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THE BLISS MAGAZINE

Eleventh Year.

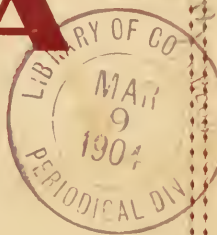
PENSACOLA, FLORIDA, MARCH, 1904.

Number I.

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PENSACOLA HARBOR



A SOUVENIR of one of the Finest Harbors in the World, and the only Deep Water Land Locked Harbor on the Gulf of Mexico. ❖ ❖ ❖ ❖ ❖



*CHARLES H. BLISS, Editor and Proprietor,
❖ ❖ ❖ ❖ PENSACOLA, FLORIDA ❖ ❖ ❖ ❖*

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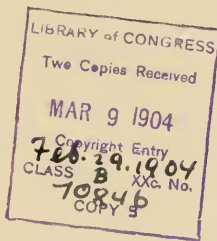
Eleventh Year.

PENSACOLA, FLORIDA, MARCH, 1904.

Number I.

PENSACOLA HARBOR

*Beautiful Views and Pertinent
Facts regarding the "Deep
Water City" of the
Gulf of Mexico*



PENSACOLA CITY, PENSACOLA NAVY
YARDS, PENSACOLA SHIPPING AND
PENSACOLA FORTIFICATIONS ❁ ❁ ❁

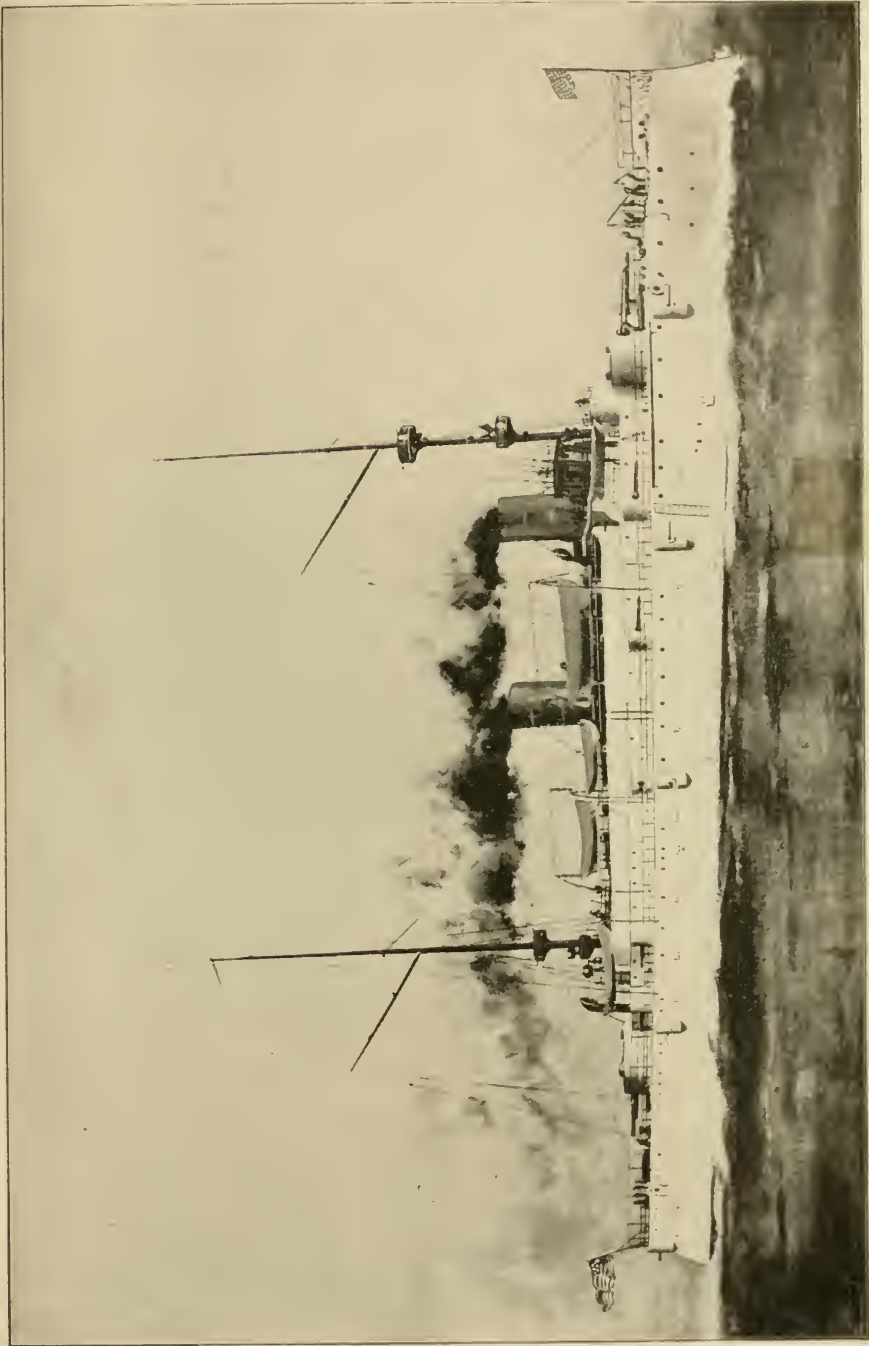
Beautifully Illustrated

Published by
CHARLES H. BLISS, Editor and Proprietor,
Pensacola, Florida



ADMIRAL GEORGE DEWEY

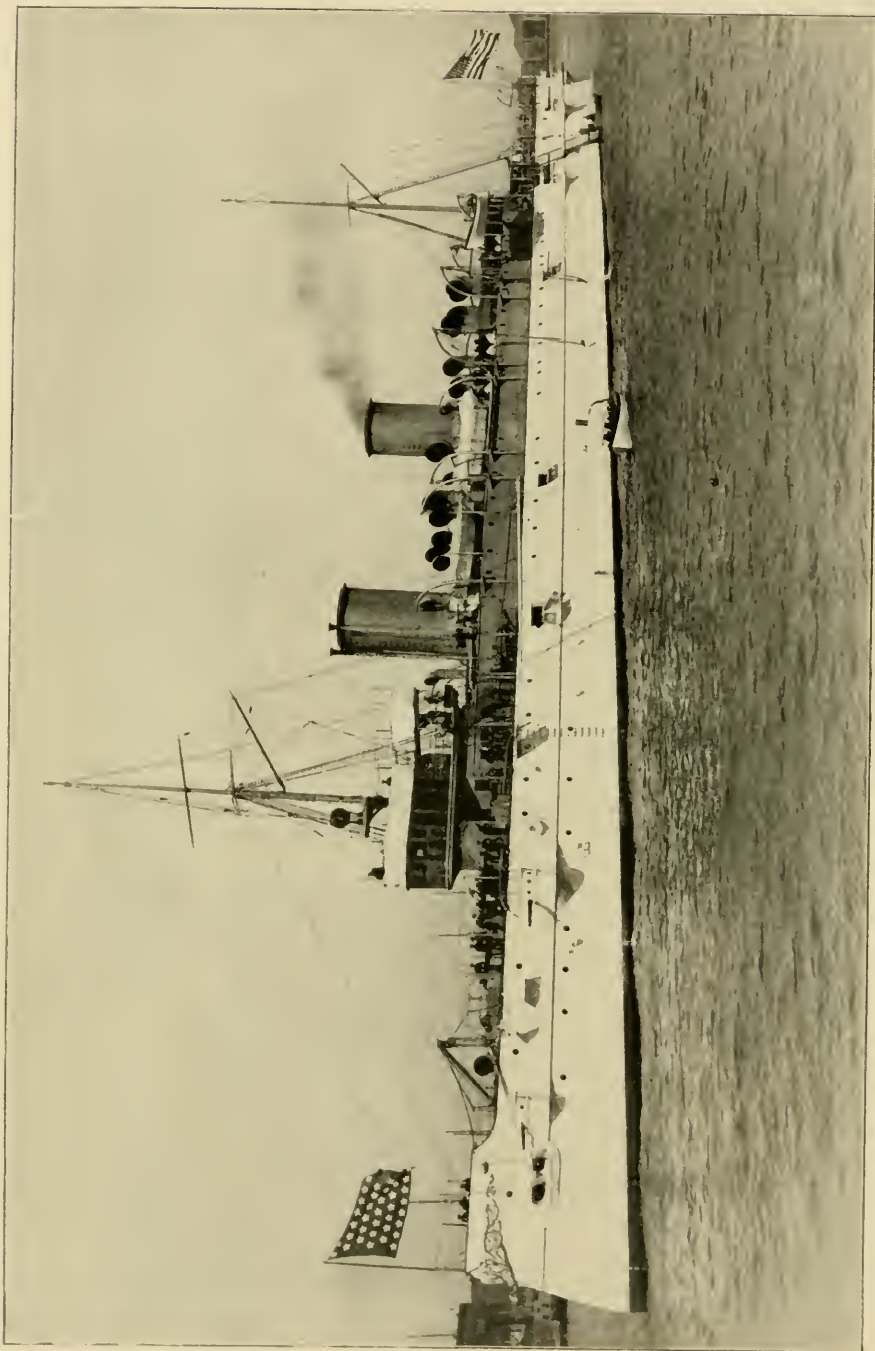
Commanding the Combined Fleets of Naval Vessels at Pensacola Harbor in their Manouvers and Target Practice this Season.



UNITED STATES PROTECTED CRUISER OLYMPIA—ENTERING PENSACOLA HARBOR

Admiral Dewey's Flagship at Battle of Manila. Now Flagship of the Caribbean Squadron.

Displacement, 5,870; length, 340; breadth, 53; draft, 21½ feet; horse power, 17,313; speed, 21.7; coal capacity, 1,170 tons. Complement: Officers and men, 450; armor, 2 to 4¾ inches; guns, four 8-inch, ten rapid-fire 5-inch, fourteen 6-pounders, seven 1-pounders, four Catlings, one field gun and five torpedo tubes.



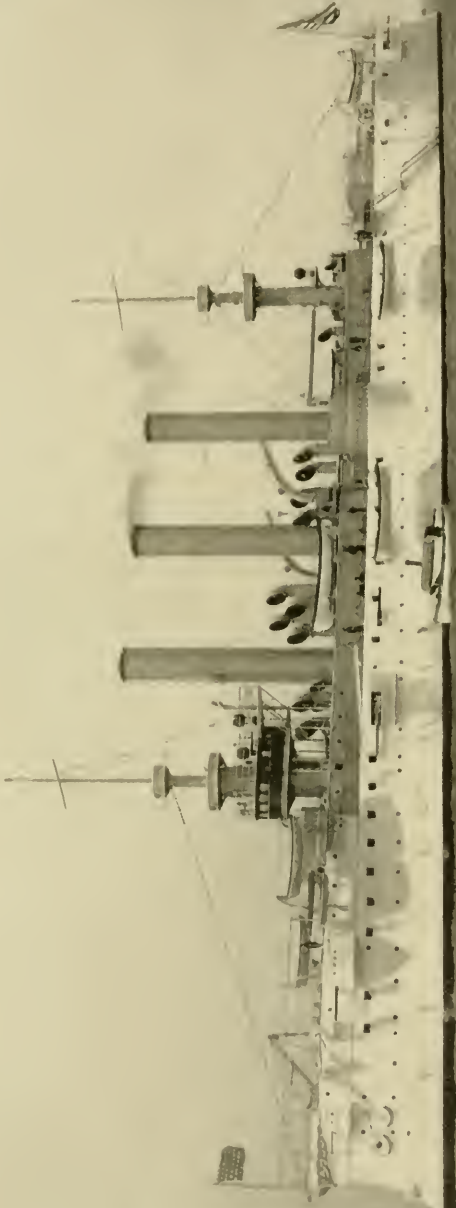
UNITED STATES COMMERCE DESTROYER MINNEAPOLIS

Flagship of the Training Squadron. Displacement, 7,375; length, 412; breadth, 58 2/4; draft, 22 6/8; horse power, 20,842; speed, 23 knots; coal, 1,891 tons; complement, 556; armor, 2 1/2 to 4 inches; guns, one 8-inch, two 6-inch, eight R. F. 4-inch, twelve 6-pounders, four 1-pounders, two Colts and one field gun, four torpedo tubes. Class, Protected Cruiser.



UNITED STATES COMMERCE DESTROYER COLUMBIA.

Displacement and dimensions same as Minneapolis. Horse power, 18,509; speed, 22.8; coal, 1,670 tons; complement, 556; armor, 2 to 4 inches; armament, same as Minneapolis. Class, protected cruiser.

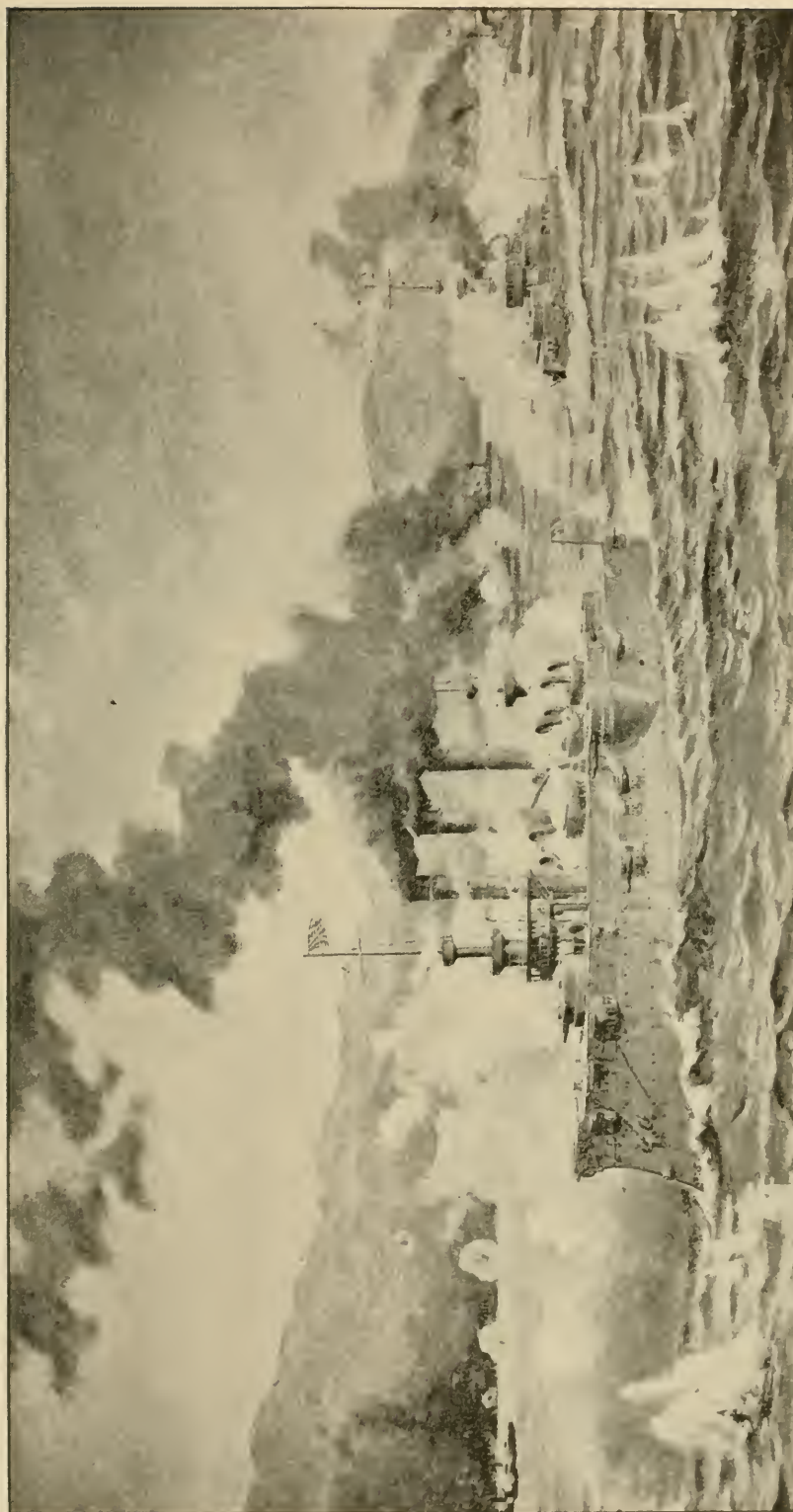


Photo, 7/3/06

UNITED STATES ARMORED CRUISER BROOKLYN—FLAGSHIP OF EUROPEAN SQUADRON

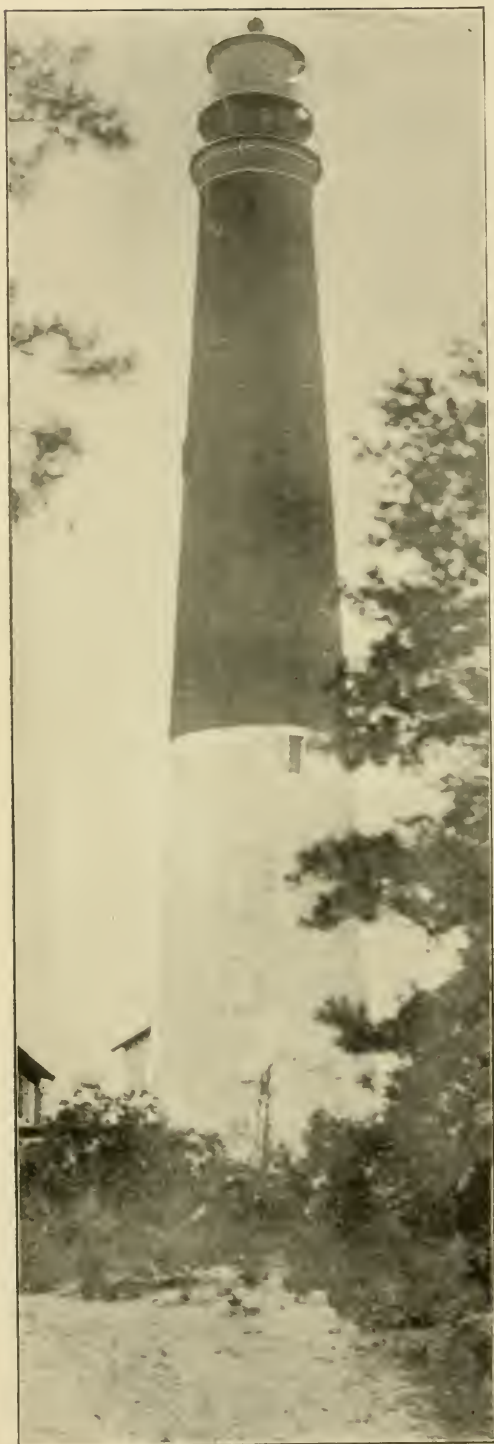
Flagship of Admiral Schley at Battle of Santiago, July 3, 1898.

