Henry Flagler’s Successes and Impact on Florida’s Development and Economy
By Kim Allen (Churchwell Elementary) and Jonna Luce (Dixieland Elementary)

I. Lesson Summary

Summary

When Henry Morrison Flagler visited St. Augustine on his honeymoon in 1883, he fell in love with the ancient city. Because of its lack of a good hotel, though, Flagler knew that others would never visit the area. So Flagler decided to spend his own vast fortune to build a world-class resort and a railroad to bring people from as far away as New York City. Thus began Florida’s tourism industry and the subsequent buildup of the Sunshine State’s east coast.

This lesson will serve to introduce students to the accomplishments and successes of Henry M. Flagler. After a brief overview of Henry Flagler, students will use provided informational materials to read, summarize and answer study questions. Students will rotate in groups until all stations are completed. In the rotation, students will also practice using map skills when they are given directions to The Henry Morrison Flagler Museum located in Palm Beach, Florida. Students will keep all information and work in a notebook / folder which will be available for use during the concluding assessment. Students will conclude the study on Henry Flagler by visiting various websites provided. Students will write letters to either The Henry Flagler Museum or Flagler College. The underlying purpose of this lesson is to teach students how to read for understanding, locate information, and summarize effectively.

Objectives

Students will:

1.) learn background information about Henry Flagler;
2.) learn about the effect Henry Flagler had on Florida’s economy;
3.) locate information from printed materials using effective reading strategies;
4.) answer questions provided in study guide notebook for each topic;
5.) locate the Henry Flagler Museum using directions provided;
6.) complete a Flow Map/Time line of Henry Flagler’s life;
7.) complete assessment with 85% accuracy.

U.S. History Event or Era

Late 1800’s to turn of the century (1900) in FL; rise of the railroads

Grade Level

This lesson can be used with upper elementary grades and modified for higher-grade levels by having students independently complete the research and present reports.

Materials

Day 1: Notebook/folder for students to take notes and answer study guides. Chart paper for KWL chart.

Day 2: Five different topics selected from Internet sites provided, copies of the articles for each person in the group. (Suggest no more than 5 per group)

*Road maps of Florida, list of Internet sites for students to visit, maps of Florida, overhead projector markers, mailing addresses for The Henry Flagler Museum and Flagler College, envelopes

Lesson Time

Eight to nine days should be adequate time for the completion of this study. This would be using 30-45 minute time blocks.
II. Lesson Procedures

Procedures
Teacher Prep:
(a) Compile study notebooks with study guide for each topic;
(b) Arrange classroom setting to accommodate 5 learning center groups;
(c) Pre-arrange students into 5 cooperative groups of 5 students each;
(d) Select topics and print information off of Internet; and
(e) Contact local AAA office and see about a donation of a class set of maps or enough for one group to use (the maps should be laminated to reuse).

Day 1: Overview of Henry Flagler
*The teacher will use chart paper to develop KWL chart, or make an overhead transparency of the master KWL chart included with this lesson in the “Activities” section. The teacher will prompt students with questions that concentrate on the railroad and Henry Flagler. The teacher then will give a short summary of Henry Flagler, and explain procedures for the learning center groups and note-taking folder.

Day 2 thru Day 6: Begin group learning centers with notebooks. Teacher facilitates student comprehension and time on task.
Group 1: Biography of Henry Flagler
Group 2: History of the East Coast Railway
Group 3: City of St. Augustine and Ponce de Leon
Group 4: “Map it;” Locating the Henry Morrison Flagler Museum from directions provided.*
   Can use other hotels that Henry founded.
Group 5: Flow Map/timeline of Henry Flagler’s life (have students include illustrations).

• Note: The intention of this lesson’s creators is to use Map Quest for directions. The teacher gets directions to Museum by typing in school address and Museum address as though the class was taking a field trip from the school to the museum. The maps are laminated so students can trace the route taken with a transparency pen and then have teacher check for correctness.

Day 7: Review study guide answers and generate class discussion. Complete KWL chart.

