The Schroeder Story

nets. The average length was from 1,600 to 1,800 yards.

In 1902 the Teal, a large sloop, came down from the North for outside fishing. She was powered with an auxiliary and Capt. Blakeslee was in charge of installing a 3-h.p. Palmer.

The big Indian River mullet started to school in September and spawned in October. Our first mullet law protected this food fish during November 1 to 15. It seems strange, but the mullet has changed its spawning period in the past 50 years. Now it spawns in January.

It was on a stormy night in March, '99, about 1 a. m., when we went out to pick up our net to reset same on the young flood. John Michaelis, who handled the boat, backed into a bight of our drift net and pulled the big lantern under. After our spare lantern was lit the pick-up started. After a few hundred yards of net had been put aboard, a big wave hit our spare lantern, which meant no lantern. Of course it was a dark night, and not the first of picking up the nets in the dark. When we had more than half of the net aboard something like a good-sized snake appeared. We were looking for something to execute this creature when another and another snake-thing was waving in the air. It became clear that we had bagged an octopus. By light later we found its body to be about the size of a 10-quart pail.

When the white mutton fish ran we broke their backs and pulled them through the meshes. The mutton, snook, and snapper have razor attachments in front of their gills which cause deep cuts to fingers and hands. A tobacco-chewer would put a well-directed stream on a cut; a non-chewer would use coal oil. Did these cuts heal? Without a bit of trouble.

Quinine was our other reliable—we used a lot. Two of my friends used three tablespoons full a day—buying half-pound quantities at a time. (Eh, John?)

* * *

SPORT OF FISHING INVOLVES UPSETS

In the fall of 1896, ten of our fishermen opened a camp one-half mile south of Rocky Point. We built four snug palmetto shanties. Our object was to be close to the fishing grounds. The two gill net crews agreed to take turns in taking the fish to the fish house each morning. One morning in February it was C. D.'s turn to take the fish. Noah Parks, A. C. McCloud, the writer and an itinerant preacher decided to go along. On this Sunday a heavy ebb was running out and it took six tacks to pass Hell Gate (Willoughby's Point). We ordinarily made it in two tacks. Suddenly a full blast of the northwester caught us, and our ship was driven through a couple of combers, came up half full of water, and of course the passengers had to bail. This happened twice more. Friend Noah delivered his short diction. "You darned fools can sail on; I'll walk the rest of the way. Put me out on the dock." Coming near the Eaton McGlinnis place our itinerant preacher had a revelation and decided to walk from there to North Stuart. We did not blame him. Finally we made Stuart without trouble, shipped a few barrels of water now and then. The boat was known thereafter as the "Diving Belle."

Accidents will happen. On Dec. 30, 1897, Uncle Ernest Stypmann asked Capt. Charles Blakeslee to take two quarts of 10-year-old rye to Uncle Otto Stypmann, sent by their friend, George Gosling, who was in the liquor business. Well, the two of us were ready to sail across and deliver the two quarts of real pre-war stuff. We bought five new lanterns and set towards our goal with a tricky south breeze blowing. About half way across a rain squall came across the water. Suddenly the boat had upset and the oars were floating. We tied the oars with the jib sheets, took out the mast and pole, tied same to the boat; then both of us stood on the center board and righted the boat. Having a good spear, the bow and stern were out of water. In 30 minutes we were again sailing, but, alas, the five new lanterns and the two quarts of real liquor (yes, they were missing!) had rolled into the deep.

When we told our tale of woe, it was believed we had opened the bottles, hence the upset. Our five lanterns cost more than a quart of rye. The two bottles of rye and the lanterns rest in Davy Jones' locker, mid-river between the old Otto Stypmann home and Glutch bay. Figuring compound interest of the years, that liquor ought to be precious.

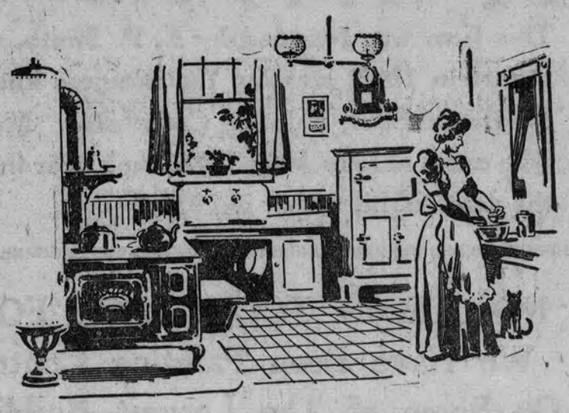
THE END

DEER WERE PLENTIFUL IN THE EARLY DAYS

Thousands of acres of Martin County land looked like this for a period from about 1890 to 1910 when pineapples furnished income for practically every family.

PRESIDENTS WINTERED HERE

This building, the Danforth Hotel, stood on the present river-front site of the Dr. Carl M. Fogt home, the old W. H. Bessey residence. This is where the visiting Presidents were guests when Mr. and Mrs. Bessey were hosts as managers of the exclusive resort.



What Would Grandpa Say Now?

IF GRANDMA SPENT ALL DAY IN A HOT KITCHEN OVER A WOOD STOVE BAKING BREAD, PIES AND CAKES. WE DON'T KNOW EXACTLY BUT WE'LL BET IT WOULD BE SOMETHING LIKE THIS:

Quit That Nonsense, Honey, And Run Over To

THE HOME BAKERY

IN PIONEER DAYS, THE EARLY SETTLERS OF STUART MADE THEIR BREAD IN DUTCH OVENS OVER CAMPFIRES.

WE DO IT WITH MODERN EQUIPMENT--AND OUR CUSTOMERS TELL US THAT "IT'S THE FINEST BREAD WE EVER TASTED." DELICIOUS HOME-MADE PIES, COOKIES, ROLLS OF ALL VARIETIES.

We Moved To Our New Location in 1950

AND HOPE YOU'LL STILL BE OUR CUSTOMERS
25 YEARS FROM NOW!
MR. and MRS. DREW D. CROSS

1950

AND WE'RE JUST 4½ YEARS OLD

That is—almost. We first opened our doors in July of 1946 and have been doing business 4 years and 5 months. In that time we have supplied the needs of hundreds of customers, and needless to say, our faith and confidence in the future of Stuart and Martin County is boundless.

Today We Congratulate

MARTIN COUNTY

ON ITS 25TH BIRTHDAY

THE CITY of STUART

FOR 50 YEARS OF PROGRESS SINCE
THE DAYS OF THE PIONEERS

And The St. Lucie - Indian River Region

WHICH HAD ONLY ONE SETTLER BETWEEN FORT PIERCE AND TITUSVILLE BACK IN 1879.

How This Area Has Grown!

We're proud to be listed among the growing new businesses of a growing city in a progressive county. We feel that the possibilities for future growth are limitless.

At this time we wish to thank the public of Martin County for the confidence they have shown in us by their patronage. You can count on us to continue policies which will merit that faith.

As for ourselves, we would not have opened this business without faith in the area, and that faith has been well borne out. With your continued support, we expect to grow and keep on growing with this growing county.

STUART HARDWARE CO. Inc.

DREW KING, BERNARD COKER, AND ASSOCIATES

STUART, FLA.

TELEPHONE 108

THE FIRST BABY CARRIAGE WAS MADE IN 1858

AND THE COUNTRY HAS BEEN FILLING THEM WITH CUTE LITTLE TRICKS

LIKE THIS EVER SINCE, THAT GROW UP SOON TO THIS

Actual photo of first baby carriage made 92 years ago by F. A. Whitney Carriage Co. of Leominster, Mass.

AND, FIRST THING YOU KNOW, THEY'RE NEEDING 'GOING AWAY TO SCHOOL CLOTHES LIKE THIS, OR 'JUST THE RIGHT THING FOR SPORTS' LIKE THIS

Seriously speaking, the Tot-N-Teen Shop is your headquarters for clothing of good taste and good value for youngsters of all ages, from infants' layettes to smart clothing for 'teen agers.

You can always be sure of quality at the fairest of prices commensurate with good value. We choose for you from the nation's leading manufacturers the sort of clothing we would want our own children to wear.

"I changed my dress for this sunsuit model and stepped down from up above to tell you that Tot-N-Teen is getting in a marvelous new supply of 1950 Fall Fashions for us girls. I saw the loveliest trousseau . . . but that will have to be put away on Lay-Away till 1970.

TOT-N-TEEN SHOP

MRS. DAVIDA GREENLEES, ARTHUR DEHON BLDG.

It is with pleasure that Tot-N-Teen joins in celebrating Martin County's 25th Anniversary. The Greenlees family came here from Lawrence, Kas., in 1921.

This business was purchased by Mrs. Davida Greenlees from Mrs. Blanche Slocum on April 1, 1949, and is deeply appreciative to the public for your fine support.

Congratulations to Martin County, and to Gov. John W. Martin!

Spruce up...

1923-1950

MOST OF THE MODERN HOMES
IN MARTIN COUNTY
HAVE BEEN PAINTED BY OUR FIRM

We are justifiably proud of the type of homes on which we have had the pleasure of working. You can indeed believe us that Martin County is growing, and is growing by the addition of the highest type of new residences.

WE KNOW - BECAUSE WE PAINT THEM!

27 YEARS OF SERVICE

This firm was founded by E. P. Smith, who came to Stuart in 1923, starting the business known as E. P. Smith and Sons, Painting Contractor. Mark B. Smith, who came here in July, 1926, took over the business on the death of his father in 1934.

NO JOB IS TOO LARGE FOR US
We Have Been Painting Contractor
On Some of The Largest Buildings in Martin County

Including such improvements as the painting of the exterior and interior of Martin County Court House, the Dehon Buildings, the former Victory Hotel—and at the present time are redecorating the interior of the Toric Hotel Building, which is the former Victory.

We join in congratulating Martin County on its 25th Anniversary—and in honoring our County's founder, Governor John W. Martin.

ESTIMATES WITHOUT OBLIGATION

MARK B. SMITH

PAINTER AND DECORATOR BOX 243 PHONE STUART 160-W

—LICENSED AND INSURED—

High School Band Created With Enthusiasm in 1938

One of the finest examples of countywide cooperation was demonstrated in September 1938 when a 60-piece marching school band paraded onto the football field here.

Mrs. Ralph W. Hartman initiated the movement early in March by personally guaranteeing J. C. Crowley, director of school bands in Fort Pierce, Melbourne and Vero Beach, a class of 35 potential musicians. Her first request for aid was to Charles H. Rue who enthusiastically accepted the chairmanship of registration. He then had the Pontiac agency in the present Rowell Furniture Store building, and within two weeks the 35 were signed up and a dozen or so instruments had been given or loaned to the new organization.

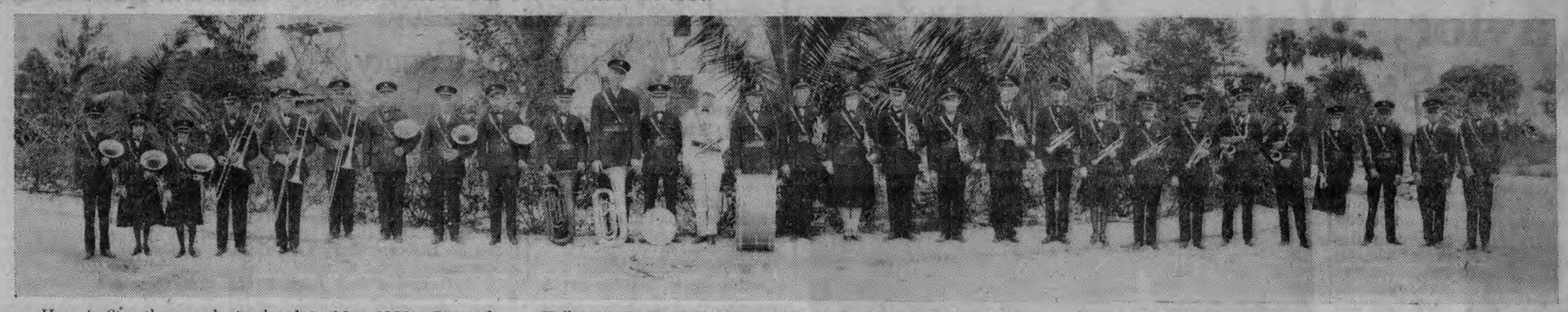
Parents all over the county had been personally interviewed. Many found excuses for not joining in but a few took an extreme optimistic view and about 25 attended a public meeting to form a band association. Rue was elected president; R. B. McPherson, vice-president; the Rev. T. C. O'Steen, treasurer; Mrs. Hartman, secretary; Crowley, music director; H. A. Wyckoff, band manager, and Evans Crary, Principal L. C. Clements and County Superintendent J. A. Jamison, directors. Incorporation papers and bylaws were adopted.

At the end of the first year, when State band contest time rolled around, a 65-piece concert group won 1st division rating in a classification higher than required for the size of the school. A 60-piece drill outfit placed in 2nd division losing first place only because of clearing the field 30 seconds overtime. At the same time a junior group or 30 were preparing for future membership.

At Sunday afternoon concerts hundreds of dollars were put in collection plates. City, county, School Board and practically every civic organization in the county donated at least the price of one uniform, $15. Various groups joined in buying instruments and the guests of the France Apt. gave $175 for purchase of the lyre bells in use today. Manager Wyckoff, a retired publisher, devoted almost his entire time to the band and the Methodist pastor, O'Steen, was almost as untiring in his efforts. Crowley was assisted by his wife, and they employed two assistants so that specialists in the various types of instruments were available for private tutoring.

Charter members of this early band have played in Army and Navy bands in many parts of the world. One, Joe Courson, began his career this fall as a band director. Much more public support is needed for the band today. Although it is smaller in membership it is rated as one of the finest in the State. In fact, the Stuart school band, all through the years, has won highest honors at State meets and reflects credit on its directors and the city and county.

THIS IS STUART'S SECOND MUNICIPAL BAND AS I T LOOKED IN 1926



Here is Stuart's second city band in May 1926. Pictured (left to right) are Walter O. Johns, Mrs. H. D. Worth, Mrs. Paul Kelley, Chester Homan, Darrel Smith, Frank Knox, Frank Kearns, Charles W. McPherson, Cyrus M. Fox, Ralph Merritt, Charles E. Heilier, F. D. DeMoya, Director H. D. Worth, Benjamin Handy, Charles H. Rue, Mrs. G. W. Merritt, George W. McPherson, R. Cecil Johns, Harry Allen, Leroy Pinney, Sylvia Worth, George Warren Merritt, R. Boyne McPherson, Paul Kelley, Fred C. Rue, Mrs. A. E. Baldwin, William Merritt, Harold Kurachi and Jackson H. McDonald.

STUART WAS JUSTLY PROUD OF ITS VERY FIRST BAND IN 1915

This picture, taken in 1915 at Palm City at the Cross-State Canal celebration, includes (standing, left to right) Director D. H. Williams, R. Boyne McPherson, Leeson A. Hogarth, George McPherson, Charles A. Porter, J. R. Tucker, John E. Taylor; (sitting) Mark Witham, G. G. Matchett, Charles W. McPherson, Stuart Noble, Albert P. Krueger, Fred Hancock, Jackson H. McDonald, Daniel Williams, Walter O. Johns, Robert L. McPherson and Raymond Matchett, in front with the snare drum.

BAPTISTS REORGANIZE

On the last Sunday in December 1918, a small group of Baptist Church members reorganized on a restricted basis after being unable to keep a full-time pastorate going. J. S. Baker, former clerk, resigned and C. R. Baker was elected to take his place. Joseph Warren replaced E. K. Koone as treasurer. C. R. Baker, as Sunday School superintendent, was to be assisted by Mrs. A. L. Blizzard. The former pastor, the Rev. A. L. Blizzard, was employed to preach the fourth Sunday of each month at 11 a. m. Sunday school was held every Sunday at 10 a. m.

STUART BAND FORMED IN '15

Start's first band became a reality in the fall of 1915 when 17 members were furnished with instruments and began to practice. It was the result of committee and public meetings and weeks of promotion work by a group of civic-minded leaders. When time came for official organization Charles R. Porter was elected president. D. H. Williams, new realtor here and a competent musical director, was named vice-president and director, and J. R. Tucker, now an Atlanta dentist, was secretary-treasurer.

Benefits of various kinds and donations furnished cash for instruments and then uniforms. As there was little in the way of recreation in the small community, the residents enthusiastically attended concerts. (There were no radios in those days!) Visiting singers were always welcomed additions to the musical programs and Mrs. J. A. Y. Spiers (the present Mrs. I. T. Rembert) and the late Miss Kate Sherwood are frequently mentioned in early editions of the Stuart newspapers as participating vocalists. The band was a prominent feature in such early celebrations as that of the openings of the cross-State Waterway and the East Coast Canal. Due to World War I, loss of members and of the director, who moved away, this band disintegrated for a period, and later reorganization formed another chapter here in musical history.

Music Vital To Pioneers

Music has woven an important thread in the life history of the pioneers who settled Stuart and Martin County. From 1882 when Dr. William Baker carted a massive old piano into the family home at Waveland by ox-cart, boat and primitive railroads, history is filled with stories of singing groups, music and glee clubs, imported musical programs and, later, organization of several bands. Practically all the old homes had pianos or organs and, one by one, the churches were supplied with musical instruments. Social life, composed mostly of informal gatherings in homes, included group singing with available musical instruments.

