

SERVING ST. LUCIE, MARTIN AND INDIAN RIVER COUNTIES

Indian River

A TREASURE TO READ

Best of Boating

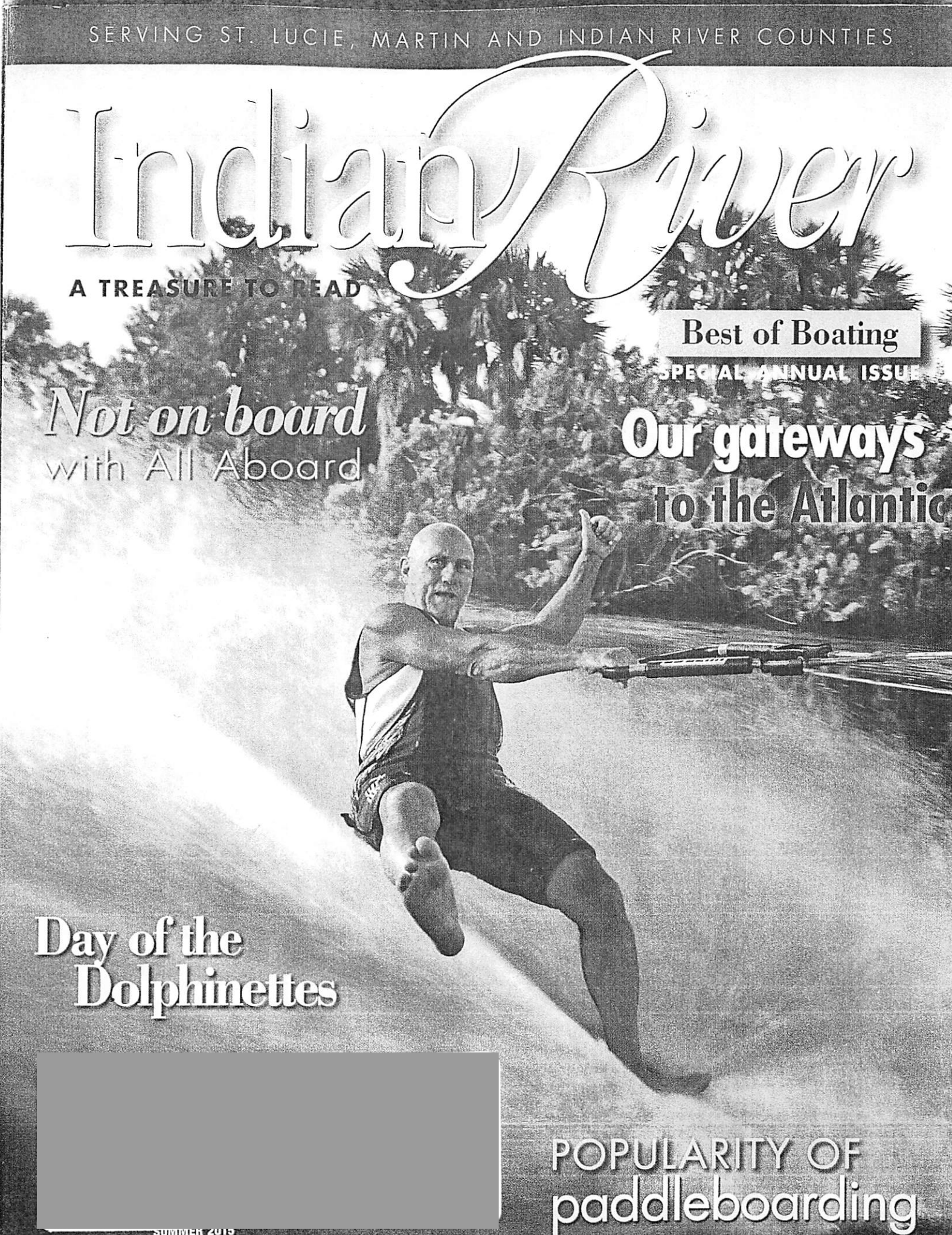
SPECIAL ANNUAL ISSUE

Not on board
with All Aboard

Our gateways
to the Atlantic

Day of the
Dolphinettes

POPULARITY OF
paddleboarding



Treasure Coast *not* on board with All Aboard

BY SUSAN BURGESS



PHOTO PROVIDED

The first rally opposing All Aboard Florida's plans for a privately operated passenger rail service from Miami to Orlando was in Stuart in May 2014. About 800 residents, business owners and government officials on the Treasure Coast turned out to protest 32 trains traveling at speeds exceeding 100 mph.

High-speed passenger train service will have no stops in three counties while tying up traffic and increasing safety concerns

Douglas Moore stood in the parking lot of Cindi's Pet & Aquarium Center, a few feet from the Florida East Coast Railway tracks. About a year ago he opened a letter that changed the future of his 25-year-old business.

"I received a letter one day from All Aboard Florida," he says. "It said what they were planning to do and told me that

we are partly on their right of way. In fact, it comes within 2 feet of the back of our building."

What he learned was that All Aboard Florida plans to start running passenger trains on the FEC tracks behind Cindi's and thousands of other businesses and residences along the tracks 32 times a day. What worried him was the same thing that worries most others who live in Indian River, Martin and