Displacement, 9,215 tons; length, 400 ft.; breadth, 64 ft. 8 in.; draft, 24 ft.; H. P., 18,700; speed, 21.9; coal, 1,640 tons; complement, 515; armor belt, 3 in.; deck, 3 to 6 in.; barbets, 8 in.; turrets, 5½ in.; armament, eight 8 in., twelve 5-in. R. F.; twelve 6-pounders, four 1-pounders, four Colts, two field-guns, four torpedo tubes.



NAVAL BATTLE OFF SANTIAGO, JULY 3, 1898

The Brooklyn, with Commodore Schley, leading the fight at 10:20 a. m. From a historical painting in the Bureau of the Chief Naval Contractor, Washington.



PENSACOLA LIGHTHOUSE

PENSACOLA LIGHTHOUSE

Built 1858. Height, 210 feet above sea level. Height from ground to focal plane, 160 feet. Has six revolving lenses, one of which sweeps each point of the horizon every minute. Visible 22 miles at sea from surface of water. Lamp, 500 candle power; lens concentrates light to 6,200 candle power. Tower may be ascended by winding stairs of 175 steps. Situated one mile from Fort Barrancas.



EXPLANATIONS

For the benefit of those living inland who are unacquainted with marine terms, the following definitions are given:

Displacement—The entire weight of a ship and its ordinary load; the weight of water it displaces.

Beam—The breadth of vessel at the widest place.

Draft—The depth from the surface of the water to the lowest part of the vessel.

Depth of Hold—The distance from top to bottom on the inside of the vessel.

Freeboard—The height of the sides of the vessel above the surface of the water.

Tonnage—The number of tons the vessel is supposed to carry.

Complement—The number of officers and men necessary to man the ship.

Bar—The shallow place formed by deposits, near mouth of channel emptying into the sea.

Knot—A nautical mile; about $1\frac{1}{4}$ statute miles.



THE LAND OF DREAMS AND LOVE.

By CHARLES H. BLISS.

SAFE in Pensacola harbor where the vessels come and go,
And the ships are gently rocking with their sleeping sails of snow,
Comes a flood of golden sunshine from the azure skies above
To a world of joy and beauty in the land of dreams and love.





Here the angels of creation built a park for man's retreat,
Softly touched the vales with flowers, spread their beauty at his feet,
Bid him come and breathe the fragrance from the nectar cups set free,
And drink in the ozone wafted from salubrious realms of sea.





There it is I love to linger when the nightingale is heard,
Or when memory comes flooding with the notes of mocking bird,
Bears me on the tide of worship with the cooing of the dove
Gently down the stream of pleasure in the land of dreams and love.





There I love to watch the waters as they lave the silver sands
Heaped along the beach like snowdrifts on the plains of northern lands,
And I listen to their ripples on the perfume laden shore
Where the sweetness ne'er gets bitter and the world is more and more.





Here I met a lovely maiden with a wealth of silken hair,
Sparkling eyes as bright as diamonds, handsome face surpassing fair,
With a voice and form angelic, softly did she speak and move
As we strolled along the seashore in the land of dreams and love.

Here my soul in languid glory burst the golden chains of thought
Leaped into the rosy splendor of a vision still unsought,
Wove a web of subtle fancy, built its castles great and strong,
Filled the earth with peace and pleasure and the sea with joy and song.

Should I leave this sweet existence in this heaven-mocking strand
Where the happy heart's free moments run themselves in golden sand,
Oh, I crave but to discover in the Paradise above
One fond cup of bliss transported from the land of dreams and love.

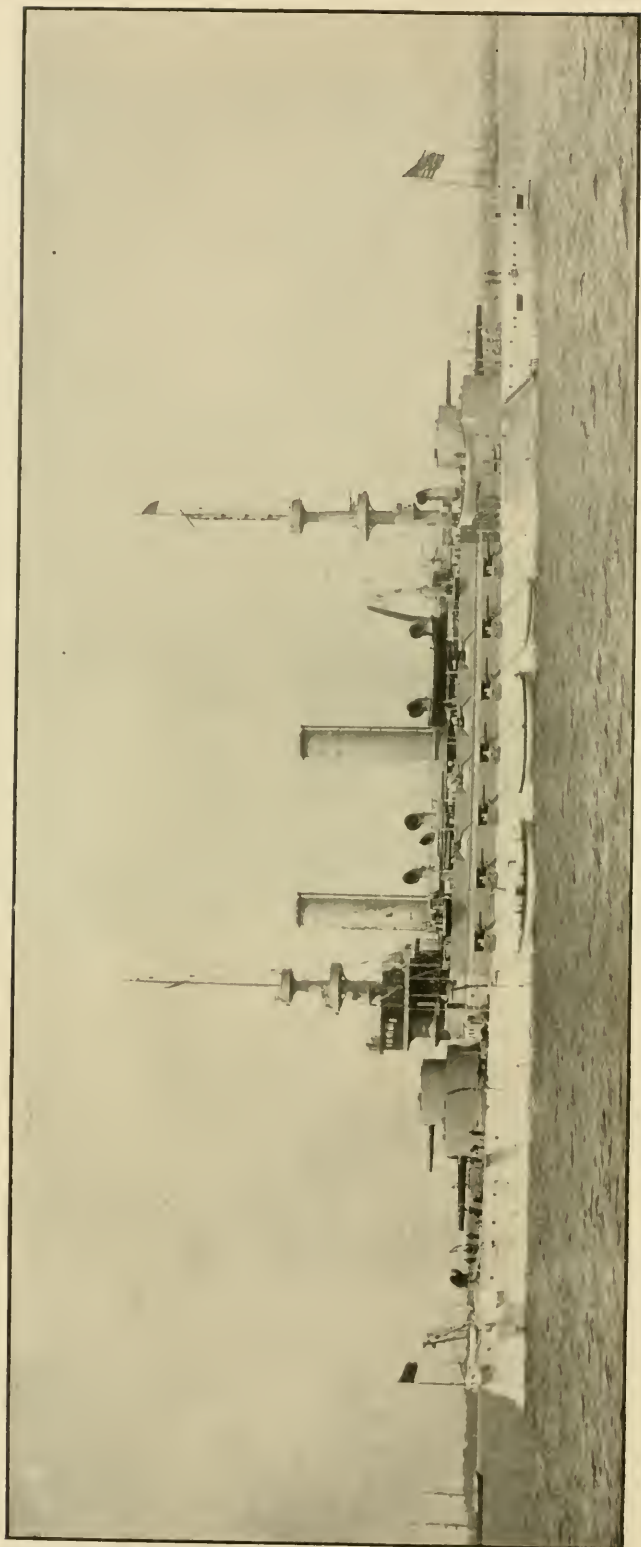


Photo by Turlon & Bell.

UNITED STATES BATTLESHIP KEARSARGE—ANCHORED IN PENSACOLA HARBOR—Flagship North Atlantic Fleet.

Displacement, 11,525 tons; length, 368 feet; breadth, 72 feet 2½ inches; draft, 23½ feet. Horse power, 10,000; speed, 16.9 knots; coal, 1,501 tons; complement, 580; armor, belt 16½ to 4 inches; turrets, 15 to 17 inches; barbets, 15 inches; deck, 2½ inches; deck, 2½ inches; slopes, .5 to .5 inches. Armament, four 13-inch; four 8-inch; fourteen 5-in R. F., twenty 6-pounders, eight 1-pounders, four Colts, two 3-inch field guns, four torpedo tubes.

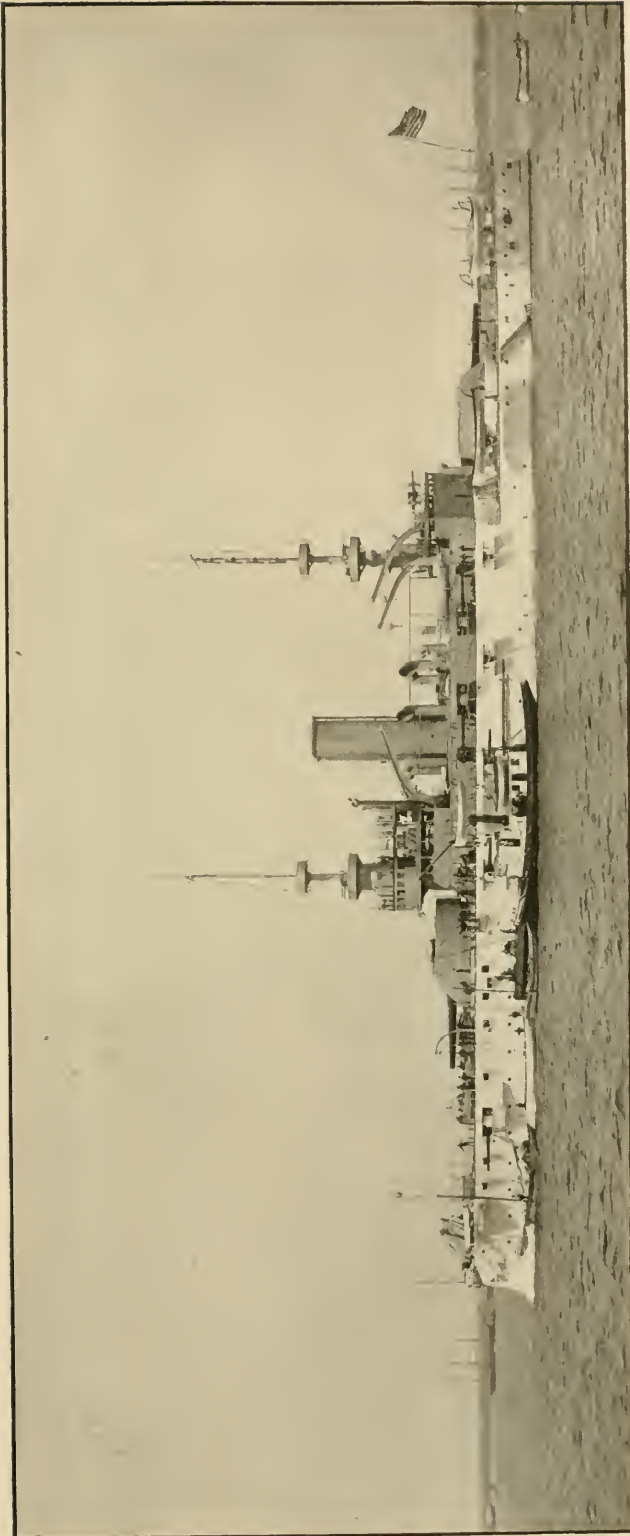


Photo by Turtou & Hill

UNITED STATES BATTLESHIP ALABAMA—ANCHORED IN PENSACOLA HARBOR

Displacement, 11,653 tons; dimensions and H. P., same as Kearsarge; speed, 17.2 knots; coal, 1,310 tons; complement, 510; armor, belt, 16½ to 4 inches; turrets, 14 inches; barbettes, 15 inches; deck, 2½ inches; slopes, 3 to 4 inches; armament: four 13-in., fourteen 6-in. R. F., sixteen 6-pounders, six 1-pounders, two 3-inch field guns and four torpedo tubes.

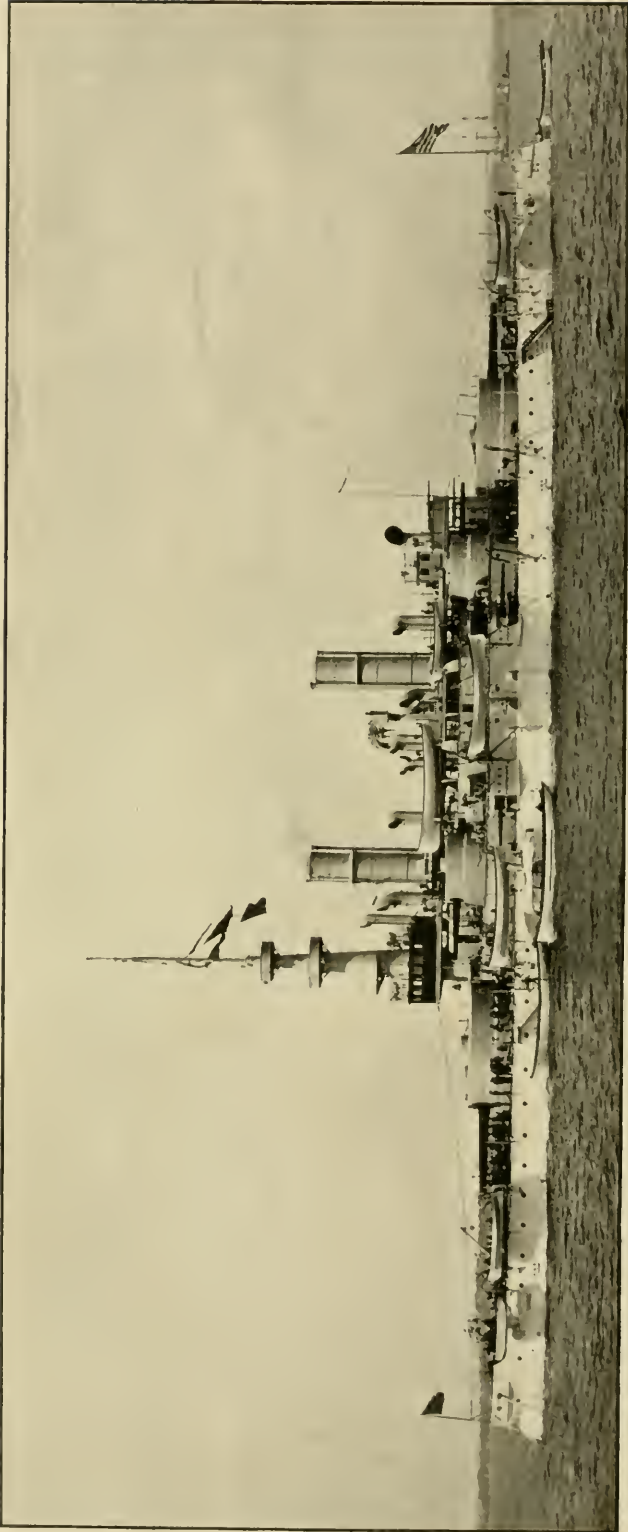


Photo by Turton & Bell

UNITED STATES BATTLESHIP MASSACHUSETTS—ANCHORED IN PENSACOLA HARBOR

Displacement, 10,288 tons; length, 338½ feet; breadth, 69½; draft, 24; I. H. P., 10,403; speed, 16.2 knots; complement, 473; armor, belt 18 inches; barbette, 17 inches; turrets, 15 inches; casemates, 6 inches; deck, 2½ inches; armament: four 13-in., eight 8-in., four 6-in., twenty 6-pounders, four Gatlings, two field guns and three torpedo tubes.

