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Hobe Sound Beach Shop's Turtle Times

Our History is a Treasure: Chapter Twenty *By Jan Otten*

This chapter of our treasured history comes with **GREAT, GOOD NEWS!!! It's official, the Hobe Sound Railroad Depot is coming back to Old Dixie Highway**, just a stone's throw from its original location. The Hobe Sound Historical Society will receive possession of the building as soon as the site has been appropriately prepared. The Becker Companies and the Discovery Land Company will be transporting the depot to its prime setting in downtown from its most recent location at the Polo Grounds on Bridge Road west of Federal Highway.

Hobe Sound is very fortunate to have the iconic depot still intact and in great condition. Most depots were arbitrarily destroyed when passenger service was no longer happening along the Florida east coast. Even many of the large architecturally remarkable depots were taken down.

When the depot originally left downtown Hobe Sound it was first "stolen" and headed to Tequesta. According to a newspaper article dated December 14, 1967, Howard Yochum of Melbourne was charged with grand larceny in the amount of \$5,000 for theft of the Hobe Sound depot. Apparently both the Jupiter depot and the Hobe Sound depot were purchased from Mr. Yochum, however, he did not own them to sell them. The Hobe Sound building was owned by Hobe Groves Ltd. Soon after, the depot was placed on the land at Hobe Groves off Bridge Road where it was used as an office. Later it was purchased by the Becker Companies and was used as a sales office for the proposed polo

community. Now the Becker Companies and the Discovery Land Company are generously donating it back to the people of Hobe Sound.

In days gone by train depots were the social hub of each community fortunate enough to be a stop on the passenger railway. Those depots received the incoming mail and packages as well as sending bags of mail on their way out of town. Families welcomed loved ones and visitors and woefully watched as others left home for college or new opportunities. Vacationers excitedly stepped off the train at their destination and left from there rested and sunburned. During war time, soldiers boarded trains waving to loved ones on the platform as the train pulled out of the station and returning soldiers were cause for great joyful welcomes. Railroad depots saw tears of joy, tears of sadness, hugs and kisses, excitement and despondency, anticipation and disappointment, a lifeline to the outside world.

The name of Henry Morrison Flagler is synonymous with Florida East Coast Railway. Flagler was a successful businessman who acquired his fortune in partnership with John D. Rockefeller in Standard Oil. Originally established in Cleveland, Ohio in 1867 they moved their headquarters to New York City in 1877.

Flagler traveled to Jacksonville, Florida in 1878 for the winter with his first wife, Mary who was very ill and advised by her doctor to seek a warmer climate. In 1881, two years after Mary died, Henry married Mary's former caregiver, Ida Alice Shourds, and the couple traveled to St. Augustine. Though Flagler found the city charming he also found the hotel facilities and transportation systems lacking. Being a shrewd businessman with vision he recognized Florida's potential to attract out-of-state visitors. He made a decision to give up his day-to-day involvement in Standard Oil, but remain on the board, and begin pursuing his interests in Florida.

In St. Augustine he built a modern depot facility, schools, hospitals, and churches, essentially revitalizing that historic city. He acquired several small railroads and eventually began building his own railroad down the length of the east coast of the peninsula. By the spring of 1889 his railroad system offered service from Jacksonville to Daytona. Along the way he built hotels and purchased several. In 1892 landowners south of Daytona petitioned him to extend 80 miles south and he began laying new tracks. He no longer purchased existing railroads and



1905 Train Depot Photo courtesy of Paula S. Cooper

continued on page 4 **1**

Welcome To Florida! (but there's a catch...)

I wonder how many of us, like myself, have on occasion looked around and appreciated Florida as our little piece of paradise? Miles of scenic rivers, the one-and-only everglades, gorgeous beaches of all shapes and sizes, and hordes of biting flies. Wait a minute...that doesn't sound right! But it would have been exactly what the early settlers in Florida wrote in their letters back home as they explored our State, and since this issue of *Turtle Times* focuses on the Hobe Sound Rail Station, it was mostly those railway passengers in the late 1800s and early 1900s who first got a taste of what it was really like to live in 'paradise' in the days before air conditioning and pest control. Florida's subtropical environment is ideal for insects, who get to stay active pretty much all year-round. It's even better for those that reproduce at or near fresh and brackish water, which