Day 8: Assessment: FCAT Writing Prompt format (Students may use their study guides)
*Henry Flagler was a successful railroad man and had a great impact on Florida’s economy and development. Before you begin writing, think about his effect on Florida. Now explain to the reader of your paper how he impacted Florida.

Day 9: (Optional) Do class tour of Flagler College and Henry Morrison Flagler Museum. (Can be done in the computer lab or on EIKI projector in the classroom) Homework: Students will write a letter to the College or Museum.

MailingAddresses:

Flagler College One Whitehall Way
74 King St. P.O. Box 969
St. Augustine, FL 32084 Palm Beach, FL 33480
III. Activities

**Henry M. Flagler KWL Chart**

<table>
<thead>
<tr>
<th>What Do You Know?</th>
<th>What Do You Want to Learn?</th>
<th>What Did You Learn?</th>
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</thead>
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Henry Morrison Flagler was born on January 2, 1830 in Hopewell, New York to Reverend Isaac and Elizabeth Caldwell Harkness Flagler. At the age of 14, after completing the eighth grade in 1844, Flagler decided to move to Bellevue, Ohio, where he found work in the grain store of L.G. Harkness and Company at a salary of $5 per month, plus room and board. By 1849, Flagler was promoted to sales staff of the company at a salary of $400 per month.

Flagler became a partner in the newly organized D. M. Harkness and Company with his half-brother, Dan Harkness in 1852. The following year, on November 9, he married Mary Harkness. On March 18, 1855, their first child, Jennie Louise, was born. Jennie Louise lived until 1889, when at the age of 34, she died following complications from child birth. A second child, Carrie, was born on June 18, 1858. She died three years later. On December 2, 1870, the Flaglers’ only son, Harry Harkness Flagler, was born.

Flagler founded the Flagler and York Salt Company, a salt mining and production business in Saginaw, Michigan in 1862 with his brother-in-law Barney York. By 1865, the end of the Civil War caused a drop in the demand for salt and the Flagler and York Salt Company collapsed. Heavily in debt, Flagler returned to Bellevue, Ohio. He had lost his initial $50,000 investment and an additional $50,000 he had borrowed from his father-in-law and Dan Harkness.

The next year Flagler reentered the grain business as a commission merchant. Flagler had become acquainted with John D. Rockefeller, who worked as a commission agent with Hewitt and Tuttle for the Harkness Grain Company. By the mid-1860s, Cleveland had become the center of the oil refining industry in America and Rockefeller left the grain business to start his own oil refinery. In 1867, Rockefeller, needing capital for his new venture, approached Flagler. Flagler obtained $100,000 from a relative on the condition that Flagler be made a partner. A Rockefeller, Andrews and Flagler partnership was formed with Flagler in control of Harkness’ interest.

On January 10, 1870, the Rockefeller, Andrews and Flagler partnership emerged as a joint-stock corporation named Standard Oil, and by 1872, Standard Oil led the American oil refining industry, producing 10,000 barrels per day. Five years later Standard Oil moved its headquarters to New York City, and the Flaglers moved to their new home at 509 Fifth Avenue in New York City.

By 1878, Flagler’s wife, who had always struggled with health problems, was very ill. On advice from Mary’s physician, she and Flagler visited Jacksonville, Florida for the winter. Mary’s illness grew worse, however, and she died on May 18, 1881 at age 47. Two years after Mary’s death, Flagler married Ida Alice Shourds. Soon after their wedding, the couple traveled to St. Augustine, Florida, where they found the city charming, but the hotel facilities and transportation systems inadequate. Flagler recognized Florida’s potential to attract out-of-state visitors. Though Flagler remained on the Board of Directors of Standard Oil, he gave up his day-to-day involvement in the corporation in order to pursue his interests in Florida. He returned to St. Augustine in 1885 and began construction on the 540-room Hotel Ponce de Leon. Realizing the need for a sound transportation system to support his hotel ventures, Flagler purchased the Jacksonville, St. Augustine & Halifax Railroad, the first railroad in what would eventually become the Florida East Coast Railway.

