

TOWN BUILT UP AROUND INDUSTRY IN LITTLE MORE THAN YEAR

BRIGHTON, A FAST GROWING CITY, WHERE CHICKEN AND DAIRY FARMS ARE HELPING FLORIDA FEED HERSELF

BRIGHTON DAIRIES WILL SUPPLY MIAMI MILK

Twenty-Eight Thousand Acres Comprise New Town Founded By Miamian.

By ISABEL STONE
Staff Writer for The Herald.

A LITTLE more than a year ago James H. Brighton, one of southern Florida's foremost city-builders, while making a tour of the central part of the state became enthusiastic over a tract of land in Highland county. Dotted with palm hammocks and covered with high grass, to the eye of an experienced dairyman it appeared ideal for raising of cattle.

Today, the town of Brighton, named for its founder, stands as a gateway and distribution point for the extensive glade lands surrounding its site, separated by a circle of sentinel palms from the rich agricultural and dairy lands surrounding it. Thousands of chickens and cattle give evidence of the possibilities of the country, and the popularity of its hotel, Palm Circle Inn, and its tourist camp hold promise for its future success.

Brighton is advantageously located on Indian Prairie Boulevard, State Road Number 3, only half a day from Miami by automobile, midway to Tampa. It lies 16 miles out of Okeechobee on part of the direct highway from Palm Beach to Tampa. A north and south road is planned along the west coast of Okeechobee to connect with the cross-state highway from Palm Beach to Fort Myers.

Palm Circle Inn is the center of the social life of the community, a tropical "duke ranch" where visitors may lounge after hiking, fishing, riding and hunting. The Inn, which has 83 rooms for the accommodation of guests, is designed in rustic fashion of half-timber and stucco, with the bright interior decorations borrowed from the Navajo Indians of the Southwest. Golf, archery, a swimming pool and an aviation field offer additional opportunity for thrills.

The land surrounding Brighton provides excellent pasturage for cattle. In fact, the growth of native grass was one of the most important features which attracted Mr. Brighton. The Para grass of South America, which grows four feet high, is a perennial which thrives well in the soil and is recommended for hay and grazing. The Guatemala grass which lasts five years and attains a height of five or six feet, is succulent in its entire length and forms excellent cattle fodder. Japanese clover, paspalum, which is an Australian grazing grass and carpet grass, all grow luxuriantly.

To meet the milk demand of southern Florida, Mr. Brighton hopes within the near future to see 10,000 milk-cows in dairies about Brighton. Milk will be sent in thermos containers morning and evening to Palm Beach, Miami and nearby towns.

Since nearly 2,000,000 people can be reached in the towns and cities available to Brighton dairies there is plenty of opportunity for money-making by a large number of progressive dairymen.

The largest dairy in the section is the Palm Circle Dairy owned by Jess Oiler, a most modern dairy establishment, where good pasturage in the shade of the palm hammocks has yielded a plentiful supply of high quality dairy products.

That mild agreeable climate of Brighton assures the early development of poultry, has been proven at the Leverett Poultry farm where white leghorn chickens are raised. The dark, deep virgin soil, moreover, is conducive to truck farming. All varieties of winter vegetables may be grown with easy shipping distance of the markets.

The entire section of 28,000 acres outlying Brighton is located at an elevation above the sea level of the Lake Itopoga drainage district.

