4,400 feet; the "Caloosahatchee" cut 16,300 feet; the "Loran" cut 8,200 feet; "No. 8" cut 33,100 feet.

The report for August is as follows:

Dredge "Miami" cut 6,500 feet; the "Everglades" lost seventeen days but cut 3,300 feet; the "Okeechobee" in the inland canal cut five miles and is within 8,000 feet of the Hillsboro Inlet, where she will commence to cut west and northwest on the Hillsboro canal; the dredge "Hillsboro" is cleaning out the North canal between the dam and the "Everglades"; the "Caloosahatchee" cut 7,200 feet; "Loran," 7,600 feet; "No. 8," 15,500 feet in the North canal and 2,600 feet in the Hillsboro canal.

The "Angola" should by this time be out ahead of the "Everglades," and the drill boat has gone up and will also precede the "Everglades."

The large clamshell dredge "Hicpochee" is due at the lake end of the South canal now.

For the last two miles the dredge "Miami" has simply been skimming the muck off and leaving the rock, which will be blasted out later, when another drill boat has been completed. She is cutting from five to eight feet of soil.

Captain Nelson thinks that it is possible that he may put the "Miami" in Lake Okeechobee and let her work south along with the other dredges. He believes that much more can be accomplished by working down stream, and if he does not soon take the dredge "Miami" out of the Miami canal, another dam will have to be built in behind her to hold the water up to the necessary level to float the dredge.

The report for June credited Dredge No. 8 with 13,300 feet. This should have read 31,300 feet.

It is reported that the dredges working from both ends on the North Lauderdale canal are now only twelve miles apart, and that they will meet by February 1, 1911, at the latest, at which time there will be a transportation canal from the Atlantic to the Gulf.

The lock on the South canal is nearly completed, except hanging the gates. Construction work has been completed and it is estimated that it will be completed within six months. The canal will probably be finished by the first of the year.

H. G. RALSTON.

Report on Improvements of Company's Property

Roads Finished in Townsite Additions—Many Miles of Lateral Ditches and Roads Built in Davie Experimental Farm—Extensive Plans for Winter Cropping Season—Packing and Marketing Association to be Formed—Demonstration Farm Established

By H. G. RALSTON

All streets in our 2nd Addition (excepting Williams and Colee Avenues) have been rocked and rolled, and the right-of-ways on the end streets (that is, on 21st and 23rd Streets) have been cleared an additional twenty-five feet. The 2nd Addition shows up marvelously well and is to my mind quite as attractive a spot for building sites as is the 1st Addition. The continuation of 21st Street between the two additions has been cleared to a width of fifty feet, and a splendid road installed. This opens up the 2nd Addition and gives easy access to it. In the 1st Addition, 5th Street and 21st Street have been cleared an additional twenty-five feet, and rock streets installed. The whole townsite situation is attracting favorable attention in all quarters.

Our nurserymen will begin planting the streets in the Additions (with the exception of East and Broward Avenues in the 1st Addition and Williams and Colee Avenues in the 2nd Addition) to hibiscus shrubs and Australian pines, September 25th. Our engineers have been engaged for some days in placing the guide stakes for the nurserymen, in the Additions. Incidentally, our engineers will replace or redrive all lot stakes, wherever necessary.

General Plan of Planting

The general plan of planting is as follows: All fifty-foot lots will be planted on the corners with a hibiscus, then follows a pine, then a hibiscus, then a pine, and then a hibiscus. This makes an interval of 12½ feet between the shrubs and trees and an interval of 25 feet between shrubs and between trees. The long lots will be planted at practically the same intervals, the pine alternating with the hibiscus bushes. The lots with an odd number of feet in them will be planted to conform as nearly as possible to the above plan. You will notice that the trees have been set in the middle of the lots rather than at the corners. This has been done in order to give the lot owners a shade, which they would lack had the trees been set upon the corners. The hibiscus bushes are to be set four feet into the lot from the fence line, and the pines two feet in from the fence line.

Eleven Miles of Foliage

In all there will be a grand total of over 59,000 feet or over 11½ miles of trees and bushes set out. To do this over 5,000 plants and trees will be used. We shall hope to have enough left over to plant between the roads on Bendie Boulevard and so to make a park out of the space intervening between these roads.

Our nurserymen have been working on our order for months and have secured splendid specimens of both pines and hibiscus bushes. Both the trees and the bushes grow very rapidly and in a very few years I have no doubt that our townsite will be the show place of South Florida. This, of course, means that the value of the lots in these additions will increase enormously and all lot owners may congratulate themselves on their good fortune in owning property in these Additions.

Davie Farm Improvements

All contemplated roads in the Davie Experimental Farm have been practic-

ally completed. The different grasses planted along the Davie Ditch road have taken hold well and will undoubtedly aid in holding the roadbed during high water.

The roadbed one-half mile west of the Davie road has been completed to the south line of the Farm. This road has been sanded about one-half mile south from the canal.

The County Commissioners have at last declared public a road extending one mile south from the South Canal, on the east line of our Farm. They have further agreed to contribute \$750 toward the expense of the construction of this mile of road under the supervision of a Government expert from Washington.

Model Road to Be Built

The general idea is to make this mile of road a model for all future road building in the Everglades. It will be under the direct supervision of an engineer from the office of good roads in Washington. We shall ask him to determine the cheapest, most efficient and most lasting method of road construction suited to the peculiar conditions obtaining in the Everglades. We shall hope that he will try different methods of road construction on different parts of this road and so make plain the practical utility of these different methods. In view of the fact that we are to construct a great many miles of roads a little later, this object lesson will undoubtedly be of immense value, and a large saving to us personally as well as to the country, when they, a little later, begin to construct roads in the Everglades.

Extensive Road System

One-fourth of a mile east of the west line of the Farm on the north side of the canal, the machine ditches have been widened to a width of 8½ feet, and the material thrown out has been used for a roadbed, which has been leveled and graded.

Three-fourths of a mile east of the west line, north of the canal, the same thing has been done. The foregoing two roadbeds have been carried from the canal to the north line of the Davie Experimental Farm.

One mile east from the west line, the ditches have been widened and a roadbed has been thrown up about three-eighths of a mile from the canal north. This was done by private owners.

One mile and one-fourth east of the west line, the spoil bank of the machine ditches has been leveled down to form a road.

There is still some work to be done to put some of these roads in shape for hauling over, but the roads which we have built so far will serve our croppers admirably this coming season.

The Demonstration Farm

This Farm was plowed some time ago with the Buckeye pulverizer. The Farm will soon be in splendid shape. We at present have a good many things started in seed-beds on the high land, in order that the croppers may immediately

agree to market all their produce through him. He, in turn, agrees to charge only five cents per crate or hamper for the marketing and further agrees to sell F. O. B. Ft. Lauderdale, whenever possible. Those who have had experience in South Florida farming realize that the making of a crop is only one-half the farmer's work. The other half, and the hardest part, is to market it successfully. An expert, who is in touch with all markets and all commission men, is naturally better able to do this than one who has had no experience. For this reason we believe that the above plan will insure a much higher return than if every man marketed his produce indiscriminately, perhaps consigning it to an already overstocked market and then getting his returns 30 or 60 days after consignment. By selling F. O. B. Ft. Lauderdale the money will be in the cropper's hands on the day following the sale. His produce will be sold to the very best advantage and his returns must naturally be higher for this reason.

Cropping Plans for 1911-12

Nothing much new has been done on the Farm lately except in preparation for next season's cropping. The Zona Glade Company, of which Mr. H. E. Earle is manager, have erected a substantial home along the Davie road about three-fourths of a mile south from the canal. This, with their tents, pumps, garden, etc., makes a splendid showing and no one doubts the ultimate success of this very progressive crowd. They came well equipped with both brains and money and will undoubtedly succeed largely. They have at present set out a few citrus trees and some bananas, and are experimenting carefully both in seed beds and in the field, with truck and forage crops. They are renting the Buckeye pulverizer and have already prepared thirty or forty acres of the 140 acres which they intend to plant next season.

During the time that Mr. Earle's force was moving from Dania out on to the glades, Mr. John M. Bryan (Senator Bryan's brother) obtained the use of the pulverizer for a few days. Mr. Bryan and his uncle, Mr. Nat Bryan, will plant a large acreage north of the canal opposite the Davie ditch this fall. They will plant a majority of their acreage to Irish potatoes, as will the Zona Glade Company. Mr. Bryan, during the few days which he obtained the use of the pulverizer, prepared about 65 acres, and the beautiful level stretch of newly-turned soil is a sight for sore eyes.

Two new croppers have already erected their homes on the banks of the South Canal and have set to work to clear up their land, preparatory to its planting after high water.

Will Assist Croppers

In all, we look for about 600 acres of the Experimental Farm to be cropped this winter. This large acreage will constitute a final and conclusive test of the ability of the average man to make money off Everglade land. We have not the slightest fear that the result will be all and more than we have predicted in our literature. In line with our policy to see our buyers through from start to finish, and in order that we may aid in obtaining the greatest results for them, the following steps have been taken:

First, our Demonstration Farm has been established.

Second, Mr. Nat Bryan, a practical and successful South Florida farmer, will advise the croppers regarding the many questions upon which they will naturally need information. He will do this at the Company's expense and in addition, those cropping will have the benefit of the demonstration which his large crop north of the canal will undoubtedly be.

To Form Marketing Organization

Third, in order to insure the best possible returns for the croppers, they will be asked to combine into a marketing organization. A sales agent, one of the best commission men operating on the East coast, will take entire charge of the marketing of all crops raised on the Experimental Farm next winter. All growers will be asked to sign a simple contract with him to the effect that they

agree to market all their produce through him. He, in turn, agrees to charge only five cents per crate or hamper for the marketing and further agrees to sell F. O. B. Ft. Lauderdale, whenever possible. Those who have had experience in South Florida farming realize that the making of a crop is only one-half the farmer's work. The other half, and the hardest part, is to market it successfully. An expert, who is in touch with all markets and all commission men, is naturally better able to do this than one who has had no experience. For this reason we believe that the above plan will insure a much higher return than if every man marketed his produce indiscriminately, perhaps consigning it to an already overstocked market and then getting his returns 30 or 60 days after consignment. By selling F. O. B. Ft. Lauderdale the money will be in the cropper's hands on the day following the sale. His produce will be sold to the very best advantage and his returns must naturally be higher for this reason.

Co-Operative Packing House

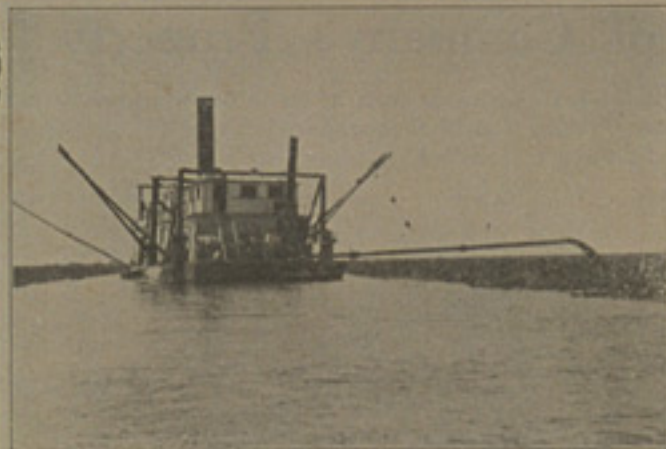
In order that our sales agent may be sure that the produce is packed to the best advantage, either a central packing house will be erected on the farm, or two or three packing houses. All produce must come through these packing houses and have their stamp attached, in order to insure the buyer high grade pack. If the packing was done indiscriminately and by unskilled packers, commission houses could never be sure of what they were getting and our sales agent would therefore have no hope of successfully marketing the crop.

We ask the hearty co-operation of all croppers on the Experimental Farm next winter in regard to this packing and marketing organization. Co-operation is vital here as in the West, in order to obtain the best returns for one's produce. With every one pulling together we can make the Davie Experimental Farm a most prosperous community, and it is possible that out of this little organization may grow something larger, which may eventually handle the crops raised on all the tracts of land sold by this company.

Today the Everglade Land Sales Company has ditched the Experimental Farm, it has built roads to enable the buyers to transport their crops to the canal. It is establishing a demonstration farm to try out new products. It is furnishing the best man it can obtain to coach its buyers. It is establishing a packing and marketing organization which will insure them the highest returns. It is living up to its promises in every way, and in some instances is doing more than it promised to insure the success of its buyers.

Other Improvements Being Planned

Plans are rapidly being perfected for the improvement of our land which lies further west. In all probability we will be ready to announce further details to our buyers in the very near future. Meanwhile suffice it to say that the results which we have already accomplished is evidence of what will follow. We shall engage Mr. John Bryan as our superintendent of works. Everyone acquainted with the faithful and splendid work which he has done for us on the Davie Experimental Farm will be glad to hear of this appointment.



