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Marius Bayard
APPLETONS' *Editors*

ILLUSTRATED HAND-BOOK

OF

AMERICAN

WINTER RESORTS;

FOR TOURISTS AND INVALIDS.

WITH MAP, ILLUSTRATIONS, AND TABLE OF RAILWAY FARES.

REVISED EACH SEASON TO DATE OF ISSUE.

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"HAND-BOOK OF SUMMER RESORTS." ILLUSTRATED.

CONTENTS.

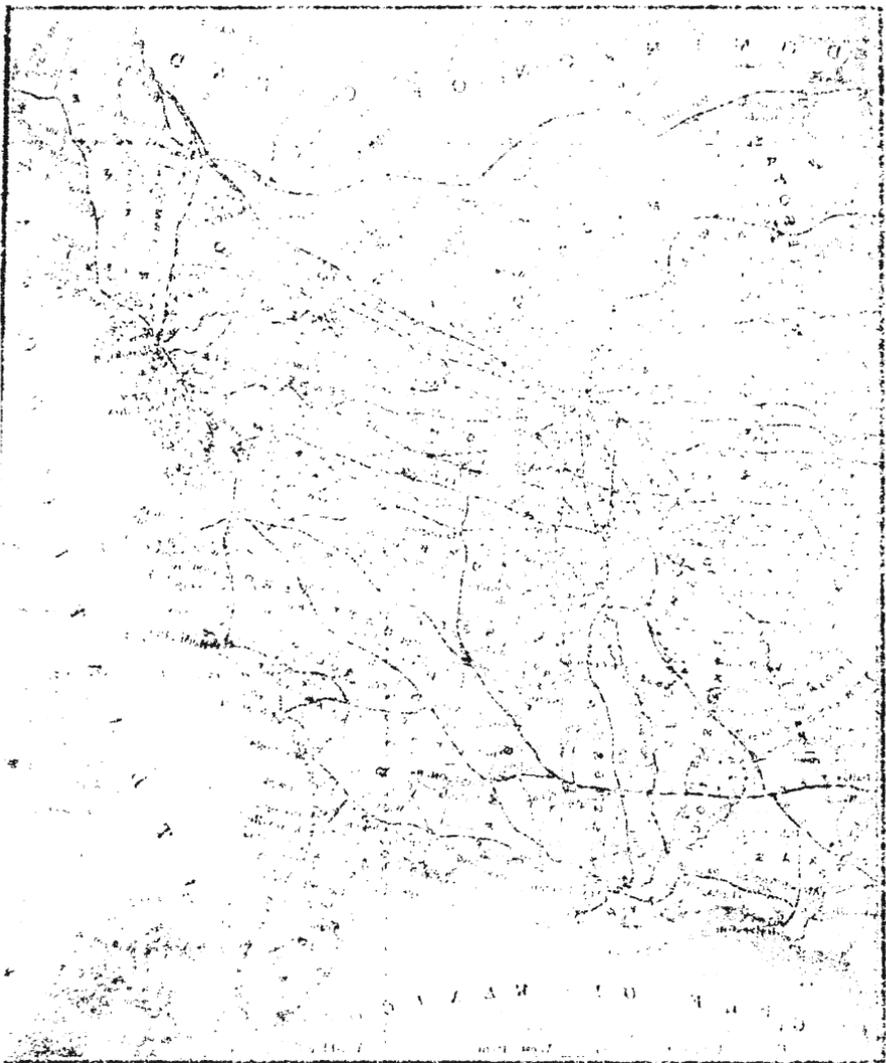
	PAGE
MAP OF THROUGH ROUTES SOUTH.....Face	1
MAP OF FLORIDA.....	1
FLORIDA.....	1
General Description.....	2
Jacksonville.....	5
St. Augustine.....	5
Pablo Beach.....	11
Fernandina.....	12
Internal Travel Lines.....	13
The St. John's River.....	14
Indian River.....	19
The Tallahassee Country.....	20
Western Florida.....	21
Up the Ocklawaha.....	22
Along the Gulf.....	24
Key West.....	25
Southern Florida.....	26
Hints for Sportsmen.....	27
THE GULF COAST.....	27
Mobile, Ala.....	28
East Pascagoula, Miss.....	28
Ocean Springs, Miss.....	28
Biloxi, Miss.....	29
Mississippi City, Miss.....	29
Pass Christian, Miss.....	30
Bay St. Louis, Miss.....	30
GEORGIA RESORTS.....	31
Savannah.....	33
Augusta.....	37
Thomasville.....	39
Brunswick.....	39
Eastman.....	40
Mineral Springs.....	40
Mountain Region and Scenery.....	41
SOUTH CAROLINA RESORTS.....	43
Charleston.....	44
Summerville.....	51