A mosquito and a no-see-um feeding on a human. Photo credit – By Dunpharlin – Own work, CC BY-SA 4.0, <https://commons.wikimedia.org/w/index.php?curid=58983161>

unfortunately for us includes mosquitoes and their tiny biting cousins we know so well as 'no-see-ums'. True flies, including mosquitoes and the like, are known taxonomically as Dipterans, which are characterized by only having one pair of wings (vs. bees, wasps, dragonflies etc. which have two pairs of wings). The other annoying feature is that many fly species, as adults, feed on blood, which they extract from their victims in more than one way. Mosquitoes famously draw blood via a tiny hypodermic needle, while the others boldly slice through flesh to get at least a little sip before they're swatted away, only to come back for more a few seconds later.

Although there are numerous species of mosquito in Florida, the most common belong to the genera *Aedes*, *Culex*, and *Anopheles*. You may have indirectly heard of *Aedes aegypti*, the disease-carrying species common to the Florida Keys whose numbers are being reduced via the introduction of sterile males into the population. We all know about *Culex nigripalpus*, the common house mosquito (thus the popularity of porch screening), and we're being actively protected from *Anopheles quadrimaculatus*, a major carrier of malaria, which has popped up again in Florida in recent years. For those who arrived in Hobe Sound via the Flagler Railway, nothing was worse than the hordes of black salt marsh mosquitoes (*Aedes taeniorhynchus*), a.k.a. the 'defender of the Everglades' that descended upon them as they emerged from their eggs en masse after rains flooded the coastal plains. So much so that in 1824, the area between Volusia and Palm Beach Counties was officially called Mosquito County! In extreme cases, they exceeded annoying and were capable of killing livestock through a combination of blood loss and suffocation, forcing people to wrap themselves in thick clothing and even take the advice of the natives and bury themselves in the sand.

If the mosquitoes themselves weren't bad enough, our predecessors and ourselves today also contend with equally-annoying little fellows known as the biting midges; a.k.a. 'no-see-ums' or more traditionally, 'punkies', which derived from a descriptively accurate Native American word for 'burning ashes'. These members of the genus *Culicoides* only grow to 1-3 mm, but pack a real punch! Easily slipping under the radar, these tiny flies use their mandibles to cut through skin to the underlying capillaries, take a drink, and move on. Their saliva is responsible for the immediate inflammatory response that causes the burning itch from their bites, but thankfully they aren't responsible for spreading disease. When I say 'predecessors', it's actually true, their remains have been found in tree amber (think Jurassic Park) that dates to 127 million years ago, so if it's any comfort, they've been annoying all varieties of creatures ever since the dinosaurs roamed the Earth.

Whether you can tell or not on a hot summer evening, the situation has substantially improved for us in Florida through both intentional and unintentional actions. On one hand, the rapid development of Florida's coastline has eliminated vast areas of mosquito-breeding wetlands, and on the other, targeted mosquito-control strategies (some better than others) have been in place for decades largely to protect us from disease. In fact, for those who like trivia, by far the most 'dangerous' creatures ever in the world to humans are mosquitos, who's disease carrying capabilities are responsible for the deaths of approximately half of all humans who have ever lived. Yet, to be fair, the lowly and harmless fruit fly has been the model laboratory organism for studies of genetics, development, and biomedical research for over 100 years, leading to four Nobel Prizes and the understanding of and treatments for numerous genetic disorders and even cancer. So, friend or foe, these incredibly successful creatures are here to stay, but be thankful you weren't aboard the train to Hobe Sound around 100 years ago!

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Submitted by Larry Wood, Ph.D.

Research Coordinator

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Is “The 60/40” Dead?

Reversion to the mean—(or running from it). For many investors “mean” describes how they felt this year when they opened their investment statement. In my experience many investors don’t look past the first page. Especially when their account value drops. For those who dared to venture beyond the first few pages they likely saw the simultaneous correction of the stock and bond markets, something not seen in more than 50 years according to a report from Swiss Bank Mirabaud. 2022 will join the ranks of 1931, 1941 and 1969 to end the calendar in simultaneous correction. Thankfully, these events are rare and have never happened in consecutive years.

