



In every receipt that calls for baking powder use "Royal." It will make the food of finer flavor, more digestible and wholesome.

BEAUTIFUL PENSACOLA

PRINCIPAL CITY OF THE LAND OF FLOWERS.

Picturesque, Quaint and Embowered in Flowers—Happy-Go-Lucky Negro Population—Place Where Marshal Murat Lived and Died—Other Noteworthy Features of a Trip from Tallahassee to New Orleans.

Written for The Tribune.

HAVING traversed thoroughly and carefully a peninsula of Florida, we return to Jacksonville, and resume our journey through the western gateway to Tallahassee, the capital, and Pensacola, its chief seaport, and also the Gulf coast winter resorts, to Mobile and New Orleans, a distance of about 1,200 miles, via the New Seaboard Air Line and the famous Louisville and Nashville railways.

Boarding the Seaboard Air Line train, this road takes us through the hill country of high hammocks of Middle Florida, over its route for 200 miles, to River Junction, where it forms a conjunction with the Louisville and Nashville and takes the traveler to Pensacola, 92 miles, and Mobile, 102, and without change of cars 106 miles straight to New Orleans, a continuous trip, if desired.

Rising from the Mexican sea out of flat pine woods surrounding it, is a unique bit of land called "High Hammocks," very fertile and picturesque. We pass westward through miles and miles of gorgeous and beautiful pine and the other settled regions, formerly the seats of elegant mansions, large plantations of ante-bellum days. In 60 miles Lake City is reached, the seat of the Agricultural college of Florida; then through a region of lakes, of hill and dale, are Madison, Greenville, Monticello and in 45 miles from Jacksonville Tallahassee is reached.

A description of this, the capital city, will give a fair idea of all. This is not an orange production section proper, though many are grown in sheltered localities and near the dwellings, but all the hill country of Middle Florida yields cotton, tobacco, sugarcane, corn, rice, oats and of fruit, peaches, grapes, figs, Japanese persimmons and plums, strawberries, melons, sweet potatoes and all vegetables grown.

SUGGESTS NEW ENGLAND.

This rolling landscape, high hills covered with verdure, recalls some parts of New England, in places of sandy fitness so commonly associated with lakes of the state, there is an area of some 200 square miles of an alluvium of red chocolate clayey loams, the richest of soil, producing large crops.

This was one of the sections of the wealthy planters owning hundreds of slaves and cultivating thousands of acres, and the abode, too, of education and refinement, born of wealth. While many old families are decayed in fortune and the grand old places are wasted by neglect and poverty, sufficient remains of the old-time grandeur to impress the visitor with the natural beauty of the surroundings.

EMBOWERED IN FLOWERS.

The town itself, located on an elevation of 250 feet above the sea (the Gulf of Mexico), presents very pleasant features, embowered as it is in a profusion of flowers. The white buildings gleaming among the green trees, and high over all rises the tall tower of the capital, a massive, roomy and well-preserved three-story brick structure of imposing appearance, built in 1824 by the military government of the territory. The city formerly was a place of wealth and noted for the refinement and hospitality of its inhabitants.

plenty to eat and abundance of time for frolic. In 18 miles is the famous Wakulla Springs. To the health-seeker Tallahassee affords a dry climate, bracing air and all of the advantages attributed to Thomasville, Ga., only situated 26 miles farther north.

MURAT PLACE.

After leaving Tallahassee, in two miles is the Murat Place, a fine plantation, owned and occupied by the widow of Prince Murat, the son of Napoleon's favorite marshal, afterwards king of Naples. The prince and his widow lie side by side in the Episcopal cemetery at Tallahassee, their last resting place marked by twin monuments of white marble with quaint and interesting inscriptions.

Tallahassee has several fine hotels—the New Leon, the St. James—besides other hostleries with cheaper rates. In forty-one miles Chautauchoe river is crossed, a large river navigable for steamers to Columbus, Ga., and the western terminus of the Seaboard Air Line, which has carried us safely and luxuriously over 1200 miles of our southern tour. We continue our journey to New Orleans over the Louisville and Nashville, the connection being simply a continuation of the luxurious appointments of the Seaboard Air Line.

TOWARD PENSACOLA.

