AN AUTOMOBILE TRIP TO THIS CITY GIVEN TO NORTHERN NEWSPAPER MEN

"Senator" Morgan Leads Party of Northern Guests.

One of the party tells in the *Palm Beach News* what he thinks of the road between Palm Beach and Miami — a pretty tourist trap.

The Daily Miami Metropolis, Miami, Florida, Wednesday, February 7, 1906, page 1.

Last Friday a party of New York newspaper correspondents took the automobile trip from Palm Beach to Miami, and in telling of their experiences, the *Palm Beach News* of February 6th, has the following story:

In taking an automobile ride from Palm Beach to Miami, or if you choose, from Miami to Palm Beach, you cover 67 miles of as enjoyable and delightful roadway as can be found anywhere in this country.

Friday morning, a merry party of us assembled at the south end of the Lake Worth bridge at Palm Beach and we tumbled into the awaiting automobiles in anticipation of a jolly good time and the expectancy of pretty sights along a highway that was new to each and all of us. And in all this we were not one bit disappointed, for we were pleased at every turn and in fact at every point along the road.

There were six machines in all in line and as they traveled along the road the villagers were treated to their first view of an automobile parade, for such it proved to be. The six automobiles that spun along the road were a Cadillac, two Ramblers and three White Steamers.

It presented the first big automobile party that ever left Palm Beach to travel over this new roadway, which was only recently fully completed, the connecting link of roadway being finished but a few weeks ago.

In addition to its being a pleasure party and an outing trip it had a still greater significance and importance, as several of the best known outdoor photographers and prominent men in the field of journalism were in the party.

Views were taken as also notes and memoranda, these affording data, not only for illustration and publication, but for correct and authentic information for automobilists all over the country. This, with the end in view to present to those interested the varied possibilities along the line of enjoyment in automobile touring along this section of Florida East Coast and of bringing here each season an increased number of touring cars and automobile enthusiasts.

Before our party started several snap shots were taken of the six cars and again at the curve, after crossing the bridge into West Palm Beach.

As the big school house was reached it happened to be the recess hour and the cars were stopped and another view taken of the crowd of happy children in all sorts of groups and natural poses looking on at the automobile party.

As a practical demonstration of the fact that the road is picturesque, attractive and interesting, it is not out of place to note that the photographers in the party insisted on numerous stops to get views of the roadway.

When it is remembered that the professional photographer is very chary with his plates and only condescends to take a view that "means something" and further that there was a quick and animated scramble out of the cars to get these views, no stronger comment or argument could be advanced to convince the world of the actual attractiveness and beauty which abounds everywhere along the road.

Stretches of mile after mile as straight as an arrow road abound and passing along the tomato fields, pineries and woods, as they do, they are continuously attractive.

The pretty village of Delray is one of the interesting sights and particularly fine is the picturesque settlement at Fort Lauderdale on the New River.

The winding of the road through dense and tropical hammocks, the road bridges over meandering streams, of across quiet, restful bayous, all these sights are satisfying as well as beautiful. The several stretches of curved causeways, with their setting of pine trees and cypress are full of charm, with cranes frequently in sight, the long-legged birds arising from out the waters alongside and soaring away in a flash of snowy whiteness or a dash of gray, sometimes even a whirling away of an electric blue.

On this trip we saw any number of these birds and in some cases a nearby view was obtained of them.

The industrious grower of tomatoes was seen, even in sections remote from the railroad station. Some of these men had fields that had been tilled season after season; then again others were to be met who were evidently at the commencement of this agricultural pursuit with their acres of tomatoes started, the rows running between clumps of cabbage palmetto trees and shrubbery. Here it was evident that the land was only recently acquired and there had been no time to clear and grub the land but that, in order to get a crop this season, the rows had to be run in the best way possible.

On the way south we passed settlements and towns filled with future promise — the settlements soon to spring into towns and the towns into cities, notably being Boynton, Delray, Fort Lauderdale, Dania and Lemon City.

This automobile ride furnishes splendid opportunity to view at close range the pineries or pineapple plantation and at several of these views were taken and the party treated to that seldom enjoyed luxury of a fully ripe pineapple, fresh picked from the plant. To see mature fruit on some of the plants while the field itself represented the plants coming into bearing was a sight in itself, the tiny baby pineapples on the big plants being greatly admired.

Undoubtedly the curved and re-

Florida's Good Roads Building.

MIAMI, FLA., Feb. 17.—According to New Jersey standards, the road that stretches from Palm Beach to this tropical place, sixty miles and a bit more, would not be considered anything extraordinary. But down in this country it is looked upon as an excellent beginning for the many miles of fine highway that Florida will possess before many years have passed, if the prophecies of its good roads advocates come true.

THE CONVICTS WHO WORK ON THE ROADS ARE HEALTHY AND ENJOY BEING OUTDOORS.

Everybody who tours in Jersey knows Zacharias of Asbury Park, and "Zach" has wagered on the automobile future of the "Land of Flowers" by taking a winter residence at Miami, where his garage is prospering to a marked degree.

In the construction of this passable highway along the coast there has been employment of convict labor, with probabilities of its greater use all over the state. Coquina shell material is to be found in some parts of Florida, but the greater portion of the Palm Beach-Miami road contains coral rock, which is exceedingly plentiful.

The highway is narrow, but, as one enterprising resident remarked, "It certainly is a beginning and can be widened at slight expense," something which H. M. Flagler, "the King of Florida," says will be done another year.

Ultimately the entire East Coast of Florida, from Jacksonville to Miami, will have a road that will furnish the most tropical automobile tour in this country. In addition there will be crossroads into the interior, and even one that will continue to Tampa on the West Coast.