The Hotel Ponce de Leon opened January 10, 1888 and was an instant success. Two years later, Flagler expanded his Florida holdings. He built a railroad bridge across the St. Johns River to gain access to the southern half of the state and purchased the Hotel Ormond, just north of Daytona. His personal dedication to the state of Florida was demonstrated when he began construction on his private residence, Kirkside, in St. Augustine.

Flagler completed the 1150-room Royal Poinciana Hotel on the shores of Lake Worth in Palm Beach and extended his railroad to West Palm Beach by 1894. The Royal Poinciana Hotel was at the time the largest...
wooden structure in the world. Two years later, Flagler built the Palm Beach Inn (renamed The Breakers in 1901) overlooking the Atlantic Ocean in Palm Beach.

Flagler originally intended for West Palm Beach to be the terminus of his railroad system, but during 1894 and 1895, severe freezes hit the area, causing Flagler to rethink this original decision. Sixty miles south, the town today known as Miami was reportedly unharmed by the freeze. To further convince Flagler to continue the railroad to Miami, he was offered land from private landowners, the Florida East Coast Canal and Transportation Company, and the Boston and Florida Atlantic Coast Land Company, in exchange for laying rail tracks.

Flagler's railroad, renamed the Florida East Coast Railway in 1895, reached Biscayne Bay by 1896. Flagler dredged a channel, built streets, instituted the first water and power systems, and financed the town's first newspaper, the Metropolis. When the town incorporated in 1896, its citizens wanted to honor the man responsible for its growth by naming it "Flagler." He declined the honor, persuading them to use an old Indian name, "Miami". In 1897, Flagler opened the exclusive Royal Palm Hotel in Miami.

Flagler's second wife, Ida Alice, had been institutionalized for mental illness since 1895. In 1901, the Florida Legislature passed a bill that made incurable insanity grounds for divorce, opening the way for Flagler to remarry. On August 24, 1901, Flagler married Mary Lily Kenan and the couple soon moved into their Palm Beach estate, Whitehall. Built as a wedding present to Mary Lily in 1902 by architects John Carrere and Thomas Hastings, Whitehall was a 60,000 square foot, 55-room winter retreat that established the Palm Beach season for the wealthy of America's Gilded Age.

By 1905, Flagler decided that his Florida East Coast Railway should be extended from Biscayne Bay to Key West, a point 128 miles past the end of the Florida peninsula. At the time, Key West was Florida's most populated city and it was also the United States' closest deep water port to the canal that the U.S. government proposed to build in Panama. Flagler wanted to take advantage of additional trade with Cuba and Latin America as well as the increased trade with the west that the Panama Canal would bring. In 1912, the Florida Overseas Railroad was completed to Key West.

In 1913, Flagler fell down a flight of stairs at Whitehall. He never recovered from the fall and died of his injuries on May 20 at 84 years of age. He was buried in St. Augustine alongside his daughter, Jennie Louise and first wife, Mary Harkness.

Discussion Questions

1. Henry Flagler was born on ____________________, in _________________, New York.

2. What was Henry's first job and how much money did he earn?

   _______________________________________________________________________________________
   _______________________________________________________________________________________
   _______________________________________________________________________________________
   _______________________________________________________________________________________

3. Explain what happened to the Flagler and York Salt Company?

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   _______________________________________________________________________________________
   _______________________________________________________________________________________
   _______________________________________________________________________________________

4. Who were the three partners in the Standard Oil Corporation in 1879?

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   _______________________________________________________________________________________
   _______________________________________________________________________________________
   _______________________________________________________________________________________

5. What was Henry's purpose of visiting Jacksonville?

   _______________________________________________________________________________________
   _______________________________________________________________________________________
   _______________________________________________________________________________________
   _______________________________________________________________________________________

6. What city did Henry visit on his next trip to Florida and what was it lacking according to Henry?

   _______________________________________________________________________________________
   _______________________________________________________________________________________
   _______________________________________________________________________________________
   _______________________________________________________________________________________
7. In 1885 Flagler purchased the Jacksonville, St. Augustine & Halifax railroad. Explain his reasoning behind this decision.

