First Auto Race
from Jacksonville to Miami

"THE PATHFINDERS ARRIVED HERE LAST NIGHT AFTER A LONG AND PERILOUS JOURNEY THROUGH THE DENSE SWAMPS AND GLADES OF FLORIDA"

By F. Ed Spooner

Reprinted from The Miami Metropolis, January 31, 1908, pg. 6

From Jacksonville to Miami over the roads is 371.8 miles. The fact is interesting for the reason that the course has never been measured before. The route has now been covered in a motor car for the Cleveland Pathfinder, driven by James Laughlin III, the young Pittsburgh millionaire, arriving in Miami last night. Accompanying Mr. Laughlin were George N. Sebring of Sebring, Ohio, the millionaire pottery manufacturer; Walter Drennon, a singer of note; and F. Ed Spooner, photographer and correspondent.

The car, a forty horsepower Cleveland, came through the trip in fine style, as it had to do, to enable the party to reach the destination a day ahead of schedule. The slightest accident to the car or tires would have caused a serious delay. The Continental tires fitted at Jacksonville were as good as new at the completion of the trip and not a puncture or blow-out occurred during the journey.

Mr. Laughlin drove all the way himself and was a very tired man at the completion of the journey as much of the driving was done at night and every minute of daylight was taken advantage of to drive ahead.

As a consequence, [in order] to utilize the daylight at all times the driver and his companions were forced to work on the car to turn it up each night and gained but a few hours sleep in the five days and eight hours of the trip. At the outset a spring, weakened by a former break, gave way between St. Augustine and Ormond. This was bound up in the woods and at Ormond was properly repaired, supposedly. Again it gave out near New Smyrna and, by an all night job Saturday night, the spring was properly fixed and thereafter gave no trouble. The time lost in this way had to be made up and the Pathfinders decided to sleep little and drive always, when possible, to complete their journey. Much dangerous night riding was done after that but, fortunately, all escaped serious accidents.

No attempt was made to make time, safety being uppermost in the minds of all. The dangers of becoming lost weighted the Pathfinders down, for the roads followed had never before been gone over by auto and, for the greater part of one hundred fifty miles [Grant to West Palm Beach], were but faintly traced through the pine woods. Grass covered the roads for miles, coming as high as the radiator, and stumps were concealed in the grass to tear the car to pieces. Stumps gave perhaps more trouble than anything else for it was the duty of the Pathfinders either to remove them or mark them plainly. The objects of the trip -- the marking of the road, the logging of the route for a route book, the building of bridges where necessary, and the construction of fords over streams where bridges had been washed away -- were carried out to the letter, causing untold delay.

As preparation for possible trouble [resulting] from failure to reach civilization (and it seemed several times as though a house might not be seen again for days), a complete camping outfit was carried together
with axes, shovels, spades and other paraphernalia. Groceries were in the large bags strapped to the car for camp might have been necessary at almost any time. Fortunately, it was possible, through the reliable work of several guides, to reach civilization every night although, often times, very late at night.

During their trip, the Pathfinders drove their Cleveland through nearly thirty lakes of varying widths, from fifty to eight hundred yards, and depths. There was always present the danger of sinking in these lakes, but the course lay that way and there was no other method of traveling. Several bridges were constructed and properly marked and several fords were made. Stumps were removed by the score.

The Cleveland was the first auto over the route. The stumps were so high that no car ever could have been driven over the course before. Sand was driven through for miles on low gear and very little high gear work was done for the 140 miles of the trip from Grant to West Palm Beach. The party stopped en route at St. Augustine, Ormond, New Smyrna, Grant [and] Jupiter and made the ninety mile run to Miami for the finish.

Only one attempt to negotiate the length of Florida has been made previous to this trip. The young man driving on that trip reached the St. Lucie River between Fort Pierce and Jupiter and, there, shipped on a flatboat for Palm Beach, giving the trip up in disgust.

The trip may be made by a good driver in a good car by following the route plainly marked. But no driver must endeavor to make the journey without fittings for such a trip: block and tackle, spades and shovels, axes, food, tents for camping, boards for aid in the soft pine woods roads, together with water to drink in plenty, and so on. Every preparation for trouble must be made and the car must carry almost every part likely to give trouble.