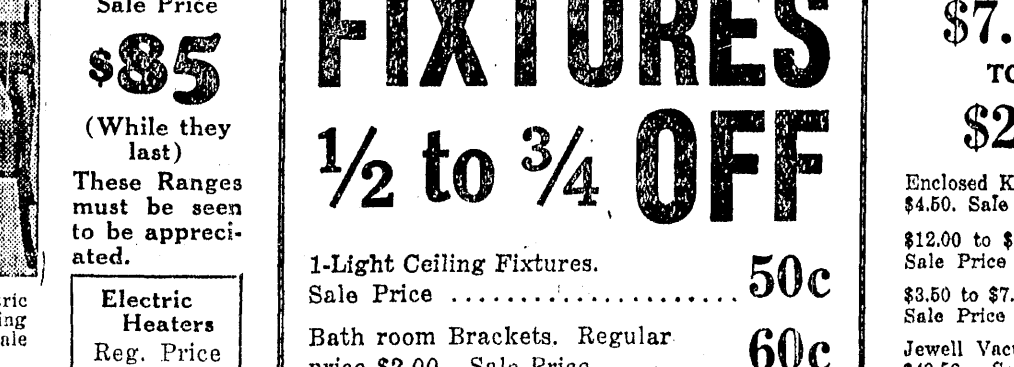
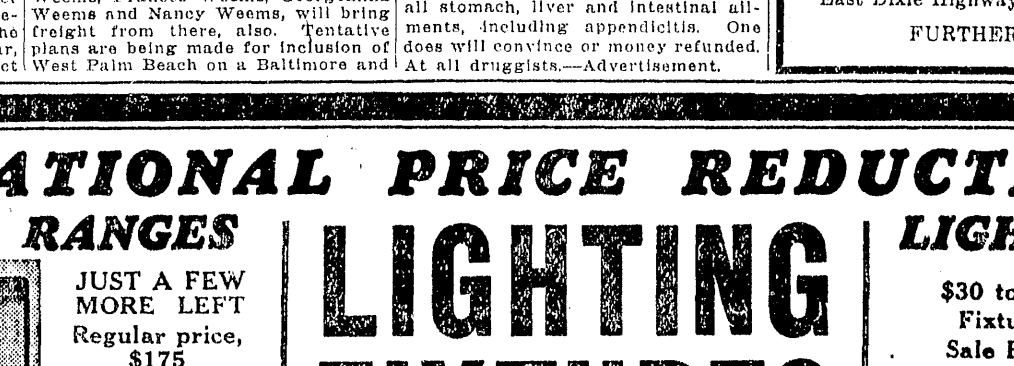
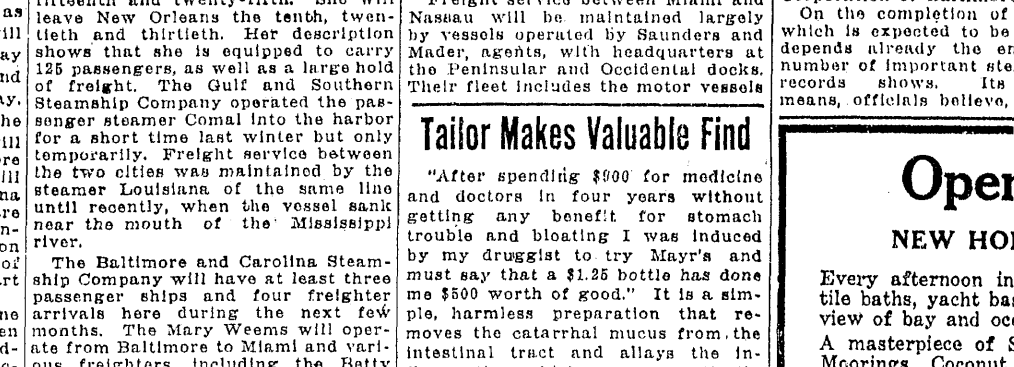
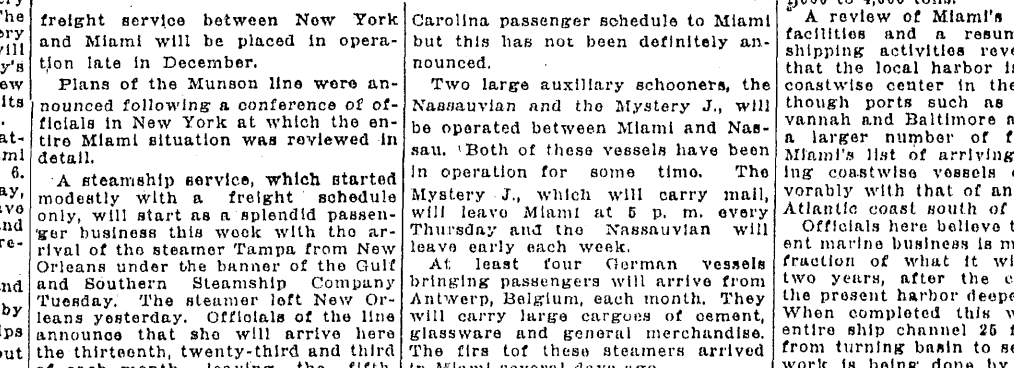