Several years before there were a sufficient number of musicians to form a band, a bandstand was built in the summer of 1912 in the triangular plot in front of the Stuart Hotel now occupied by the Gulf Service Station. The circular stand provided a platform for speakers and public forums of the day. However, the lack of seating capacity there called for more room and in 1916 a new and larger stand was built on the present Woman's Club property on Akron Ave. It backed onto the alley and rows of benches filled the plot to the street.

About the same time the land company which developed Woodlawn Park centered the park with an octagonal bandstand which was used for Boy Scout meetings and other small gatherings.

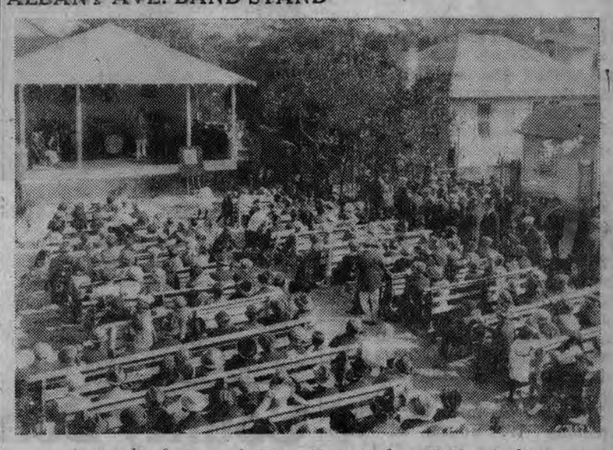
The Akron Ave. stand was later moved to the lots between Flagler and Osceola and was backed against the Holleran Bldg. With no business buildings for several hundred feet down these two main streets the site was used for years for concerts, the community Christmas tree, shuffleboard courts and other recreational purposes.

Worth Reorganized City Band in 1920

In March 1920 the Stuart city band was quietly reorganized under the directorship of H. D. Worth who had brought to Stuart six band members in his own family besides his only talent. Appearing before the city council, the sponsor received permission to take the city-owned instruments out of storage. Judge J. C. Hancock was given credit for collecting and protecting the horns and drums during the years the city had been without a musical unit. Officers of the new group were Charles W. McPherson, president, and F. LaRue, secretary-treasurer.

All went well for several years and the band was the pride of the county at many gatherings including out-of-town celebrations where Stuart was represented.

ALBANY AVE. BAND STAND



A popular feature of entertainment after 1915 was the town band which attracted a capacity audience at the open-air theatre. Major Bowes "Amateur Hour" on a network radio could well have been an outgrowth of the programs staged here. Nathan Hickey, popular emcee, is shown standing. These benches were placed between the present Woman's Club building and the C. W. McPherson home. Remember?

BUILDING CONSTRUCTION THAT LASTS!

TWENTY-FIVE YEARS AGO

when Martin County was formed, this firm was busily engaged putting in the concrete sidewalks and curbs at Rio St. Lucie. Now, in 1950, when Rio is one of our thriving residential and resort communities, those same sidewalks and curbs are being used.

THEY STOOD THE TEST OF STORMS

We invite anybody contemplating a sea wall or dock to go and inspect the sea walls and docks at the Osbourn Estate (former Maloney Estate) Sunrise Inn, Church Estate, Andrew D. Berkey estate, Hill and Miller Estates. These have come through all our major blows since they were built, including the destructive 1933 and 1949 storms, AND THEY HAVE COME THROUGH INTACT.

MODERN BUSINESS BUILDINGS

Among business buildings built by this firm are the Greene Dry Goods Co. building, the Martin County Hardware Building (first Ricou Hardware) and the Martin County Cleaners building.

THEY STOOD THE TEST OF TIME!

BACK IN 1928 WE BEGAN

the construction of hurricane-proof seawalls and docks. The destructive hurricanes of 1926 and 1928 had torn up river-front property and pointed to the need for a new type of sea wall and dock. We designed and built these—and

RESIDENCES THAT ENDURE—

We are proud, too, of the many fine residences we have built, including the Valentine C. Bartlett residence at Hobe Sound, completed in 1936, and the W. R. Leach residence on Sewall's Point built by us in 1938, and the G. N. Crawford residence, garage and dock at Port Sewall.

We have recently completed the residence, sea wall, garage and help's quarters, and landscaping of the beautiful estate of former Governor Dwight H. Green of Illinois at Port Sewall.

SWIMMING POOLS AND CABANAS

We built the swimming pool, cabanas and filtering plant at Sunrise Inn, and the swimming pool and dressing rooms at the Carl Bess estate, Port Sewall.

ESTIMATES CHEERFULLY GIVEN WITHOUT OBLIGATION

Congratulations, Martin County-We Salute Gov. John W. Martin!

W. A. SMITH GENERAL CONTRACTOR

P. O. BOX STUART 254 PHONE STUART 15-J

Taylor, Watson County's First State Legislators

Since the creation of Martin County in August 1925, five men have represented it in the State House of Representatives and seven men have represented the county in the State Senate. Two of the Representatives later became Senators.

John E. Taylor was the first Representative. Shortly after the county's creation became official through a special referendum to validate the legislative act creating the county, a special election was held to select a Representative from Martin County for a special session of the State Legislature that fall. Taylor won the election by defeating H. N. Gaines and Ed Brobston.

That was the only session Taylor attended. A. O. Kanner was elected the next spring and reelected four times to represent this county in the '27, '29, '31, '33 and '35 sessions. Evans Crary was elected in 1936 to the first of five successive terms in the House and represented Martin in the '37, '39, '41, '43 and '45 sessions. Marvin H. Rowell was elected Representative for the '47 session and George Keith for the '49. Rowell was re-elected last spring for the 1951 House Seat for this county.

At the time of this county's creation it was included in the old 13th Senatorial District, and in the '25 session it was represented by John Watson of Miami in the State Senate. District 13 extended from Miami to Titusville. But in the '27 session this district was broken up and the 33rd District came into existence to include Martin, St. Lucie, Indian River, Okeechobee and Osceola Counties. So in that session Martin's Senator was the late Lester W. Jennings of Okeechobee.

For the '29 and '31 sessions Anthony W. Young of Vero Beach was our Senator, C. E. Raulerson of Fort Pierce replaced him for the '33 and '35 sessions, and then Judge Kanner won the Senate post for the '37, '39 and '41 sessions. N. Ray Carroll of Kissimmee was elected to the Senate for the district for the '43 and '45 sessions until in the latter Legislature the 33rd District was pared to Okeechobee and Osceola Counties only and the other three east coast counties were joined in the pre- 12th District.

Senator Crary was elected from the district for the '47 and '49 sessions and re-elected again last spring for next year's Legislature.

MARTIN'S FIRST REPRESENTATIVE

JOHN E. TAYLOR

Taylor, of Stuart, was Martin County's first Representative in the State Legislature after the county was created by a referendum on Aug. 4, 1925. Shortly after the ratification vote, a special election sent Taylor to a special session of the Legislature that fall after he defeated Ed Brobston and H. N. Gaines in the balloting. Judge A. O. Kanner succeeded him the next year for the Legislature's 1927 session.

Sales of 3 Items Exemplify County's Healthy Progress

Although they are available only for the last 14 years, the records of gasoline, kerosene and fertilizer sales in Martin County from January 1936 to the present day are reliable indicators of the county's growth and progress during those years.

Indicative of the boom of agriculture in Martin County during this year, particularly in most recent years, is the 347.1 per cent increase in fertilizer consumption. In 1936 only 736 tons of mixed fertilizers and fertilizer materials were consumed in this county. Last year 3,290.7 tons were consumed, and in '48 a record 3,859.8 tons were used. The records indicate heaviest usage of fertilizers from October through January.

Gasoline consumption in Martin County last year was 147.9 per cent greater than it was in 1936. In the latter year consumption of this automotive fuel totaled 1,248,521 gals. in this county. Last year consumption set a record mark of 3,095,356 gals. Heaviest consumption through the years has been during March.

Kerosene sales are not up to these other two but still are 39.4 greater than 14 years ago. In 1936 there were 152,216 gals. sold in this county. Last year 212,154 gals. were sold here, slightly more than '48 but lower than '47's record total of 239,515 gals.

TOM BRITT BEGAN HAIRCUT BUSINESS

Tom Britt, for whom the Britt Road north of Stuart is named, initiated the barbershop trade in this area near the turn of the century.

Britt was one of the first railroad bridgetenders and set up his hair-cutting trade near the end of the bridge in what is now North Stuart. He accepted customers virtually any time of the day or night, and Sunday was his big day, quite contrary to the modern day. Cost of a cut was 25 cents, for a shave 15 cents.

County Bond Debt Cut 45 Per Cent Since '30

In the past 20 years since the State Board of Administration began operations in February 1930, Martin County's total bonded indebtedness has been reduced 45.34 per cent, according to the latest figures as reported by B. J. Van Ingen and Company, Inc., of Miami.

When the SBA took over Martin County's debt in 1930 it totaled $2,493,633.86 to which was added $585,122.14, an adjustment of inter-county debt, making a over-all total of $3,078,755.90. By Dec. 31, 1949 this total had shrunk to $1,682,708.80 as a result of a reduction of $1,396,047.10 during the two decades.

This county's interest and sinking fund as of last Dec. 31 had $117,835.14 in cash in it which amounts to 9.09 per cent of the total debt.

The estimated average payment annually sufficient to discharge this county's debt by Dec. 31, 1992, is $70,165.76. The State gasoline tax allocation for the year ending last Dec. 31 was $123,745.36.

When the SBA commenced administration of county debts in 1930, the outstanding road and bridge bonds of Florida's counties and their special road and bridge districts aggregated $160,517,148.98 with interest thereon of $135,351,275.01 to maturity. As of Dec. 31, 1949 the principal amount of the debt (less January 1950 items prepaid) had been reduced to $81,109,455.76, with interest to maturity, under the present schedule of maturities, of $26,897,047.94. This was a reduction of 49.47 per cent in principal and 80.13 per cent in interest. Applicable to the retirement of this debt on Dec. 31, 1949 there was a cash balance of $6,697,463.69 and investments of $1,490,514.09 for a total of $8,187,977.78.

On a per capita basis, the reduction of Florida road debt since 1930 is even more impressive. According to the Federal Census, Florida had a population of 1,468,211 in 1930, on which basis the road debt amounted to $109.33 per capita in that year. Based on the 2,500,000 population currently estimated for the State, the per capita road debt on Dec. 31, 1949 had dropped to $32.44, a decrease of 70.33 per cent.

The above discussion and calculations apply only to the road and bridge bonded indebtedness administered by the State Board of Administration under provisions of Chapter 14486, Acts of 1929 and Section 16, Article IX of the State Constitution. This is the section which provides for the irrevocable pledge for 50 years, from Jan. 1, 1943, of the proceeds of 2 cents a gallon of the tax levied by the State upon gasoline or other like products of petroleum to be allocated monthly among the various counties and their special road and bridge districts outstanding July 1, 1931 or refunding issues thereof.

Excluded from the above as of Dec. 31, 1949 there were $16,742,250 principal amount of bridge bonds, some of which were formerly the obligations of certain counties and cities, and some of which are obligations of the Florida State Improvement Commission, but all of which are now being serviced by the SBA pursuant to Chapter 21853, Acts of 1943. Funds come from the State Road Department in the form of rentals or purchase installments for the bridges.

MORE ABOUT

JUST WHAT WAS

(Continued from Page 1-C)

homes and the Stuart Auto Camp now are.

* * *

Carroll Dunscombe had nearly 600 acres in pineapples, did an enormous business every June until excessive rainfall one year burst all his fruit in the fields; the disaster would have ruined him except for a land boom that made his lands worth thousands instead of nickels. A pineapple canning plant across the river did big business until the shipments of canned pineapple started exploding about the time they reached market; then the company exploded too.

* * *

And so you see Stuart was just a small town 25 years ago into which a boom bubble was getting organized. It had its quota of hopes and fears, laughs and tears, with lots of things going on. The Stuart News was launched as a daily that year (1925), carried on bravely till the depression years of 1931-2 and then went back to a weekly. A separate story in this issue tells the story of the rise and fall of Stuart's newspapers.

FIRST EXPRESS AGENT

Stanley Kitching was the first express agent, plying up and down the river by boat to haul in pineapples for shipment. Thus he built up his business which was on a commission basis. D. E. Wynne followed him, taking over about 1912.

ORGANIZATION OF IOOF

Stuart Lodge 84, Independent Order of Odd Fellows, was organized by the Fort Pierce Lodge in 1915. Charter members were Dr. F. B. Eurit, J. R. Pomeroy, J. B. McDonald and John Fultz.

Legal Instruments Measure Trend of Times in County

A quarter of a century ago last Aug. 5, at 9 a. m. legal instrument No. 1, a warranty deed, was filed at Martin County court house. Today with the county past its silver anniversary day of existence, the total of instruments filed here has exceeded the 35,000 mark.

A survey of these filings gives a rather clear picture of the trends of the times since the county was created about the time the "boom of the '20s" was reaching its crest. Although less than five full months remained in 1925 when No. 1 was recorded, the total that year was 2,725 when the clerk's office closed on Dec. 31. During 1926 at the boom's peak a record of 4,138 instruments were filed, a figure never again closely approached.

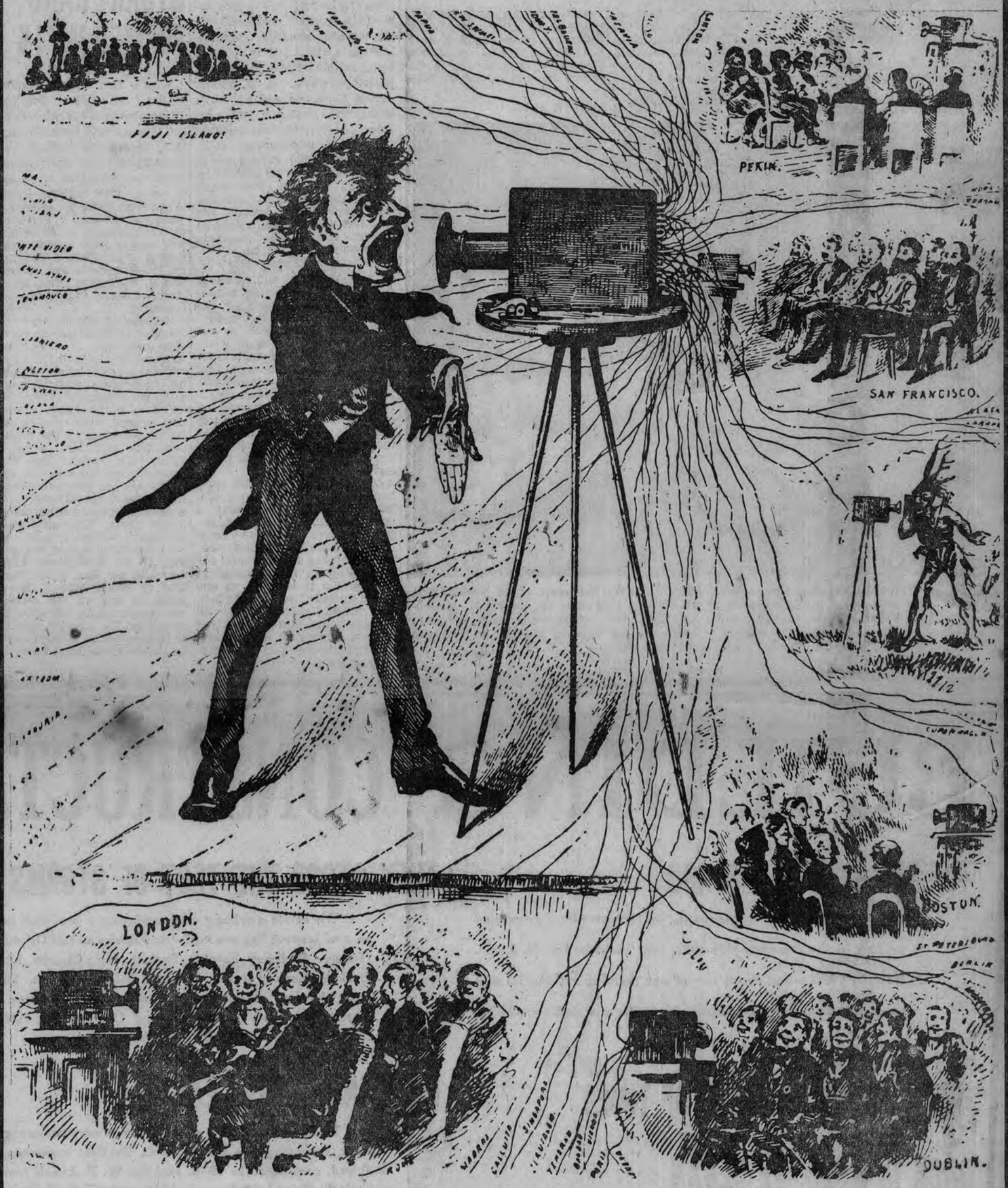
The year 1927 saw 2,693 instruments filed and thereafter the recession was rapid. In three years the total was less than 800, and it continued to recede until 1934 as cash was scarce and sales were few and far between. Finally in '34 things picked up a bit, fell back a little in '35 and then began to rise slowly. The 1,000 mark was passed again in 1940 but during 1942, the first year of World War II, people had their minds on other things rather than transactions of record. The comeback resumed in '43 and rose steadily to pass again the 2,000 mark in 1946, considered a peak time in the post-war inflation era.