There are reasons for this. At one stretch [Fort Pierce to Jupiter] the Pathfinders traveled for fifty-three miles where but one house was found. In that stretch a moccasin snake, a diamondback rattler, a skunk, a crane and a hawk were the only living things seen. Through this district Reuben Carlton, who owned the one house and had punched cattle for years in the apparently trackless waste, guided the party with unerring skill. His great knowledge of the route, which twisted and turned until none knew where they were, excited wonder with the Pathfinders who, after their escape, went down on their knees to him figuratively and really.

In that fifty-three miles of going from Fort Pierce to Jupiter via the Capron Trail, unnumbered cross-paths were met and the Pathfinders followed for miles not the best marked of these, but paths absolutely without markings and deeply covered with long wiry grass. Mr. Carlton was apparently as familiar with the route as though traveling

This map shows the Pathfinder's projected distances for each day of the Jacksonville to Miami race that was held in March 1908.
the well marked city streets of a large city in which he had been raised from boyhood. This one stretch of going is going to bring
to grief some of the men who drive in the race which starts
February 18th from Jacksonville and which has Miami as its destination [race actually began March 9].

* * * * * *

In the Pathfinding trip the hardest day's work was the trip from Grant to Jupiter, a distance of nearly one hundred miles. Grant
consists of one house and a hotel. It was reached late at night from
New Smyrna and the party retired at about nine o'clock at the Ridge-
land. In the morning arrangements were made with some of the young
fishermen to go up in a launch to the ferry across the river Sebastian
and be there when the car arrived to aid it across. S.V. Jurgensmeyer
was then engaged as a guide. In the deep woods going to the ferry, a
distance of but seven miles, the party became lost at two o'clock in
the morning and ran around for two hours trying to discover a
road to lead them out.

A house was finally found and a
second guide secured who showed the
way to the ferry where, by hand-power, the car was put over.
At Vero a second guide was secured and, after being stuck in the sand
several times, the car reached Fort Pierce at 8:30 — a distance of
twenty miles in seven hours.

Here Reuben Carlton joined the
party and the deep woods were
entered at once in the search for
the Capron Trail. The route lay
then for thirty miles over an
apparently roadless course to a
small stream where a bridge had
been washed away and where it
was necessary to construct a ford
by digging away eight foot banks
on either side. Roots had to be
hewed away and either bank had
to be filled in. The car lurched down
almost on its nose and then up. Mr.
Laughlin alone was able to keep a
seat in it. No block and tackle was
used here or elsewhere on the
journey.

Later on in the day a house
came in view and the trip was
again through the pine woods for
nearly twenty-five miles. At one
point the car plunged into a swampy
road and the hardy tourists were
forced to get out for a stretch,
only to find themselves in a mocca-
sin snake den. The place was un-
comfortable but a stumped had to be
cut away and it was done. Bridges
were constructed of logs at other
points and, as the car and tires
gave absolutely no trouble, Jupiter
was reached at a late hour, only to
find accommodations for but three
of the five in the party. Two slept
in the tent by the cars.

The following day twenty miles
of hard going completed the bad
portion of the trip. In these twenty
miles a half dozen swamp roads,
tonetimes over a foot deep in
water and snake-infested, were
cleared of stumps, the tourists
standing in water to their knees
with every indication of the swamp
being the final stopping place. An
interesting part of the journey was
the trip through the camp of the
vultures, the turkey buzzards’ roost,
in Florida. Thousands and thousands
of the birds rose in the air as the
noisy auto passed through, travel-
ing two miles an hour in the deep
swamp. At a point four and a half
miles from West Palm Beach the
shell road was met; and at West
Palm Beach the special auto road,
constructed by H.M. Flagler to
connect Palm Beach and Miami,
made as good going as could be
found in Florida. 4

Briefly, auto touring as far as
Titusville or Rockledge, either one,
may be made a real pleasure and
novelty. But beyond these points
it means risk and hard traveling
and it requires a steady, reliable
car and a most expert driver all the
way. No man not posted on touring
and its dangers should make this
trip.

The distances for the five days
of the coming race were found to
be: Jacksonville to Ormond, 84.7
miles; Ormond to Rockledge, 74.1
miles; Rockledge to Fort Pierce,
75.4 miles; Fort Pierce to Palm
Beach, 67.6 miles, and Palm Beach
to Miami, 70 miles — a total of
371.8 miles. The first three days
[of the February race from Jack-
sonville to Miami] will be possible. 3
The fourth may be possible with
good luck, and final day's run will
be but two and one half hours with
a clear road.