A six-hour run of 182 miles brings us to Pensacola, with eight stations intervening. The most important station between River Junction and Pensacola is De Funiak Springs, a health resort that charms alike the tourist, the schoolmaster and the seeker after health and sunshine. It has been happily styled the "Adirondacks of Western Florida" for her streams are as clear and bright as those of the northern mountains of New York, and her crystal lakes are as pure and sparkling as Lake George, or the Saranac. In fact, her "green spring" in the very heart of the town, one mile in circumference and eighty feet deep, with white rim and sloping banks, surrounded by pines and oaks, is unrivaled. The absolute purity and curative qualities of her waters make De Funiak widely known as the "Poland Springs of the South," while her clear atmosphere, bright skies, high altitude and invigorating breezes, make an ideal combination for the rest seeker.

The founders of Chautauqua selecting this charming spot seventeen years ago, as the best location for a "winter assembly," and the splendid success of the enterprise has justified their wisdom and foresight. The assembly opens yearly in the middle of February and closes the last of March. The most distinguished lecturers, readers, entertainers, orators and musicians from all parts of the country are secured for this famous gathering.

A run of eighty miles along the Gulf of Mexico brings us to the Port of Pensacola, another important health resort of Florida and important railroad center.

Pensacola—This beautiful city is one of the Gulf ports of the Louisville and Nashville railroad, situated on Pensacola Bay, an arm of the Mexican sea, ten miles from the bar and has been called the "Naples of America" owing to its mild and invigorating climate.

The city is situated on a good elevation above the bay (a land-locked harbor thirty miles long by three and one-half miles wide) and possesses many advantages. It has very wide streets, some having two driveways and two parks interlocking them, adorned with the live-oak, the magnolia, and semi-tropical trees and endless flowers common to Florida that give the city on the Gulf an appearance that is in great contrast with those of northern latitudes. The buildings, especially in the upper part of the city, speak plainly of the activity and wealth of her business population, and the public improvements of the city since our last visit attest its growth and enterprise.

The city is full of surprises. One is surprised to learn the oldest city in the United States, and including St. Augustine by four years, which some historians have accredited with being the oldest city, for it was only 26 years after the discovery of America by Columbus, a Spanish fleet under Don Alvarez sailed to Pensacola Bay in search of golden fortunes, believed to exist in the new world. Twelve years later, De Soto anchored in the same waters and in the year 1559 the Spaniard De Luna with 2000 followers founded a settlement where Fort Barrancas now stands.

One is surprised also at its vast shipping interests, its beautiful and delightful climate, and to find here one of the largest, safest and prettiest harbors in the world, with natural advantages that exceed those of most any other port, and above all, that being the oldest city, and having all these great advantages, it has been so little known.

NAMED AFTER SAINTS.

The early Spanish settlers being devout Catholics, named nearly everything in honor of some saint. The bay was called Santa Marie, in honor of St. Mary. The island was called Santa Rosa, and the first church erected was called San Miguel, in honor of St. Michael, and the three fortifications afterwards were named San Carlos, Fort San Miguel and San Bernardo, and the original town was named in honor of St. Mary, or Santa Marie des Pensacola, and in 1763 when the English took possession they named the city Pensacola, which has since been retained.

St. Michael's Catholic church was established over 250 years ago and the present building presents a neat appearance. The cemetery is probably the oldest existing burial place in the United States, but no inscriptions, aside from the names of the departed, over which huge live oaks have grown, proclaim their antiquity. Carved marble and granite with inscriptions were not used to mark the resting place of the departed, until after the place became United States territory. The old cemetery is one mass of graves, so numerous that no new grave can be dug without unearthing the remains of some one long since forgotten. In many places the brick walls of tombs stand against each other. The whole place is overgrown with knarled live oaks, and various other trees and vines have matted together until some parts are almost impassable. The dense shade and sweet flowers and quaint surroundings entice many tourists to the place. In this wilderness of tombs many ancient names are lost forever. On "All Souls' Night" the entire cemetery is lighted with candles, and thousands of people wander about the avenues of the "Silent City." Beside St. Michael's ancient burying ground, several modern monuments lift their stately heads. Among them is the "Sullivan," rarely excelled.

FORT SAN MIQUEL.