Big Suction Dredge Working Southeast from Lake Okechobee. This Dredge Frequently Cuts 25,000 to 30,000 Feet Ahead in a Single Month.

Pointers in Southern Progress

The significance of recent progress in the South, including Missouri and Oklahoma, is indicated in the following figures for ten years:

	1900	1910
Agriculture		
Farm lands, value	\$1,233,462,000	\$7,298,383,000
Farm buildings, value	\$ 855,103,000	\$1,672,700,000
Products, value	\$1,560,000,000	\$2,975,000,000
Manufacturing		
Factory capital	\$1,196,302,000	*\$2,885,084,000
Factory products	\$1,564,184,000	*\$3,160,838,000
Mineral products		
Lumber cut, feet	\$ 131,700,000	*\$ 327,421,000
Railroads, mileage	14,444,965,000	*24,460,000,000
Exports, value	61,880	87,264
National Banks		
Resources	\$ 705,827,594	\$ 1,830,095,231
Individual deposits	\$ 334,649,670	\$ 899,203,608

*1909

Year after year from 1900 there was an ever-increasing value of Southern farm products, the momentum continuing until, as stated, the value in 1909 of twelve leading crops, which, of course, does not by any means express the full value of the output of all Southern farm products, was \$1,000,000,000 greater than in 1900. This difference of \$1,000,000,000 in the value of these twelve crops in 1909 over 1900 is greater than the aggregate national banking capital of the United States at present, and it is going on from year to year.

Increasing productivity in agriculture and in manufactures has naturally led to an increase in foreign commerce through Southern ports. Ten years ago the combined value of the foreign exports and imports of the South figured up \$536,000,000. For the last fiscal year the figures show a total of \$896,000,000, a gain of \$360,000,000 compared with 1900.

The importance of the South as an asset in the nation's commerce is indicated in the following facts:

1. During the last fiscal year 47 per cent of the total exports of the United States originated in the South.
2. During the same year 36.4 per cent passed through Southern ports.
3. In that year the value of the exports from one Southern port was twice as great as the total value of the combined exports from all the ports of the entire Pacific coast of the United States, and was \$23,541,732 more than the combined values of exports and imports of the Pacific coast.
4. The value of the foreign exports from that one Southern port exceeded by \$38,389,532 the combined export trade of San Francisco, Boston and Philadelphia.

In banking and in railroad operations the same wonderful increase is seen. These figures illuminate the whole story of the South's upbuilding. Intelligently studied, they give some conception of how great must have been the activity in the establishment of new factories, the purchase of equipment for mine and mill, for the construction of dwellings, the building of wharves and warehouse, and for all the other activities which go with such a vast expansion of business. They emphasize as nothing else could do what this period of expanding activity has meant in city building operations and the limitless work connected with the engineering problems of city life, the building of streets and roads and waterworks, the establishment of sewerage systems, electric light plants and kindred enterprises.—*Manufacturers' Record*.

Railroad Activity in Everglades State

Officials in a position to know declare that the volume of perishable freight shipped out of Florida and Georgia to destinations in the middle west and the Great Lakes region is as heavy as the same kind of freight from California.

There is one difference—the California perishable tonnage laps over into the dried fruit, prune and canned goods season, which gives the roads a continuous and profitable tonnage. It is stated that Florida wastes more perishable goods than is shipped out of the state.

Plants to convert this waste into profitable products are being established in the Everglades state, and this will give a continuous tonnage from Florida. Railroads operating in that state see that this tonnage will furnish good revenue and are convincing roads in the north of its importance.

The Florida roads have convinced the carriers of the middle west that they can give them an outlet for coal tonnage and lower grades of freight in return for concessions to push this fruit traffic into the middle west market centers through Cincinnati.

Another argument of the southeastern roads is the traffic that will be handled through the Panama canal. The sea front of Florida is greater than that of any eastern state, with three great ports—Jacksonville, Fernandina and Miami—fully developed and in a position to handle great volumes of traffic. There is also a protected waterway from Jacksonville to Miami.

The western coast has many fine harbors available such as Pensacola, St. Andrews, Tampa Bay, Sarasota, Apalachicola, Punta Gorda and Cedar Keys.

Western roads are also planning to get into Florida. The Frisco is credited with a plan to enter Jacksonville and Fernandina, traverse the west coast as far as Tampa and cut across over the Atlantic, Okeechobee and Gulf to Miami. It is believed that the Illinois Central is planning an extension of the Central of Georgia to a gulf port. The deal with the Seaboard Air Line will also give the Chesapeake & Ohio many outlets on the South Atlantic seaboard and take care of the excess of coal traffic being opened up in Kentucky that will not be handled through Cincinnati.—*Cincinnati Enquirer*.

New Boat Lines for Florida's Inland Waterway

The contract has been let to Capt. W. M. Boyd of Palatka by the Florida Coastal and Georgia Navigation Co., whose headquarters have been recently removed from Savannah to Jacksonville, for the construction of a 100-foot freight boat to ply between Jacksonville and Palm Beach via the East Coast canal. The contract calls for a craft of the length given above capable of carrying 100 tons on a draught of twenty-eight inches. A seventy-five horsepower producer gas plant will generate the requisite fuel for the propulsion of the boat, while the motors that will be installed will be of the most effective and approved type for this class of service.

Capt. J. H. Howard, one of the principal stockholders in the company, and at present supervising the remodeling and renovating of the steamer Swan, a commodious combination freight and passenger boat already acquired by the new corporation, states that the building of two more freight boats of the dimensions of the one above described is contemplated, and will make it possible when all are put on their respective runs to transport both freight and passengers from Jacksonville to Miami via the coastal canal route. For the present the Swan will ply between Jacksonville and St. Augustine, at which point another of the company's steamers will go south as far as Daytona, then still another to Palm Beach. Finally, it is learned, all the links in the route will be combined and the entire trip from Jacksonville to the Magic city, which will constitute a most delightful inland boat journey, will have been completed.—*Homestead*.

Accounts keep coming from along the East Coast of the inland waterway from Jacksonville to Miami. It looks as if by next winter it will be possible to take the trip by boat and that much of the freight business between East Coast towns will be carried by water.—*Miami Metropolis*.



Dredge at Closer Range.

Ft. Lauderdale to Celebrate Completion of Atlantic to Gulf Waterway

Some time in February the people of Ft. Lauderdale will have a celebration in honor of the completion of the waterways from the Gulf of Mexico to the Atlantic.

This means something of such immense importance and tells to the world a story of such a remarkable achievement that it is reasonable to think that in all parts of the country the news of the Ft. Lauderdale event will be used to make the Everglades drainage proposition as prominent as it was when the project was first talked of.

One of the most enjoyable trips that could be taken will be that furnished by the boats plying between the Gulf and the Atlantic through the hitherto mysterious and untraversed Everglades. While along the waterways in a very little time will be found plantations and villages depending upon the boat service for their transportation facilities until the coming of the trans-peninsular railroad and the Everglade highways make it possible to use other means of carrying produce to market.

In Ft. Lauderdale's celebration, all of South Florida should be interested and the energetic citizens of the prosperous town that is to be as magic in its growth apparently as Miami has been should be shown from the beginning that the enterprise is to receive the hearty co-operation of all the people of Dade county.

As the north canal, connecting Ft. Lauderdale with Lake Okechobee will not be completed until next February, all present plans are merely tentative. In a general way, however, it is suggested that the celebration at Ft. Lauderdale shall take the form of a naval display combined with automobile, motorcycle and boat races, and closing with a grand exhibition of fireworks.

The celebration will also be in the nature of an Everglades Fair, at which will be displayed everything that can be gotten together concerning the resources of the Everglades.

The celebration would last for two or three days and Mayor Marshall suggests that Fort Myers citizens master all the boat craft procurable and attend in as large numbers as possible. When it is over he says Ft. Lauderdale would come home with its guests and help cele-

brate in a similar fashion at this end of the waterway.

According to Mayor Marshall, Ft. Lauderdale and vicinity are making a marvelous growth. From a straggling population of 300 it has grown to its present population of about 2,500 in from fifteen to eighteen months. In the last twelve months alone it made a gain of 2,000 in numbers.

During the past three years 300,000 acres of land have been sold in the vicinity of Ft. Lauderdale. For the most part the land has been purchased in ten and twenty-acre tracts by persons living in all parts of the middle west. Some of the purchasers have already established homes, while others are awaiting the completion of the Everglades development work.

The board of trade and the various land companies interested are back of the town's development, and their progressive efforts have the endorsement of Mayor Marshall, who has the reputation of being the greatest booster of them all.

The town is now at work on a systematic campaign to deepen its harbor to thirty feet. So great are the natural advantages that it is estimated the improvement will cost but \$500,000 to give them thirty feet of water, and a definite plan is being worked out now for the securing of an appropriation from congress of this amount.

The distance to Ft. Lauderdale via the new waterway is about 140 miles, and it is estimated that boats can make the trip in twenty-four hours.—Miami *Metropolis*.

Every coast town in Florida north of us aspires to being the gate city to a ship canal across Florida, as the future traffic through Panama may cross the state and thus avoid the dangers of the keys. With a drainage canal connecting our deep waterway, through which small crafts may pass from ocean to gulf and through which committees of inspection may be carried and thus easily shown the economy of our route, with the advantage of a ship canal built constructed by the construction of the drainage canal, we shall have a prestige over all. Then our celebration will attract the attention of many people and we must call our United States senators and all our state congressmen, and such of those from other states as will come. This will give an opportunity to direct the attention of the people who can help us to our advantages as a ship canal route. The time will be in February. Just the time of year when Florida will be filled with the world's very best. Let us begin now to make it the event of Florida's history. Write to your friends and ask them to plan to be here.—Ft. Lauderdale *Herold*.

Lauderdale Paragraphs

The building season is certainly on. Over twenty-five dwellings are in present course of construction, and four business houses are being erected as fast as the mechanics can do the work.

The visitors that are expected in Ft. Lauderdale this fall and winter, based on advices of hundreds of letters received daily, will have to look pleasant as far as hotels are concerned. Of course the three hotels, the Osceola Inn, New River and Keystone, besides numerous boarding houses, can care for a great many people.

Business is increasing wonderfully on the boat line from Miami to Ft. Lauderdale. Each trip brings more merchandise to Ft. Lauderdale, and the owners are gratified at the increased earnings of the line. Some day they hope

have handomer vessels.

Summer vegetables are appearing in the Ft. Lauderdale markets with greater regularity than ever before. So many farmers are producing them this season that to mention any particular one would be to slight a great number of worthy growers who live in the Everglades. The grade is fine and an eye-opener to many visitors.—Miami *Metropolis*.

It is reported in the *Homestecker* that several buildings are now being built in the vicinity of Ft. Lauderdale. The building season is certainly on. Over twenty-five dwellings are in present course of construction, and four business houses are being erected as fast as the mechanics can do the work.



A Party of Investigators in the Everglades.

Sugar Mills for 'Glades, Mr. Bolles' Plan

Fifteen miles south of Lake Okechobee will be built a sugar mill with a capacity of 1,000 tons of cane a day, according to the *Manufacturers' Record*. "Mr. Bolles," continues the *Record*, "says that the mill is to cost \$300,000, and there is to be besides a working capital of \$50,000. For this project 10,000 acres of muck land have been reserved, of which 7,500 are to be planted in cane. Mr. Bolles writes in addition:

"Of course, these plans are in process of formation, and must not be taken as settled. But we expect to begin work as soon as the rainy season is over. There are some very remarkable crops to be seen on the south shore of the lake. This region is accessible by boats up the Caloosahatchee river. There is quite a fleet carrying tourists and commercial products, both on the river and on the lake. The engineers cutting the canal state that they expect that the middle canal will be through to Ft. Lauderdale by January 1st next, thus giving water communication between Ft. Lauderdale, on the Atlantic ocean, and Charlotte harbor, on the Gulf of Mexico, in almost a straight line across the state."

The *Miami Metropolis* also quotes Mr. Bolles as saying further:

"The remarkable adaptability of the Everglades to the raising of sugar at a lower cost than anywhere else has been recognized by experts and investigators for many years past, but the work would not be undertaken until the drainage operations were nearer completion. Dr. Wiley of Washington, chief chemist of the United States Agricultural Department, in his annual report to the secretary of the department in 1891 goes into this subject and states very clearly such facts as I have just outlined."

Hon. Barrs Praises Glades

Hon. J. M. Barrs of Jacksonville recently addressed the Chamber of Commerce at West Palm Beach.

During the course of his remarks, as reported by the *Tropical Sun*, he declared that the Everglade lands were worth ten times as much for agricultural purposes as the pine land along the East Coast railroad.

Mr. Barrs also commended the growth and prosperity that this country will enjoy after the drainage and settlement of the rich lands of the Everglades with the wonderful growth of Los Angeles, Cal.