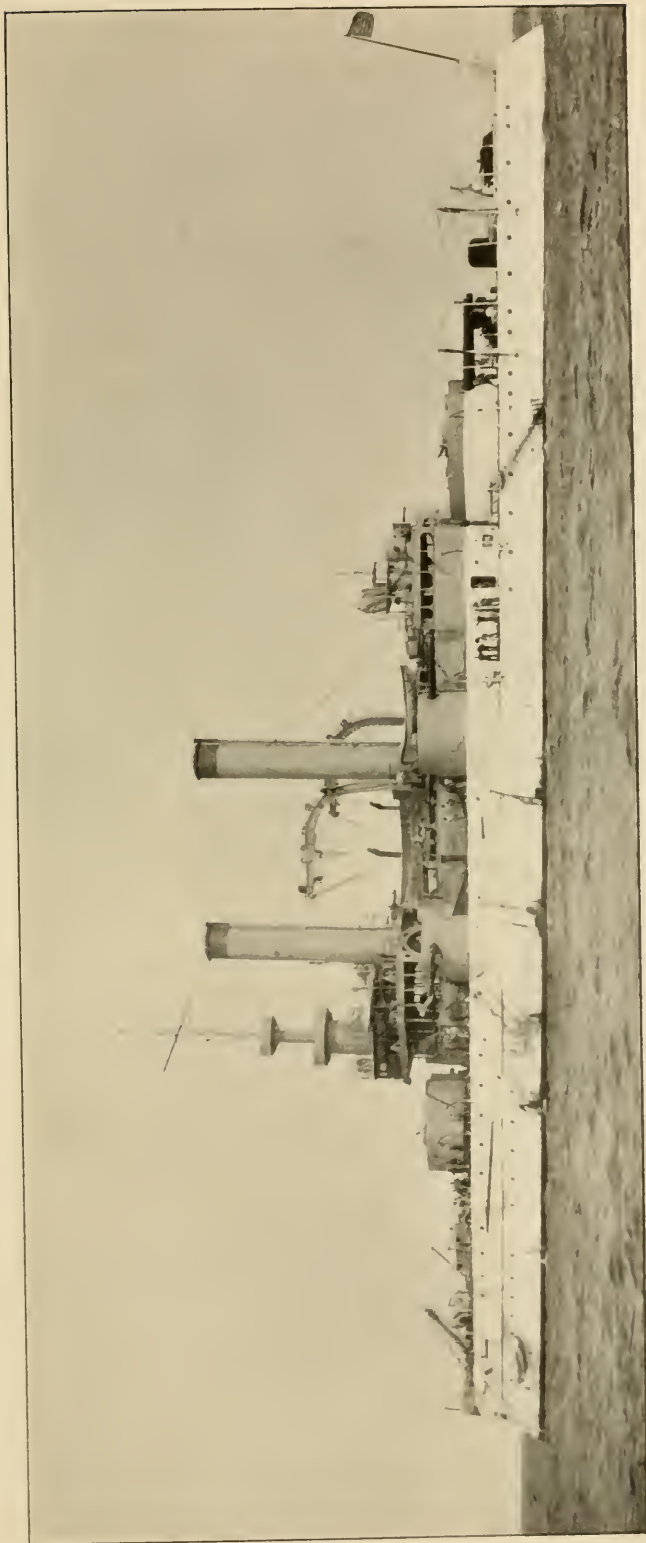


Photo by Turtur & Bell

U. S. UNITED STATES BATTLESHIP IOWA—ANCHORED IN PENSACOLA HARBOR

Displacement, 11,340 tons; length, 360 $\frac{1}{2}$ feet; breadth, 72 feet, 2 $\frac{1}{2}$ inches; draft, 24 feet; I. H. P., 12,105; speed, 17.1 knots; complement, 505; armor, belt, 14 inches; barbettes and turrets, 15 in.; casemates, 6 inches; deck, 2 $\frac{1}{2}$ inches; armament: four 12-in., eight 8-in., six 4-in. R. F.; twenty 6-pounders, four 1-pounders, four Colts, two field guns and four torpedo tubes.



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KOREAN FLAGSHIP KWI-SUN—THE FIRST IRON-CLAD BATTLESHIP

The Koreans were the first to invent the iron-clad warship. In 1592 the hordes of Hideyosh: landed on the shores of Southern Korea and swept northward through the peninsula, with the avowed purpose of crossing the Chinese border and overthrowing the Ming Empire. The Koreans could offer no adequate resistance, for, while Korea had been at peace for several centuries, and the science of war had received comparatively little attention, the islands of Japan had been one great battle-field, and the army of 160,000 men that landed on Korean soil were all veterans. The Japanese were provided with fire-arms, which had never been seen in Korea, and which clothed them with absolute power.

When, therefore, the Japanese forces swept northward toward the capital, and the King fled by night along the road to the Chinese border, Korea came face to face with a hard, uncompromising fact. She must either find some new means for holding the invaders in check, or she must go to the wall. The stimulus was sufficient, and in the person of Admiral Yi Sun-sin Korea found the solution of the problem. The Japanese had penetrated the country as far as Pyeng-yang, and were there awaiting an army of reinforcement from Japan, consisting of 100,000 men, before advancing



MODERN BATTLESHIP MASSACHUSETTS

Whose launches could sink such an iron-clad as the Kwi-Sun.

to the conquest of China. Admiral Yi saw the necessity of checking the reinforcements and invented the Kwi-Sun, or "tortoise boat," so-called because of its shape. It was decked over with curved iron plates and provided with a ram. In this Admiral Yi led the Korean fleet of open boats to meet the Japanese reinforcements who were coming in 600 boats. With his iron-clad he rammed the Japanese boats and left the struggling soldiers in the water, a prey to his men who followed. The Japanese fleet was destroyed, the backbone of the invasion broken and the virtues of a protected cruiser demonstrated. The anniversary of the event is still celebrated in Korea.





SPANISH BATTLESHIP IN PENSACOLA HARBOR 364 YEARS AGO

The Spanish fleet of naval vessels, under command of Hernando de Sota, landed in Tampa bay on the 20th of May, 1539, where De Sota and his army landed. His fleet of battleships were sent into Pensacola Harbor to meet him after he had explored the interior. In the latter part of October, 1540, De Sota was at Tuscaloosa, and learned that he was within six days march of Pensacola,



BATTLESHIP TEXAS RECEIVING VISITORS IN PENSACOLA HARBOR

where he was to meet the ships. It was here that he learned of the conspiracy among his soldiers to seize his person when he arrived at Pensacola and force an abandonment of the expedition. De Sota instead of going to meet the ships turned back, and died May 21, 1542, and was buried in the Mississippi river. The ship in the foreground is the flagship, and a fair representation of the battleships of that period. The Battleship Texas is shown in contrast with the vessels of that period.





UNITED STATES PROTECTED CRUISER SAN FRANCISCO

Displacement, 4,098 tons; length, 310; breadth, 49.2; draft, 18.9; I. H. P.; 9,913; speed, 19½ knots; coal, 628 tons; complement; 383; armor: deck, 2-inch; slopes, 3-inch; armament: twelve 6-in., four 6-pounders, four 3-pounders, two 1-pounders, three 37mm Hotchkiss, four Gatlings, one field gun and four torpedo tubes.



Pensacola Harbor Has Plenty of Deep Water to Accommodate all the Navies of the World



UNITED STATES DISPATCH BOAT DOLPHIN



UNITED STATES MONITOR AMPHITRITE

Displacement, 3,990 tons; length, 259½; breadth, 55½; draft, 14½; I. H. P., 1,600; speed, 10½ knots; coal, 250 tons; complement, 182; armor: deck, 1½; sides, 5 to 9 inches; barbettes, 11½ inches; and turrets, 7½ inches; armament: four 10-in., two R. F. 4-in., two 6-pounders, two 3-pounders, two 37-mm Hotchkiss and two 1-pounders.



Pensacola Harbor is the Only Natural Deep Water
Harbor on the Gulf of Mexico



UNITED STATES CRUISER MONTGOMERY



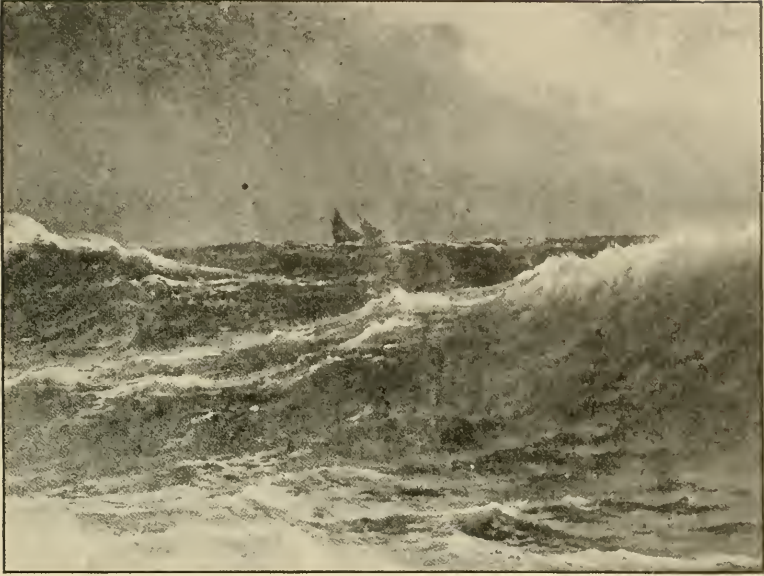
Drawn by R. D. Wilcox

MARITIME SONG.

By Chas. H. Bliss

When ships are setting sails and dipped their last "good bye"
And moving out of harbor to a world of sea and sky,
I feel so very sad as I watch them fade from view,
They bring to me the last "good-bye" of a sailor boy in blue.

When ships sail out to sea,
To their havens under the hill,
Oh, hush! my trembling, throbbing heart,
Oh, hush! my heart be still.



My love is far away on rolling ocean blue,
Altho' the time is very long, my heart is very true;
I see him in my dreams, I hear the ocean roar,
I startle and I wonder if I e'er shall see him more.

When ships are on the sea
Bound for havens under the hill,
Oh, hush! my anxious, aching heart,
Oh, hush! my heart, be still.





Drawn by R. D. Wilcox

When storm clouds gather thick, and vivid lightnings flash,
 And breakers roar and mingle with the thunder's awful crash,
 I see the angry waves lashed into snowy foam,
 My tears and prayers commingle for his safe returning home.

When ships are on the sea
 From havens down under the hill,
 Oh, hush! my bleeding, bursting heart,
 Oh, hush! my heart, be still!





Drawn by R. D. Wilcox

Oh, what do I behold? A ship against the sky,
Its snowy sails, like wings of love, are swiftly drawing nigh;
It bears my lover home, his signal floats for me,
I scarce can wait 'till anchor's cast into the harbor sea.

The ship comes in from sea
From the haven under the hill,
Oh, hush! my wild, estatic heart,
Oh, hush! my heart, be still!



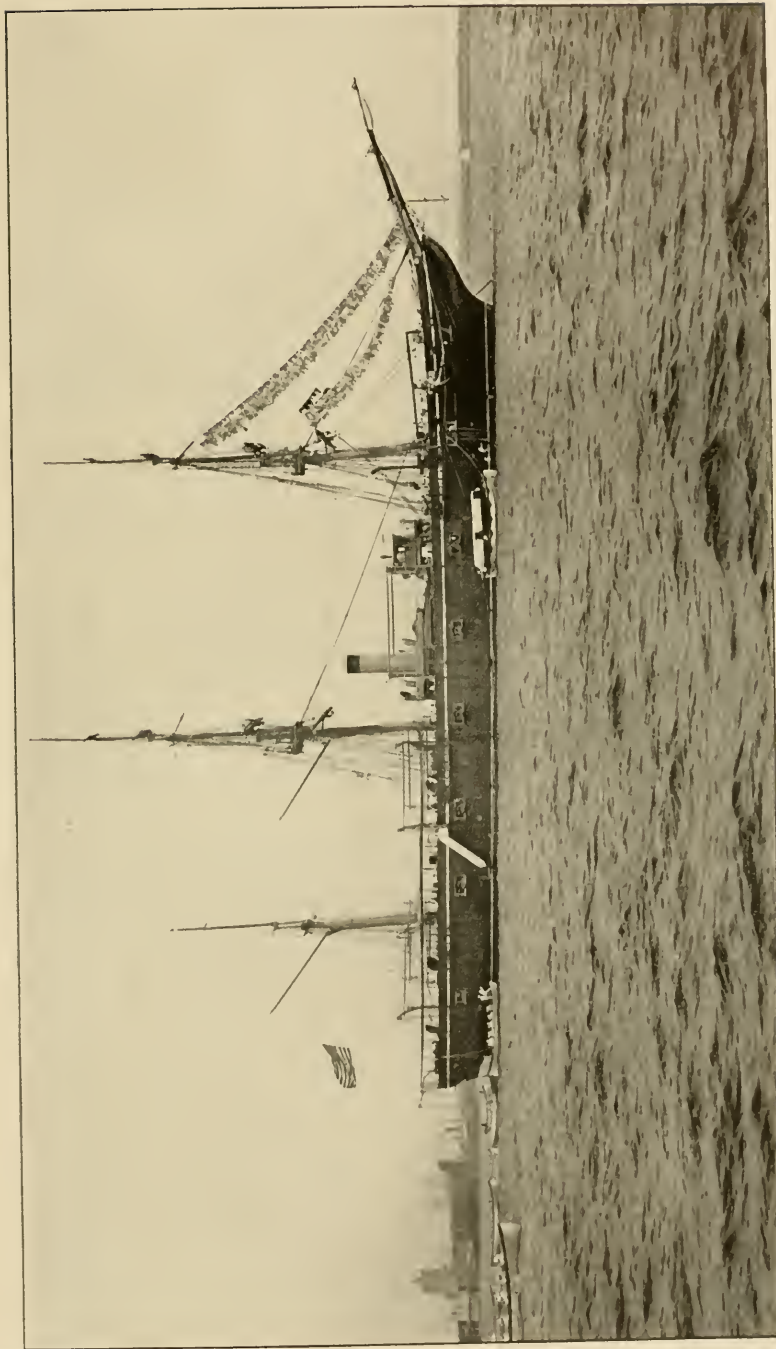


Photo by Tuton & Bell

UNITED STATES TRAINING SHIP HARTFORD—ANCHORED IN PENSACOLA HARBOR

Famous Flagship of Admiral Farragut in the Battle of Mobile Bay, 1864.

Launched, 1858; rebuilt, 1899; displacement, 2,790 tons; length, overall, 305 feet; beam, 44 feet; draft, 18½ feet; speed, 12 knots; coal, 285 tons; complement, 244; armor, none; armament: thirteen 5-inch, R. F.; eight 6-pounders; two 1-pounders, automatic; two 1-pounders, Hotchkiss; two 3-inch field guns and two Colts, automatic.



UNITED STATES PROTECTED CRUISER NEWARK—PASSING FT. McREE, PENSACOLA
Flagship of South Atlantic Squadron.

Displacement, 4,098 tons; length, 311 feet, 7 inches; beam, 49 feet, 2 inches; maximum draft, 22 feet, 7½ inches; I. H. P., 8,869; speed, 19 knots; coal, 809 tons; complement, 384; armor: deck, 2 to 3 inches; armament: twelve 6-inch rapid-fire; eight 6-pounders, two Colts, two 37-millimeter guns, one 3-inch field gun. Built 1890; reconstructed 1898.

Pensacola to Open Sea, 7 miles

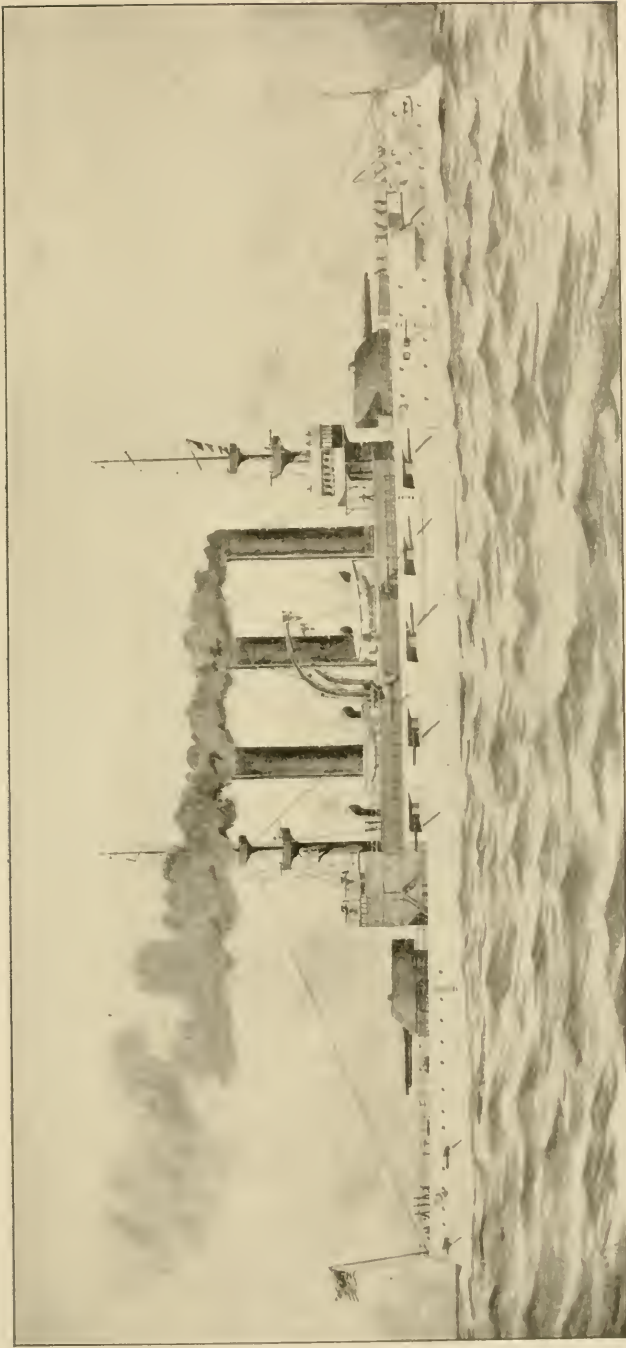
Mobile to Open Sea, 38 miles

New Orleans to Open Sea, 110 miles



UNITED STATES SEMI-PROTECTED CRUISER CLEVELAND.
ENTERING PENSACOLA HARBOR.