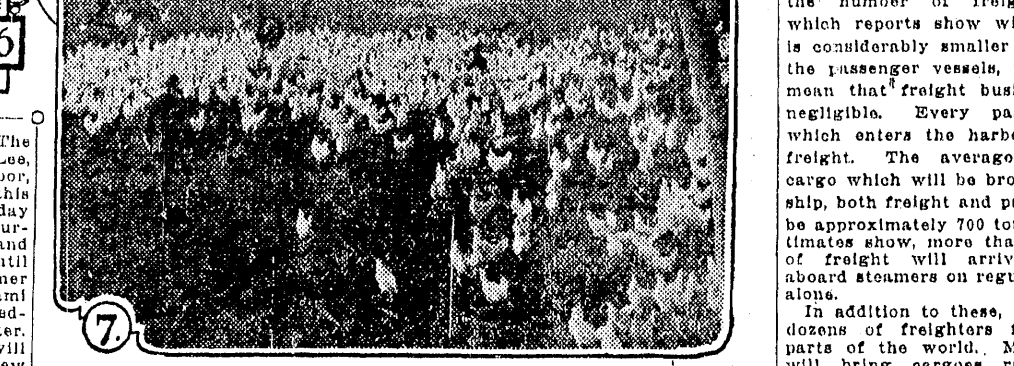
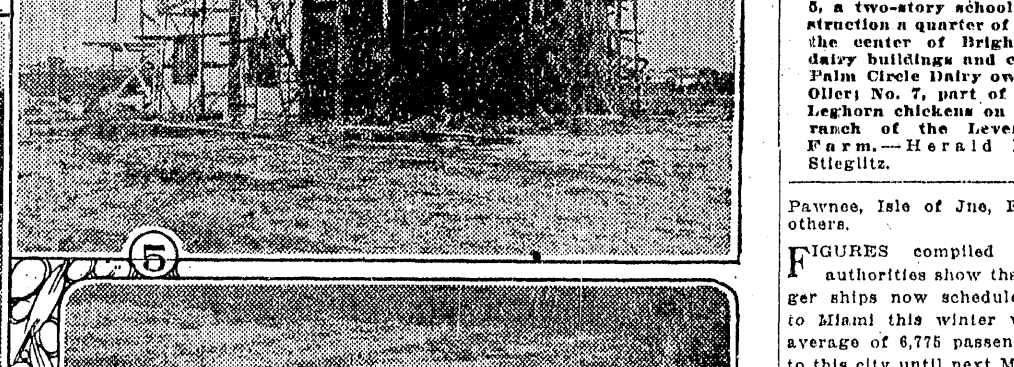
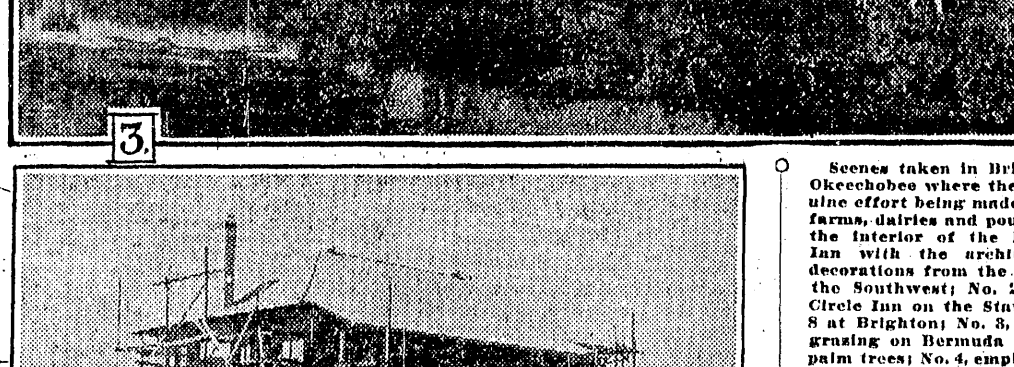
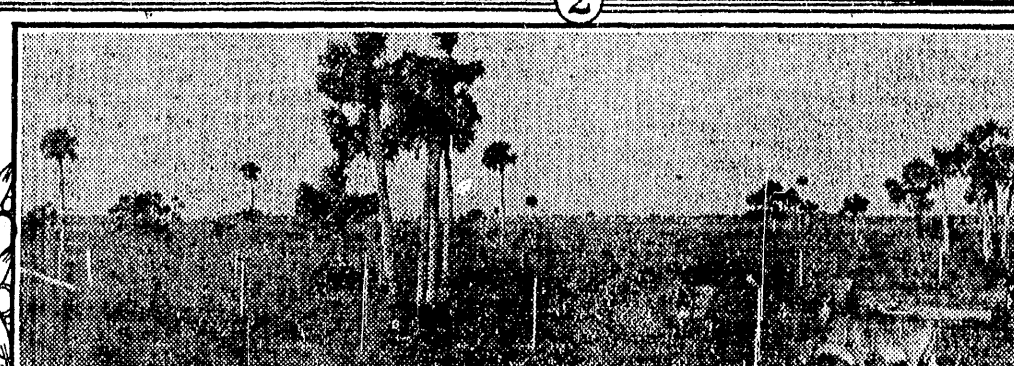
