

MIAMI

HIGHLIGHTS OF

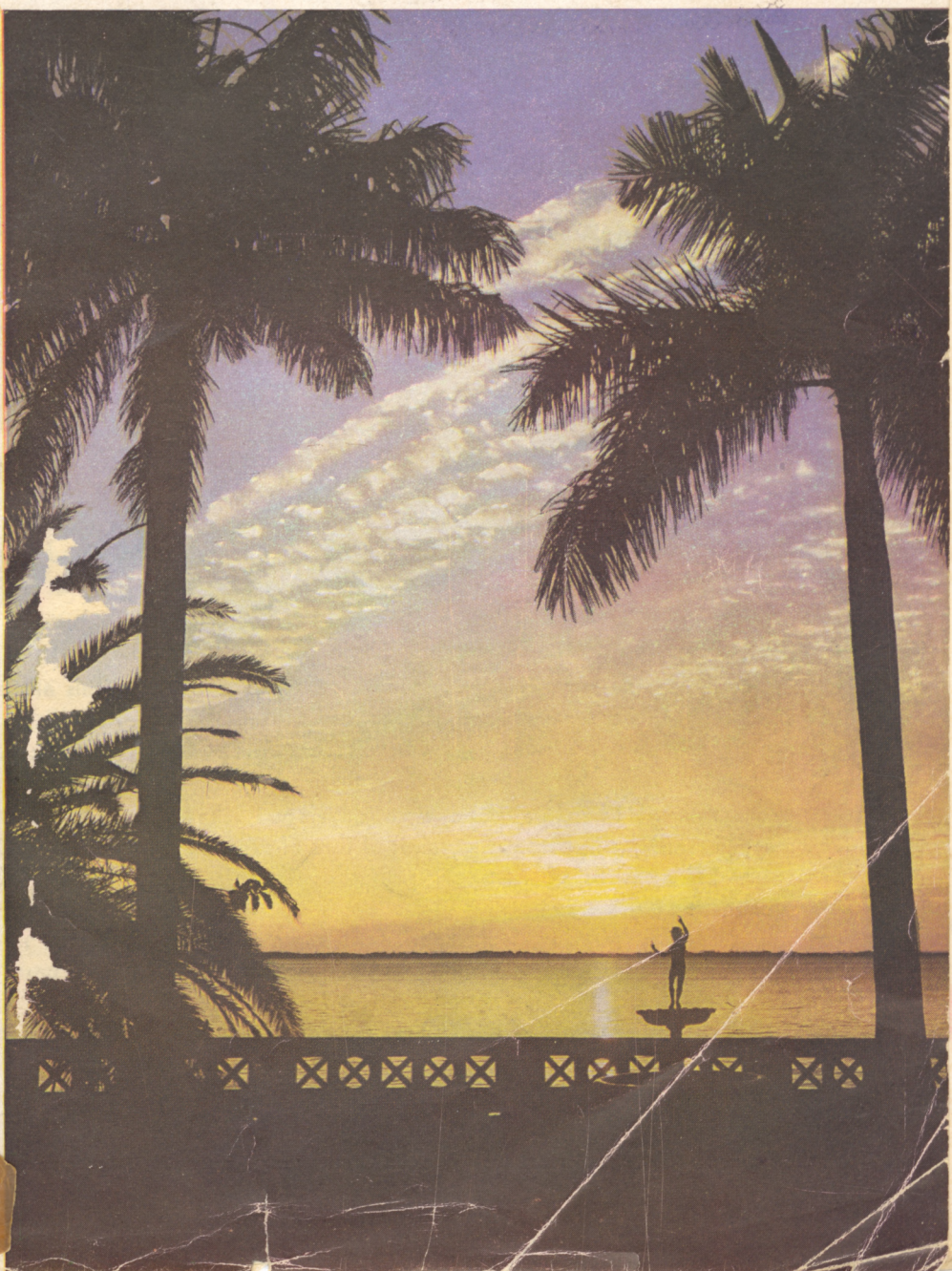
Greater MIAMI

MIAMI BEACH PUBLIC BUILDING
2100 COLLINS AVENUE

MIAMI

MIAMI BEACH

GENERAL STORES





WAR-TIME MIAMI



Conversion of the Greater Miami area from a resort center to one bristling with wartime activities came rapidly after Pearl Harbor.

Due to its geographical location, its ideal climatic conditions, this area soon became a leading training center for the Air Corps. Palatial hotels, numbering more than 200, were leased by the United States Army, and hundreds of thousands of our armed forces received their training here. One of every five enlisted men and one of every four officers in the Army Air Forces received part or all of their training at Miami Beach.