Never was a land so rapidly and so pleasantly developed as is this lower East Coast.

The Florida Fever and Its Symptoms

A letter has been received by the Miami Board of Trade in which the following question is asked by a Virginian:

"Is it not a fact that there is what is known as the 'Florida Fever' throughout the inland of Florida? Does that fever ever occur in your city?"

The inquiry was referred to *The Metropolis* for reply, and, without attempting anything technical, the following is submitted as the exact situation:

The Florida fever exists in the inland of Florida, and along the east coast to an extent which is increasing every year. Some people catch it by reading about Florida. The writer had it five years before setting foot in the state, and has it worse since coming here. Some get it as soon as they arrive in the state, while others may require a week before they catch a good case. A peculiarity of this Florida fever is that it baffles all efforts of physicians and surgeons to cure it. The physicians themselves all have it, while ministers of the gospel preach it from their pulpits and poets immortalize it in glowing verses. While one may have this peculiar fever without coming to the state, he cannot be cured of it by leaving, because the longer he is away the worse he gets.

This Florida fever is caused by ocean breezes, broad acres of tropical fruits, miles upon miles of hard-surfaced roads, smiling faces of happy, contented women and children, and home-loving communities radiating evidences of thrift. Once in the system it cannot be eradicated. Men, women and children all have it, and the Virginian has a touch of it or he would not be asking about it. But if he is inquiring about any of the fevers that make people sick, the plain, simple answer is that hostile germs do not exist in this God-blessed land.

The only Florida fever known here is the kind that makes people happy, contented and rich in everything that contributes to real life that is worth while.—Miami *Metropolis*.

New Prospectus

The Everglade Land Sales Company has just issued a new revised 48-page edition of its prospectus, "Where Nature Smiles." A copy has been mailed to each buyer. If you do not receive yours in due time, please notify the Company and a duplicate will be mailed promptly. It supersedes all previous editions and is the Company's official booklet, setting forth conditions as they are and outlining the possibilities as they now appear.

If you would like to have some extra copies for your friends, who may be interested in the Everglades, advise us and we will send the desired number.

Why Not Grow Papyrus in the Everglades?

The editor is in receipt of a very valuable suggestion from Wm. Prister of Chicago, which is reproduced in full for the benefit of all our readers:

Newspaper gleanings reveal the interesting fact that the English government is making great efforts in lower Egypt to re-establish the cultivation on an extensive scale of papyrus antiquorum, an umbelliferous reed whose fibrous shaft supplied the ancient craftsmen more than 4,000 years ago, with the raw material for their remarkably tenacious papyrus sheets and rolls. When the Arabs were in ascendancy centuries ago making paper from linen, etc., the Egyptians abandoned the cultivation of the papyrus plant altogether, until recently English botanists located in the Sudan genuine specimens, again secured excellent seed, and attempted its cultivation in the lower Nile with astonishing results. Within twelve to fifteen months the experimental patch grew to a height of from twelve to fifteen feet and with such a density that an acre would easily yield from 75 to 100 tons.

Almost 65 per cent of the crop can be utilized for paper manufacturing, which will make the raising of papyrus of a superior economical value, as compared with bamboo, or the paper mulberry tree (*Broussonetia papyrifera*), though the latter has been raised and utilized by the Chinese and Japanese for the last 2,000 years. The papyrus stalks can be easily and compactly prepared for canal and ocean transportation by the use of hydraulic presses, to which method

bamboo is not so well adapted, besides yielding only 50 per cent of its weight for paper purposes.

Papyrus requires a moist, alluvial soil, rich in nitrogen, potash, lime and some magnesia, located preferably along the water courses and in a sub-tropical climate. Now since similar conditions prevail in the Everglades, why not make the experiment under the able guidance of Dr. Gifford or the government experts at the Miami Experiment Station?

The ancients used the roots of papyrus as fuel and relished its pith as food, much like cassava and compe are used today. Our cousins across the big creek will surely not object to furnishing Brother Jonathan with the genuine seeds. And should the culture of papyrus turn out to be a complete success in the Everglades with its great irrigation possibilities it would materially increase the agricultural stability of Southern Florida.

And in this connection I trust that at not too distant a day our experiment stations will also buy themselves with myristica ocula of the Amazon river, South America. The seeds of this evergreen tree furnish a vegetable wax—the ocula wax—of an excellent quality, used in the industries in connection with the bee's wax, candles and many other similar products. No doubt but that Dr. Gifford is well acquainted with this remarkable plant and is enabled to enlighten you more fully on the subject.

Dade County's Exports and Imports

For the year 1910 Dade county shipped 702,250 crates of vegetables, valued at \$864,750; 201,200 boxes of grapefruit, valued at \$306,500; 100,000 tons of fish, valued at \$1,207,900; 19,600 boxes of oranges, valued at \$21,000; 3,000 boxes of other fruits, valued at \$6,000, and 3,000 crates of pineapples, valued at \$6,000.

For the same year Miami shipped in for home consumption 6,420 tons of grain, valued at \$203,130; sugar and syrup, valued at \$200,000; 2,345 tons of hay, valued at \$81,500, and 5,600 cases of eggs, valued at \$48,827.

These are only the principal items of export and import. Last year's figures have not been compiled, but they are probably twenty-five per cent. increase over those of 1910.

In the matter of imports Dade county,

like nearly every other county in Florida, is sending out hundreds of thousands of dollars that might just as well be kept at home. Dade county can grow all the grain it needs. It can raise and cure all the hay required; in fact, the lower end of the State should export hay, Dade county can raise poultry and eggs as well as any other portion of this or any other State.

And when it comes to sugar and syrup there is no question but that Dade and other south Florida counties can grow sugar cane, not only for home consumption, but in sufficient quantity to supply the whole United States.

Florida will soon realize its possibilities and meet conditions by not supplying home needs, but in raising things for export that will make the tiller of the soil wealthy and independent of the outside world.—*Homeowner*.



General View of the Everglades with Lateral Ditch in Foreground and Main Canal in Background.



Corn Growing on Hall's Everglade Farm, South of Lake Okechobee, Summer, 1911.

Interesting Agricultural Items

Mr. W. A. Larkins, a farmer whose plantation is seven miles south of Miami, came to the city yesterday with a tobacco plant, matured, which he said grew in the yard near his house. It is six feet in height, never having been suckered, and some of the larger leaves are 22 inches in length.

The farmer said he sees a prospect for tobacco growing which he will improve by planting a considerable amount next year. The cigar manufacturers of the city pronounced the leaf of a most excellent quality.

This same farmer stated that he has cotton plants that are five years old and yield constantly, having blooms or bolls nearly all the year around. This, however, is not unusual in Dade county, although no effort has been made to develop the cotton for commercial purposes.—*Miami Metropolis*.

The Lue Gim Gong, a late orange to which the American Pomological society awarded a silver medal at its last meeting, was originated by a Chinese grower of DeLand, whose name it bears. It is a cross between a native variety and one imported from China by the originator of this hybrid. The fruit hangs on the tree throughout the rainy season with very little loss from dropping, and has been known to hang on the tree from two to four years in an edible condition.—*Times-Union*.

Soja-bean meal is advised by the Petaluma, Cal., *Weekly* as a substitute for meat for poultry. Petaluma is the center of, perhaps, the greatest poultry-raising district of the world. The soja bean is a legume that greatly enriches the soil in which it is grown, and the beans contain a larger proportion of nutritious food than almost any other article of diet, remarks *Gleanings in Bee Culture*. The Asiatics make great use of it and even brew beer from it, as

and one-half times as much water as a pound of sand and retain it three and one-half times as long; it will hold four times as much as a pound of clay and retain it twice as long.—*Dr. S. A. Knapp*.

Mr. M. A. Marshall is demonstrating that corn will grow on our muck and everglade soil. He has about three acres planned to "Indian Maize," and though it has been cultivated but once, it is now in roasting ears and promises a good crop. Mr. Marshall brought a supply to the grocery stores Tuesday and paid proper compliments to the editor, who is an eater of native corn as well as other good native products.—*Pt. Lauderdale Herald*.

Good rice from Everglade lands, without irrigation, fertilization or cultivation, is one of the marvels of Dade county agricultural possibilities which was forcibly illustrated in the office of the *Metropolis* yesterday.

Mr. L. T. Powell, a farmer at Arch Creek, a few miles north of Miami, called at this office, bringing an armful of rice in the head, on the stalks, freshly cut. It was of the Gopher variety, with short, heavy heads.

He stated that he planted the rice as an experiment, on only a small patch of ground, to see what it would do according to his methods. The rice, he says, was planted in rows, and left to take care of itself.

Asked as to the probable yield per acre, based on his experiment, he said that he figured it would be about 90 bushels, or a little more than the average for some of the rice districts where usual methods of cultivation are employed.

"What do you think of it?" was asked.

"I not only think," he replied, "but I know that I will plant more rice hereafter."—*Miami Metropolis*.

I. C. Brooks, of near Lakeland, has sold the fruit from five acres of grapefruit trees for \$5,000 cash. The buyer is S. M. Stephens. Mr. Brooks came from Alabama three years ago.—*Florida Champion*.

Extra

Ever since cheap paper it has been a source of product, entirely of wood—from inferior to the timber purpose is with nothing and the paper.

Outside common to come from the globe for the almost the industry the place. If the price could be limit, it is never kept.

It is just strained that this brought in. The process used, the in its res basis—the vegetable object to of pure for an agent who and with long series fibrous pulp is thus separated. I have pulp of the same least different, but such also available. I refer

Rhod

The New Pulping Process

Extract from an Article Explanatory of a New Process of Paper Making

By F. L. STEWART

Ever since the invention of printing, cheap paper has been a desideratum, but it has been attainable from only a few sources and always in insufficient quantity. Cellulose is strictly a natural product, and now its supply is almost entirely limited to one source—ground wood—from which pulp is produced of inferior quality, by the common process. The timber that can be used for the purpose is rapidly becoming exhausted, with nothing in sight to supply its place, and the price is constantly rising.

Outside of the enormous demand for common newspaper stuff, the need is becoming greater every day for pulp suitable for book and writing papers, and the almost innumerable other uses in the industrial arts, of a quality to take the place of that from linen and cotton. If the price of pulp of such a grade could be kept down to a reasonable limit, it seems that the supply could never keep pace with the demand.

It is just at this juncture and in this straitened condition of the paper trade, that this new process may now be brought in to supply the existing need. The process is entirely new in the means used, the method of its operation and in its results. Cellulose is the original basis—the "Mother Stuff"—of every vegetable fabric, and its isolation is the object to be attained in the manufacture of pure pulp. I have found a new use for an intensely energetic chemical agent which accomplishes this perfectly and within an incredibly short time. A long series of tests have been made with fibrous plants of all sorts that were attainable, yielding a uniform quality of pulp in this way, the cellulose being thus separated from the other organic constituents of the plant structure.

I have proved its capacity to produce pulp of the purest and highest quality, the same as from cotton, without the least difficulty, from plants from which not only it has never been obtained before, but which are naturally found in such abundance as to be immediately available for this purpose.

I refer particularly to the Palmetto

Scrub, which covers thousands of acres of waste lands in our Southern states; the Saw Grass, which forms a dense growth on the millions of acres of undrained land in the Florida Everglades; the Swamp Grass of our marsh lands everywhere; the Magnay, Sabal, Yucca and Cactus of the arid regions of New Mexico and Arizona; all of which, I have tested and have found may be utilized in this way to almost equal advantage.

As also the sugar cane bagasse, corn stalks, the stalks of the Jerusalem artichoke, straw, potato vines, excelsior packing, hard and soft wood, sawdust, pine shavings, etc., etc.

Besides this, I find that a modification of the process, as a means of rapidly cleansing and bleaching flax and other textile materials, adds greatly to its value.

The process of manufacturing pulp is entirely new, both in its nature and results, and it is capable of universal application to all varieties of plant structure for the separation and production from them of absolutely pure fiber and cellulose tissue, whatever may be the combinations or natural conditions in which they are found to exist.

It is well known that cellulose is the most abundant of all organic products, being the basis and constituting, as it does, nine-tenths of all the solid substances of plant growth all over the world.

While it is also true that this substance is the only material from which paper is made, as well as all the almost innumerable cellulose products now so extensively used in the arts and in connection with some of our most important industrial branches of work, yet the fact remains that notwithstanding the lavish abundance of the raw material, which everywhere exists, and particularly in our own country, it should as yet have been so little utilized that good pulp has been obtainable only from about half a dozen plants, and practically, for the manufacture of the best paper, it is limited to only two—flax and cotton.

That is the situation as it affects the paper trade and its allied interests to-



Rhodes Grass is Said to Be Equal to Timothy Hay. Several Crops Yearly. (Photo reproduced by courtesy of Homeseeker Magazine.)

day, and it has become acute, because the present sources of supply are giving out, and we have no good prospect of being able to add any others to them.