This leads me to the mathematical concept, “reversion to the mean”. Theoretically when a system of numbers departs from a long-standing pattern eventually the system will return to its normal range. In other words, an extreme event is likely to be followed by a less extreme event. In this case the long-standing pattern can best be described by Barry Gilbert, asset allocation strategist for LPL Financial. Since 1976, the S&P 500 has had a negative calendar year return eight times. Each of those eight times, the US Aggregate Bond Index was higher, with an average total return of 6.7%, said Barry in an interview with Market Insider.

In the world of portfolio management “the 60/40” is shorthand for 60% in stocks and 40% in bonds. This asset allocation appears to have the right blend of opportunity and risk management for many moderate investors. Countless reams of paper have been sacrificed to printers throughout the investment community with studies focusing on the historical performance of the balanced portfolio. Namely, “the 60/40”. Vanguard posted on their website (yay, save the trees) the “historical index risk/return (1926-2019)” of several different allocations. The unescapable conclusion is that adding bonds to your stock portfolio reduces risk. For the most

part, this didn’t work in 2022. Meera Pandit, Global Market Strategist with J.P. Morgan Asset Management also asked, “is the 60/40 dead?”. She writes, “Since 1980, there have been nine instances in which the 60/40 fell more than 10% within a given year.” She also noted that “In eight of the nine instances, returns the following calendar year were positive, with an average return of over 17%. In the final analysis I believe “the 60/40” is not dead, it was sick and on the mend.

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Our History is a Treasure: Chapter Twenty *continued from page 1*

merged all prior acquisitions into his growing railway system. He obtained a charter from the State of Florida authorizing him to build a railroad along the Indian River to Miami. With the progression southward, towns such as New Smyrna and Titusville sprung up along the way. By 1894, Flagler's railroad reached West Palm Beach.

It was in 1895 that the name of the railroad changed from Jacksonville, St. Augustine, and Indian River Railway Company to Florida East Coast Railway Company, known today as the "FEC." Miami was reached on April 15, 1896, and the first passenger train arrived one week later on April 22, 1896. At that time Miami was a small settlement of fewer than 50 inhabitants.

The Hobe Sound station was opened sometime in 1894. Many towns in Florida and across the country had similar depot buildings to the one constructed in Hobe Sound. Its style of architecture, used all around the country, is referred to as "Small-town depot." It is not clear who the actual architect of this style was. According to FEC Railway Company Historian, Professor Seth H. Bramson, those depots, for the most part were constructed by crews that were housed on "work trains." The work train would come to a town with "gangs" living in the specialized cars. Onboard were "Carpenter Gangs," "Tool Gangs," "Paint Gangs," Foremen and Cooks. Once the carpenter gangs completed their portion, the paint gangs would

paint the depot with whatever color paint they had on hand – most often the choices were brown, white, gray, or "Flagler Yellow." Some early photos of the Hobe Sound depot make it appear to originally have been either the gray or the brown, with white trim.

In his book, *A Different Vision*, Nathaniel Reed reports that as early as 1907 the Indian River Association, developers of the first infrastructure necessary for Jupiter Island to flourish for residential purposes, "built the Pine Ridge Inn atop the sand ridge near where the water plant is today. The Pine Ridge Inn overlooked the Hobe Sound depot and provided accommodations for travelers arriving by train. Visiting businessmen and potential investors might well rub elbows there."

And we wonder how many other railroad stations had the privilege afforded the Jupiter Island residents – again, according to Nat Reed in *A Different Vision*, "The management of the East Coast Railroad had a direct line to the Jupiter Island Club operator to handle arrivals and departures from the Hobe Sound Station. The train's engineer was notified in advance of the need to stop at the Hobe Sound Station, but to be safe, the Station Manager was informed by teletype and a telephone call that the incoming train north/south was on its way. The manager put on his impressive hat, took a red flag, and walked a hundred yards





Photo by Professor Seth H. Bramson, May 17, 1966

down or up the track to wave down the approaching train." Reed's impression was that, " Sometimes it would seem the train would never stop, but by slamming on the brakes, the squealing train would stop opposite the station." (According to Professor Bramson that would not have been possible without tossing passengers about in the cars.) Reed continued, that once the train stopped "the porters would move passengers to their compartments and staterooms."

In his book, Reed also related that during the early part of World War II train loads of troops arrived in Hobe Sound in order to attend the RADAR training at Camp Murphy located in what is now Jonathan Dickinson State Park. The troops were trained and then sent to all corners of the world. (See *Turtle Times* History Chapter 3, Volume 1, #6 at www.hobesoundbeachshop.com for more information on Camp Murphy.)

