

Update



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UPDATE

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A LETTER FROM THE PRESIDENT

For those of you who attended the 1977 Harvest, I need not tell you that it was a huge success. For those who were unable to participate, we are pleased to announce that the paid attendance tripled this year to approximately 15,000. Not only was The Harvest a financial success for the Association, but letters and comments indicate it was a delightful and educational experience for those who attended. We are grateful to all who helped to make the 1977 Harvest a success and we are particularly indebted to the co-chairmen, Pat Molinari and Sylvia Buhler, for the fine job they did.

Your Association is always appreciative of donations, but the donation of artifacts, which often cannot be obtained at any cost, are especially cherished. Mrs. Wirth Munroe and Patty Catlow, long-time members of the Association, have donated to the Museum archives the Monroe photographic collection, some of which is incorporated in Arva Moore Parks' recent book. This priceless collection contains many photographs previously unavailable and fills a void not only in our collection, but in the history of South Florida itself. We are most grateful to the Munroe family and, in particular, to Mary and Patty, for their generous contribution of this true treasure.

Along the same lines, our historical sleuths recently located an authentic trolley car in Western Dade County, where it was masquerading as a tool shack. Mr. Jose M. Ribas, a local building contractor, has generously donated it to the Association. We are presently making plans for the trolley car to be

restored to its original condition and transported to the present Museum property for display.

Your Association continues to expand its present programs and to plan for the future. In January we will sponsor with the Museum of Science a series of adult education courses covering such widely diverse areas as antique wood carving, introduction to antiques and South Florida historical sites. We trust members and non-members alike will take advantage of this opportunity. At the same time, with the assistance of planning grants from the National Endowment for the Humanities, we continue to plan for the movement of the Museum to the Downtown Cultural Center and to explore ways in which we can better serve our membership and the community.

This is your Association. We depend on your contributions and support and we welcome your comments and suggestions. Please feel free to let your Officers and Directors know how your Association can better serve you and South Florida.

Sincerely yours,
R. LAYTON MANK
President

TEQUESTANS PLANS FOR '78

The Tequestans, HASF volunteers, have so far scheduled the following activities for the new year:

Wednesday, January 11:
9:30— Field Trip to Cape Florida Light House
Monday, January 16 through
January 27, Mondays /
Wednesdays / Fridays,

DOCENT TRAINING PROGRAM

On Monday, January 16th, at 9:30 a.m. a new docent training program will begin at the Museum.

Guide trainees will receive 15 hours of instruction in six classroom sessions conducted by experts in Florida history.

After completion of the basic course, trainees will conduct tours of the gallery. Docent status will be achieved when the trainee has conducted 15 tours and participated in at least one in-service course or enrichment activity during the current year.

Docent trainees must belong to the Historical Association of Southern Florida, must be committed to two hours of Museum service each week, and have a genuine desire to explain Florida history to visitors.

Everyone who feels he or she can fulfill these obligations is welcome to join. Please call Barbara Lowell, Linda Greenan, or Dorothy Fields at the Museum, 854-3289, to register and for additional details.

Classes: Monday, Jan. 16,
Wednesday, Jan. 18, Friday,
Jan. 20, Monday, Jan. 23,
Wednesday, Jan. 25, Friday,
Jan. 27, 9:30 a.m. — 12:00.

9:30 to 12:00 — Docent
Training Program
Friday, January 20 —
Gallery Gala
Sunday, March 5, 5:00 to 7:00
p.m. — Annual Benefit at
historic home site.
Saturday, April 1, 9:30 a.m. —
Attic Auction on Museum
grounds

JAMES M. JACKSON, JR.

by Victoria Schmaltz

Did you ever wonder about the man for whom Jackson Memorial Hospital was named? What did he do to help make Miami the great city it is today?

James M. Jackson Jr. was born in 1866, at White Sulphur Springs, Fla. His parents were James Madison Jackson and Mary Glenn Shands. Among the many unique things about James Jackson was his middle name. The initial M. stood for Mary, not Madison as one would think.

Two years after his birth, the family moved to Bronson, Fla. His remarkable father established a drugstore, owned a citrus grove, and practiced medicine. When James Jr. had finished his early education, he attended the East Florida Seminary (the beginnings of University of Florida) which prepared boys for university classes. After finishing at the Seminary, he went on to Emory University in Oxford, Georgia and graduated with a Bachelor of Arts degree.

When James returned to Bronson, his father asked him to manage the citrus groves, but he wanted to be a doctor. His mother agreed and gave him six hundred dollar bills to enable him to go to Bellevue Hospital Medical College in New York City. He went to all the lectures which struck him as hot, boring and endless. However, he did enjoy outpatient surgical clinics conducted by Alexander Mott.

Victoria Schmaltz is a seventh grader at Norland Junior High School. Her essay was the Junior High Division winner in the 1977 Historical Association Harvest Essay Contest. Miss Schmaltz was awarded a \$50 United States savings bond by the Coral Gables Rotary Club.

Mott did not believe in the "new" science of bacteriology and operated on one patient after another on a wooden table, wiping his scalpel on a blood and pus soaked cloth between operations. He even held his scalpel between his teeth while he sewed up wounds!



JAMES M. JACKSON, JR.

After his first year there, Jackson passed the Fla. State Board Medical examination. He had many fights with his father about going on to get his M.D., but he had his mother's support. So, back he went for one more year and got his M.D.

He practiced in Bronson with his father and married Ethel Barco in 1894. The local society reporter, and a man, and could not even describe the bride's dress or the ceremony!

The Jacksons had three children (one, a boy, died shortly after birth). In 1896, J. R. Parrott (who worked for Flagler) offered him a job as railroad doctor, so Jackson moved his family to Miami. For a while, they had to live in the Miami Hotel which was not equipped with doors! The hotel ordered a door for the Jacksons, but there were no hinges in Miami to hang it, so they just propped it in place.