_______________________________________________________________________________________
_______________________________________________________________________________________
_______________________________________________________________________________________
_______________________________________________________________________________________

8. What was the name of Henry’s first hotel he opened? What year was this?

_______________________________________________________________________________________

9. Henry continued to expand his railroad to the following four places.
   a. ________________________________
   b. ________________________________
   c. ________________________________
   d. ________________________________

10. What name did the railroad take on in 1895?

_______________________________________________________________________________________

11. Describe the wedding gift Mary Lily received in 1901 when she married Henry Flagler.

_______________________________________________________________________________________
_______________________________________________________________________________________
_______________________________________________________________________________________

12. Explain Flagler’s reasoning in extending the railroad to Key West?

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_______________________________________________________________________________________

13. Henry died on _______________________ from _________________________________.

14. Do you think Henry Flagler was a generous man? Support your answer with details from the article.

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History of the Florida East Coast Railway

In 1912, a proud Henry Flagler rode the first train into Key West, marking the completion of the Florida East Coast (FEC) Railway's overseas railroad connection to Key West and the linkage by railway of the entire east coast of Florida. The FEC was the product of Flagler's resources and imagination. Flagler's construction of hotels at points along the railroad and his development of the agricultural industry through the Model Land Company established tourism and agriculture as Florida's major industries. Amazingly, Flagler accomplished these feats after retiring from his first career. Flagler had already founded the vast empire of Standard Oil with partners John D. Rockefeller and Samuel Andrews, before becoming interested in Florida.

When Flagler first visited Florida in 1878, he recognized the state's potential for growth but noticed a lack of hotel facilities. Flagler returned to Florida and in 1885 began building a grand St. Augustine hotel, the Hotel Ponce de Leon. Flagler realized that the key to developing Florida was a solid transportation system and consequently purchased the Jacksonville, St. Augustine & Halifax Railroad. He also noticed that a major problem facing the existing Florida railway systems was that each operated on different gauge systems, making interconnection impossible. Shortly after purchasing the Jacksonville, St. Augustine & Halifax Railroad, he converted the line to a standard gauge.

The Jacksonville, St. Augustine & Halifax Railroad served the northeastern portion of the state and was the first railroad in what would eventually become the Florida East Coast Railway Company. Before Flagler bought the organization, the railroad stretched only between South Jacksonville and St. Augustine and lacked a depot sufficient to accommodate travelers to his St. Augustine resorts. Flagler built a modern depot facility as well as schools, hospitals and churches, systematically revitalizing the largely abandoned historic city.

Flagler next purchased three additional existing railroads: the St. John's Railway, the St. Augustine and Palatka Railway, and the St. Johns and Halifax Railroad so that he could provide extended rail service on standard gauge tracks. Through the operation of these three railroads, by spring 1889 Flagler's system offered service from Jacksonville to Daytona. Continuing to develop hotel facilities to entice northern tourists to visit Florida, Flagler bought and expanded the Hotel Ormond, located along the railroad's route north of Daytona.

Beginning in 1892, when landowners south of Daytona petitioned him to extend the railroad 80 miles south, Flagler began laying new railroad tracks; no longer did he follow his traditional practice of purchasing existing railroads and merging them into his growing rail system. Flagler obtained a charter from the state of Florida authorizing him to build a railroad along the Indian River to Miami and as the railroad progressed southward, cities such as New Smyrna and Titusville began to develop along the tracks.

By 1894, Flagler's railroad system reached what is today known as West Palm Beach. Flagler constructed the Royal Poinciana Hotel in Palm Beach overlooking Lake Worth. He also built The Breakers Hotel on the ocean side of Palm Beach, and Whitehall, his private 55-room, 60,000 square foot winter home. The development of these three structures, coupled with railroad access to them, established Palm Beach as a winter resort for the wealthy members of America's Gilded Age.