Where coastwise and ocean-going steamships once docked, the United States Navy established a Submarine Chaser Training Center, and Miami's shoreline along Biscayne Bay is a beehive of Navy "blue" and "white." Famed bayfront hotels were converted into Navy barracks, and Bayfront Park became a recreation center.

Shipyards and drydocks, airplane plants, and many products for war use, are manufactured here and thousands of men and women used to leisure became defense and war workers.

Opa-locka became the home of a huge Naval Air Training Base and Supply Center for the Seventh Naval District.

At Richmond, south of Miami, a blimp base, with giant hangars, is the home of the cigar-shaped dirigible whose watchful patrol aided many convoys through submarine-infested waters off the South Atlantic Coast.

The well-known Miami Biltmore Hotel in Coral Gables was purchased outright by the United States, and is being used as a hospital.

Toward the close of 1944, many of the Miami Beach hotels are retained and has become one of the redistribution and reclassification centers where men returned from the battle fronts of the world are given a leave for relaxation and rehabilitation.

West of Miami, airports were developed; the Miami Air Depot receives and has disbursed thousands of tons of supplies, parts and material of war by means of transport planes of the air transport and ferry commands.

WAVES, WACS , SPARS, Marines and nurses serve with the men, and lend color to the military atmosphere which has become a part of Greater Miami.

Thus, briefly, has "playtown" been transformed into "worktown," and Greater Miamians may justly be proud of the part they are playing in the war effort.



Downtown Miami

—Photograph by Gerecke



—Courtesy E. L. Birmingham

Metropolitan Miami built 3,364 homes during the first six months of 1941, an average of one home every 104 minutes for 24 hours a day, seven days a week. If they were placed in a continuous row (allowing 50 feet each), they would extend a distance of 13.6 miles. This residential construction pace is equal to that maintained in 1939 and 1940, when approximately 5,000 residences were built in each of those two years.

nevertheless labored on with the constant knowledge their territory was blessed with a perfect climate. The period between 1910 and 1920 was of little historical importance except that each winter brought new visitors and most of the old ones returned—many of them purchasing property and delving into real estate. The area began to take on the unmistakable signs of a city.

At the turn of the century, Miami's population was but 1,681—a village; ten years later it had increased to 5,471—a town; by 1920 the population had soared to 29,471—an infant city, fastest growing in the world over the next decade to 1930. (All this despite the bursted Boom Bubble from 1924 to the fall of 1925).

DOWNTOWN streets were jamed with real estate offices, skyscrapers shot heavenward, shaky wooden buildings were replaced by heavy modern structures, property values soared and money flowed freer than water. Even the summer of '25 found Miami as busy, bustling as the previous winter season; accommodations sold at fabulous prices as visitors poured into the city. After the Boom subsided, property values decreased and real estate was stymied temporarily—soon, however, the residents caught their breath and activity hummed once more.

A year later, the 1926 hurricane struck Miami—winds attained a peak velocity of 150 m.p.h. ripping through the city. Although the disaster practically flattened the Florida keys, it left little damage in Miami and destroyed only the hastily-built boom-buildings. Rebuilding and cleaning up, Miamians learned their lesson well—today, a hurricane would do but slight damage to the city's iron-and-steel structures.

"The Magic City"—no truer name could be given this metropolis of the tropics! By 1930, the population had reached 110,637, proving that it was the fastest growing city in the world. The U. S. census in 1940 gave Miami 172,172, of which 78.3 percent is white, 21.6 colored (negroes live in segregated districts) and 7.4 percent foreign-born. About 93 percent of the white permanent population migrated from north and central Florida, Alabama, Georgia, Kentucky, North and South Carolina, Tennessee



Gesu Catholic Church

In 1876 the first house of worship was erected in what is now Miami. There were two families of Catholic faith, the Adamses and Wagners. In 1893, the small wooden church was destroyed by fire. The Holy Name church was built in 1897 on property donated by the late Henry M. Flagler. The congregation, having outgrown this church, saw need for a new and larger one and on Dec. 10, 1922, the cornerstone was laid for this beautiful \$400,000 church.