Today this upward spiral has ceased in most instances and the instrument totals bear this out. Drop in recordings began in 1947, and continued in '48 and '49. Indications, however, are that an upturn again will be effected by the time 1950 has run its course. In the first eight months of this year 1,205 instruments were recorded here. At this rate the '50 total would be about 1,807.

The totals year by year show:

1925	2725 (started 9 a. m. Aug. 5)
1926	4138
1927	2698
1928	1620
1929	1250
1930	739
1931	621
1932	410
1933	358
1934	547
1935	468
1936	730
1937	827
1938	750
1939	751
1940	1168
1941	1162
1942	851
1943	1052
1944	1361
1945	1681
1946	2370
1947	2097
1948	1727
1949	1540
1950	1,205 (through Aug. 31)

A PROPHECY WHICH CAME TRUE



The illustration above is from the first illustrated daily newspaper in the U. S., the N. Y. Graphic. Seventy-three years ago a cartoonist let his imagination run riot and prophesied world-wide broadcasting. It was not until 1915, however, that radio telephone transmission was achieved from the U. S. to Paris and Honolulu.

Out of such visions as this have grown international broadcasting—and such modern home radios as the famous Philco Line, carried by Hutto Radio since our opening here on April 6, 1946. We selected this nationally advertised line because it was the best radio available for the money in 1946.

AND NOW, IN 1950, THE BEST IS STILL

PHILCO RADIO

We are proud to have a part in the building of a growing and prosperous Martin County, and have great faith in the progress of our town of Stuart. Twenty-five years from now the growth of this area will prove "another prophecy which came true."

CONGRATULATIONS, MARTIN COUNTY! WELCOME, GOVERNOR MARTIN!

Hutto Radio & Appliance Co.

202 OSCEOLA AVENUE PHONE 302

Early Settlers of the St. Lucie River

A BOOK-LENGTH FEATURE TELLING THE PIONEER STORY AS SEEN BY A PIONEER

Indian River Was Only Way To Travel in Early Days; Settlers Joined to Dig Inlet

In the early history of our beloved State, the waterways were the main arteries of travel and transportation.

The Indian River in the early pioneer days of the lower coast was the only route for travel of shallow-drafted boats of all kinds of rigs and sizes, and transportation.

The early shipments of pineapples, an industry then in its infancy, had to be hauled by sloop or schooner to Titusville then railhead of the present FEC Railway. Also the first shipments of salt water fish were transported from Sewall's Point in large refrigerator boxes holding 1,000 lbs. each by way of steamer to Titusville. This new boatline began in 1891.

This body of water is a river by name only. It is a salt water lagoon, starting south of the old "Haul Over Canal" north of Titusville and ending south of Jupiter.

Many thousands of years ago the tide waters of the Atlantic lapped the shores west of the present Florida East Coast Railway, which from Titusville to Hobe Sound is built near the old ocean shoreline. Nearing close to the shoreline of the sound, it curves southwesterly and follows the west side of the sand dunes, cutting back to east near the FEC water tank north of Jupiter.

In pre-historic days, our river, much wider and deeper, formed an estuary with Manatee Creek and Oyster Creek, now named Willoughby Creek, between Sewall's Point and Rocky Point, as these places are called today. The southeast part of the Sewall's Point was river bottom then and the river flowed from there directly into the ocean.

During these years and centuries after, the coral, a little marine animal, which had built up South Florida in the eons past, kept on busily building the Inner Reef, the Middle Reef and Outer Reef, along the coastline, from Biscayne Bay to St. Augustine, the inner one forming a chain of low islands on the east side of the Indian River. During this buildup, gales deposited drift-sand on top of the inner coral reefs, forming a new shoreline of these low-lying islands. The midreef lies about one-half mile to the east, and the outer reef varies from a mile to 3 miles distant from the coast. In this process of forming, much of the drift sand overflowed the inner reef and shallowed the lagoon, now called the Indian River. The wet years with gales, and the dry years with little current from the St. Lucie, filled in the inlet of this river.

In the early days of settlement of the lower Indian River and the St. Lucie River, these waters were fresh and drinkable.

Fresh water vegetation, such as manatee grass, wild rice and wild celery, grew here in abundance, covering the shallows in the rivers to a width of 300 to 500 ft. towards the channel on both sides of the rivers. On the Indian River the heavy northeast winds in early fall, and on the St. Lucie the three, five and seven-day Northers pushed the older vegetation to the shores. After lying there piled up, in a few days iner heat caused it to start to rot and created a terrible stench, tarnishing all bright metals, no matter how well they were protected by chests or drawers, and also turned all white paint black and killed its life within a few months.

There were three gaps, or inlets, along the coast. One was at Fort Pierce north of the present Fort Pierce Inlet, which was navigable for shallow craft for about six months of the year; the other was at the Gilbert's Bar Inlet, connecting Peck's Lake on the Indian River with the Atlantic; and the third was at Jupiter, which was kept open a part of the year by the gales sweeping the Atlantic and the heavy rainfalls in the Loxahatchee valley. During summer Jupiter Inlet closed, as did Gilbert's Bar Inlet.

In the late '80s more settlers came in to plant pineapples, a new industry, which in 1908 reached a "3,000 carloads production." It was originated and founded by Capt. Thomas E. Richards who settled on the Indian River, took up land on both sides and called his home "Eden." He landed at his Eden in about 1873, a true pioneer, a man of sterling character, who at all times extended a helping hand to the new settlers of those early years. His friends called him affectionately "Father Adam."

Some of the newcomers noticed many new species of fish in the rivers after the fall gales, brought in through the reopened inlets. The two rivers in those days teemed with black bass, bream, mullet, catfish and other fresh water species and hundreds of large alligators. Some of these newcomers were ardent fishermen, used to go over to the beach and fish for blues, red bass and sheepshead.

More settlers arrived in 1890 and 1891, coming to Jensen, Eden, Waveland—the oldest Post Office on the lower Indian River—and up the St. Lucie. The obnoxious stench of the rotting river vegetation and the abundance of fish on the coast brought on a lot of talk for a remedy. It was pointed out that the Fort Pierce section, where the inlet kept open the larger part of the year and was navigable to shallow craft for about six months of the year, was free of this river vegetation, killed by the salt water and that there were all kinds of salt water fish and oysters and green turtles near the opened inlets.

The leaders of that time on the two rivers were Capt. Thomas E. Richards, Capt. John Miller of Eden, John Sorrensen and John Jensen—the latter had just completed a three-story 40-room hotel at Jensen—Doc Baker and Capt. Sam Carrow of Waveland, Capt. Walter Kitching of the trade schooner Merchant, who had bought land up the St. Lucie in 1891, Hubert Bessie, caretaker of the refuge house, and here on the St. Lucie River, Otto and Ernest Stypmann, ably assisted by Rudolph Krueger, and Henry Hars. These people tried to devise ways and means to clear the rivers of the vegetation and bring in salt water fish, creating a new industry that would bring in hundreds of tons of salt water fish and new money. A committee was appointed to look into this matter and to pick out the most favorable location for an inlet. At that time the St. Lucie River entered the Indian River between Rocky Point and Sewall's Point.

It was finally conceded that the best point for an inlet would be opposite to the mouth of the St. Lucie. After the report of this finding, it was agreed to have a neighborhood bee, early in April 1892, to dig an 8-ftfl ditch about 4 or 5 ft. deep. All settlers were to come armed with a grubhoe, or ax or shovel, to send substitutes in their places to do the work, and the women were to provide the "eats."

The first week of that April the work got under way, a right of way was cleared out by the ax and grubhoemen, clearing a 15-ft. strip across through saw palmetto, cabbage palm and other vegetation growing there. An 8-ft. ditch was dug to a depth of 4 or 5 ft. and a small strip was left as a dam on the Indian River side to keep the water back so it would not interfere with the work. Nearly 100 persons gathered from Eden, Jensen, Waveland, Sewall's Point, Potsdam and Spruce Bluff to do this work.

Among them was my old friend, John Taylor, farmer, who told the writer later that they "sure worked that day." John, a good Irishman, was used to hard work and was a top hand with a shovel. Most of the workers camped the four nights on the grounds where the work was done and John told me later, "You know it was April, but the first night out there, Begorrah I liked to freeze todeath."

On the second day of this work, the shovel diet began to get too steady, one of the settlers stated that "his friend, Jack, had an ox-team and a shallow scoop of about 10 cubic feet capacity who could ease the hard work a lot by helping along."

The team was brought across the Indian River and it helped, but a good shovelman in those days—not now—could handle more dirt with one shovel, than a slow motion ox-team could get out with a scoop, the geeing and hawing taking up lots of time.

Well, all things come to an end; so did the ditch dug by the pioneers. When it reached the mean tide mark, on the ocean side, the best shovelers were sent back to open the dam at the Indian River side, where the water level was about 2 ft. higher than the ocean level. After the dam was lowered and the water broke through, the pressure tore out a channel about 60 ft. wide and about 6 ft. deep. After the water level adjusted itself, the regular tides washed through this new inlet, brought in fish and killed the fresh water vegetation within a mile from the cut.

The old boys were proud of their work and inlet. But the gentle May breezes came along with low tides; the upsweep of the floods with the slight north current soon filled in the opening on the ocean side and drift sand clogged the river opening and in about mid-June the inlet was a dream of the past.

But these old pioneers were tough and never gave up. They had seen the untold good the salt water had done since entering the river. It was decided to build an inlet on a larger scale and with more depth.

The pioneers learned that a 6-in. suction dredge had operated that year at Jupiter for the Government and was idle at the time. The dredge was operated by steam, fuel lightwood, of which there was an abundance near by the closedup inlet. A committee got in touch with the dredge owner, learned that charges would be $20 per diem, and all labor on the dredge other than the operator had to be paid by the settlers. As the terms were satisfactory to the leaders the committee was then sent around to take subscriptions. As pineapple prices were good in those years, every one subscribed. Otto and Ernest Stypmann each gave $100. In the first digging, they had put in a day of work and each left a man to help finish. Most of the St. Lucie River settlers subscribed according to their means, or did work for several days.

Well, the suction dredge arrived for work in early July. It followed the hand-dug ditch. The contract called for an opening 20 ft. wide and 6 ft. deep or deeper. This dredge was 16 ft. wide. After digging in some distance from the river, a low dam was thrown across the new cut on the Indian River side to keep the water pressure (the Indian River at the time was 3 ft higher than the ocean level) from tearing through and sweeping the dredge into the ocean. Going on to the highwater mark, it turned back and had to re-dig, as lots of the soft sand had oozed back into the cut. Coming up to the Indian River dam, it tied up for a while as a new dam had to be thrown across the cut astern of the dredge, so that the dredge could be pulled out of the new cut. The dredge took care of the dam on the Indian River side and was pulled out and moved to safety.

During the last week of this dredge work, my old friends, Gordon W. Parks and John Madsen, put in a week of work and also each gave $25 in cash. Both of them handled shovels and helped to dig out the remaining dam. As stated before, the Indian River, swollen by the summer rainfall in the St. Lucie River watershed, had a 3-ft. higher level than the ocean. As the work of lowering the dam proceeded, Madsen removed the shovel of dirt that let out the first of the Indian River waters into the ocean. The tremendous water-pressure soon tore away the remainder of the dam, and tore a channel across more than 150 feet wide and from 8 to 10 ft. deep sweeping away cabbage palms and roots.

The fall gale of 1892 deepened and widened the channel, but made up a sandspit from the north shore on the ocean side that left the actual outlet there about 100 ft. wide. The writer visited the inlet in May 1893, about seven months after its completion. The 1893 hurricane, the father of all later gales and hurricanes, blew out the wind gauge at the Jupiter Light at 105 miles, and Jupiter and our settlement were in the storm center, tore out the inlet channel to 400 feet and at the sandspit to 200 feet. It deepened the inlet considerably, as the torrential rains with the hurricanes raised the water level of the river about 5 ft. It swept large pine trees down the North Fork and one of same stuck and landed in the northside of the inlet about 60 feet from shore. It caused misery to many a fisherman, as drift nets coming down the cut would tangle in this stranded tree. From 1892 to 1915 we had our annual fall gales, now called hurricanes. Some years there were two. The 1914 gale blew out the sandspit and widened the inlet to its present status.

The blessings of the inlet were untold. In 1892 the Scobee concern, fish dealers at Titusville, upon the good word of Capt. John Miller, opened a fishhouse in Manatee Pocket—for many years called Scobee Pocket. Captain Miller was manager and operator. Many pompano, sheepshead and blues were caught and shipped by way of the Indian River steamboat line in refrigerator boxes with castors to the above railhead. This steamboat line came down the river in 1891, and made regular calls in the St. Lucie River from the latter part of May 1893 to handle the pineapple crop grown here.

With the disappearance of the river vegetation the ducks' paradise ceased. Annually during the winter months there were millions of ducks in these waters. Teal, mallard, canvasback, toadbills and many other duck species were feeding and fattening on the rich fresh water vegetation. After the coming of salt water some of these duck flights used to settle on the river, but stayed only a few days as their food was gone. The raft ducks came in then, feeding on the small clams which is also the favorite food of the delicious pompano.

The 1896 gale of about 65 miles an hour blew out the old Gilbert Bar inlet, making two channels; the north had a depth of about 12 ft., the south had a depth of 8 ft. The writer crossed out of this inlet several times, as the midreef there had a depth of 12 ft. and not a dangerous swell like the St. Lucie bar.

Our first fishhouse was opened by Ogletree on the north side of the river near Stuart. He came here from Atlanta in the fall of 1894. In the spring of 1895 after the "Big Freeze," Ernest Stypmann bought a half interest in this concern and in 1897 he bought out Ogletree and operated the fishhouse under his own shingle. Later he consolidated with the East Coast Fish Company at West Palm Beach and managed the local fish house which he moved over to the south side of the river in 1899. In 1917 he turned over the management of the fishhouse to C. D. Blakeslee, who operates this fishhouse on the same old lot, except that the old fishhouse which stood about 90 feet northwest of the Stuart Feed Store was razed in 1924 when Flagler Ave. was widened to its present width.

* * *

MOUND BUILDERS FIRST ON ST. LUCIE

So far as history can tell, the original settlers on our river were the Mound Builders, an Indian tribe, which came here from the Mississippi Valley.

The handiwork of two of their mounds on our river is still with us today. The nearest one stands about 1 1/4 miles south of the former Arthur Brown home at Palm City. The other, much larger, stands about 2 miles north of the old Spruce Bluff Post Office, west of the North Fork lagoon. Both mounds had been dug into and explored before the coming of the white settlers.

It seems strange that the Seminole Indians, the only unconquered tribe in North America, have never settled or built their villages near the waters of our river. They hunted and fished on both sides of the river, camped for a few days with their oxteams. All their villages were west of the military trail that led from Cow Ford, a ford across the St. Johns River—now Jacksonville—to the old military forts, Fort Drum, Fort Pierce, Fort Lauderdale and Fort Dade, the southern terminal. The military trail, better known as the Capron trail, paralelled the Atlantic coast from about 7 to 9 miles west, crossed that unfinished road, "The Martin Highway," near the bend in Bessey Creek and crossed Big Cane Slough near its head, on the lands now farmed by Stanley Smith, and crossed there the present Kanner Highway (Road 76) in a southeasterly direction.

The nearest Indian village to our river was west of the Tom Tiger Hammocks. Tom Tiger was the chief of his Indian tribe there. Chief Tom Tiger was a powerfully built man, more than 6 ft. in his moccasins, weighed about 200 lbs. As chief he had three wives when the writer knew him. About 1895, while hewing out a canoe from a large cypress log, he was struck by lightning and killed. He was buried with all the Indian rites of his day, dressed in full regalia.

The Indians, by customs of the day, wrapped his body and placed it in the burial section in the limbs of a tree about 10 ft. above the ground. These burial sections were sacred. A few years later a white man, a Doctor Phill, came to Stuart, stayed around a few days, and disappeared. Not many weeks after, it was learned that this gent had stolen the remains of Chief Tiger, which were placed in one of the large museums in the North. After the discovery of the theft, Indian runners were sent to the other tribes and at their councils the Indians became very incensed, and were ready to start a second Seminole War. White friends of the tribe took a hand in this matter and within a few weeks a skeleton was returned, but who could swear to it that it was Chief Tom Tiger's?

In the early days of our settlement—the Post Office was then at Waveland with Doctor Baker as postmaster—when the Indians came in to trade venison and wild turkeys for tobacco, salt and salt pork, they had their camps about 100 yards west of the Alligator Smith place, later known as the George Mullihan place. They crossed the river in canoes brought in on their oxteams, and stopped usually with Uncle Ernest Stypmann, who was the nearest settler to the South Fork.

The occasional visits of hunters and trappers, white and red, constituted the life on the river for long years.

In 1878, the Steadfast, a large Government survey schooner, anchored off the Indian River Narrows, site of the present inlet, to make a goedetic survey of the lower Indian River and the St. Lucie River with its North and South Forks. Ernest Stypmann, later known as Uncle Ernest, was the mate on this boat. While making their survey on both sides of our river, he saw the country. He liked it and with the stories told him at Eden about the new pineapple industry, then starting up, he wrote to brother Otto, then living in New York, about the bright future here. At this time there were a few settlers along the lower Indian River, among them Capt. Thomas E. Richards, living on his homestead he had called Eden. Capt. Richards saw the possibility of raising pineapples here. He experimented on the east side of the Indian River to begin with, using his pineapple slips from [illegible] larger keys below the Miami River. As the Keys were surrounded by the ocean, he believed the plants would do well on the east side. But this experiment failed as the spinddrift, or spume, retarded the growth.