All along the route the people
are very much interested and ex-
tremely hospitable to automobilists,
ready to do almost anything to
aid them. The interest in the race
is intense and everyone will be out
on the day of the struggle to aid as
guides and as hosts for the race
drivers.

FOOTNOTES
1. LAUGHLIN, JAMES III: born August 6,
1883, in Pittsburg, PA, where his grand-
father founded the Jones and Laughlin
Steel Corporation; committed suicide in
his home near Orlando, FL, on April 8,
1935.
2. SEBRING, GEORGE N.: a member of the
Sebring, Ohio, family which manufac-
tured pottery and established towns of
that name in Ohio and Florida.
3. SPOONER, F. ED: appears to be the As-
sociated Press correspondent.
4. Palm Beach to Miami Road: constructed by
Okeechobee County in 1902-1906, not by
Henry M. Flagler.

"MIAMI ROAD RACE; START THIS MORNING"

Reprinted from The Florida Times-Union,
Jacksonville, Florida, March 9, 1908, p.5.

What will undoubtedly be the
most strenuous automobile road
run in the history of the motor
car will leave the Times-Union
office at 9 o'clock this morning
headed by the Exposition band

summer/fall 1983 11
under the direction of Louis Grunthal. The long distance tours of the American Automobile Association and the Automobile Club of America have been as child's play as compared with the 371 miles which the hardy and fearless drivers will face this week in their mad flight toward Miami.

It will be a supreme test of an automobile and the cars that win will have an undeniable blue ribbon pedigree dating from the week of March 9. No intending purchaser of an automobile need to hesitate to buy a machine with the hallmark given that particular make through the first great Florida run. Its praise will be sung the world over and the telegraph wires and Uncle Sam's mail department will be burdened with the refrain sung in different keys "well done thou good and faithful ______," no matter what name the car bears or reputation it enjoys up to the present time. It will take supreme faith on the part of an agent or manufacturer or private owner to put his car through a run of the kind under the existing pitiable Florida road conditions. No one with any doubt as to the merits of his car can be blamed for not entering such a race.

W.J. (Motoring) Morgan who first conceived the idea of the run and sent the pathfinding car recently to spy out the roads in order to see if the thing was possible, believes that the time made by the Pathfinders will be beaten, possibly more than a full day as there will be no stopping to do the splendid missionary work accomplished by George E. Sebring, vice-president of the Florida East Coast Automobile Association, and James McLaughlin 3rd whose great drive and helpful work will be a red letter event in motoring history.

ORANGES FOR THE DRIVERS

Letters received from along the route by Mr. Morgan from various prominent citizens and good roads enthusiasts promise hearty reception for the fearless drivers. Mr. Knox, the well known orange grower near Ormond, sent word yesterday that there will be a sack of oranges at his gate for each driver who cares to stop and pick them up. President Foster of the F.E.C.A.A. wired that Daytona to auto aficionados will turn out in force Monday evening and Tuesday morning to welcome and speed the contestants in the long, hard drive. It is quite possible that a score of cars will leave the competing motorists as far as New Smyrna or Titusville. At the latter place Editor Charles Walton and Fred Morgan, the well known merchant, have organized a reception committee and Mr. Walton will make a short speech on the arrival of the first car.

At Rockledge P.A. Shares and other prominent citizens will erect a triumphal arch and the same thing will be done by several towns along the road where the ladies and children will shower the cup chasers and good roads apostles with flowers. Mr. Huston of Rockledge (formerly of Cocoa) will escort the drivers out of Rockledge and will probably go with them the rest of the journey, driving his big, powerful Stearns touring car. At Vero and Fort Pierce three or four car owners will act as pace makers and the serpentine which will mark the way will be thrown from one of the cars that lead.

THE FIRST DAY'S RUN

It is quite possible that if the start is made promptly at 10 o'clock the leading car will reach Ormond between 6 and 7 o'clock. There will be no delay allowed at the start and there will be no stop made at St. Augustine, where a large crowd will line the road to see the first road run go by, among them being Postmaster Alba, John Anderson (manager of the Hotel Alcazar), Editor Harry Brown of the "Record," Albert Lewis, the great good roads advocate, and Secretary Rolleston of the chamber of commerce. Hon. W.A. Mac-Williams, who introduced a good roads bill in the house last spring, will also be one of the spectators.