**TREASURE COAST OBJECTIONS TO
ALL ABOARD FLORIDA**

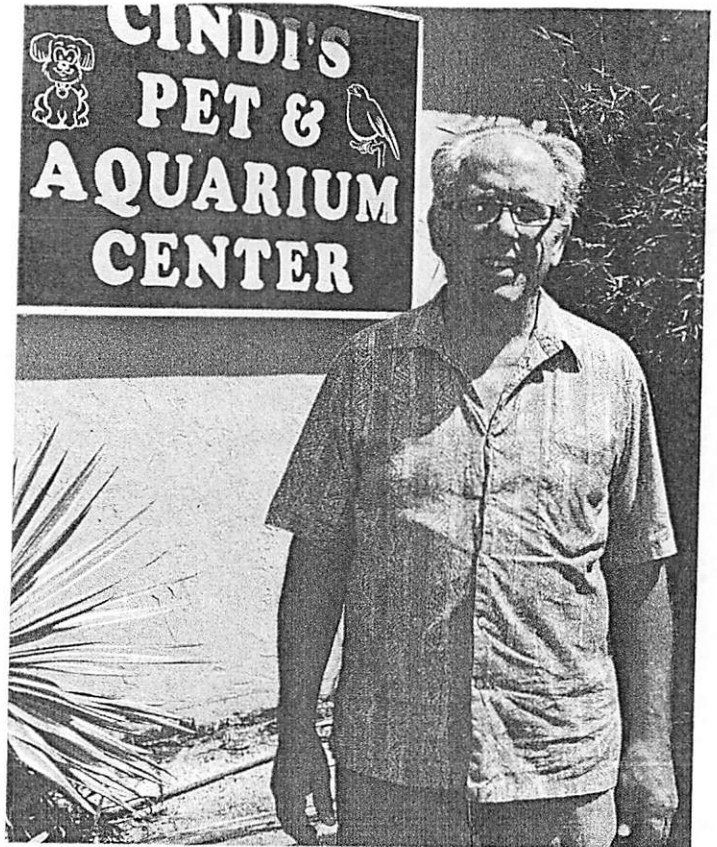
1. Speed, noise, vibration and pollution
2. Safety – vehicle accidents; children, adults and animals crossing tracks between roads; derailments; spills; fire; explosions
3. Bridge closings interrupting boat use of waterways up to 50 times a day; more in the future
4. Delay of emergency response on land and water
5. Costs for upgrades and maintenance at crossings to be borne by local governments
6. Traffic delays
7. Reduced property values near tracks
8. Impacts to sensitive environmental lands, the Indian River Lagoon and historical structures.

St. Lucie counties near the tracks: Frequent high-speed passenger trains and longer freight trains will change their way of life, and not for the better.

People are in an uproar over safety, noise, traffic congestion, emergency response delays, a drain on taxpayers for crossing maintenance and falling property values – within as little as two years if they can't stop All Aboard Florida, a passenger service that won't even make a stop on the Treasure Coast.

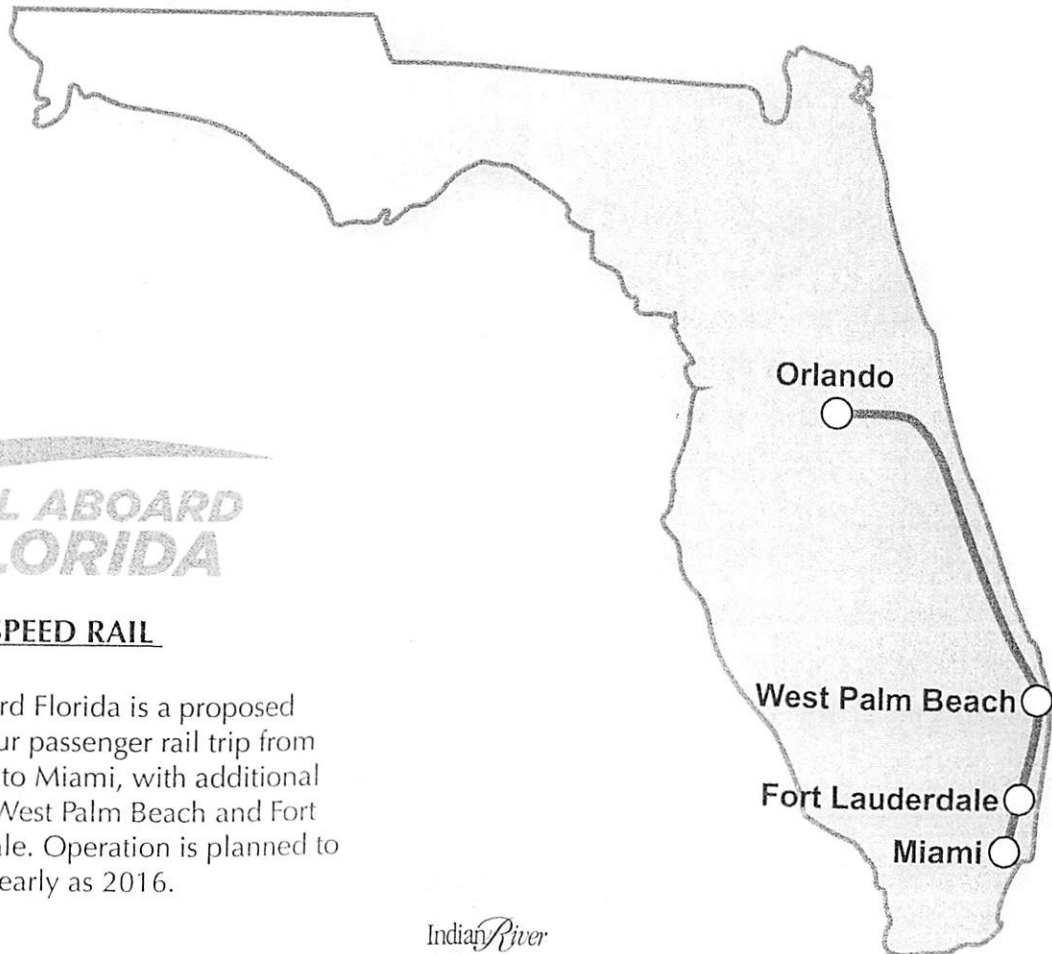
"We will inaugurate service from Miami to West Palm in late 2016, and from West Palm Beach to Orlando in mid-2017," AAF spokeswoman Lynn Martenstein says.

But opponents working to defeat the project say they're >>



ED DRONDOSKI

Douglas Moore, owner of Cindi's Pet & Aquarium Center in Vero Beach, fears he may have to move the store. The tracks run right behind the building.



**ALL ABOARD
FLORIDA**

HIGH-SPEED RAIL

All Aboard Florida is a proposed three-hour passenger rail trip from Orlando to Miami, with additional stops in West Palm Beach and Fort Lauderdale. Operation is planned to begin as early as 2016.

just getting started.