Displacement, 3,200 tons; length, 292; beam, 44; draft, 15 ft. 9 in.; speed, 16½ knots; coal, 700 tons; complement, 293; armor, ½ to 2 inches; armament: ten 5-inch rapid-fire, eight 6-pounders, two 1-pounders, four Colts, one 3-in. field gun. Sisterships: Denver, Chattanooga, Des Moines, Galveston and Tacoma.

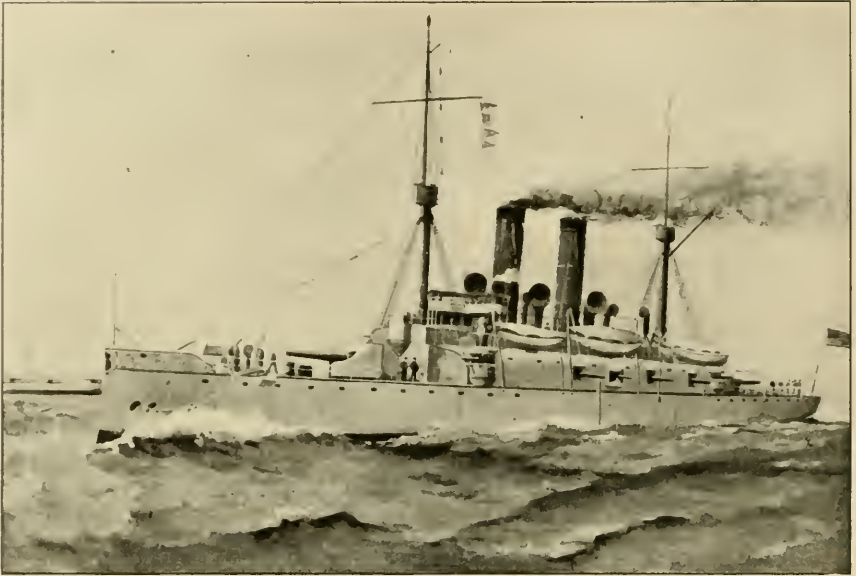


Scientific American

UNITED STATES FIRST-CLASS BATTLESHIP MAINE: ALSO MISSOURI AND OHIO.

Admiral Dewey's Flagship during the manoeuvres at Pensacola.

Displacement, 12,800 tons; speed, 18 knots; coal, 2,000 tons; complement, 553; armor (Krupp): belt, 11 to 4 inches; turrets, 12 to 11 inches; barbettes, 12 inches; deck, 2½ inches; slopes, 3 to 4 inches; armament: four 12-inch 40 caliber R. F.; six 3-inch R. F.; eight 6-pounders, six 1-pounders, two Colts, two 3-inch field guns; torpedo tubes, 2 submerged.



UNITED STATES RECONSTRUCTED CRUISER ATLANTA
ENTERING PENSACOLA HARBOR

Displacement, 3,000 tons; speed, (estimated) 17.5 to 18 knots; coal, 570 tons; complement, 296; armor, 1½ inch protective deck; armament: two 8-inch B. L. rifles, six 6-inch rapid-fire guns, one 3-in. field gun, six 6-pounder rapid-fire guns, four 1-pounder automatic guns, two Colt machine guns. Launched, 1884; reconstructed 1899.

Pensacola is not only nearer the Producing Center
than New York, but also 1,285 miles nearer
Panama Canal.



Photo by Turton & Bell

UNITED STATES GUNBOAT MARIETTA—IN PENSACOLA HARBOR

Displacement, 1,000 tons; length, 174; beam, 34; draft, 12; speed, 13 knots; armor, none; main battery, six 4-inch guns.



PROTECTED CRUISER OLYMPIA AT ANCHOR IN PENSACOLA HARBOR FLAGSHIP OF CARABBEAN SQUADRON



FORWARD GUNS OF CRUISER NEW YORK

Pensacola Harbor has safe anchorage for ocean vessels in deep water only three miles from the open sea.



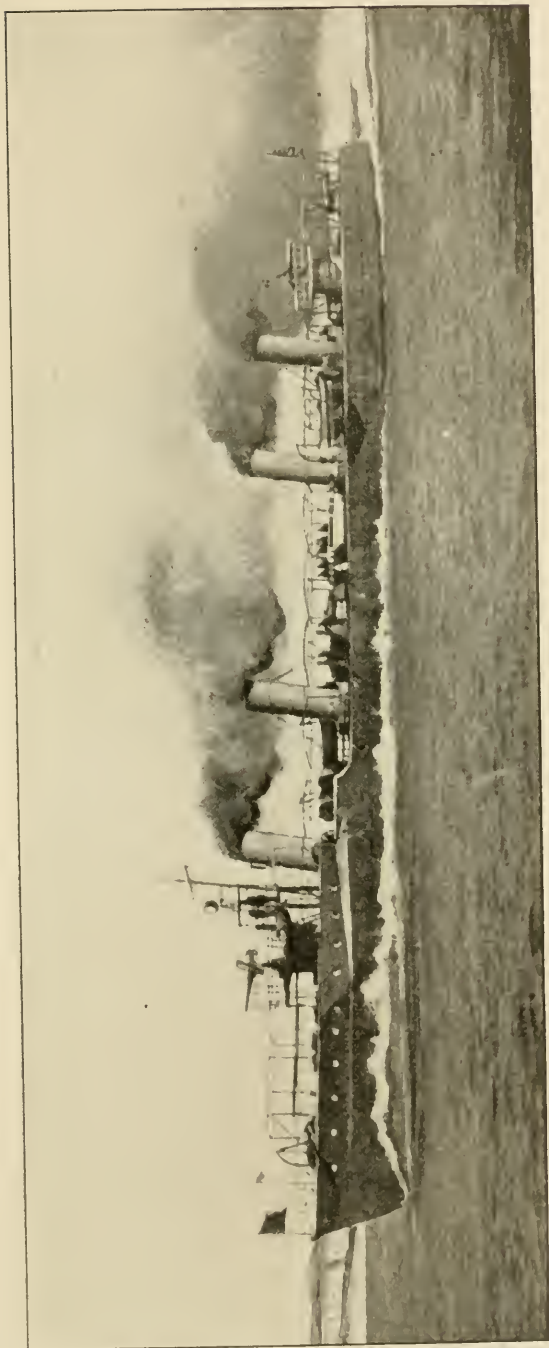
Pensacola Harbor has thirty feet of water on its bar at low tide.



VISITORS ABOARD A CRUISER

The Channel across Pensacola Bar is straight and easy of access.





UNITED STATES TORPEDO BOAT DESTROYER PASSING FORT PICKENS, PENSACOLA

Displacement, 120 tons; length, 245 feet; breadth, 23 feet 7½ inches; draft, 6 feet 6 inches; I. H. P., 8,000; speed, 29 knots; coal, 139 tons; complement, 73; armament: two long 18-inch Whitehead torpedo tubes; two 3-inch R. F. guns; five 6-pounders.

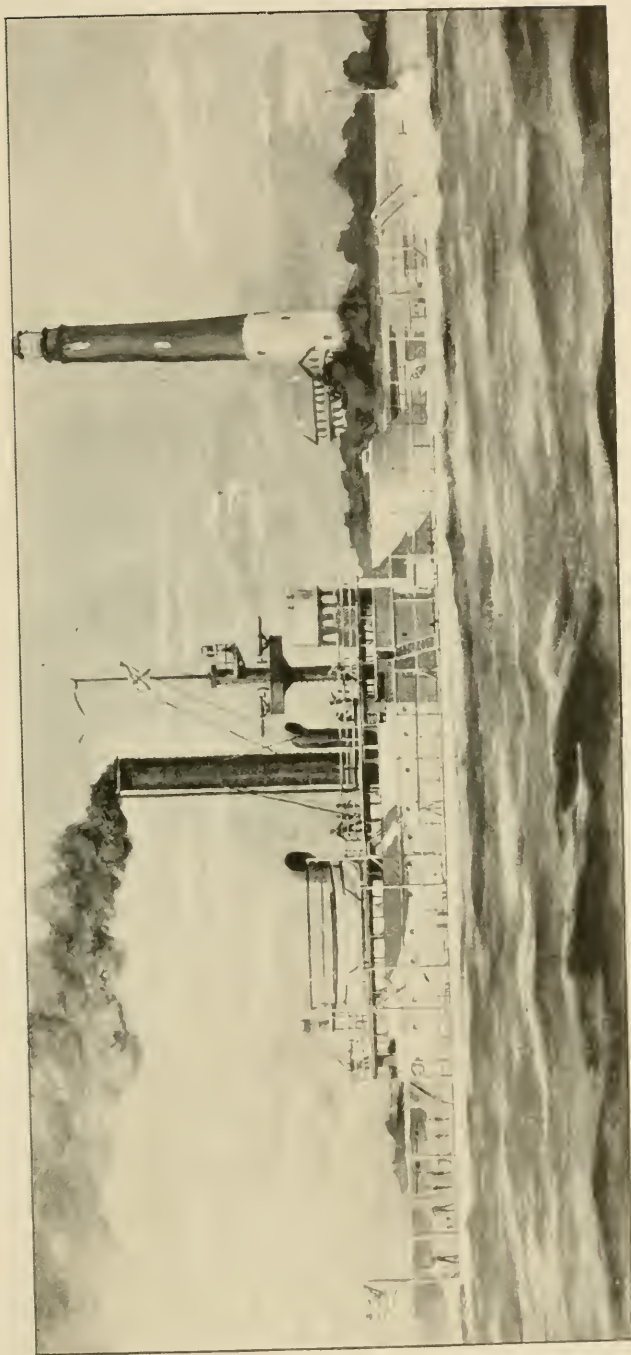


U. S. CRUISER NEW YORK AT PENSACOLA NAVY YARD

Pensacola Harbor is the nearest Seaport to the Great
Iron and Coal Fields of Alabama



U. S. GUNBOAT MACHIAS COALING ALONGSIDE GRANITE DOCKS AT
PENSACOLA NAVY YARD



UNITED STATES HARBOR DEFENSE MONITOR FLORIDA

Drawn by Manuel G. Quijano

Displacement, 3,285 tons; length, 252 feet; beam, 50 feet; draft, 12½ feet; speed, 11½ knots; coal, 400 tons; complement, 137; armor: belt, 11 inches; turrets, 10 in. thick; barbette, 11 inches; deck, 1¼ inches. Armament: two 12-inch 40 caliber B. L.; four 4-inch R. F.; three 6-pounders; six 1-pounders; two Colts.

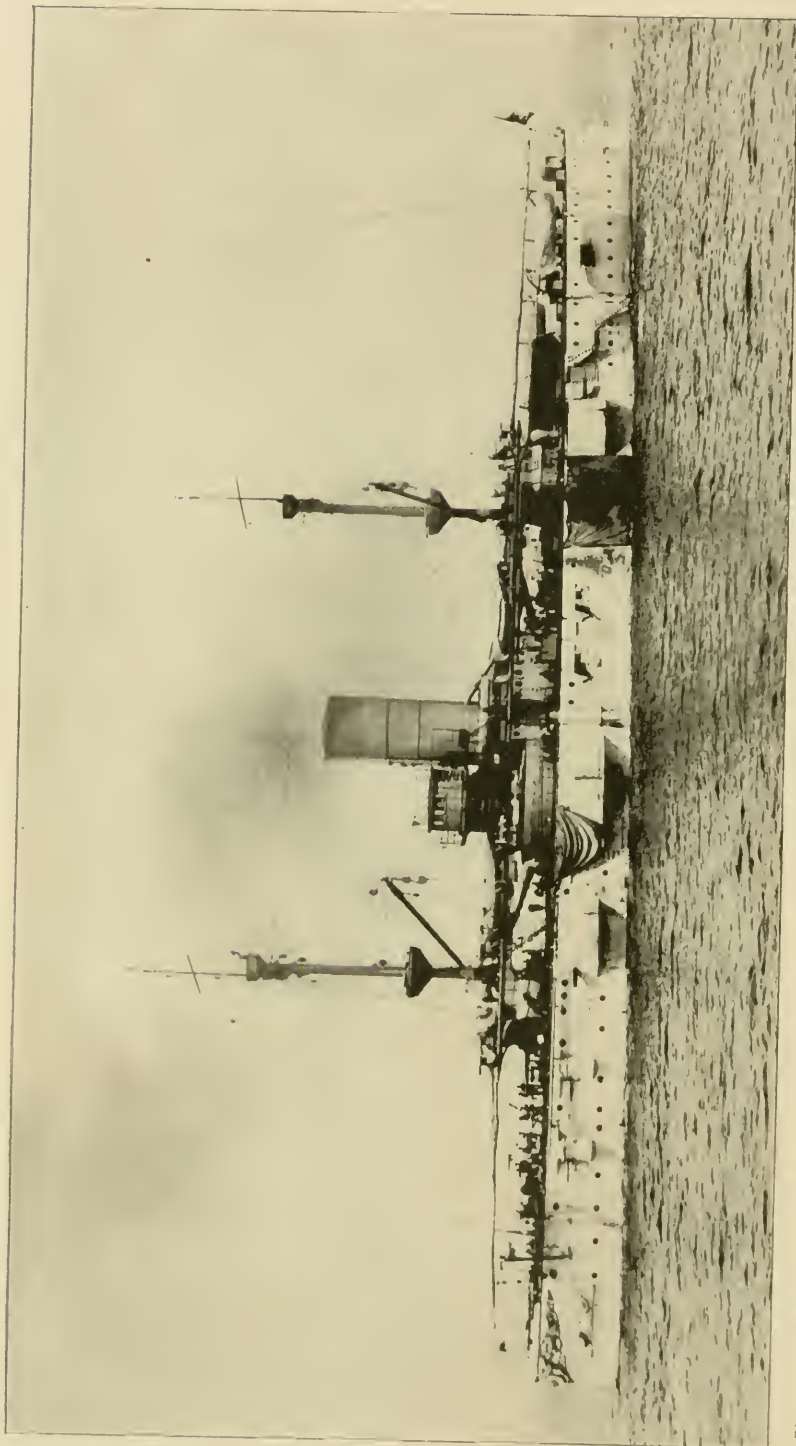


Photo for Bliss Magazine.

UNITED STATES BATTLESHIP TEXAS WHILE COALING AT PENSACOLA NAVY YARD—FLAGSHIP OF COAST SQUADRON.

Displacement, 6,315 tons; speed, 17.8 knots; coal, 850 tons; complement, 389; armor belt, 12 in.; deck, 2 in.; turrets, 12 in.; armament, two 12-in., six 6-in., six 1-pounders, four 37-mm. Hotchkiss, two Gatlings and two torpedo tubes.



REMINISCENCE OF THE LATE WAR.

Spanish Gumboot chasing Pensacola Filibusterer Monarch, in Cuban waters, 1898.

From a Painting, by Wilcox for Bliss' Magazine.



SPANISH FLOATING DRY-DOCK, PENSACOLA

Built in England for the Spanish Government and towed to Havana. Purchased by the United States and brought to Pensacola in 1903. Largest floating dock in the world when built, now the third largest. Length, 450 feet; breadth, 117 feet; depth of pontoons, 13½ feet; lifting capacity, 13,000 tons. Engraving shows the ocean steamship August Belmont on dock.

Pensacola Harbor is a Natural Sanitarium for all Lung Troubles, and the Government has established there a Hospital for the afflicted of the Army and Navy



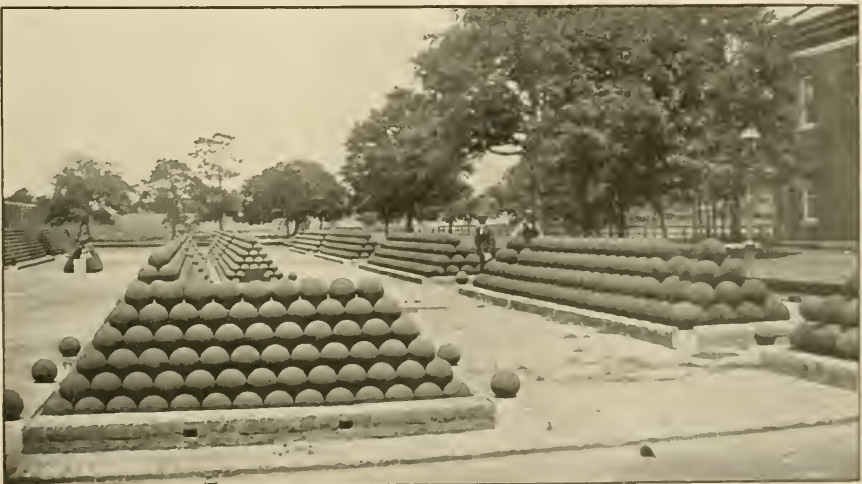
CEDAR GROVE NEAR FORT BARRANCAS, PENSACOLA

Mildness of climate, pure water, healthful locality, deep harbor, close proximity to coal and iron make the location of the Pensacola Navy Yard the best in the world.