In the next few years, they moved and built a house and office for Dr. Jackson, who was the only physician in Miami. He was so busy in those days that when Haley's Comet appeared he was too tired to get out of bed to look at it. (He had delivered several babies.)

Soon after coming to Miami, he was given a job as local agent of the Fla. State Board of Health. After that, he organized the Miami City Board of Health and issued regulations on sanitation and prevention of disease. Jackson founded the Dade County Medical Association, and was President of that organization, the Florida Medical Association, and the Southern Medical Association. In addition to all that, he was active in civic affairs; belonging to the Rotary Club, the Masonic Lodge, Trinity Church (where he even prayed publicly for the health of his patients) and many other groups.

He was so concerned for his patients that he even shaved off his mustache after a hair from it fell in a wound while he was operating.

Jackson informally operated a hospital built by W. W. Prout during the yellow fever epidemic in 1900, but it was burned down after the epidemic was over. Flagler built a hospital later in 1900, but turned it into an apartment building soon after. In 1905, it was once again made into a hospital and Jackson was given charge of this hospital. This was a railroad hospital and Jackson took his private patients there. In 1909, when the Friendly Society Hospital (the forerunner of Jackson Memorial Hospital) was

built, Jackson had no part in the planning or management of it. However, in 1916 to 1918, he was on the committee that planned and built the first building of the present Jackson Memorial Hospital. It was called the Miami City Hospital.

Jackson was a heavy smoker of cigars, and in those days of busy visiting of patients, it was said you could trace his steps throughout the town by the half-smoked cigars he left behind him on the porches of the houses he visited!

In 1924, he developed broncho-pneumonia, which came (he said) from the ice collars he wore around his neck during surgery. (This was to keep him from sweating during the operations) Then, other doctors said it was pleurisy and decided to give him the "mercurochrome treatment". Jackson felt that the treatment was worse than the disease and stopped it. Unfortunately, he died on April 2, 1924 at the age of 58.

All Miami was so sad at his death, that on the day of the funeral, all businesses closed and school was let our early so the children could attend.

On April 8, 1924, six days after his death, the Miami City Commission voted to rename the Miami City Hospital, Jackson Memorial Hospital. The vote was unanimous and the biggest hospital in the county is still called "Jackson Memorial Hospital" today.



THE HOLSUM BAKERY BUILDING

The Dorn brothers, Robert and Harold, left Chicago in 1910, looking for a warmer climate and decided to settle in what was then called Larkins. At first they were mainly interested in the fruit business, setting out extensive groves west of the town where the Palmetto Expressway now crosses Sunset Drive. They later built and operated a packing house where the University Bowl now stands. During the 20s and the boom years, the brothers, especially Robert, believed enough in the future of South Miami to invest extensively in commercial building. In 1924 they tore down a two story house that belonged to one of the Dowlings and built a drug store, the building now occupied by Robbins Uniforms. Next to it facing the corner of Sunset and U.S. No. 1 they constructed a bank building, which didn't fail when the other Dade County banks collapsed because it never opened. Two other small stores south of the bank building on U.S. No. 1 were built at the same time. Robert Dorn's most elaborate venture was a large luxury theater building which faced U.S. No. 1 between Sunset and Red Road. It is now occupied by the Holsum Bakery.

The facade of the building with its wide terraced steps and arched entrance ways remains almost the same today as when it was first built, but inside all is changed. The archways on either side opened into small stores in one of which Harold Dorn sold crated fruit. The central main building opened into the theater which had a gently sloping floor down to a cross

aisle which led to side exists. From there to the stage the floor was flat. It was furnished with regular padded theater seats with a center section

ple from all over town crowded into the theater to listen. The Methodist Church on Sunset had an organ but the townspeople had never heard

famous 1926 hurricane was almost upon them. Saturday they couldn't get out of the hotel — they tried to wire Harold but everything was



The Riviera Theater building on South Dixie Highway opened just before the 1926 hurricane. U.S. 1 is a two lane road in front in this 1928 photo. The facade remains much the same today and it now houses the Holsum Bakery. (Photo: HASF Collection. Gift of Sylvia G. Martin. Verne Williams, photographer.)

and right and left aisles. The auditorium seated about two hundred people. The huge exposed ceiling beams were all hand painted in a rinceau or undulating vine motif. Below the roof line were clerestory windows while the sides of the building were french doors that opened to the evening breeze to cool the audience. It was open only after dark.

At the left in front of the stage was an imposing Wurlitzer electric organ which was the largest one south of Atlanta. Even the Olympia Theater in Miami could not boast of such an instrument. The organ pipes were installed along the walls at both right and left of the stage. Mr. Dorn had advertised for an organist in the northern papers. When the man he selected arrived two days before the theater opened and sat down to play, peo-

ple from all over town crowded into the theater to listen.

The Riviera Theater opened on time in September, 1926, with a movie featuring Laura La Plante and ran smoothly to good audiences. Robert Dorn had worked so hard getting things organized that he came home on Friday at the end of the third week and told his wife Mary to get the children ready and pack a couple of bags as they were going to take a little trip up the state and relax. Mary Dorn didn't think much of the idea but she scurried around and got ready and off they went. They had to stop in Miami to have the brakes fixed on the car and to save his cash for the trip Robert Dorn paid the bill by check. They got as far as Palm Beach and stopped for the night at a hotel. They had no warning that the in-

closed up tight. Sunday morning they drove to Stuart and managed to get a telegram through to Mrs. Dorn's mother in Chicago to let her know they were alive. The Sunday papers headlined that Miami had been wiped off the map.