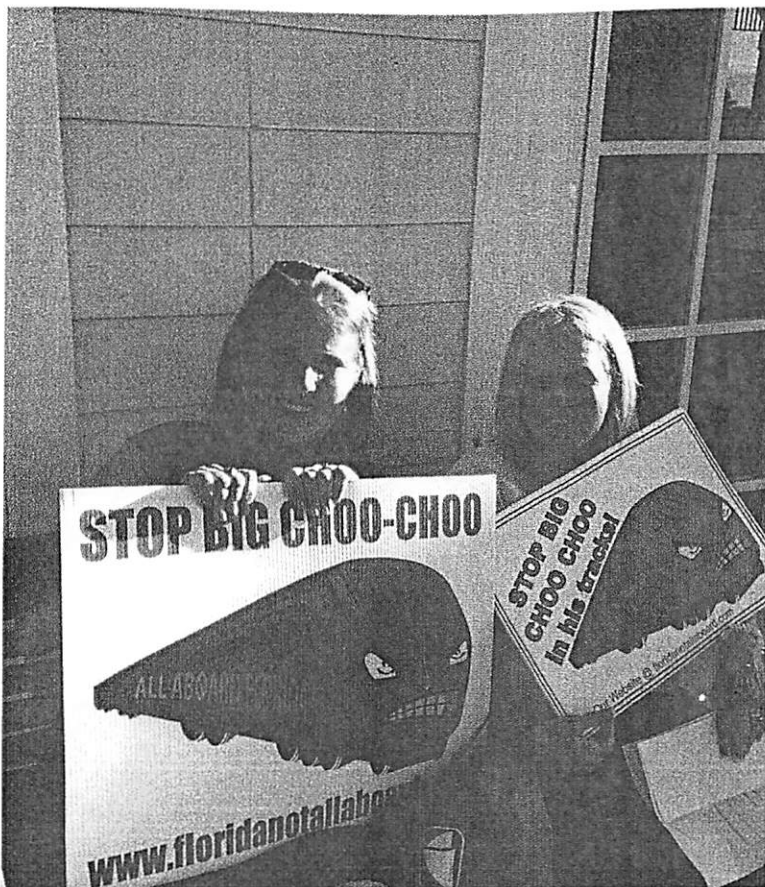
"It's not a done deal," says Palm City resident Kasey "K.C." Ingram-Traylor, the founder of Florida NOT All Aboard.

All Aboard Florida does not have the go-ahead from the Federal Railroad Administration for a loan it needs to complete the massive project or approval for private bonds it hopes to sell and use for financing. It also has to contend with a lawsuit filed by Indian River County in federal court challenging the legality of the bond issue.

Meanwhile, Moore says the fate of his pet supply business is up in the air. He owns the business in Vero Beach but he was told that his landlord will have to pay a usage fee to use the railroad's right of way. "I don't know what he's going to do," Moore says.

Moore, like many other Treasure Coast residents, is incensed. He reels off a list of complaints: The railroad crossing on 8th Street, just to the north of the building, will be closed frequently causing vehicle backups; drawbridges will be closed more than half of every hour; the animals in his store will be heavily stressed by the frequent rumbling vibration from the trains, according to his vet.

The high-speed trains with miles of unfenced track will endanger pedestrians and animals, will delay emergency responses, could damage historic buildings due to vibration, disrupt the boating industry with closed drawbridges and is already causing residential property values to fall, train opponents point out.



>> Mary Higgins and Irene Gomes hold Florida NOT All Aboard signs.

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SERVICE ANNOUNCED

The ongoing All Aboard Florida saga was first made public in 2012 when the proposal to begin passenger service using trains running faster than 100 miles an hour between Miami and Orlando was announced in a press release, followed by a presentation to the Treasure Coast Regional Planning Council.

With board members from Treasure Coast and Palm Beach counties, the council oversees developments that have regional impact and provides a forum for analysis and discussion of regional issues.

By September, the regional council learned that preliminary engineering was beginning. By December, the council had written a glowing letter of support for the new train service to the Federal Railroad Administration in Washington, D.C.

In the densely populated area of Miami and Broward County, it made sense to have a fast passenger rail service, the council says in its letter. It even meshed with the goals of transportation organizations on the Treasure Coast, the council added. It also advised the railroad to work closely with local governments.

But in May 2013, at about the time when local governments, goaded by angry residents and boaters, began to reverse their support for the project, the council modified its stance, noting potential benefits of passenger service but also raising a number of Treasure Coast concerns.

All Aboard Florida spent much of 2013 working on a draft of an environmental impact statement required before it could gain approval from the FRA for its application for a \$1.5 billion loan. The FRA hosted a series of meetings to get input from the public that May. But most people on the Treasure Coast had never heard of AAF and many of those who had did not realize that no stops were planned between West Palm Beach and Orlando.

FRUSTRATIONS GROW

As details of the plan spread, so did the frustration on the Treasure Coast, even though the majority of the population south of West Palm Beach seemed to view the train service favorably.

At first, local elected officials talked hopefully of stops in Martin, St. Lucie and Indian River counties, even discussing why theirs was the best county for a stop. But All Aboard Florida says it could not remain competitive with other modes of transportation if it had to make even one additional stop.

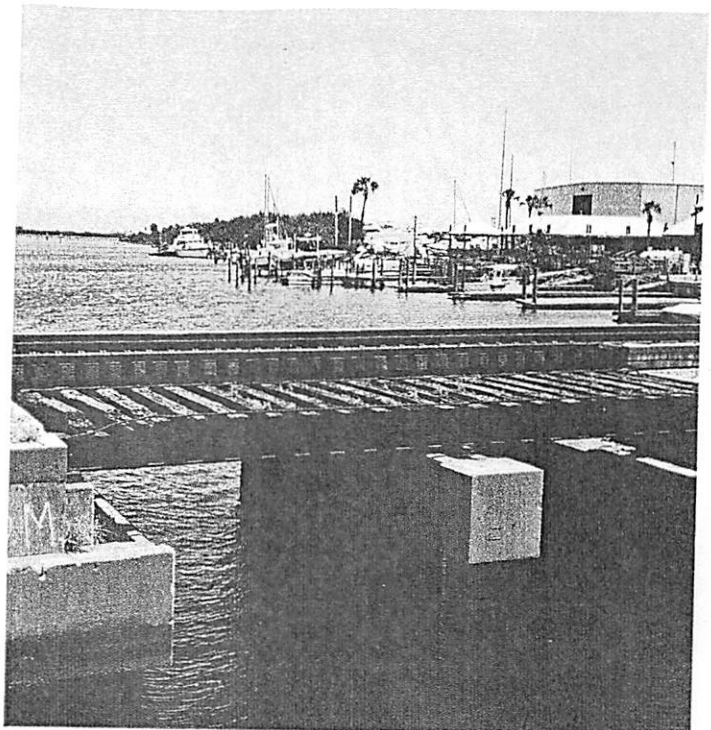
As the speed and number of trains became public knowledge, many residents and businesses told local officials they didn't want stops and they didn't want trains, period. They wanted the train to go west on the CSX railroad tracks instead of running through the historic downtowns of small cities and little St. Lucie Village.