	PAGE
Aiken	51
Camden	55
Columbia.....	56
Mineral Springs	56
The Mountain Region.....	56
NORTH CAROLINA RESORTS.....	58
The Mountain Region.....	60
Asheville	62
The Hot Springs	65
Southern Pines	68
ARKANSAS HOT SPRINGS.....	68
COLORADO RESORTS	69
Denver	72
Colorado Springs and Vicinity.....	73
Pueblo and the Boiling Springs.....	74
Idaho Springs and Georgetown	75
North Park, Middle Park, and Hot Springs	75
South Park and San Luis Park	76
CALIFORNIA RESORTS.....	77
San Francisco	80
San Luis Obispo	81
Santa Barbara.....	82
San Diego and Los Angeles	83
San Bernardino	85
Paso Robles Hot Springs	86
Sacramento	87
Stockton and Visalia.....	88
San José and the Santa Clara Valley	89
San Rafael and Monterey.....	90
Napa City and Calistoga.....	91
The Geyser Springs.....	91
THE LOWER MISSISSIPPI.....	92
New Orleans	97
MINNESOTA RESORTS	104
St. Paul	104
Minneapolis and St. Anthony	104
Red Wing and Frontenac	107
Faribault	111
Winona.....	111
THE ADIRONDACK REGION	111
Elizabethtown	111
Lower Saranac Lake.....	111

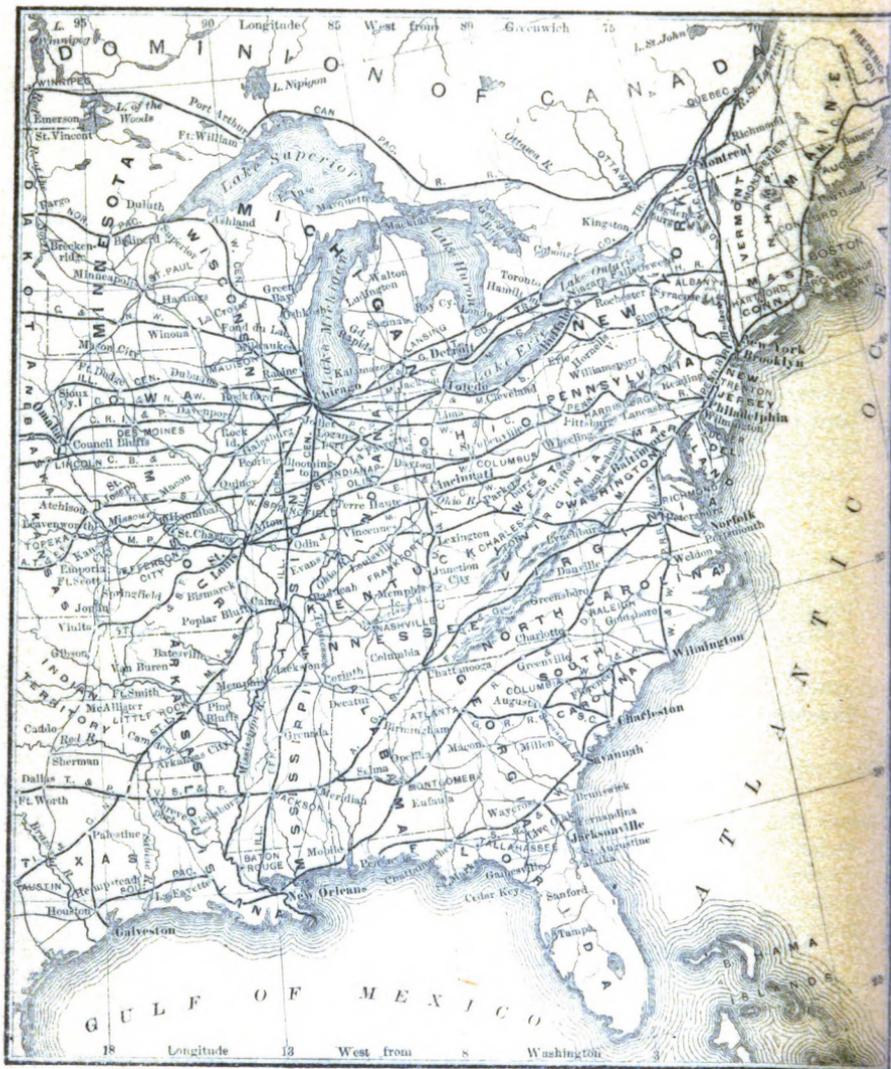
CONTENTS.