It is just at this juncture that the use of the new process can now be brought in to supply the existing need. Not only so, but its demonstrated efficiency and its ready adaptation to general uses everywhere carry with them the guaranty that the future demand for paper and cellulose products, however great it may be, will never fail to be met by an adequate supply.

I have proved that this process has the capacity to produce pulp of the purest and highest quality, the same as from linen and cotton, without the least difficulty, from plants from which it has not only never been made before, but which are naturally found in such abundance and in such favorable locations as to make them immediately available for this purpose, at a mere nominal cost.

Please note:

1. That we thus are in possession of the means of utilizing, without delay and without limit, all the wild growths of vast areas of this country everywhere, such as the saw grass on the millions of acres of the Florida Everglades; the palmetto undergrowth of our southern states; the common swamp grasses; the dense growth of reeds and rushes abounding in the Dismal Swamp region and along the chain of shallow lakes and marshes along our southeastern coast; the reed cane of the canebreakers of Arizona and the southwest; the wild rice of the northwestern lakes; the cactus, maguay and other plants of New Mexico and Arizona; as well as the waste products of our cultivated lands, in unlimited quantity, such as corn stalks and rice straw.

2. The action of the chemical agents employed isolates and separates at once the "ultimate fibers" of the plant, without injury, in a state of fine division, impossible to be accomplished by "breaking" or "beating."

3. Thus a large part of the cost of the ordinary mechanical treatment is saved, and of the machinery.

4. There is a great saving in power, and all boiling under pressure is dispensed with.

5. Only a small fraction of the time necessary to produce finished pulp under the old processes is spent. The routine of the treatment need not consume over an hour.

6. There is no waste of the raw material. The whole of it is utilized. The cellulose averages about 65% of the weight of the dry raw material, consisting of about 35% to 40% of true fiber, and 20% to 25% is recovered in the condition of a fine powder, for use as "filling."

7. Except the small portion of the chemicals consumed in the reaction, they can be used over again repeatedly, or when rendered too impure by use they are recoverable again at small expense.

8. Taking the saw grass as an example and rating the cost of the raw material at \$5.00 per ton, the cost of the finished pulp will not exceed 1 1/2 cents per pound, air dry.

9. The finished pulp from whatever source obtained, under the regular action of the process, is uniformly of the highest grade, in fact chemically pure, and is adapted to any use that refined cellulose may be employed for.

10. At the first, at least, the manufacturing plant will be located in the sections of the country where the wild growths are the most abundant, and especially in the south and along our southeastern coast, where the seasons are mild, permitting of continuous work throughout the year; where there is an abundance of pure water and the transportation to the mills and of the finished products to the eastern markets by water, is assured at the lowest cost.

It is worthy of note that the comparatively large amount of pure fiber and cellulose, as above mentioned, is obtained from plants heretofore unused for this purpose. At least 20% of this is recovered in the condition of a fine precipitate, and of the highest purity. This is ideal "filling," it being of the same composition and having the property of combining perfectly with the foundation web of fibers, and occupying all the inter-spaces. As compared with this, the loading of such fine tissues with China Clay, Chalk or Gypsum seems about as clumsy and ill devised a combination for its purpose as that of the iron and clay in the feet of Nebuchadnezzar's golden image.

The composition of high class linen paper is said to be as follows:

Fiber	50.5
Gelatin	7.0
Ash	0.4
Air Space	31.1

The fine cellulose produced as above, either intermixed with the fiber at the first or precipitated from its solution absorbed within the body of the tissue, is obtained in about the proper quantity to fill the air spaces in high-grade, open-textured paper, such as the above, when a smooth rolled surface is desired.

Finally, it can be said that while it is evident that the low cost of the new pulp would enable us to put it on the market in competition with so low a grade of pulp as wood sulphate, at a large margin of profit, its high qualities and purity belt it for use almost entirely in the manufacture of the highest grades of book and writing papers, and to any extent for cellulose goods, or pyroxylin, or smokeless powder, the same as purified and nitrated cotton.



Rhodes Grass in Florida. (Photo by M. J. ...)



Some of Dade County's Automobiles.

Local Postoffice Receipts Show Miami's Growth

Nothing so certainly tells the story of a city's growth as the records of the postoffice.

The postmaster gave the information to a representative of the *Miami Metropolis* this morning that the receipts of the office for the month of July this year were 45 per cent higher than for the corresponding month last year, and the receipts for August this year were 55 per cent more than for August, 1910.

This is a remarkable showing for any city, and especially so in the case of Miami, where the growth has been steady and no boom in evidence.—*Miami Metropolis*.

First Skyscraper to be Built Next Spring

Plans are being laid for the improvement of one of the best business corners in the city.

W. C. Groves proposes to begin the erection of a five-story reinforced concrete office building on the corner of Eleventh street and Avenue D early next spring.

While the plans have not been drawn, the contemplated building will be thoroughly up-to-date in all its appointments, will be equipped with an elevator for the accommodation of tenants and will be elegantly finished. This will be Miami's first skyscraper.—*Miami Metropolis*.

A City Park Is Planned at Channel

A movement is under way, in co-operation with United States Engineer Slattery, by which it is hoped to secure for the city a concession from the government enabling the city to maintain a public park adjoining the channel on the ocean front.

The plan developed during the visit of Captain Slattery last week, when he and Secretary Ward, of the Board of Trade, talked it over and decided that it was thoroughly practicable.

As is not generally known, the government owns the strip of land fronting the ocean from the channel to a point near the present pavilion. Of course, there is no immediate use for it, and

the idea occurred that, by proper effort, the land could be obtained by the city of Miami for use as a park until such time as the United States will need it.

This has been taken up with the proper authorities and a favorable reply will be expected from the war department after the matter has been approved by Engineer Slattery.

When this is accomplished, the idea will be to construct a public wharf free to everybody just inside the bay at the channel and make a resort at the beach similar to those at other seaside places. This may be as extensive as the city officials and citizens generally desire to make it. A board walk along the beach is suggested, and it is furthermore planned that the place shall be parked with tropical trees and all the shrubbery and underbrush removed.

As yet the enterprise is only in its incipency. The government would not permit the land to be used for commercial purposes, but it is presumed permission would be given for the erection of necessary buildings for refreshment stands, bath houses, etc.

This matter has been in the hands of the Board of Trade for several days, and is now up to Engineer Slattery for his recommendation.—*Miami Metropolis*.

The South's Supremacy

Why are we absolutely sure that the South's day is coming in national development? Because the great bases on which all civilizations in the history of the world have rested are in the South and are possessed by the South in a larger degree than by either of the other two-thirds of the United States. These great basal resources are: Coast line, navigable streams, water power, rainfall, wet lands, soils, growing hours, forests, and minerals, in their relations to navigable streams and the coast. The transforming of these resources into results for the benefit of the human family depends upon the activity of the human mind. As these resources spell "opportunity," enlightened minds in the South and outside of it will, by increasing millions, take hold of these resources and secure thereby satisfactory results for themselves and an increasing commercial strength for the nation.

The rapid development of the South and its leadership in national development is not a question for the slow centuries or for deliberate decades, but for the immediate future—possibly not more than fifteen years. Now is the time to seriously consider Southern opportunities.—G. Groves, *Managing Director, Southern Commercial Congress, in Truckee and Farmer*.

Deep Water and Public Docks for Miami

"There is no intention on the part of the government to abandon the deep water project at Miami. The Board of Engineers will ask for an assurance, from you, that if they complete the channel you will use it. Miami should get public wharfage facilities, and the sooner the better. If you can get the land for the wharf, and finance the construction of docks here, it will go a long way toward influencing the Rivers and Harbors Committee and Congress in dealing liberally with this harbor. In addition, if you can get an agreement with the Ward line or some other of the large steamers that they will stop here when an adequate channel is afforded, you will have an important leverage with the government in going after what you want. So far as I know the East Coast railroad will carry out its part of the contract with the government and continue the channel to Miami after we get 18 feet in the channel. If the railroad balks at that, I believe the government will continue the work to the city wharves unless it should be decided to force the railroad to carry out its contract."

The above utterances, of supreme importance to the city of Miami and all the diversified interests here, were by Captain J. F. Slattery, United States engineer in charge of operations in this section, in the presence of a representative gathering of citizens last night in the rooms of the Miami Board of Trade. As fully related in *The Metropolis* yesterday, the welcome accorded Captain Slattery was whole-hearted, and he was delighted with the city as he viewed it from every possible standpoint for the first time.

Mr. Slattery also expressed his great

interest in the intercoastal proposition for 10 feet of protected water from Beaufort, N. C., to Key West, as well as to the west side of the Florida coast. This has been reported on but not embodied in official action. It is of the greatest importance to this city and the whole coast and will, in itself, have a beneficial effect on freight rates.

At a later meeting of the Board of Trade the secretary read correspondence with Captain Slattery bearing directly on the big deep water projects of this immediate vicinity. In substance the engineer stated that he is preparing plans for a channel entrance to Biscayne Bay 300 feet wide and 20 feet deep, and a continuation of the channel 100 feet wide and 18 feet deep across the bay to the mouth of Miami river. These plans contemplate a continuation of the jetties 500 feet.—*Miami Metropolis*.

Canal Boulevard Highly Endorsed by Association

The Metropolis reports that the proposed boulevard along one side of the Miami Canal has been highly approved by the Board of Trade and referred to the Good Roads Association with a recommendation that the association cooperate with the county commissioners and that a suitable contract be entered into with the state if possible. It was agreed that such a boulevard will be one of the most magnificent driveways in this section of the state. This matter, it seems, is to be taken up in earnest and pushed to a decision of some kind. The best opinion is that if the enterprise is worked right all the trivial difficulties standing in the way of an agreement can be removed.

Florida's Marvelous Future

The attention of people all over the United States is directed to Florida as a state that has a marvelous future, and millions of northern capital is coming within her borders to assist in making it the greatest and most beautiful state in America. She is now just at the threshold of an era of prosperity never seen before in this country.—*DeLand Record*.



Views Taken During Fifteenth Ann

All Rec

Never in there been construction at the present of the city are in process being done. The larger under construction.

It is estimated new building the million other great immediately.

Almost a clearing other south of the is at work ment, which the shore 10 feet, covered tract. Aro stantial se filled to be. On the poss ing will be million dol project.

North of Chicago, li of bay fro spending a is reported be built on the cost o property w dollars.

Inspecti

President lantic, Ok Company, be Tampa city for the row, men



Indisputable Evidence of South Florida's Prosperity.

All Records Broken in Miami's Development

Never in the history of Miami has there been so many buildings under construction and others contemplated as at the present time. Into whatever portion of the city one may go new buildings are in process of construction and some are being delayed on account of not being able to get help to carry on the work. The larger part of the buildings that are under construction are being built of concrete.

It is estimated that the total value of new buildings for 1911 will approach the million mark. In addition there are other great developments in progress immediately adjacent to the city.

Almost an army of men are at work clearing the land, laying sewers and other work on the Heighleman property south of the Miami river. One dredge is at work throwing up the embankment, which will be carried out from the shore line on the Biscayne Bay 300 feet, covering the entire front of the tract. Around this will be built a substantial sea wall and the entire tract filled to bring it well above high water. On the point a modern, large hotel building will be erected. It is stated that a million dollars will be expended in this project.

North of Miami, Charles Deering, of Chicago, Ill., has purchased a large tract of bay front property on which he is spending a fortune in improvements. It is reported that two elegant homes will be built on the bay front. It is said that the cost of the improvements on this property will be more than a million dollars.

Inspection of Railroad Route to be Made

President M. C. Ferriot, of the Atlantic, Okeechobee & Gulf Railway Company, the terminals of which are to be Tampa and Ft. Lauderdale, is in the city for the purpose of meeting, tomorrow, members of the W. K. Palmer

Engineering Company, of Kansas City and Oklahoma, who will make a thorough inspection of the proposed route of the railway.

The importance of the meeting and trip of inspection is shown by the fact that Mr. Palmer, head of the big engineering concern mentioned, is chief estimator for the Harriman lines, which are interested in this Florida road, which will cut through the Everglades section. Interests of the big lines which will make the Atlantic, Okeechobee & Gulf a feeder for not less than 3,000 miles of trunk lines, including the Illinois Central, is centered on Florida at present, and this interest has given a big impetus to Mr. Ferriot's road.

The road will traverse one of the richest agricultural sections of the world, the development of which is just beginning with the successful drainage of the Everglades. Within a few years the vast area is expected to term with thrifty truck farmers and sugar planters, from which the road will yield a rich harvest annually.

The organization of this road reads like a romance, and Messrs. Ferriot and McElroy have done some remarkable work in interesting big capital in the movement.