On the way back home they drove as far as Pompano and found the bridge closed and only people who could prove they lived in Miami allowed through. The check Mr. Dorn had written on Friday proved to be the magic word and they talked their way south as far as Dania where they found over a hundred cars lined up at the bridge. Finally about 5:00 p.m. they made it across. No bridges were out, but the one at Fort Lauderdale had the river waters lapping at the floor boards. They arrived home about midnight.

by Jean C. Taylor

THE BILTMORE

Robert Dorn found there was little damage to the theater and it was quickly repaired, but had to stay closed for three weeks until the electric service was restored. When another storm threatened in October the organist quit without notice and left town by the first train. The theater operated successfully for a little over a year showing such films as Rudolph Valentino in the "White Eagle" and "The Sheik". It was eventually forced to close for lack of customers. The great Florida boom had burst, the banks had failed and no one even had twenty five cents to go to the movies.

Some time later the building was leased as a restaurant with a stage show but again failed and closed. The organ and theater seats had been taken out some time before and repossessed by the companies from whom they were purchased. It remained vacant for several years until in 1934, the Fuchs Baking Company in Homestead opened negotiations to lease or purchase the property. There was some opposition from the citizens of South Miami to the bakery locating in the center of town, but the Dorns felt that the building was just sitting there not being used and that selling the property was in their best interest.

The Fuchs family came to Homestead in 1912, from Tennessee. Mr. Fuchs had been apprenticed to a baker in Germany before emigrating to the United States and had also operated a bakery in Tennessee. When he came to Homestead the local bread all tasted sour so he decided to open his own bakery. They first operated

out of their own home using Mrs. Fuchs' cook stove, but soon bought out the tiny Noble Bakery and hired a colored baker named Logan who was quite good. When Charlie Fuchs returned from World War I he went into business with his father and built a bakery next to the Redland Hotel. Business increased by leaps and bounds and another larger building was built in the rear. The family also opened an ice cream stand. Charlie had a one cylinder truck that delivered bread all over South Dade. Over the years their routes expanded from Key West to Palm Beach and a move to a more central location was indicated. Charlie Fuchs engineered the deal with the Dorns for the old theater building.

For many years the Fuchs Bakery sold bread hot right out of the oven. Someone asked Mr. Fuchs Sr. how long he cooked his bread and he replied "Til it's done." When the bread was baking at South Miami it used to stop traffic along U.S. No. 1, the smell was so wonderful. People really loved the hot bread with its thick crisp crust.

Then the Board of Health came up with rules and regulations and bread couldn't be sold unless it was wrapped. A great deal of remodeling and building was done and the bakery supplied with the newest and most modern equipment. The bread went through several name cycles and came to be known as the Holsum Bread Company operated by the Fuchs Baking Company.

Every Christmas from 1940 until the last few years the old theater entrance on U.S. No. 1 was decorated with an elaborate yule scene with costumed, animated figures in snow scenes with Christmas carols filling the ear and many colored lights delighting the eye. Traffic again slowed to a crawl on U.S. No. 1 so that adults and children alike could enjoy the spectacle.

There has been some publicity in the last several years of plans to move the bakery out of South Miami and replace it with a shopping center, but so far the red Holsum trucks still fan out over the southern half of the state from the South Miami site delivering their daily bread.

Continued from page 8

dollars while its total assessment was \$4,864,908. This caused a furor with the Coral Gables City Commission. Tobin was about to be thrown off the Board but resigned in favor of Lawyer Robert Koepfel, an adjoining resident of the Biltmore and his antagonist.

Koepfel went to Washington and lobbied Senator Gurney who in turn wrote to Robert L. Kunsig who had possession of the title for GSA to urge the federal support for the City of Coral Gables condemnation of O'Neal's plans. The City drew up a bond issue proposal for \$3 million in April, 1971. The bond was voted a resounding yes by the people and O'Neal received an order to halt all development for 90 days.

In October, 1972 the Biltmore was declared a national monument by the Federal Government by the Historical Monument Act. On April 21, 1973, after thirty years, the Biltmore returned to Coral Gables ownership. Julie Nixon Eisenhower signed the deed, in front of the Biltmore,
Continued on page 12



The historical marker commemorating fifty years of international air service was dedicated on October 28, 1977, in Key West. Gathered in the patio of the Historical Museum, East Martello Tower for the dedication were (left to right) Charles Munder, Key West Art and Historical Society; Charles McCoy, Mayor of Key West; Joe Allen, State Representative; R. Layton Mank, President of the Historical Association of Southern Florida; Ione S. Wright, HASF Board Member; and Wright Langley, Historic Key West Preservation Board. (See story on page 9). (Photo courtesy of Pan American Airways.)

THE HOMESTEAD DEPOT COMES HOME

A few people in Homestead talked for years about the need for something to be done about the old Florida East Coast Railway station, but nothing really happened until with little fanfare and less warning early in the morning of June 23rd, 1976, a front end loader operated by the Davis Dozer Service methodically smashed the most valuable section of the 170 ft. long building — the original office area. So quick was the demolition start that furniture and old records were still inside, the telephone still jangling and a fuel tank hooked up.

Only the intervention of Jack Levy with a promise to pay for any monetary loss from the work stoppage persuaded Lonnie Davis to call off his dozer. After a day of frustration Jack Levy finally put in a person-to-person call to Ed Ball and, by a measure of good luck, succeeded in connecting with the Florida East Coast Railroad magnate. "Mr. Ed." said he knew nothing of the order for the depot destruction but sympathized enough with the Homesteader's desire to preserve this memorial to Henry Flagler's accomplishments to take a hand. A short time later Levy was notified of a stop demolition order and a stay for removal until July 23rd.

Tearing down the wall had left the roof unsupported which Davis thought was dangerous. To prevent any further destruction Henry Brooker, whose uncle, Ed Brooker, was the first station master, volunteered timbers to shore up the roof and City

Jean Taylor is writing a book on South Dade County. She is a member of the Update Board.