LOOKING SEAWARD, PENSACOLA NAVY YARD

Mildness of climate enables the Pensacola Navy Yard to work the entire year, and vessels are not subject to extremes of expansion and contraction.



BALL PARK, PENSACOLA NAVY YARD



ENGINEERING DEPARTMENT, PENSACOLA NAVY YARD

Pensacola Harbor is the largest exporting port for
Pitch Pine Lumber in the world.



VISITORS VIEWING PENSACOLA NAVY YARD

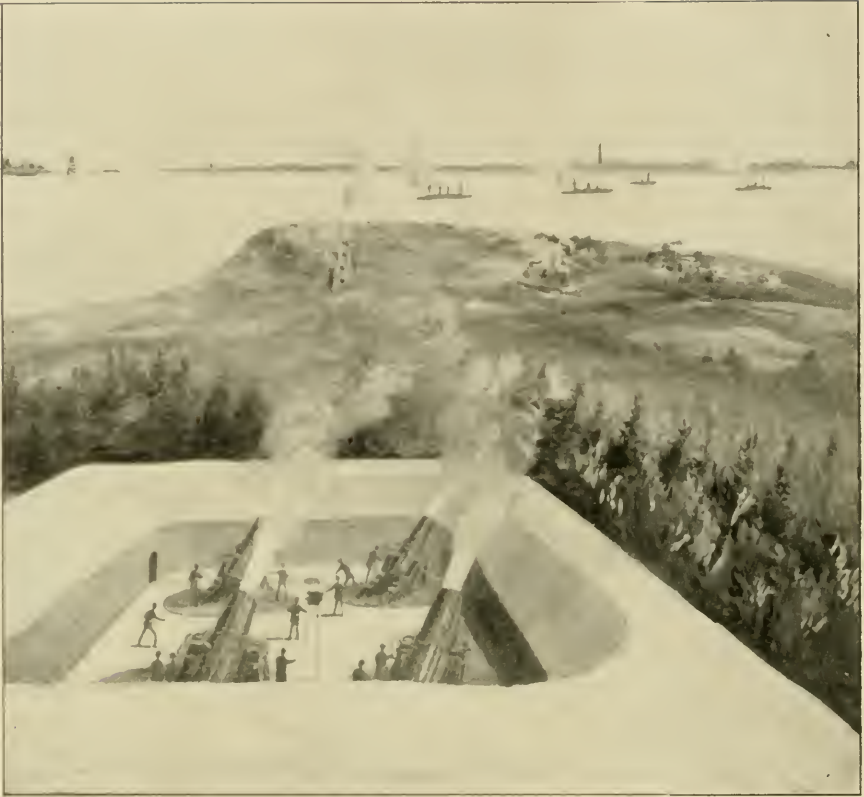


MARINE HOSPITAL, PENSACOLA NAVY YARD

Pensacola Harbor has a climate as fine as any
in the world.



NATIONAL CEMETARY GATE, PENSACOLA

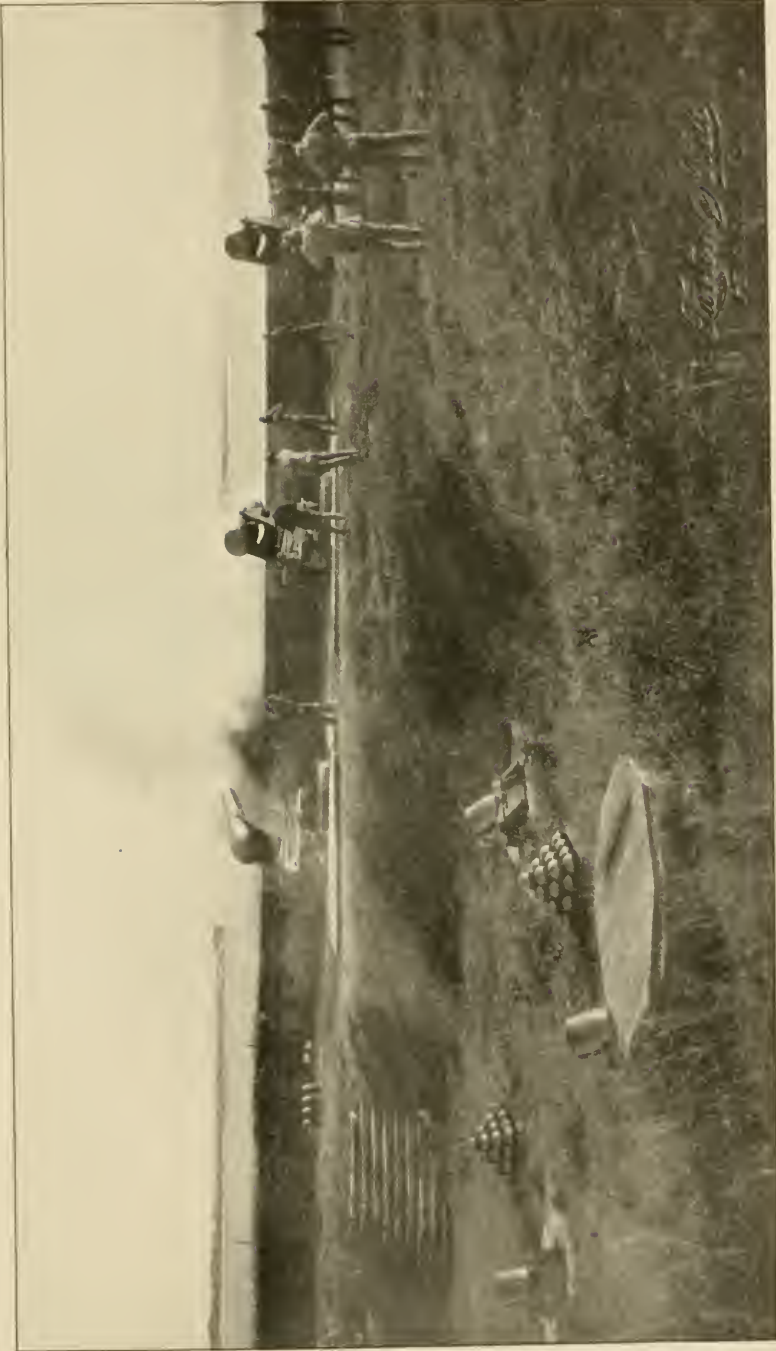


ONE-HALF OF MODERN MORTAR BATTERY OF FORT PENSACOLA IN ACTION



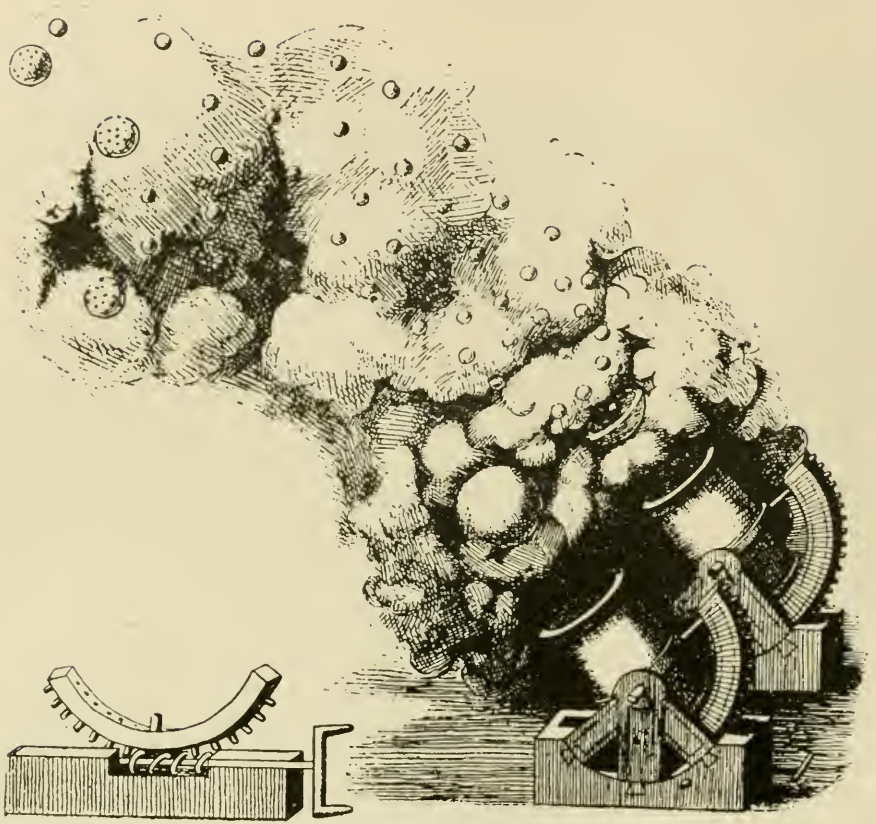
HARBOR FORTIFICATIONS.

The above picture gives a good representation of the fortifications of Pensacola Harbor. The foreground is the end of Santa Rosa Island, around which the deep water sea channel sweeps in curving beauty. The immediate foreground shows one-half of the modern battery of 8-inch mortars dropping shells on the battleships in the channel. Half-way down the point is situated old Fort Pickens, with its two 12-inch modern rifles. Further down to the left is the modern battery of four 10-inch disappearing guns. At the upper left-hand corner, across the channel, is old Fort McRee, where is located a battery of two modern 8-inch disappearing rifles and two smaller rapid-fire guns. At the upper right-hand corner is located old Fort Barrancas, shown in another engraving. On the point of the Island is now being erected a modern battery of 15-pounders and other rapid-fire guns. West of the mortar battery is being erected a modern battery of 6-inch guns, while further up the Island, eastward, is being constructed another modern battery of 12-inch guns. When these are completed Pensacola will have one of the strongest fortified harbors in the world.



VIEW ON TOP OF OLD FORT BARRANCAS—OLD MORTARS IN FOREGROUND

Artillerymen firing old Dahlgreen smooth bore cannon toward the harbor mouth. Santa Rosa Island and Fort Pickens and Fort Pensacola in the Background.



MORTAR BATTERY INVENTED 400 YEARS AGO

THE FIRST MORTAR.

IN CONNECTION with illustrating the modern mortar batteries, and the modern guns that are used for throwing explosive shells, I introduce, as a matter of interest, a reproduction of a picture of the first mortar battery, which was invented by Leonardo da Vinci about four hundred years ago. The picture is taken from his manuscript, the "Codex Atlanticus," which is now at Milan. Da Vinci was one of the greatest and most versatile men of the world, having in a marked degree every human attainment, and following every pursuit with partial success, except the commercial. He invented and devised many implements of warfare, among which may be mentioned the conical rifle ball, the explosive bomb, the built-up gun, the wire gun and the mortar, or "throwing kettle," for hurling explosives and burning shot. The breech-loading cannon was known to him and he made improvements upon it. The short stub by mortars and the round hollow bombs have been discarded in recent years, but the conical projectile, the hollow projectile filled with explosives and the built-up gun are still prominent features of warfare.



TWO 15-INCH MORTARS OF HISTORICAL INTEREST, AT FORT BARRANCAS



HISTORICAL MORTARS.

THE two 15-inch mortars illustrated on this page are relics that have descended from Spanish times, having formally been surrendered to General Jackson, at Pensacola, when Florida was ceded to the United States. They were subsequently mounted in the navy and were carried to Mexico and used in the siege of Vera Cruz. During the civil war the Confederates took them from the Pensacola Navy Yard and mounted them on the hospital hill, near Fort Barrancas, from which position they were used in shelling Fort Pickens on Santa Rosa Island. One shell entered the fort at the side of the sally port, doing considerable damage. After the war the army officials had the mortars removed from the place where they were left by the Confederates, and mounted them in front of the Fort Barrancas barracks, which position they still occupy. The mortar in the foreground is of Spanish manufacture, and was cast in 1806. The other is of English origin and was surrendered to the Spanish in the conquest of 1781. It was likely brought here shortly after 1763, and is much older than the Declaration of Independence. Visitors to Fort Barrancas will see these old mortars on the campus grounds. There are several other old mortars of smaller calibre to be seen in the same vicinity, but their historical importance is not so great as these.



Copyright, 1899, by Huper & Bros.

MORTAR USED AS SEIGE GUN BY KOREANS IN FIFTEENTH CENTURY

Pensacola Harbor is the Natural Gateway to the Gulf and Panama.



Pensacola Harbor is perfectly land-locked, and as such it has no superior in the world.



INTERIOR VIEW OF OLD FORT REDOUBT

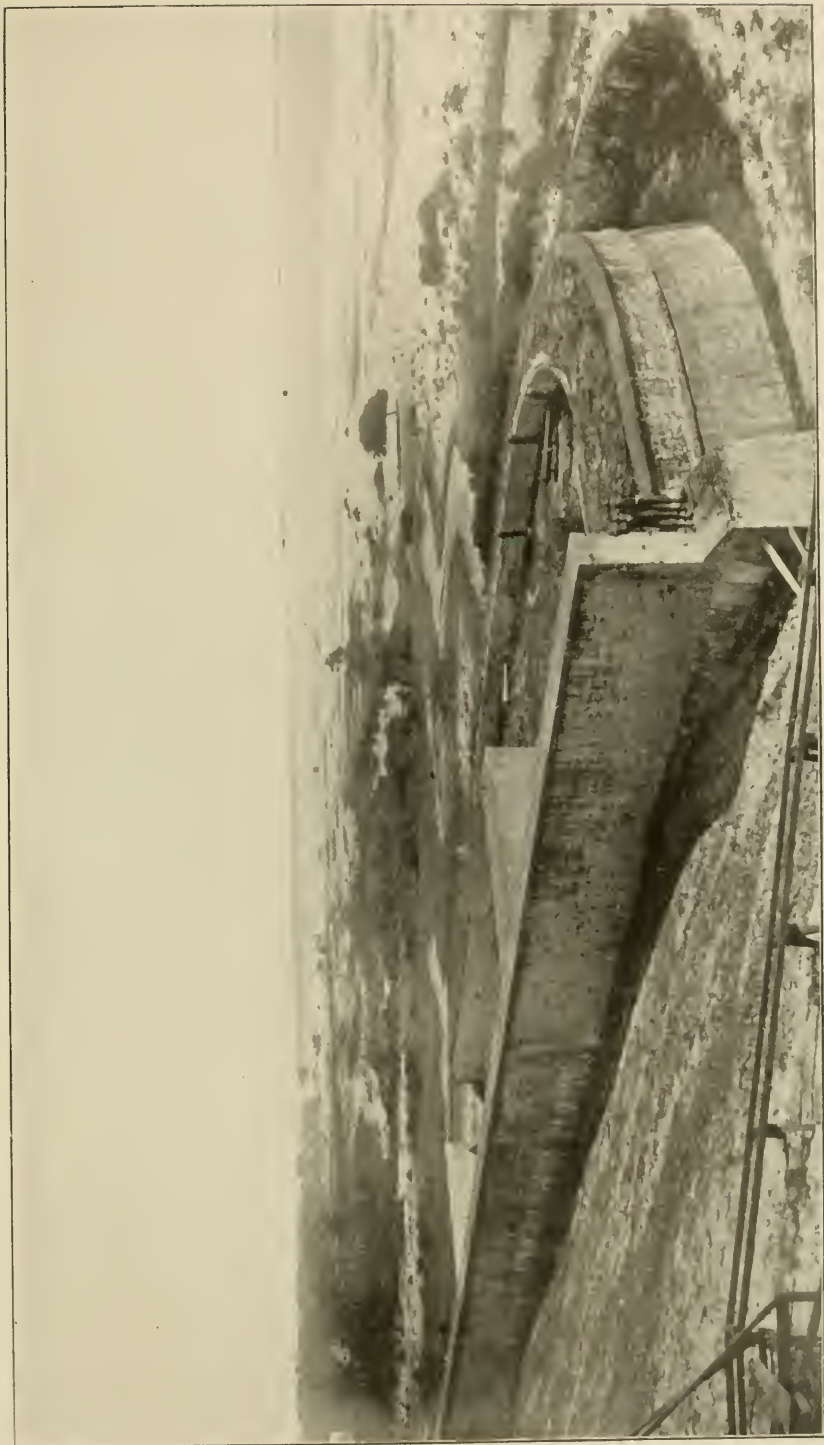
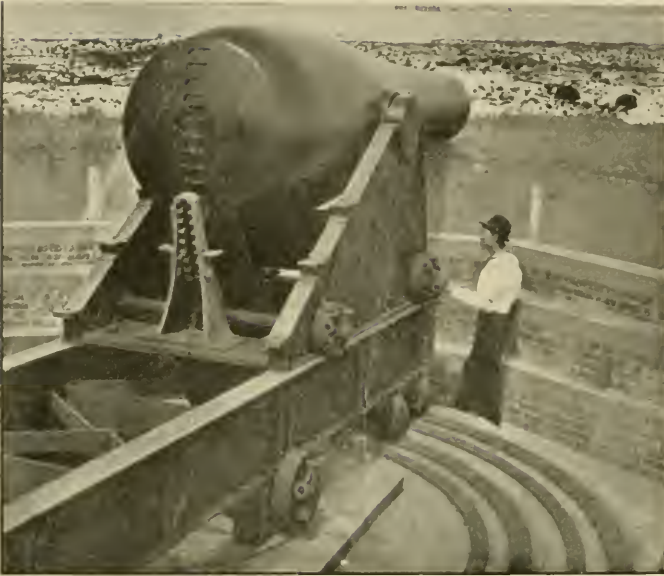


Photo for Bliss Magazine

THE MEDIA LUNA (Half Moon) OF THE OLD SPANISH FORT SAN CARLOS (St. Charles) OF BARRANCAS,
BUILT 208 YEARS AGO



LAST OF THE OLD GUNS ON FORT PICKENS.—15-INCH
DAHLGREEN SMOOTHBORE.