Completion of the road from Tampa to Ft. Lauderdale at no distant date appears to be an absolute certainty.—*Jacksonville Metropolis.*

Mayor Marshall has received the official notice of acceptance from the directors of the Atlantic, Okeechobee & Gulf railroad of the franchise granted said company by the town council of Ft. Lauderdale.—*Ft. Lauderdale Herald.*

Requirements for Starting New Schools

Miami, Fla., 9-2-11.

Dear Mr. Hehn:

R. E. Hall, county superintendent of schools, tells me that he has already sent you data on the school situation

in this county. However, in case he may have omitted something, I send along the following:

The community desiring the establishment of a school must have a probable enrollment of at least ten pupils, of school age—that is, from six to twenty-one years of age.

The desired school must be not less than three miles from an established school.

At least one acre of ground for a school site must be donated by the patrons.

The school board furnishes all the material for the school and the patrons pay for the expense of erecting the building—except in a special tax district.

In special tax districts the trustees of the school instead of the patrons. Salaries of teachers, etc., are paid by the county, or in special tax districts, jointly by the county and by that district.

The beauty of a special tax district is that the school year is extended within this district from six to eight months and the board is thus enabled also to pay teachers a larger salary and so able to get more efficient teachers.

As a matter of fact, most of Dade county is already a special tax district, and the districts extend to the west line of the county. This means that as soon as we are ready to establish schools in the Glades each school there will get its pro rata share of the moneys raised by special taxes, in the district in which said school may happen to be.

I am enclosing for your information the form upon which school patrons petition for the creation of a special tax district. However, Dade county is already practically one tax district, though the millage in the various districts in the county varies to some extent.

Very truly yours,

H. G. RALSTON.

Lauderdale Forging Ahead by Leaps and Bounds

There is a move on now to induce the I. J. Board to make the locks (in the North Lauderdale Canal) 125 feet long,

as it will require that much to accommodate the Ft. Myers boats, which will be put on at once as a regular line between that town and Ft. Lauderdale. The work all along the line is being pushed and doubtless many luxuriant crops will be seen on the banks of the canals this season.

As we write this we hear hammers all around, which reminds us of the fact that the number of houses in Ft. Lauderdale are being increased, and as babies are being born and no deaths taking place it will be easy for those who read this to see that we are a growing population.

Those who predicted a few months ago that Ft. Lauderdale would be the greatest city in South Florida have made no mistake. In a few more years we will have deep water; and great ocean steamers plying between this port and New York will give the fruit and vegetable growers immunity from oppressive freight charges of the East Coast railroad.

Miami is a grand little city, but they will find great trouble to get deep water, so in the end must depend on the port of Ft. Lauderdale for the advantages of cheap freight. We say this in no mean spirit. If we were not of Ft. Lauderdale we would be of Miami.

That the new railroad will come from Tampa to Ft. Lauderdale no one doubts and when it does come our growth will be in jumps and bounds. We have no land to sell and have no selfish motive in writing this sketch. But we hope that good men realize all that the future has for this section and will come and help us build and develop until we turn it into a fairy land. Don't forget our great celebration, which is to take place in February, 1912, when the north canal has an open passage to Lake Okeechobee.—*Ft. Lauderdale Sentinel.*

The railroad company reports that its tonnage records are not yet completed, but that during the past vegetable season there were shipped from Ft. Lauderdale 138,178 crates and from Miami 136,547 crates. The coming season will probably show an increase of 50% to 100%.



Done Credit to Chicago or New York.

STATE VICE-PRESIDENTS.
(Who are Chairmen of the State Com-
mittees of their respective States.)

Georgia, W. O. McGowan,
St. Mary's, Ga.
Florida, J. H. Drummond,
St. Andrew, Fla.
Alabama, I. G. Higgins, Dothan, Ala.
Mississippi, B. L. Simpson,
Gulfport, Miss.
Louisiana, John M. Parker,
New Orleans, La.
Texas, C. S. Holland, Victoria, Tex.
Illinois, Robert John Randolph,
Chicago, Ill.
Indiana, R. A. Thompson,
Richmond, Ind.
Ohio, Paul Jones, Columbus, Ohio.
Colorado, W. H. Tracy,
Crown City, Col.
Oregon, E. W. Spencer, Portland, Ore.
South Carolina, J. Edwin Osterhoff,
Charleston, S. C.

Women's National Rivers and Harbors
Congress—Mrs. Beyle Tomkins, of
Newport, La.

Waterway Department of Federation
of Women's Clubs—Mrs. Frank E.
Jennings, of Jacksonville, Fla.

Advocate a Band of Unity concentrating the interests of the Mississippi
Valley, Gulf and Atlantic Coast inseparably together.
An Inland Waterway Connecting the Mississippi and Appalachicola,
thence across the Florida Peninsula to the Atlantic.

Mississippi to Atlantic Inland Waterway Association

President, Duncan C. Fletcher, Jacksonville, Fla.
Secretary, Roland J. Henderson, Apalachicola, Fla.
Treasurer, G. A. Williams, Panama, Fla.
Honorary President, John Craft, Mobile, Ala.
Vice-President at Large, Charles J. Swift, Columbia, Ga.
Honorary Vice-Presidents at Large—John E. Stillman,
Pensacola, Fla.; Wm. G. Brewster, Brunswick, Ga.;
W. A. Borer, Jacksonville, Fla.

Individual Membership.....\$ 5.00
Firms or Corporations..... 25.00
Organizations 400 or less..... 12.50
Organizations 400 to 800..... 25.00
Organizations 800 to 1000..... 37.50
Organizations over 1000..... 50.00
Waterway Association..... 50.00

EXECUTIVE COMMITTEE
President, Vice-President, Secretary,
Treasurer, State Vice-Presidents, and
Ten Lawmakers, Columbia, Ga.
Captains L. Johnson, St. Marys, Ga.
Captain F. A. Hoadley, Fort Myers, Fla.
Hon. T. J. L. Brown, Tampa, Fla.
Charles K. Berney, Mobile, Ala.
B. F. McMillan, Stockton, Ala.
Hon. E. F. Noel, Jackson, Miss.
Hon. Benj. G. Humphries,
Greenville, Miss.

STATE COMMITTEE
State Vice-President, Executive Com-
mittee, and one from each
County in the State.

COUNTY BRANCHES
Composed of 5 or 15 Committees,
Chairmen, and Committees as (a) Pub-
licity, (b) Subscription and Member-
ship, (c) Collection of Data, (d) Edu-
cation.

TO INVESTORS IN FLORIDA EVERGLADE LAND:

At the suggestion of the Everglade Land Sales Company, we wish to ask your assistance in the campaign of the Mississippi to Atlantic Inland Waterway Association on behalf of inland water transportation for Florida.

As investors in Florida land, you must realize the vital importance of transportation facilities at this period of the state's development. With the immigration movement at full swing, the necessity for more, cheaper and competitive transportation, is obvious. Hard roads, railroads and waterways are all needed to meet the growing demands of commerce. Every live section of the country realizes this; hence the national movement for a system of inland waterways which is designed to relieve the railroads of a burden which they are no longer able to bear unaided.

The Mississippi to Atlantic Inland Waterway Association was organized three years ago for the purpose of getting Federal appropriations, for the construction of a large canal across the peninsula of Florida and along the inside waters of the Gulf of Mexico to New Orleans, together with the improvement of all the rivers and harbors of the Gulf states, so as to form a waterway system sufficient to take care of the rapidly increasing trade in this rich and vast territory. Within ten months after organization the national government ordered surveys of the entire canal route, a portion of which is still unfinished, but will be reported upon shortly. Some of the surveys have been completed, and two appropriations have been given us, one of \$400,000 for that section between Apalachicola River and St. Andrews' Bay, while the entire western division of the canal from Pensacola to New Orleans has been favorably reported upon by the special board of engineers.

With the aid and backing of all the people of the Gulf states who would be benefited either directly or indirectly by such a waterway system, we confidently expect to succeed in the entire movement. Public sentiment and demand are absolutely essential in this work as well as proof of its commercial feasibility. In order to arouse the sentiment and strength necessary to make an impression upon Congress, we are carrying on a live campaign of organization and publicity throughout the involved territory. Through the organization of county branches in the states of Florida, Georgia, Alabama, Mississippi and Louisiana, we have secured several thousand members of our Association, and by scattering broadcast many thousands of pieces of specialized waterway literature, together with the free use of the press, both North and South, the holding of mass meetings and annual conventions, the gospel of waterways is surely taking root among the people. An important part of our work consists in the gathering of statistics, showing the commerce along the route, these statistics being required by the boards of engineers in their final showing, and later used before committees of Congress, in order to get the necessary appropriations.

This campaign of purely public work is supported by the public through memberships and larger contributions. Florida is doing her share handsomely through her board of trade, county commissioners and men in all lines of business. As an investor, you have become a part of this great state, and should be ready to join in any cause which will increase the value of your holdings. We contend that the waterway system proposed by our Association will add many dollars in value to every acre of land in the state, aid in draining and reclaiming, as well as transporting the products of these acres, and not only regulate rail rates, but carry freights at from 1-6 to 1-16 of their present cost. The settlement of new territory and the development of many natural resources will also follow.

We ask you to join our Association and lend your strength to the cause. Individual memberships are five dollars per year, firm memberships \$10.00 per year. Membership fees and larger contributions are sent to the Executive Secretary, Maude Wood Henry, Toledo, Ohio, Station B, who will forward

MISSISSIPPI TO ATLANTIC INLAND WATERWAY ASSOCIATION.
Secretary.

Typical

Bill

Wash
about t
highwa
will be
carries
proxim
is desig
the roa
introde
Washin
great
nearl
The
their t
extrem
as Mia
N. Y.
Cal.; S
It is pr
these l
ton, Ro
Monro
the ma
lection

One
Miami
the r
Coast
is a Ju
ber H
receive
Hark
and th
way by
ignatin
among
tional
of an
purcha
propos
which
the U
culture
Ocean
Miami
Park-
Bristol
to-Rio
the De
sas Cit
highwa
way.
One



Typical Home in Beautiful Miami. Note the Great Variety of Tropical Foliage, Which Grows Profusely in This Section.

Bill Before Congress Provides for Highway Washington to Miami

Washington, Aug. 11.—Congress is about to officially designate at least seven highways through the country, which will be maintained, if the proposition carries, by an immense bond issue approximating \$148,000,000. Miami, Fla., is designated as an extremity of one of the routes. If the senate passes a bill introduced by Mr. Cullom, of Illinois, Washington will be the center of seven great national highways extending to nearly every state in the union.

The proposition is that all shall have their termini in Washington, the other extremities being designated in the bill as Miami, Fla.; Portland, Me.; Buffalo, N. Y.; Seattle, Wash.; San Francisco, Cal.; San Diego, Cal.; and Austin, Tex. It is proposed in the Cullom bill to name these highways, respectively, Washington, Roosevelt, Lincoln, Jefferson, Grant, Monroe and Lee. The bill provides for the maintenance of the roads by the collection of tolls.—Miami Metropolis.

Miami to the Fore

One of the finest advertisements which Miami has received in connection with the movement to make the entire East Coast available for automobile tourists is a full-page illustration in the September *World's Work*, which has just been received here. The circulation of *World's Work* is co-extensive with the world, and the exploiting of the Miami highway by means of a full page map, designating the Montreal-to-Miami highway among the twelve great proposed national highways, is something in the way of an advertisement that could not be purchased for money. The names of the proposed roads shown in the sketch, which was prepared under direction of the United States department of agriculture, office of roads, are as follows: Ocean-to-Ocean highway, Montreal-to-Miami highway, the Pacific highway, the Park-to-Park highway, the Memphis-to-Bristol highway, the Lincoln way, "Red-Rio" highway, the Central highway, the Dupont highway, Des Moines-Kansas City highway, the Capital-to-Capital highway, Clay-Jefferson Memorial highway.

One may well be staggered by a con-

templation of the possibilities, ultimately, for Miami in this campaign for good roads on the east coast of Florida. The attention of the nation is attracted this way, and in the great meeting to be held in Richmond, Va., next November, a Good Roads Congress, emphasis will be placed upon the proposition to connect the system of national and international highways so that there will be a direct connection, fit for autos all the way, between Montreal, Canada, and Miami, Fla., by way of the pike from the southern border of Virginia.

With no danger of entering Utopian fields, the loyal Miamian who in his dreams has thought of a time in the distant years when he could crank up his car and travel with all the comfort of the automobilist where roads are good and weather ideal up the long stretch of the peninsula, may lay his plans for an early satisfying of his dreams and may even indulge in forecasts of what the highway is to mean to this state.

Not only will it add to the commercial and agricultural value of the territory through which it passes, improving the chances for social and educational improvement and enjoyment, but will affect the entire state through which branch roads will radiate, making excellent market and pleasure routes for the people of the interior.

Beautiful places that are now uninhabited because of their inaccessibility would soon become villages, while the prosperous towns of the east coast would grow into cities before they knew it, as has been the case always where territory as attractive, land as fertile and natural advantages so abundant as is the Atlantic seaboard of Florida which with its present inadequate highways has become famous the world over as a playground for wealthy tourists.