Manager Olaf Pearson got a crew together to perform the work.

Only the night before a committee headed by Levy and including Howard Bardsley, Herman Lucerne

railroad from Miami through South Dade there was no name or town where the tracks were to end. Because of the number of homesteaders in the neighboring areas, they labeled the spot

30s it was a popular day's excursion for Miami residents to take the train to Homestead, eat at one of the busy hotel restaurants across the street, and take the train home.



On June 23, 1976, a front end loader began the demolition of the old Florida East Coast Railway station. When the demolition began, the office furniture and records were still inside and a full tank was hooked up. Area residents had the night before appeared before the Homestead Council and been granted their endorsement of the effort to preserve the depot. (Photo courtesy of The Homestead News Leader.)

and Ben Archer had appeared before the Homestead Council and been granted their endorsement in the effort to preserve the depot. The Florida Pioneer Museum Association had voted on June 11th to acquire land next to their own structure — the former station master's house — as part of an ambitious cultural center to be developed over a period of years. The museum is located on Krome Avenue, south of Homestead in Florida City.

The depot and the station master's house were the first permanent buildings constructed in late 1903 and early 1904 at what was then the end of the Florida East Coast line in an unbroken wilderness. As the engineers laid out their plan for the extension of the

"Homestead". As the tracks advanced south of Perrine, William Alfred King, the section foreman, moved his work camp down as the tracks were completed and set up at Homestead in late 1903, where he supervised the building of the depot and the offices of the railroad agent and section foreman. The camp for the workers was made of portable buildings which were torn down as a section of rails was laid and moved on flat cars to the end of the completed track and set up again for the next go round.

Work on the railroad brought many pioneer families to Homestead and Florida City — then called Detroit. The extension of the line to Key West brought many more. In the 1920s and

The railroad, however, fell out of grace in favor of the car and the station was left to decay until the sound of the splintering Dade County pine walls triggered the community conscience. That night the Homestead City Council approved a \$5,000.00 loan to get things going. An SOS committee was formed to "Save Our Station" with Howard Bardsley as chairman by the Florida Pioneer Museum Association, the Florida City Commission donated \$3,000.00, Rotary presented a check for \$500.00 and the Community Bank of Homestead gave Ben Archer, President of the Pioneer Museum, a donation. State Representative Bill Flynn appealed to the Division of Archives, History and Record Management for either state

by Jean C. Taylor

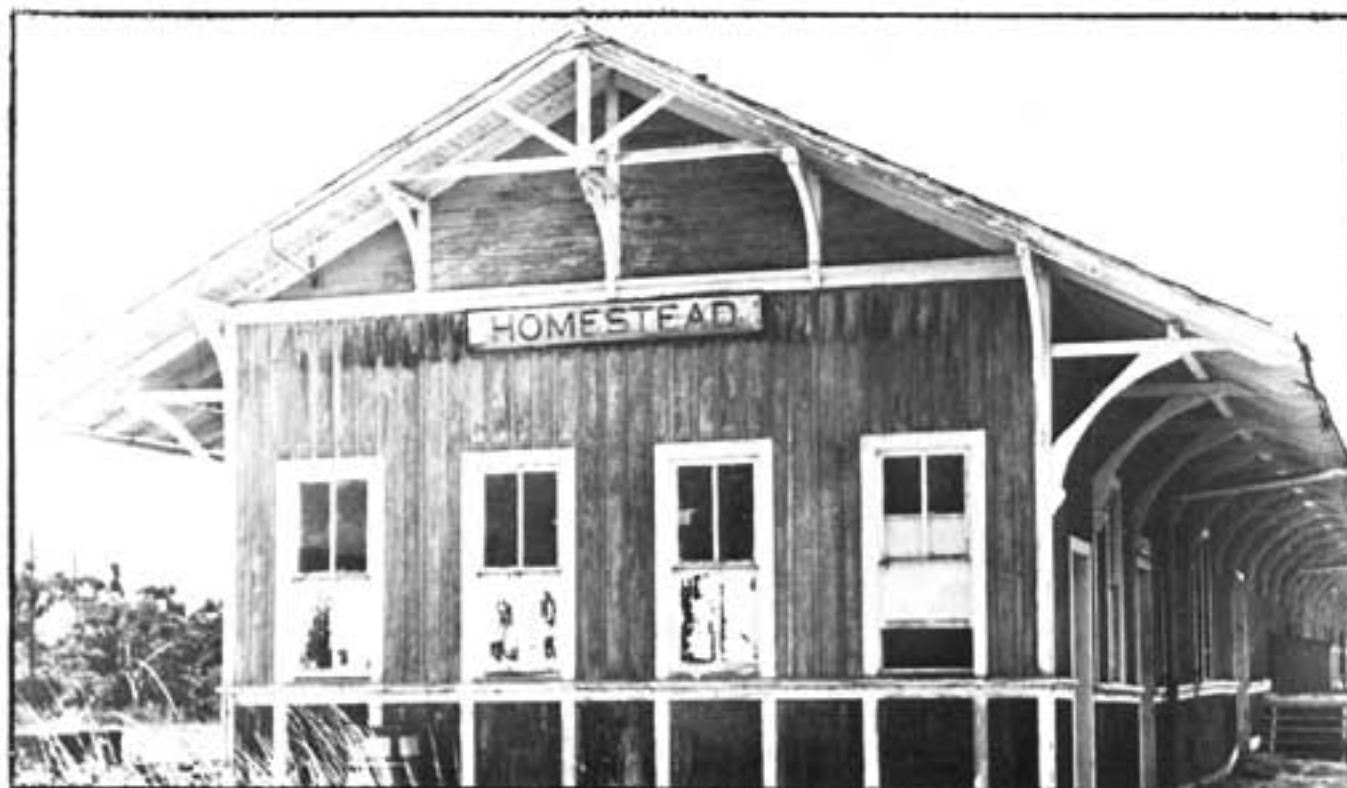
or federal funds and many private contributions were received. Torcise Bros. donated an acre of land which they owned behind the present museum and the fill necessary to prepare for the

Homestead Air Force Base to wash down the walls and floors and the platform was repaired. Florida City, with Mr. Lucerne as a liaison worker, stood most of the expense for wiring and tem-

white trim. The caboose has already been refurbished and is as bright and shiny as a red apple. Plans for the future include extending the track on which the caboose sits along the length of the station and

adding a dining car and engine. Inside the station they plan exhibits of railroad memorabilia and artifacts connected with the building of the overseas railroad.