Suzanne Diamond Martin related the following for the *Turtle Times* article about Diamond Transfer: her father, Jim Diamond, would meet the trains coming through Hobe Sound to pick up or drop off passengers and take them to and from their destinations. Hobe Sound was considered a "Whistle Stop," and

trains only stopped if there was a passenger needing to get off there or needing to get on. If there was a passenger waiting to get on, they would wave a lantern to let the engineer know to stop for a pickup. (See *Turtle Times* History Chapter 17, Volume 3, #5 at www.hobesoundbeachshop.com for more information on Diamond Transfer)

The trains carried the mail and if they didn't have to stop for a passenger, they would toss the mail bag onto the platform as they rolled on by, and bags of mail to be picked up were hung on an arm over the tracks and a hook would reach out from the Railway Post Office Car while it was moving and grab it.

Beginning on January 22, 1963, a strike began on the FEC. With the ever-expanding airline availability and sometimes-violent

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labor unrest by union members, passenger service was ended at that time. From then until now the FEC has been a freight-only service with just a single track. That has changed however, as in the last couple of years a new line of track is being installed in order to transport passengers from Miami's ship ports and airports to Orlando. The new Brightline trains will be high speed with only a few stops along the way between the ports and the amusement parks in Orlando, but passengers will once again be traveling the east coast of Florida by rail!

Our own Hobe Sound Depot, along with the preserved and restored Apollo School, will proudly stand as reminders of the foundation of this beautiful community, as reminders of the families and visionaries who saw the extraordinary potential of what nature has provided here and who have done so much to preserve its beauty and integrity for us and for future generations.

Thank you for input and information to Author, Historian, and Florida East Coast Railway Expert, Seth H. Bramson aka Mr. FEC. He is the only person in the country who bears the official title of company historian with an American railroad. Professor Bramson is America's single most-published Florida history book author and America's senior collector of Florida East

Coast Railway, Florida transportation memorabilia, Miami memorabilia, and Floridiana, having been collecting for 65 years. This collection of FEC Railway and Florida transportation memorabilia is the largest in the world: it is larger than the state museum's collection (of like items, of course, not their entire collection) and larger than the Flagler Museum's collection, the same disclaimer applying. His collection has one and a half MILLION individual pieces.