The first day's run was published Saturday in this paper so today the second day's run, with mileage, is given, with route and general directions as supplied by the promoter of the run and which will be found in the official program, together with pictures and a mass of other interesting data which will be distributed from one of the cars along the road, in order to distinguish the different cars, which will carry numbers. It will be necessary to get the checking card which will be given with the illustrated program and which also contains a complete history and record of the Pathfinding tour and the Ormond-Daytona Beach records, as well as photographs of the leading drivers.

Tomorrow's schedule is as follows:

ORMOND TO ROCKLEIGH

Miles
0.0 Hotel Ormond, cross toll bridge and turn sharp left at end of bridge (signboard), and follow river.
3.4 Turn right (signboard)
3.7 Turn left (signboard), straight ahead, passing through Daytona and Port Orange.
12.0 Turn left (signboard), caution (sharp curve) just beyond, turn right.
14.3 Cross river over two bridges.
18.5 Cross river over four bridges follow shell road.
21.9 New Smyrna and turn sharp left at signboard to river and turn right at signboard.
22.5 Bear left, follow river.
23.3 Turn sharp left.
28.3 End of shell road.
32.7 Pass left fork. 
32.8 Pass left fork, leaving schoolhouse on your left.
33.0 Turn right into Oak Hill.
33.3 Turn sharp left, caution (do not run by turn).
33.8 Pass house, deep sand.
34.1 Pass right fork.
35.9 Turn right through swamp leading to prairie at head of Indian River (signboard).

12 BROWARD LEGACY
36.1 Pass through small settlement.
36.4 Enter prairie. (Note) Advisable to put chains on at this point.
37.2 Cross river and railroad. (Chains may be taken off at this point).
37.9 Pass left fork.
39.0 Caution (dangerous stump in road).
39.1 Caution (two small bridges, very rough).
39.6 Caution (fallen tree on the road).
41.0 Caution (bad stump).
41.1 Caution (bad stump).
41.3 Pass left fork.
41.9 Caution (fallen tree on the road).
42.3 Pass cross road and straight ahead (signboard).
43.7 Bear left.
43.9 Pass cross road and straight ahead.
48.2 Cross railroad pass left fork, follow telephone line.
49.9 Pass left fork.
50.9 Bear left.
51.6 Turn right and follow telephone poles (signboard).
52.9 Turn left.
53.2 Cross railroad into Titusville.
53.5 Cross railroad.
54.7 Turn right through Titusville (signboard).
54.8 Turn left to river and then turn right keeping river in sight (almost all the way to Rockledge).
62.7 Caution (rough bridge).
63.7 Turn right.
68.6 Pass left fork.
72.3 Town of Cocoa. Turn left to river then turn right. Go two blocks and follow river to Rockledge (new Rockledge Hotel).

especially for road building, same to be issued at once, so that the army of unemployed can secure good, healthy work at fair wages and not become the recipients of municipal and private charity. Morgan believes that a million men are out of work, so this is the accepted time to get in a good lick for good roads and give good men plenty of work.

PRESS BUNCH HERE
That Florida will be widely advertised as a result of this unique run became self-evident last night when the press men reached the city, coming from Hotel Ormond, where they have been reporting the Ormond-Daytona Beach races.

Heading them was John C. Wetmore of the "New York Evening Mail" and the dean of the corps; Russell A. Field of the "Brooklyn Eagle;" William H. Harrison of the "New York Tribune," and representing also for this run the "New York American" and the "New York Sun" and the "Boston Globe;" F. Ed. Spooner, W.A. Rutz, and the "Times-Union" representative who, under instructions, will cover the run for the Associated Press, this service in itself insuring reports of the run being published in every paper of prominence in the United States.

"Automobile," edited by A.G. Batchelder, and "Motor Age," also under his supervision now, will have special reports on the run, and arrangements have been made by several of the correspondents for reporting the race in some of the standard magazines of the country.

"DR. STINSON LEADS IN THE AUTO RACE"


Fort Pierce, March 11 — At 5:18 o'clock Dr. W.N. Stinson drove his 10 horse-power Cadillac car into Ft. Pierce, making the 75 mile run from Rockledge since 10:15 o'clock this morning, with a half hour time allowance at the Sebastian River. The car carried beside Dr. Stinson, A.E. Hickling as machinist and the "Times-Union" correspondent, three people in all.

