

WPA Alabama Writers Project
Mobile County Miscellaneous Mss
by: Mary Pride Jones

Mobile Guide materials

Mary Pride Jones
City Hall,
Mobile, Ala.

March 8, 1940
Mobile County.

THE LEGEND OF SPANISH OAK

Visitors who come to Mobile usually go away with unforgettable memories of the giant oak trees here. Many of the city streets have on them centurians and Government street along its entire length is lined with handsome oaks. In Ashland Place, the approach to the site of the former home of Mrs. Augusta Evans Wilson is noted for its wondrous growth of evergreens, and in some places about the city are trees with branch spread of over two hundred feet. One of most remarkable old oaks here, is what is known as the "Duffy Oak" located on Caroline Avenue, which spans two sides of the street and beyond. The branches hang so wide and low that the City Commission prohibits trucks of over eight feet high from travelling through that section. One tree with an historic and colorful back-ground is "Spanish Oak," which legend says was the spot where the Spanish Expedition under Admiral Alvarez de Pineda after sailing into Mobile Bay in 1519. He is said to be the first white man to set foot on what is now Mobile. The huge tree grows on a knoll of three acres overlooking that point of the Bay which is the second highest from Norfolk, Virginia around the Gulf to the Mexican border, and it has survived many storms of nature and man. It is majestic with branches which spread over about a hundred and fifty feet, is covered with Spanish Moss and has a circumference near its base of twenty four feet. In ante-bellum times, the old Bay Shell Road provided easy access to the Spanish Oak where cock fights and other games of chance which were held in a pavillion built in the branches of the tree. Here more money changed hands than passes through a small bank in the same length of time. Lending its assistance to the sports of by-gone days has brought many people under its branches and shelter. To-day it still attracts visitors for around it are built Tourists Cottages near Arlington Pier.

Bibliography: Alabama Motorist, Feb. 1940
M.F. Acker Etchings of Old Mobile

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MOBILE

Railroad Stations: Page I, item 1 ----- Correct

Bus Stations: Page I, item 2 ----- Union Bus Terminal, 201 St. Louis Street, for Teche Greyhound; Southeastern Greyhound; Dixie Coaches; Tri-State Transit; Butler-Mobile Coach Lines; Monroeville Bus; and Gulf Transport Co. (New terminal now(1940) being built, SW corner Government and Conception Sts.)

Yellow Cab Station, 105 South Conception St. serves, Bayou La Batre - Mobile Bus.

Piers Page I, item 3

All piers for the forty-five large steamships making this port. Ten piers for railroads.

Taxis: Page I, item 4 ----- Correct

City Buses: Page I, item 5 -----Correct

Traffic Regulations : Page I, item 6 -----Correct

Accommodations: Page I, item 7 -----Correct

Tourist Information Service: Page 2, item I -----Correct

Radio Station: Page 2, item 2 -----Correct

Athletics: (General) Page 2, item 3 --- Municipally owned Crawford Park end of South Georgia Ave; Patrick J. Lyons Park, Spring Hill Ave. and Catherine St.; Davis Avenue Playground for Negroes, 1255 Davis Ave. Hartwell Field, S. Ann and Tennessee Sts., professional baseball, admittance, men 75¢, women 40¢. Murphy Stadium Carlin St. fees variable.

Soft Ball: Page 2, item 4. Weinacker Field, Government and Catherine Sts.;

Cyo field, Old Shell Road and Catherine Sts.; Field for Negroes North Ann and Davis Ave., no fees.

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Swimming Page 2 item 5

Lyons Park, outdoor pool, no fee Crystal Pool, Arlington, on Cedar Point Road, outdoor pool - fee 10 & 15 cts. Y. M. C. A. Corner Government and Conception Streets, indoor pool - fee 25 cts. for non-members. Playground for Negroes at 1255 Davis Ave., outdoor pool - no fee.

Tennis: Lyons Park, no fee; Playground for Negroes at 1255 Davis Avenue, no fee.

Golf: Page 2, item 7 Oak Hill Course, Louiselle St., greens fees, men 55¢, women 30¢, caddy fee 50¢.

Riding : Page 3 Item 1.

Mobile Riding Academy, at Fairgrounds on Cedar Point Road. Horses \$1.00 per hour.

Yachting : Page 3 Item 2.

Buccaneer Yacht Club, Arlington.

Annual Events Page 3 Item 3 ----- Correct

Page 4; at the bottom of page four where the sentence beginning "Only a five minute walk from the South's most modern dock is Bienville Square, " is incorrect, as it is more than a mile in distance between the two points.

Orange Groves Homes: Page 5 Item 2. The Orange Grove Homes are a Slum Clearance Project located between Conception, Jackson, Bloodgood and Morgan Streets. The project is sponsored by the Mobile Housing Board to provide low cost housing or shelter rent, with modern facilities. There are forty-two brick buildings, with two hundred and ninety-eight units providing for that number of families. There are one hundred and thirty-four, three room units and one hundred and sixty-four, four and one half room units. At the rear of each building there is a back yard enclosed by a fence, and two parking areas as well as a central playground.

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Page 13. At the top of the page, it should read, "The trail approximately
Mobile
17 miles in length."

Alabama State Docks Commission Page 6 Item I Correct - Additional Information

The Alabama State Docks Commission was organized in 1923. The Port of
Mobile and Harbor are under the supervision of the Alabama Department of
State Docks and Terminals. A Harbor Master is employed by the State with
an office at the Docks. (see Port on page 21)

Page 7, On the last line of page seven the name should be Antoine de Lamotte
Cadillac.

Page 8, In the second paragraph where it begins, "In 1780 Bernardo, and it
should be Hernando De Galvez.

Page 9 correct

Page 10 correct, except no tung oil manufacturing plant in Mobile.

Page 11 correct.

Page 12, item I; Mardi gras today is a holiday period when Mobile remembers
its heritage of gaiety and community joy-making. Emperor Felix enters the

city on a government warship on the Monday preceding the carnival, is greeted

by the mayor, and presented with a three-foot gilded key to the city. The

festivities open with the Krewe of Columbus parade on Friday night, followed

by the masked Krewe of Columbus ball. On the following Saturday afternoon the

the floral parade, one of the most beautiful of the carnival season is held.

Other mystic societies the Order of Myth, Comic Cow Boys, the Infant Mystics

hold masked balls and parades, while the Knights of Revelry have a parade, and

tea dance, culminating in Mardi Gras proper, Shrove Tuesday. Throngs of

Mobilians and visitors line Government Street to watch the floats, beautiful

and gay, and to take part in the merrymaking. In 1939 Mobile Negroes for the

first time held their own carnival and parade on Davis Avenue; their floats and

costumes were cheered by spectators, both Negro and white, and this addition to

the celebration is an annual event.

Mobile

Page 13, At the top of the page, it should read, "The trail approximately 17 miles in length."

Bankhead Tunnel: Page 13, just ahead of Points of interest.

Bankhead Tunnel, beginning at St. Emanuel and Government Sts., a vehicular tunnel runs easterly under Government St. to and under Mobile River to the south end of Blakely Island (east side of river) where it connects with U.S. highway 90. The entire length of the tunnel is 3,400 feet, Of which 2000 feet is tube. Bankhead Tunnel a 4,000,000 dollar project is being built by the City of Mobile, with funds furnished by the United States Government, a \$1,500,000 PWA grant and a \$2,500,00 R.F.C. loan. Wilberding & Palmer Inc. are the engineers for the City of Mobile. The Arundel Construction Co. of Baltimore are the chief contractors with several smaller contractors handling specialized work. Bankhead Tunnel will be America's most commodious sub-aqueous traffic tube. The width of its roadway and the amount of its headroom being greater than either the Lincoln or Hudson tunnels under the Hudson River at New York, and no grade steeper than 6%.

Bankhead Tunnel is the "trench type", has 7 sections of fabricated steel tube. Inside the tube the pavement is 21 feet from curb to curb, with a narrow elevated walk for guards or police.(no provision for pedestrians.) A large space under the road level allows for drainage; wires; cables; and exhaust of foul air. The walls have niches provided for fire alarm boxes; traffic lights and their control; telephones; carbon monoxide detectors and other measures to insure safety. At no time are guards to be more than 110 feet from a complete control depot. The ventilation building, with the tunnel as its base is equivalent to 5 stories in height. The top of the tube is 45 feet below the water.

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The east (Blakely) entrance has storm gates that can be closed in 5 minutes whenever bay waters make it necessary.

The work was started in Dec. 1938, it will be completed and after thorough testing of all features will be turned over to the city July 1, 1940. The tunnel saves $7\frac{1}{2}$ miles of travel and 45 minutes to one hour in time (depending on traffic and whether or not Cochrane bridge over Mobile River is open to river traffic) which makes the tunnel an economic saver for business and industry in the shorter period of time consumed by employees who must necessarily cross to the Eastern Shore.
(Informant, R. F. Schaefer, Chief Engineer for Wilberding & Palmer)

Points of Interest

Business Section

Bienville Square: Page 13 item I, Should read; bounded by Dauphin, St. Joseph, St. Francis and Conception Sts.

Mobile County Courthouse: Page 14, item 2. The clock in the cupola was purchased in the 1890's and is not the old market gate clock.

The last sentence should read; In the rear of the courthouse on Church St. is a bronze plaque set in a white rock erected by the D.A.R.

Page 15, Item 3, City Hall (open) NE corner Royal and Church Streets, erected in 1855,

is a two-story white building of brick covered with smooth stucco occupying half a city

block. Arched openings with wrought iron work, decorated brackets under the wide eaves, and a cupola show Spanish influences in design. It was built originally as a market and shop. The old building is identified by a marker on the first floor corner, which was called the Southern Market. The ground floor, where live fish in cypress tanks, meat and vegetables were sold, was served by two driveways extending from Royal to Water Streets.

The south end of the second floor was used as an armory, and as headquarters for the local

state militia until the completion of the Fort Whiting Armory in 1939. The entire front

on Royal Street has been used for municipal offices since 1855. A Confederate soup

kitchen was established here during the war to feed thousands of soldiers' dependents.

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The building was renovated as a P.W.A. project in 1937-38 but the original style was carefully preserved.