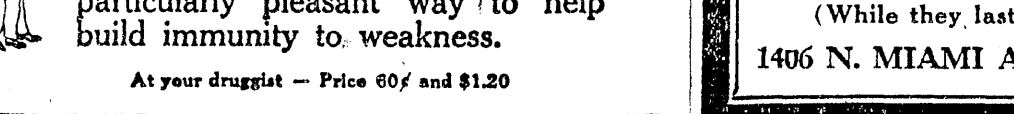
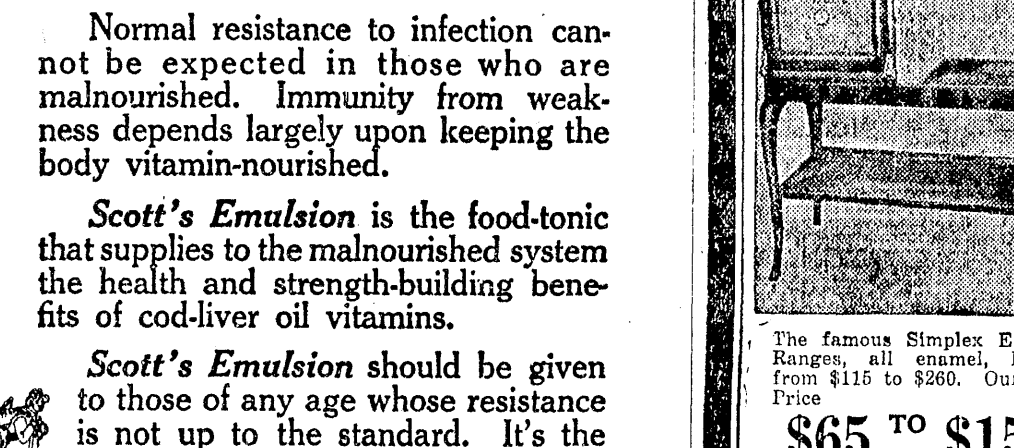
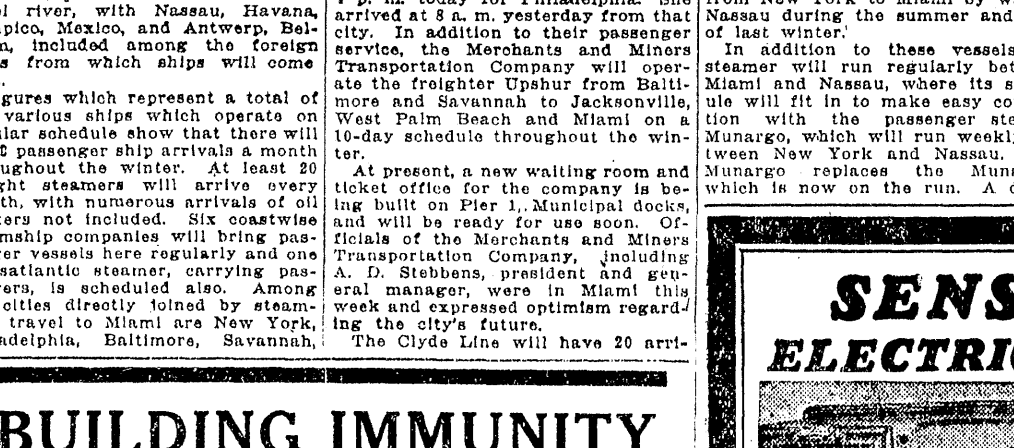
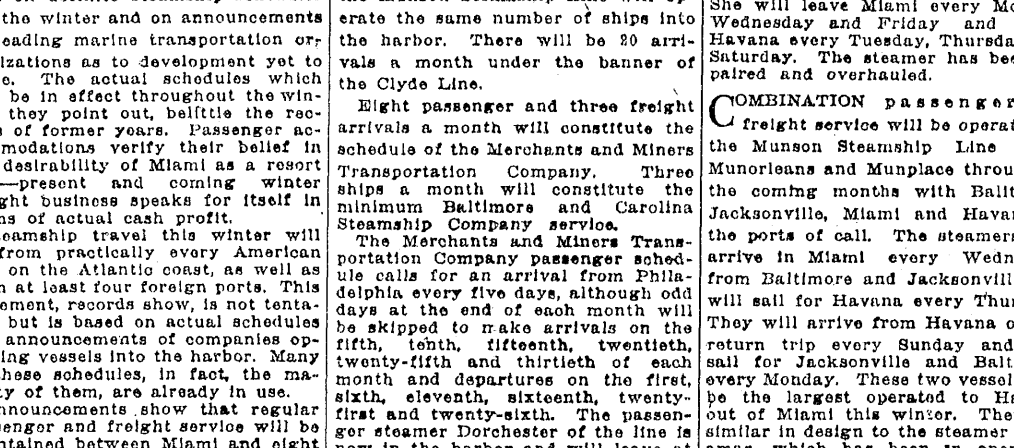