At 5:52 o'clock C.F. Wheeler's Peerless, carrying five people, including a lady passenger, put in an appearance. The Peerless left Rockledge at 10:32 o'clock, making the run in practically the same time as did the Cadillac.

The cars ran practically the entire distance apart, meeting only once, just north of the Sebastian River.

The times of the Cadillac were as follows: Eau Gallie, 11:42; Melbourne, 11:55; Sebastian River, 1:30; Quay, 2:55; Ft. Pierce, 5:18.

The times of the Peerless, which carried five, are practically the same, with the half hour difference.

Just outside of this place the Peerless abandoned the road for the beach and, sinking in the mud, lost twenty-seven minutes.

At Grant, an arch bearing the words "Welcome to Grant" has been erected, and at Melbourne the proprietor of the hotel served lunch, having it ready to put into the cars as they passed through. Heavy sand roads between the south side of the Sebastian River and Vero made that part of the going decidedly difficult. Tomorrow's run is the hardest of the entire trip and the cars will start early. Dr. Stinson has been awarded the Fort Pierce prize offered for the best running time from Jacksonville to this place.

MOTORING MORGAN TO LEAD

W.J. (Motoring) Morgan will occupy the leading or serpentine throwing car at the start and will go all the way through, as he feels it is his duty to take his share of the hardship such a run confers on a participant. Mr. Morgan may make a few short speeches at different points advocating the use of prison labor on the roads in order to take it from competition with free and oft times skilled labor. The Florida motoring promoter also believes in the proposition for the national government to issue $500,000,000 worth of bonds for public works,
NOLAN IS GAME
Ormond, March 11 — After thirty-six hours work without sleeping, Claude Nolan and Mechanic Wooten have made repairs on Cadillac, No. 15, which was wrecked on Monday, and in spite of the fact that the other cars have twenty-eight hours' start on him, Nolan left here at 8 p.m., in a dense fog, determined to, if possible, catch the others before they reach Miami. Whether he can succeed is doubtless, as the other cars are making good time.

PEERLESS MADE GOOD RUN
Rockledge, March 11 — After a record-breaking run, covering 124 miles in one day, the twenty-four horse-power Peerless, carrying the newspaper men, dashed through to Rockledge yesterday, reaching the New Rockledge Hotel at 5:25 o'clock yesterday afternoon.

A little more than four hours later Dr. Stinson, driving his 10 horse-power Cadillac, pulled in, making the run from Hotel Ormond in a little more than seven hours.

The run of the Peerless was a remarkable one. The Hotel Alcazar was left at 5:50 o'clock yesterday morning and with C.F. Wheeler driving the car as skillfully as one could wish, it wheeled into Hotel Ormond at 9:25 o'clock. Here breakfast was taken, the road racers enjoying the princely hospitality of Manager J.D. Price.

At 11:58 o'clock, with lunches aboard, a new start was made and then came a record-breaking run. Daytona was passed at 12:11 and New Smyrna, 21 miles away, at 12:45. At 1:35 o'clock Oak Hill was reached and the car was again out in the wilds. Up a steep sand hill it pushed, fought its way over a stretch of heavy going, and at 3:15 plunged into the Indian River prairie.

Then came a run through as picturesque country as one could wish, the car moving through sawgrass that was up to the top of the tonneau, shot by small herds of cattle, and then, emerging, hit the road for Titusville.

On went the car, past cocoanut palms, through orange groves and then, running along the matchlessly beautiful Indian River, reached Rockledge and the new Rockledge Hotel at 5:25 o'clock, with 124 miles eaten up and the big car again in the lead.

Mr. George E. Sebring, who prepared the route book, has done magnificent work. Every stump is reported, every turn marked, and Mr. John Wetmore, dean of the automobile corps and who has made every Glidden tour, pronounces it the most perfect book he has ever found. Mr. Sebring is to be warmly congratulated on his splendid work.

Dr. Stinson, driving his own Cadillac, left Hotel Ormond, at 2:30 o'clock yesterday and reported here at 9:58 o'clock last night, making a pretty run and with a most consistent showing. He leads in the race this morning. Harry Curran Wilbur, the Associated Press and "Times-Union" representative riding with him.