Undaunted, he made his next planting on the west side in the rich Highland Hammock soil, and met with success from the beginning. By 1878 he had planted acreage, wrote his sons, William and Harry, to come down to Florida, telling them of the bright prospects. He also wrote friends and by 1880 the first settlers came in response.

* * *

FRANK PRESCOTT FIRST SETTLER NEAR RIVER

Our "first" settler near the river was Frank Prescott, a native son, and his wife. They came in over the military trail from the North, settled on a high cabbage palm hammock, later known as the Prescott Hammock. They brought with them a few head of cattle, a yoke of oxen hauling their wagon, two small ponies for saddle, a few pigs and chickens. Prescott cleared about 2 acres of this land, planted seedling oranges, and in the fall put in a field of sweet potatoes, corn and truck for his own use. This hammock, about 11 miles southwest of the City Hall, belongs today to the D. W. King estate. The Paxton brothers planted an orange grove on this hammock about 1925. This grove is still bearing.

Frank Prescott used to come to the settlement astraddle one of his ponies, Winchester rifle across his saddle, a big .45 strapped to his waist, surrounded by a pack of dogs of many breeds. He made a great picture in those days. He lived off his land.

In 1882, about the latter part of May, Hubert W. Bessey and his brother, Willis, arrived here, Hubert taking up the homestead land, beginning south of the present West 4th St., and extending south for a mile along the South Fork. He planted pineapples, tended them until 1887 and built boats along at the time. He was not greatly interested in pineapple culture at his first trial. After proving up on his land, he moved to the House of Refuge on the east side of the Indian River, across from the Waveland Post Office at the time as caretaker.

(Continued on Page 3-D)

Historian of Pioneer Stuart

C. E. SCHROEDER

CHRONICLER OF THE PIONEERS

Curt E. Schroeder is best-remembered in Stuart for his many years as City Manager.

He came to this pioneer section as a young man, took part in its lusty life of hunting, commercial fishing and pineapple growing, and stored up in his memory the many pioneer incidents which are recorded here.

From time to time in his later years, he contributed historical articles to The Stuart News, and these have been reassembled herewith to form a book-length narrative.

The people of Martin County are grateful to him both for his long memory and for the spirit which caused him to set down in black and white the many human incidents of a lifetime spent beside the river in the town he saw grow from a few palmetto shacks to one of Florida's finest young cities.

He is survived by his widow; two sons, Broster J. of Clewiston, and Curt E., Jr., of Stuart; a daughter, Mrs. Helena Beach, and several grandchildren.

PILOTED PIONEERS

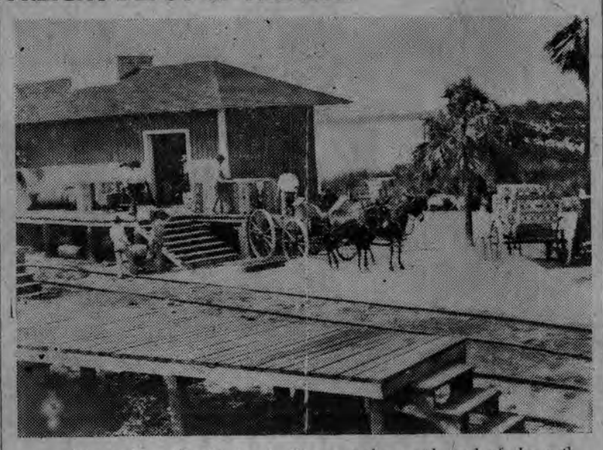
COMDR. STANLEY KITCHING

An early builder of this region is Commodore Kitching, chairman of the Florida Inland Navigation District Commission. As teen-age boy he piloted the Stuart pioneers through the Indian River narrows from Sebastian.

TRAM-CARS PLIED PINEAPPLE FIELDS

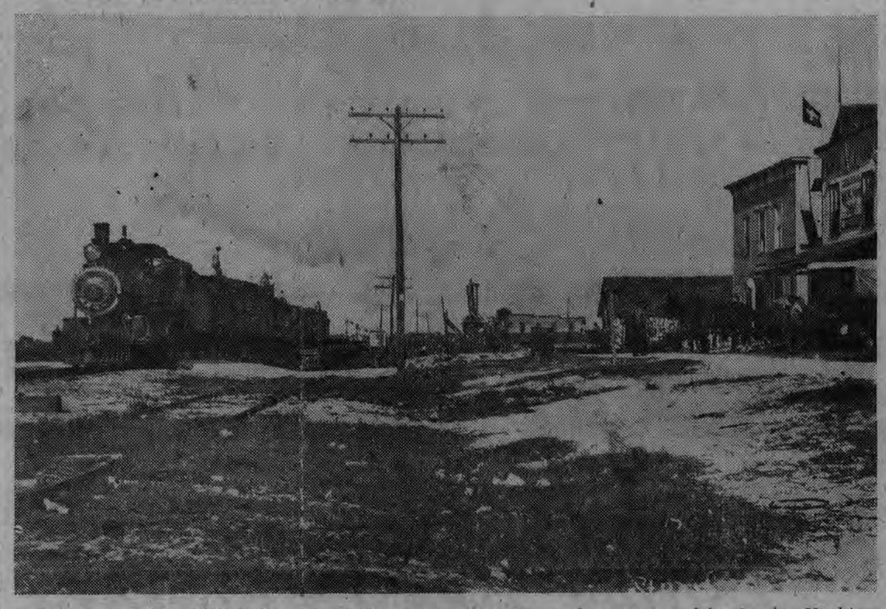
Work in thousands of acres of pineapple fields was lightened for growers by tram-tracks and cars such as this one. They carried the field crates loaded with pineapples. This industry engaged practically all of the settlers in the early days and until about 1910 when the Cubans flooded the markets at cut-rate prices.

FREIGHT DEPOT OF THE 1890s



Situated on the St. Lucie River at the south end of the railroad bridge and east of the tracks, this first Stuart depot and loading platform, with railroad docks, was a beehive of industry. The depot burned in 1928 and was never rebuilt. The loading platforms remain.

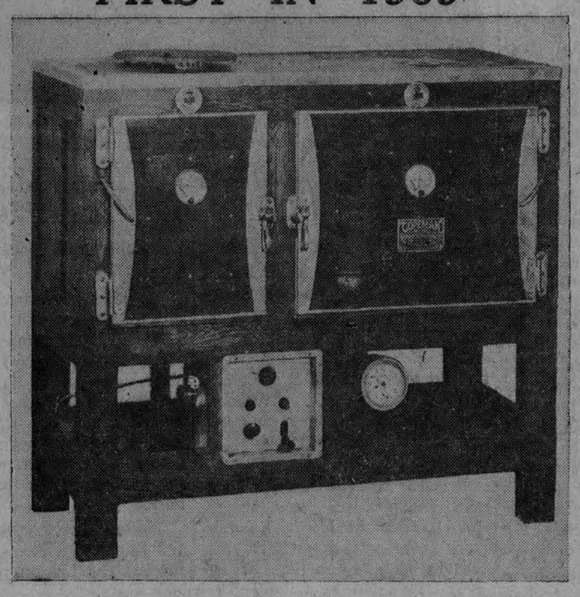
STUART BUSINESS SECTION IN 1897



Completion of the FEC Railroad in 1895 started a building boom in Stuart. Before the turn of the century Flagler Ave. was lined with stores as shown here. Looking north, in the background can be seen Walter Kitching's general merchandise store. The building with the flag is Stuart's first dry goods store owned by Stanley Kitching, and beside it the Stuart Hardware Store owned and operated by George W. Parks. It is the present Stuart Feed Store which was moved back when Flagler was widened. Kitching's store was razed at that time.

Speaking of History, Here Are Some 'Famous Firsts'

FIRST IN 1909



Actual photograph of first electric stove sold commercially in 1909. The framework was part wood.

FIRST IN 1911

Actual photo of the first all-steel electric stove produced and sold in 1911. What a far cry from a modern Westinghouse.

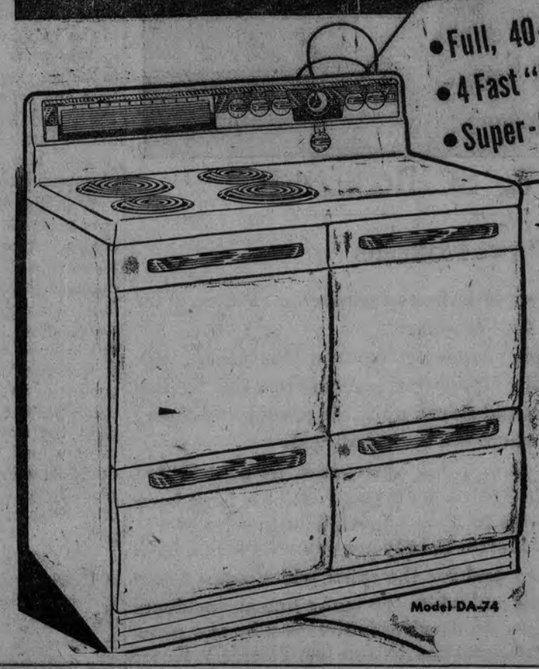
SOME FACTS ABOUT HIGBEE ELECTRIC

E. M. Higbee, sole owner of Stuart's newest electric store, Martin County's exclusive Westinghouse dealer, came to Jensen Beach in 1924. He graduated from Martin County High School in 1927, returning to his former home at Springfield, Ill. He returned here to stay permanently in 1942. A Coast Guard veteran, he entered the business field here as Higbee & Wortham at Palm City.

First In Ranges In 1950

AMAZING COOKING CAPACITY!

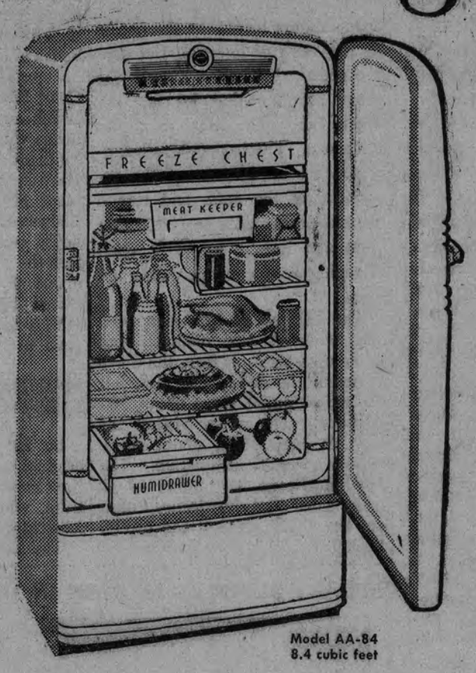
- Full, 40-Inch Cooking Top!
- 4 Fast "COROX" Surface Units!
- Super-Sized Miracle Oven!



THE BRAND-NEW Westinghouse Champion SPEED-ELECTRIC RANGE

First In Refrigerators In 1950

Westinghouse COLDER COLD REFRIGERATOR



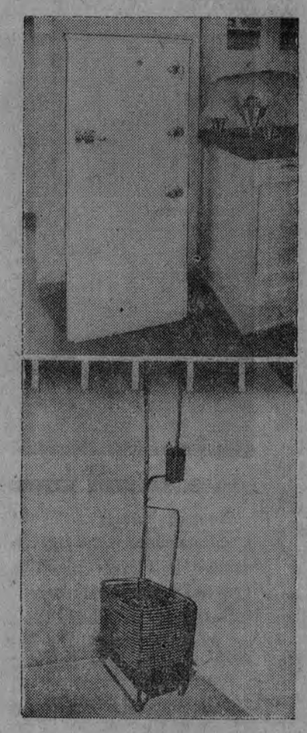
Model AA-84
8.4 cubic feet

Yes, you get loads of frozen food storage space in this big new 8.4 cubic foot model. You get this, too—Meat Keeper that keeps 16 pounds of meat fresh for days, big ¼ bushel Humidrawer for fruits and vegetables, ample capacity for other foods. Westinghouse COLDER COLD means *extra* fast freezing, *extra* safe storage.

See it TODAY...it's the value of the year!

ENJOY IT *TODAY*
18 Months to Pay

FIRST IN 1916



Actual photograph of the first iceless refrigerator of the "remote type," with the condensing mechanism in the basement and the cooling unit in the ice box was first operated in 1916, but the first outfit was not sold until 1918.

Compare this with gleaming Westinghouse refrigerator available to you today! How times have changed—for the better.

SOME FACTS ABOUT HIGBEE ELECTRIC

After being associated with Hall's Electric from 1947-49, E. M. Higbee organized Higbee Electric in 1949. He opened a completely new appliances and service store in the new Bruner Building on Fourth St. a few months ago and has been exclusive Westinghouse franchised dealer since Sept., 1950.

WE JOIN IN CONGRATULATING MARTIN COUNTY ON ITS 25TH ANNIVERSARY. WE ARE PROUD TO BE PART OF THE BUSINESS LIFE OF THE GROWING CITY OF STUART — AND PLEDGE OURSELVES IN EVERY WAY POSSIBLE TO HELP THE CIVIC GROWTH OF OUR FINE CITY AND COUNTY.

HIGBEE ELECTRIC

NEW BRUNER BLDG., 4th ST., PHONE 380-STUART, FLORIDA

"Sales Are Important-Service Is Imperative"

The Schroeder Story

A MODERN CONVENIENCE

This old Stuart ferry did a thriving business for Capt. Charles Blakeslee after the first cars came to Stuart. It plied diagonally across the river from the railroad docks to North Stuart, near the present site of the Oasis on U. S. 1. A gasoline motor launch, tied to its side, pushed it from one side to the other when a customer raised the crossing signal. In choppy weather cars and occupants were sometimes dumped into the St. Lucie, but not often! When the highway bridge was built in 1916 it joined the dodo bird.

He continued with his boat work there, and around 1898 had a good business. He re-entered the pineapple game in 1902, planting about 20 acres and increase this to about 60 acres. He managed the Danforth House, our first "tourist" hotel on "land" in 1906, and later he operated two boats, the Admiral and the Corporal, that hauled packed pineapples from the private docks to the railroad docks. He sold his boats later. His former holdings today embrace Bessey Additions 1, 2 and 3, Halpatiokee Park, French and Williams Addition and metes and bounds.

In early July 1882 Otto Stypmann arrived here on the bay. He homesteaded 160 acres embracing today Porter Addition, High School Addition, Oak Park, metes and bounds—five acres, Stypmann Addition, the Ergenzinger property, Edge-Riva Addition, the Ben Fox home and St. Lucie Estates Section 1. All these properties are about the river to the north.

Otto had a hard time getting down here by steamer from New York to Jacksonville, and by train south from there. He stopped at the Gainesville land office to enter his papers for his homestead. Description had been furnished him by his brother, Ernest. From there he went to Sanford on the St. Johns. Here he had to wait a few days for his furniture, shipped from New York. After that arrived, he hired old Silas Thompson's ox team to bring his family, his wife, Mary, and small nephew, Henry, and furniture to Titusville where he was met by Ernest.

Here after a rest from the pleasant oxteam trip, he purchased his building material, also supplies for his table, which had to be bought wholesale, as Titusville at that time had the nearest stores. Uncle Ernest brought him and his family and supplies to the St. Lucie River. The building material was shipped a few days later by schooner. After landing here, they cleared land for the new home, a story and a half building. Ernest, who had learned the carpenter and boatbuilder trades on the Indian River, built this first large (for that time) home. Later Ernest brought his wife, Frances, and stepdaughter, Manda, down from Duck Point, 6 miles south of Sebastian, where he had homesteaded 160 acres. For this reason he could not avail himself of some of the good homestead land waiting for settlers. He bought 40 acres of government land at $1.25 an acre, which today embraces the Feroe and Danforth Additions to Town of Potsdam and Block 1 of the Porter Addition, today's business district.

The first few weeks after coming here they lived in tents. Both men cleared their first acreage with their own hands. Otto planted about 40 acres and Ernest 14 acres. Ernest bought into a fish business after the "Big Freeze" in February 1895, and discontinued his pines about 1898.

In 1885, Carl Hars, a German, carpenter by trade, came into this river section, bought 40 acres of Government land abutting Krueger Creek to the west and running along the river for 1,320 feet and back to the present 4th St. He was a hard worker, cleared his own land and soon thereafter started to turtle for green turtles near the Fort Pierce inlet. In 1889, when coming back from the turtle grounds in early spring, on entering the St. Lucie River, his sailboat was hit by a squall, turned over and Carl got tangled in the large-mesh turtle net and drowned. His brother, Henry, and a sister came over in 1890, took up with the planting of pines, and planted citrus fruit and avocado pears. He sold this place to Harry Richards of Eden for $10,000 cash, and left for Germany to live there retired. He was very unfortunate. Contracting a sickness on board the ocean steamer, he died at Cuxhafen, the outer harbor at that time of Hamburg. This property takes in the St. Lucie Estates Section 3 at this time.

Rudolph Krueger, a friend of Ed Glutsch, came down from New York in 1887. He bought 80 acres of Government land, starting east of the present Palm Beach Road, abutting 4th St. to the north. He worked hard, cleared his land with his own hands, and planted citrus trees in his pineapple field. By hard work and good care, he brought up the finest grove in this section. It is still standing and bears fine crops annually. Krueger passed away in 1921 to the great sorrow of his many friends.