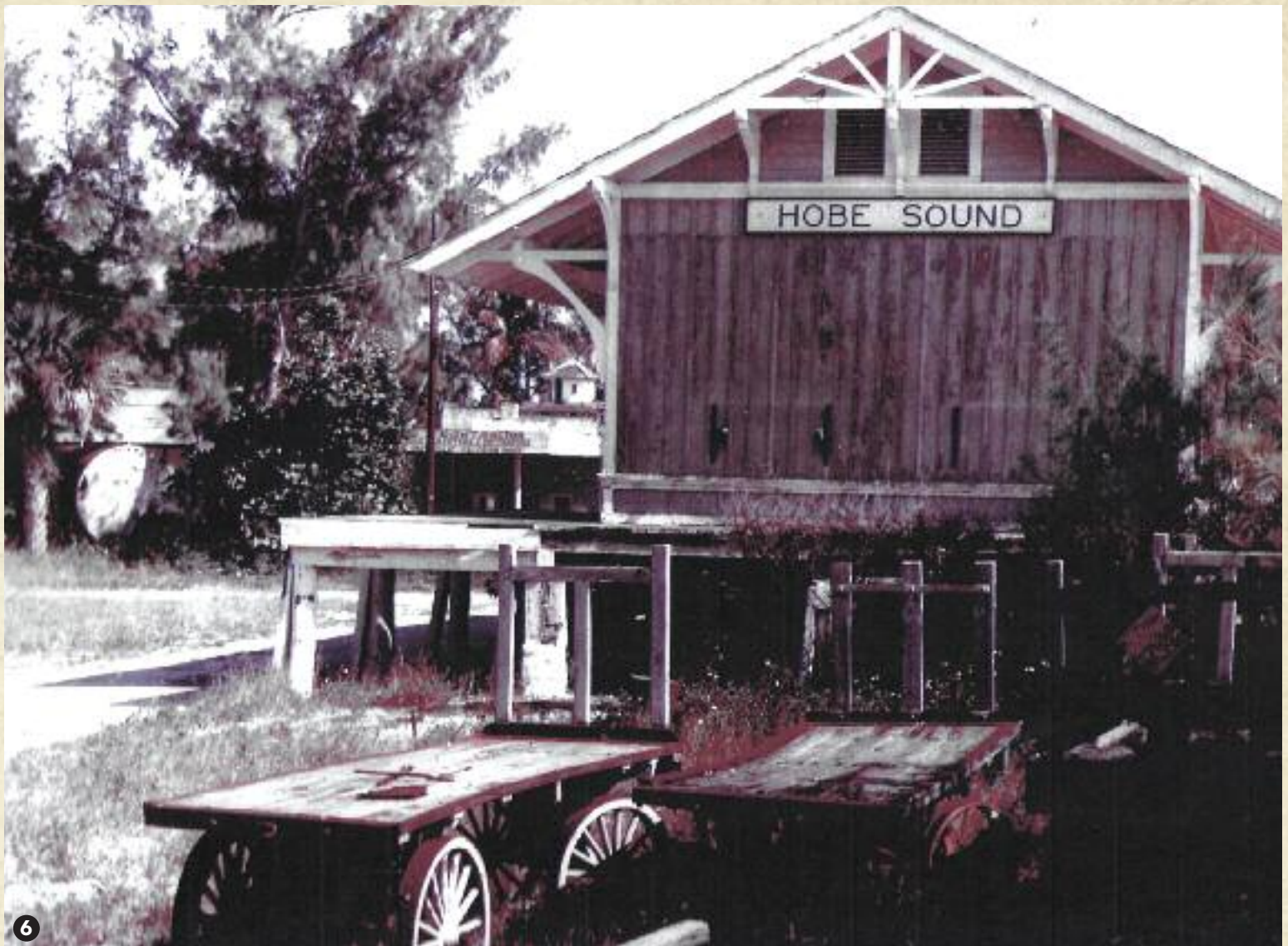
Thank you to the Hobe Sound Historical Society for their input and cooperation in preparing this article.



Drawn profile portrait of Henry Morrison Flagler. Courtesy of the State Library and Archives of Florida.