For the past year and a half negotiations have been underway with the Florida City Commission who have expressed a desire to staff and operate the Pioneer Museum. On November 1st, 1977, the negotiations were concluded. The city will take over the financial operation of the museum and the museum board will act in an advisory capacity to provide direction in the development of the organization so that it will maintain its cultural, historical and scientific heading. Application will be made for some federal funds to complete the restoration. The original museum building has already been accepted as a National Historical Site.



The Homestead Florida East Coast Railway station was built in the early 1900's as the railroad tracks were being laid south of Perrine. In order to move the building to its present site on Krome Avenue, in Florida City, it had to be cut in half and work crews had to remove street lights and utility lines along Krome Avenue. (Photo courtesy of The Homestead News Leader.)

foundation, a gift which Ben Archer values at \$20,000.00.

Finally D Day arrived, July 23rd. The contract for moving the depot had been awarded to Russell Movers, Inc. of Miami, who had moved the museum building 15 years ago. Because of the length of the depot it was necessary to cut it in half. The move took all morning as Florida Power & Light Co. crews and City employees worked to remove street lights and utility lines on Krome Avenue.

Once safely in place on a cement foundation faced with the original bricks, the interior partitions were removed making it one big room to be used as an auditorium and meeting place. A volunteer crew came from the

porary repairs. They also had the semaphore moved and erected by the station. In addition, the Pioneer Museum borrowed \$10,000.00 from the bank to defray the moving expenses which came to \$18,000.00 plus \$1,500.00 to Davis for giving up his demolition contract.

On October 1st, the SOS group of the Pioneer Museum gave a benefit fish fry that attracted 950 customers and raised \$2,300.00. The whole town turned out to help and it was a rousing success. Additional fund raising events are planned.

When the building restoration is complete, both the station master's home and the depot will be repainted in the original Flagler yellow with

COOKBOOK REVIEW



THE PIONEER COOK IN SOUTHEAST FLORIDA, by Donald Walter Curl. Boca Raton Historical Society, Copyright 1975. \$3.95. Paperback; 70 pp.

Reviewed by Alice Pitman-Willey

My grocer never seems to have swamp cabbage nor does my family request soffkee for lunch but we still find many usable recipes in *The Pioneer Cook in Southeast Florida*. Written by Donald Walter Curl and published in 1975 by Boca Raton Historical Society, it is one of the most delightful cookbooks sold at our gift shop.

In any abundant guava or mango season it is a joy to find over 30 recipes for using and preserving these fruits. Coconut

and the Florida citrus fruits are mentioned with mouthwatering ways to serve them.

For the non meat eater, it is filled with unique menu suggestions. If your family does not have the taste for turtle eggs, hens eggs may be substituted as they are now available year round. Any sportsman will appreciate the game and fish recipes and even the Hallowe'en pumpkin can have a Cordon Bleu ending. Each section is prefaced with a short description of how these foods came to be used.

Even if you are not really a cook or have a finicky family, you will enjoy the history. History buffs will find not only the text but the pen drawings and reproductions from the Bettlemen collection make it an exciting treasure to own. At \$3.95, it affords a pleasant reading experience and a stimulation to become acquainted with and use the fruits and other victuals that are native to South Florida.

THE BILTMORE

by Suzanne Brodeur

The Biltmore was thought to be the world's most magnificent hotel and country club when it opened January 14, 1926. Conceived after the Giralda Tower of Sevilla, Spain in the Spanish Mediterranean architecture by George E. Merrick and John McEntee Bowman, it cost approximately \$10 million dollars. The architects — Schultze & Weaver — spared no expense or detail to fulfill George Merrick's dream. Merrick wanted it to be the world's greatest resort center and located it in Coral Gables, "The City Beautiful", Florida.

When the building opened after only 9 months labor, special trains brought financiers, socialites and celebrities from New York. The City of Coral Gables had been put on the map. For eight months the Biltmore Hotel was filled to its capacity and was a great financial success.

Unfortunately, this was not to last very long. In September 7, 1927 the "Bubble had Burst, the boom had been lowered over Florida's newly won prosperity." A hurricane had come to Southern Florida and with it great destruction. The devastation was so tremendous that it had frightened all prospects and speculators and made them pack up their bags and money and leave.

In spite of the holocaust caused by the hurricane, the Biltmore was able to carry on an International Tour Golf

Tournament in 1927.

The Depression struck in 1929 and Merrick had gone bankrupt. He was to lease the Hotel to John J. Raskob, a close associate to presidential candidate Al Smith. Raskob was so confident that Smith would win the election, that



THE BILTMORE

he called the Biltmore, "New White House." Smith lost the election and the deal never went through.

In 1931, oil and utility millionaire Colonel Henry Doherty purchased the Biltmore. He used the Hotel for tourists. Doherty made an autogyro (forerunner of the helicopter) to transport tourists from hotel to beach and back.

A later transaction was with a Bostonian, George MacDonald, in 1938. He took over the financially troubled hotel and operated it until 1943.