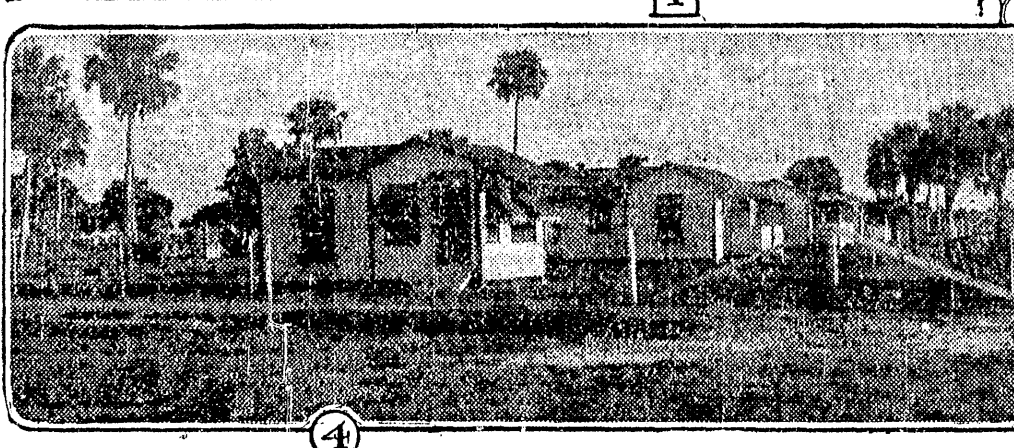
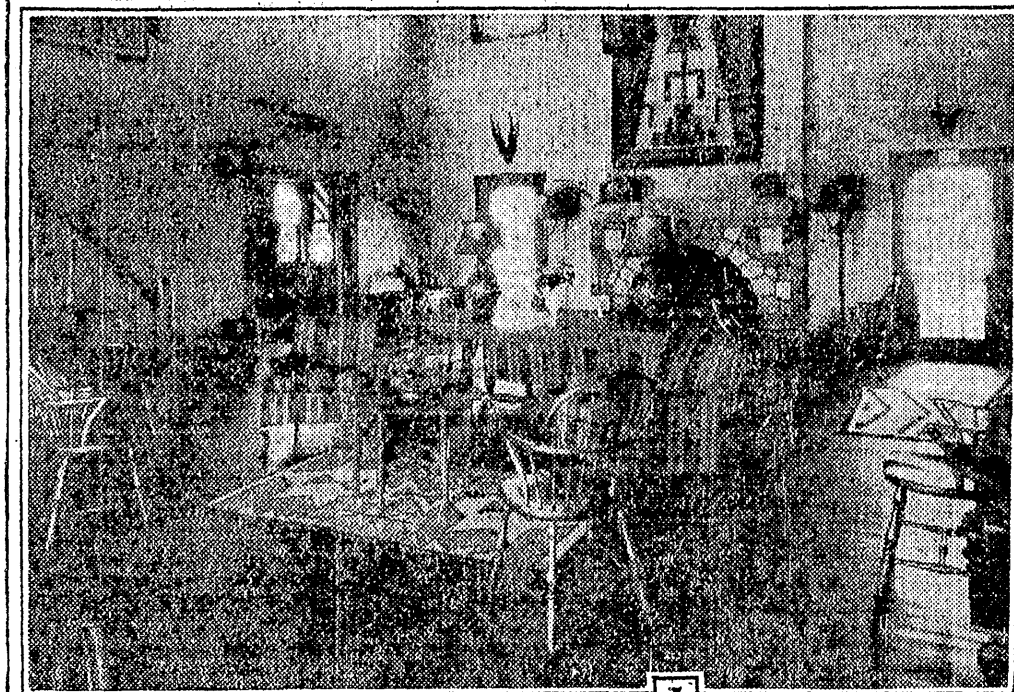
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31 DEEDS ARE FILED IN CIRCUIT COURT