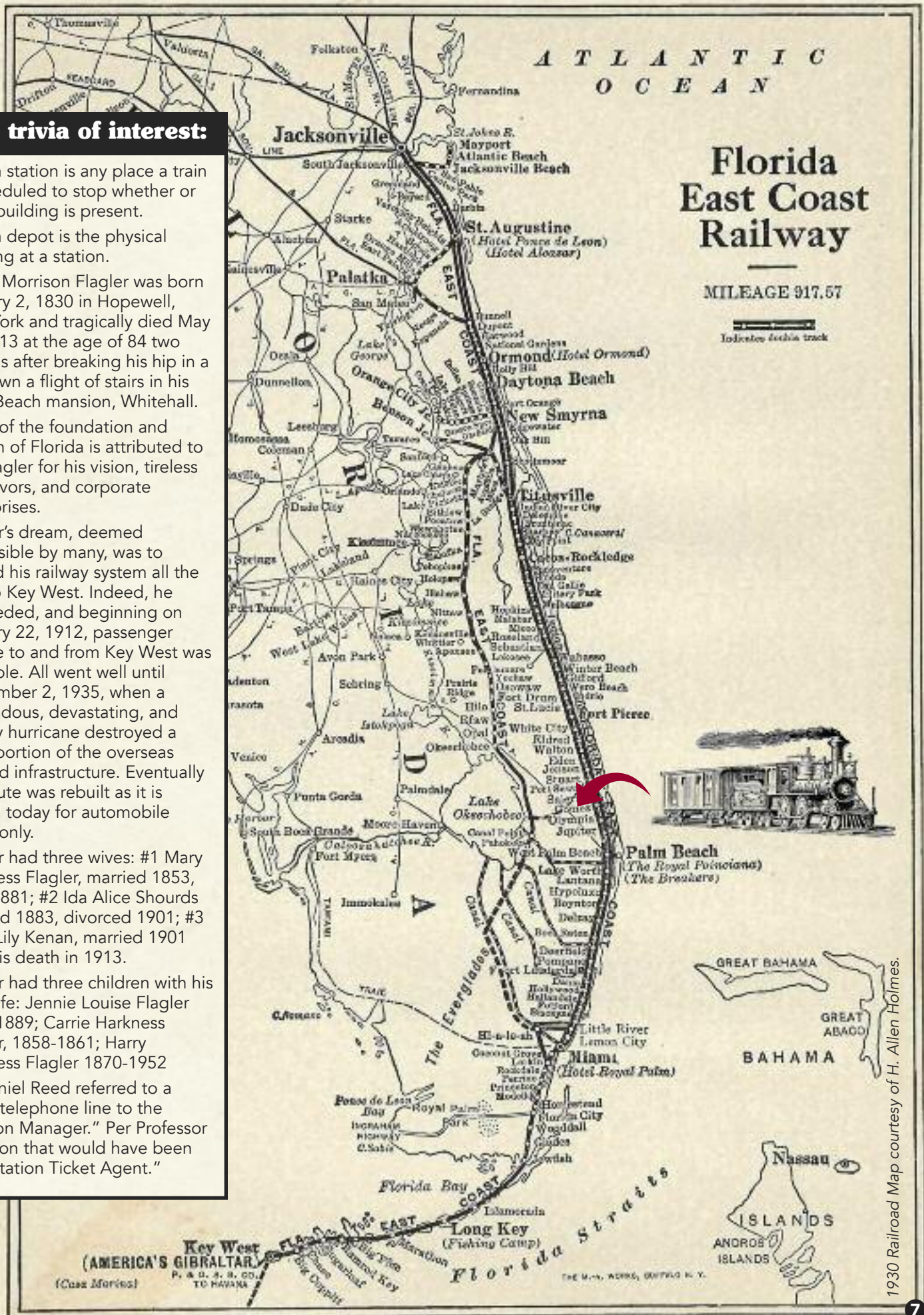
Learn more

To learn more about our returning Hobe Sound Depot, be sure to visit the Hobe Sound Historical Society tent at the south end of the Hobe Sound Festival of the Arts located on the actual site where the depot will be placed when it arrives back in our community. Also see their Facebook page at Hobe Sound Historical Society or email your questions to hobesoundhistoricalsociety@gmail.com.



Some trivia of interest:

- A train station is any place a train is scheduled to stop whether or not a building is present.
- A train depot is the physical building at a station.
- Henry Morrison Flagler was born January 2, 1830 in Hopewell, New York and tragically died May 20, 1913 at the age of 84 two months after breaking his hip in a fall down a flight of stairs in his Palm Beach mansion, Whitehall.
- Much of the foundation and growth of Florida is attributed to Mr. Flagler for his vision, tireless endeavors, and corporate enterprises.
- Flagler's dream, deemed impossible by many, was to extend his railway system all the way to Key West. Indeed, he succeeded, and beginning on January 22, 1912, passenger service to and from Key West was available. All went well until September 2, 1935, when a horrendous, devastating, and deadly hurricane destroyed a large portion of the overseas railroad infrastructure. Eventually the route was rebuilt as it is known today for automobile traffic only.
- Flagler had three wives: #1 Mary Harkness Flagler, married 1853, died 1881; #2 Ida Alice Shourds married 1883, divorced 1901; #3 Mary Lily Kenan, married 1901 until his death in 1913.
- Flagler had three children with his first wife: Jennie Louise Flagler 1855-1889; Carrie Harkness Flagler, 1858-1861; Harry Harkness Flagler 1870-1952
- Nathaniel Reed referred to a direct telephone line to the "Station Manager." Per Professor Bramson that would have been the "Station Ticket Agent."



Hello Hobe Sound! Happy New Year!

As a Hobe Sound resident, I am surprised at the growth little Hobe Sound is experiencing right now. It is unbelievable! It seems like every spare lot on US 1 is being sold and built upon. (I know that's not true) However, I see new gas stations, new car wash, new restaurants and multifamily housing complexes.

When my wife, Jan, and I moved to Florida over 25 years ago from Vermont we thought Hobe Sound reminded us of the small towns there! Surprise! It won't be long before Hobe Sound will be just like the rest of Florida to the south of us.

Being a Realtor does give me a wider picture of many styles of homes and of where I could live. However, Hobe Sound still has not lost its charm for me. My wife of 58 years and I Love Hobe Sound. It has spirit and happiness abounding. We have beautiful accessible beaches, friendly local merchants, good schools, and lots of churches to choose from making it still a great place to call home.