In the ground floor right corridor is the Admiral Semmes Monument, formerly, at Royal and Government STS. and removed to this temporary position to make room for the Bankhead Tunnel. Erected in honor of Rear Admiral Raphael Semmes, showing Semmes in uniform of the Confederate Navy, the bronze figure stands on a granite base. In bas relief is the steamer cruiser, C.S.S. - Alabama, which he commanded when it was sunk by the U.S.S. Kearsarge off Cherbourg, on June 19, 1864.

Jonathan Kirkbride House (private) 104 Theatre Street, is on the lot next to the site of Mobile's first American theater, which was also a part of the French Fort Conde Reservation.

It is a two story building of brick covered with smooth stucco, painted white. Across the front is a porch with four large Tuscon columns; four additional columns support the roof. The house Mobile's first courthouse and jail, was bought by Jonathan Kirkbride and converted into an imposing residence in 1855. It is now vacant.

Madame Le Vert House: Page 16, item 5 -----correct.

French Type Double House Page 16, item 6 -----correct.

Christ Episcopal Church: Page 17, item 7 -----correct.

Old Federal Building: Page 17, item 9 -----correct.

Old Register Building: (open) Page 17, item 9 correct.

The Register building is occupied by an art studio, an engraving company, & cafe and barber shop. The old building is identified by a marker on the first floor corner, which was placed there March 15, 1936 by Alabama Officers D.A.R.

The Oldest Building Page 18, item 10 -----correct

House of Two Cities Page 18, item 11 -----correct

Government Street Presbyterian Church Page 18, item 12 -----correct.

Ala., and Frank G. Blair of Tuscaloosa, Ala. By an act of Legislature in 1939 the

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The Cathedral Rectory (formerly Major Ketchum House), (Private) page 19-13.

Ketchum spelled with a u. His first name was William H.

Cathedral Of The Immaculate Conception: Page 19 item 14 -----correct.

Goldsby House: Page 20 item 15 -----correct, arrangement correct.

Barton Academy: Page 20 item 16. Barton Academy, was used for private and denominational schools from its erection in 1835-36 to 1852.

Can't - Get - Away- Society wrong. Should be Can't-Get*Away-Club.

Page 21 inserted and un-numbered, Gates of Heaven Temple, 950 Government St. was

completed and dedicated June 4, 1907. The Temple in use before the erection of the

Gates of Heaven Temple, was on the east side of north Jackson Street, between St.

Michael and St. Louis Streets.

The Gates of Heaven Temple is built in the Romansque style of architecture flush with

the sidewalk. It has two square towers with oval dome-like roofs built from the ground

on either side of the wide entrance, to conform with the temple, which is built as a

complete square. It faces the north on Government Street and midway the west side of

the building is the transept entrance to the Rabbi's study. The plans of the Temple were

drawn by Mr. Clarence Hutchisson, a Mobile Architect.

THE PORT

Alabama Department of State Docks and Terminals : Page 21, item 17.

The Alabama Department of State Docks and Terminals, Mobile water front, begins about

550 feet from Beauregard street extending to Three Mile Creek, with Mobile River on the

east and the Southern Railway, on the west. The terminals are entirely in the city limits

of Mobile and were built in 1928 at a cost of ten million dollars. In 1923 a State Docks

Commission was organized to administer funds and begin work. Major General William L.

Sibert U.S. Army, (retired) was employed as General Manager, Chief Engineer and Chairman

of the Docks Commission, the other members being ex-Governor Chas. L. Henderson of Troy,

Ala., and Frank C. Blair of Tuscaloosa, Ala. By an act of Legislature in 1939 the

Docks became a part of the State, succeeding the Docks Commission and to be known as Alabama Department of State Docks and Terminals. The Governor heads the Department with an advisory board of three members. Additional facilities have been built since 1928 and there are now (1940) berthing space for twenty-two vessels and the longest steel and concrete piers in the world. The terminal as a whole occupies a 550 acre site and twenty-seven industries occupy space on or adjacent to the docks. The docks proper consist of Piers A,B,&C, with warehouses and numerous sub-divisions. The Cold Storage Plant and Fruit Terminal, The Bulk Material Handling Plant, The Bulk Fertilizer Plant, The Bonded Cotton Warehouse & Compress, Terminal Railway and Coal Handling Plant. The cold storage plant & fruit terminal is equipped with conveyors for unloading banana steamers and placing perishable foods in refrigerated cars or in storage. The plant has a capacity of 260 car-loads and divided into large rooms for cooling and sharp freezing.

Mobile & Ohio Banana Wharf, river front - Page 22, item 19 correct

Louisville & Nashville Wharf & Warehouse Page 22, item 19

On the levee between Government & Monroe Streets adjoins the Mobile & Ohio Banana Wharf and is three city blocks in length, here ships from all parts of the world load and unload timber, coal, pig-iron and other commodities.

Launch Landing Page 22, item (should be)20 correct

The Alabama Dry Docks & Shipbuilding Company Page 22 - item (should be) 21

Is across Mobile River on Pinto Island and is the largest repair yard this side of Newport News, Va. The company fabricated the seven huge, all-welded tubes which were used in the Mobile River Bankhead Tunnel.

Oyster Dock Page 23, item 23 correct

Choctaw Point Page 23, item 23

Choctaw Point on Choctaw Pass at the mouth of Mobile River, is the site of The Turner Docks, the Republic Creosoting Plant, the Gulf, Mobile, and Northern Railroad yards and

out any preliminary introduction by means of stairs, lobbies, corridors or elevators.

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other industries. Choctaw Point takes its name from the Choctaw Indians who lived there during the French period. A lighthouse erected in the 19th. century, was located on the point close to Battery Missouri 3rd. line of the Mobile land defences shown on the military map of 1863. This lighthouse which stood the terrific hurricane of 1852 was moved to Battery Pinto on the east side of Mobile River across from Choctaw Point after the close of hostilities. Pinto Battery was an artificial island constructed for defense purposes and was later re-named Battery Gladden which name it still bears. The lighthouse is an iron frame structure and has been without a keeper since about 1900 and has served as a range light for vessels navigating the Mobile Bay, ship channel. The spoil removed from Mobile River in the various improvements to the ship channel was deposited to the raslon and below Pinto Island. As a result Pinto Island was extended southwards until Battery Gladden joined to it about 1912 and has thus lost its identity as an island. Sand Island Light is a brick structure on a pile foundation about 125 feet high and was built on Sand Island about 1871 on the west side of the entrance to Mobile Bay, replacing an older structure which was destroyed during the War between the States. This island was practically destroyed in the hurricane of 1906 in which the keeper lost his life. Since then the encroachment of the gulf has necessitated the placement of a large number of rock for the protection of the lighthouse. This enclôsure of rocks together with the disappearance of the sand from the original island has given rise to a dual name Sand Island, and the one now used also, Rock Island.

Mobile Public Library, page 24, item 24. (open week days 10 a.m. - 8 p.m.)

701 Government St., is a two-story building of brick covered with smooth stucco of white, erected in 1928. Designed by George Rogers, in the simple classic tradition, it has a slightly recessed central portion flanked by large wings. On viewing the building from the outside one is impressed by its unpretentious simplicity. Immediately upon entering the building one sees as it were the whole library at a glance, like an amphitheater and into the midst of which the visitor has stepped from the entrance, without any preliminary introduction by means of stairs, lobbies, corridors or elevators,

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and although there is at first glance a second story, it seems almost within the reach of the hand, a few broad steps to the right and left of the amphitheater that will take one there seem so low and spacious as not to rise beyond the level of the eye, a masterpiece of horizontal treatment, productive of that repose and calm conducive to the spirit of research and study for which it is to serve. It is the subtle employment of art in construction that has created this harmonious environment relieving what might otherwise have been depressingly ponderous barrage of monotonous book cases, onstead of which they are so divided into opening alcoves or stalls as to form a perfect balance of architectural design. In the west wing is the Beatrice B. Bernheim auditorium, The Federal Museum, in the east wing, contains exhibits and documents once part of the Iberville Historical Society collection. These include a brick from Fort Louis de la Mobile, mementoes of the War between the States, and African, Indian, and Oriental weapons.

Old Church Street Graveyard: Page 24, item 25 -----correct

Admiral Semmes House: Page 25, item 26 -----correct

Magnolia Cemetery: Page 25, item 27 -----correct

Memorial Park: Page 26, item 28 -----correct

Father Ryan Statue: Page 26, item 29; is a life sized bronze statue etc.
other information correct.

U. S. Marine Hospital: Page 26, item 30 -----correct

City Hospital: Page 26, item 31, correct. It is under the direction of the Sisters of Charity, a Catholic nursing order.

General Bragg House: Page 26, item 32, information correct. Arrangement incorrect.
Should be last of all.

St. Mary's Church: Page 27, item 32, information correct, order wrong; should follow McInnis and Danzler Wagon Yard and precede General Bragg House.

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McInnis and Danzler Wagon Yard: Page 27, item 33 correct, order wrong.

Should follow City Hospital and precede St. Mary's Church.

retype page

MOBILE

Railroad Stations: Terminal Station, Beuregard and St. Joseph Sts., for Mobile and Ohio R. R. and Southern Ry.; Government and Commerce Sts. for Louisville and Nashville R. R.; US 31 Alabama State Docks for Alabama, Tennessee, and Northern R. R. and Terminal Ry.; S. Royal and Charleston Sts. for Gulf, Mobile and Northern R. R.

Bus Stations: Union Bus Terminal, 201 Saint Louis St., for Teche Greyhound, Southeastern, Magnolia Motor, Butler-Mobile Coach Lines; Dixie Coaches; Tri-State Transit Co.; Commerce and Conti Sts. for Monroeville Bus to Bayou la Batre. (New terminal now (1940) being built, SW corner Government and Conception Sts.)

Piers: All piers for United Fruit Co., Waterman Steamship Corp., Aluminum Lines, Luckenbach Lines, and Pan-American Lines.

Taxis: Fares 10¢ and 25¢ up, according to distance and number of passengers.

City Buses: Fare 5¢.

Traffic Regulations: Watch signs for one-way streets and parking limits.

Accommodations: Hotels, boarding houses, and inns; five leading

hotels, three of which offer free parking; municipally owned but privately operated tourist camp with water and lights at Arlington, overlooking the bay, and privately owned camps along all principal highways entering the city.