Jacksonville has invested extensively in improved roads, and Daytona and Ormond have been equally progressive. Orlando is an interior town that has done its share of the work, and all over the state recently there has been a widespread discussing of ways and means for bringing about that which all desire, even to the farmer whose sleepy mules give slight heed to the comparatively new user of the Florida highways and byways.

Unquestionably it is to the coming of the automobile that Florida owes its renewed interest in good roads, though it had its pioneer advocates in this field many years ago, one of the most energetic of which was, and still is, Senator A. S. Mann. Frank Bond, of Deland, is another persistent shouter, but now there could be many new names added, whose interest is of recent date—wealthy Northerners who have winter homes in Florida and have brought with them the modern means of individual transportation.

PICTURESQUE STREAMS ARE CROSSED ON THE ROAD FROM PALM BEACH TO MIAMI.

GOOD ROADS ACTIVITIES.

John Brisbane Walker, one of the honorary members of the Automobile Club of America, delivered an address Tuesday evening, February 20, on the proposed highway between New York and Philadelphia. This is a matter of great interest to the members of the A. C. A., and a large number listened to Mr. Walker's excellent talk.

VERY OFTEN THE ROAD IS NARROW.

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A committee representing the New Jersey Automobile and Motor Club presented to the Hudson county (N. J.) board of freeholders last week a copy of a resolution requesting the board to widen the Newark plank road across the Jersey meadows to 125 feet. The resolution set forth that the roadway affords the only means of direct communication between Newark, its park system and the suburbs of Newark with Jersey City and the Hudson county boulevard and Manhattan, and that in the construction of this road ample provision should be made, not only for the commercial and teaming interests of Newark, but also for light driving and automobiles.

The February 22, 1906, issue of "The Automobile" featured photographs of the Palm Beach to Miami road. (Courtesy of the American Automobile Association.)

curving stretch of roadway at Deerfield and the hilly and undulating approach form one of the most interesting views to be had on this trip. From the bridge where the wide creek, bordered with tropical verdure, can be had a magnificent panoramic view of the surrounding country.

At romantically beautiful Arch Creek the number of snap shots taken exceeded those taken at any other point.

Our trip at Palm Beach commenced quite early in the morning, but so interesting was the run that numerous stops were made to get the full benefit of what was so pleasing to the eye and delightful to the senses.

In this way the run to Fort Lauderdale, which should have been made in a little over two hours' time, required a little over five hours.

On arrival at Fort Lauderdale an extended stop was made, as it was after the luncheon hour and every one had been hungry for the past hour, each individual appetite being most keen from the outing and the superinduced exhilaration of the trip.

While everyone was getting out of the cars an advanced courier had entered the New River Hotel to order luncheon for the party and a wait of some time was expected. Contrariwise the courier emerged from the hotel soon after his entrance and announced that Third Vice-President J.E. Ingraham, of the Florida East Coast Railway, had wired that luncheon be ready for the party and that launches be in readiness to take all on a trip up the New River after the luncheon.

Never was a meal more heartily enjoyed than this one. Perfect appetites, wit and humor and a general Bohemian atmosphere prevailed and everyone was radiant with happiness, which found expression in one round of laughter following another.

The quiet little hotel on the bluff of the river is picturesquely situated and has attractive grounds and well kept lawns. A young negro boy, "Charlie," claiming to be country bred but sharp in city ways, was sufficiently versatile to entertain the party for a good half hour.

It was 3 o'clock when we started on the trip southward with three hours for Fort Lauderdale and a second round of three cheers for Vice-President Ingraham. Owing to the lateness of the hour, the desire to be at Miami by 5 o'clock and to allow for stops to take snap shots, the launch party trip up the river was reluctantly abandoned.

An enjoyable feature was the "Crowning of the Speed King" by Miss Elizabeth G. Cary, of Ormond. Having secured a bouquet of yellow jasmine, Miss Cary decorated each one of the party with a yellow boutonierre, so that we represented a party of speed queens and speed kings in royal automobile parade as our cars made their graceful turns around the hotel and out upon the splendid Florida road way.

Those in the party were: Mr. and Mrs. T.K. Hastings of Brooklyn, N.Y.; Mrs. J.C. Kerrison and Miss Marie Morris of Boston; Miss Elizabeth B. Cary of Ormond, Fla., and Bretton Woods, N.H.; Mr. William C. Russell of Hartford, Conn.; "Senator" W.J. Morgan, of New York City, representing Morgan's *Motor Message;* Mr. George Tangeman, the automobile enthusiast, whose interest in automobile progress and development is known from one end of the country to another; Mr. Amos G. Batchelder, secretary of the American Automobile Association and editor of the *Automobile Magazine;* Mr. Albert A.A. Silber, of Jacksonville, representing the *Palm Beach Daily News;* Mr. John C. Wetmore, of *Motor Age* and the *Evening Mail* of New York City; Mr. Nathan Lazarnick, of New York City, also representing *Motor Age* and famous on two continents for the excellence and quality of his outdoor photographic views; Mr. J. Schroyer of New York City, representing *Motor Way;* Mr. W.H. Harrison of New York City representing the *New York Tribune;* Mr. F.E. Spooner of New York City, who not only represents the *New York World* but also "forty other papers." Mr. Spooner was well prepared on this trip to take all the needed views and secured some very striking pictures that soon will be published in the paper and magazines which he represents and which will add new laurels to his fame, as also to increase the interest of the public in this grand State of Florida.

With the object of this trip as already stated it served its end most admirably and though it was characteristically a pleasure trip, its beauty and success will be shared by the world at large.

Its inception was largely due to a "promoter's" idea.

Who was this "promoter?"

Why ask when the ubiquitous "Senator" Morgan was present? He was busy, exceedingly so, while the two days previous he was busy completing all the arrangements for the trip and was the very life and inspiration of this memorable party.