As a real estate investment Hobe Sound is as good as it gets. The property values appreciate and because of limited supply will continue to increase in value for 2023.

My New Year's wish is for everyone to stay calm and steadfast in your beliefs and steady the course as Hobe Sound becomes more developed, and remember, "Nothing will deter the small town Spirit Hobe Sound still has!" Imagine, our train depot is coming back. A great reminder of the roots of this amazing community.

In 2023 after a slower start, Realtor.com predicts that home prices in South Florida will grow by about 3.4% next year, while CoreLogic suggests that the average price growth for single-

family homes will be about 8%. Zillow predicts that home prices will grow about 1% next year.

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Chapter 20 Crossword

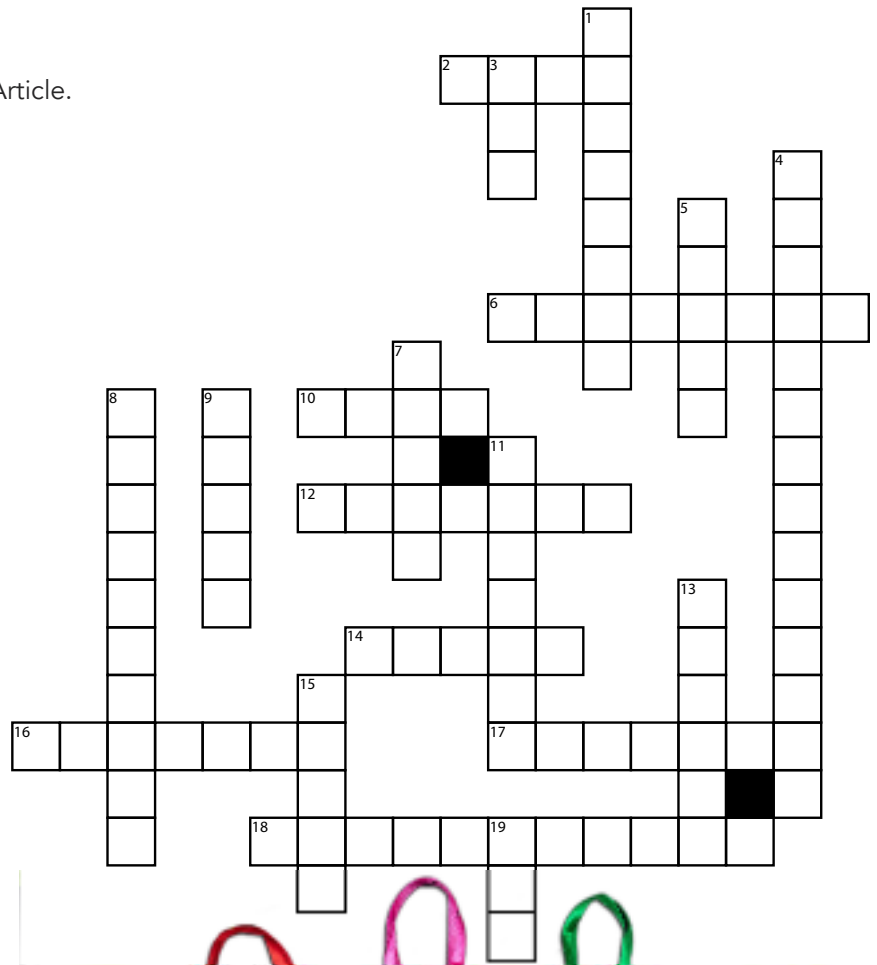
Hint: All Answers Can be Found in the *Chapter Twenty* Article.

Across

2. The Hobe Sound Depot has been located on what grounds?
6. Henry Flagler's middle name.
10. The Hobe Sound Depot was most likely painted brown or ?
12. The Transfer company carrying passengers to and from the train depot.
14. How many wives did Henry Flagler have?
16. Hobe Sound was considered what type of "Stop" on the railroad?
17. A train stop with or without a building is called a ?
18. Flagler's first partner was Mr. John D. ?