Tourist Information Service: Beaty Travel Bureau, 1113 Montauk Ave.; Mobile Motor Club, Battle House, Royal and St. Francis Sts.; Mobile Chamber of Commerce, Old Federal Bldg., Royal and St. Francis Sts.

Radio Station: WALA, 1380 kc.; WMOB, 1200 kc.

Athletics (General): Crawford Park, municipally owned, S. Ann St., adjacent to Magnolia Cemetery; Patrick J. Lyons Park, Catherine St. and Spring Hill Ave.; Davis Avenue Playground for Negroes, 1255 Davis Ave.; Hartwell Field, S. Ann and Tennessee Sts., professional baseball.

Soft Ball: Butts Field, Texas and Broad Sts.; Weinacker Field, Government and Catherine Sts.; Field for Negroes, Ann St. and Davis Ave.

Swimming: Lyons Park; Grand View Park, mouth of Dog River on Cedar Point Road; Crystal Park, Arlington; YMCA, Government and Conception Sts., indoor pool.

Tennis: Lyons Park; Grand View Park. No fee.

Golf: Chickasaw Course, Chickasaw on Graft Highway, greens fee 25¢, caddy 25¢, open to public; Oak Hill Course, Louiselle St., greens fees, men 55¢, women 30¢, caddy fee 50¢; Spring Hill College Course, Spring Hill, greens fee 50¢ after 4 p.m., 25¢

other hours except Saturdays and Sundays, caddy fee 40¢ to 60¢.

Riding: Bit and Spur Club, Spring Hill, \$1 per hour; George Bush Riding Stables, S. end Tuttle Ave., \$1 per hour; Mobile Riding Club, Fairgrounds, \$1 per hour.

Yachting: Mobile Yacht Club, Alva Beach; Buccaneer Yacht Club, Arlington.

Annual Events: Mardi Gras Carnival, Feb. week ending Shrove Tuesday; Rodeo, July or Aug.; Azalea Trail Festival, Feb. or March; Trade Week, variable; Procession of Christ the King, last Sunday in October.

Mobile (8-57 alt., 68,202 pop., 36 per cent Negro), the seat of Mobile County, is one of the three largest cities and only seaport of Alabama. It lies on the upper west shore of Mobile Bay, at the foot of a range of low hills which slope gently westward to Spring Hill (350 alt.), a favored residential district, just outside of the city limits. Mobile's history and development may be read in its streets and architecture, with their fascinating blending of old and new. Narrow, straight -- drawn ways lead from the wharves to a patchwork of short streets, bearing names given while the city was under French, Spanish, and English rule. These give way to broad avenues and an occasional small park as the city spreads towards the hills.

Business and commerce has encroached on the older residential districts, and many of the old streets radiating from the busy docks have been widened to care for modern motor traffic. New

1867, with festivities culminating on Shrove Tuesday, as in New Orleans, and officially reinstated as an annual celebration in 1869.

Mardi Gras today is a holiday period when Mobile remembers its heritage of gaily and community jowmking. Emperor Felix enters the city on a government warship on the Monday preceeding the carnival, is greeted by the mayor, and presented with a three-foot gilded key to the city. The festivities open with the coronation of Emperor Felix and his queen and the parade and ball of the Infant Mystics Society. Other mystic societies -- the Knights of Revelry, the Order of Myths, the Cowbellions, and the strikers -- hold masked balls and parades, culminating in the parade of Mardi Gras day proper, Shrove Tuesday. Throngs of Mobilians and visitors line Government Street to watch the floats, beautiful and gay, and to take part in the merrymaking. In 1940 Mobile Negroes for the first time held their own carnival and parade on Davis Avenue; their floats and costumes were so amusing that they were cheered by spectators both Negro and white and this addition to the celebration will probably become an annual event.

Second only to Mardi Gras in popularity is the famed Azalea Trail, a flower festival held annually in February or early March when the azaleas are in full bloom. It was organized in 1929 as a joint project of the Garden Clubs, the Mobile Chamber of Commerce, other civic clubs, and the city government

under the sponsorship of the Junior Chamber of Commerce. The trail, approximately 15 miles in length, is routed so that visitors may see the most beautiful specimens, which range in color from white through pink and cerise to deep purple, and in size from century-old plants 30 feet high to dwarf Japanese varieties. During the weeks of the festival, gardens along the route are open to the public. The trail begins in Bienville Square and is plainly marked by signs. (Guide service obtainable at Azalea Trail Headquarters, Chamber of Commerce Building; fees nominal.)

In summer hundreds of families, from Mobile and elsewhere, maintain residences along the bay shore, almost as far as Fort Morgan on the Gulf and up to Coden and Bayou la Batre. Fishing and bathing are favorite recreations and regattas are popular.

POINTS OF INTEREST

BUSINESS SECTION

1. BIENVILLE SQUARE, St. Joseph St., between St. Francis and Dauphin Sts., is a public park named in honor of the founder of Mobile. The square, shaded with liveoaks and planted with azaleas, was set aside for public purposes by the Alabama legislature more than a hundred years ago. In the center is a large Fountain honoring Dr. George Ketchum, Mobile physician, for his efforts to provide the city with plentiful and pure drinking water. A granite cross dedicated to Bienville was placed on the south side of the park near Dauphin St. by the Colonial Dames

the world. The terminal as a whole occupies a 550 -- acre site. Twenty-seven industries occupy space on or adjacent to the docks. The cold storage plant and fruit terminal, completed in 1936, is equipped with conveyors for unloading banana steamers, and placing perishable foods in refrigerated cars or in storage. The plant has a capacity of 260 carloads and is divided into large rooms for cooling and sharp freezing.

22. MOBILE AND OHIO BANANA WHARF, Riverfront between Dauphin and Government Sts., has a banana warehouse where ships unload. Elevators, can unload up to forty thousand bunches of bananas a day. These are shipped chiefly from Central America by the United Fruit Company.

19. LOUISVILLE & NASHVILLE FRUIT WHARF AND WAREHOUSE, on the Levee between Government and Malava Sts., adjoins the Mobile and Ohio Banana Wharf. The wharf is four city blocks in length, and here ships from all parts of the world load and unload timber, coal, pigiron, and other commodities.

20. THE ALABAMA DRY DOCKS AND SHIPBUILDING PLANT, foot of Malava St., is the largest repair yard this side of Newport News, Virginia, and occupies the former site of the old Bruce and Ollinger Dry Docks. Here, in 1917, the first non-sinkable vessel, the Lucia, was outfitted. The company is now fabricating the seven huge, all-welded tubes which are to be used in the Mobile River Bankhead Tunnel.

21. LAUNCH LANDING, foot of Canal St., is the landing place for

the launches of the Alabama Dry Docks and Shipbuilding Company. From the landing there is a view of the ten-thousand-ton docks on Pinto Island used by the Federal Government to build mine-sweepers during the World War, the upper end of Mobile Bay, and the Cochrane Bridge across Blakely Island, Pole Cat Bay, the Tensaw River, and the delta of upper Mobile Bay.

22. OYSTER DOCK, foot of Malava St., is the landing place for oyster and shrimp fishermen. Here schooners and smaller boats tie to unload. A barrel of unopened oysters may be bought for five dollars, or a bushel basket for a dollar. The oyster men take most of their oysters in Mississippi Sound off Bayou la Batre or further east on Bon Secour Bay. Among epicureans the Bon Secour oysters are regarded as perhaps the tastiest and fattest found in American coastal waters. Efforts to transplant seed oysters from Bon Secour to New England and Middle Atlantic states waters have not been successful. The oyster fishermen are chiefly creoles and a few families of Danish extraction.

23. CHOCTAW POINT, on Choctaw Pass at the mouth of Mobile River, is the site of the Turner Docks, the Republic Creosoting Plant, the Gulf, Mobile and Northern Railroad yards, and other industries. Choctaw Point takes its name from the Choctaw Indians who lived here during the French period. A lighthouse, erected in the nineteenth century, stood on the point and weathered the terrific hurricane of September, 1852. But after the War between the States it was moved to Sand Island on the east side of the

entrance to Mobile River. The island has gradually been washed away, but the lighthouse is still in use. Until the early 1900's the point was a favorite spot for duck, snipe, and small game hunting.

RESIDENTIAL SECTION

24. MOBILE PUBLIC LIBRARY (open week days 10 a.m. - 5 p.m.), 701 Government St., is a two-story building of brick covered with smooth white stucco, erected in 1928. Designed by George Rogers, in the simple classic tradition, it has a slightly recessed central portion flanked by large wings. In the west wing is the Beatrice B. Bernheim auditorium. The Federal Museum, in the east wing, contains exhibits and documents once part of the Iberville Historical Society collection. These include a brick from Fort Louis de la Mobile, mementoes of the War between the States, and African, Indian, and Oriental weapons.
25. OLD CHURCH STREET GRAVEYARD, at the rear of the Mobile Library, between Washington Ave. and Bayou St., with its mosque-like tombs of brick, tall shafts, and odd table-shaped monuments, has resisted commercial encroachment. Many Napoleonic exiles buried here. Among them were Simon Chaudron, poet; Jerome J. DeCluis and his wife, the Marchioness de Mexieres; Jean Jandreau, who also served with Lafayette in America, and Louis, Marquis De Vaubercy, last of the Lords of Champagne. Here too are the graves of Spanish grandees and of English namese pioneer settlers. On one of the lots is a marker which reads: "Oldest Jewish grave in Alabama," erected by Council of Jewish Women.

28. MEMORIAL PARK, intersection of Government and Houston Sts., is a triangular memorial park to the men who were killed in the World War. In front of Memorial Arch is a small reflecting pool. The park, with its hundreds of azalea bushes, is a show-place of the Azalea Trail.

29. FATHER RYAN STATUE, junction of Spring Hill Ave., Scott, and Saint Francis Sts., is a bronze memorial to the noted priest, poet and patriot of the Confederacy. The statue stands in a park planted with many azaleas.

30. U. S. MARINE HOSPITAL, 800 Saint Anthony St., occupying an entire block, was erected in 1842 and enlarged to its present capacity in 1932. It is owned and operated by the U. S. Public Health Service, and has 150 beds, 20 of which are for Negroes. Seamen from American ships, employees of the U.S. Coast Guard, and others injured or ill in the line of Government duty are cared for here.