It will be a common thing before very long for travelers to start to the winter resorts of Florida in their automobiles and all during the season—which every year is becoming longer—will motor about among the many beautiful places in this flower land, increasing the wealth of the state, adding to its people desirable citizens, for it is hard for a man with money to resist owning real estate in Florida, once he sees it, and carrying the fame of its attractions back to other sections of the country.

There is no theme so delightful to elaborate than the good roads question. It is something that affects us all very closely and a movement that every one may help to succeed with the feeling that the benefits to come will be his own.—Miami Metropolis.

Note: The route of this proposed national highway passes directly through the Everglade Land Sales Company's Port Lauderdale Addition. This will be good news to all who own lots there.

Magazine Subscription

If you have not yet sent in the dollar for an annual subscription for yourself or your friends to the Everglade Magazine, do so now. You have been and will be kept well informed of current events. Conditions as they are and prospective changes are and will be told you. These are the times when a vast virgin empire is being transformed into a thriving land of bounty and blessedness.

Keep abreast.

Palm Beach County Co-operating with Dade

Recently the Miami Board of Trade sent a request to the West Palm Beach Chamber of Commerce to adopt resolutions asking that the East Coast be declared officially to be a part of the national highway from Jacksonville to Miami. This request was promptly acceded to, and the following resolutions, received this week, were read to the meeting last night:

"West Palm Beach, Fla., Aug. 7, '11.

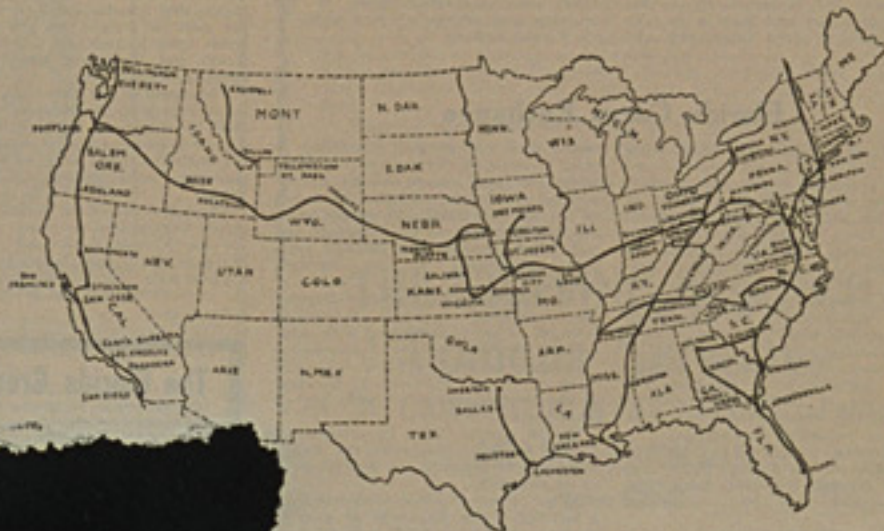
"Whereas, The state of Florida is the acknowledged best winter resort in the world, affording unusual attractions to the autoists, for the reason that when the frozen North is wrapped in snow and sleet, here, under cloudless skies with a temperature of eternal spring, the auto enthusiast may enjoy the perfume of flowers amid ripening oranges and grapefruit while clipping off the miles under waving fronds of palms and coconut trees interspersed with live oaks and feathery pines, and

"Whereas, We have the finest speeding course on earth at Daytona, and a resort at Palm Beach so well and favorably known that thousands from all the world through the palatial hotels, enjoying the social life and superb surroundings, and

"Whereas, Nature has especially favored the East Coast of Florida by providing inexhaustible quantities of ready-made material easily accessible for building the smoothest, hardest and most beautiful roads, and

"Whereas, All the counties on the East Coast from Jacksonville to Miami have spent money lavishly in building substantial bridges, where necessary, and perfecting an East Coast highway to the limit of their resources, especially in Palm Beach and Dade counties, where now exists a stretch of 150 miles which excite the admiration of all, now, therefore, be it

"Resolved, That the Chamber of Commerce of Palm Beach county earnestly requests the Atlanta Journal and the New York Herald to officially declare the Florida East Coast auto-boulevard a part of the national highway, and this body pledges itself to do all in its power to assist in making this the most desirable, enjoyable and popular stretch of road in the country."



Map of Public Roads, Showing 15,000 Miles of National Highways Now Planned. One of the Principal Routes Terminates at Miami.



Masonic Temple (Concrete Building) Being Constructed at Ft. Lauderdale.

Big Fund for Advertising Best Orange Grown

The Florida Citrus Exchange has secured about \$25,000 from the slight tax per box it assessed for the purpose of advertising the Florida orange. This will not go far, but it is good "for a start." The directors have been busy listening to the plans of advertising agents to get the best results from the use of this money. It is their desire to make the most of this assessment of 2½ cents a box in such a manner as to reach the retail buyer as well as the consumer. The exchange will strive to break the record the coming season in the way of making a demand for oranges of the exchange pack.—*Times-Union*.

"Some plan should be undertaken and kept at everlastingly, until the consumer realizes that the juice of the Florida orange has the finest flavor of any orange in the world; that the Florida orange contains more juice than any other orange; and that the best way to eat an orange is to drink the juice, and throw away the rag. Doctors everywhere recommend the use of orange juice, and everywhere they say do not eat the rag," says L. B. Skinner, a noted citrus grower of Dade.

"And grapefruit juice! There is no fruit juice in the world that equals the juice of the Florida grapefruit, in March, April and May. It is the finest drink that ever passed the lips of man or woman. We Floridians know this, so why sit down and keep it to ourselves! Let us keep advertising, and

advertising, and advertising until every one of our hundred million population shall know how deliciously good and unsurpassingly fine is the flavor of the juice of this fruit of the Garden of Eden, and shall be persuaded to partake of it daily, in increasing quantities.

"The Florida orange is the juiciest and has the finest flavor of any orange in the world, but the California navel is supplanting it in many markets. How can we bring the consumer to see it as we see it? The retailer prefers the California because there is a demand, and this demand is created by advertising, and by keeping the fruit before the public. If we can reach the ear or the eye of the consumer, and get him to test the Florida orange by his palate, and not by his eye only, we shall have won half the battle.

"We must do this by advertising, and by advertising in a manner to reach the consuming public. In my opinion this can be done best after the manner adopted by the Atwood people, in all the magazines of the country. If one man can afford to spend twenty-five thousand dollars in this campaign, surely we could all be able to spend fifty or one hundred thousand dollars. From one to two cents a box would do it, and unquestionably it must be done. The people must be induced to get the habit of consuming a glass of orange juice every day of their lives; and grapefruit juice—grapefruit juice in the morning and orange juice at night."—*Pt. Pierce Tribune*.

Florida Citrus Exchange

The Florida Citrus Exchange sends out the following as the objects and working principles of the organization:

"1. To get for the citrus growers of Florida the utmost possible measure of money returns for their products.

"2. Securing for every member the advantages of highly specialized salesmanship and a high order of business ability in the marketing of his crops, through employment by the united body of the best and most thoroughly trained talent available.

"3. Economy in cost of selling, through distribution of necessary expenses over an enormous volume of business, thus reducing to a minimum the cost of marketing per package.

"4. Keeping in active touch with all the markets of the United States and Canada through constant telegraphic communication with every important city.

"5. The persistent building up of a reputation for our products, which will

enable them to command a premium in price, consistent with their superior worth and cause a more widespread consumption, through insistence by means of our sub-exchanges upon proper grading and upon the use of a standard and well filled package, and through judicious advertising of our standard brands.

"6. Protecting the relatively defenseless individual by the formidable strength of union in dealing with occasional unscrupulous or irresponsible buyers and in the inevitable occasional cases of adverse interests on the part of the railroads and other public service corporations.

"7. In general, using the 'machinery' of the exchange whenever the united strength can promote the general good of its members."

Note: Every colonist should become a member of the Exchange as soon as he sets out his orchard, and take an active part in the organization.

A New Cotton Hybrid

A Sea Island hybrid that will produce more than twice the weight of seed-cotton to the acre than Sea Island will grow under the same conditions, and the lint of which is practically the same as that of the latter, as to length, strength and fineness, is worth the consideration of American planters in the Sea Island district. Such a cotton plant, it is stated, has been produced in Barbadoes by an experimenter who crossed Sea Island cotton with the ordinary native cotton. The experiments began nearly three years ago and Dr. E. C. Gooding, the experimenter, has recently written to the *Agricultural News* of that island giving an account of the results to date. Further experiments are to be conducted to learn whether the great superiority of the hybrid is a definite property of the new strain. One can never be sure on that point until several generations of the hybrid have been grown or produced. This is true of any hybrid, animal or vegetable.

In January, 1909, some of the flowers of a large, hardy, native cotton tree were pollinated with pollen from a good strain of Sea Island cotton. The resultant seed were planted in two lots, one in April, 1909, the other with other cotton seed, in the following July. Anticipating that the plants would grow to a large size, following the habit of the native plant, they were set much farther apart than is the custom as to the Sea Island.

Dr. Gooding states that the plants of the early planted hybrid were set 648 to the acre and gave 2,549 pounds of seed cotton to that area; of the July planted there were 1,220 plants to the acre and the yield was 1,664 pounds; of the Sea Island cotton there were 3,630 plants in the test acre and the yield was 795 pounds. The early planted hybrid had yielded more than three times as much to the acre as the Sea Island, the later planted more than twice as much.

As stated above, this heavy bearing in a quality that may not last beyond the first generations from the cross. If it should prove to be a permanent feature and if, in addition, the new hybrid should be found to be more immune from disease than the common Sea Island cotton, as it seems to be believed it will be, further news from Barbadoes of Dr. Gooding's experiments will be interesting reading to cotton growers.—*Times-Union*.

Freight Rates Reduced on Florida Fruits

Florida growers are deeply interested in a new supplemental order of the Interstate Commerce Commission which means that a reduction of from 7 to 20 per cent in freight charges on citrus fruits from Jacksonville to points in the North and West will actually become effective October 2d.

The extent of the reductions ranges in accordance with the distances to be covered by shipments, but this will mean a great amount of money saved to Florida with its citrus crop which always runs into many millions of dollars in value.

The last order of the Interstate Commerce Commission is really a triumph for the Florida Fruit and Vegetable Shippers' Protective Association, which began a fight for material reductions in the rates in Central and Western states early in 1910.

The Florida Grower

For truckers and fruit growers. For
the best news about Florida

Special Announcement

For the benefit of those who may not have read our announcement in the August issue, we are reprinting it below:

For the next cropping season, beginning December 1, 1911, the only part of this Company's holdings which will be accessible and ready for cultivation is the Davis Experimental Farm. On this tract the Company's improvements are practically completed.

Improvements on the land further west will be started as soon as the locks are installed and the state survey is far enough along to enable us to run our lines with accuracy. We fully expect to have our work finished and the entire property ready to turn over to our buyers when all of the main canals are completed, or by the beginning of the winter cropping season of that same year.

Under no circumstances should any purchaser make any arrangements to migrate to the Glades until we advise him that his land is ready for occupancy. We will continue as heretofore to keep everyone posted as to the progress of the reclamation through the medium of this magazine.

EVERGLADE LAND SALES CO.

Take Your Kodak Along

When you make your inspection trip to the Everglades be sure and take your kodak with you. Also take care lest you make under-exposures. Better consult a local photographer on arrival, so as to get your "stops" correctly adjusted for the tropical light.

Also, remember to send copies of all your good views (together with bill for same) to the editor of this magazine for reproduction in future issues. This courtesy will be much appreciated.

Florida Publications

We take great pleasure in recommending the following Florida publications to our readers:

Weekly Metropolis, Miami.
Miami Herald, Miami.
Weekly Herald, Ft. Lauderdale.
Weekly Sentinel, Ft. Lauderdale.
Florida Agriculturist, Jacksonville.
Florida Grower, Tampa.
The Homeseeker, St. Augustine.

Special Combination

The Miami Metropolis offers free one of Mr. Waldin's books with a yearly subscription to the Daily or Weekly Metropolis. Send your remittance direct to Miami.



Okra Growing in the Everglades, July 15, 1911.

It was w
took the op
tion in South

Some tin
the Evergl
I could
who had
seemed hav
mined to see
good things
On arriva
in going to
Company's
know.

That after
accompanied
up the Mia
launch. It t
erman to se
water and r

Four miles
Musa Isle fr
both pine la
fruit and or
It was surpr
the muck gr
on the sand.
cially showe
in size, colo
and bark a
had the sam
cepting as 5
bamboo we
Some giant
poits.

The next

Th

T

The B
by shade
Glades po
every sta
In ad
that not
property.