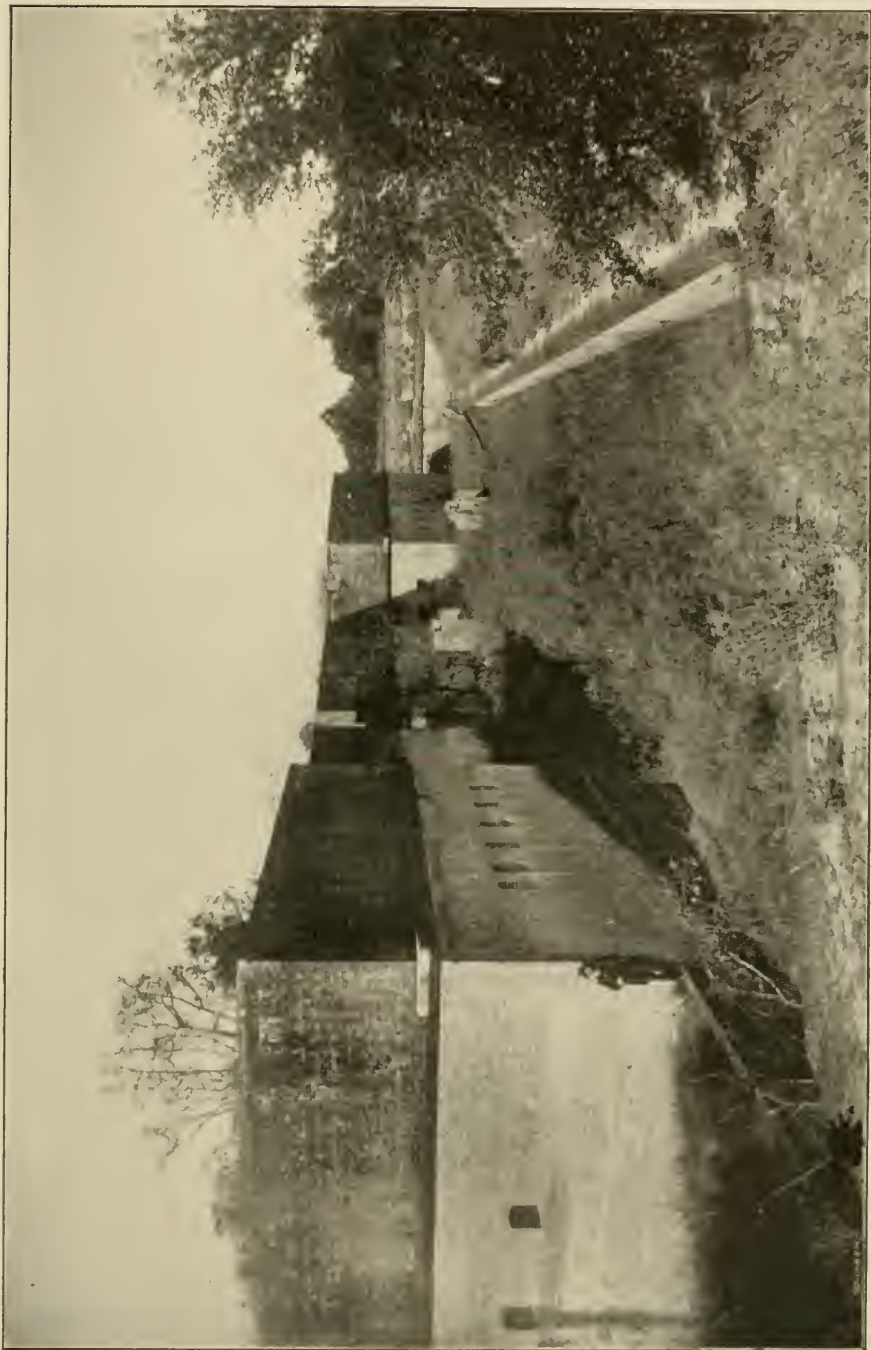
Pensacola Harbor
has great natural
advantages in
fortifications.



Records of the United States Army show that
Pensacola is one of the most healthful
localities in the world.



MODERN 50 FOOT GUN BARREL FOR FORT PENSACOLA BEFORE BEING
UNLOADED FROM FLAT CAR.



EAST SIDE OF THE OLD NEGLECTED FORT REDOUBT, PENSACOLA.

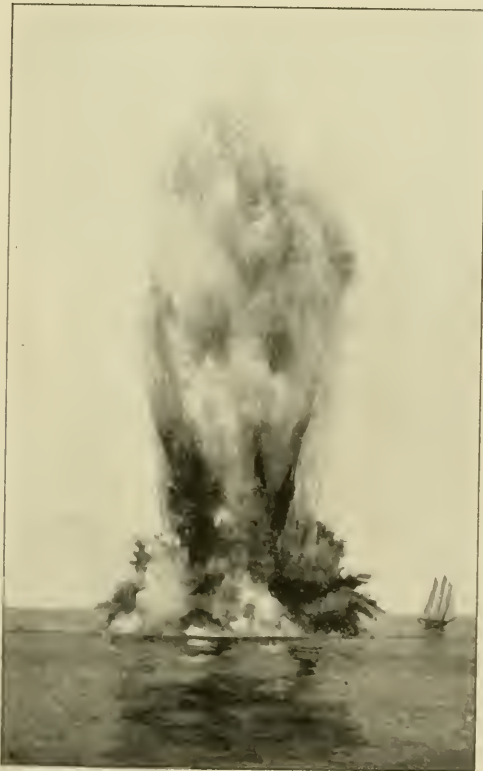
Photo for Bliss Magazine.



RUINS OF OLD FORT McREE

Three pictures of old Fort McRee, taken in three decades, show how the old fortifications succumbed to the sea after the civil war.

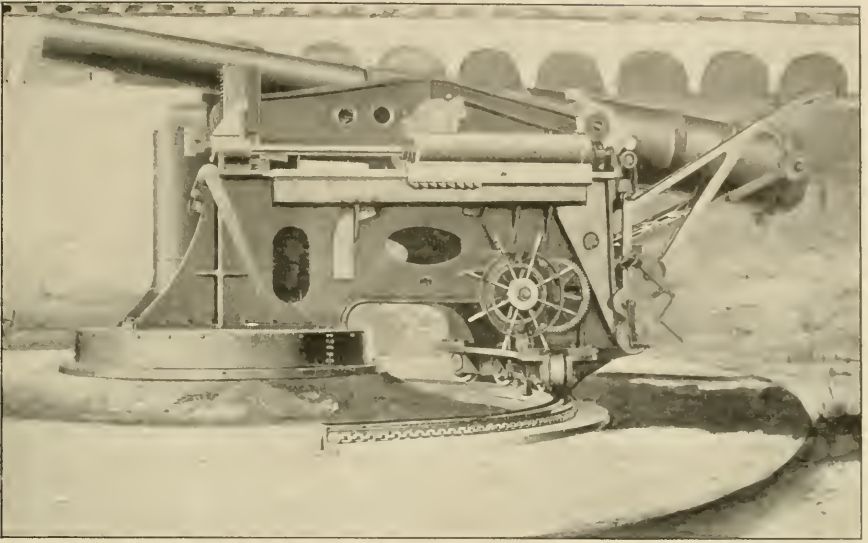
Pensacola Harbor has shores of pure white sand, resembling sugar, free from mud, dirt, slime and unhealthful odors.



EXPLOSION OF SUBMARINE MINE AFTER SPANISH WAR

Pensacola Harbor has a temperature that seldom rises above 96° in summer or falls below freezing, averaging 69° for the year

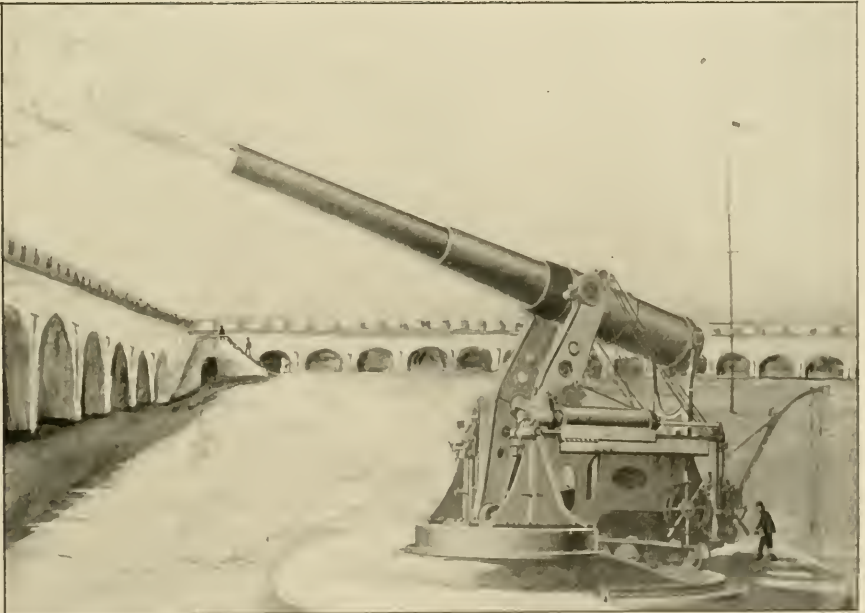




DISAPPEARING GUN IN FORT PICKENS

Gun in crouching or hidden position. Gun 50 ft. long and 12-in. calibre; will shoot 12 miles. Cost of shot about \$800.

Pensacola Fortifications defy the Navies of the World.



TWELVE-INCH RIFLE, FORT PICKENS, IN ACTION

The gun is trained in the right direction and given the proper elevation, and at the desired time it is tripped when it automatically rises and fires. The recoil automatically depresses it ready to be recharged.



BARRACKS AT FORT BARRANCAS, PENSACOLA

Under the above cluster of picturesque live oaks reposed the first city builders of North America.

Major Mahan, Engineer of U. S. Army, says that trade, like water, seeks its level, and Pensacola is destined to become the greatest port of the south.



COMMANDER'S RESIDENCE FORT BARRANCAS



CAPTURE OF PENSACOLA BY THE SPANISH AND FRENCH ARMIES, 117 YEARS AGO.

This is a fac-simile of a Spanish engraving, published in 1783; of the surrender of Pensacola by the English to the Spanish and French armies in 1781. Showing destruction of Fort George, the ruins of which still remain on the hill (25 feet above the bay) at head of Palafox street.

APOSTROPHE TO THE OCEAN.

By Charles H. Bliss.

Oh, thou great and grand old Ocean! Laughing in thy foaming billows,
Washing all the shores of time, tossing up thy sandy pillows,
Weaving forms in magic fancy, wreathing life in tragic motion,
'Til the heart in grandeur whispers: "Oh, thou great and grand old Ocean!"

Basking in eternal sunshine, kissed by all the stars of azure,
Mirroring the shores of nations, filling up their cup of pleasure,
Strewing all thy beach with seashells, with thy water's weird commotion,
And again the fancy echoes: "Oh, thou great and grand old Ocean!"

Thou wast born among the Ages, yet the pass away forever,
Leaving thee as young and fair as the blushing maid or lover;
Time is nothing to thy waters, Death with thee makes no commotion,
And the cycles only whisper: "Oh, thou great and grand old Ocean!"

Man may mark the earth with ruin, level down the ragged mountains,
Cut the forests from the landscape, turn the rivers from their fountains,
But thy form he cannot alter, and to change thee has no notion,
And he murmurs as he views thee: "Oh, thou great and grand old Ocean!"

Nestled on thy placid bosom sat the ancient ships of story,
And among thy frothing breakers ride the modern fleets of glory,
But their wrecks go down forever when thy bosom heaves emotion,
And in awe the heart still murmurs: "Oh, thou great and grand old Ocean!"

Ever changing, yet unchangeful; very old, yet young as ever;
Never full to overflowing, yet absorbing storm and river;
Spurning now in wildest fury, kissing now in fond devotion,
And the old song ever utters: "Oh, thou great and grand old Ocean!"

Filled with life to overflowing, smuggling untold hidden treasure,
Yielding up thy stores majestic, blessing without stint or measure,
Knowing neither time nor nations in thy worldgirt circumlotion,
And the praise goes on forever: "Oh, thou great and grand old Ocean!"





Photo by Cottrill

OCEAN BREAKERS AT PENSACOLA LIFE SAVING STATION DURING A STORM



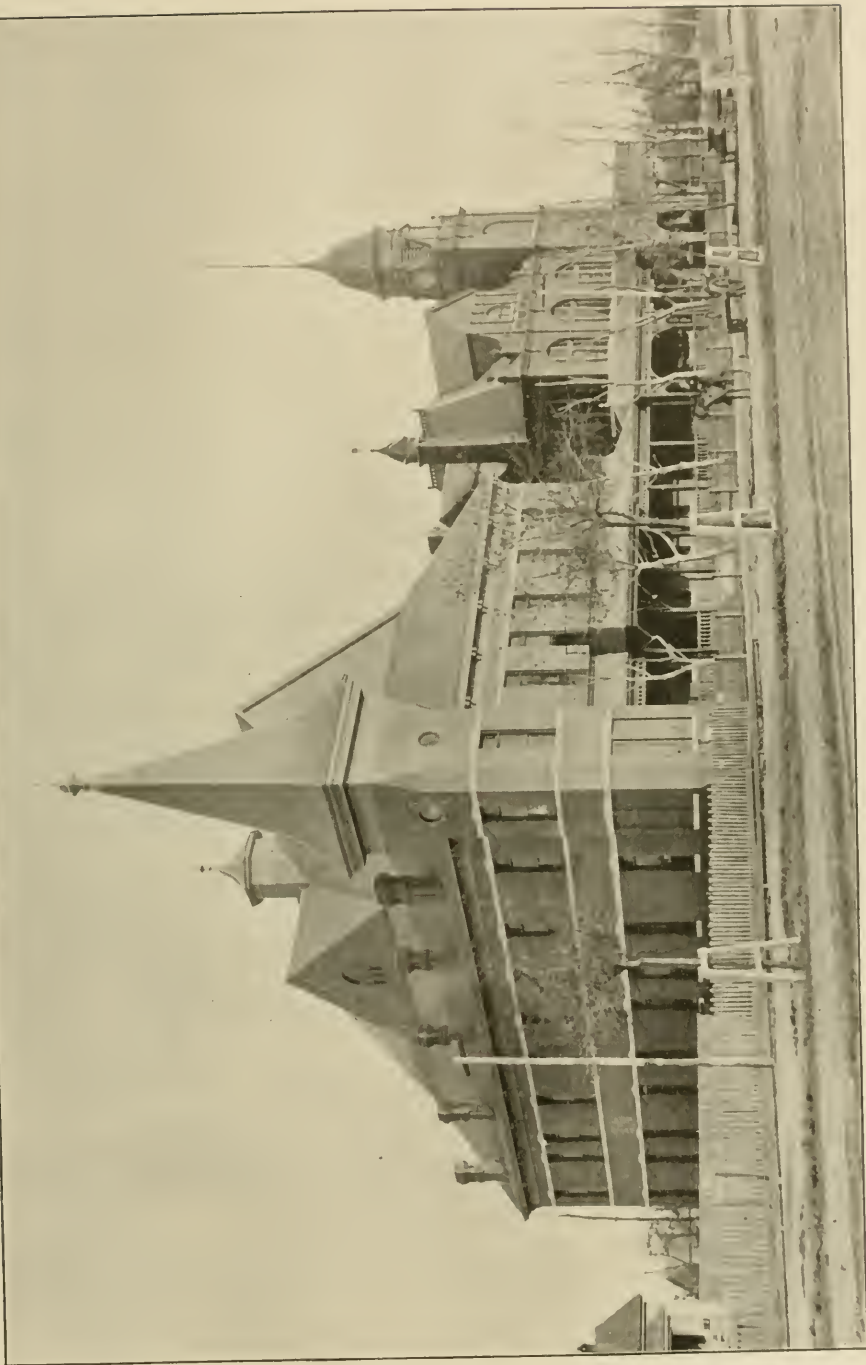
YACHTING SCENE IN PENSACOLA HARBOR



Pensacola Harbor, according to the analysis of many noted chemists, has the purest natural drinking water in the world.



PENSACOLA HARBOR ALWAYS PRESENTS AN ARTISTIC SCENE



ARMORY AND COURT HOUSE, PENSACOLA.
HOME OF THIRD BATALION, FLORIDA STATE TROOPS.