All Are For City Property; Thirty-nine Lots Find New Owners.

THIRTY-ONE deeds were filed for record in Dade county Friday, all of which were for city properties, and conveyed a total of 39 lots. These sales were:

Oranes State Development Company and Sterling Realty Company, to D. G. Wilkinson, lot 23, block 4, Ridgeway.

Ralph C. Graham and wife to Marion Graham, lot 4, block 6, Railway Shops addition.

Keeno & Shaw Company to E. L. Osterman, lots 47, 48, block 6, Hialeah Park.

M. A. Fuller to E. L. Osterman, lots 47, 48, block 6, Hialeah Park.

E. L. Osterman and wife to George Chakale, lots 47, 48, block 6, Hialeah Park.

Joseph Sugarman, Frances Sugarman, lot 8, block 6, Hialeah Park.

William W. Thompson and wife to A. B. Wentworth, lot 2, block 6, Hialeah Park.

Coral Gables Corporation to E. W. Bonn, lot 2, block 25, Douglas section.

Coral Gables Corporation to W. Russell Putney, lot 10, block 25, section C. C. No. 3, Coral Gables.

George Cravero and wife to Pietro Annunzio, lot 17, block 1, Washburn's second addition.

M. C. Hardee to The Flint Company, lot 17, block 13, North.

Archibald Miller and wife to Victoria Shores, lots 51 and 52, of Eastern addition to Lawrence Estate.

Coral Gables Corporation to Elizabeth H. Wood, lot 2, block 25, section B. No. 1, Coral Gables.

Coral Gables Corporation to E. H. Wood, lot 3, block 110, section B. No. 1, Coral Gables.

James T. Chiles and wife to S. Ernest Phillip, lots 3 and 4, block 11, Hialeah Park.

Ronald Harper and wife to Richard Jones and wife, lot 8, block 1, Harriette Park No. 2.

Bay Shore Operating Company to I. H. Baden, lot 7, block 22, West End Park.

I. H. Baden and wife to Doris Sapp, lot 7, block 22, West End Park.

Biscayne Trust Company to E. Voge, lots 9 and 10, block 3, Dale Miller Tract.

William H. Wainwright and Harry Lush, lot 8, block 11, Alton Del Mar No. 1.

Charles H. Cousman to W. Williams and J. Williams, lot 22, block 10, Biscayne Park Estates.

A. Griffin and wife to W. Williams and wife, lots 32, 33, block 10, Biscayne Park Estates.

F. Taylor to Frank Cooper, lot 10, Tenth and Pine No. 1.

R. H. Honey and wife to Daniel Frazer, half interest in lot 2, block 110, Ocean Beach.

N. B. T. Honey and wife to D. Frazer, lots 7 and 8, block 27, Ocean Beach No. 2.

John H. McGowan and wife to C. Dyer, lot 10, block 112, of Shadow Lawn.

L. Johnson to F. and W. Ward, lot 10, block 112, of Miami Ocean View.

Charles H. Cousman to C. H. Hall, portion of lot 8, block 14, Holloman Park.

Curtis H. Cousman to A. Chadwick, lots 14 and 15, block 25, Country Club Estates.