Ed Glutsch came a year prior, but settled on the north side of the river, where he and his mother took 320 acres of land.

In 1888 came Reuben Russell Frazier, his wife and daughters, Meta and Flora, and son, Frank. He took 160 acres starting south of West 4th St., running south for half a mile and 80 acres running east along the present East 4th St. to the center line of the present high school grounds there. He cleared his first acres with his own hands. From 1892 to 1894 he was justice of the peace for this district. He was a veteran of the Civil War. He was one man who tended strictly to his own business and prospered thereby.

This old homestead today embraces the Frazier Addition, Woodlawn Park, metes and bounds, the Lainhart and Potter Addition, the court house, Fred Rue's home and the large city park, the west 5 acres of the school grounds, to the south, the Frazier Crescent and metes and bounds. The creek crossing U. S. 1 is named after him, Frazier Creek.

* * *

McPHERSON, SIMMONS, PARKS HERE IN '89-90

In 1889 John Taylor arrived here, having heard at the time from his aunt, Mrs. Albert Stypmann, of the good opportunities here. After looking around, he homesteaded 160 acres south of the present townsite of Salerno abutting the Dixie Highway to the west and running east to the Indian River. He farmed the first winter across from Eden, raising beans, lettuce, later worked for the O. K. Woods interests, and in 1892 took over the planting of acreage in pines for Eaton & McGinnis, Northern men who had invested here, and in the late "teens" were the largest pineapple growers here, harvesting from 70 acres. John worked hard on his homestead, clearing about 4 acres with his own hands, and planted same in pines. He soon learned that the place he had taken was several degrees colder than our river here. He lost several crops and discontinued planting there.

Tyndal and Dyer, both cavalry soldiers of the West, after their honorable discharges came to the river in 1889 and bought land on the west side of the North Fork near a creek, later named Winter Creek, built a good home there and planted pines. Hubert Bessey built a fine boat for them, a 4-ton sloop, for their travel and transportation of supplies. As this was an outlying place, with no neighbors nearer than 6 miles to the south, none to the north, or to the west and, with Jensen about 8 miles to the east, they decided to sell in 1891 to James Winter. Tyndal moved to Jensen, bought 10 acres there and W. J. Dyer bought 5 acres from H. W. Bessey about 300 feet south of the mouth of Poppelton Creek.

Gordon Parks came here in April 1889, but first stopped at Jensen, where he took over the management of planting and cultivating pines for James Holmes of Cocoa. He settled on our river later, when his father and family came down.

Early in 1890 Robert McPherson, his wife, Marcia, and sons, Robert and George, and small daughter, Ruth, arrived here, buying 40 acres of land from Otto Stypmann to plant pines. McPherson had been a successful farmer in Nebraska, came down here on account of his son, Robert's, health who needed a warm climate through doctor's orders. Robert Junior passed away in 1895. Mr. McPherson, a pioneer of the West as well as here, was interested in the up-building of the local church, was a deacon of the Methodist Church for years, and was active in the building of the First Methodist Church, a hollow concrete building. This church was destroyed by the large conflagration on Jan. 1, 1915, along with seven other buildings. After the loss of the church, he and his wife, with other Methodist members, built the present church. He passed away a few years later.

Early in 1890 O. K. Woods and two brothers bought up about 200 acres of land on the river. They lived near Rockledge, the first "tourist mecca" south of St. Augustine in those years. When the Woods were ready for planting, they sent Maurice Raiford Johns, who had been working at Rockledge—coming there from Orlando where he was born—to oversee the clearing and planting of 10 acres of pines. Negroes were sent from Rockledge to do the clearing. John Taylor was a strawboss there. It may be stated here that the Woods plantings were the largest in the early years, more than 100 acres.

HOMESTEADED INDIAN GROVES HERE

A young homesteader of 1891 was Larry P. Wright of Rutherglenn, Va. His 160 acres embraced what is now Indian Groves, Fern Hill Cemetery, Hillcrest and Lincoln Park. His wife, Ruth, who now lives in New Smyrna, is the daughter of Mr. and Mrs. C. W. McPherson of West 2nd St. The baby, Cora Bell, in the picture is now Mrs. George Deal of New Smyrna Beach. Wright sold out in 1900 and moved to their present home where he died a few years ago.

PIONEER CHURCH ORGANIST

On one condition did Mrs. C. W. (Bell DeLany) McPherson agree to join her husband in 1897 in a trek from their Douglas, Nev., home to join his parents, the Robert McPhersons, in the Florida wilderness. That condition was that she would not have to be the organist which had been her responsibility since childhood. But Stuart's regular church musician was ill the first day they went to church and she answered the call. She is shown above with her brother, Elry, who often accompanied her on the violin during his visits here.

After finishing the summer planting of this place, Maurice took up 160 acres of land west of the present Palm Beach Road, running west to the center of the present high school grounds along the present East 4th St., built his homestead house on the hill overlooking the "old hospital lake" to the east. He cleared and planted his first acreage with his own hands. He was a deputy sheriff by Chillingworth, the second high sheriff out of Juno, our county seat in those days. He held this office later under Sheriff John Frohock at Miami, under Captain Baker at West Palm Beach and later under the son, Bob Baker, who succeeded his father in office. While working under Bob, he was sent out to arrest some criminal hiding in the woods. He contracted an illness which caused his death a few days later, dying in the line of duty. His homestead embraces Highlands Addition, Boggan Addition, metes and bounds along the Palm Beach Road and the colored baseball park.

In 1890, Uriah Simmons, wife and three daughters, Belle, Maude and Clara, came to the river. Uriah bought 6 acres of land from H. W. Bessey and built a home. He sold the place in 1893 to Dyer and Guller, who called same later the Tamarind Pinery.

Uriah then moved across the South Fork, started an apiary and planted vegetables. He had the first strawberries on the river and received $1 a quart basked in early season, shipping most of the berries to the Royal Poinciana, Palm Beach, then the largest hotel in the world. He also sold the first dime honeycombs, as they came out of the hive. This comb was about 6 by 6 square, weighed nearly a pound. In season one had his choice, Palmetto-honey, Orange Blossom, Black Mangrove, Penny Royal and the common mixed. In 1901 he started a boat yard and built some of the finest naphtha launches on the river. He was afflicted with deafness, but could repair and tune up any motor by feeling the vibrations in boat or car. He was a true friend, always helpful to others, reached the ripe age of past 90.

* * *

GULLER, WRIGHT CAME HERE IN 1891

In the same year Dr. Haney arrived with his son, Karl, from Toledo, Ohio, where he had practiced medicine. He bought land across the river west of Mt. Pisgah and built a small home there. As some of the oldtimers in Jensen had told him of the strong gales here, he built his home close to the ground, sides not quite 5 feet high; to enter one had to stoop very low. He sold this land in about 1893. Karl took up a 160-acre homestead across the river, built a better home over there, planted a few acres of pines. He was a good childbirth doctor, but not imbued with the use of soap.

It may be a good place to interpolate here a visit of Uncle Broster Kitching about 1896. Coming into the doctor's home, looking at his dishes on the table, seeing the plates, cups and saucers there with the frypan—all looked alike in color, black—the cups had a small spot where the lips touched them. Uncle Broster called out, "Doctor, why don't you make Karl do the dishes?" Old Doctor, who wore a long white full beard like Uncle Broster, studied the dishes awhile, then said, "What's the use, Broster? In three weeks they will be as dirty as now." Well the old Latin saw "De mortuis, nihil, nisi bene," applies here.

Charles E. Guller also came in this year, looked around, found a 160-acre homestead, running south of the present Fern Hill Cemetery boundary for 1,320 feet, abutting Kanner's Highway (Road 76) to the west, running back east from the highway for three-quarters of a mile and west of same for one-quarter mile. To get an outlet for the homestead he bought 6 acres of land to the river from H. W. Bessey. He cleared and planted his first acreage with his own hands in 1893, entered a partnership with Will J. Dyer and planted a large acreage. Charlie Guller lived here until about 1937 when he went North to make a home with his son. He died about 1939. All his land is in metes and bounds, except 20 acres which the writer bought in 1936 for a future city cemetery.

Larry Wright also came in 1891, took up 160 acres abutting Guller to the east, running north one-half mile, abutting Kanner's Highway to the east, and running east one-half mile, a true quarter section. He planted pines and few citrus trees, married Ruth McPherson. He sold his holdings about 1900 and went to New Smyrna where he died a few years ago. The old homestead embraces the Fern Hill Cemetery, Indian Groves, metes and bounds to U. S. 1, Hillcrest and Lincoln Park.

In early 1892, Thomas Taylor, older brother of John Taylor, came over from England, where he had served as a sergeant in the Army. He took up 160 acres abutting H. W. Bessey to the north, running south to the Palm City bridge, along the shore of the South Fork, extending back one-half mile. The Palm City road runs north and south through this homestead and it was bounded on the east by the present Kanner Highway. After proving up his homestead and getting his citizenship papers at Juno in early 1898 (the writer was one of the witnesses), he exchanged 80 acres with his brother, John, of the Indian River homestead.

Both men cleared acreage with their own hands, planted pines. Not wanting to sit idle in winter and having lived on a farm in Ireland, he started to raise vegetables in 1896, cleared the river frontage, then a dense jungle of saw palmettoes, and planted beans and tomatoes. In summer he planted cover crops, which were plowed under in early fall to make humus in the soil.

Speaking of work, that was Tom's and John's middle name. Tom hauled white sand on his tramtruck, laid a track to the new vegetable field and filled up the low places there with "pure white" Florida sand, but as stated, he put new life into his fields every year, planting cover crops, same as John did from 1906, when he moved to his place where he is living today. John had been manager of the Eaton & McGinnis place from 1892 until 1905, produced fine pines and made money for his employers.

Keeping at farming fall and winter, they built up a fine soil as productive as the best, and frostproof, as the vegetable land abutts the South Fork. John also planted a small citrus grove, still bearing today lots of mangoes and avocado pears. Health forced him to stop farming. Both men were true friends, always ready to extend a helping hand to the newcomer and the needy. Thomas died in the summer of 1938 while the writer was at White Springs.

Harry A. Dyer came soon after Thomas Taylor, being brought over here by his half-brother, William J. Dyer. He was not too robust, left the cold Canadian clime on this account. He homesteaded a quarter-section on the west side of the South Fork extending to the bend in the North Fork. Most of this land in later years has been used as productive farm land and is farmed today. In 1901, he entered the Armour Fertilizer Company, and was sales-manager of this firm for the State until he retired after serving for over 20 years. He was the second Mayor of the City of Stuart, having served the Town of Stuart in prior years as chairman of the Town Council Board. He died about 1935.

* * *

FIRST TRAIN HIT STUART MAY 1, 1894

Benjamin Parks with his family left his native State of North Carolina in February 1882 to seek a milder climate. He settled in Lake County, where the children grew up. His oldest son, Gordon, left there in March 1889 and came to Jensen April 2. His brother, John, left a little later, taking a job at Rockledge first as a hand in a large orange grove, later its manager.

Both sons told their father to come further south, Gordon stressing the advantages of the St. Lucie. Benjamin sold his holdings, came south, stayed for a while with John at Rockledge, and came here early in 1892 with his wife and children, Noah, May, George W., Flora Zell and Fanny. He bought 80 acres of land abutting Palm Beach Road to the west, running east one-half mile, abutting the Rudolph Krueger land to the north. He planted pines, started a poultry yard and an apiary.

He specialized in the culture of queen bees and made good money, planted the first No. 11 Mango, limes, lemons and citrus trees, and in early fall of the same year planted a good home garden. He was a veteran of the Civil War. He planted the first fancy persimmons which were delicious and regaled his friends with same. Talking to him one day, he told that he was 70 years old, had all his natural teeth, which were wide spaced and well kept, had never been in a dental chair up to that age and never had a toothache. He died in 1926.

He was a good neighbor always, willing to help to his full ability, a true gentlemen of the old South. His former holdings embrace Lake Charlotte, Aaron Cleveland's home and the back 40 acres owned by Gladys Parks.

Uncle Broster Kitching came in May 1892 to look after the interests of his brother, Walter, who was planting 2 acres of Egyptian Queen pineapples. The land was cleared at his arrival. As soon as the Queen slips—cost $500 an acre—were delivered, Uncle Broster tended to the planting of this fancy variety of pineapples. In the late fall of 1894 he built a store a little south of George W. Green's present home, established thus our first mercantile business.

He was brought up in Quaker belief, later joined the Methodist Church here and was an official of the Methodist Church until his death in 1913 at the age of 87. He came to this country in the early 1870s, went to Texas where he taught school for years. About 1884 he came to Florida to unite with his brother, Walter Kitching, who had homesteaded back of Sebastian. Both were expecting their brother, Sylvanus, with family from England, who settled at Sebastian in late 1884.

Uncle Broster was a sincere Christian. No needy ever called at his door in vain. He was one of nature's gentlemen.

About May 20, 1893, Kurt Schroeder arrived, via New York, where he'd spent three weeks with the youngest brother of his mother, who insisted that he should stay there. He did not like New York which at the time was a city of more than a 1,000,000, but as far as sanitary conditions were concerned rated as about a small town of today. There were all kinds of arguments brought up by the uncle to keep him there, among some of them that he would be killed by Indians, alligators or rattlesnakes, but none held good as it had been his intention since 1888 to come here.

After reading letters from Uncle Otto and Ernest Stypmann, describing the life here, there was nothing to hold or deter this newcomer from going south. He homesteaded 80 acres north of the Palm City cut-off road to U. S. 1 running one-half mile north on the east side of Kanner's Highway and one-quarter mile east. He grubbed the first 6 acres of land with his own hands and cut down some of the large standing timber. This homestead was sold in part to Erich Schroeder, who came here in 1907 and to Victor Wendt, coming in 1903, and the balance during the boom. It is still in metes and bounds.

John Olsen, a Swede, came in the fall of 1893, took up 160 acres of land, planted pines and was the first winter farmer here, planting beans and tomatoes, finding a good market for same at the Royal Poinciana Hotel, Palm Beach. Most of his holdings are metes and bounds today, but Glendale, Highland and Dixie View Additions of Stuart embrace a part of his old homestead. He was a hard worker, married about 1898. His wife, with power to draw checks on his bank account, drew out his balance of $3,800 and disappeared with an Italian section hand working on our railroad section. Olsen was our first mail carrier from the FEC trains at [illegible] month for the first two years.

Jack Sparwath, a Dane, came early in 1894 before the railroad was finished. He took up 80 acres abutting Parks' land to the north, and the present Palm Beach Road to the east. He was the last homesteader on the south side of our river. He planted pines, grubbed his first acreage. He was a first class florist and was employed for several years as head gardener of the Royal Poinciana grounds. The frontage of his land is owned today by Mrs. Osie Hopkins, Louis Bell and wife and the Rev. H. H. Jones.

The first train of the FEC Flagler System came through Stuart May 1, 1894. Most of the Potsdam population was on hand to rubberneck.

That first train wrote "Finis" to frontier and pioneer down here. With regular schedule, the great Northern and Western marts were opened and were easily accessible by mail trading to our settlers. Montgomery Ward's catalog appeared here in the early summer of 1894. Fresh meats, Northern vegetables and fruits not seen here before became staple. Ice was shipped in and with it came the first cold drinks, Birchbeer," "Root Beer" and "Sasaparilla." Medical and dental offices could be reached within 3½ hours. Banking business could be completed in 11 hours.

Improvements and comforts in home made rapid strides. Mail, newspapers and magazines from New York arrived here in two days instead of five to seven days, and by telegraph we were connected with the world of that day. The former old days were "Tempi passati."

* * *

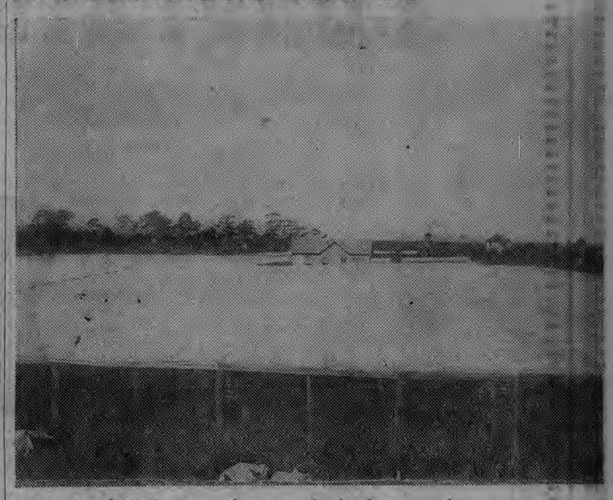
JAMES WINTER WAS FIRST MAILMAN HERE

The north side of the river settled more rapidly. In 1884 Dan Kelley and wife, Lisa, with Dan, Jr., took up land on the east side of the North Fork about 1½ miles north of the present Roosevelt Bridge. He planted pines and, with a few others, planted mangoes. He and Ernest Stypmann were close friends in the carpenter trade. In slack times they turtled together.

There was a mango tree planted close to his house. When it gave shade, Lisa used to wash under it and emptied her tubs around the roots, which caused it to outgrow all other mangoes planted at the time. In May 1893 it was loaded with fruit, and some of the boys sailed over and bought this fruit for 15 cents a dozen. The fruit was dead ripe and had a fine taste, but in later years, when better grades of mangoes matured, the original

(Continued on Page 5-D)

PROTECTION FOR THE PINEAPPLES



Until 1908 pineapples were the leading crop here. As a protection from frost and sun hundreds of acres were covered by slat sheds as shown above.