Photo for Bliss Magazine.



Copyright, 1904, by Chas. H. Bliss

OLD HOME OF AMERICA'S FIRST MILLIONAIRE (See opposite page.)

OLD HOME OF AMERICA'S FIRST MILLIONAIRE.

THIS building is said to be the oldest in Pensacola, and is decidedly the most historic of any in the city. It was the home of the noted William Panton, millionaire merchant prince of the seas, who had branch houses in St. Augustine, Havana and London. According to tradition it was built of brick that were imported from the island of Jamiaca about 1766. This was the English trading post at that time for all the Indian tribes as far north as Tennessee. It has existed fifteen years under the English government, forty-one years under the Spanish and eighty-two years under the United States. It was here that the distinguished and highly educated half-breed Creek Indian Chief, Alexander McGillivray, who served as colonel in the armies of the above three mentioned successive governments, ended his romantic career by the picturesque waters of the bay, and was buried "in the garden" but the exact spot of his resting place is unknown. The mansion occupied by Mr. Panton stood to the left, and was destroyed by fire. The building in the foreground was the kitchen, and the building in the background was the store and warehouse. At present it is much neglected and is rapidly falling into decay.



Photo by Tinton & Bell.

Posed by Miss Mary Connor.



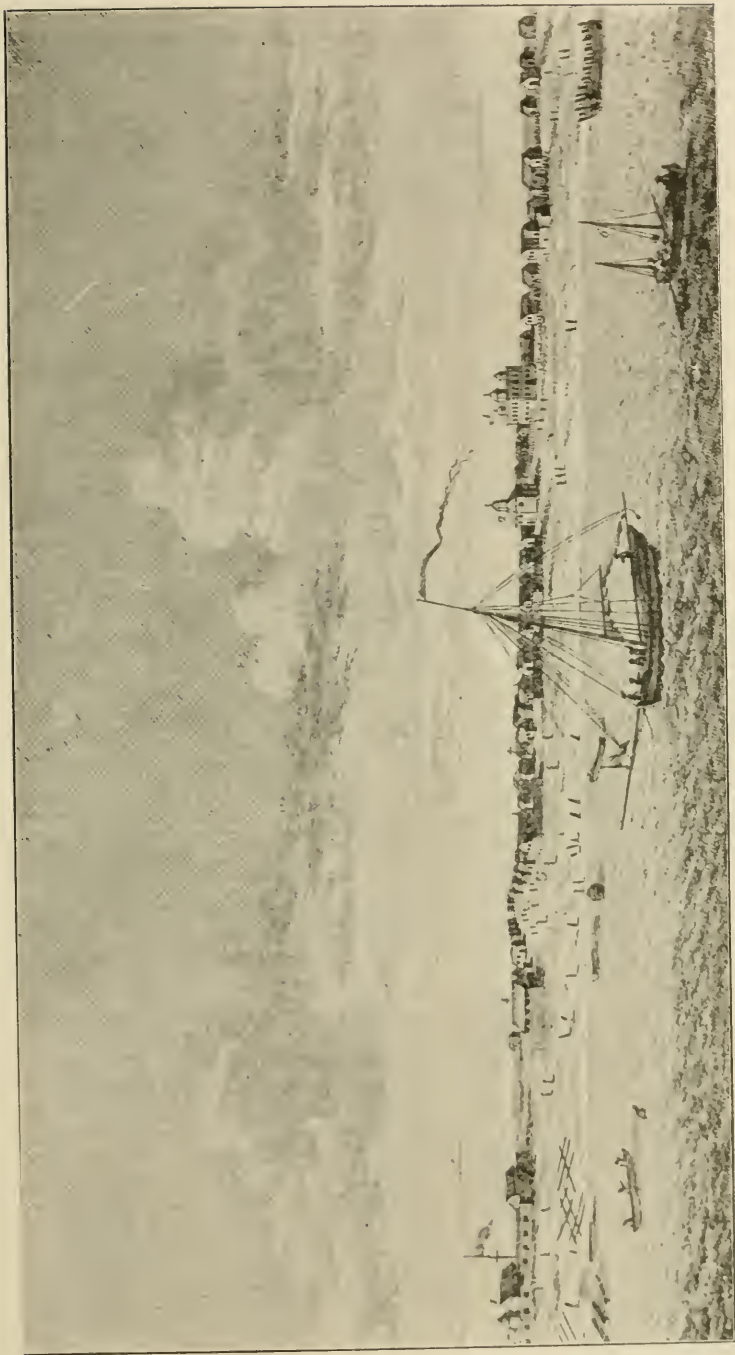
Photo by Turton & Bell.

UNLOADING MAHOGANY LOGS AT RAILROAD WHARF.

Pensacola Harbor has not had a case of yellow fever for over twenty years, while diphtheria and some other dreaded diseases are almost wholly unknown.



PALAFIX STREET ON NORTH HILL, PENSACOLA



PICTURE OF PENSACOLA ONE HUNDRED AND SIXTY-ONE YEARS AGO.

Fac-simile of engraving from a history of Florida published in 1763 by T. Jeffryes, Geographer to His Majesty (George III), showing Pensacola in 1743, as rebuilt on mainland near where Fort Barrancas now stands, after its destruction by the French in 1719.

No. 1--The Fort. 2--The Church. 3--The Government House. 4--The Commandant's House. 5--The Well. 6--A Bungo.



FISHING SMACKS GETTING READY FOR A CRUISE

The finest Fish and Oysters in the World may be had for the taking.



THREE RED FISH WEIGHING FORTY POUNDS
CAUGHT WITH HOOK AND LINE

Pensacola has the lowest death rate of any city in Florida, and Florida has the lowest death rate of any state in the union.





Photo by Cottrell.

MAN-EATING SHARK, CAUGHT WITH HOOK AND LINE ON PALAFOX WHARF, PENSACOLA



Pensacola Does
the Largest Fish
Business in the
Southern States



String of Speckled Sea Trout and one Catfish Caught with Hook and Line before Breakfast in Mid-Summer.

Pensacola Harbor is the Fisherman's Paradise. Over
225 Species of Fish are Found in its Waters.

Pensacola Does
the Largest
Business in Red
Snappers of any
Place in the
World.



String of Speckled Trout Caught in Half an Hour in Mid-Winter. Largest Trout Four Pounds.



A HUNTING PARTY

Pensacola has very few insects, and screen doors and windows are almost unknown.

As naturally as water flows down hill will Pensacola become the commercial city of the Gulf of Mexico



DEER EXPOSED FOR SALE IN PENSACOLA MARKET



“ OH, DAT 'POSSUM ! ”

When persimmons wrinkle in the wind and the candy oozes out,
 When the berries turn to sugar, when the 'possum walks about,
 And the cur that slept in idleness while the summer's sun was hot
 Knows his time has come to stir his stumps and get meat for the pot.
 And the "nigger" digs his "tatars" and spreads them in the sun;
 He cares no more for chicken and he leaves his work undone;
 He pets his dog and spends the night in looking for a meal
 That's sweeter far than anything he can buy or grow or steal.
 O! the 'possum done in gravy, flanked deep with "tatars" brown,
 Needs nothing but persimmon beer to float it richly down,
 And then the negro is a king—you couldn't make him vote;
 He cares not for his neighbor's gold, his chicken nor his shote;
 He will not pick your oranges, he's rich as well as free,
 And swears that Florida's the land for him as well as me.



ALLIGATOR FISHING

The Mild Summer, Beautiful Waters and Picturesque Surroundings make West Florida the Ideal Place to Spend the Hot Summer Months in Camp Life



SKINNING THE ALLIGATOR ON THE WHITE SEA SAND



Drawn for the Bliss Magazine

A SONG BY THE SEA.

By Chas. H. Bliss

I sit by the ocean and list to its roar,
 I watch the wild waves as they break on the shore,
 I hark to a voice that I hear evermore,
 Where the winds floweth over my darling.

The flowers bloom sweetly in the beautiful glade,
 The birds carol softly in the dense forest shade,
 And both linger fondly near the mound that was made,
 Where the winds floweth over my darling.

There comes to me ever a song from the sky,
 There beams to me ever the light of an eye,
 And there lives forever a love that can't die,
 Where the winds floweth over my darling.

Then roll on forever, ye waves of the sea,
 And blow on forever, ye winds of the lea.
 The world and its beauty are shut up to me,
 Where the wind floweth over my darling.



AMERICA'S OLDEST CEMETERY, PENSACOLA

Under the fantastic evergreen boughs of the massive live oaks olden
 Lies many a hidden and unknown tomb with its memories rich and golden.
 Here the mock-bird builds her pretty nest and fills the world with singing.
 Where the ivy and sweet trailing vines to everything is clinging.
 'Tis a place for a man in pensive mood and not a place for laughter.
 For here Time writes with tragic hand the history of Hereafter.



SEAPORT LULLABY

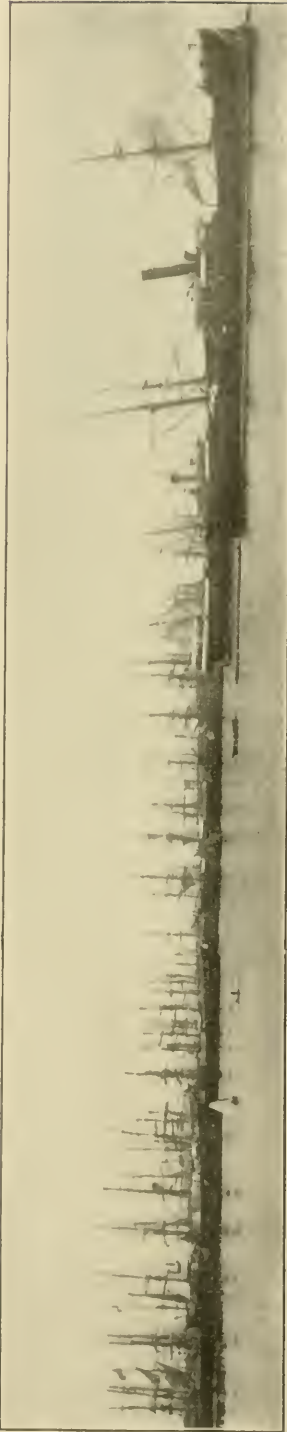
In the last soft breeze of the dying day,
 When the flowers are hushed and the sun goes down,
 Take my hand, dear child, and we'll wander away
 To the noiseless wharves of the gray old town
 Here are the vessels "God's Gift" and "Heart's Ease,"
 But the fair ship "Dreamland" I think best.
 From her rigging falls softly the song of the breeze:
 "Sleep, little baby—the tired must rest."





Let us enter the ship for the sails are set
 To bear us full many a mile from here;
We are leaving astern grim doubt and regret,
 And the funny brown sailors most lustily cheer !
Through the wan moonlight we gently glide,
 Pleasantly rocked on the sad sea's breast,
While the small waves whisper and splash on the side,
 “Sleep, little baby—the tired must rest.”





INTO PENSACOLA HARBOR ARE GATHERED THE SHIPS OF ALL NATIONS

While the Isthmian Canal is Being Built, and After it has been Completed, Pensacola will be the Chief Port Through Which all American Traffic will pass. The Many Magnificent Advantages of Pensacola Harbor Make this Certain.



ONE OF THE SEVERAL LARGE EXPORTING DOCKS OF THE LOUISVILLE AND NASHVILLE RAILROAD



TWO OF THE EXPORT DOCKS OF THE LOUISVILLE AND NASHVILLE RAILROAD.

Some idea of the extent of these wharves may be gained from the statement that they carry about eight miles of railroad tracks, are about two fifths of a mile in length, and fourteen large, ocean going vessels may load to full depth alongside at the same time. The building on the wharf at the left has 126,000 square feet of roof, 400 eight-foot doors and two floors with a capacity of 600 pounds to the square foot. Both these wharves are built on thousands of creosoted piling from 65 to 75 feet in length.



WELCOME TO PENSACOLA

The following address by Mayor T. E. Welles, before the Pensacola Tourist Club, is representative of the cordial welcome extended to strangers.

“On behalf of the people whom I represent, as mayor of Pensacola, I bid you, one and all, a most heartfelt welcome to the Deep Water City of the Gulf. A number of those present have been with us during the winter season for the past few years and fully realize the many attractions that have brought them back to Pensacola

year after year. To those of you who are strangers here I bid another welcome, because we are always glad to have strangers from other states and other cities visit us, believing that they will at all times find something in the quaint old Spanish town to interest them and make the winter months pass quickly.

"I particularly desire to call your attention to the fact that Pensacola, situated as she is geographically, is certain to be the leading city of the south when the isthmanian canal shall have been completed, and in this connection I will refer briefly to some of the many natural advantages possessed by the city:

"First, we will take the deep water on the outer bar. At the present time ships drawing 33 feet of water can cross the bar with perfect safety and can come up to our city. They can load at our wharves to a depth of thirty feet, which is more than can be said of any city of the south, none of which possess as fine a harbor either with reference to depth of water or with reference to the area thereof.

"Again, we have the finest climate of any city in the union; we have none of the extremes of temperature which characterize the winter months in the northern states, while the cooling breezes from the gulf modify the heat of summer, making this city one of the most favored in this regard upon the American continent.

"Chemical analysis has demonstrated that this city possesses the purest drinking water of any city in the world.

"If you will but compare the port of Pensacola with other Gulf ports you will readily realize why I assert that Pensacola must become the gateway to the Pacific ocean. When a vessel arrives at the outer bar buoy at the entrance to Mobile Bay, she is seven miles nearer to Pensacola than to Mobile; if a vessel is bound for Mobile she can only cross the bar, drawing 24 or 25 feet of water, while we have 7 feet greater depth on the Pensacola bar. A vessel drawing over eighteen feet cannot get to Mobile, as the channel is a mud ditch upon which this government has spent millions and millions of dollars, but without avail, in attempt to dredge out. The constant sediment brought down and deposited in the channel by the Alabama and other rivers, whose outlet is through Mobile Bay, has rendered all attempts to secure a permanent channel of more than eighteen feet worse than useless. Only a few years ago one of my partners who owned an ocean going tug engaged in towing vessels between Mobile and Cuba, was compelled to leave the tow and come to Pensacola for coal because of the fact that it was impossible to load the bunkers at Mobile and then get out of the harbor—there was not water enough in the channel to allow the tug to get to sea. Pensacola has another advantage over Mobile in that this city is located upon land that is high and dry, while Mobile is surrounded by miles and miles of low, swampy lands, the principal product of which is mosquitoes.

"Let us pass to New Orleans, that old city, which has, during the past few years, made rapid strides in the way of modern progress. When a vessel arrives at the jetties bound for New Orleans she is just about the same distance from New Orleans as from Pensacola. To get to New Orleans she must go up the river against a strong current through a crooked, tortuous channel, while she can come to Pensacola through the open gulf with the tide to aid her, and when she arrives at the outer bar buoy she is only seven miles from wharves where she can load to a depth of over thirty feet.

"Pass to Galveston. It is useless for me to compare Galveston to the port of Pensacola, for you all remember the sad calamity that overtook that city a few years ago. And they can continue building walls around that beautiful place, but should another tidal wave rush toward the city, their walls would not protect them. While Galveston has been made a center by the railroads, it can never become a

port that will rival our own beautiful port of Pensacola. Those who have visited this city during recent years can realize our advantages; the stranger who comes to spend the winter months in our beautiful city has but to look around him to become fully acquainted with them, and with those natural advantages it only depends upon the inhabitants of Pensacola to make this city one of the greatest in the Union.

"We look to you, who come as strangers, to settle among us and help to build up the city and make the port all that we predict for it in the not distant future.

"You are as welcome to our midst as the birds that sing sweet songs in the live oaks that grace our beautiful hills and your organization will not only serve to assist you in pleasantly passing the time but will also be of the greatest benefit to you all from a social standpoint as well as from the enlightenment which follows gatherings of this description. As chief executive of the city I commend you for the step you have taken, and trust that the winter spent with us will not only be pleasant but profitable to you, one and all.

"While the site of our city is not as productive as some of the states from which you come, I believe, as I told a gentlemen from Illinois some time ago, that by the time you have been here six months you will think one acre of our climate is worth more than the whole state of Illinois.

"Southern hospitality has never been questioned, and I assure you that our people are glad to have all of you with us, and will do everything in our power to make your visit so pleasant that you will become regular visitors or, better still, will locate in this city permanently.

"Pensacola is at last becoming known. For many years the railroads did not even put the name of Pensacola on the maps, and when they did put it on, people in general associated the name of Pensacola with yellow fever, snakes, Indians and everything else that was vile. But today I am glad to say that the people have become enlightened, and are realizing more and more each year that the people of this city are civilized, that the latch-string is on the outside, and our citizens are glad to have them pull it.

"In conclusion, I wish you all to remember that your presence with us is as welcome as the flowers that bloom in springtime and shed their fragrance on this, the most balmy atmosphere upon the face of God's green earth."

COTTRELL..

FINE PHOTOGRAPHS

PENSACOLA

Wanted. A man with capital and ability to manage the business of this Magazine. Correspondence solicited.

CHAS. H. BLISS.