On the hill at the head of Palafox street, seventy-five feet above the bay, are the ruins of the old Fort San Miguel. Near by is the Confederate monument, fifty feet high, that commemorates the lives of those who died in a "lost cause." A modern residence, now occupied by Dr. Herron, stands within the ruins of the old fort. The Episcopal church stands on the grounds near the old barracks, allotted to it when Florida was English territory. Fort San Carlos, or St. Charles, is situated seven miles below the city, among the other forts, and is visited any hour in the day by water or by the Pensacola terminal railroad. It stands below and near to Fort Barrancas and the two are connected by an underground passage. The original fort was built over 200 years ago, destroyed and rebuilt in the seventeenth century, and practically remained unchanged since that time. The front wall faces the sea and is in the form of a half-circle, called the "Media Luna," meaning the "half-moon." The two ends of this half-circle are defended by a high wall, while around the circular wall is a dry ditch, so common about old fortifications at the present time. Within a radius of less than two miles of Fort San Carlos are Forts Barrancas, Pickens, Redoubt, the ruins of Fort McKee, the light-house, the National cemetery and the navy yard.

From the heights of Fort Barrancas, one can look across the narrow neck of the bay to Santa Rosa Island, and see Fort Pickens crowning on the sea and the inlet to the bay; also farther out on the Gulf of Mexico and see the great ocean waves breaking upon the shore and hear the roaring like the sighing of a distant storm. To the extreme left is the city and its harbor, with its multitude of ocean vessels to the east, the ships at the quarantine station being the time to enter the harbor at the city. A little nearer is the "life saving station" and the crew enlisted to keep a constant vigil of the Bay and Gulf. It is a scene of majestic grandeur and thrilling beauty.

FORT PICKENS.

Fort Pickens has the distinction of being the only southern fort, save Fort Marion, over which the flag of the Confederacy never floated. The peculiar location of Fort Pickens gives it a command of the entrance of the harbor on three sides and its importance was recognized by our own government for at the breaking out of the war, the fort was so well equipped that a small force of sixteen men could resist great odds. The walls are forty feet high and twelve feet thick. Each vessel that enters the bay must pass half way around the fort, for the entrance from the Gulf is a semi-circle channel around the point of the island, thus making the fort entirely land-locked. This is a strong feature. A vessel simply comes around the point and safely closes the door to the ocean behind it.

After the war, when Dr. R. W. Brady and myself were at Pensacola, the fort fell into disuse and the cannons were taken from the long rows of bomb-proof casements around the walls and the long rows of guns that were mounted on top of the walls and pointed in every direction were also removed, and vines and wild flowers took possession of the fortress. Recently modern batteries of disappearing rifled cannon have been planted and arrangements for lines of torpedoes across the channel, making it impossible for a hostile fleet to enter.

THE NAVY YARD.

The navy yard is only five miles from the city, reached by the "dummy line." The place is enclosed by a high wall on two sides, the other, irregular side being the bay shore. The enclosure comprises eighty acres, divided into beautiful lawns and parks. Here millions and millions of shells have been spent from 1825 to 1881, since which time operations ceased and it fell into decay—only a few officers and watchmen have been kept to continue the military watchfulness, until recently has it again been placed in commission. Pyramids of cannon balls are used to ornament the petty grounds, and anchors weighing from 200 to 14,000 pounds each, are arranged artistically in the Anchor park at the yard. The central avenue is a dream of beauty all the year, with the great live oaks spread their foliage over North avenue. The exterior of the commandant's residence is a pleasant dream of southern quietude and ease—while the interior shows a soldier's life is not one of hardships. The former quietude gave it the appearance of perpetual Sunday. Here is great granite dry dock, for use again when the interests of the Gulf require it.

A FISHING CENTER.

Pensacola is noted for its fish business. The oyster and the red snapper industry assumes enormous proportions. It is a fact, not generally known, that the greatest supply of the famous red snapper is found in the vicinity of Pensacola, and the bay and the "draws" bay. Nowhere else is it secured in such quantity and in such excellence of flavor and liberality of size. Pages could be given to a description

of this industry and the stories told by the fishermen, for they have a large fund of big fish stories, that seem hardly credible. Without vouching for the veracity of their statements, the writer will say, that the most peculiar feature about these fish stories is their absolute truthfulness, for when investigated and proved by numberless photographs, they are not overdrawn. Imagine fishing with a large line over 100 feet long and several hooks, and pulling up from the bottom of the sea one, two or perhaps three fish at one time, that measure two or three feet long and having to ask aid in getting them into the boat.