"We don't have ownership rights on the CSX tracks," Lynn Martenstein says. "We do have an easement to run a passenger-rail service within the FEC rail corridor. We're using an existing corridor but making \$1.5 billion worth of improvements to it."

The draft EIS was released to the public in September 2014, and received more than 12,000 comments by Dec. 3. The state didn't send its own comments in until March, after its agencies and some departments finished reviewing the 522-page draft EIS.

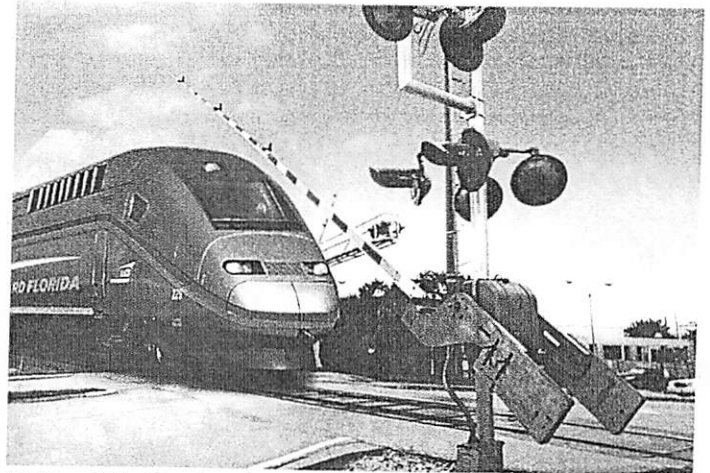
OPPOSITION MOUNTS

In the meantime, several organizations sprang up that were



ED DRONDOSKI

A rickety looking railroad bridge crosses Taylor Creek. Boaters worry about the drawbridges over the St. Lucie River and Loxahatchee River being in the down position for hours each day, preventing passage on the water.



All Aboard Florida trains plan to pass through the Treasure Coast at least once hourly during the day, for a total of 32 times a day both ways.

dedicated to stopping the railroad in its tracks. The most vocal among them was Florida NOT All Aboard, founded in February 2014.

"FNAA grew legs on its own," Traylor, 44, says. "I didn't really know what to expect, especially since most people didn't seem to know much about the trains." But a push by Eve Samples of Treasure Coast Newspapers and Jana Eschback, a reporter with WPEC-TV, sent the nonprofit's supporters skyrocketing.

"I really feel this is a paradise, and I really want to protect it," Traylor says.

By April her petition had 53,000 signatures opposing AAF's plan. In March, she went to Washington and presented Rep. Patrick Murphy, D-18, with a stack of petitions. "I do plan to continue to collect signatures and distribute the petitions to the appropriate people," she says. "I do plan to send them to our >>

governor as well. I have kept the originals and they may end up being sent to President Obama at the appropriate time.”

Two more citizens groups formed about the same time: Citizens Against the Train and CARE-FL, (Citizens Against Rail Expansion), a group with financial clout from southern Martin County.

Traylor and CARE-FL leaders have met with state and federal officials to plead their case. Traylor praises Murphy for his continuing efforts to help FNAA and the Treasure Coast communities.

“He came to our first rally on May 5, 2014, along with some county commissioners, and I really didn’t know if anyone would even show up,” Traylor says. “But 800 people came to that rally and it was a real turning point because a bunch of people volunteered and then I knew we were on our way.”

The Treasure Coast counties have help from Rep. Bill Posey, R-8, who represents Brevard and Indian River counties and from state senators and representatives. One notable exception is Sen. Marco Rubio from Miami.

All Aboard Florida points out the thousands of temporary jobs that will be created and will put money in the pockets of Treasure Coast workers, but critics are not satisfied.

“AAF did not realize the kind of people they were trying to steamroller,” Traylor says. Not only did the issue become intensely political before the 2014 elections, with voters demanding to hear candidates’ positions on AAF before heading for the polls, but Martin and Indian River counties include some of the wealthiest people in the state — people whose backgrounds include running major corporations and who are no strangers to high-stakes corporate strategies.

Martin and Indian River counties are not taking All Aboard Florida’s plan to run trains at high speeds through their rural areas and downtowns lightly, nor is Fort Pierce Mayor Linda Hudson, whose cash-strapped city hasn’t money to pay for a long legal fight.

“It will hurt our city,” Hudson says. “I don’t think All Aboard Florida has given enough thought to what it will do to our area. We’ve been lost in the shuffle. Fort Pierce can’t afford to pay for increased maintenance at our six crossings, but Seaway Drive and Orange Avenue at Avenue A are particularly vulnerable to accidents.”

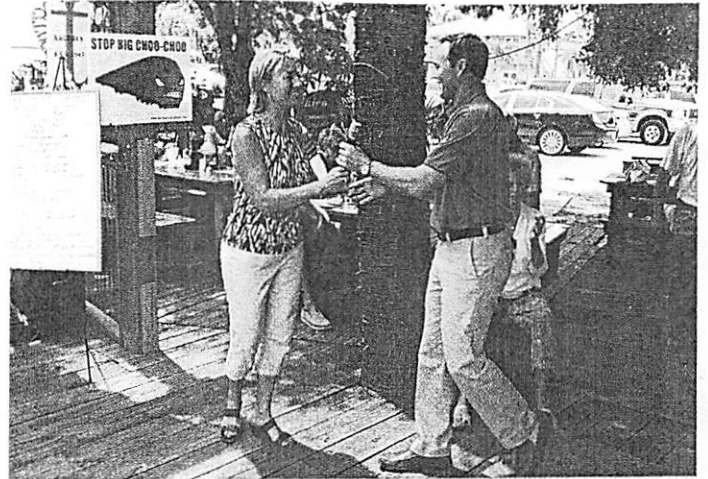
And she fears that drivers will opt for the Citrus Avenue overpass, choosing to cross above the tracks and wearing out the old structure instead of waiting for trains to pass at the Avenue A intersection where the city garage, historic Arcade building, historic city hall, current city hall and a new federal courthouse are all clustered.