"DR. STINSON WINS FLORIDA ROAD RACE"

Reprinted from The Florida Times-Union, Jacksonville, March 14, 1908, p. 3.

Miami March 13 — Dr. W.N. Stinson drove his ten horse-power Cadillac into Miami and up to the Royal Palm Hotel at noon today, winning the first annual Florida road run from Jacksonville to this city.

His car left West Palm Beach at 8:15 o'clock this morning carrying Dr. Stinson, the Times-Union correspondent and Mechanician A.E. Hickling. The trip over the smooth, hard road was without incident, though a delay of thirty-five minutes was caused by valve trouble.

Dr. Stinson's official running time from Jacksonville to Miami was 37 hours and 19 minutes, though his actual running time was only 35 hours and 19 minutes. The official running time makes an allowance for stops en route for repairs, delays by mud, sand, etc.

The little Cadillac performed consistently for the entire distance, making an average speed of about twelve miles an hour. Dr. Stinson stated in advance that he would run his car at this rate and his cool, steady driving gave him the victory.

Three cups in all he has captured on the run. The last report from Claude Nolan's ten horse-power Cadillac and from C.F. Wheeler's twenty-four horse-power Peerless reached the Hotel Royal Palm at midnight last night in the shape of a telegram from West Jupiter. The
telegram stated that both cars were fast in the mud about twelve miles north of West Jupiter, the occupants walking in to file the message. The run has been a successful one in every way and has proven that the trip is entirely feasible and with the exception of the run from Fort Pierce to West Palm Beach is a journey well worth the while of any auto tourist.

NOLAN WAS SECOND
Palm Beach March 13 — Claude Nolan, driving his ten house-power Cadillac, was the second to arrive in Miami, reaching there about 10 o'clock tonight. The Peerless, when last reported, was at Deerfield, stalled again with a broken connecting rod, and forty-one miles away from Miami.

The Stinson party, northbound on the late train, was hailed by Motoring Morgan and informed of the accident to the Peerless, while Morgan, also shouted that Nolan had gone by at high speed, headed for Miami.

The Peerless party stuck in the quicksand thirty-five miles south of Fort Pierce and here, in a wild and barren waste, they camped early this morning. Nolan overtook them, a windlass was rigged up by Carleton, Nolan's guide, and by its aid the little Cadillac pulled the big Peerless out of the quicksand. Twice the operation was repeated. Then came the long, hard pull through the sands and the edge of the Everglades.

An Indian, picked up as he was returning with his skins from a hunting trip, was carried for over twenty miles. Palm Beach was reached early this afternoon. The party, sixteen hours in the swamps, suffered many hardships, water being scarce and the food supply running low.

Nolan, whose indomitable pluck and determination have won the admiration of all, has run more than forty-eight hours without sleep and is haggard and worn. His run, under discouraging circumstances, was remarkable and that he captured second place, so far as finishing at Miami, is concerned, is a matter on which he deserves to be congratulated. The official running time of the cars will be announced tomorrow.

THE STINSON CADILLAC MACHINE CAME IN LEADER OF THE LONG DISTANCE AUTOMOBILE RACE TO MIAMI.

From the Friday, March 13, 1908, edition of The Miami Metropolis.

After an almost incessant and constant drive, the long distance automobile race from Jacksonville to Miami came to an end at 12 o'clock today [March 13, 1908] when the 10-horsepower Cadillac machine, driven by Dr. W.N. Stinson, rolled up in front of the Royal Palm Hotel and was officially checked. Of the four machines which started in the contest, this is the only one of the racers to appear so far, the others being along the road. Mr. H.C. Wilbur of the "Times-Union" Jacksonville accompanied Mr. Stinson on the drive, as did also Mr. A.E. Hickling, his machinist.

The arrival of the car was greeted by several hundred of the guests of the Royal Palm Hotel and a number of citizens, who had gathered there in anticipation of its arrival, the departure from West Palm Beach where the car arrived yesterday afternoon, having been telegraphed from that place at five o'clock this morning.