—Photograph by Gerecke

First Church of Christ, Scientist

Churches

Churches have played an important part in the spectacular development of Greater Miami. Picturesque edifices, reflecting the architectural influence of the Old World, add imposing beauty! Little Flower—Spanish Renaissance; Miami Beach Community—Spanish Mission; Temple Israel—Syrian Saracenic; First Church of Christ Scientist—Classic; Trinity Episcopal—Italian Romanesque; White Temple—Modified English Renaissance; St. Patrick's—Lombardy Italian; Plymouth Congregational—Rugged Spanish Mission! Central Baptist—Italian Renaissance; First Presbyterian of Coral Gables—Spanish; First Christian—Modified Romanesque.

Plymouth Congregational Church

In 1893, Commodore R. M. Monroe gave a deed for land on which to build a Union Church. It was organized in 1897. This was to be one of the first Protestant churches in this area, dedicated March 25, 1900. One year later, the Rev. Solomon G. Merrick, George E. Merrick's father, became pastor. The present building was erected in 1917. Through the late Mr. and Mrs. Arthur Curtis James and many others with large donations, the architect, Clinton McKenzie of New York, was able to bring here the great Spanish door that had swung for three centuries in an old Basque building in the Pyrennes mountains; too, he brought Phillippi, a Spanish mason, who alone and with his own hands put each piece of coral rock in place and completed in a year's time this magnificent twin belfry church — replica of a Spanish cathedral.

Plymouth Congregational Church



—Photograph by Gerecke
White Temple (Methodist)



—Photograph by Hinman



—Photograph by Gerecke

Flagler Street

Originally named Twelfth Street, renamed Flagler for the late Henry M. Flagler. From a dusty little street with a handful of stores, it has grown to one of the most famous streets in the world; gracing its sidewalks today are beautiful theatres, department stores with up-to-the-minute fashions, nationally-known chain stores, banks, office buildings, travel and souvenir shops and many others. It could well be called the "Broadway of the Tropics," mecca for visitors from all parts of the globe.

Alfred I. duPont Building

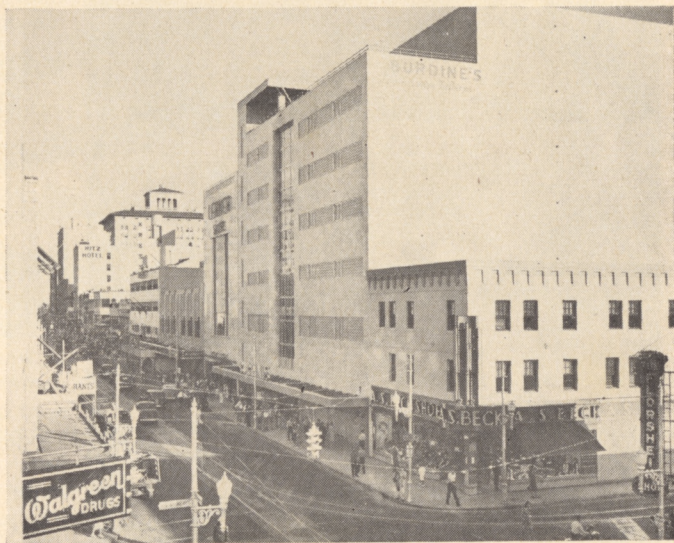
Florida's costliest and most magnificent modern skyscraper bank and office building. It is a 17-story structure 257 feet 8 inches high, Miami's third tallest; has its own Diesel power plant making its own electric power; equipped with the latest in air-conditioning; has a battery of six of the latest type improved high-speed signal elevators capable of a speed of 750 feet a minute. The main entrance is resplendent in bronze, polished golden vein St. Genevieve marble walls, while the interior boasts of Tennessee marble floors, cast bronze entrance doors and other ornamentation and escalator service. The mezzanine floor is occupied by Florida National Bank and Trust Company. The building was completed Dec. 15, 1938, costing \$3,000,000; construction began in 1937 with the demolishing of the Halcyon Hotel, one of Miami's famous landmarks, built in 1901 and first named White Palace for its designer, the late Stanford K. White.

Except for the banking house, the duPont Building is the headquarters for the Seventh Naval District, U. S. Navy.



CORNER FLAGLER STREET AND MIAMI AVENUE

From this point, north, east, south and west is determined. Flagler street runs east and west. Miami avenue runs north and south.



—Miami Daily News Staff Photo



Post Office, Federal Courts Building

Completed July 1, 1933, the material used in the construction was key limestone "Oolite." This material was mined in the lower Florida keys. When first mined, it is soggy like soft concrete; when exposed to sun and wind, stiffens harder than concrete. The patio is ornamented with a volcanic stone found in Texas near the Mexican border; throughout the interior there are many types of marble, but most prominent is the Tennessee.