Martin and St. Lucie counties appropriated \$4.1 million this year to do battle with AAF. In Martin County, money was set aside for outside legal counsel and studying the impacts of All Aboard Florida while the City of Stuart worried about impacts on parking, on already congested traffic circles, and on its historic downtown.

Indian River County has already filed suit in federal court, claiming the U.S. Department of Transportation unlawfully approved the issuance of \$1.75 billion in private activity bonds for All Aboard Florida and seeking “an annulment” of the approval because an environmental impact statement had not been completed.

When seeking the bonds, the railroad did not withdraw its application for a \$1.5 billion federal loan.

Indian River also plans to hire safety experts for a traffic study, says Commissioner Bob Solari.



K.C. Traylor hands the microphone over to Rep. Patrick Murphy at a rally held at Archie’s on South Hutchinson Island. She had just finished saying that taxpayer dollars should not be put at risk with a federal loan to All Aboard Florida.

“For me, two things are clear,” Solari says. “This is not a done deal, and it will take a lot of well-directed work to make a challenge succeed. It will be at least a two-year process, maybe three years. It is important for everyone to understand it won’t be over quickly and there will be a series of highs and lows. We all just have to stay focused on our goals.”

St. Lucie, with a population far larger than either of its neighboring counties but with much lower per capita income, took the cautious route, first using money from the county attorney’s budget to determine a strategy, followed by discussion of allocating \$1 million to its challenge.

SAFETY CONCERNS

In the meantime, Treasure Coast sheriffs declared in a joint statement that closing crossings for passenger and freight trains would delay first-responders who needed to get across the tracks. All Aboard Florida disagrees: The 900-foot passenger trains would clear crossings in less than 60 seconds, it says.

But Tequesta Mayor Abby Brennan worries about trains blocking its three crossings if the Loxahatchee Bridge gets stuck in the up position, she said in March 2014. A year later, almost to the day, the bridge stuck and a train blocked two of the village’s three crossings, forcing drivers to take a long detour. The railroad apologized and said it was taking steps to prevent a repeat.

The tracks cross three major navigable rivers — the New River in Fort Lauderdale, the Loxahatchee and the St. Lucie River.

Bridges in the up position can cause problems for Treasure >>



Kasey “K.C.” Ingram-Traylor, 44, a Palm City resident, founded Florida NOT All Aboard, the first and most vocal group opposing All Aboard Florida. By April she and two other groups, Citizens Against the Train and Citizens Against Rail Expansion — Florida had 53,000 signatures on a petition opposing AAF.

Coast drivers, but bridges frequently in the down position, stuck or not, will cause major headaches for boaters, including boats responding to emergencies, says Bill Biggs, who runs the Riverwatch Marina in Stuart.

"People may not realize how big the boating industry is," he says. "We have about 15 marinas and if people can't get to the ocean, we'll be out of business." He estimates that the drawbridge over the St. Lucie River will be closed for 49 minutes out of every hour, based on how long it takes the span to open and close.

All Aboard Florida says it plans to reduce the closing of drawbridges to a minimum, possibly by coordinating the timing of trains over bridges so that the bridges stay down while more than one train crosses instead of closing bridges for each train.

But Biggs and others say that captains have a hard time keeping their boats from hitting each other due to wind and current, and the longer they wait, the more chance they'll collide.

The Marine Industries Association of the Treasure Coast, noting that the marine industry is worth more than \$18 billion to the state's economy — three times what All Aboard Florida says its trains will accomplish — and employs more than 200,000 people, called the blocking of marine navigation by locked-down bridges an "unacceptable impediment of vessel navigation and causing economic devastation to the marine industry and residents located west of the railway bridges."

AAF should run all of its nonlocal passenger and freight trains on the CSX tracks north of Palm Beach, the association says in a resolution approved by its board of directors.

RAIL IMPROVEMENTS

From the beginning, train opponents nicknamed AAF "All About Freight" due to expectations that with expansion of the Panama Canal and increased cargo coming out of Port of Miami, Florida East Coast Railway would significantly increase the number and length of freight trains using the same tracks as the passenger trains.

"All Aboard Florida is spending \$1.5 billion to improve rail infrastructure to support an express passenger rail service. These improvements are not necessary for freight operations," Martenstein says.

PROPERTY VALUE DECLINE?

As the controversy over All Aboard Florida heats up, many residents who live within 1,000 feet of the tracks say that their homes were worth less as soon as awareness of increased trains became common knowledge.

After residents began reporting a drop in property sale prices, Martin County property appraiser Laurel Kelly made plans to get facts in hand with a \$60,000 study of property values.

Realtor Julia Sansever says sales of waterfront property in North River Shores, on the St. Lucie County/Martin County border, fell through twice before finding a buyer who didn't mind trains.

Jensen Beach resident Phil McAdam was one who discovered his property value dropped. "It's absurd," he says. "Our waterfront lot was worth \$125,000 and sold for \$70,000. And there is the safety issue. Houses back right up to the tracks. We have children and grandchildren to worry about. People walk across the tracks all the time, and they have no idea how fast a train at those speeds will be upon them."

Keith Ullrich, who lives on South Hutchinson Island, says, "My main concern is getting across the tracks. I can't tell you >>



ED DRONDOSKI

Fort Pierce Mayor Linda Hudson says high-speed trains should not run through rural downtowns, and will endanger motorists and pedestrians.

ALL ABOARD FLORIDA AT A GLANCE

It is a private company proposing passenger rail service along a 234 mile route, Miami to Orlando — a first of its kind, using no state or federal grant money and no ongoing taxpayer subsidies.

Passengers: business, families and tourists

Amenities: wi-fi, meals, oversize storage space

Cost: \$3 billion

Schedule: passenger trains an hour apart. 32 trains a day through the Treasure Coast

Stops: Miami, Fort Lauderdale, West Palm Beach, Orlando International Airport

Travel time: 3 hours

Ticket price: not determined

Speed: 110 miles an hour through the Treasure Coast; slower through downtowns

Jobs: during construction, 10,000 a year; post-construction, 5,000 a year

Economic impact: \$6.4 billion to state as a whole.