31. CITY HOSPITAL, St. Anthony and Broad Sts., built in 1825, is a two-story and basement brick and stucco structure of Greek Revival design. Fourteen Doric columns across the front facade support the roof; the balconies are enclosed by green painted balustrades. The hospital, supported by the city, is under the direction of the Sisters of Charity, a Catholic nursing order, and cares for white and Negro patients. There is also a nurses' training school and a free out-patient department.

32. GENERAL BRAGG HOUSE (private), 1906 Spring Hill Ave., is a

two-story frame house, painted white with green blinds. Sixteen slender octagonal columns extend across the front porch. The house was built by John Bragg and later willed to his brother, General Braxton Bragg, who won distinction for his brilliant military strategy at the Battle of Chickamauga.

32. ST. MARY'S CHURCH, SW corner Lafayette St. and Old Shell Road, is built on the site of old St. Mary's church, where Father Ryan (see above) served for ^a time. It was here that he wrote several of his well-beloved poems. The present church, built in 1927 in Mission style, is a large yellow stucco structure with red-tiled roof and high square tower.

33. McINNIS AND DANZLER WAGON YARD, 913 Spring Hill Ave., has been a center of activity since the early 1830's, and still is used by teamsters and hucksters bringing farm produce from the country. In former times the yard was crowded with ox teams hitched to wagons loaded with cotton or vegetables. Some of the old stalls are intact.

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Railroad Stations: Terminal Station, Beauregard and St. Joseph Sts., for Mobile and Ohio R. R. and Southern Ry.; Government and Commerce Sts. for Louisville and Nashville R. R.; US 31 Alabama State Docks for Alabama, Tennessee, and Northern R. R. and Terminal Ry.; S. Royal and Charleston Sts. for Gulf, Mobile and Northern R. R.

Bus Stations: Union Bus Terminal, 201 Saint Louis St., for Teche Grayhound, Southeastern ^{Greyhound,} ~~Magolia Water,~~ Butler-Mobile Coach Lines; Dixie Coaches; Tri-State Transit Co.; ~~Commerce and Gent Sts. for~~ ^{and Gulf Transport Co.} ~~Monroeville Bus to Bayou La Batre.~~ (New terminal now (1940) being built, SW corner Government and Conception Sts.)

Piers: All piers for ^{45 steamships making port; ten for railroads.} ~~United Fruit Co., National Steamship Corp.,~~ ~~Alumina Lines, Luckenbach Lines, and Pan-American Lines.~~

Taxis: Fares 10¢ and 25¢ up, according to distance and number of passengers.

City Buses: Fare 5¢.

Traffic Regulations: Watch signs for one-way streets and parking limits.

Accommodations: Hotels, boarding houses, and inns; five leading

hotels, three of which offer free parking; municipally owned but privately operated tourist camp with water and lights at Arlington, overlooking the bay, and privately owned camps along all principal highways entering the city.

Tourist Information Service: Beatty Travel Bureau, 1113 Montauk Ave.; Mobile Motor Club, Battle House, Royal and St. Francis Sts.; Mobile Chamber of Commerce, Old Federal Bldg., Royal and St. Francis Sts.

Radio Station: WALA, 1380 kc.; WMOB, 1200 kc.

Athletics (General): Crawford Park, municipally owned, ^{end of S. Georgia} ~~Spain~~ ^{ave.;} St., adjacent to Magnolia Cemetery; Patrick J. Lyons Park, Catherine St. and Spring Hill Ave.; Davis Avenue Playground for Negroes, 1255 Davis Ave.; Hartwell Field, S. Ann and Tennessee Sts., professional baseball; ^{Murphy Stadium, Carlin St.}

Soft Ball: ~~Butts Field, Texas and Broad Sts.~~ Weinacker Field, Government and Catherine Sts.; Field for Negroes, ^{N.} Ann St. and Davis Ave.; ^{Cyo Field, Old Shell Rd., and} Catherine St.

Swimming: Lyons Park; Grand View Park, mouth of Dog River on Cedar Point Road; ^{no fee;} Crystal ^{Pool,} Park, ^{on Cedar Point Rd., fees 15 and 25¢;} Arlington; YMCA, Government and Conception Sts., indoor pool, ^{fee 25¢ for non-members;} Pool for Negroes, 1255 Davis Ave., no fee.

Tennis: Lyons Park; Grand View Park. No fee.

Golf: Chickasaw Course, Chickasaw on Craft Highway, greens fee 25¢, caddy 25¢, open to public; Oak Hill Course, Louiselle St., greens fees, men 55¢, women 30¢, caddy fee 50¢; Spring Hill College Course, Spring Hill, greens fee 50¢ after 4 p.m., 25¢

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other hours except Saturdays and Sundays, caddy fee 40¢ to 60¢.

Riding: Bit and Spur Club, Spring Hill, \$1 per hour; George Bush Riding Stables, S. and Tuttle Ave., \$1 per hour; Mobile Riding ^{ACADEMY} Club, Fairgrounds, ^{on Cedar Point Rd.,} \$1 per hour.

Yachting: Mobile Yacht Club, Alva Beach; Buccaneer Yacht Club, Arlington.

Annual Events: Mardi Gras Carnival, Feb. week ending Shrove Tuesday; Rodeo, July or Aug.; Asalea Trail Festival, Feb. or March; Trade Week, variable; Procession of Christ the King, last Sunday in October.

Mobile (8-57 alt., 68,202 pop., 36 per cent Negro), the seat of Mobile County, is one of the three largest cities and only seaport of Alabama. It lies on the upper west shore of Mobile Bay, at the foot of a range of low hills which slope gently westward to Spring Hill (350 alt.), a favored residential district, just outside of the city limits. Mobile's history and development may be read in its streets and architecture, with their fascinating blending of old and new. Narrow straight -- drawn ways lead from the wharves to a patchwork of short streets, bearing names given while the city was under French, Spanish, and English rule. These give way to broad avenues and an occasional small park as the city spreads towards the hills.

Business and commerce has encroached on the older residential districts, and many of the old streets radiating from the busy docks have been widened to care for modern motor traffic. New

business structures and old houses, with iron lace-work balconies still intact, stand side by side. In the shadow of a ten-story office building is a garden that might have been transplanted from Seville or from Cadiz and a fountain almost hidden by adjacent structures, plays behind a beautifully wrought iron fence. The march of commerce has been most noticeable in upper Government Street, where many of the fine estates have been crowded out or parts of their spacious grounds have been sacrificed to make room for new buildings.

Mobile architecture to-day is varied, but landscaping clings to an earlier pattern with a profusion of flowers and shrubs. Behind ornamental ironwork fences are houses that bear the imprint of Spain in their facades and flat roofs, and of France in sharply hipped roofs and green-shuttered windows. Azaleas, brought to Mobile from France in 1754, range in color from white through many shades of pink to red. The famed Azalea Trail, seventeen miles of flower-lined streets, brings thousands of visitors to the city each year. Camellia, japonica, and crepe myrtle also bloom profusely. Roses cloak old walls and ^{picket} fences; in late summer, arbors and porches are curtained by the Mexican antigua vine, ranging in color from a faint pink to deepest coral. Many flowers more at home in a colder zone have adapted themselves to Mobile's semi-tropical climate and are as profuse as the native varieties. Only a ^{twenty-}~~five~~-minute walk from the South's most modern docks is Bienville Square, bordered with azaleas and shaded by

liveoaks nearly as old as the city itself. Gray and red squirrels cavort in the trees, entertaining the passersby who pause to rest on the park benches. The square, which forms the hub of civic and community life, is a quiet oasis amid the busy modern traffic.

DAVIS AVENUE is to Mobile what Eighteenth Street is to Birmingham. Named for President Jefferson Davis of the Confederacy, the avenue begins a few blocks from downtown Mobile at the intersection of Saint Anthony and Claiborne Sts., and for a mile and a half runs diagonally across the city to Three ^{Mile} Creek. It is a city within a city. Department stores, specialty shops, motion picture houses, Pike Hall, a social center, drug stores, offices, and even a wholesale establishment or two cater to the Negro population on a scale and with prices to which their limited economy is adjusted. Some, but not all, of these businesses are owned by Negroes.

Along the "Avenue" are many signs of progress -- a branch library, similar in architectural design to the main library on Government Street; Davis Avenue Park, a playground center; and the Colosseum, scene of recreation and athletic contests of the Negro boys.

Northeast of Davis Avenue is the main Negro residential section. Here the houses range from the tin-patched huts to the comfortable modern houses of Negro business and professional leaders.

Port entry to Mobile is through Mobile Bay, an arm of the Gulf of Mexico, about 8 miles wide and 30 miles long. The ship channel has been deepened by the Federal Government in a series of projects extending over a period of a hundred years. The present channel has a depth of 32 feet and a minimum width of 300 feet. The port and harbor are under the supervision of the Alabama State Docks Commission.

The Waldseemüller Map, drawn in 1505, shows the outline of Mobile Bay, though records do not disclose what navigator first saw it. When Pineda returned from his visit along the shores of the Gulf of Mexico in 1519, his sketches showed Rio del Espiritu Sancto (Mobile Bay and River) and he drew it on his map in 1520. The first written record of Mobile Bay was that of de Narvaes, Spanish explorer, who landed on its shores in 1528. Not until 1559, however, was any attempt made to colonize the area. In that year Tristan De Luna, sent by the Viceroy of Mexico, established a Spanish settlement here, but it was abandoned two years later and the colonists returned to Mexico.

Almost a century and a half passed before settlers came again to the shores of Mobile Bay. Pierre Le Moyne, Sieur d'Iberville, was sent by Louis XIV to establish a colony on the

Gulf in 1699. Though Iberville discovered Nassacre, now Dauphin Island, 25 miles south of Mobile, the expedition continued to the flat beaches of Biloxi where a stockade and cabins were built. The colony was soon removed to Dauphin Island, and three years later, Pierre's brother, Jean Baptiste Le Moyne, Sieur de Bienville, was appointed as Governor. He moved the government to Fort Louis de la Mobile, which had been built at Twenty-Seven Mile Bluff on Mobile River (see HISTORY).