The race was started from Jacksonville last Monday morning [March 9, 1908] at 9:40 o'clock, with three entries as follows:

Charles F. Wheeler and the Press Gang, in a 30 H.P. Peerless
Claude Nolan and T.W. Wooten in a 10 H.P. Cadillac
Dr. W.N. Stinson in a 10 H.P. Cadillac

Trouble began before St. Augustine had been reached by the Wheeler Peerless, having a leaky radiator, and it came in last. From there on the cars, first one and then another, had difficulties of various kinds, such as tires giving out, small parts getting out of order, etc. At Ormond the two Cadillacs were in the lead, "though the Nolan car had to be towed in owing to a collision with a tree. From there on the Stinson machine was first all along the route, being the first at Ft. Pierce, Palm Beach and Miami.

Nothing has been officially heard from any of the other cars since Ft. Pierce was reached, though they were all there or in that vicinity yesterday and are expected to come in during this evening.

Dr. Stinson and party were thoroughly tired out from their long trip which has been full of excitement but no injury or serious incident so far as they or their machine are concerned. Several local autoists went up the road a few miles and accompanied the car into the city.

It was thoroughly dirty, ran on one cylinder, showing the tiring and endurance to which it had been put. Portions of the road are reported very good, while others were extremely bad and traversed with great difficulty.
NOLAN'S CADILLAC BROKE DOWN AT DANIA

From Monday's daily edition of March 16, 1908.

Claude Nolan, driver of the Cadillac machine which led a good portion of the way in the Jacksonville-Miami auto endurance race, arrived in Miami Saturday [March 14, 1908] coming in by rail from Dania, at which place the machine was left in a broken down condition. At the time of the accident Mr. Nolan was second in the contest, and but for the accident his would have been the second car to finish. He returned to Jacksonville Saturday night.

PEERLESS RACER WAS SECOND HERE

From Saturday's daily edition of March 14, 1908.

Fit for the repair shop in many ways, the Wheeler Peerless car, one of the Jacksonville-Miami endurance racers, limped into town at 4:30 this morning [March 14, 1908], the second car in the race to arrive. The Nolan Cadillac, the third and last car in the race, had not arrived at noon today, and so far as it is concerned, will be abandoned and the car will not come here at all.

The Peerless car, a big double-seated machine, shows plainly the strain and trials through which it has passed on the rough and hazardous trip. One of the lamps is gone, and the frame badly broken. The tires are scratched and cut and in every other way possible, the machine bears evidence of what it has been through.

Immediately upon arriving here the driver and occupants of the car retired for a rest, and put in several hours of sleep. They were up and about this morning relating their experiences, which consisted of running through woods, over obstacles, into bogs, through sand and having to assist the car out of its predicaments with block and tackle, poles, props, etc.

The car will be shipped back to Jacksonville by rail, where it will be given repairs. The frame is hopelessly broken and will require a new frame and many other parts. The Stinson car, winner of the race, arriving here yesterday at noon, will also be shipped to Jacksonville by rail. Dr. Stinson and Mr. H.C. Wilbur, the "Times-Union" correspondent who accompanied him, returned to Jacksonville last night.

The Wheeler car is the winner of the Class A prize. The Cadillac which came in yesterday, being winner of the Class B event and, incidentally, the race. Accompanying Mr. Wheeler were "Senator" W.J. Morgan and Mr. William Harrison, representative of the "New York Sun."

Considering the many mishaps to the Peerless, and the fact that it was detained in one place for 18 hours by going into a bog, its actual running time was faster than that of any of the other cars. In this car Mr. Wheeler captured many events at Palm Beach a year ago and holds the championship of Georgia and Florida for touring car time.

DANIA: continued from page 8.

1908, Mr. Price was elected a member of the town council and at the last election was made mayor. Mr. Price holds the office of Postmaster of Dania as well. Hard work has made Mr. Price one of Dania's most prosperous citizens and an object lesson for his fellow townsmen.

W. S. SANDS

Judge W. S. Sands is one of Dania's prosperous citizens and has been honored with public office many times. During his five years residence in Dania Mr. Sands was elected Mayor three terms: 1906-07-08. At one time he held [the] office of and is now justice of the peace. He was born in Cumberland, England, and went to Enterprise, Florida, 28 years ago from Chicago, where he was county judge.

L. R. LABREE

Mr. L. R. LaBree, a member of the town board of aldermen, came to Florida from Ellsworth, Maine, living in Miami six years. During the last two and a half years, Mr. LaBree has operated a novelty shop, garage, carriage and blacksmith shop. He now owns six fine lots in the center of town on which his establishment is located. As a side issue, Mr. LaBree has two acres of land planted in tomatoes.