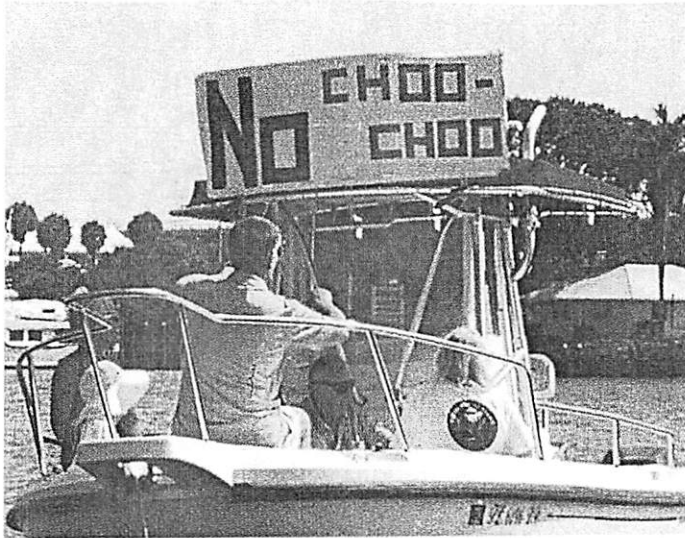
Highway impact: 3 million vehicles will be removed from roads each year.

Impact to natural resources: minimal because using existing tracks

Intersection wait time: Trains 900 feet long take under 60 seconds to pass through.

Grade crossings: to be improved.

Service launches: Miami to West Palm Beach in late 2016; West Palm Beach to Orlando in mid-2017.



Boaters rally against AAF in April 2014. They say long waits while railroad bridges are closed are likely to cause accidents due to moving currents.

how many times trains have stopped across the tracks for 20 minutes at a time." Ullrich worries about ambulances, police and fire trucks.

"The hospitals are up in arms, the police are up in arms, and I see rallies in opposition to the trains but I don't see any rallies in support of AAF where they are waving their arms in support of the train," Ullrich says.

Train supporters on the Treasure Coast have been largely silent, aside from posting remarks on the FNAA Facebook page and a few regulars posting comments under stories in the local paper.

But Indian River Commissioner Solari in Indian River County hasn't been silent. He is optimistic that with a lot of work things will end well for the Treasure Coast.

"In a broad, general sense it could destroy our community," he says. "In a specific sense, what if a school bus gets stuck across the tracks? Many in our community believe the AAF project has the ability to destroy our communities, but most know that it is not a done deal. And if we work hard together, I think we can stop All Aboard Florida." *JS*

AAF ON THE TREASURE COAST: TIMELINE

2012

March: A proposal to create a private passenger rail service on Florida East Coast Railway tracks from Miami to Orlando is made public in a press release. The service will be operating between those cities in 2014, the announcement says. The company will seek approval from the Federal Railway Administration for a \$1.5 billion Railroad Rehabilitation and Improvement Financing (RRIF) loan. It promises jobs, state-wide economic boost and reduction of cars on the road.

June: The project is presented to the Treasure Coast Regional Planning Council. Passenger rail calls for 32 trains a day in addition to the 14 freight trains already using the tracks.

October: An environmental assessment for the Miami-to-West-Palm-Beach leg is submitted to the FRA.

December: The regional planning council sends a letter of support for the southern leg, and says the project is in line with goals of transportation planning in Martin, St. Lucie and Indian River counties.

2013

In January, the FRA issues a "finding of no significant impact" for the Miami to West Palm Beach segment.

April and May: AAF, which must do an environmental impact statement for the entire project to qualify for an RRIF loan, begins the process in April. Public meetings are held in May in the affected counties to gather information from citizens and government officials. In May, Martin County told the FRA that the train service would have a serious negative impact on its residents and businesses.

2014

Local governments begin reversing their earlier support for All Aboard Florida and adopting resolutions in opposition.

February: Florida Not All Aboard, a nonprofit organization opposed to AAF's plans, is founded by K.C. Taylor.

March: Fort Pierce adopts the first resolution firmly opposing All Aboard Florida's plans.

2014

May: Citizens Against the Train opened its Facebook page in protest of AAF.

July: Citizens Against Rail Expansion in Florida (CARE-FL), a group from southern Martin County, formed and hired Washington, D.C., attorney Stephen Ryan, who is experienced in fighting rail projects.

August: AAF announces it seeks \$1.75 billion in private activity bonds but keeps its RRIF application for \$1.5 billion open.

September: A draft environmental impact statement is released for public comment with a Dec. 3 deadline.

September-November: public meetings are held to seek comments on the EIS draft.

December: The U.S. Department of Transportation authorizes the sale of \$1.75 billion in private activity bonds.

2015

Despite opposition north of West Palm Beach, AAF presses ahead with plans for stations in Miami, Fort Lauderdale and West Palm Beach. The expected completion date for service from West Palm Beach to Orlando is now about mid-2017.