This structure cost approximately \$2,000,000, designed by Phineas Paist and Harold Steward, associated architects. More general delivery is handled here than in any other postoffice in the country!

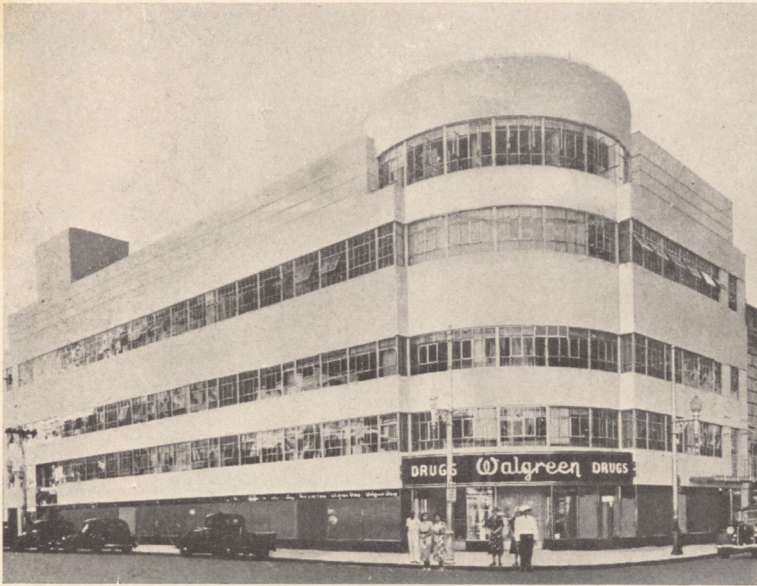
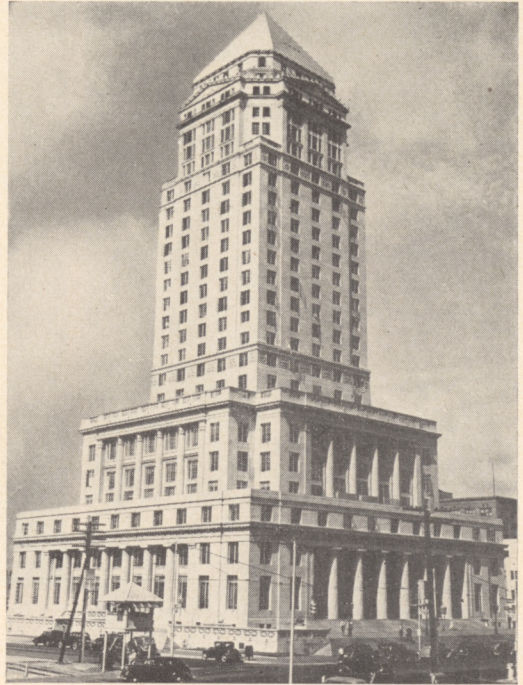


Ingraham Building

Built on what was once a part of Royal Palm Park stands a sturdy 12-floor \$2,250,000 building which was designed by Schultze and Weaver of New York, its gracious lines and ruggedness defying the elements. It was so named in honor of James E. Ingraham, Vice-President of the present owners, The Model Land Company. Located here are Florida Power and Light Company, many railroad lines and numerous other offices.

Dade County Court House

The contract for this building was let in 1925 and it was completed in 1928 at a cost of \$4,062,779.23. Considered one of the tallest court houses in the world, the top floors hold prisoners confined by the city and county. Frank Vorhees was the first to escape from this seemingly escape-proof jail, in January of 1937. He was recaptured in Brooklyn three weeks later. Incidentally, this is the tallest building south of Washington, D. C., its pyramid top reaching 360 feet into the sky. It can be seen from a distance of 15 miles in any direction, a guiding tower to anyone who would become lost in the maze of winding streets and drives. It contains all city, county and state offices.