It is conceded that no region can compare with these waters for food fish, there are about thirty species of food fish in Florida waters to be taken by the angler. Among the sea fish are mullets, groupers, red snappers, pompano, blue fish, Spanish mackerel, sea trout, and these in abundance, besides the green turtle. A fishing excursion to the snapper banks some twenty miles from the bay is a pleasure and experience never to be forgotten. The red snapper is one of the handsomest fellows that swims the southern waters and when first caught glows in bright scarlet and averages from ten pounds in weight. He has long graceful fins and "walks the water" with most graceful swiftness. He is as crafty and gamey as any that swim the ocean. He is only caught in from ten to forty fathoms of water, and comes to the surface to be taken by the hook and line. He will swallow a good-sized one. Pompano are only caught with a seine. Blue fish and Spanish mackerel are favorites with many. A piece of red flannel serves as a bait for mackerel, but unless the hook has a wire or chain it will swallow the flannel and hook and its sharp teeth sever the line as quickly as the edge of a razor. The speckled trout are of three varieties. The flounder should not be ignored, neither the sheep head. The bait used for the latter is an oyster, and it will devour sea crab. Both are large and beautiful fish and make toothsome dishes. The shell-cracker is another fine fish. They crack various kinds of shells with the mouth and eat the contents. The three varieties of pig-fish, after capture, grunt like a pig. The sea mullet is found by the thousands of tons. They are cunning and rarely bite a hook unless covered with dough or banana. When chased by the porpoise will leap into the sea, making a roar by their leaping like a gust of wind. Large sea turtles are very plentiful. Some of them are monsters in size and hunting for them and their eggs is attractive sport. 150 to 200 eggs are found in a nest. They are delicious eating, like the turtle itself, which is so relished by the epicure everywhere.

OYSTERS.

Oysters in countless millions line the shore all along the Gulf. They are very large and considered equal if not superior to the New York saddle-oyster. The largest oyster-beds in the world are found here and in St. Andrews Bay. It is said that without the slightest attention to propagation, or protection there are in the beds of this bay enough oysters to supply a world for years and with ordinary care the supply cannot be exhausted. They grow aptly and everywhere they can find anything to fasten to. A post driven into the water, or a rock, or jar, or brick, or piece of iron thrown into the water, will be covered with them in a year. No one at Pensacola need want for oysters. They are a luxury not denied to the poorest, for they are as free as water.

HOTELS.

Among the hotels of Pensacola the Esplanade, surrounded by massive oaks and tropical plants, is, without doubt, the most spacious and one of the finest in the South. We enjoyed its homelike air, its spacious rooms, extensive and broad verandas, and excellent table service. Pensacola has a complete electric light and trolley system, also water-works, and its wide avenues and well-paved streets are kept scrupulously clean. It has three up-to-date newspapers also. Pensacola harbor is claimed to be the only deep-water, land-locked harbor in the South. As a harbor it is superior to any other in the United States, being three and one-half miles wide, with thirty-three feet of water on its channel bar, the deepest harbor south of Newport News. It has enough deep water to accommodate many thousands of ships and still have room to spare. The shores are sandy and the water clear and fresh, which makes it a haven of comfort for seamen.

The entrance to the harbor is narrow and the fortifications protecting it form a triangle around it. During the past three years and at present, the United States government has a large force of men equipping these fortifications with the most improved ordnance of modern warfare. The disappearing guns, which have been placed in position, make it impossible for a hostile fleet to come near enough to bombard the city. As a commercial city she has every natural advantage, a rich country in fruit and vegetables, vast logging camps, capable of furnishing pitch pine for export for generations to come. Her exports are yearly something over 140,000,000 feet of lumber. The turpentine industry is enormous. Over forty thousand barrels of turpentine and one hundred and sixty thousand barrels of resin—a united value of \$1,100,000—giving employment to over 3,000 men, comprised last year's business. Pensacola has a huge turpentine tank capable of storing 150,000 gallons.

A MAMMOTH WHARF.