Irons Land & Development Company to V. A. Alderson, lot 13, block 14, Irons Manor, fifth addition.

52 LINERS DUE MONTHLY

Port Miami To Receive Greatest Amount of Passenger Tonnage In History During Winter Months; Direct Sailings From Europe Among New Lines Entering Harbor.

By J. A. HILLIS
Staff Writer for The Herald.

MIAMI has entered a new era in her development. She has become a real seaport. The present speaks for itself in terms of profitable and worth-while passenger and freight activities; the future definitely promises greater expansion.

This is the belief of city and civil authorities, who base their conclusions on definite steamship schedules for the winter and on announcements of leading marine transportation organizations as to development yet to come. The actual schedules which will be in effect throughout the winter, they point out, belittle the records of former years. Passenger accommodations verify their belief in the desirability of Miami as a resort city—present and coming winter.

Steamship travel this winter will be from practically every American city on the Atlantic coast, as well as from at least four foreign ports. This statement, records show, is not tentative but is based on actual schedules and announcements of companies operating vessels into the harbor. Many of these schedules, in fact, the majority of them, are already in use.

Announcements show that regular passenger and freight service will be maintained between Miami and eight American ports west of the Mississippi river, with connections to Tampa, Mexico, and Antwerp, Belgium, included among the foreign ports from which ships will come here.

Figures which represent a total of the various ships which operate on regular schedule show that there will be 52 passenger ship arrivals a month throughout the winter. At least 20 freight steamers will arrive every month, with numerous arrivals of oil tankers not included. Six coastwise steamship companies will bring passenger vessels here regularly and one transatlantic steamer, carrying passengers is scheduled also. Among the cities directly touched by steamship travel to Miami are New York, Philadelphia, Baltimore, Savannah,

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freight service between New York and Miami will be placed in operation late in December.

Plans of the Munson line were announced following a conference of officials in New York at which the entire Miami situation was reviewed in detail.

A steamship service, which started last month with a freight schedule only, will start as a splendid passenger business this week with the arrival of the steamer Tampa from New Orleans under the banner of the Gulf and Southern Steamship Company.

The steamer Seneca will be operated by the Clyde line between Miami and Havana beginning December 6. She will leave Miami every Monday, Wednesday and Friday and leave Havana every Tuesday, Thursday and Saturday. The steamer has been repaired and overhauled.

Eight passenger and three freight arrivals a month will constitute the schedule of the Merchants and Miners Transportation Company. Three ships a month will constitute the minimum Baltimore and Carolina Steamship Company service.

The Merchants and Miners Transportation Company passenger schedule calls for an arrival from Philadelphia every five days, although odd days at the end of each month will be skipped to make arrivals on the fifth, tenth, fifteenth, twentieth, twenty-fifth and thirtieth of each month and departures on the first, sixth, eleventh, sixteenth, twenty-first and twenty-sixth. The passenger steamer Dorchester of the line is now in the harbor and will leave at 4 p. m. today for Philadelphia. She arrived at 8 a. m. yesterday from Baltimore and Savannah to Jacksonville.

In addition to these vessels one steamer will run regularly between Miami and Nassau, where its schedule is scheduled also. The Munargo, which will run weekly between New York and Nassau. The Munargo replaces the Munamar, which is now on the run. A direct

Carolina passenger schedule to Miami but this has not been definitely announced.

Two large auxiliary schooners, the Nassavian and the Mystery J., will be operated between Miami and Nassau. Both of these vessels have been in operation for some time. The Mystery J., which will carry mail, will leave Miami at 5 p. m. every Thursday and the Nassavian will leave early each week for Nassau bringing passengers if arrive from Antwerp, Belgium, each month. They will carry large cargoes of cement, glassware and general merchandise. The first of these steamers arrived in Miami several days ago.

Freight service between Miami and Nassau will be maintained largely by vessels operated by Saunders and Mader, agents, with headquarters at the Peninsula and Occidental docks. Their fleet includes the motor vessel

Examinations For Firemen

To be held on the following dates: Dec. 3rd, 7th and 10th. Applications must be on file no later than five days previous to examinations. This examination is to establish an eligible list.

Civil Service Board

L. K. MacReynolds, Ass't. Sec'y.

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Enclosed Kitchen Fixtures, Regular Price \$1.50 \$4.50 Sale Price \$1.50 TO \$7.95

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