Palm Beach was to be the terminus of the Flagler railroad, but during 1894 and 1895, severe freezes hit the area, causing Flagler to rethink his original decision not to move the railroad south. To further convince Flagler to continue the railroad to Miami, he was offered land from private landowners, the Florida East Coast Canal and Transportation Company, and the Boston and Florida Atlantic Coast Land Company in exchange for laying rail tracks.
In September 1895, Flagler’s system was incorporated as the Florida East Coast Railway Company and by 1896, it reached Biscayne Bay, the largest and most accessible harbor on Florida’s east coast. To further develop the area surrounding the Miami railroad station, Flagler dredged a channel, built streets, instituted the first water and power systems, and financed the town’s first newspaper, the *Metropolis*. When the town incorporated in 1896, its citizens wanted to honor the man responsible for the city’s development by naming it, “Flagler.” He declined the honor, persuading them to keep the city’s old Indian name, “Miami.”

Never one to rest on his laurels, Flagler next sought perhaps his greatest challenge: the extension of the Florida East Coast Railway to Key West, a city of almost 20,000 inhabitants located 128 miles beyond the end of the Florida peninsula. Flagler became particularly interested in linking Key West to the mainland after the United States announced in 1905 the construction of the Panama Canal. Key West, the United States’ closest deep-water port to the Canal, could not only take advantage of Cuban and Latin America trade, but the opening of the Canal would allow significant trade possibilities with the west.

The construction of the overseas railway required many engineering innovations as well as vast amounts of labor and monetary resources. At one time during construction, four thousand men were employed. During the seven-year construction, five hurricanes threatened to halt the project. Despite the hardships, the final link of the Florida East Cost Railway was completed in 1912, the year before Flagler’s death.

Linking the entire east coast of Florida, a state that at the time was largely an uninhabited frontier, demanded a great deal of foresight and perseverance. Nearly a century later, the effects of Henry Flagler’s incredible accomplishments can still clearly be seen throughout Florida.

**Discussion Questions**

1. The Florida East Coast Railway made its overseas connection with ________________ in the year ________________.

2. Flagler realized that the key to developing Florida was going to be:
   _______________________________________________________________________
   _______________________________________________________________________
   _______________________________________________________________________

   Thus, he purchased:
   _______________________________________________________________________

3. Henry realized there was a problem with the way the railway systems operated. What did he do to make this system better?
   _______________________________________________________________________
   _______________________________________________________________________
   _______________________________________________________________________

4. The St. Augustine and Halifax River Railway served which portion of the state?
   _______________________________________________________________________

5. What were the three railways that Flagler purchased after the St. Augustine and Halifax Railways?
   _______________________________________________________________________
   _______________________________________________________________________
   _______________________________________________________________________

6. The purchase of these railways provided transportation from Jacksonville to _________________.

7. Henry’s railways were in demand. The petition of Daytona and the 80 mile extension south prompted Henry to give up his traditional way of purchasing existing railways and do what?
   _______________________________________________________________________
   _______________________________________________________________________
8. By 1894 which modern day city did the railroad extend to?

9. In Flagler’s decision to continue the railroad to Miami, he gained land from: ____________________________________________________ and ____________________________________________________

10. In 1895 the railroad became known as: ____________________________________________________

11. What was Flagler’s greatest challenge?

12. When was his challenge completed?

13. In a short paragraph, explain how Henry Flagler impacted Florida’s economy and growth? (Make sure to include his accomplishments)

The City of St. Augustine

St. Augustine represents the site of the oldest continuously occupied European and African American settlements in the United States. As part of Ponce de León’s 1513 claim to La Florida, St. Augustine was established in 1565 by Don Pedro Menéndez de Avilés on the site of a Timucuan Indian village. By the late 17th century, with the building of the Castillo de San Marcos, St. Augustine had become the seat of Spanish military, political, and ecclesiastical power in Florida. During the time St. Augustine was held by the Spanish, African slaves from the English Carolina Colony found Florida a safe haven. The Spanish Crown granted refuge and freedom to blacks if they embraced Catholicism and pledged allegiance to the King.