The mammoth wharf and warehouse of the Louisville and Nashville railroad, in Pensacola, is the largest and most costly building of its kind in the South and compares favorably with any in the United States. Five million feet of lumber was required in its construction—exclusive of its foundation; also six thousand piling from seventy to eighty feet long, extending from shore into the bay one-fourth of a mile, or 1,327 feet long, by 128 feet wide; these were creosoted and cost over \$125,000. Upon this foundation was constructed the two-story warehouse, which is 1,227 feet long by 108 feet wide and capable of storing 200,000 tons of freight. Five railroad tracks, comprising a total of a mile and a half of tracks, have been placed in the warehouse, two of which are elevated and lead to the second story apartments; the other three run the length of the warehouse and are the main round numbers are 17,000 pieces of lumber, 100,000 feet of flooring, and 70,000 pieces of bridging. Leading to the warehouse is what is known as Com-



Keller Bros.' Pianos. The Place to Buy Pianos is at the Piano Factory.

Why not buy at first cost when you have a factory right at home, where the best pianos in the United States are made. These pianos are in use in our Theaters, Convents and by the leading music teachers of the country, and are pronounced by them to be

Superior in Tone, Touch and Durability to Any Now Made

OVER 13,000 of these Pianos are now in daily use, and have been for the past twenty-one years. Every piano fully Warranted for 10 Years. We always have some bargains in Second-Hand Pianos and Organs, which are taken in exchange. At present we have on hand the following that were taken in exchange last week for Keller Bros.' Pianos:

- One Hazleton Upright
One Steinway & Son's Grand
One Ivers & Pond Upright
Two Chickering Squares

All in good condition and will be sold at a bargain.

Call at Factory, 1043 to 1051 Capouse Avenue.

KELLER & VAN DYKE

Pianos and Organs sold on easy payments. Old instruments taken in exchange.

A FEW THINGS WE KEEP

- Wire Nails
Cut Nails
Shovels
Coal Picks
R. R. Picks
Anvils
Vises
Bolts
Nuts
Taps and Dies
Wagon Tops
Wagon Umbrellas
Loaded Shells
Empty Shells
Wads
Varnishes
Paints
Brushes
Files
Horse Rasps
Nail Pullers
Nail Wagon Tops

In fact we carry everything to make a new or repair an old wagon or carriage

IRON AND STEEL

Bittenbender & Co

126-128 Franklin Ave.

Up-to-Date
mandanola street wharf, which itself extends over a half mile from the bay shore, being built of solid stone and earth and surrounded on each side by a slip of water 500 feet wide. On this wharf, which is itself about 200 feet wide, there are laid twelve switch tracks. The estimated length of all these tracks, including those in the warehouse, is seven and one-half miles, which in itself is a good sized storage yard. The grain elevator at its further extremity has a capacity of a half million bushels. The wharf and warehouse is lighted with five hundred incandescent and arc lights, some reaching to the hold of a vessel which is loading at night. For the protection of the Commandancia wharf, etc., a perfect fire system, with all modern appliances, and organized fire companies have been provided. This gigantic enterprise is indicative of the enormous of the railroad officials and public spirit of the citizens.

Pensacola has no boom and does not want any. It does not need to be "boomed," for it has the natural advantages that go to make a city and a great seaport, without any unnatural inflation. It is claimed there is a steady natural growth and a large number of substantial homes, and business places are being erected all the time and the population increasing as fast as the city's resources are becoming known. — J. E. Richmond.

Allis-Chalmers Co
Successors to Machine Business of Dickson Manufacturing Co., Scranton and Wilkes-Barre, Pa. Stationary Engines, Builders, Mining Machinery, Pumps.

Meldrum, Scott & Co.

- See Our Fall Opening of Waists Dressing Sacques Kimonas and Bath Robes.

We Are Showing a Most Elegant and Exclusive Line 126 Wyoming Ave

E. Robinson's Sons Lager Beer Brewery

Manufacturers of OLD STOCK PILSNER 485 to 455 N. Ninth Street, SCRANTON, PA. Telephone Call, 2333.

ATLANTIC CITY HOTELS. GRAND ATLANTIC HOTEL AND ANNEX Virginia Ave and Beach, Atlantic City, N. J. Eight years' best quality French cuisine, single and suite bath, hot and cold water bath in hotel and annex. Location select and central, within five minutes' walk of beach, Casino, etc. Special spring rates, \$12 to \$15 by week, \$2.50 up by day. Special rates to families. Coaches meet all trains. Write for booklet. CHARLES E. COPEL