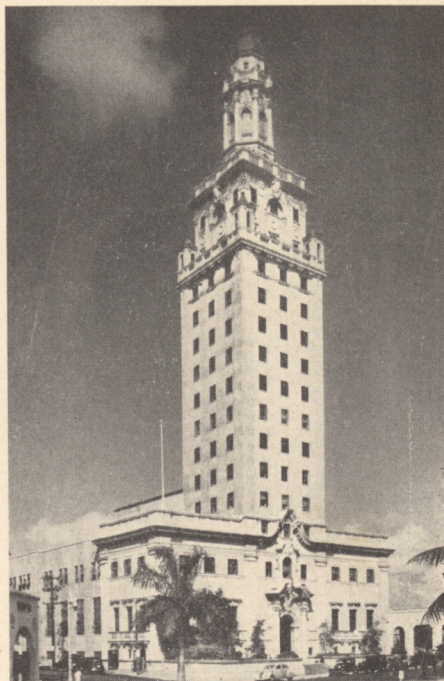


Walgreen Building

This store was opened to the public October 2, 1937. The value of the store and property is \$1,000,000. One of the most complete drug-department stores in the entire country, it has a basement and double-deck balcony for diners' service. It also has its own broadcasting room. This is the most elaborate of all the 500 drug stores owned by the C. R. Walgreen Co.

Miami Daily News Tower

This unique building, prominent in Miami's skyline, was built in 1925 by the present owner, James M. Cox, former governor of Ohio. The building cost \$800,000, has 18 stories, is 260 feet in height, and is the home of Miami's oldest newspaper, The Miami Daily News. The newspaper claims a world's record, printing 504 pages on July 26, 1925. The original name, Miami Metropolis, was established May 5, 1896; its publisher, Dr. Graham. Here, too, we find WIOD, Isle of Dreams broadcasting station.



—Photograph by Gerecke

Miami Herald

Originally known as the Miami News-Record, the present morning daily and Sunday newspaper, Miami Herald, was founded by Frank B. Shutts, pioneer Miamian.

In 1913 it had a circulation of 2,189, while in 1944 its daily circulation had exceeded 100,000.

Founded in 1937 by John S. Knight and Brother, who were publishers of Akron, Ohio, and who more recently became owners of The Chicago Daily News.

During the boom period of 1924-25, the Herald daily published a newspaper of ninety-six pages.



—Miami Herald Staff Photo



Fort Dallas Park overlooking Miami River

—Miami News Service

The United States government built Fort Dallas on this site in 1835. It was here that William Tecumseh Sherman launched upon his meteoric military career, while the fort was used as an outpost and garrison headquarters during the Seminole Indian war. It was also used as a postoffice for the few scattered settlers and soldiers stationed here, the mail and dispatches being delivered here by "Long John" Sturtevant, who had been commissioned to act as courier on foot between here and St. Augustine. The fort was formally abandoned on June 10, 1838; later the buildings were occupied by settlers until 1871, when all but the stone barracks and one of the officers' homes were destroyed by fire. The latter was the first home of Julia Tuttle, co-founder of Miami. The stone barrack has since been moved to Lummus Park. Located today in this historic site overlooking Miami River are beautiful modern apartment houses and hotels such as the Dallas Park, Colonial Towers, Tuttle, The Towers, Patricia, Granada and Robert Clay.



City Piers



City Yacht Basin

Owned and operated by the City of Miami, this basin is $\frac{1}{2}$ mile in length, 800 feet wide and 20 to 40 in depth. Operating here the year round are yachts that can be chartered for a trip to the finest deep-sea fishing grounds in the world—the Gulf Stream, where more than 600 varieties of fish await rod and reel. Some boats leave daily on regular schedule for the fascinating, spectacular sport; others leave for a day's fishing in the keys. Many sightseeing boats offer trips such as a ride through the scenic waterways of Miami Beach, excursions up Miami River and into the lower regions of the bay, glass-bottom boats for a view of marine life on the reefs, or moonlight excursions on the smooth waters of Biscayne Bay.

← City Piers

The Clyde Steamship "Apache" docked here on Nov. 23, 1924, with about two hundred passengers and a full cargo, bringing to Miami from New York its first coastwise steamship service. Before the war many world cruise steamers made this a regular port of call. Miami was second only to New York in volume of boat passengers. The piers are owned by the City of Miami. The home of the U. S. Navy Sub Chaser Training Center, now U. S. Naval Training Center.



—Courtesy Florida East Coast Railway

Henry M. Flagler

Henry M. Flagler was born on Jan. 2, 1830, the son of a Presbyterian minister, in Hopewell, N. Y. His parents were very poor and he came to know the meaning of want and woe at an early age, leaving school at the age of 14 to make his own way. His trek eventually landed him in Republic, Ohio;

on his first job he received \$5 per month with board for working in a country store. Later, he continued his journey to Fostoria, Ohio, where he found another job in the same line of work. He worked hard, saved his money, and at the age of 20 established himself as a commission merchant in

FROM _____

POSTAGE
5 CENTS
IN U. S. A.

TO _____