Today, the heart of St. Augustine retains the distinctive plan of a 16th century Spanish Colonial town, much of which has been preserved or restored. The numerous remaining colonial buildings in the historic district present an impressive array of architecture from 1703 to 1898.

Some of the most noted buildings in the district are located on the Plaza de la Constitución, the colonial community’s focal point. Here are found the Government House (governor’s residence, built 1713), Trinity Episcopal Church (1825), and the Basilica Cathedral of St. Augustine which incorporates the 1797 parish church and is one of the oldest Catholic religious buildings in the U.S.

Bisecting the Plaza south and north is St. George Street, the main street of the colonial city. Here one can find many other historic buildings such as De Mesa-Sanchez House (43 St. George Street), the Arrivas House (44 St. George), and the Avero House, now the St. Photios Greek Shrine (37 St. George).

The Oldest House, located three blocks south of the Plaza at 14 St. Francis Street, is another traditional Spanish Colonial residence built circa 1706 and is the oldest surviving residence in the city. This area south of the Plaza is the oldest part of St. Augustine, and there are several other original structures along narrow St. Francis, St. George, Aviles, and Marine Streets.

During the late 19th century, St. Augustine became the destination of America’s rich and famous. In 1885, railroad tycoon and former Standard Oil partner Henry Morrison Flagler moved Florida’s resorts to a new level with his 540-room grand Ponce de León Hotel in St. Augustine. The first of three Flagler hotels in the city, the Ponce de León (now the main building of Flagler College) combined exotic Spanish Renaissance and Moorish architectural features with innovative poured concrete construction.

Whisked south in their private cars on Flagler’s Florida East Coast Railroad, notables such as the Vanderbilts, Rockefellers, and Morgans made St. Augustine their winter home, expanding the old colonial city westward on King Street and north on San Marco. The Villa Zorayda, an exotic Moorish Revival style residence with courtyards and towers built in 1883 on King Street is from this glittering era as is the Memorial Presbyterian Church (1880), and Castle Warden (1879), now Ripley’s “Believe it or Not” Museum.

The Hotel Ponce de León

In 1882, Henry Flagler, New York entrepreneur and cofounder of Standard Oil, became interested in the historic city of St. Augustine and its potential as a winter resort. Flagler’s subsequent development of transportation and resort facilities in St. Augustine and along the east coast of Florida spurred rapid development in the late 19th and early 20th centuries. A focal point of this development was Flagler’s Hotel Ponce de León. In 1887 Flagler hired two young architects from the prominent New York firm, McKim, Mead, and White, to design the hotel. With the design of the Ponce de Leon, John Carrere and Thomas Hastings launched a new architectural firm, Carrere & Hastings, which would gain national prominence. Flagler chose the Spanish Renaissance Revival style so that the hotel’s design would compliment its historic surroundings. Retained to decorate the interior of the hotel, Louis C. Tiffany used stained glass, mosaics and terra cotta relief on the walls and ceilings and commissioned several grand murals. The hotel was the first large-scale building constructed entirely of poured concrete. The popularity of “the Ponce” and its style strongly influenced the architecture of southern Florida for the next fifty years. The success of the Hotel Ponce de Leon was episodic, immediately contending with a yellow fever epidemic and the worst freeze in state history in 1895. St. Augustine’s weather proved not to be as warm
and sunny as other resort areas that were developed further south along the peninsula, and the town never
boomed as a winter resort. However, tourists did come during the first decades of the 20th century, and the
Ponce de Leon was one of only three Flagler Hotels to survive the Great Depression. Following a lull in tourism
during World War II, the hotel attracted large crowds for several years, but decline resumed and in 1967 the hotel
closed and was sold to Flagler College. It has been renovated and retains most of its original integrity.