EVERYONE JOINED IN BEACH PICNICS

This picture will bring back many happy memories for the adults who recall the early-day picnics on Jensen Beach. They were all-day affairs and planned weeks in advance. All available boats were assembled for the only means of transportation and each one was loaded to capacity with kids and parents and tubs and baskets of food. After a 5-mile trip by water the picnic group landed at the Indian River dock which was about half-way between the present Coast Guard Station and the inlet. A builtup board walk across the mangrove swamp led to a fine beach pavilion, about 40 by 40 ft., with hipped, shingled roof and a wooden floor surrounded on three sides by seats and rails. Dressing rooms filled the north side. The contractor? Well, every able-bodied man had a hand! That's the way they built schools, churches and practically all the buildings in those days.

The Schroeder Story

turpentine mango found few takers.

As stated before, Edward Glutsch and his mother homesteaded 320 acres of land, running west from Cleveland Creek meandering the rivershore for half a mile and reaching north for 1 mile. The 1925 boom developed the Rio and Rio Terrace Subdivisions, which are part of these homesteads; the balance is still in metes and bounds. The mother died in 1896, a year after she moved into her new home. Ed died in 1907.

In 1885 Albert Stypmann with wife and daughter, Mamie, arrived on the river to make their home. Albert homesteaded 160 acres, taking in Haney Creek and the "Hill". He built a two-story home west of Haney Creek. The heavy white frost of April 2, 1888 discouraged him with farming and he went back to his old trade as chef for which he was well-known in the Northern summer resorts of New York State where he worked in the best hotels. In 1875 and '76, he was chef at the old Ponce de Leon in St. Augustine, the first winter resort of the old east coast in our State. His home on the north side was destroyed in 1895 by a forest fire that swept the section.

Cleveland and Toussaint dropped down from the North to establish a home, Cleveland taking up 80 acres from Cleveland Creek east along the river, reaching back one-half mile. He built a fairly good home, planted pines, but he must have had a bad conscience as he shuttered his windows with 1-inch shutters which he bolted tight each evening at dusk. His doors were made of the same strong material. He worked the carpenter trade for awhile and got his mail at Jensen, fell out with the people there and honored our side with his presence.

Wherever he went, he carried a large dinner pail, not full, in which he had a snub-nosed .38 pistol. He sold his holdings in 1896 to Augustus Warner, a retired police sergeant of the City of New York. Cleveland left here for Cuba, probably to get a little further away from his nemesis.

Toussaint bought 40 acres, planted pines and a small orange grove.

In 1886 George Gosling and Jack Stuart homesteaded 160 acres, taking in the west point of the river. They planted pines. Both were young "batches" and lived a merry life. In 1889 when Jack was called back home he was glad to go, but as bachelors he and his friend Gosling had given little care to the clothes they brought from the North. Silver roaches had made short shift of them.

A trade boat, making a monthly run from Titusville to Jupiter, dropped into our river on her return trip. The schedule was never on time, varying considerably; from five to six weeks went by before the trader dropped anchor. Poor Jack was in a quandary, as all his clothes were unfit for a steamer trip to Titusville. After consulting with friends he decided to sacrifice the "jib" of his sloop. Mrs. Lisa Kelley was elected to make a new pair of pants. Using an old pair of khaki britches as pattern, she turned out a satisfactory job. A friend helped out with a shirt and Jack left fairly well dressed in a pair of "duck pants" and the shirt, via steamer from Jensen to Titusville, the railhead. There he replenished his wardrobe.

Gosling continued to live at the homestead, proved up on the same in 1891 and went North taking a position as a "whiskey drummer." He came back in 1908 to build a home now owned by George Keith. Gosling on his first visit back in 1893 planned a new planting and placed Ernest Stypmann in charge. Gosling, to protect his pines, built the second pineapple shed on the river. About 1918 he sold his holdings to Charley Meyers, a millionaire from Atlantic City. Gosling moved to San Francisco where he operated a furniture store and he died about 1934.

In 1889 John E. Fultz, with wife and sons, George and John, Jr., and daughters, Julia Lee and Gertrude, sailed from South Carolina to make their new home up the North Fork. They chose the high spruce pine land for their future home, called it Spruce Bluff. A little later his son-in-law, James Winter, came down with his wife and daughters, Mary and Nan, and son, Sidney. Jim bought out Tyndal and Dyer and later bought some land on the south side of Bessey Creek where he planted pines.

He was the first mail carrier. Connecting with the FEC, he had to row his boat in any weather—"the mail must go"—7 miles a day, three times each week, for the magnificent remuneration of $10 a month. He was faithful and true to his job for 15 long years.

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FROSTS DISCOURAGED SPRUCE BLUFF SITE

Many new arrivals came in rapid succession, Druid Hankins with his parents, and Jim Bonnet, his brother-in-law, with a passel of children. It was hard to keep track of them as there were so many. John Calhoun, Bert Davidson, the old hermit Bridges, a veteran of the Mexican war, who was the first pensioner here. Later came Captain McCall and Thomas, Ben, Lem and Jim Britt, Old Man Gore with some kids. In 1891 Jem Fultz petitioned for a Post Office, which plea was granted and the name of Spruce Bluff adopted.

John Calhoun was the first mail carrier operating a 20-foot schooner-rigged boat. His route was from Spruce Bluff to Sewall's Point, picking up the Potsdam mail, and Otto Stypmann's. His runs paid well as he acted as freighter, bringing freight from the Sewall's Point "Todd dock" to the river settlements. Ben Davidson followed as mail carrier with a 20-foot round bottom catboat, a masterpiece of Druid Hankins' cunning as a boatbuilder.

He carried this mail until the arrival of the first east coast train when his contract was voided and Jim Winters and Hans Olsen took over.

Charles D. Blakeslee came in early summer of 1893, homesteaded 160 acres on the north branch of Winter Creek, later called Blakeslee Creek. Winter Creek had three branches, the Blakeslee Creek, the Middle Creek and the Winter Creek branch, flowing back north and east. E. D., a dapper young man at the time, always dressed carefully and neatly, planted pines and spent the summer of 1893 on his land, erecting a snug homestead cabin and clearing land. Fall and winters he fished with his father, Capt. John Blakeslee, and summers thereafter spent at least three months north of Stamford, Conn., where his father owned fishing-grounds.

In the spring of 1896, the writer and C. D. fished together and spent their week ends at C. D.'s homestead. At that time Spruce Bluff enjoyed its first school. Miss Heath, a good looking young teacher from Tennessee, taught the first term there. She boarded with Mrs. James Winter. Soon after the establishment of the school there, the Methodist Church followed, sending a preacher there to hold services bi-monthly.

One of the Potsdam young swains fell desperately in love with the young teacher, rowing the 6-mile stretch to take her from the boarding place to church and home again. Spending a few minutes with her, he rowed her to his home—a 14-mile trip. Asked one day if he intended to marry this fine young girl, he gave the perplexing answer that he had promised his mother he would not marry a teacher. His promise did not hold, though, for two years later he did marry a teacher.

The larger part of the Spruce Bluff settlement was on the west shore of the river. The temperature was about 4 degrees lower than on our south side. White frosts were there annually and recurrent and after a few years of battle, most of the settlers became discouraged and left there. Some came to Stuart. Others went to West Palm Beach. John E. Fultz stayed until 1905, when he left to take over the duties as county clerk of the newly created County of St. Lucie. Fultz held this position until 1919 when he died. With the families gone from Spruce Bluff, the cleared fields soon were overrun with seedlings and weeds and fell back into the original wild state.

The South Fork south of the Palm City bridge didn't settle like the rest of our river shores. The first homesteader out there was Otto T. Kimbal, who went out there about the fall of 1895, took up 160 acres around the present South Fork bridge, near Tropical City Farms. He and the family spent about six months on this homestead. His good wife saw people twice a month when they bought groceries. They became discouraged and decided to leave.

J. P. Lees, who came along about that time, paid Kimbal a small sum for his improvements, reclaimed the homestead, stayed there the allotted time of five years and, after proving up, received his Government patent. He died there some 30 years ago, and his daughter, Mrs. Peck, still owns a part of the old homestead today.

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SCHOOL NEED HERE EVIDENCED BY 1888

After the erection of their first homes on the land they had taken up, the settlers commenced to worry about educating their youngsters.

In 1888 there were six children of school age, raring to go continue the study of the three "Rs", then principally taught. The good fathers notified the county seat, but no action was taken. In those days the county solons took care of all matters in the county. There were not more than 50 children in the county of Dade, at that time the fourth largest county in the Union.

But this good old county of Dade was at that time "ailing" and it seems that more than half a century had changed little of this ailment. Old solons and city fathers are familiar with the answer received 57 years ago, "no funds available." Most of the new settlers lived on their homesteads, which were tax-free and proven and the government land patent was granted. The patent was signed by the President then in office.

Well, it may be news or an old story to some, especially those who read the Barefoot Mailman, which is about the three county commissioners at the north end of the county. Two were personally known to the writer, Doc Hendrickson of Palm Beach, formerly called Palm City, who owned a store 1½ miles south of the old Lake Worth Inlet. The other was Doc Baker, postmaster, medico, and county commissioner of Waveland—yes, Waveland was in Dade county at that time. The county commissioner from Jupiter was the third from the north. The "inlet-hopping" skipper was Ulysses Hendrickson, brother to Doc, who for many years operated "Mary B" and "Emily B," schooners that brought trade from Jacksonville.

The barefoot mailcarrier at that time was John Burchard, who operated a grocery in the early nineties at West Palm Beach. It stood about 100 feet south of the Methodist church at the corner of Datura and the Federal Highway. At that time it was way out in the sticks. With the beginning of the pineapple industry here, many wary of the cold North commenced to go "Way down South" to try their luck. The Palm Beach section got some of this influx. As there was no other route for water transportation at that time, it was necessary to go by ocean.

There were two settlers on the oceanfront between Jupiter and the north end of Lake Worth. When the railroad was finished it started at Jupiter and stopped at Mars, second flag at Venus, and finished at Juno. As it was named after some of the planets, it was dubbed the "Celestial Railroad." The right-of-way for about seven miles lay on the beach and is used this day as a part of U. S. No. 1, and enjoyed by all the tourists who travel that route.

Coming back to the county solons, our three of the north agreed to disagree with the south end, then the Miami and Homestead districts. In the altercation the northenders announced that they were going to change the county seat, and they did. When the votes were counted the Indian trading post of Miami—which was then in its "first real estate throes"—and lower section mustered 82 votes, and the northenders were proud of their 102 votes. Of course, the new pineapple industry here was the main factor of our many votes. The old solons of the north end, after some wrangling, were in favor of the "ostuh terminal" of the Celestial Railroad as the new county seat. At their next meeting at Miami—the northenders had to go by sailboat—the northern majority demanded the change but was shocked when the high sheriff who attended the commission meetings then held in the old Dade Fort of Seminole Indian War, casually stated that as long as the county records were at Miami, it would remain the county seat.

Well, Juno became our new county seat and soon after the new court house was built our settlers approached this "new and near seat of wisdom" for an appropriation to build a school on the St. Lucie river, post office, Waveland. The county fathers knew that a school had to be built and were willing, but in spirit, not in flesh. The county coffers could not stand the strain of building the new court house. Well, as you know, tempis fugit, so by 1891, more settlers had arrived, the settlement had its own post office, known then as "Potsdam." At that time there were 10 children here of school age. A committee of three was appointed to travel to the county east at Juno, about 28 miles south, to demand a school for their growing youngsters. Of course many of the fathers had rowed over to Waveland to bombard Dr. Baker, our commissioner. The outcome was that the board would furnish the lumber, doors and windows, also hardware, if the settlers would build the school. The material bills were some $30. Ernest Stypmann, boss carpenter, gathered friends and proceeded to build the new school, a 12 by 18 building with four windows, two doors, shingles, sidings 1 by 12 up and down. The site was temporarily given by Otto Stypmann. The building was completed and stood then a few feet south of M. G. Littman's home.

The first teacher appointed

(Continued on Page 7-D)

SUNDAY AFTERNOON ON THE ST. LUCIE

A gay relic of 1894. Left to right, the men are C. E. Schroeder, Harry E. Hill, Frank Waner, Jim Nailor, Jake Padget, Ed L. Winter and Charles B. Blakeslee on a Sunday afternoon in the now extinct settlement of Spruce Bluff on the North Fork of the St. Lucie.

Otto Stypmann Settled Here in 1882 To Work 47 Years for Stuart's Good

Otto Stypmann was born at Pelzin, Germany, a large estate belonging to his parents. In 1869, at the age of 18, after finishing school, he entered the Merchant Marine, intending to work his way up, later taking a final course at the Merchant Marine school at Hamburg for his mate's papers.

Learning that his father and four brothers had left the old country for New York City, he came to them the first chance he had, landing in New York in 1872. He went to work there under his oldest brother, Albert, who was chef in one of the large hotels, learned his trade well, later holding responsible positions as chef in the summer resorts of Rockaway Beach, Lake George and Shelter Island, earning then $250 a month.

On advice of his brother, Albert, chef of Ponce De Leon Hotel, St. Augustine, in 1876, and letters from his brother, Ernest, who had homesteaded 160 acres at Duck Point south of Sebastian, now Wabasso, he came to Florida early in July 1882. He went to the Gainesville land office and picked out the homestead which his brother, Ernest, had marked out for him prior to his coming. From there he went to Sanford on the Plant Railroad, from where he and his wife, Mary, and his young nephew, Henry Stypmann, then 7, traveled by ox team owned by Silas Thompson, colored, to Titusville. At Sanford they found their household goods, shipped from New York, which were brought along on a second team.

Got Here In August 1882

At Titusville they were met by brother Ernest with a large boat to take them to the St. Lucie River. They spent several days ordering lumber and supplies to be sent down by a schooner that plied these waters as a freighter. This schooner had been to Eden and Jensen several times, but the St. Lucie River was new to it. Arriving here in the first days of August 1882, they pitched tent. Otto and Ernest then hunted up the corner boundaries of the new homestead, and to be sure to build right they settled in the middle.

Otto was the second settler to arrive here, coming six weeks after H. W. Bessey, who had homesteaded on the South Fork of the river, building his first home at Bessey Point. Bessey was not enthusiastic about the pineapple prospects at that time. After proving up on his homestead in 1887 at Juno, county seat of Dade County, situated on the north shore of Lake Worth (later the terminal of the Celestial Railway), he left the settlement and took over the House of Refuge, now known as the Coast Guard station. He opened a boat yard there in connection and built many a fine sloop, yawl and smaller boats. He returned to Stuart in 1901.

His leaving here made Otto Stypmann the first bona fide settler, as Otto lived here continuously until his death. After arrival of his lumber and provisions, he and his brother built his five-room home, a 1½-story house. In the fall of 1882, Otto started to clear his land for pineapples to be planted in the summer of 1883. He cleared 8 acres with his own hands. Hise entire plantings by 1913 were 30 acres.

Our good folks today get peevish when they have to walk half a mile to a store. In 1882 the nearest grocery was 110 miles north at Titusville. E. L. Brady there was general merchant for our settlers and later comers.

Groceries in Big Quantities

Groceries for the settlers were bought in quantity: flour, grits, corn meal and rice by the barrel of 196 lbs.; oatmeal, the good old breakfast food, came in 98-lb. half barrels, all wooden. There were no sacks in those days. Pickled corn beef and pork came in barrels, and were also bought in half barrels, along with large quantities of salt pork, also known as "sow bosom." Weiners came in 50-lb. tins known as oil sausage. Corned beef and roast beef came in 2-lb. cans and larger sizes. Fresh meat as known today was an unknown quantity here, but there was an abundant supply of game: deer at your door then, also turkeys and millions of ducks, all to be had with small exertion.

Fresh water fish were waiting for the hook to be dropped. In these days our river was fresh. Manatee grass, wild rice and other plants grew out from shore for 200 or 300 feet on both sides of the river. Two shotgun shots would bag from 20 to 25 ducks, the first shot seldom more than three or four but the second when the ducks rose brought 20 and better. These ducks were mallard, teal, canvasback, spoonbill and others. The raft duck coming now to our river was little known then on the St. Lucie.

When groceries ran short, neighbors helped out. A trip to Titusville in winter against a norther meant a week's sailing to get there. The same wind would bring you back in a day. In summer, it was just the reverse.

In the first two years the pineapples were shipped in bulk on a schooner which called from Titusville at Eden, Jensen and—on request—up our river. The pines were loaded as bulk-loose, with small wooden partitions being set up between the different shippers' lots. In the long run to Titusville, the schooner would run her lee deck under water and then the pines began to mingle. Many a grower who had shipped large fruit received returns for small pines and vice versa.

Mosquitoes by Millions

The growers stood this for two seasons, then built their own boats. With their new 7½-ton sloop Dora, Otto, Ernest and Carl Hars hauled their own fruit and brought back fertilizer for themselves and neighbors. The Dora beat the steamers in the early 1900s many a time. The first pineapple slips were brought here from the Florida Keys where planting had gone on for some years previously.

In 1886 there were sufficient settlers here to get their own Post Office. Prior to this they had to go by boat to Waveland, where Dr. Baker was postmaster. This office could be reached by boat by crossing the river at O. W. Woods Point (now the site of Snug Harbor) and walking across to the Post Office which was about 150 feet west of the Indian River at that point.