In 1943, the U.S. Government condemned the Biltmore and purchased it for \$800,000. The Government appropriated the Hotel for the Army Air Corps for the war effort. The Army Air Corps, in turn, transferred it to the ground forces. The Hotel

then went under construction to become Pratt General Hospital. Magnificent hotel rooms were converted into wards and operating rooms. Walls were painted Army green and beautiful botanical gardens replaced with asphalt. Sam McCormick,

In 1968, the Veteran's Administration deserted the once beautiful Biltmore Hotel and left it a dull and undistinguished "Battleship Gray" in color. The city fussed and fumed with the outrage of their once pride and joy being in such a sad condition. They decided to create the Biltmore Development Board with Chairman Michael Tobin. The City, not having enough finances to purchase it, considered having a private developer refurbish it.

Maston G. O'Neal, Jr., a South Miami developer, became interested in purchasing the Biltmore. On November 12, 1969, Tobin introduced O'Neal to the General Service Administration (GSA) head H. D. Harvell. O'Neal started negotiations with them to obtain possession. At the same time President Charles E. Perry of Florida International University (F.I.U.) wanted the Biltmore and 20 acres of land to be used as one of several new campuses for the new state university. F.I.U. was to open in September of 1972. Dr. Perry needed the Biltmore for classrooms. The University would have saved taxpayers \$10 million dollars in taxes. The local residents were greatly against this plan for traffic and noise reasons. W. L. Philbrick, commissioner of the City of Coral Gables, didn't want the building transformed into a university as it would create competition with the University of Miami and 4 year college nearby which was privately owned. O'Neal was to get the Biltmore after being confirmed by the U.S. House of Representative subcommittee for \$2.59 million

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Suzanne Brodeur, author of this first prize winning essay in the HASF Harvest Essay Contest, is a student. Her \$50 United States savings bond was awarded by the Miami Shores Rotary Club.

PAN AM AIRWAY MARKER DEDICATION

by Dr. Ione Wright

The 50th anniversary of United States international air service was commemorated on October 28, 1977, by the approximately 100 guests gathered in the patio of the Historical Museum, East Martello Tower, in Key West. The group came to dedicate the historical marker erected there by the Historical Association of Southern Florida, in cooperation with Pan American World Airways. The site selected for this marker is on the edge of the airport (now known as Meacham Field) where the historic inaugural flight took place.

In the years following World War I, interest in establishing international air service ran high and various attempts, sometimes with limited success, were made along all U.S. international boundaries. It was not, however, until Juan T. Trippe put together, in what was then known as Pan American Airways, Inc., a winning combination of technological elements, pilot and aircraft skills, and a structure of financial, political, and diplomatic supports and agreements, that a regularly scheduled, continuously operating U.S. service was created, with Key West providing its first base as well as a considerable portion of its operating and maintenance crews.

Pan Am's decision to return to Key West to

Dr. Wright is Professor of History Emeritus at the University of Miami. She is a member of the HASF Board of Directors and Chairperson of the Publications Committee.

celebrate its own 50th birthday and the dedication of this marker honoring the industry in which it has played an important role aroused a mixture of pride and nostalgia that made this occasion quite



Shaking hands following the dedication of the International Air Service historical marker are The Honorable Charles McCoy, Mayor of Key West and William Waltrip, Executive Vice President and Member of the Board of Pan American World Airways. (Photo Courtesy of Pan American Airways.)

different from other marker dedications. Charles Munder and members of the Key West Art and Historical Society, and those of the Historic Key West Preservation Board, led by Wright Langley, provided an enthusiastic welcome that rivaled the sunshine of the typical Key West October day. The fact that this marker, in contrast to others, commemorated an anniversary of a continuing successful historical development, rather than a recognition of a past, historic event added excitement. Almost without exception those present were personally involved in some way, either as pioneer or current workers in the air industry, as leaders of Key

West political and civic life, or active members of historical groups interested in preserving its history.

Pan Am was represented by old-timers (guests of honor) like Steve Whalton,

president, R. Layton Mank, and by board member Ione S. Wright, widow of Pan Am Captain Victor A. Wright.

State Representative Joe Allen was master of ceremonies for the program. R. Layton Mank, as president of HASF made some remarks about the significance of The Association's historical marker program and presented the marker to the Honorable Charles McCoy, Mayor of Key West, who accepted it in the name of his community. They were then joined by William Waltrip, Executive Vice President and member of the Board of Directors of Pan American World Airways, in the unveiling of the marker. The major address was then given by Mr. Waltrip. He paid tribute to the contributions made by the Key West community to the creation of U.S. international air service and sketched the latter's development and impact on the world's life and economy since.

An exchange of gifts provided an interesting note as Mayor McCoy presented Pan Am's Vice President Waltrip with a handsome wooden plaque, featuring a mounted conch shell, for his New York office and pronounced him an honorary "Conch" (native of Key West). Mr. Waltrip, in turn, presented the mayor with a handsome lithograph of an early Pan Am aircraft by an artist who happened also to have been named McCoy.

This historical marker is the 43rd one placed by the Historical Association of Southern Florida on historic
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first mechanic, Joseph Carrero, one of first four pursers hired, and George Simone, an early employee. Current management representatives included William Waltrip, Executive Vice President and member of the Board of Directors, Pan American World Airways, and his wife; Harold L. Kendig, Southern Regional Managing Director, and Mrs. Kendig; and Sergio Betancourt, Director of Public Communications. Chief Pilot (Latin American Division, Pan Am) Captain William J. Erkes and Jill Viney, flight attendant, wore their uniforms to add authentic touch. The Historical Association of Southern Florida was officially represented by its

HENRY FLAGLER

Henry Morrison Flagler was a millionaire who helped make Florida what it is today. He was a millionaire who has been thought of as one of the greatest philanthropists who ever lived and, to whom Florida owes her deepest of praises.