Discussion Questions

1. The city of St. Augustine was established in ____________.

2. By the late 17th century, St. Augustine became the seat of ________________,
   ________________ , and ________________.

3. Today in St. Augustine the buildings represent an array of architecture from ________________ to
   ________________.

4. Name three of the most noted buildings in the district.
   a. ________________
   b. ________________
   c. ________________

5. What was Henry’s contribution to St. Augustine?
   _____________________________________________________________________________________
   _____________________________________________________________________________________
   _____________________________________________________________________________________

6. The Ponce de Leon is now the main building of what?
   _____________________________________________________________________________________

7. What famous tourist attraction now occupies the Castle Warden?
   _____________________________________________________________________________________
Henry Flagler Flow Map

Using the following information from the “About Henry Flagler” section of the Southern Wind Inn’s (St. Augustine) website (www.southernwindinn.com), create and complete a Flow Map (Timeline) of Henry’s life from 1830-1913.

The bottom line is that Henry Morrison Flagler invested over $40 million in the Florida peninsula and, more than any other, was responsible for Florida’s growth. Flagler’s construction of hotels at points along the Florida East Coast railroad and his development of the agricultural industry through the Model Land Company established tourism and agriculture as Florida’s major industries.

Linking the entire east coast of Florida, a state that at the time was largely an uninhabited frontier, demanded a great deal of foresight and perseverance. Nearly a century later, the effects of Henry Flagler’s incredible accomplishments can still be seen clearly throughout Florida.

Thank you, Mr. Henry Flagler, for the part you played in making St. Augustine and all of Florida what it is today!

-Henry Morrison Flagler was born on January 2, 1830 in Hopewell, New York to Reverend Isaac and Elizabeth Caldwell Harkness Flagler. November 9, 1853, he married Mary Harkness.

- Flagler founded the Flagler and York Salt Company, a salt mining and production business in Saginaw, Michigan in 1862 with his brother-in-law Barney York. By 1865, the end of the Civil War caused a drop in the demand for salt and the Flagler and York Salt Company collapsed.

- The next year Flagler reentered the grain business as a commission merchant. Flagler had become acquainted with John D. Rockefeller, who worked as a commission agent with Hewitt and Tuttle for the Harkness Grain Company.

- On January 10, 1870, the Rockefeller, Andrews and Flagler partnership emerged as a joint-stock corporation named Standard Oil and by 1872, Standard Oil led the American oil refining industry, producing 10,000 barrels per day. Five years later Standard Oil moved its headquarters to New York City, and the Flaglers moved to their new home at 509 Fifth Avenue in New York City.

- By 1878, Flagler and his wife visited Jacksonville, Florida for the winter.

- With his second wife, Flagler traveled to St. Augustine, Florida, where they found the city charming, but the hotel facilities and transportation systems inadequate. Flagler recognized Florida’s potential to attract out-of-state visitors.

- He returned to St. Augustine in 1885 and began construction on the 540-room Hotel Ponce de Leon. The Hotel Ponce de Leon opened January 10, 1888 and was an instant success.

- Flagler purchased the Jacksonville, St. Augustine & Halifax Railroad, the first railroad in what would eventually become the Florida East Coast Railway. Flagler built a modern depot facility as well as schools, hospitals and churches, systematically revitalizing the largely abandoned historic city. Through the operation of three railroads, by spring 1889 Flagler’s system offered service from Jacksonville to Daytona. Continuing to develop hotel facilities to entice northern tourists to visit Florida, Flagler bought and expanded the Hotel Ormond, located along the railroad’s route north of Daytona.
- His personal dedication to the state of Florida was demonstrated when he began construction on his private residence in St. Augustine.

- In 1913, Flagler fell down a flight of stairs at Whitehall. He never recovered from the fall and died of his injuries on May 20 at 84 years of age. He was buried in St. Augustine alongside his daughter, Jennie Louise and first wife, Mary Harkness.