TAX COLLECTOR A. H. D'ALEMBERTE

One of the important things to be considered in any community is the administration of public affairs. In this matter Escambia county has fared much better than any other section of the country. Especially has this been true in the office of tax collector. The present incumbent, Mr. Arthur H. D'Alemberte has held that position for the past sixteen years, succeeding himself easily at each election, and were he a candidate for re-election in the coming primary he would undoubtedly be returned with a large majority, or possibly without opposition at all. During his tenure of office Mr. D'Alemberte has proven himself very faithful and efficient and has worked early and late, and has spared no pains to accomodate his constituents. His office has been generally considered as one of the best managed in the state and it is with much regret that the people see him retire from the office. On account of additional work imposed by the legislature and the close confinement, which is beginning to prove injurious to his health, he has declined to be a candidate for re-election to the office of collector, but he is asking the people for the office of sheriff and promises the same efficient service in that office in the future that has characterized the office of tax collector in the past.

PURE WATER

ONE of the most important features of any locality is its water supply. The larger part of the human anatomy and the larger part of our food is composed of water, and hence its purity is of prime importance. When an invalid talks of changing locality in order to be benefitted in health one of the first inquiries the wise physician makes is: "What is the character of the water?"

Western Florida, and especially about Pensacola, has long been noted for its purity of water. The artesian well water of Pensacola has repeatedly been submitted to examination by eminent chemists and the reports have repeatedly been very flattering. Not only have these chemists pronounced these waters remarkably free from all mineral and organic substances but have declared them to be the purest samples of well water that they had ever seen.

For many years the records of the United States army have shown that Pensacola is the healthiest city in the United States, and probably without a superior in the world. Recent statistics show that Pensacola is the most healthful city in Florida and that Florida is the most healthful state in the United States. This is made all the more remarkable when the fact is considered that thousands of afflicted come here for their health. One of the chief reasons that Pensacola is so remarkably healthful and that so many invalids are benefitted or entirely cured here is that they have the advantage of pure water.

Sportsmen, Pleasure Seekers, Tourists, Visitors



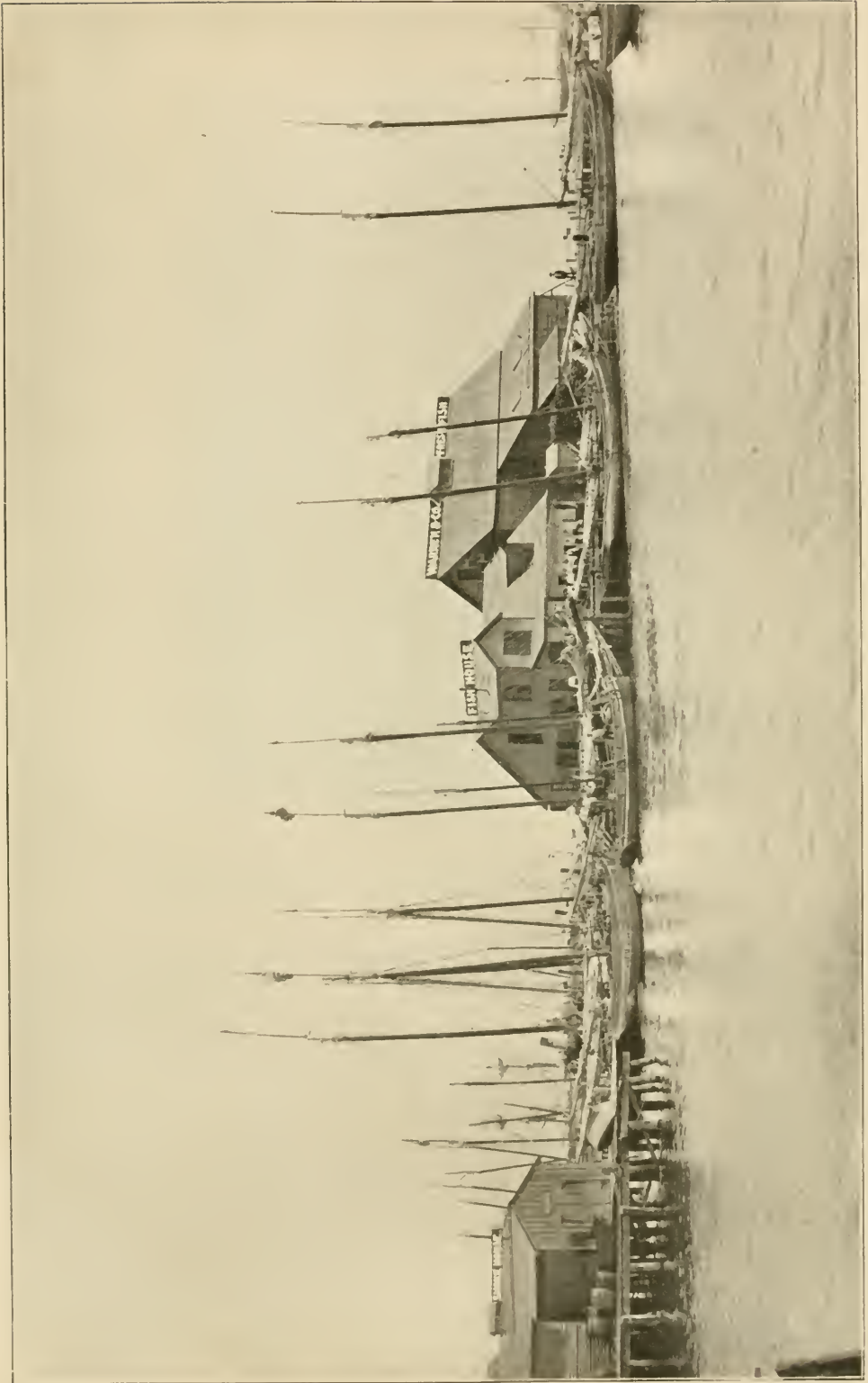
and Travelers while in Pensacola
will find Accomodations at the . . .

BAY HOTEL

Nos. 515-519 S. Palafox Street



European Plan
Open Day and Night



A. F. Warren, President.

WARREN FISH CO., Producers and Shippers of Fresh Fish, Pensacola, Florida.

Wm. Hays, Treas. and Gen'l Mgr.



SHERIFF JAMES C. VAN PELT

One of the most important features of any community is its law-abiding character. This character often depends largely on the efficiency of the peace officers. Pensacola and Escambia county have long been noted for their peacefulness. Mobs and lynchings, that have disgraced so many localities, are entirely unknown here. Pensacola is remarkably free from crime as compared with other seaport cities. Citizens walk the street at all hours unarmed and some of them do not lock their doors from one year's end to another. This is accounted for largely by the fact that very few criminals have ever been allowed to escape. The office of sheriff has always been filled by competent men and the present incumbent, Mr. James C. Van Pelt, is no exception to the rule. Mr. Van Pelt has made a remarkable record for himself and has introduced a new departure that will certainly tend to lessen crime in this locality. He has purchased a number of valuable bloodhounds that successfully trail a culprit from the place of his deed. Mr. Van Pelt is one of Pensacola's prominent merchants but he naturally prefers to fill the office of Sheriff and is a candidate for re-election in the coming primary.



HON. MIKE O'LEARY.

Not only has Escambia county been well served in the office of tax collector and sheriff but also in many other departments. Especially has this been true of the board of county commissioners who have generally served the county with marked credit. Among those who have served on the board of county commissioners with distinction may be mentioned Mr. Mike O'Leary, who has served two terms with perfect satisfaction to the people. Mr. O'Leary is a native of Ireland and came to the United States before the civil war. He was a confederate soldier in the First Texas regiment from 1861 to 1865. He came to Pensacola in 1866 and for twenty years followed stevedoring, since which time he has followed successfully the grocery business. Mr. O'Leary has also served the city two terms as city commissioner and is generally known as a man of unquestioned integrity. During his thirty-eight years residence he has been familiar with every detail of Pensacola Harbor and he is now a candidate for harbormaster in the coming election.

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PENSACOLA

PENSACOLA is the oldest city in the United States. It was founded by the Spaniard DeLuna with two thousand followers in 1557, four years prior to the founding of St. Augustine. The original site was where Forts San Carlos and Barrancas now stand. Some years later the town was abandoned and the inhabitants followed their leader to Mexico. In 1696 the town was revived by a Spaniard by the name of DeAriola, who with 300 soldiers built the Fort San Carlos. In 1719 the town was destroyed by a French fleet. It was rebuilt on Santa Rosa Island, about half a mile from where Fort Pickens now stands. In 1754 it was partially destroyed by a tidal wave and was removed to the present site. By the treaty of Paris in 1763 Florida became a British province and the Spanish vacated Pensacola rather than become British subjects. In 1765 the English laid off the city practically as it is today. In 1781 the English surrendered to the French and Spanish armies, and Pensacola again became Spanish, and all names of streets and squares were changed from the English names to the present Spanish names. In 1814 General Jackson took the city. Only recently has the city begun a substantial growth. Its present population is about 25,000, nearly half of whom are colored. The white population is cosmopolitan.

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PENSACOLA BAY



PENSACOLA BAY is one of the most beautiful bodies of water in the world. It comprises the bay proper, Escambia Bay, East Bay, St. Mary de Galvez Bay and Blackwater Bay, and numerous bayous and lagoons. The bay is about thirty miles long with an average width of three or four miles and with tributaries contains about 150 square miles of tide-water. Tides are irregular with about one tide a day with a rise and fall of about two feet. This means that a hundred thousand tons of water passes through the narrow channel at the mouth of the Bay twice a day. The Bay is land-locked so the waves of the sea cannot enter it. It has an average depth of about thirty feet. The water is clear and abounds with fish and oysters. The harbor is considered one of the finest in the world.

This Bay was the first harbor in America entered by the navies of the old world. It was the rendezvous of the fleets of DeLuna, DeNarvaez and DeSoto. It is the only deep water harbor on the Gulf of Mexico and the largest battleships enter it and pass out at all times without the least difficulty.

Pensacola's beautiful bay captivates not only the hearts of every inland visitor but sailors and naval men as well.

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PENSACOLA, FLORIDA

WINTER HOMES

PENSACOLA has no equal for winter homes. Many thousands of wealthy people, not knowing the advantages of Western Florida, have selected eastern and southern Florida, but there the thermometer seldom goes below sixty degrees, and this makes it perpetual summer. To this there are two serious objections. The first is that there is so little change in the climate that it is tiresome and enervating to a marked degree. The second objection is even more serious, and it is that various pestiferous insects exist in great abundance, and at no time of the year does one get a rest from them. In western Florida these objections do not apply. In midwinter it gets cold enough at times to make the air brisk and bracing, yet not cold enough to freeze the ground. These cold changes are of short duration, yet are enough to infuse new life into the system and make one feel invigorated. Insects are not so numerous here as in the northern states. Very few houses have any screen doors and windows as there is little need for them. The suitable climate and absence of troublesome insects make western Florida the ideal locality for desirable homes, and there are many thousands of picturesque locations where well-to-do people will build themselves elegant dwellings in the near future.

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SUMMER HOMES



NOT only is West Florida admirably adapted to winter homes but equally so to summer homes. Especially is this true of the sounds, bays and bayous where one may sit in the cool refreshing shade and watch the ever changing waters as they break upon the shore while the salubrious breezes from the Gulf of Mexico administer health and strength. Around Pensacola Bay alone and on the Santa Rosa Sound there are thousands of locations as healthful and beautiful as any on earth, and it is only a matter of a few years when these will be adorned with lovely residences. The surf-bathing is as fine as any in the world and it will only take a little encouragement to make Pensacola a watering place equal to the most noted. The thermometer seldom rising above ninety-six, the nights cool and pleasant and the mornings as balmy and invigorating as though the breezes were wafted from the Isles of Paradise all portend good for the future of Pensacola.

It is a notable fact that the northern people who have lived here both winter and summer like the summer season much better than the winter. The cool nights for sleeping and the balmy, invigorating breezes of the day makes summer life a dream of pleasure.

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PENSACOLA, FLORIDA

HEALTH AND CLIMATE

THE climate around Pensacola is unsurpassed in the world, not even excepting that of California. The air is balmy and invigorating and thousands of invalids who come here return to their northern homes much improved in health, if not entirely cured. This is especially true of pulmonary diseases in the incipient form. Many have been entirely cured of lung troubles. The summers are long and the winters are short. There may be said to be about two months of winter in this section, the thermometer occasionally going below the freezing point for two or three days, that is, it sometimes freezes thin ice for two or three nights in succession, then will follow several balmy days. The summers, though long, are not extremely hot, as a northern person generally supposes. The refreshing breezes from the sea keep the air tempered and the thermometer seldom rises above 95 degrees. Sunstroke is unknown. According to the army statistics Pensacola is the healthiest city in the United States and what is true of Pensacola is true of West Florida in general.

White men can work out doors at mid-day. The sea breeze is delightful and the nights are cool for sleeping. The ozone from the ocean and the purified air from the piney woods are not only nature's own remedy but are as pleasant as they are good.

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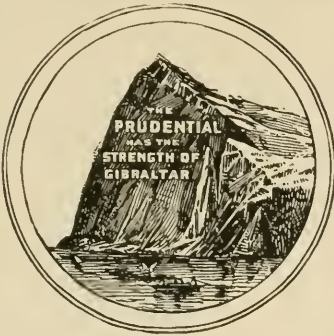
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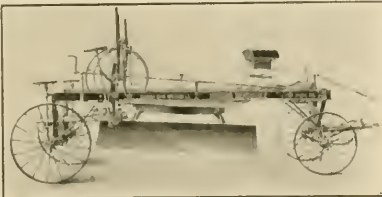
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Palafox street, from Hotel Escambia to the beginning of the business section, is laid out as a beautiful boulevard, 200 feet in width, electric street cars operating in the center between rows of tropical trees and a long expanse of well kept greensward which flank the tracks on either side. The immense structure, built in true southern style, with spacious halls and wide verandas, is surrounded by a large lawn replete with tropical plants and shaded by immense live oaks and mangolias. The entire building has been re-papered, painted and frescoed in a highly artistic manner, the large parlors, halls and rooms decorated and re-carpeted and refurnished throughout, and an extensive steam heating plant installed. A unique feature of the house is a beautiful Japanese tea room, fitted out in an elaborate manner with imported Oriental decorations and fixtures and is thoroughly complete in every particular. The large north and south hall, 16 feet wide and 130 feet in length, has been magnificently re-carpeted and furnished with a view to securing the most artistic effect, reminding one of the grand saloon on a transatlantic liner. Those musically inclined will find a splendid piano at their disposal in the "grand saloon," while a magnificent Steinway Grand is installed in the parlor for the benefit of music lovers. A large room on the ground floor has been fitted up in the most approved style as a billiard and pool room for the free use of guests. The dining room is a revelation to the average hotel patron, having been entirely re-decorated and fitted with a complete new stock of linen, glassware and silver. The culinary department is presided over by one of the most efficient and painstaking chefs of the south. The table and service are especial features and have no peer for excellence and promptness. All the delicacies afforded by the markets find a place on the extensive menu, and they are served in a manner to satisfy the taste of the most fastidious epicure.

The long experience of the genial proprietor, Mr. J. C. S. Timberlake, particularly fits him for the management of such an extensive establishment as Hotel Escambia, and under his able management the hotel has gained a reputation second to none in this section.

With the many improvements that have been made, Hotel Escambia is an establishment which is an honor to the city, and a source of complete satisfaction to its hundreds of patrons.



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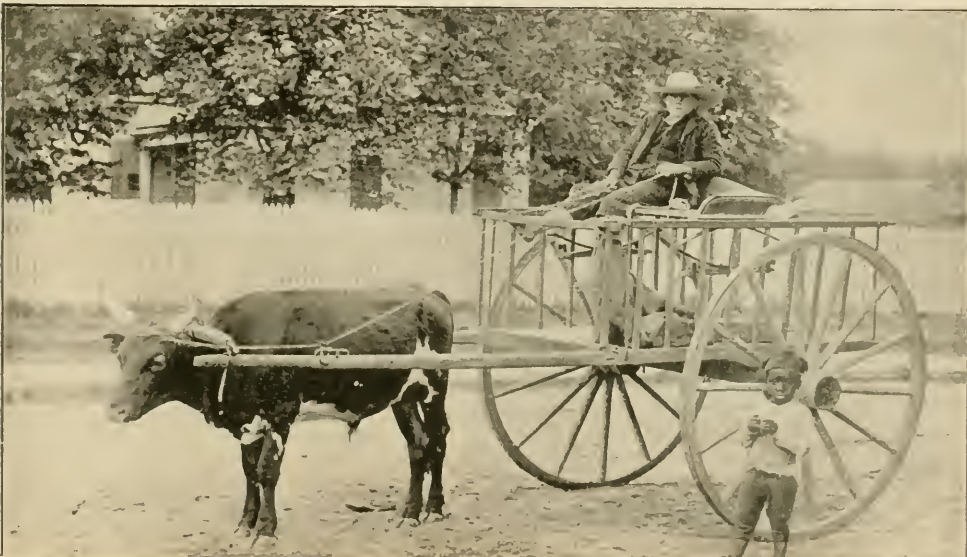
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