In this essay I shall deal with the life of Henry Flagler and his impact on Florida. This report will show how a man affiliated with one of the biggest monopolies, turned away from this to come to Florida, and become one of the most important developers of Florida.

Henry Morrison Flagler was born to Isaac and Elizabeth Flagler on January 2, 1830. Henry brought extreme happiness to the family because he was the first child born to them. There were two other children, Dan Harkness and Carrie Flagler, from previous marriages.

From his son's birth, Isaac Flagler had been making plans for his son to stay on the farm and follow in his footsteps as a minister, but from the beginning Henry displayed his restless and continuous energy that later made him a successful businessman.

At the age of fourteen, he grew restless and dissatisfied so he decided to quit school after the eighth grade. After working at various odd jobs around Medina, New York, he decided that he wanted to join his half-brother, Dan, out in Republic, Ohio. He came to this decision because he felt the pinch of poverty at home and he had heard how

Robert Bricks authored this second place winning essay in the HASF Harvest Essay Contest.

successful Dan had become in business in Republic.

Upon arriving in Republic, Henry immediately began working with L. G. Harkness and Company. L. G. Harkness, founder of the company, was Dan's uncle. "Henry labored for six days a week and was paid five dollars



HENRY M. FLAGLER

per month plus room and board." He shared a room with Dan, in the rear of the store, which was not too comfortable. There were easier jobs that he could have taken in Republic, but he felt that there was a future with the Harknesses, which later turned out to be true.

In 1869, the partnership became the Standard Oil Company and from this point on, their business practices became very hard-nosed, by completely driving out any refinery that stood in their way. For the next ten to twenty years, they innovated practices that were even more lucrative in nature.

In the winter of 1878, Flagler and his wife went to Jacksonville, Florida because of her ill health. It was at this time that he noticed, with concern, the need of hotels and travel accommodations. He was to forget about Florida for awhile though,

because Mary died on May 18, 1881.

Two years later on June 5, 1883, Henry Flagler married Ida Alice Shourds. They went on their honeymoon to Florida the following winter. They stopped in Jacksonville and then went on to St. Augustine where Henry realized that this was an ideal place to retire. It was also during the next few years that Flagler gave considerable thought to the development of northern Florida.

On these later trips to Florida, Flagler became more and more impressed with the state's progress in building and transportation.

Then, on May 15, 1885, Henry Flagler came to St. Augustine with plans to build his first hotel — the Ponce de Leon. During that summer the land was readied for the foundation under the direction of Flagler's new assistant, Dr. Andrew Anderson. Ground for the hotel was broken on December 1, 1885 and it became one of the first large structures to be made out of poured concrete. The structure, though, was not completed until May 30, 1887, due to costly delays in transportation. The structure was Old Spanish in design and was very spacious and grand in looks. "Within the hotel there were 450 bedrooms . . . with the furnishings in each valued at one thousand dollars."

At this early point in his life, Flagler showed the qualities of ambition and tireless energy which eventually made him the great businessman that he was. After just ten months working for L. G. Harkness and Company he was able to boost the

business enough to make the people stand up and take notice of him. Most importantly, in the three years that he stayed with the company, he gained much training in the areas of salesmanship, thrift, ingenuity and good judgment, which made him an even greater businessman.

In 1849, Henry Flagler was given a job with Chapman, Harkness and Company in Bellevue, Ohio. It was here that he laid the foundations for the great fortune which he later made.

On November 9, 1853, Henry Flagler married his first wife, Mary Harkness, daughter of L. G. Harkness.

In the early 1850's L. G. Harkness and Company began to deal in distillery, liquor, and grain. The grain business was new to Flagler, but in a short time he had doubled the company's business. By 1852, Flagler had saved several thousand dollars from his commissions he had made shipping grain.

It was also during the 1850's that Henry Flagler became associated with John D. Rockefeller, who at this time was a commission merchant in Cleveland, Ohio, for Harkness and Company. "Little did either of the men realize that some day they would be associated in a business known around the world for its great concentration of wealth." The two men became friends quickly because of the qualities they had in common, namely their great desire to get ahead in life.

During this time, Flagler continued to make money because of the Civil War which increased the volume of his grain business greatly.

by Robert Bricks

Financial disaster met Flagler in 1865 when his salt business in Saginaw, Michigan — where he was trying to cash in on the salt boom — went under leaving him in extreme debt.

He then went to Cleveland instead of going back to Bellevue, and took a job with Maurice B. Clark, grain commission merchant in Cleveland. This put John D. Rockefeller and Henry Flagler back in touch again.

By 1867, the partnership of Rockefeller, Andrews, and Flagler was formed. So began the petroleum oligarchy which lasted for several years, and for the next ten or fifteen years, Flagler was Rockefeller's closest associate. It was during this time that Flagler learned a lot of the business practices which he was able to use to his advantage in his building of the Florida East Coast Railway.

Tragedy struck on March 25, 1889 when his daughter, Jenny Louise Flagler, died. Henry built a memorial Presbyterian Church behind the Ponce de Leon Hotel in her honor.

Some of his other projects in St. Augustine were: a modern hospital, the City Hall and Negro School, the paving of the streets and the establishment of a water works, and electric lights.

He then turned his attentions to railroad building. By 1889, he had a standard-gauge railroad from Jacksonville to Daytona by buying the existing railroads — not building them.

It was not until 1892 that Flagler decided to build onto the existing railroad. He obtained a charter that enabled him to go all the way to Miami, but he had no ambition to do that yet.

Work was begun on June 17, 1892 and by February 27, 1893, Flagler reached his destination, Rockledge, a distance of eighty miles.