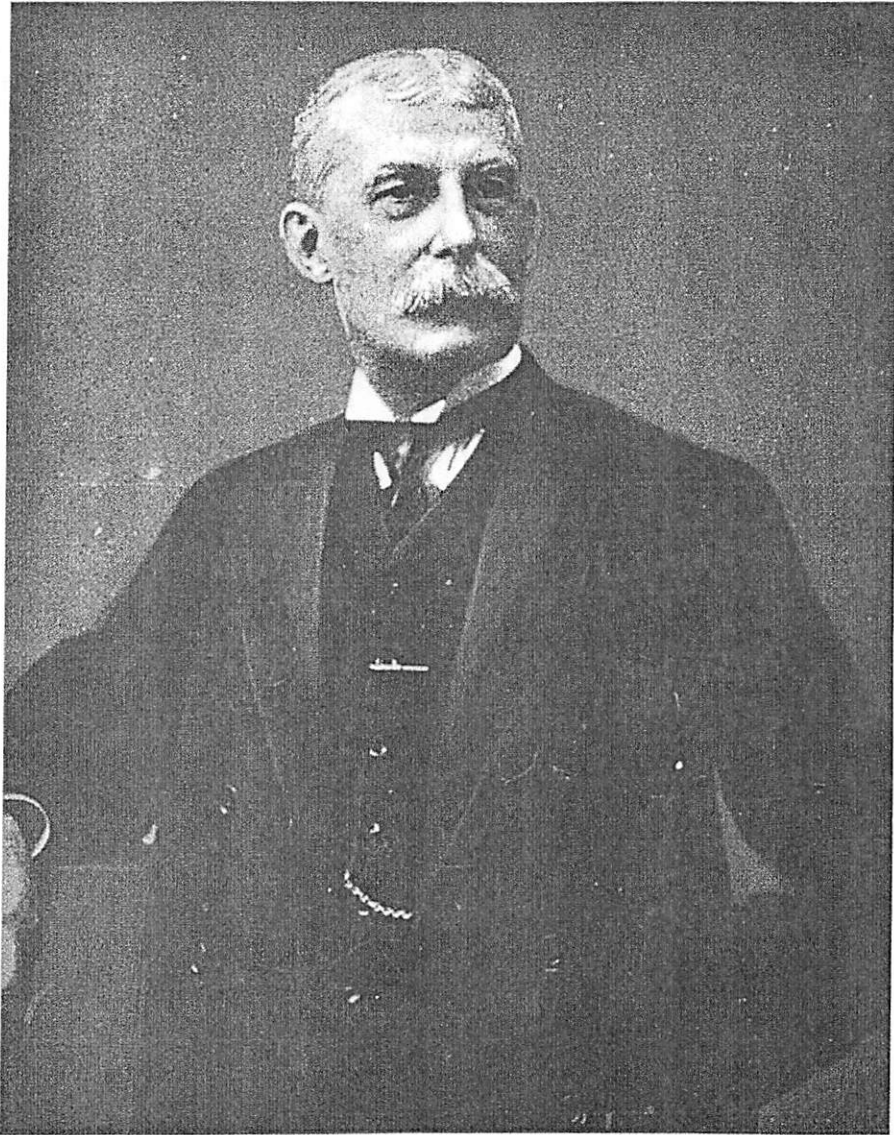
February: Martin and Indian River counties appropriate \$4.1 million to fight AAF.

March: St. Lucie County has already set aside money to come up with a strategy for challenging AAF but discusses appropriating \$1 million toward the fight in April. CARE-FL has raised \$600,000 and continues to raise more. Martin County hires the same attorney CARE-FL is using: Stephen Ryan. Indian River County agrees to hire outside expertise for a traffic study. Sheriffs of the three counties announce their opposition, fearing first responders will be delayed by trains. AAF contends that each 900-foot passenger train will clear a crossing in less than 60 seconds.

April: Indian River County files a lawsuit in federal court, contending that the \$1.75 billion in private activity bonds should not have been approved because an environmental impact statement had not been completed.

RAILROAD EXPANSION KEPT DEVELOPMENT ON TRACK

BY SANDRA THURLOW



THURLOW COLLECTION

Henry Morrison Flagler brought civilization to the southeast coast of Florida.

Train service linked early settlers along the Treasure Coast

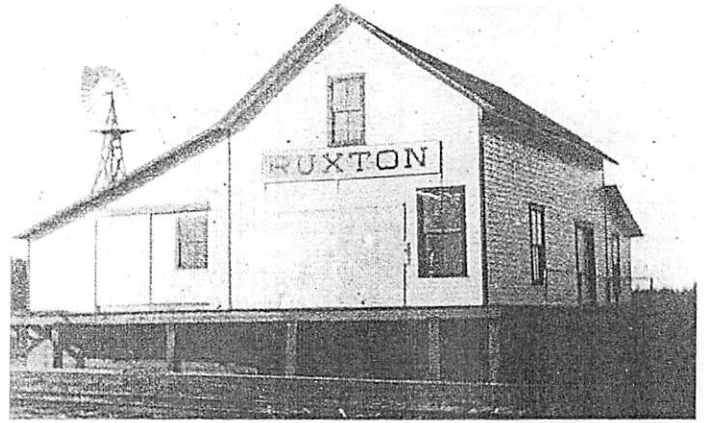
Henry Morrison Flagler's railway brought civilization to the Southeast coast of Florida. In 1893, when word got out that the Jacksonville, St. Augustine and Indian River Railway was going to be extended below Rockledge, most of the property owners along the southern portions of the

Indian River offered their property free of charge so they'd have the advantages the railway would bring. Sparsely settled South Florida longed to be connected to the outside world. Everyone wanted the development that was sure to come with the railroad. Historian Seth Bramson, "Mr. Florida East Coast Railway," boasts, "My >>



THURLOW COLLECTION

Flagler used the pineapple as the East Coast Line symbol and accepted land from Indian River pineapple growers but after he connected Havana, Cuba to Miami with his steamship line, he gave Cuban pineapple growers special rates and faster rail service.



WILLIAM H. ADDEO

Names of pineapple plantations like Ruxton, north of today's Jensen Beach, appeared on Florida East Coast Railway maps.

railway and its sister companies built an entire region, started cities, built great and famous hotels and opened the entire region to tourism and development." It's the truth.

It is hard to comprehend the importance of the coming of the railroad to a southeast Florida that had no public roads.

The area has plenty of public roads today, of course, along with a raft of railroad grade crossings and, at least on the Treasure Coast, numerous reasons to oppose the addition of more passenger trains. Especially, say the opponents of the All Aboard Florida project, trains that would speed through the area at more than 100 miles an hour and never make a stop on the Treasure Coast.

FIRST RAILWAY

The region's first railway was built specifically to serve the Treasure Coast, bringing both commerce and passengers to what are now St. Lucie, Martin and Indian River counties. Back in Henry Flagler's time, pineapple and citrus growers wanted an improved system to move their fruit northward, and fish dealers wanted a timely way to send their catches in the same direction. If new settlers came, land sales would soar and tourists would bring their money into the area.

Flagler depended on his right-hand men, James R. Parrot and James E. Ingraham, to help him fulfill his vision. Parrot, a lawyer, oversaw the acquisition of rights of way. He enlisted George Robbins of Robbins and Graham in Titusville and Charles C. Chillingworth, who opened an office in Juno, the Dade County seat between 1890 and 1900. Property records indicate that legal work was often done after the rails were already in place.