**Picture D-7-10**: Kirkside, Flagler's St. Augustine home
Answer Keys

Henry Flagler:

1. January 2, 1830 in Hopewell, NY
2. Worked in a grain store making $5 a month plus room and board
3. After the Civil War, salt was in less demand. The company then collapsed because people didn't buy enough salt to keep it in business.
4. Rockefeller, Andrews, and Flagler
5. Moved to Jacksonville to help 1st wife Mary get better
6. Henry and new wife Ida Alice Shourds visited St. Augustine. While the city was charming, the couple found it was lacking proper hotel accommodations and adequate transportation.
7. He was beginning to build to Ponce de Leon Hotel and needed sound transportation to get the rich people to visit and stay at his hotels.
8. Ponce de Leon, 1888
9. Palm Beach, West Palm Beach, Miami/ Biscayne Bay, and Key West
10. Florida East Coast Railway
11. A 60,000 square foot, 55 room winter retreat in Palm Beach, Florida
12. He wanted to take advantage of Key West's location. Key West was the most populated city and closest port to the new Panama Canal. He wanted to get in on the future trading before it began.
13. May 20, 1913 from injuries sustained from falling down stairs.
14. Answers will vary

East Coast Railway:

1. Key West, 1912
2. A solid transportation system
   - Jacksonville, St. Augustine & Halifax Railroad
3. Converted to standard gauge.
4. North Eastern
5. St. John’s, St. Augustine, and Palatka Railway
6. Daytona
7. Get a Charter from Florida authorizing him to build a railroad along the Indian River to Miami.
8. West Palm Beach
9. Florida East Coast Canal and Transportation Corporation, and Boston and Florida and Florida Atlantic Coast Land Company.
10. Florida East Coast Railway Corporation
11. The extension to Key West
12. 1912
13. Answers will vary

St. Augustine:

1. 1565
2. Spanish Military, political and ecclesiastical power.
3. 1703-1821
4. Government House, Trinity Episcopal Church, Basilica Cathedral of St. Augustine
5. Ponce de Leon
6. Flagler College
7. Ripley's Believe It or Not
8. Answers will vary
IV. Assessment

Henry Flagler was a successful railroad man and had a great impact on Florida’s economy and development. Before you begin writing, think about his effect on Florida. Now explain to the reader of your paper how he impacted Florida.

1. Which one of the following great American industrialists of the 19th century was a close business associate of Henry Flagler’s?
2. Flagler’s first attempts to create a tourist paradise in Florida came in the “Ancient City” of:
   a. Miami
   b. St. Augustine
   c. Jacksonville
   d. Orlando

3. True or false. Flagler’s first Florida hotel was the Hotel Ponce de León.

4. After establishing a railroad into Florida, Flagler began to develop Florida down the _______ coast to Daytona.
   a. east
   b. west
   c. south
   d. north

5. Many other Florida communities grew as Flagler’s hotels and trains moved south, including:
   a. Palm Beach & Miami
   b. Lakeland & Tampa
   c. Pensacola & Cedar Key
   d. Lake City and Gainesville

6. Toward the end of his life, Flagler believed his greatest achievement to be:
   a. the Hotel Ponce de León
   b. creating Florida’s tourism industry
   c. the construction of the Overseas Railway to Key West
   d. Florida’s citrus industry

7. In your own words, explain why the Overseas Railway to Key West was, and still is, significant.

8. How does Henry M. Flagler’s legacy live on in Florida into the 21st century, nearly a century after his death?

V. Resources
www.flagler.org/
www.nps.gov/casa/home/sahist.htm
www.cr.nps.gov/nr/travel/geo-flor/26.htm
www.flagler.org/fec.html
www.flaglermuseum.us/biography.html
www.southernwindinn.com/bedandbreakfastrooms/flagler.html
www.mapquest.com

Additional Websites you can choose from:
www.staugustine.com/100years/1894_winter.shtml
www.dot.state.fl.us/rail/railhistory.hrm
www.freerepublic.com/forum/a3b619dc85bba.htm
http://fcit.coedu.usf.edu/florida/lessons/flagler/flagler.htm