Dear Reader, you are all upset today when a pesky little mosquito buzzes near you, and when you see three or four you telephone the Mosquito Board wanting to know why. In those early days mosquitoes were counted by the millions. The road to the old Waveland Post Office in those days was a tunnel cut through a jungle. The saga states that to be safe from mosquitoes you had to take your old trusty shotgun with you. When entering the tunnel of the jungle, you turned loose one barrel loaded with fine shot, ran like hell to the Post Office to arrive there alive. Without these precautions, you faced near death from exhaustion caused by loss of blood. You saved the other barrel for your return trip to the boat and acted likewise.

A petition was sent to Washington and four names submitted for the Post Office. Otto Stypmann was appointed first postmaster and the 4th Assistant General Postmaster chose the name Potsdam. For several years this section was known as Potsdam and the Post Office served both sides of the river. Settlers had come along on the north side of the St. Lucie.

Otto Was First Realtor

Otto kept the office until 1895, when it became a nuisance. There were many colored laborers here at that time, clearing land and working in the fields. Otto resigned, and Broster Kitching, who operated a store at that time, was appointed. This office, while Otto held it, paid as its highest compensation $16.48 for a three-months operation. Letters to and from home were as regular in those days as they are today, that is few and far between. The biggest part came from the growers to the commission houses up north, as bills of lading had to be mailed north with each shipment of pines.

Otto Stypmann sold the first real estate on the river in 1888 to Chambres and Capton, two doctors who practiced at Merritt's Island east of Cocoa. He sold 40 acres of which they planted 35 and sold 5 acres to Noah Parks in 1894. This land today embraces St. Lucie Estates Section 1. In 1892, he built the first deep water wharf, hiring a pile driver to put down the piling. In the same year he built a new home, a 6-room building standing today between Osceola and the river where Riverside Dr. joins Osceola. It was at that time the first modern home. The first real home with running water and windmill to provide the water was built by Bob Jones, a contractor from Cocoa, who built it in the late fall of 1894 and spring of '95 for Walter and Emma Kitching.

From the inception of the local Democratic Party here in 1886 till 1896, Otto Stypmann served this district as the first Democratic committeeman. For years he worked faithfully with Joe McDonald, builder of the Royal Poinciana, and Captain Dimmick and others for the good of Potsdam, and later Stuart and Dade County. In recognition of his good work, his nephew, Henry Stypmann, was appointed the first tax collector at West Palm Beach, after the division of Dade into two counties.

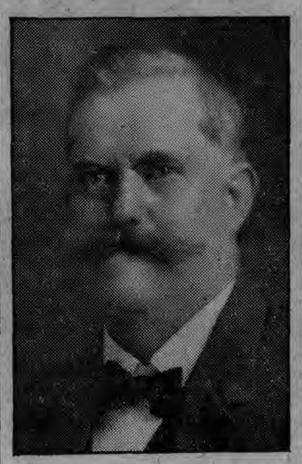
Let me state here that Dade County was the fourth largest in the Union at that time. It stretched from Homestead to the south shore of the St. Lucie River, a distance of 145 miles. The Everglades were all part of Dade County at that time. The 1897 white frost, which contrary to all reports that came from the South that a cold spell had passed here without damage, ruined that year's crop.

Pineapple Market Killed

Otto saw the necessity to put up protective sheds. He was the second grower to put up a 3-acre shed in the summer of 1898. He extended his sheds to 18 acres in the following years. A pineapple shed at that time could be put up for $175 an acre, using pine lath and lumber. Cypress put the price up to $250. There were two different styles used from then on, the woven shed in which lath were woven into three double strands of wire, and the nailing shed, where one by six slats were nailed to one by six stringers. The lath was put through two strands of wire and after a half twist was nailed to the one by three slats.

The year 1908 played rough with the pineapple growers on the east coast. The railroad gave express service to the Cuban shippers, taking their pines by fast steamer from Havana to Long Key, loading the crates there, slatting them down in airspace rows like our shippers had done for the past 5 years in carload shipments. Then they gave the "Fruit Express" the right-of-way, Mail trains and others had to go in the hole, as the rail men called it. Pines were shipped from Long Key to Chicago in 72 hours.

Our pines, which we had to haul to the dock, put in the car and slat, were taken from here by a special train to the Fort Pierce yard to be assembled for the proper routes and started from there. It took the Cuban pines 72 hours to get to Chicago at the price of 47 cents a box from Havana, loaded free. It took those from Stuart to Chicago from 144 to 156 hours at the rate of 94 cents a crate, loaded by the shipper, when shipped per carload. In this way, the Cubans were able to get two shipments to a market in the same time that we were able to get one. This broke the local markets. Shipping at that time was not very systematized, but



OTTO STYPMANN

returns per crate averaged 60½ cents. It cost the grower 65 cents to produce, pack and place a crate on the railroad car. Reader, draw your own conclusions as to what happened here in the pineapple industry.

The year prior we had sold our crop at $1.65 a crate f.o.b. the railroad dock. Let me interpolate here that Stuart, for about four years, was the largest pineapple shipping place in the world. We shipped from 15 to 18 carloads a day in the season from June 10 to 25. We had the largest shipping dock on the east coast of Florida, with three side-tracks. The dock could accommodate 6,000 crates of pines, stood on end only, not piled.

Warmer Than Miami

Also let me add an interesting item not known to newcomers. For eight winters the railroad requested its agent here to wire the temperature of the station at 5 p. m. each day, and the Miami station's temperature was invariably 2½ degrees lower than Stuart. The writer has been at the station several times when the wire came through. Robert Lee Beville was our agent in those years. The later freezes have borne out this fact. When Homestead and lower sections were touched by frost in 1939, many cars of tomatoes were shipped from the Cane Slough plantings of Louie Weiman here.

Otto Stypmann gave up pineapples in 1913 and laid out the Stypmann Addition to Stuart, selling the lots at a good price. His entire waterfront was sold out in 1916 at $1,000 a lot. In 1923, he sold the remainder of his addition to R. R. Ricou, a large real estate holder at the time. He lost his wife in 1923. His adopted daughter died in 1913.

Our first school, a building of 14 by 20, was located on his land. He gave the site. The school was on what is today Osceola St. about 20 feet south of M. G. Littman's present home. Our first teacher here was Miss Katherine Hamilton who lived in the Hubert Bessey house on Bessey Point from 1888 till 1894. She married William J. Dyer in the spring of 1895.

Brother Blackburn came down about 1891 and opened the first Sunday School and Methodist Church in this little school house.

Had Many Friends

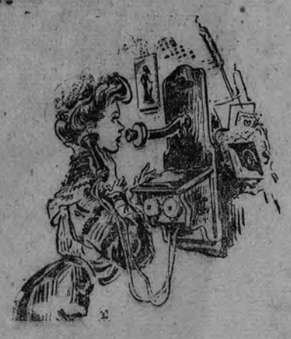
Otto Stypmann made many friends for life. He was affectionately called "Uncle Otto" by the old-timers. He died in January 1929 without direct issue. The 160 acres he took up in 1882 embraces today the largest part of the Porter Addition, High School Addition and East End Subdivision, called for a time Apron String Subdivision.

Two old ladies tried to put it on the market. When their plat was submitted to the Town Council it was turned down, as there were no streets on the site and most of the lots were 20 by 75 ft. After a survey and replatting, it was accepted. The Pelican Hotel stands on part of this subdivision today and it includes the Oak Park metes and bounds five acres, formerly owned by C. E. Schroeder, the Stypmann Addition, the Ergenzinger homestead, the Edg-Riva Addition (now Hildabrad Park), Ben Fox's home and St. Lucie Estates No. 1.

Otto Stypmann was a man of his word and highly respected by all. He was a true friend, always ready to extend a helping hand.

THE END

22 YEARS of SERVICE



How Things Have Changed -

- Since "the Good Old Days"

Mrs. William Chisholm and Betty Chisholm carry on the traditions of Stuart's nationally known restaurant

We've Grown...from a Tiny Roadside Stand To One of South Florida's Finest Eating Spots

Back in 1928, "Bill" and "Anna" Chisholm started a small roadside restaurant — a place to get a cup of coffee, a barbecued sandwich, a hamburger and Coke. It could have been just another of the many wayside stands which line the highway, but the public wouldn't let it stay small.

They liked Chisholm's food, and the homey, friendly atmosphere so well, that their patronage caused the building of one of South Florida's most attractive small restaurants.

Chisholm's has fed more than 2,000,000 persons in the past 22 years!

Since William Chisholm passed on in 1946, his wife and daughter have devoted themselves to carrying on the principles he established. They have never forgotten his creed, as printed below:

"WE BELIEVE THAT EVERY PERSON HAS A MISSION IN LIFE — AND THAT OURS IS TO FEED THE PUBLIC. THAT BELIEF AMOUNTS TO A SACRED CONVICTION WITH US . . . WE HAVE ALWAYS FELT THAT IF WE DO OUR PART BY GIVING THE PUBLIC GOOD SERVICE AND GOOD FOOD, WE WILL SUCCEED OURSELVES.—

William Chisholm"

CHISHOLM'S

Member National Restaurant Association

FEDERAL HIGHWAY STUART, FLORIDA

The Schroeder Story

TURPENTINE WAS AN EARLY INDUSTRY HERE

Sights like this were not uncommon in the rich pine forests of the pioneer State. Thousands of barrels of turpentine each year furnished income for the pioneers whose livelihood depended on the natural resources of the virgin soil.

here was Miss Kate Hamilton for a term of five months. Miss Hamilton and her mother lived on Bessey Point, the old home of H. W. Bessey. She had to row across the creek to get to her school. Miss Hamilton was a splendid teacher, a strict disciplinarian, well liked by all her pupils. She taught two terms of 1891-92 and 1892-93. In the early spring of 1893 W. J. Dyer persuaded her to change her name and she became Mrs. Will J. Dyer.

* * *

FIRST 'LANDBOOM' HIT IN MAY 1895

A Miss Jones followed Mrs. Dyer as teacher for the school term 1893-94. This young teacher was Sweet Sixteen when she opened her school and now you know why teachers here received the princely salary of $30 per month, but now "found." Her pupils' ages varied from 19 years to 12. She taught one term, had a proposal of marriage from a near septerian, showed good sense and declined the honor. Mr. Kiddner followed her in the fall of 1894. He was a good teacher. He taught two terms here, then left on account of poor health.

It may be interesting to state here, that he was one of the first members of the Exploration Company that set out from Stuart in May, 1895 to "discover" Lake Okeechobee from our little settlement. Of course, many good warnings had been given the tenderfeet of this caravan. Joe Lee May took them seriously, went to Uncle Broster's store, bought a pair of No. 5 stovepipe lengths and cut out three inches at one end in a crescent shape to fit his instep. Joe Lee donned these leggings and was prepared to meet all comers in the shape of deadly rattlers, and he wore same all during the trip.

Captain MacCloud, who was the brother-in-law of Governor Mitchell of our state, was a graduate civil engineer, who laid out the townsite of White City and the surrounding acreage for Colonel Meyers, a Semite from Chicago. This, our first "Landboom" in South Florida, in May, 1895, was just as crazy as the later famous one of 1925, well remembered by most of our present citizens. The reason this once capable engineer came to this little known section, was his fondness for John Barleycorn. Believe it or not (where is Ripley?) Mac, while laying out White City, purchased his favored drink in five-gallon kegs only, placed one under his desk, bored a hole into the bung and inserted a six-foot long quarter-inch rubber tube. He stated that he was raised on a bottle, and still liked to suck his drink in large doses.

Well, coming back to the expedition, on the first day Capt. Mac explored the country ahead on his pony, fortified with a good shotgun and a quart. In those days, there were hundreds of ponds in the backwoods, many of which have disappeared today on account of drainage. Riding ahead Mac took an occasional drink and of course the pony, seeing his rider imbibe, got thirsty and stopped at the ponds to get his drink. Before long, Mac caught on and would tell the pony when a pond came in sight, that it was time to "take one." The final result near evening was that the party wouldn't follow the captain any longer, as he had lost his bearings and didn't remember the location of north. The explorers decided to dethrone Capt. Mac, and appointed Gordon Parks to take command, also the handling of the antidote of snake poison and the rationing out of same daily, fell to him, as they were afraid that the ever-thirsty Mac might make such fast inroads on this antidote (they only carried 20 quarts), that in a serious predicament nothing would be left. Next morning the expedition started off, Capt. Gordon Parks in saddle. Of course there were some strong remonstrations by the old Captain but to no avail, and the most serious part came when his liquor was rationed out to him. Could he ever swear!

Well, Gordon led his explorers and came within 400 yards of Chauncey Bay, then a part of the lake. For an unknown country without any maps, that was indeed fine work. It may be noted that Joe did not meet up with any of his feared enemies.

Of course, school went on next fall and Mr. Kiddner taught that term. The following year a Mr. Lee was appointed to teach here. He came from near Lemon City, now a part of North Miami. He taught one term. He also was our first local insurance agent, in "life and fire." After three years of man teaching the good old county of Dade decided to change back and sent an old spinster from "Down East" then called "Yankee Land," to teach. As stated prior, the first school building was a temporary measure. In 1895, 20 of our good citizens held an "indignation meeting" to demand a better school house. Proceedings were sent by one of the citizens to Juno, demanding a better building. To the surprise of all, the request was granted, providing that one of the settlers would give one-half acre of land for the school. Our old settler, Reuben Russel Frazier, donated the land required by giving a deed in fee simple to the school board. For this good will he was awarded the contract to build the new school house, a 20 by 30 frame building with novelty siding, shingle roof, six windows, a double door in front and a "jigger" on top for the bell. It was completed in the spring of 1896. The inside was ceiled, painted in and out, and it was a very nice building for our small community.

About 1899 this new school house became crowded. An addition of like size was added to the rear in L shape, but same had only one single door. As the monetary returns of the pineapple industry was beyond any known up north, many people flocked to the lower section of the Indian and St. Lucie Rivers. There was a rivalry—one-sided, though—and prospective settlers who wanted to come to Stuart, were told at Jensen that our land here was unproductive—we only made from 200 to 300 dollars net profit per acre—but, regardless, many came to Stuart, settled and helped fill the school. By 1903 our third addition was added to the school house. Everyone was contented—better say complacent — we all made plenty of money, could buy from Montgomery Ward when our hearts desired, were independent, a happy community family, with lots of picnics and some dances.

* * *

SCHOOL BUILDING ERECTED IN 1908

In 1907 it was decided that the village needed a better school, modern and fireproof. Also the teachers then needed better pay. It was decided to ask the legislature to create a school district petitioning for the following boundaries: from ocean to Lake Okeechobee on the west, south to include the Gomez grant. The matter was taken up in the legislature of that year, but some political "Doctor" had stepped in, and when the district was created by that legislature, the west boundary was o. k., but the south boundary was cut and the Gomez grant was omitted. The latter at that time was owned by an English syndicate.

With the creation of school district No. 2 of Dade, trustees were elected and W. J. Dyer was voted in with Noah Parks and Byron Ball, with Dyer as chairman and Ball as secretary. In 1908 W. J. Dyer decided to move to Palm Beach to give his growing children a better education. His departure left a vacancy and Kurt Schroeder was appointed to fill same. Upon reorganizing, Parks was made chairman and Ball remained secretary.

The matter of better school facilities, especially sanitary and fire safeguards, had been talked over in the prior meetings, but no action taken. When the new member attended the first meeting he asked about the status in these matters, and found the secretary willing but the chairman opposed. In the meeting two weeks later a motion was entertained about new school facilities. The chairman stated that if the matter was brought up he would resign. At the following meeting the motion was placed before the board of trustees, then sitting as such. It was duly seconded, the chairman voting "nay." At the end of the meeting the chairman tendered his resignation effective at once.

Reorganizing at the next meeting the former secretary was asked to take the chairmanship and the new member took over the duties of secretary.

The chairman went to Miami, the county seat, laid the school matter before the school superintendent and asked the latter to bring same before the board. The superintendent stated that it would be safe to go further into this matter of trying to provide for funds—the new building was not to exceed $5,000.

The prospects for the new school were at par. But the Good Book states that Satan sowed thistles among the grain. Some person asked by the West Palm Beach banks to look into the conditions of the newly created school tax district, either was lazy or malicious; his answer was "N.G." The two West Palm Beach banks stated "So Sorry."

When this answer was read the chairman said, "It's all up to you, Secretary." After studying the situation the secretary decided to try the National Bank at St. Augustine, as the cashier was personally known to him, explaining the matter in full. West Palm Beach had been through the same proceedings the year previous.

Well, the letter to Lamar was written and answered promptly. It took some time, before the secretary gathered courage to answer the missive. To his surprise the request was granted; the money, $3,000, was available as soon as the request had the endorsement of the school board.

Four notes were issued by the trustee board, each to run five years, properly signed by the chairman and secretary and endorsed by the board. The money was secured and the school board instructed to buy an additional acre of land abutting the present school grounds. Mrs. R. R. Frazier, owner, sold the acre for $200. After the ground was bought the trustees heard plenty of criticism for buying land too far off. Some wanted the new school near their homes, some if possible, near their back yards.

The next step was to advertise for plans for a four-room concrete block school house, two-story, with sanitary washrooms for girls and boys. Architect Degarmo of Miami, was awarded the work.

Bids for construction of the new school were then called for in accordance with plans and set forth specifications. Spears and Kimble were awarded the contract and the building was started in late October, 1908.