In Chillingworth's autobiographical notes compiled shortly before his death in 1936 he wrote, "Robbins & Graham represented ... Brevard, and our firm, Robbins Graham and Chillingworth, represented the company in Dade County. Incidentally, it brought us considerable business in addition to many condemnation suits for procuring right of way."

First and foremost, Henry Flagler was a businessman. He chose the most financially advantageous route, considering the cost of filling marshy areas and bridging rivers and streams. He also accepted the best offers from property owners. In 1893, the Florida Legislature passed a law granting any railroad 8,000 acres per mile of railway constructed. Previously it had been 3,840 acres per mile. Flagler's elegant hotels catered to tourists who needed his railway as a mode of transportation. However, it was by transporting freight that Flagler expected to make his railway profitable. He ran >>

LOCATION OF THE FLORIDA EAST COAST HOTELS Reached ONLY VIA THE FLORIDA EAST COAST RAILWAY

From JACKSONVILLE the railroad extends southeast through pine lands, with here and there the Cabbage Palmetto with its towering beauty, or the dense growth of the Florida Hummocks.

ST. AUGUSTINE, with the Matanzas River on the east and the St. Sebastian on the west; its magnificent hotels. Its all-year-round homes. Bicycling everywhere, and on the beach, where it is unsurpassed. Drives and ancient landmarks.

Near St. Augustine, and within riding, driving or wheeling distance is Moultrie, with its Grape Vine and Tobacco Plantations; and Matanzas, with its old fort. From St. Augustine the railroad extends in a southwesterly direction to

EAST PALATKA through the pine lands, with here and there the bright green of the sugar cane. Again it takes a southeasterly direction, and soon after leaving the East Palatka station the first and only glimpse of the

ST. JOHNS RIVER is gotten.

SAN MATEO, with its beautiful homes amid the lovely orange groves on the St. Johns River, and newly developed tobacco farms, is reached by branch service from East Palatka. To the

TOMOKA RIVER at Ormond from East Palatka, the road extends through a most noted fisher section. The Tomoka is the Ocklawaha of the East Coast. Next we see

ORMOND, where the HOTEL ORMOND is located, so noted for its shooting and driving, coupled with a hard beach, where a spin on the bicycle or behind a pair of good horses is most enjoyable.

DAYTONA, the city of winter cottage life; miles of beautiful roads, also bicycle trail connecting the two towns—Ormond and Daytona.

NEW SMYRNA, the site of the early English settlement of Florida; ruins of ancient sugar mills, bricks for which were brought from Ireland. Trains connect here for Lake Helen, Orange City and Deland.

To the east, between the Tomoka and Turnbull Bay, constant views of the

HALIFAX RIVER and to the beauty of the scenery; and at this point is seen the lighthouse at

NEW SMYRNA INLET, the mouth of the Halifax River. Soon after leaving New Smyrna, the

HILLSBORO RIVER adds its picturesque to the landscape, and before actually reaching it, and just after passing

WEST SHILOH, the rustic bridge over the headwaters of the

INDIAN RIVER is passed, and the broad and beautiful Indian River spreads out to the eastward, with Merritts Island its eastern bank, noted for its excellent Indian River oranges. From the headwaters of the Indian River to

TITUSVILLE, along the bank of the river, is the home of the crays, white and blue homes, docks and the beauty of the scenery; and at this point is seen the lighthouse at

TITUSVILLE is the County Seat of Brevard County, and, with Eau Gallie, is the principal shipping point for fruit and vegetables. Connection is made at Titusville with steamers for the

CANAVERAL CLUB, between Titusville and

EAU GALLIE are many of the largest orange groves in the State, and at

ROCKLEDGE quantities of them may be seen on the trees. At Eau Gallie the Indian River and

BANANA RIVER join. This is the northern limit of successful "open air" pineapple growing.

THE RAILROAD skirts the shore of the Indian River for one hundred and twenty-five miles, and crosses creeks and rivers whose beauty adds much to the already beautiful scenery. From

MELBOURNE, a thriving New England village, to

FORT PIERCE, the eastern end of the line of forts and settlements straddled across the State during the great Seminole War, pineapple plantations are noticeable from time to time.

After leaving Fort Pierce, however, the road extends through miles and miles of pineapple plants, passing at

EDEN the plantation and home of the pioneer pineapple planter, Captain Richards. At

ST. LUCIE, four miles north of Fort Pierce, and visible from the train, is the winter home of Senator Quay.

JENSEN, a thriving Swedish settlement, also has large pineapple plantations.

POTSDAM is on the St. Lucie River, opposite St. Lucie Inlet and Sewall's Point. Here is some of the highest land in the State.

HOBE SOUND, a settlement of young Englishmen engaged in pineapple culture. Part of the Indian River. Beautiful home sites on the banks of the sound.

WEST JUPITER, Lighthouse, at the Jupiter Inlet, visible from the train; view of the ocean. Southern end of Indian River and junction of Indian River, Loxahatchee River and Lake Worth Creek. Scene of the romance "East Angels." End of the Nassau cobbles, and point at which the Oregon made its first report upon arriving in home waters after her famous trip from the Pacific.

WEST PALM BEACH, on the west bank of Lake Worth, headquarters for the famous Lake Worth pineapple plantations, is opposite.

PALM BEACH. Here the train passes over Lake Worth Bridge to the noted hotel ROYAL PALM BEACH and THE HILANDERS. Some of the attractions at Palm Beach are: The immense salt-water swimming pool; surf bathing 365 days of each year; the original Indian trails, now bicycle paths; the Ocean Pier, extending one-third mile out into the ocean, from which can be caught almost any kind of fish one desires, and sea urchin returns empty handed.

LANTANA, south-end of Lake Worth. The heart of the celebrated "Morning Glory Duck Land," on which large quantities of vegetables are raised. The great dealmaking canal.

BOYNTON AND LINTON. Oranges from Michigan and New York. Large orange under cultivation in the town. Large and well-kept vegetable. Large orange under cultivation and large and ripe fruit groves.

FORT LAUDERDALE. Old Indian fort. Here the train is usually welcomed, and its departure attended, by Seminoles, boys and girls. The former in their native undress.



THURLOW COLLECTION

Florida East Coast Railway publications literally put towns on the map. Potsdam misspelled with an extra "t" was the forerunner of Stuart.