The first year was beset with hardships. Weakened by illness, the settlers did little more than build a fort and cabins; they depended on storeships from France for their food. The colony, however, grew by immigration and the arrival of supplies, at first undependable, became more regular. The Pelican, arriving from Canada in 1704, brought not only messengers of the king, soldiers, prelates, missionaries, and nuns, but the twenty-three Cassette girls, chosen by the Bishop of Quebec as future wives for the colonists. Within a month all but one, who was "coy and hard to please," had husbands and before a year had passed the first native child, Claude Jousset, was born in Mobile.

For the next six years Bienville struggled with the Indians and with the settlers, persuading the latter to become self sustaining through farming and trapping. In 1711, floods caused the removal of the colony to the present site of Mobile, where Bienville erected Fort Conde, later called Fort Charlotte by the British. This was his last achievement before he was removed as Governor of Louisiana and replaced by Antoine de la Mothe Cadillac.

Cadillac's regime was inept and toward its end he set up an almost feudal court on Dauphin Island, where none except officers and noblemen might wear swords in his presence.

As capital of Louisiana, Mobile prospered during the following years. Its agricultural future was assured when the ships Africaine and Hercules arrived in 1720-21, bringing the first boat-load of slaves to Mobile. The town was almost wiped out in 1733 by a hurricane and an epidemic. The capital of Louisiana had been moved to New Orleans and only the hardiest of the early pioneers continued their fight against nature, the Indians, and occasional forays from the Spanish colony at Pensacola. As part of French holdings in America, Mobile was ceded to the British by the Treaty of Paris in 1763 and was able to trade peacefully with the English colonies on the Atlantic Seaboard.

In 1780 Bernardo De Galves brought the Spanish fleet into the harbor, forced the surrender of Fort Charlotte, and occupied the town. For the following thirty-three years the flag of Spain waved above Mobile, for although Alabama, as part of the Mississippi territory, was ceded to the United States in 1799, Mobile remained in Spanish hands. But in 1813, U.S. General Wilkinson, ^{ousted the Spanish commandant,} using the War of 1812 as a pretext, and seized ^{Perez} the town for the United States.

Mobile prospered under American rule. It was granted a town charter in 1814 and a city charter in 1819 shortly before Alabama was admitted to the Union. Sole outlet for the rich agricultural

lands of the state, Mobile now enjoyed halcyon days. River steamers brought cotton down the Tombigbee and the Alabama to the port. Planters, with profits from the year's crop in their wallets, arrived for a round of festivities and spent their money freely. But destructive fires threatened the life of the growing city in 1827 and again in 1839. Yellow fever also spread suffering. The most disastrous epidemic was in 1853, when 764 persons perished, and in 1839, the year of the second fire, another epidemic raged. Until 1897 the dreaded "yellow jack" was a continuous threat. All who could, left town. Embattled citizens of nearby towns searched every train to see that no one came from the plague-ridden area, for at that time yellow fever was thought to be contagious.

The city's growth and its trade by sea were halted by the Union blockade during the War between the States, when Mobile flew its fifth flag, the Stars and Bars of the Confederacy. Too far south to be the scene of engagements early in the war, the city suffered its first attack in 1864 when Admiral Farragut steamed into the lower harbor early in August. Fort Gaines and Fort Morgan were subdued after a short, decisive fight. In this engagement the C.S.S. Tennessee was sunk, but the city itself was not captured until April 12, 1865, when it capitulated to the armies of General E. R. S. ~~Early~~ and General F. Steel.

The Mobile area suffered less during Reconstruction than other sections of the state, since cotton was again shipped to world ports from the city's docks. Large-scale lumbering activities added to its commerce, and in the last decades of century

Birmingham's iron and steel began to come down on river barges for re-shipment to Europe and the East.

When the lumber trade declined because of the depletion of forests, naval stores took its place as an export. Turpentine, resin, and gum barrels are stowed in the hulls of over one-third of the freighters clearing Mobile. Lumber shipments have again increased since the hitherto unprofitable tupelo and gum trees of the swamps of southern Alabama came into general use for veneer and plywood. The importation of Central American mahogany, for the furniture factories of the Middle West has added to the volume of lumber moving through the port. Among the new products developed since 1900 and manufactured in Mobile are kraft paper, a heavy pulp fibre for wrappings and containers; ~~tung oil~~ ~~iron shavings of the tung tree~~ and pulp board.

In 1937, according to the U. S. Census of Manufactures, the total value of Mobile's products was \$15,765,774, of which \$6,533,805 was added by manufacture. In that year, the city had 85 industrial establishments with an aggregate payroll of \$2,342,242. Lumber and timber products and bread and other bakery products were the leading industries in point of value.

Interest in education, has persisted since the city established the state's first public school system in 1852. Mobile today has twelve public schools for white children, including the Murphy High School which has an enrollment of three thousand and seven public schools for Negroes, including Dunbar High School and a

branch of the state teachers college at Montgomery. There are thirteen parochial schools for whites and three for Negroes, and four private schools. Spring Hill College (see below), founded by the Jesuits in 1830, is a degree-granting institution for men.

Mobile's three daily newspapers are the Mobile Register and the Mobile Press, (which combine on Sunday as the Mobile Press Register), and the Mobile Times; two weeklies, the Mobile News and the Mobile Post are also published.

While the city's industrial development may seem out of keeping with its romantic past, there are phases of Mobile life, that have survived from French and Spanish days. The Mardi Gras carnival, now celebrated annually for five days ending on Shrove Tuesday, was instituted by Bienville on August 25, 1704, as the Masque de la St. Louis. In 1711 the masque was celebrated in the new settlement at Fort Conde de la Mobile, and renamed Boeuf gras. The carnival, held on New Year's Eve, was almost a century and a quarter old before the first semblance of the modern decorative float was added. In 1830 a giant papier mache bull head was brought over from France and each year for the next decade the mighty boeuf headed the parade preceding the ball. It was then replaced by horse-drawn floats, and was finally used as wadding for Confederate cannon. Mardi Gras, growing every year more elaborate was held annually until 1861, when it was suspended because of the war. It was revived in

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under the sponsorship of the Junior Chamber of Commerce. The trail, approximately ¹⁷~~23~~ miles in length, is routed so that visitors may see the most beautiful specimens, which range in color from white through pink and corise to deep purple, and in size from century-old plants 30 feet high to dwarf Japanese varieties. During the weeks of the festival, gardens along the route are open to the public. The trail begins in Bienville Square and is plainly marked by signs. (Guide service obtainable at Azalea Trail Headquarters, Chamber of Commerce Building; fees nominal.)

In summer hundreds of families, from Mobile and elsewhere, maintain residences along the bay shore, almost as far as Fort Morgan on the Gulf and up to Coden and Bayou la Batre. Fishing and bathing are favorite recreations and regattas are popular.

POINTS OF INTEREST

BUSINESS SECTION

1. **BIENVILLE SQUARE**, ^{bounded by Dauphin, St. Joseph, St. Francis and Conception Sts.,} ~~St. Joseph St., between St. Francis and Dauphin Sts.,~~ is a public park named in honor of the founder of Mobile. The square, shaded with liveoaks and planted with azaleas, was set aside for public purposes by the Alabama legislature more than a hundred years ago. In the center is a large Fountain honoring Dr. George Ketchum, Mobile physician, for his efforts to provide the city with plentiful and pure drinking water. A granite cross dedicated to Bienville was placed on the south side of the park near Dauphin St. by the Colonial Dames

of Alabama. French cannon from old Fort Conde and British cannon from Fort Charlotte, one bearing the initials G.R. (Georgius Rex), are mounted in opposite corners of the square. A bronze plaque honoring Pierre Le Moyne, Bienville's brother, is set in a large boulder on the northwest corner of the square. It was presented to the city by a delegation from France in March, 1937. Two hotels face the square, their tall facades contrasting dramatically with the old oaks and leisurely atmosphere of the park.

2. MOBILE COUNTY COURTHOUSE (open), SW corner Royal and Government Sts., is a two-story and basement structure of sandstone, showing Classic French influence in its design. Four Ionic columns rise from the entrance portico to the entablature. Three buildings have been erected here since the original. The present building was erected in 1874 on the original foundations of an earlier structure. Extensive repairs were made in 1885 after damage by fire, (when that date was placed over the Royal Street entrance) and again in 1916 after damage by hurricane. At that time the front (Government St.) facade was remodeled and the older cupola was replaced with one more in keeping with the design of the building. A plaque on the wall of the portico commemorates the founding of Mobile by the brothers, Pierre Le Moyne, Sieur d'Iberville, and Jean Baptiste Le Boyne, Sieur de Bienville. In the rear of the courthouse on church street is a bronze ^{plaque set in a} ~~plaque set~~ _{white rock,} erected by the D.A.R., marking the Site of Fort Conde, ~~latter called Fort Charlotte, is marked by a bronze plaque set in~~

The site is enclosed by an iron fence and planted with azaleas. A fragment of the original wall is preserved.

3. CITY HALL (open), NE corner Royal and Church Sts., erected in 1855, is a two-story white building of brick covered with smooth ~~stucco~~ stucco, occupying half a city block. Arched openings with wrought iron-work, ~~with~~ decorated brackets under the wide eaves, and a cupola show Spanish influences in the design. It was built originally as a market and called the Southern Market. The ground floor, where live fish in cypress tanks, meat, and vegetables were sold, was served by two driveways extending from Royal to Water Streets. ^{the south end of} The second floor was used as an armory and as headquarters for the local state militia until the completion of the Fort Whiting Armory in 1939. A confederate soup kitchen was established here during the war to feed thousands of soldiers' dependents. The building was renovated as a WPA project in 1937-38 but the original style was carefully preserved. It is now occupied by municipal offices.

In the ground floor right corridor is the ADMIRAL SEMMES MONUMENT, formerly at Royal and Government Sts. Erected in honor of Rear Admiral Raphael Semmes, of the Confederate Navy, the bronze figure, showing Semmes in uniform, stands on a granite base. In bas relief is the steam cruiser, C.S.S.-Alabama, which he commanded when it was sunk by the U.S.S. Kearsarge, off Cherbourg, on June 19, 1864, (see below).