Flagler, though, could not stop here. He ordered the railroad to be built as far as Palm Beach and on March 22, 1894, workmen completed construction of the tracks to a point across Lake Worth from Palm Beach.

During this time Flagler began to build a hotel — the Royal Poinciana, in Palm Beach. The date was May 1, 1893 when the work began on the hotel.

Also during this time, Flagler did the preliminary work on laying out the town of West Palm Beach. "The streets were given the names of trees, fruits, and flowers common to the area. The east and west streets were called Clematis, Fern, Datura, Banyan, and Althea. The north and south avenues were called Lantana, Narcissus, Olive, Poinsettia, Rosemary, Sapodilla, and Tamarind." One can therefore rightly say that Henry Flagler built up West Palm Beach from the ground.

The Royal Poinciana was finished on February 11, 1894, and the railroad made it there on April 2 of the same year. The hotel was one of the largest wooden buildings in the world. "The materials used were: 1400 kegs of nails, 5,000,000 ft. of lumber, 360,000 shingles, 4,000 barrels of lime, 500,000 bricks, 2,400 gallons of paint, 20 acres of plaster, 1,200 windows, and 1,800 doors." It became the gathering place for wealth, fashion and society. He also built a second hotel in Palm Beach, The Breakers, which eventually became as successful as the Royal Poinciana.

Henry Flagler would not stop there, though, because he next prepared to take his railroad to Miami and start a city there. There were already some pioneers here in Miami who were vital in the story of Flagler coming down here. The most important one was Julia Tuttle. Living on 640 acres of land on the north bank of the Miami River, she took advantage of an unusually freezing winter in 1894 to sell Miami to Flagler. The north and central parts of Florida were badly hit, while Miami never got cold. When Flagler found this out, he decided to extend the railroad to Miami. Construction began in June, 1895, and it was completed on April 15, 1896. In the meantime, the name of the railroad was changed to the Florida East Coast Railway.

As was Flagler's custom, he built the Royal Palm Hotel, which was only part of the building of the city of Miami. He also was instrumental in the construction of the Port of Miami.

During this time Mrs. Flagler began to have delusions and by 1894, Henry knew that she had a mental disorder and after a lengthy battle, he finally divorced her on August 13, 1901.

On August 24, 1901, he married Mary Lily Kenan and he built her a mansion called Whitehall, costing 2.5 million dollars.

Flagler could then not stop, he had to build the extension from Miami to Key West that would cost 20 million dollars. When built, he had spent a total of 50 million dollars in Florida.

Upon his death in May, 1913, he had put together a network of 765 miles of track, which are still used today to ship mostly fruit from

Homestead; today's southern terminus to different points to the north. The final extension to Key West was finally given up after being in the red for twenty years.

Henry Flagler has become the only man in American History to initiate and carry out to completion such an extensive development program out of his own personal fortune. Also, he was the only man in American History — and probably in the world — who included in his development program so wide a range of activities. "He was a 'one-man corporation'."

Very few people realize the effect of Henry Flagler's enterprises that turned the eyes of the nation upon Florida as a state of new life and new hope.

PAN AM AIRWAY MARKER DEDICATION

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sites from Palm Beach to Key West and from Key Biscayne to Sarasota as an important part of its program to preserve and make known the history of South Florida. It is also, according to Wayne E. Withers, long responsible for the marker program, the first new one to be erected following the boom due to the Bicentennial Year. Arrangements for this marker and its dedication ceremonies were coordinated by Randy F. Nimnicht, Museum Director of HASF, and Sergio Betancourt of Pan Am, with the valuable cooperation in Key West of Charles Munder and Wright Langley and their respective historical groups.



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THE BILTMORE

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with cheering crowds and the Coral Gables High School Band playing and Mrs. Merrick proudly watching the proceedings. The City is now the owner of the historical Biltmore and its 20 acres of land. The deed stipulated "the property could only be used for parks, recreation and historical purposes."

In 1974, the City tore down the Casa Loma section which was the nursing residence during the war because of its deteriorated condition. The Coral Gables High School asked the City to use the Biltmore for their Spring Prom. The juniors spent over 5,000 hours to restore the once magnificent Grand Ballroom to its original condition. From that time until 1976 the City still didn't have a good

economical plan to bring the property back to life. They didn't think the bond money would be enough. Mayor Robert Knight said there was no rush and the city manager, J. Martin Gainer, stated the most economical plan would be to tear down the "white elephant."

W. L. Philbrick, former commissioner and President of Retired Persons, Inc. charged the City remiss in seeking federal funds to help restore the Biltmore. He said that they misled the people into thinking that they were going to use the upper floors for retired citizens.

In September 14, 1977 the City was given a grant of \$6 million in Federal Funds to refurbish the Biltmore. Half the money will be used to refurbish the Country Club now

leased to the Metropolitan Museum of Art.

We now have Joel Sussman, a 27 year old Miami Beach developer who wants to lease the Biltmore from the City to transform it into an apartment complex. Nothing can be done unless the City gets approval from the U.S. Department of the Interior who is in charge of historical monuments.

The epic struggle of many people such as Mayor Keith Phillips and Commissioner W. L. Philbrick to preserve the architectural beauty and historic value along with the recreational needs of the community were locking horns with the City's business community to be economical and prevent it from being a tax drain. It is imperative that

a way be found to preserve what is good from the past with what is useful in the present. The community and city government must be willing to work together and the neighborhood residents must keep an open and unselfish attitude. This is more than a neighborhood problem, it involves a total community.

The transformation of the dream of bringing this genteel Dowager Hotel from the 1926's into the world of the 1977's has perplexed many an administration and many boards. Yet the fact remains unvarnished — our society cannot duplicate the beauty, the detail, the craftsmanship of another era at today's prices. We must find a way to bring about this transformation for posterity.