As the spring of 1909 rolled around, the new school was under a roof, ready for the plasterer. The plans called for two coats of hot dehydratine applied to the walls to make the building moisture-proof. When the plasterer put on his first mud it would not stick, but slipped to the floor. It took the advice of the architect to make the mud finally stick.

* * *

KITCHING WON COURT FIGHT ON SCHOOL VOTE

The new school building was finished by May, having a seating capacity of 120. In mid-May an election was called to name three trustees for School District No. 2. There were 17 votes cast. The old secretary received 12 votes, one other received 14, another 11, and the low vote had 9 votes, but as two of the election inspectors had been opposed to the new school, they declared 4 of the old secretary's votes spoiled—as on two the X mark was made in front and on two others the name had been misspelled. Nine votes beat twelve at that election.

Two years later the same tactics were employed at a trustee election. Stanley Kitching's several votes were thrown out for misspelling and marking same in front. Stanley took this matter to the Supreme Court of our State, and after giving the matter its consideration, this Court ruled that regardless of marking the ballot rear or front, or misspelling the name, the intent was clear, that the vote was cast for that person. Stanley was ordered to take his seat on the trustee board, disqualifying the member who had usurped his place.

In 1912 the old secretary was reelected to the board and again in 1916, when it became apparent that Stuart needed a better and much bigger school building. Doctor Eurit and Albert Brown were the other two members. Dr. Eurit was chosen as chairman, the old trustee was appointed as secretary. Most of the meetings were held at Salerno. Talking matters over with the county school board, the trustees were informed to talk up a bond issue and to look around for a suitable school ground of not less than 10 acres.

Both matters were entered into at an early date. The trustees tried to buy ten acres of land east of the original school grounds. This was at the time a large pond. It was figured to employ a hydraulic dredge to pump in sand from the St. Lucie River, but when asking for the price, it was found excessive—$7,000 cash.

Other places were priced. R. L. Beville, local station agent, owned five acres of pineapple land, was willing to sell. Carroll Dunscombe owned acreage next to Beville and was also willing to sell. The matter was taken up with the Palm Beach County school board, which was satisfied with the price and location, and in the fall of 1916, the present school grounds were bought for $300 per acre, a total of $3,000.

As the bond issue had been talked over with the home folks and fully explained a bond election was called and it carried.

The bonds were sold at a premium of nearly $5,000. The total sale was nearly $65,000. Ben Mulford, promoter of Inlet Farms, Salerno, stepped in and wanted nearly one-half of this amount for a school at Salerno. The issue was tied up in court, and finally a compromise was made, allowing Salerno $12,000 for her school.

During the spring of 1916 the trustees had appointed J. F. B. Easton as principal of Salerno school. Easton was a college graduate. Soon after opening his school, he found that one of the boys needed a plain lesson in discipline, so he chastised him. Some of the girls went home and stated that the teacher had used profane language. The matter was taken to the school board and for their next session the trustees were asked to attend. The board with its attorney and the trustees were in session when Easton appeared. The board asked its secretary to read the charges against Easton. This complied with, the school board advised that Easton might employ counsel. Easton smilingly declined.

He then addressed the board, explaining the duties of the teachers, also the ethics and the necessary discipline, using large words interwoven with Latin quotations; when he rested his case the school board attorney blew out a long breath and asked Mr.

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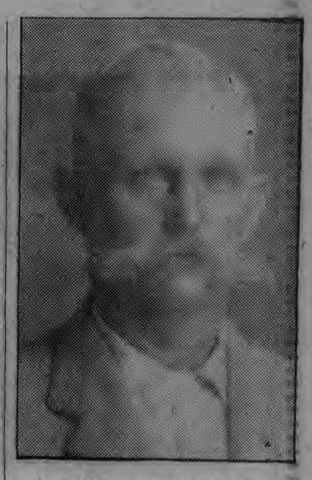
THE WALTER KITCHING HOMESTEAD

This home, built on the St. Lucie River in 1894 by Walter Kitching for his bride, Emma Michael, of Frostburg, Md., is still occupied by her. The pineapple field was converted into a tropical garden of rare plants and trees which was one of the showplaces here after the turn of the century.

Ernest Stypmann, '82 Pioneer, Bought First U.S. Land Here, Laid Out Town



ERNEST STYPMANN

Ernest Stypmann was born in 1840 at Falkenberg, Germany, on a large estate owned by his parents. He went to farming college at 17, taking up agriculture and animal husbandry. He was graduated two years later from Eldena, only farming college at that time in Germany, and took a position as overseer or farm manager on a large estate.

In 1871, his father, with Ernest and his brothers, Albert, Detlov and Paul, left the old country to come to New York, where his father bought a home. Ernest worked at various jobs there until the death of his parent in 1874, left New York and emigrated to Texas to enter the cattle business.

After staying there for two years and not liking the country, he heard from his brother, Albert, who at the time was chef at the old Ponce De Leon in St. Augustine, who asked him to come to Florida. He left Texas early in 1876 in company of John De Steuben, a grandson of Baron De Steuben of the Revolutionary War days, came to Florida and settled at Sebastian, where he took up a homestead of 160 acres, located at Duck Point, Indian River, 5 miles south of Sebastian. There he grew truck and sweet potatoes and laid out a seedling orange grove.

Hired by U. S. Government

In 1877 he entered the employment of the Federal Government. A large party of Government surveyors were making a geodetic survey of the lower east coast of Florida. They were quartered on the schooner Steadfast. The party worked along the coast and rivers, and in 1878 arrived at the mouth of the St. Lucie River. From here surveys were made of the river relocating lines of an earlier survey.

Liking this section very much, Ernest intended to come back here after the survey and settle. While working in this section, he was advanced to the position of mate. After the river survey, he had a small-scale map made for himself, which showed the location of homesteads and Government land which was for sale at $1.25 an acre, odd tracts of land not included in homesteads.

In 1878, while on the St. Lucie, he wrote enthusiastically to his brothers, Otto and Albert, about this newly opened section, enclosing the small map, marking two homesteads, one on the south side, later taken up by his brother, Otto, and one on the north side, taken up in 1883 by his brother, Albert, who settled there in 1883 but left in 1889, being discouraged by the white frost of April 1, 1888 which laid his pineapple plantings flat. His home was located about a quarter mile west of Haney Creek, the homestead extending east on the river to the present town of Rio.

The geodetic survey was finished in 1881. Ernest left the party, going back to his homestead at Duck Point to make preparations for leaving there, as he had heard from his brother, Otto, who intended to come down in the summer of 1882.

Richards Successful

Let me insert here that the pineapple industry, which had been flourishing in Cuba and the Florida Keys, had been given trials by Capt. John Richards at Eden. His first trial was on the ocean side, as he believed that the winter temperature there would be more perfect for planting. He started in 1874, but found that the salt water air on this island was unsuited for pineapples. Undaunted, he started again on the west side of the Indian River at Eden, later called by the settlers "The Garden of Eden." These trials met with success. He planted acreage and by his persistence and faith in the future developments, he became the father of the pineapple industry of Florida.

Ernest met his brother, Otto, in the latter part of July at Titusville with a large sailboat. After the necessary trading for building material and provisions, pumps, seeds, they left there in the latter part of July, arriving here in the first week of August 1882.

Ernest, who had also been a boat carpenter on the Steadfast besides his other duties, built Otto's home. While doing this, he wrote to the land office of Florida at Gainesville, offering to buy 40 acres abutting Otto's homestead to the west. He was advised that, upon receipt of $50, a deed would be issued to him. This was complied with, and he received his deed about December 1882. He paid his first taxes in 1884.

There were many homesteads waiting to be taken, but in settling at Duck Point and taking up that homestead he had forfeited his right to any other homestead. The 40 acres bought by him was the first Government land sold in the St. Lucie River section. After taking possession of his land, he built a snug palmetto shack. There was a large palmetto hammock on his land. He lived in this shack till the spring of 1885 when he built his home about where Mr. Reakirts' winter home stood in 1942.

Children Died Early

He married Frances Hunter, a widow, in 1884. The first baby of the new settlement was Alwina Stypmann, born in 1885. The second child was Frances Stypmann, born in 1887. The mother passed away shortly after the birth of her namesake. The baby was taken care of by Mary Stypmann, wife of Otto. Frances died in 1913, after the birth of her second son, Ernest McGee.

Alwina, 2 years old at the death of her mother, was kept by the father and looked after by a stepdaughter, Amanda, about 10. One day, while unwatched, little Alwina slipped down to the river to play. She walked into the water, fell down and drowned before help could come. She was 4 years old at her death in 1889.

His old home is still in existence, being used daily by Florida Abstract Company on Seminole Ave. S. A. Matthews, who had bought Ernest's old homesite, moved the old building back to its present location and put on a new and much higher roof, leaving the old building intact.

Ernest started to clear his land in the winter of 1882 for early planting of pineapples in 1883. In the years to follow, he cleared 7 acres with his own hands. His total plantings in 1894 had reached 15 acres. The last 8 acres were cleared by whites and negroes who had come in here for labor. In 1893 Ernest had Jim Mitchell working for him as foreman. Mitchell was the nephew of Governor Mitchell of our State at that time.

Took Up Turtling

As there was a long dormant season in pineapple culture from October till the following March, he took up "green turtling" during these off-season months. These turtles were mostly caught in the Indian River. Nets were knitted at home. Light cotton twine was used for the web. The mesh was from 8 to 10 inches. The turtles were brought in here and placed in turtle crawls, pole corrals built under the docks in the river, where they awaited the buyers who came in schooners. Feed for the turtles grew in abundance. There was manatee grass in our river by the acre. Blue Hole, on the east side of the Indian River near Fort Pierce, was a great feeding place for this species of turtle and also had the best Indian River oysters at that time.

The boats of Ernest and Carl Hars, a new settler who had come here in 1884, bought 40 acres east of Krueger Creek on the St. Lucie River (Section 3 of St. Lucie Estates and L. A. Pressell home today), went many times to the Blue Hole and their turtling netted them $400 to $900 a season.

In 1889, while returning one morning from turtle fishing, a heavy northeaster came up, and with sails up Hars' boat was swamped while crossing the Indian River. As he was unable to swim, he clung to the corkline of his turtle nets, got enmeshed in his net and was drowned. His brother, Henry, came here in 1890.

With pines and turtling, Ernest made a good living in the early days. In 1886 he sent north for the plans for a large boat, and when they arrived he, Otto and Hars started to build a large sloop, later baptized the Dora. This was the first large boat built on the river. It was registered at St. Augustine as a 7½-ton sloop, Otto Stypmann, captain. It was the speediest boat for many years. This boat was used to move their own pineapple crops to Titusville, railhead for many years of the Flagler system, also to bring their fertilizer and provisions back from Titusville, at that time the nearest trading point.

Post Office Established

Titusville lies 110 miles north of the St. Lucie River settlement. Their staple groceries were bought in large bulk lots and sailed down to provide food for months.

In 1886, Ernest was named first Justice of the Peace for this settlement. In the same year, a petition was sent to Washington for a Post Office, and it was granted. Otto Stypmann was appointed first postmaster and the Post Office was named Potsdam.

There was an abundance of game, fish and fowl to be had with little exertion. The pioneers did not want for fresh meat when they had a craving. A good saddle of venison could be kept for 10 to 12 days without spoiling, and without ice or Frigidaires.

In the fall of 1893, lawyers from Titusville came to Potsdam to buy a right-of-way for the new railroad which was to go south to West Palm Beach. The proposed right-of-way cut diagonally through Ernest's land, absorbing 2 acres of his best pineapples. He offered to give the land free, but wanted to be recompensed for the loss of the next three years' crops, and asked $800.

Battle Over Right-of-Way

In early January Ernest learned that the right-of-way foreman—an Irishman with 30 young men of his own country—would try to get on his land and start to clear it. Ernest put a fence across the proposed right-of-way where it crossed his land and put a shotgun guard there—his nephew—with orders to shoot anyone who attempted to get on his land. After three days of guard duty, one morning at 7 here came the gang, trying to get around the fence. They were warned that if they stepped across the line someone would get hurt badly. The foreman stepped up, tried to argue and was told politely to desist from coming as the guard would not like to kill anyone for such a small offense, but if he insisted, shooting would start.

The foreman solved the ticklish question by telling his men: "Come on, boys, that damned Dutchman will shoot." They went around Walter Kitching's and Frazier's land to the present 4th St. railroad crossing and resumed work.

Several attorneys were sent from Titusville to jew down the price set by Ernest. Finally, in February, an Irish attorney came bringing along a jug of corn holding 2 gals. The attorney, De Steuben, who was Ernest's lawyer, and Ernest, started a session at 8 p. m. which lasted till midnight. The deadlock on the price was broken as the Irishman proved to be the staunchest drinker. The price went to $400 and was paid within a week. The right-of-way was cleared and a pile-driver was set up to drive piles for the trestle that started about 30 feet north of the present location of Stuart Feed Store.

During high water, the section from the present concrete city pier at the foot of 1st St. to George Parks' old store would be under water. This swamp was filled in about 1912 by Walter and Stanley Kitching who brought a hydraulic dredge here to do the job.

'BIG FREEZE' OF 1895

On Dec. 31, 1894, Potsdam was hit by a freeze, which did much damage, as our pineapples were dormant at the time, but in the middle of February 1895, about six weeks later, the "Big Freeze" came down killed all citrus trees north of the St. Lucie River, but by some quirk of nature spared a large grove standing in the bight formed by the Sebastian River to the north and the Indian River to the east. This fine grove escaped with little damage and had a bumper crop in 1896. Our citrus trees were not hurt, bloomed in March and had a light crop.

This February freeze hit the pineapple growers hard. There was little cash on hand in the settlement. The railroad, to help out, gave away bean, potato and pepper seeds free to anyone who wanted to plant to get some quick money. Ernest, his nephew, and De Steuben, planted 3 acres of beans north of the Stuart station, which was at that time south of the present home of Mrs. Jack Harrison. The crop brought a little monetary relief.

Ernest affiliated with J. Ogletree who had started the first fish house here on the river in the fall of 1894. In the spring of 1896, Ernest bought out his partner and conducted his own fish house, giving up pineapples, reaping the 1896 and 1897 crops without spending a nickel on them. From 1901 his old field was Stuart's first baseball park, Charlie McPherson playing a good first base there for many years. George, his brother, played second base. The field was used until 1911 when a new one was cleared at the present site of Casa Lumber Company. In 1901, the station across the river was moved to the south side. With it Ernest moved his fish house which stood for years about 75 ft. west of the present Stuart Feed Store.

After the change of names from Potsdam to Stuart—called so after the first telegraph operator who was here during the railroad construction days (the writer has talked to him many times; so have many living pioneers)—in the fall of 1895, Ernest laid out the Town of Potsdam, a triangle which embraces the part lying south and west of the railroad, west of 4th St. and east of U. S. 1. This made him the founder of Stuart. He sold the first town lot to our school teacher, G. Kidner, in 1895-96. It is the lot south of the Stuart Hotel. No building has been on it to date. The next was sold to John Baker, who put up the first house which stood on the corner of 4th St. and Ave. D. This lot was owned in 1942 by Miss Julia Dehon.

Gibson Built 2nd House

The second house was built by Felix Gibson who was gardener for years for Stanley Kitching. This home stands today opposite the lot owned by Miss Dehon. Pop Griffin built the next at Avenue C and 3rd owned by the Elwyn Coutant estate. The first good home was erected by Ike J. Craig which is his present home [illegible]. This town was laid out by a surveyor named Freese, Frank Shean and George Butler, later county clerk of Palm Beach County.

The railroad cutting diagonally through the 40-acre holding gave the town the queer-shaped lots with acute and obtuse angles. Uncle Broster Kitching bought four lots in Block 2 and erected the first hotel, later adding other wings. This site holds Stuart Hotel today.

In the spring of 1911, Ernest sold the balance of his holdings to H. C. Feroe, a merchant from the East. Feroe erected St. Lucie Hotel, (S. A. Matthews, builder) and a cottage across from the hotel which burned down in 1915. This was rebuilt by Matthews and is known as the Lynch cottage. The Feroe Addition starts with the Post Office, takes in St. Lucie Hotel and is the principal part of our business district today. West of the St. Lucie Hotel grounds, the Danforth Addition starts, also a part of Ernest's holding. The first sawmill on the south side of the river stood on the west end of this Danforth Addition and later our first ice plant was built 110 feet west of Stuart Feed Store. After it moved, a bottling plant used the location.

In 1911 Ernest married the widow of John Domini, and moved to her home which is owned today by Mr. and Mrs. Martin Ergenzinger. Having sufficient means from the sale of his land, he retired that year from active life. He lived peacefully until February 1917, when he died with his nephew at his bedside.

Founder of Stuart

Ernest Stypmann was a man of sterling character, square in all of his dealings. He helped many of the needy of his day without renumeration. The Indians used to come to him regularly in the early days. Old Chief Tallahassee, blind and 90, camped many a night on his river shore.

Ernest was the founder of Stuart, laying out his townsite many years before anyone thought of subdivisions. The next addition to his town of Potsdam was laid out by John Danforth, first tourist hotelman of our settlement, for Walter Kitching in 1911. Kitching had sold many a homesite since 1905 on his riverfront, first to Major Dudley, today owned by George W. Green. Ernest was respected and beloved by all, affectionately called Uncle Ernest by many for years before his passing. He was buried with Masonic funeral rites conducted by the Deputy Grand Master, Dave Eldred of Eldred, in St. Lucie County. He rests in peace.