4. JONATHAN KIRKBRIDE HOUSE (private), 104 Theater St., is on

the lot next to the site of Mobile's first American theater, which was also a part of the French Fort Condé, ^{Reservation.} It is a two story building of brick covered with smooth stucco, painted white. Across the front is a porch with four large Tuscan columns; four additional columns support the roof. This house, a part of Mobile's first courthouse and jail, was bought by Jonathan Kirkbride and converted into an imposing residence in 1885. It is now vacant.

5. MADAME LE VERT HOUSE (private), SW corner St. Manuel and Government Sts., was once occupied by Madame Le Vert, prominent social and literary figure of ante bellum Mobile. It was built in the French Colonial style, with traces of Greek and Egyptian influences, but has been remodeled. Only a small building on the property, formerly Dr. Le Vert's office and still a doctor's office, retains its original design. Madame Le Vert, its owner, was a world traveler.

6. FRENCH TYPE DOUBLE HOUSE (private), 56-58 S. Conception St., built about 1824, is the only remaining example in Mobile of this type of building except the House of Two Cities (see below). It is a two story brick house of French Colonial design, with a driveway dividing the ground floor into two houses from front to back. A porch across the front has eight slender cast iron columns supporting the second story balcony. Ornamental cast iron balustrades on the porch and balcony are characteristic of the period in which the house was built.

7. CHRIST EPISCOPAL CHURCH, NW corner St. Emanuel and Church Sts., begun in 1828 and completed in 1840, is Greek-Doric in design, with a broad recessed porch and two massive Doric columns. A wrought iron fence on a stone curbing extends along the sidewalk on both streets. On the St. Emanuel Street side is a solid eight foot wall separating the church grounds from the adjacent lot. On the right of the entrance steps is the church's old bell, with the inscription "West Troy, N.Y. 24th Aug. 1847." It fell from the belfrey during the hurricane of 1906, and now is fastened to the masonry stoop, sufficiently raised to permit its use. Before the erection of this building, the "The Church" used by all Protestant denominations stood on the site.
8. OLD FEDERAL BUILDING, (open) SW. corner Royal and St. Francis Sts., is a massive three-story granite structure of Italian Renaissance design, completed in 1856. At the entrances on both streets are handsome wrought iron gates. After the construction of the new Federal building, it was bought by the city in 1939 and is now occupied by state services and by the Mobile Chamber of Commerce.
9. OLD REGISTER BUILDING (open) SW. corner of Royal and St. Michael Sts., completed about 1809, was first used as an inn by Louis de Mouv. Here Lafayette was entertained during his tour of Alabama in 1825. Known until 1870 as the Lafayette House, and for a time as the Roper House, it was occupied by the Mobile Register, until the paper moved to the Bedsole Building in 1932.

10. THE OLDEST BUILDING (private), 109 Saint Anthony St., built about 1795, is a small Creole style structure of brick covered with stucco, scored to simulate stone. Characteristic of houses of this style, it stands on a high basement and is approached by six stone steps. The dwelling is ell-shaped, with porches on the north and west sides, supported by eight slender columns. John B. Toulmin claimed the property under Spanish grants and finally obtained undisputed possession.
11. HOUSE OF TWO CITIES (private), 5-10 N. Jackson St., was built in 1820 by C. Reingeard at Blakely, Baldwin County, across the Mobile River. In 1829 the house was taken down, brought to Mobile in rowboats by slaves, and re-erected on its present site. It took over a year to bring the material from Blakely to Mobile and a much longer time to reassemble the house. It is a two-story structure of brick covered with smooth gray stucco. A driveway through the center divides the ground floor into two buildings. Balconies on both floors have cast iron railings and eight slender iron columns. On the ground floor the railing is interrupted by the double iron gate of the carriage drive.
12. GOVERNMENT STREET PRESBYTERIAN CHURCH, NW corner Government and Jackson Sts., built in 1837, was designed by Thomas F. James, Mobile architect. It is built of brick, covered with stucco painted white, and shows Greek Revival influence in its design. At the head of a flight of stone steps is a recessed vestibule

with two massive Ionic columns. The Burgett Memorial Church School at the rear of the church, erected in 1904, harmonizes in design. A wrought iron spearhead picket fence encloses the grounds on both streets.

13. THE CATHEDRAL RECTORY (formerly Major Ketchum House), (open) NW corner Government and Franklin Sts., is a three story structure with two story wings on each side and a rear ell, recent added. It is a red brick building with white stone window and door trim, showing French Colonial influence in its design. The porch, extending across the front and Franklin Street sides, is supported by twenty-six slender cast iron columns. Ornamental cast iron work trims the porch and encloses the front yard. Originally the home of Major Ketchum, it is now owned by the Catholic Diocese and is the residence of Bishop T. J. Toolen.

14. CATHEDRAL OF THE IMMACULATE CONCEPTION, Claiborne St., between Conti and Dauphin Sts., is an imposing structure showing Roman influence in its design. Across the front facade are eight fluted Doric columns. The exterior is of red brick with limestone and granite base, portico, and cornice. The side and rear facades have massively graceful pilasters in keeping with the imposing entrance and an iron balustrade ornaments the rear. The foundation stone was blessed by Bishop Michael Portier, the first bishop of the diocese of Mobile, on January 29, 1836, and the cathedral was dedicated fourteen years later, on December 8,

1850, by the Rt. Rev. Ignatius Reynolds. The present portico was added after the War between the States, and in 1885 the twin towers were built. The grounds, studded with shade trees, are enclosed by a lace-work iron fence, the work of Bishop Quinlan's cousin, Daniel Geary, who installed it a few weeks before the outbreak of war in 1861.

The Cathedral stands on a part of the burial ground used by the Spaniards during their occupation of Mobile. Fifise Langlois, who introduced the Agave to Mobile in 1754, is buried here.

15. **GOLDSBY HOUSE** (private), 452 Government St., is a large two-story structure with an iron fence and brick walls across the back and on either side. The wrought iron gate was brought to Mobile from Europe early in the nineteenth century and is considered one of the finest examples of this craft in the country. The house is modified Gothic in design, with high gables and steep roof. The front wall is red brick, the side walls are brick covered with smooth yellow stucco. In the spring of 1865 the building was occupied by Federal naval officers, and Mobile women walked down the middle of the street when passing by in order not to come too close to the enemy flag draped over the entrance.

16. **BARTON ACADEMY**, Government St. between Cedar and Lawrence Sts., the oldest public school in Alabama, is a nobly proportioned three-story structure of white stucco over brick. Thomas S. James was the architect and builder. In the center of the front

facade, which extends almost the length of the block, are six massive columns; behind them, on the second floor, is a small balcony. A column-supported dome surmounts the building. The yard is enclosed by a wrought iron fence set in a low brick wall, and three wrought iron gates give access to the yard. Barton Academy was erected in 1835-36 and was originally used for private and denominational schools. In 1852, with the organization of Mobile's public school system, the building was taken over by the city and the first public school session opened there in November, 1852. By February, 1853, 854 pupils were enrolled.

In the great yellow fever scourge of 1853 the building was the headquarters of the Can't-Get-Away-Society, composed of Mobilians who refused to flee as did nine-tenths of the population when the plague struck, and remained to nurse the fever victims. During the War between the States a soup-kitchen was established here for the thousands impoverished by the war. Barton Academy, which celebrated its centennial on May 7, 1936, now houses all the seventh grade pupils.

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17. ALABAMA STATE DOCKS AND TERMINALS, Mobile Waterfront between Dauphin and State Sts., were built in 1928 at a cost of ten million dollars. Additional facilities have been built since that date, and there are now (1940) berthing space for twenty-two vessels, and the longest steel and concrete piers in

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the world. The terminal as a whole occupies a 550 -- acre site. Twenty-seven industries occupy space on or adjacent to the docks. The cold storage plant and fruit terminal, completed in 1936, is equipped with conveyors for unloading banana steamers, and placing perishable foods in refrigerated cars or in storage. The plant has a capacity of 260 carloads and is divided into large rooms for cooling and sharp freezing.

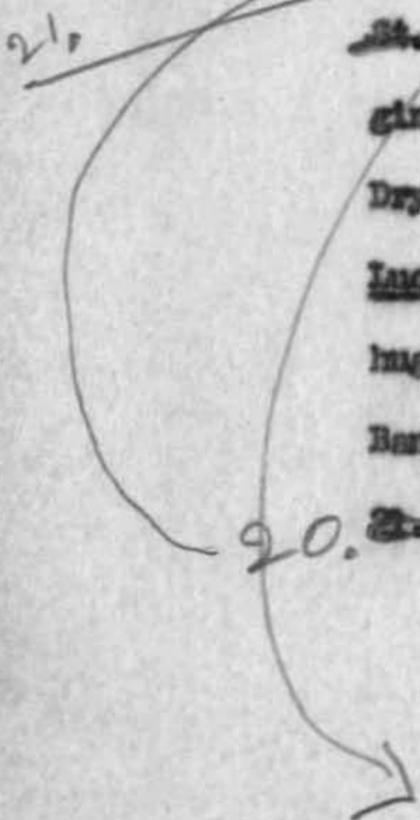
22. MOBILE AND OHIO BANANA WHARF, Riverfront between Dauphin and Government Sts., has a banana warehouse where ships unload. Elevators, can unload up to forty thousand bunches of bananas a day. These are shipped chiefly from Central America by the United Fruit Company.

19. LOUISVILLE & NASHVILLE FRUIT WHARF AND WAREHOUSE, on the Levee between Government and ^{Naval} ~~Market~~ Sts., adjoins the Mobile and Ohio Banana Wharf. The wharf is ^{three} four city blocks in length, and here ships from all parts of the world load and unload timber, coal, pigiron, and other commodities.

20. THE ALABAMA DRY DOCKS AND SHIPBUILDING PLANT, ^{across the Mobile River} ~~foot of Balboa~~ St., is the largest repair yard this side of Newport News, Virginia, and occupies the former site of the old Bruce and Ollinger Dry Docks. Here, in 1917, the first non-sinkable vessel, the Lucia, was outfitted. The company is ~~now~~ ^{ed} fabricating the seven huge, all-welded tubes which ^{were} ~~are to be~~ used in the Mobile River Bankhead Tunnel.

on Pinto Island,

21. LAUNCH LANDING, foot of Canal St., is the landing place for



the launches of the Alabama Dry Docks and Shipbuilding Company. From the landing there is a view of the ten-thousand-ton docks on Pinto Island used by the Federal Government to build mine-sweepers during the World War, the upper end of Mobile Bay, and the Cochrane Bridge across Blakely Island, Pole Cat Bay, the Tensaw River, and the delta of upper Mobile Bay.