Towship
Towship
Towship

V. W.
General
for the
Gene

Some Impressions of South Florida

By E. L. TENNEY

It was with genuine pleasure that I took the opportunity to spend my vacation in Southern Florida.

Some time ago I became interested in the Everglade section from reading what I could obtain and talking with those who had been there. Some things seemed hard to believe and I determined to see for myself if some of the good things had not been exaggerated.

On arrival at Miami, I lost no time in going to the Everglade Land Sales Company's office and making myself known.

That afternoon a party of "explorers," accompanied by Mr. Miller, was taken up the Miami river in the company's launch. It tickled the heart of the fisherman to see the fish leap out of the water and roll themselves to view.

Four miles up the river we got off at Mesa Isle farm. This farm consists of both pine land and muck land. Grapefruit and orange trees were in bearing. It was surprising to see how much finer the muck grown trees were than those on the sand. The grapefruit trees especially showed up much better on muck in size, color and condition of leaves and bark and quantity of fruit. All had the same care and advantages, excepting as to soil. Fishpole and giant bamboo were thriving in the muck. Some giant bamboo was used for fence posts.

The next day an auto load of us was

taken to Dania over the finest roads I have seen. We turned west from Dania and then into the Davis tract over a road being built by the Everglade Land Sales Company. This tract is ditched by this company with laterals so that every ten-acre tract has a four and one-half by four foot ditch. Some of the croppers have houses built and others are building. Chickens, hogs and cattle looked no less healthy than the people. It wasn't the cropping season, but potatoes, peanuts, eggplants, kafir corn and other garden stuff were growing. Budded grapefruit doing well.

As far as I could see the Everglade Land Sales Company are doing all and more than they have promised on the land under their control.

A ride on the New River is a grand one. The dense cypress with its hangings of moss, the palms and palmettos, the lilies and other flowers along the banks of the crooked stream made the trip most pleasurable. The old houseboat where Joe Jefferson was wont to entertain Admiral Dewey and Grover Cleveland is still in its slip near the river.

At Mr. Gage's farm we stopped for a few minutes. Grapefruit trees one and one-half years old and doing fine, although they were under water for seven weeks last year, the reclamation being only partially completed. Sugar cane that had been cut down last November and December had come up again and was now about twelve feet high and very rank. Had alfalfa and blue grass growing fine.

In the vicinity of the lock there was no water on the land but by digging down one and one-half or two feet water was

found. When opposite the \$60 land we left the boat and struck off south through the saw grass about one and one-half miles. I had left my hat in the boat, although the sun was shining hot. If there had been any chance for a sunstroke I would have gotten it,



Mr. Tenney Alongside Grapefruit Tree (1 1/2 Years Old) on Gage's Partially Reclaimed Everglade Farm.

as I had once been partially overcome by heat in Iowa. The saw grass was above our heads in some places. There are occasional patches of bay trees and myrtle which when seen at a distance look like one continuous grove. Some water stood on the ground while the larger portion was dry. The water was due to the heavy rains that begin about

this season (August) of the year and the fact that laterals have not yet been built. After getting back to the boat we pushed on up the canal. It was rather slow progress for the launch to buck against the swift current. I drank water out of the canal. It has the taste of rain water and is quite warm. On the return we made much faster time going down stream.

Buzzards, cranes, eagles and other birds were quite frequently seen. Saw some grasshoppers of the large variety, but they were few in number. Not a mosquito was seen while in the 'Glades.

If any one will take a trip out into the 'Glades and see what is being done by the state in digging the main canals, by the Everglade Land Sales Company in improvements to their land and see the remarkable soil, he cannot help saying with reasonableness, that the work is going on in good faith and that this section in the near future will be the "land flowing with milk and honey."

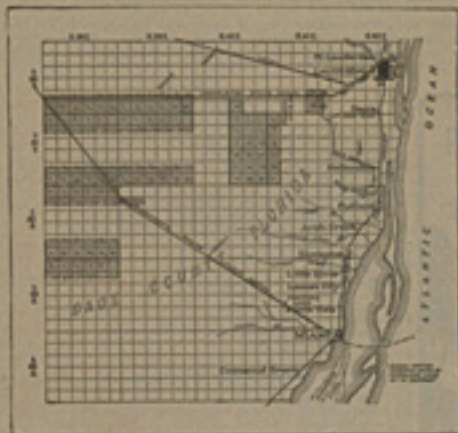
Climatic Conditions at Miami August, 1911

Date	Maximum	Minimum	Date	Maximum	Minimum
1	84	74	27	86	74
2	82	75	28	89	72
3	80	76	29	81	71
4	80	74	30	80	74
5	80	74	31	80	72
6	80	72	32	80	74
7	81	72	33	80	74
8	87	71	34	80	70
9	87	72	35	87	69
10	88	75	36	85	74
11	88	75	37	81	70
12	88	79	38	81	74
13	88	80	39	80	79
14	87	81	40	88	74
15	82	80	41	80	74
16	80	80			

Monthly mean temperature, 82.2°
Total monthly precipitation, 6.37 inches.

The Cream of the Everglades

THE ONLY TRULY TROPICAL SECTION OF THE UNITED STATES



The Everglade Land Sales Company controls approximately 70,000 acres, as indicated by shaded portions of the above map, which represent the bulk of the original big Everglade purchase from the State of Florida. Naturally we get the choicest selection from every standpoint.

In addition to being served by the excellent State canal system, this Company agrees that not less than \$20,000 will be set aside from sales for the general improvement of the property. Some of these improvements have already been started.

PRICES RANGE AS FOLLOWS:

Townships 50, 51, 52, 53 S; Ranges 38, 39 E . . . \$50 per acre, \$1.00 per acre monthly.
Township 51 S; Ranges 40, 41 E \$60 per acre, \$1.50 per acre monthly.
Township 50 S; Range 41 E \$50 per acre, \$2.00 per acre monthly.

For further information

V. W. HELM **EVERGLADE**
General Sales Agent
for the lands of the
General Office, Kansas City, Mo.

FRUIT TREES

The selection of Nursery trees which have been tested and proven best adapted for planting on the various types of Florida Land, is fully as important as the selection of suitable fruit land.

There are five distinct varieties of citrus root stocks, upon which orange and grapefruit trees are budded, each having special merits over others in certain kinds of soil and location; and failures frequently occur from the wrong selection of stock, or from planting diseased and inferior trees.

Twelve years ago we established an important branch of our Nursery in the Miami section, and have carried on extensive experiments with all the leading citrus and tropical fruits and are in a position to advise our patrons, giving them the benefit of our experience in this peculiar Tropical Section of Florida and pilot them around many dangerous points which might result in failure and disappointment.

Our 50-Page Illustrated Catalog gives much valuable information and is invaluable to treeplanters—mailed free to landowners and prospective settlers.

There are six important branches of our Nursery in the South and at the Miami branch, we give special attention to CITRUS, AVOCADO, MANGO and other TROPICAL trees especially adapted to South Florida. Correspondence invited.

THE GRIFFING BROS. CO.

Pomona Nurseries

A. M. GRIFFING, HORTICULTURIST, in charge

MIAMI, FLORIDA

Phone 129-G

A NEW EVERGLADE BOOK

YOUR LIBRARY WILL NOT BE COMPLETE WITHOUT THIS VALUABLE WORK BY

DR. JOHN GIFFORD

Formerly Assistant Professor of Forestry, Cornell University, Author of "Practical Forestry," etc.

A CELEBRATED AUTHORITY

Dr. Gifford is recognized as one of the most celebrated authorities on tropical forestry, tropical fruits and the tropics in general. He has devoted a good part of his life to the study of conditions in tropical and semi-tropical countries, and Southern Florida in particular.

At various times he has recorded his observations for publication in national journals. These articles have been collected and for the first time are now being presented in book form. They represent years of research and practical experience, and are invaluable to any resident or property owner—present or prospective—in Southern Florida.

You cannot afford to be without this book. Send for it now.

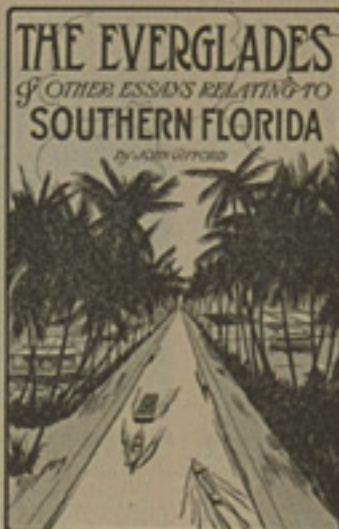


TABLE OF CONTENTS

- CHAPTER I—The Everglades of Florida and the Landes of France, from Conservation, 1903. A Tribute to Broward, from the Atlantic Georgian.
- CHAPTER II—Southern Florida, Forestry and Irrigation, 1904.
- CHAPTER III—Trees as an Aid to Drainage, from the Spanish in "La Hacienda."
- CHAPTER IV—The Coco Palm, Garden Magazine, 1910.
- CHAPTER V—The Lime and the Sapodilla, Garden Magazine, 1910.
- CHAPTER VI—The Banana and the Paw Paw, Garden Magazine, 1910.
- CHAPTER VII—What Will Grow in the Everglades, Everglade Magazine.
- CHAPTER VIII—Valuable Trees for the Everglades, Everglade Magazine.
- CHAPTER IX—Some Common Florida Plants, Everglade Magazine.
- CHAPTER X—Vases for Everglade Planting, Everglade Magazine.
- CHAPTER XI—Mahogany in South Florida and the West Indies, Woodcraft, 1909.
- CHAPTER XII—Bungalow Construction in South Florida, Everglade Magazine.
- CHAPTER XIII—The Everglades of Florida, Southland Magazine.
- CHAPTER XIV—The Problem of Growing Pineapples for Market, Garden Magazine.
- CHAPTER XV—The Mango, Best of all Tropical Fruits, Garden Magazine.
- APPENDIX—A List of the Trees of South Florida, Native and Introduced.

Price, One Dollar

THE BOOK IS NOW READY FOR DELIVERY. Send your order now, accompanied by a dollar bill, and we will send you the book, postage paid, at once. Address

V. W. HELM, Majestic Building
CHICAGO

THE WALDIN BOOK

SEND FOR THIS GREAT EVERGLADE BOOK — WRITTEN BY ONE WHO HAS MADE A FORTUNE IN FLORIDA

Walter Waldin was one of the first and foremost Everglade truckers. Several years ago he moved to Southern Florida with his family, established his home on the edge of the Everglades—long before the dredging operations began—intensively cropped a few acres, averaged nearly \$1,000

per acre net profit over the entire period, and has amassed a comfortable fortune through his successful methods. At the urgent request of many friends, and prompted further by hundreds of inquiries concerning his methods, he was finally persuaded to record his experiences in permanent form.

NO FINE-SPUN THEORIES—JUST PLAIN FACTS

This book, you understand, was not written by some long-haired theorist far removed from the field of operations, but came straight from the pen of Mr. Waldin himself, and is a plain, logical, orderly array of facts right out of his rich experience. He tells you plainly what to plant, how to plant, when to plant, what preparations to make, how to combat and overcome difficulties—in short, just how to proceed in order to gain the greatest possible success in this most fascinating branch of agriculture.

EVERY EVERGLADE FARM OWNER SHOULD GET THIS BOOK

You can't afford not to have this book, regardless of your previous experience in trucking. Mid-winter cropping in Florida involves new conditions and you need the guidance of a master hand to insure the best results. One dollar invested now in Mr. Waldin's book may save you thousands of dollars in needless experimenting later on. It will give you a track to run on, as it were.

SEND YOUR ORDER NOW

The first edition of "Truck Farming in the Everglades" is now ready for delivery. Applications for the book will be filled in the order received. First come, first served. Send in your order at once and get a copy of the original limited edition.

PRICE—\$1.00

One hundred and thirty-seven pages, printed on Aristo half-tone paper, bound in Vellum de Luxe, serviceable cloth cover, stamped in two colors. Illustrated throughout. Price, One Dollar, postpaid.



TABLE OF CONTENTS

- 1—To the Prospective Truck Gardener.
- 2—Agricultural Schools.
- 3—The Man Fitted for the Business.
- 4—Capital Required.
- 5—Location and Selection of Soil.
- 6—The Everglade Section.
- 7—Preparation of the Land.
- 8—No Present Danger of Overproduction.
- 9—Selling F. O. B.
- 10—Drainage.
- 11—Irrigation.
- 12—Stable Manure and Fertilizer.
- 13—Culture of Tomatoes.
- 14—Culture of Potatoes.
- 15—Culture of Peppers.
- 16—Culture of Eggplants.
- 17—Culture of Beans.
- 18—Culture of Celery.
- 19—Culture of Cucumbers.
- 20—Culture of Cauliflower and Cabbage.
- 21—Culture of Lettuce.
- 22—Culture of Watermelons and Muskmelons.
- 23—Culture of Onions.
- 24—Culture of Okra.
- 25—Culture of Squash and Pumpkins.
- 26—Culture of Sweet Potatoes.
- 27—Culture of Strawberries.
- 28—Culture of Bananas.
- 29—Culture of Paw-Paws.
- 30—Culture of Pineapples.
- 31—Culture of Jamaica Melon.
- 32—Culture of Forage Plants.
- 33—Insects and Fungi.
- 34—Trees Growing in Connection with Trucking.
- 35—Notes on Frost.
- 36—Birds.
- 37—Summary.