Down

1. Train loads of who arrived for training in Hobe Sound.
3. Flagler made his first fortune in a company called Standard ?
4. The Pine Ridge Inn provided what for travelers?
5. What color was the trim on the Hobe Sound Depot?
7. What type of training was offered at Camp Murphy?
8. Mr. Reed referred to the "Station Manager's" hat as what?
9. The workers who built the depots were called ?
11. Who moved passengers to their compartments and staterooms?
13. What action led to the demise of passenger service in 1963?
15. Returning to downtown Hobe Sound is the ?
19. Seth Bramson, railroad expert, is known as Mr. ?



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Thursday, February 16, 2023 — Alfred Miller, Jr. *Growing up in Hobe Sound*— Alfred Miller, Jr. is a native of Hobe Sound. The Miller family has lived in the Hobe Sound community since the early period of Hobe Sound's initial existence. Alfred grew up in the Banner Lake community and attended Dunbar Elementary, graduating from Martin County High School and Bethune Cookman University in 1977. Alfred has been employed by the State of Florida for over 35 years. He has lived a life of service, providing assistance to youth and adults in the criminal justice system. He possesses a keen knowledge of the area's history.

Thursday, March 16, 2023 — Michael J. Tougias *Extreme Survival*— Lessons from those who have triumphed against all odds. We are pleased to welcome back Michael J. Tougias, a NY Times bestselling author and co-author of 29 books. He enjoys the challenge of writing all types of books and has won awards for books in the humor, young adult and history categories. When he is not writing, he is either fishing on the ocean or trout fishing in northern rivers. He splits his time between Florida, Massachusetts and Vermont.

Thursday, April 20, 2023 — FAU Harbor Branch *Ocean Health: Human Health*— Discussion on the impacts of climate change.

Speeches begin at 7:00 pm at the Historic Apollo School, 9141 S.E. Apollo Street, Hobe Sound.

Tickets are \$10 per person and are available at the door or, in advance, at www.apolloschool.org. If paying at the door, reservations at apolloschoolfoundation@aol.com are requested

Please Note: All speakers are subject to change or cancellation.

Chapter Twenty Answers

Across

2. The Hobe Sound Depot has been located on what grounds? POLO
6. Henry Flagler's middle name. MORRISON
10. The Hobe Sound Depot was most likely painted brown or ? GRAY
12. The Transfer company carrying passengers to and from the train depot. DIAMOND
14. How many wives did Henry Flagler have? THREE
16. Hobe Sound was considered what type of "Stop" on the railroad? WHISTLE
17. A train stop with or without a building is called a ? STATION
18. Flagler's first partner was Mr. John D. ? ROCKEFELLER

Down

1. Train loads of who arrived for training in Hobe Sound? SOLDIERS

A little Trivia from Dictionary.com:

jamboree [jam-buh-ree] noun

any large gathering with a partylike atmosphere.

On February 4th & 5th the 22nd Hobe Sound Festival of the Arts turns Old Dixie Highway into an exciting JAMBOREE. It's a fun time you don't want to miss! In addition to the main JAMBOREE local shops and restaurants will be open to offer even more excitement to the weekend fun. The Hobe Sound Beach Shop will have some great festival sales as well as special guests exhibiting as well. Be sure to stop by. You'll be glad you did!

3. Flagler made his first fortune in a company called Standard ? OIL
4. The Pine Ridge Inn provided what for travelers? ACCOMMODATIONS
5. What color was the trim on the Hobe Sound Depot? WHITE
7. What type of training was offered at Camp Murphy? RADAR
8. Mr. Reed referred to the "Station Manager's" hat as what? IMPRESSIVE
9. The workers who built the depots were called ? GANGS
11. Who moved passengers to their compartments and staterooms? PORTERS
13. What action led to the demise of passenger service in 1963? STRIKE
15. Returning to downtown Hobe Sound is the ? DEPOT
19. Seth Bramson, railroad expert, is known as Mr. ? FEC



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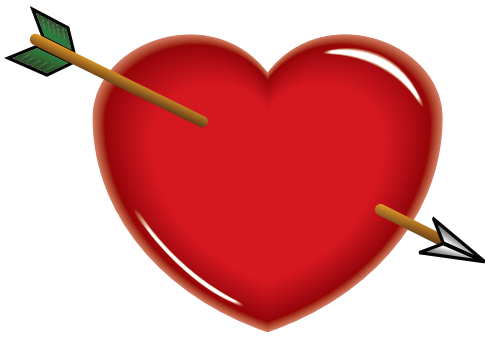
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Society tent featuring information about
the train depot coming back to town.

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