22. OYSTER DOCK, foot of Malaya St., is the landing place for oyster and shrimp fishermen. Here schooners and smaller boats tie to unload. A barrel of unopened oysters may be bought for five dollars, or a bushel basket for a dollar. The oyster men take most of their oysters in Mississippi Sound off Bayou la Batre or further east on Bon Secour Bay. Among epicureans the Bon Secour oysters are regarded as perhaps the tastiest and fattest found in American coastal waters. Efforts to transplant seed oysters from Bon Secour to New England and Middle Atlantic states waters have not been successful. The oyster fishermen are chiefly creoles and a few families of Danish extraction.

23. CHOCTAW POINT, on Choctaw Pass at the mouth of Mobile River, is the site of the Turner Docks, the Republic Creosoting Plant, the Gulf, Mobile and Northern Railroad yards, and other industries. Choctaw Point takes its name from the Choctaw Indians who lived here during the French period. A lighthouse, erected in the nineteenth century, stood on the point and weathered the terrific hurricane of September, 1852. But after the War between the States it was moved to ^{Battery Pinto} ~~Sand Island~~ on the east side of the

antennae to Mobile River. The island has gradually been washed away, but the lighthouse is still in use. Until the early 1900's the point was a favorite spot for duck, snipe, and small game hunting.

Rehyke

RESIDENTIAL SECTION

24. MOBILE PUBLIC LIBRARY (open week days 10 a.m. - 8 p.m.), 701 Government St., is a two-story building of brick covered with smooth white stucco, erected in 1928. Designed by George Rogers, in the simple classic tradition, it has a slightly recessed central portion flanked by large wings. In the west wing is the Beatrice B. Bernheim auditorium. The Federal Museum, in the east wing, contains exhibits and documents once part of the Iberville Historical Society collection. These include a brick from Fort Louis de la Mobile, mementoes of the War between the States, and African, Indian, and Oriental weapons;
25. OLD CHURCH STREET GRAVEYARD, at the rear of the Mobile Library, between Washington Ave. and Bayou St., with its mosque-like tombs of brick, tall shafts, and odd table-shaped monuments, has resisted commercial encroachment. Many Napoleonic exiles buried here. Among them were Simon Chauiron, poet; Jerome J. DeCluis and his wife, the Marchioness de Mexieres; Jean Jandreaux, who also served with Lafayette in America, and Louis, Marquis De Vauberay, last of the Lords of Champagne. Here too are the graves of Spanish grandees and of English names pioneer settlers. On one of the lots is a marker which reads: "Oldest Jewish grave in Alabama," erected by Council of Jewish Women.

26. ADMIRAL RAPHAEL SESSES HOUSE (private), 302 Government St., is a two-story brick structure, built in 1858 by Peter Horta. The porch and second story balcony have ornamental iron balustrades and overhead trim of matched design. Admiral Sesses, Confederate Naval hero, for whom the house was bought by popular subscription, lived there from 1871 until his death in 1877. Prior to the War between the States, Admiral Sesses was commandant of the U.S. Navy Yard at Pensacola, but when Alabama seceded, he resigned his commission and entered the Confederate service. His book Service Afloat, recounts the activities of the Confederate Navy. He is buried in the Catholic Cemetery, and there is a monument to his memory in Confederate Rest, Magnolia Cemetery (see below). The U. D. C. of Mobile is now (1940) endeavoring to purchase the house as an historic shrine.

27. MAGNOLIA CEMETERY, head of George St., contains the graves of Joseph Jefferson, the elder; Charles Anderson, father of the actress, Mary Anderson; William Petrie, who played the leading role in The Black Creek and in St. Elmo, a dramatization of Augusta Evans Wilson's book; Peter Joseph Hamilton, author of Colonial Mobile; and confederate General Braxton Bragg. In the southeast corner of the cemetery is Confederate Rest, memorial to the Southern dead; here are buried approximately twelve hundred soldiers. National Cemetery, in the southwest corner, is the burial place of Union soldiers who fell at Fort Blakely.

25. MEMORIAL PARK, intersection of Government and Houston Sts., is a triangular memorial park to the men who were killed in the World War. In front of Memorial Arch is a small reflecting pool. The park, with its hundreds of azalea bushes, is a show-place of the Azalea Trail.

Pelkyhe

29. FATHER RYAN STATUE, junction of Spring Hill Ave., Scott, and Saint Francis Sts., is a ^{life-sized} bronze ^{statue} memorial to the noted priest, poet and patriot of the Confederacy. The statue stands in a park planted with many azaleas.

30. U. S. MARINE HOSPITAL, 500 Saint Anthony St., occupying an entire block, was erected in 1842 and enlarged to its present capacity in 1932. It is owned and operated by the U. S. Public Health Service, and has 150 beds, 20 of which are for Negroes. Seamen from American ships, employees of the U.S. Coast Guard, and others injured or ill in the line of Government duty are cared for here.

31. CITY HOSPITAL, St. Anthony and Broad Sts., built in 1825, is a two-story and basement brick and stucco structure of Greek Revival design. Fourteen Doric columns across the front facade support the roof; the balconies are enclosed by green painted balustrades. The hospital, supported by the city, is under the direction of the Sisters of Charity, a Catholic nursing order, and cares for white and Negro patients. There is also a nurses' training school and a free out-patient department.

32. GENERAL BRAGG HOUSE (private), 1906 Spring Hill Ave., is a

*move to P-27
as No. 33*

*wagon rd
Bragg
Church*

Petyke

two-story frame house, painted white with green blinds. Sixteen slender octagonal columns extend across the front porch. The house was built by John Bragg and later willed to his brother, General Braxton Bragg, who won distinction for his brilliant military strategy at the Battle of Chickamauga.

32. ST. MARY'S CHURCH, SW corner Lafayette St. and Old Shell Road, is built on the site of old St. Mary's church, where Father Ryan (see above) served for ^atime. It was here that he wrote several of his well-beloved poems. The present church, built in 1927 in Mission style, is a large yellow stucco structure with red-tiled roof and high square tower.

32. McINNIS AND DANIELS WAGON YARD, 913 Spring Hill Ave., has been a center of activity since the early 1830's, and still is used by teamsters and hucksters bringing farm produce from the country. In former times the yard was crowded with ox teams hitched to wagons loaded with cotton or vegetables. Some of the old stalls are intact.

*Ward
1844*

→ 34.

V SBT

Mary Pride Jones
City Hall,
Mobile, Ala.

March 8.1940
Mobile County

STREET CARS

Effective on Sunday March 10,1940 all street cars will be removed and buses will be put on. In the City zone-Government, Broad, Dauphin, Davis Avenue, Crichton to Moffet Road, Prichard to Wilson Avenue, fare will be five cents-transfers one cent. County zone, Spring Hill, Whistler, Magazine Point, Chicasaw fare will be five cents-transfers one cent.

Information from Mobile Light and Railroad Company

Mary Pride Jones
WPA Writers' Program
City Hall Council Chamber
Mobile, Ala.

January 10, 1940.

Mobile
County

MOBILE
NOTES, CORRECTIONS, AND ADDITIONS

Railroad Stations: The Mobile and Ohio and the Gulf, Mobile and Northern Railroad are in process of consolidating, the new road to be known as the Gulf, Mobile & Ohio. Present location at Terminal station at Beauregard and St. Joseph streets. ✓

Bibliography: Newspaper notes. ✓

BUS STATIONS: Union Bus Terminal, 201 St. Louis street, for Teche Greyhound Lines, Southeastern Lines, Dixie Coaches, Tri-State Transit Co., Monroeville Bus Co., Butler-Mobile Coach Lines. A new terminal is under construction at the Southwest corner of Government at Conception Streets, and will be ready about May 1, 1940. The old Terminal will be used as a garage. ✓

Bibliography: Visit and personal interview with C. E. Shriner, Manager. ✓

AIRPORT: The Municipal Airport 4 miles South on Cedar Point Road, has been sold to the U. S. Government as a part of the proposed Airbase Lines, are National and Eastern Air Lines. No new site has been selected. ✓

Bibliography: Newspaper notes. ✓

STREET CARS: Government Street Loop, South Broad, Davis Avenue, South Cedar Streets have buses. The National City Line will eventually replace all street cars with buses, including suburban lines. Fare 8 cents or two for 15 cents. The School Board maintains fifty buses, which operate on regular schedule during school term, giving free transportation to

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Communicants and all children under 18 years, and adults, of parochial, children in suburban and rural areas. The Yellow Cab operates cabs to Bayou la Batre' twice daily, 11:30 A. M. and 4:30 P. M. from #105 South Conception Street. 50 cents one way, 75 cents round trip.

Bibliography: Information from Yellow Cab Company.

TOURIST INFORMATION SERVICE: Mobile Tourist Bureau, Bienville Hotel closed. Beaty Travel Bureau, 1113 Montauk Avenue, Mobile Motor Club, located in the Battle House first floor left, at the corner of Royal & St. Francis Streets, and the Chamber of Commerce, Old Federal Building, Southwest corner Royal and St. Francis streets.

Bibliography: Contact with Mrs. Beaty, Motor Club, and Chamber of Commerce.

RADIO STATIONS: WALA 1380 kc. Ala. Tenn & Northern Railroad Building, WMOB 1200 kc. 308 St. Louis Street, Quigley Motor Company, Building.

Bibliography: Information from Mrs. Quigley.

ATHLETICS: Add Crawford Park-municipally owned, open to public, location on South Ann Street next to Magnolia Cemetery. Information personal knowledge.

RIDING: Bit and Spur Club, Spring Hill, Ala. West of Mobile Country Club. Horses \$1.00 per hour, Instructions \$3.00 per hour. Miss Kittle Instructor.

Bibliography: Interview Miss Kittle.