SPECIAL COMB

Send us \$1.50 and we will send you, postage paid, your choice of Walter Waldin's book or Dr. Gifford's book and a year's subscription to the Everglade Magazine.

payable to
Majestic Building, Chicago.

Come and See—Seeing is Knowing

Almost every purchaser who has bought land from the Everglade Land Sales Company has seen, either in person or through a representative, the actual Everglade conditions.

It is because we are anxious and willing to prove the Everglades to be all that the great experts claim for them, that we maintain our headquarters in Miami, Florida (Dorn Building).

We court scrutiny and relish investigation. Every fair-minded person who comes, goes back a staunch and enthusiastic friend. That is why the Everglades enjoy so many ardent and loyal boosters. They prove themselves. Come, by all means, if you can, and see for yourself.

Special excursion rates are in force from most points in the North and East on the first and third Tuesdays of every month. Go straight through to Miami, reserving any stopovers for your return trip. All investigators are expected to arrive in Miami by not later than Friday morning of the excursion week.

Before starting for Miami, however, it is important that you advise our Chicago office, so that you may be furnished with proper credentials. This will also enable us to anticipate your arrival, and save you any possible annoyance in waiting around at the Miami end. A trip to the Everglades is a liberal education in itself and replete with delightful surprises. Plan to come down for a few days this season and give yourself the best treat of a lifetime.

The following letters are from persons who have made a first-hand inspection of the Everglades:

Miami, August, 1911.

Dear Mr. Helm:

We, the undersigned, have completed an investigation of the proposition of the Everglade Land Sales Company. We find that said proposition has been correctly represented in the printed literature of this company. We believe the purchase of their lands to be sound and profitable investment, and shall so report to those whom we are representing in this investigation.

Andrew Peterson, Hoopston, Ill.
M. P. Ganser, Owatonna, Minn.
L. D. Sears, Somerset, Ky.
N. A. Irvine, Logansport, Ind.
W. C. Irvine, Logansport, Ind.
L. B. Walters, Rochester, Ind.
R. M. Shennan, Bellefontaine, O.
Wm. J. Partridge, Rochester, Ind.
E. V. Nash, Burnside, Ky.
A. D. Davis, Westmansfield, O.
C. Johnson, Cleveland, O.
John Olson, Cleveland, O.
John Orander, Cleveland, O.
H. A. Gaites, Macomb, Ill.
Emil Bernstrom, Providence, R. I.
E. L. Tenney, Chicago, Ill.
R. L. Hensen, Ottawa, Ill.

Bismarck, N. D., Aug. 15, 1911.

Dear Mr. Helm:

I spent part of my vacation in the Everglades the latter part of May, the object of which was to inform myself as fully as possible regarding the draining of the Everglades; the productivity of the Everglades land; the probable rapidity with which the drainage work would be done; the transportation facilities for the products to be raised on the Everglades land. At the same time my friends advised me that I was going at the very poorest time of the whole year, as the tourist season had just ended and the winter vegetable season had ended; but that if I liked it then I would like it the year round.

My conclusions are: That these lands are susceptible of perfect drainage, having ample fall. When so drained they are exceedingly productive, making fine crops of corn, rice, fruits and vegetables, and particularly sugar cane. A fertile soil with abundant rainfall, almost continuous sunshine and practically no freezing frost. The only thing necessary to make the lands the most productive in the United States is drainage. When properly drained, no soil will produce larger crops at less cost than will that of the Everglades. Water transportation will be provided by the canals, good roads are already being built and railroads will come as soon as needed. Drainage work was retarded many years by skepticism, lack of money, corporate and political antagonism and other influences; but the fight is over and money is plentiful and the foes of the enterprise have become its friends, the practical administration of the work has been placed in good hands and the outlook is most encouraging. And as to my liking it, I hold a contract for thirty acres.

Yours truly,
(Signed) C. B. JOHNSON.

Ft. Lauderdale, Fla., Aug. 22, 1911.

Dear Mr. Helm:

Yes I am very well pleased with the

prospect of the future of this country, and also with the climate. I can assure you that I have had no longing for the sweltering old north during the hot season.

(Signed) F. W. ZIEGLER.

Baltimore, Md., Sept. 4, 1911.

Dear Mr. Helm:

The latter part of May I made a trip to Florida expressly to look over the Everglade proposition.

It affords me great pleasure to be able to express my satisfaction with the investigation of the Everglades and to say that they more than come up to my expectation in every respect.

After reading a great deal of the Everglade Land Sales Company's literature, I thought perhaps it might be somewhat exaggerated, but found it just as represented. The scenery of Southern Florida is fine, holds one as if under some spell—there seems to be an air of freedom and easy feeling of mind.

I went up the North and South Lauderdale canals and up the Miami canal—the land is muck and I could not see any difference in any of it; it all looks good. The climate is fine, although it was in the hot season and I must say I was very comfortable and not affected by the heat at all during the day and the nights were cool.

The proof of being sincere is that I purchased some land in the Royal Glade Tract and intend to live there as soon as the improvements are finished by the company.

I want to thank the Everglade Land Sales Company for the courteous treatment I received. Respectfully yours,
(Signed)

MARCUS W. FUNKHOUSER.

Utopia, Fla., May 26, 1911.

Dear Mr. Helm:

Yes, I am at Utopia (in the Everglades) yet, and likely to be for life, as I know of no place this side of the Styx that would suit me better. We are having delightful showers now and everything is growing nicely.

With best wishes, I am,

Yours very truly,
(Signed) C. J. CLEMENTS.

Macomb, Ill., Aug. 30, 1911.

Dear Mr. Helm:

I was sent to Florida to investigate the holdings of the Everglade Land Sales Company, and was asked to send you my written opinion of their proposition, after having completed an investigation. I am happy to say that the holdings of this company are all that they are represented to be in their literature. I find that the company has in many instances done more for the purchaser than they had agreed to do.

In my investigation I was taken up both the Miami and the South Lauderdale canals. Too, I was driven by the representative of the Everglade Land Sales Company into the Everglades, and

the finest groves in or about this section. Not only do the trees bear heavier, but they also show a much better growth, and are far healthier in every way than the trees on the highland. The foliage is larger, thicker and many shades darker green, which is proof positive of perfect health. The trunks of the trees on muck land are bright and clean, and in appearance more like the new growth on the trees of the sandy land.

The work is progressing rapidly and another canal will have punctured Lake Okeechobee by February 1, 1911. A lock in the South Lauderdale canal will have been completed by the time this reaches you, and the work will be immediately commenced on a lock to be located in the Miami canal.

I am thoroughly pleased with the city of Miami. It is most cleanly, and with its white streets and beautiful bay it is a paradise within itself. It is very commonly called the "Los Angeles of the East." There are new buildings going up in every quarter. The business section is being built principally of concrete, or concrete blocks, and the buildings are two or three stories in height.

I believe that Miami has as bright a future before her as any city in the South. With the richest soil in the world, and a tremendous acreage, and with the finest climate and a twelve-month farming year, I can see nothing to prevent its becoming all that is predicted.

Yours respectfully,

(Signed) H. W. GAITES.

Albion, Mich., Sept. 8, 1911.

Dear Mr. Helm:

I had a good time (in the Everglades) and found a great country there. I wish I had the money to buy several hundred acres of it.

Yours truly, G. E. ARNOLD.

Ottawa, Ill., Aug. 16, 1911.

Dear Mr. Higginbottom:

The Everglade proposition is better than you explained it to me and I know that any man who wishes to invest his money couldn't find a better place to buy, as the Everglades when drained as they will soon be, will be an ideal place for any one who wishes a good climate and a good muck farm to live on, and any one who has one, and has not seen it will some day be convinced that he has something that is worth something. I have talked with others who live in or near the Everglades who say that it is the richest soil in the country. Any one who wishes any information will be glad to tell them, for the proposition is as good as you represented it, "and better."

Yours truly,

(Signed) H. L. HENSEN.

Pittsburg, Pa., Aug. 24, 1911.

Dear Mr. Helm:

Have recently visited the Everglades, starting from Miami, Fla., and looked a considerable number of farms and groves over carefully; investigated the surroundings of Miami and took samples of the soil, etc.

I desire to express to you my appreciation of the trouble your Mr. Ralston and Mr. Miller of the southern of-

fice went to in showing me around and am greatly pleased with the land I have seen. In fact, this is the strongest argument in favor of Glade land, the records of actual accomplishment.

Yours truly,

(Signed) R. E. SCHWARZ.

Douglas, Ariz., Sept. 7, 1911.

R. Bowser, the E. P. and S. W. contractor, has returned from a six week's trip through the East and South. Mr. Bowser visited the Everglades of Southern Florida and is enthusiastic over that wonderful country, which he says will be the garden spot of the world within five years. The drainage is assured; the state is building over one hundred and eighty miles of canals that are sixty feet wide at the bottom and about ten feet deep through the Everglades from the Atlantic coast to Lake Okeechobee and the contract will be finished within two years.

The reclamation of the Everglades will open a tract of land larger than an eastern state—land that is unsurpassed in fertility, consisting almost wholly of black muck from two to sixteen feet in depth. The soil has been analyzed as containing two and one-half per cent nitrogen. The lands lie level like that of a great prairie, having a gradual slope from the lake to the coast.

The greater part of this great tract of raw land lies in Dade county, which is perhaps the richest in yield of any county in the state of fruit and flowers, its average annual value of farm products exceeding \$400 an acre. Mr. Bowser states that concrete locks are being constructed in each of the four canals so that the water table of the Everglades can be controlled and the immense canals used for both drainage and subirrigation as well as transportation.

Not only will the Everglades become the nation's greatest truck and fruit farm, but will be a fine dairy country and could supply the world with butter and cheese. It is not necessary to cut hay, as green grass of the finest quality can be had every month in the year.

Mr. Bowser was greatly interested in the extension of the Florida East Coast railroad. This is Henry M. Flagler's road and he has served notice on all of his employes that the road must be completed into Key West on January 2d, his eighty-second birthday. This is without doubt the most expensive piece of road in the world, as the greater part of the road from the mainland to the terminal is built of concrete through the sea. The road paid thousands of dollars damage suits the past season on account of its inability to handle the business delivered to it. Hundreds of miles of additional sidetracks have been built and twenty-five new locomotives added to the equipment this season.

Mr. Bowser says that many of the purchasers of this fine land will double their money as soon as the canals are completed. He says the climate is delightful, the country beautiful, the roads the best he ever saw, the people are progressive and the city of Miami destined to be the metropolis of the south-east coast.—*Douglas Daily Dispatch.*

The Economical Method of Reclaiming Marshy and Waste Lands



HUNDREDS of thousands of acres of marshy and prairie lands lie idle, absolutely useless for colonization or cultivation. These lands are distributed throughout the United States and are found in every state in the union. The value of land when reclaimed is even greater than the value of natural land in the adjoining territory. Great work has been accomplished by reclaiming land in Florida, Louisiana, Missouri, Mississippi, Wisconsin, Colorado and South America, with a

BUCKEYE TRACTION DITCHER

THE BUCKEYE is purposely built light, for draining soft prairie soil and irrigation purposes. The Apron Traction, as shown by the accompanying cut, carries the ditcher over the softest ground.

THE OPEN DITCHER takes the place of fifty to one hundred and fifty men and does the work better, faster and at a saving of from fifty to one hundred per cent.

If you are interested in reclamation work, you should know more about THE BUCKEYE TRACTION DITCHER

WRITE TODAY FOR OUR CATALOGUE No. 8

THE BUCKEYE TRACTION DITCHER CO.
FINDLAY, OHIO

ELECTRIC-LIGHTED

DIXIE FLYER

A solid all the year 'round train between

Chicago —and— Florida

running via Evansville, Nashville, Chattanooga and Atlanta—the scenic route to the South.
Leave La Salle Street Station (only depot on the loop) 9:50 P. M. daily via



Chicago & Eastern Illinois Railroad

Arrive Jacksonville second morning.

New Equipment.—Electric-Lighted Pullman Drawing-room and Compartment Observation Sleepers and First-Class Coaches.
Dining Car for all meals.

Low Rate Homeseekers' Tickets on Sale First and Third Tuesdays of Each Month

For tickets, reservations, etc., address

A. B. SCHMIDT, General Agent, Passenger Dept., M.

CHICAGO, ILL.