ANNUAL EVENTS: Procession of Christ the King on last Sunday in October. Headed by the Catholic Bishop and other Church dignitaries, all on foot.

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Communicants and all children white, negro, and creole, of parochial, schools, ending with open air Mass in the Bienville Square. An estimated 10,000 in line of march.

✓ MOBILE: Altitude 6 feet.

✓ AZALEA TRAIL: Approximately 75,000 visitors on the 1939 Trail. Every

state in the Union represented, as well as England, France, the Philippines and Australia.

Bibliography: Information from Chamber of Commerce.

Note on page #7 the address should be 58 South Conception Street.

✓ THE MAJOR KETCHUM HOME: Is owned by the Catholic Diocese and is the residence of the Bishop, T. J. Toolen. A handsome two story addition

has been made recently.

✓ THE MOHR HOUSE: 1257 Dauphine Way, has been bought by the Dauphin Way Baptist Church and is used as a Church School.

✓ YESTER HOUSE: Owned by Mrs. George Meyer is on The Trail.

✓ THE ALABAMA STATE DOCKS FRONTING TWO MILES ON MOBILE RIVER: Provides dockage for 22 largest vessels. The State Docks Piers are the longest steel and concrete piers in the world.

Bibliography: (Mr. Alvarez at State Docks.)

Placed by Nathan Bryan Chapter D. A. R. 1538
1-POINTS OF INTEREST

✓ 1--FROM ROYAL ON GOVERNMENT STREET: The Admiral Semmes monument has been removed from Government Street and is at present in the corridor, right

14- Bienville Square: St. Joseph between St. Francis and Dauphin Streets.

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side, of the City Hall, first floor. This was necessitated by the Bankhead Tunnel. No new location has been selected. ✓

Personal knowledge and observation.

6--CHRIST CHURCH: N. W. corner St. Emanuel and Church streets. The famous old bell has been raised on the same location, sufficiently to allow its use. ✓

11--OLD FEDERAL BUILDING: Has been acquired by the City, with a plan to use it as a museum. It is now occupied by the Chamber of Commerce, first floor right, the offices of the Director of Civil Service, second floor, the offices of the U. S. Army Engineers for the Airbase, and the U. S. Recruiting Service, second floor. ✓

12--THE OLD REGISTER BUILDING: The Mobile Press Register now occupies the Bedsole Building 450 St. Louis Street.

RIGHT FROM ROYAL ON CHURCH STREET:

THE FORT CHARLOTTE: The site of Fort Charlotte inclosed by an iron fence, azaleas planted and a bronze plaque set in a piece of white rock, was marked by Needham Bryan Chapter D. A. R. in 1938. Inscribed in plaque "On this spot stood Fort Louis de la Louisiane 1711-1717 Fort Conde' 1717. ✓

Fort Charolette 1763.

Placed by Needham Bryan Chapter D. A. R. 1838

Personal observation, per visit to place.

2-POINTS OF INTEREST

14- Bienville Square: St. Joseph between St. Francis and Dauphin Streets.

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In March 1937, a delegation of French guests who were on an historical tour, landed in Mobile. They were entertained by the city and Chamber of Commerce and later presented the city with a bronze plaque inscribed in French, in memory of Pierre Le Moyne, who with his brother, set up the first French colonies here. This was set in a large holder and placed in the N. W. corner of Bienville Square.

Visit and observation. POINTS OF INTEREST

18-THE AMELIE RIVES HOUSE: 354 Government and Franklin streets. Has been bought by Alfred and Ollie Delchamps, chain store owners, who about April 1, 1940, will build there a modern, brick grocery store. The iron lace and other ornamental pieces will be sold. Interviewed Alfred Delchamp.

23-THE ALABAMA DRY DOCKS AND SHIPBUILDING COMPANY. At foot of Eslava street is the largest repair yard this side of Newport News Va. Purchase recently of a 5000 ton unit makes 6 dry docks for the company. They are fabricating the seven huge, all welded tubes 398 feet long, 34 feet wide, which are to be used under the Mobile River Bankhead Tunnel. They are also under contract with National Bulk Carriers, Inc: New York, to build the largest steamship since the World War.

General offices are on Pinto Island, a ferry across from the foot of Canal street.

Interviewed John Vidmer, and Fore and Aft publications.

27-TURNER-HARTWELL DOCKS: Omit the name Hartwell.

4-POINTS OF INTEREST

33-OLD CHURCH STREET GRAVEYARD: The real point of interest in the

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Charles Boyington story in the fact that he was not a murderer. He, a stranger in Mobile, protesting his innocence said that the tree would grow from his heart to prove it. After his execution, the real murderer confessed, and thus revealed a tragic miscarriage of justice.

30-ADMIRAL SEMMES HOME: Address 802 Government Street. By observation.

5-POINTS OF INTEREST

39-AUGUSTA EVANS WILSON COTTAGE: Address should be 2558 Spring Hill Avenue. By observation.

THE CAMELLIA TEA ROOM: Corner of Reed avenue and Dauphin Way, was opened in the fall of 1939 by Mrs. A. C. Stewart, for club meetings, dinners, luncheons and entertainments of all kind by reservation.

By visit and observation.

POINTS OF INTEREST IN ENVIRONS:

WILMERTHORPE: Old Shell Road, West of Spring Hill College (private) a one story frame building, former home of Bishop Wilmer was destroyed by fire soon after his death in 1900. His grand-daughter Mrs. J. F. Maury built there a handsome two story stucco house and has much of the old furnishings.

Information, from Mrs. Maury.

FORT WHITING: Filling a long felt need was the building of the U. S. Armory Fort Whiting, in Arlington Park, with an auditorium seating 3500. This was built by the City and WPA. Located about two miles from the City on Cedar Point Road. The U. S. Army maintains there instructors for National and Reserve Corps.

MARY'S PLACE: On West Fowl River is an eating place, conducted by a

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creole woman who has entertained notables from everywhere. She serves chicken dinners but sea food is her specialty. She charges 75 cents for the meal and reservations must be made by telephone.

Personal knowledge. To reach Mary's Place leave Court House, S. W. corner of Royal and Government street going West 14 blocks to Broad Street, turn left on Broad proceed two miles into Cedar Point Road, thence 23 miles to Fowl River.

SINGLE TAX COLONY: The largest Single Tax Colony in the U. S. and the oldest in the world is on Mobile Bay, at Fairhope, Baldwin County.

(Golden Rod Studio, Magnolia Springs.)

Fairhope, is a wide awake and progressive town, Popular as a summer resort but has a large clientele of Winter tourists.

By observation.

THE GULF STATE PARK: Mobile territory is the fisherman's and huntsman's paradise, both salt, and fresh water fish, and game abounding. About 26 miles from Mobile on the Gulf of Mexico is the Gulf State Park, one of the most outstanding resorts on the Gulf Coast. Here many Mobile families have summer homes. There is a mile of beach and surf bathing to accommodate 2000. There are over 4000 acres in the site on which there are three fresh water lakes, and a twenty two mile parkway leads to old Fort Morgan, with its ancient underground dungeons and disappearing guns. A new hotel has been built at Foley, for convenience of tourists, and reservations for any of the sixteen, fully equipped cabins at the Gulf, may be made through the custodian whose Postoffice is Foley, Ala. Parks Div. Dept. Conservation Booklet.

MOBILE'S OLD BAY SHELL ROAD: Is said to have been originated by Bienville as a trail between early Mobile and his Dog River plantation.

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It later became famous as one of the most picturesque drives in the Deep South.

(Golden Rod Studio)

The shell road has been seriously damaged by storms, but it is believed that the drive will be restored (paved) when the Airbase is completed.

THE ALABAMA STATE DOCKS AND TERMINALS: The State Docks and Terminals have come to be considered the key to a major portion of the industrial development and expansion of the Port of Mobile. "Service to the public and to commerce, which is a builder of Nations and Peoples" is the chief function of the State Docks, which by an act of Legislature Feb. 6, 1939, became a part of the State of Alabama. Its terminals are situated in the city limits on the West side of the Alabama River, on a 550 acre site. There are on, and on adjacent points, of the Docks, 27 industries. The cold storage plant and Fruit Terminal completed in 1936, is equipped with conveyors for unloading banana steamers, placing in refrigerated cars, or in storage, for cooling, storing and transshipping perishable food products such as eggs, meat, fruit and vegetables. It preserves shrimp and fish by a quick freezing process keeping them fresh for a long period. The plant has met with a wide and prompt popularity with shippers, packers, and dealers in perishable commodities. It has a capacity for 260 car loads and it is divided into large rooms of coolers and sharp freezers.

Approved by the finance, engineering and legal division of the PWA the plant had a grant of \$196,000 and a loan of \$184,000 which was supplemented by \$100,000 raised in Mobile. Since the Docks were put in commission in 1928 additional units have been added. There is berthing space for 19 largest vessels. Under construction, is a new ware-

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house and slips (1225 feet) which will give ship berthing space for three more large vessels and a chemical warehouse for bulk commodities. These are also PWA projects and will be handled by the Docks. Formerly Mobile was regarded as a port where the principal cargoes were cotton, lumber, and naval stores owing to a constant decline in shipment of these commodities, and all shipping agencies were faced with the problem of getting new business.

This the State Docks has done and they have developed an increased volume of importations and exportations some of which are; sugar, rubber, bauxite, tapioca, flour, iron, oxide, peat moss, salt, cake, paraffine, wax, lard, cement, plate and window glass, canned corned beef, canned crab meat, asbestos ore, binder twine and many others.

The Ship Channel has been deepened by the U. S. Government in a series of projects extending over a period of a hundred years, from a depth of $5\frac{1}{2}$ feet to a uniform depth of 32 feet, with 36 feet depth across the bar and a minimum width through the harbor and Bay of 300 feet at the bottom. The turning basins at the Docks are much wider.

The facilities at the State Docks are capable of handling every type of freight in the Gulf Region and land on the site has been reserved for the establishment of new and privately owned tonnage producing industries.

FLORENCE CHANDLER MAYBRICK HOUSE: Located at 15 North Joachim Street has been modernized by the owners, the St. Francis Street Methodist Church. It is the center of Social Service and other parish activities and is called Eustis Center in memory for Mr. Eustis who left to the Church antique furniture, and silver and other valuables.

Member of Methodist Church.