v

	PAGE
THE WEST INDIES	112
Cuba	118
Isle of Pines.....	118
The Bahamas—Nassau	118
Jamaica	119
Hayti and Santo Domingo.....	121
Porto Rico	124
St. Thomas	125
Santa Cruz or St. Croix	125
St. Vincent.....	126
Barbadoes	126
Curaçoa	127
“Down the Islands”	127
THE BERMUDAS	180
THE HAWAIIAN ISLANDS	185
Honolulu	187
Maui and Lahaina	189
Hilo and the Volcanoes.....	140
Kauai.....	141
MEXICO	148
Vera Cruz	146
Puebla.....	147
The City of Mexico	148
Central Mexico	150
NORTHERN MEXICO	155
The Mines.....	156
WESTERN MEXICO	156
OTHER RESORTS:	
Bailey Springs, Ala.....	157
Eureka Springs, Ark.....	157
Atlantic City, N. J.....	157
Lakewood, N. J.....	158
Las Vegas Hot Springs, N. M.....	158
Cumberland Gap Park, Tenn.....	159
Lookout Mountain, Tenn.....	160
Austin, Texas.....	161
San Antonio, Texas	161
Newport News, Va.....	162
Old Point Comfort, Va.....	162
TABLE OF RAILWAY FARES	168



MAP OF THE NORTH-SOUTH AND WEST-COAST



MAP OF THROUGH ROUTES SOUTH, AND WEST TO OMAHA.

HAND-BOOK OF AMERICAN WINTER RESORTS.



FLORIDA.

How to reach from the North.—

From New York, Florida is most easily reached by the Atlantic Coast Line, *via* Washington, Charleston, and Savannah, to Jacksonville. Through vestibuled trains with sleeping-car and buffet service make the journey in 31 hours without change. Fare, \$29.15. Or by rail as above to Savannah, and thence by steamers, which run twice a week, through the Sea Islands or Channel Route to Fernandina (connecting with trains to Jacksonville), and continuing to Jacksonville during the season. Steamship lines are the Clyde, from Pier 29 East River, foot of Roosevelt Street, to Jacksonville, calling at Charleston, without trans-

fer, time about three days and a half, every Monday, Wednesday, and Friday; or the Mallory line, from Pier 21 East River, foot of Fulton Street, to Fernandina every Friday, and thence to Jacksonville (37 miles) by rail. Fare on either route, \$24. It is also possible to go by the steamers of the Clyde line, which sail every

Monday, Wednesday, and Friday from Pier 29 East River to Charleston, and by Ocean Steamship Co. every Monday, Wednesday, Friday, and Saturday, from Pier 35 North River to Savannah, thence by Savannah, Florida & Western R. R. to Jacksonville; time, 55 hours (fare, \$25). For fares by rail, see Table of Railway Fares at end of the book.

How to reach from the West.—Two daily express trains, with vestibule-cars attached run direct, without change, from Cincinnati, *via* Chattanooga, Atlanta, and Jesup, to Jacksonville. Or, from Chattanooga or Atlanta, rail can be taken to Charleston or Savannah, whence the journey to Florida may be made by rail on the Atlantic Coast Line route. From Nashville two daily express trains, with parlor-cars attached, run direct through Montgomery and Thomasville to Jacksonville.

From New Orleans and the South, Florida can be reached by the Louisville & Nashville R. R. to Flomaton, thence by branch line to Pensacola, where connection is made with the Pensacola and Atlantic Division, which connects at River Junction with the Florida Central & Peninsular R. R.

General Description.—Florida is the southernmost State of the Union, and is situated between lat. 24° 30' and 31° N., and lon. 80° and 87° 45' W. Exclusive of islands, it consists of a long, narrow strip of territory, extending in the form of a peninsula south from Georgia and Alabama, through five degrees of latitude, and containing 58,680 square miles. Its entire area eastward lies upon the Atlantic, and the Gulf of Mexico washes almost the whole of the western side. The coastline is of much greater extent than that of any other State, having a length of 472 miles on the Atlantic, and 674 miles on the Gulf; but this immense stretch of sea-front is almost inaccessible on account of shallow soundings, and has few good harbors. South from the mainland a chain of small, rocky islands, called "Keys," extends southwest, ending in a cluster of rocks and sand-banks, called the Tortugas. South of the bank upon which these keys arise, and separated from them by a navigable channel, is a long, narrow coral-reef, known as the Florida Reef, which here constitutes the left bank of the Gulf Stream. The most important of the keys is Key West. The surface of Florida is for the most part level, yet undulating, being nowhere more than 250 or 300 feet above the sea. About 5,000 square miles in the southern part of the peninsula is a swamp, called the Everglades, which during the rainy season, between June and October, is impassable. North of this tract to Georgia the surface is generally a dead level, but in some parts it is undulating and occasionally hilly. West of the neck of the peninsula the ground is more uneven and rugged, though the elevations are still slight and of very limited extent. The lands are almost *sui generis*, very curiously distributed, and may be designated as high hammock, low hammock, swamps, savannas, and the different qualities of pine-land. High hammock is usually timbered with live and other oaks, with magnolia, laurel, etc., and is considered the best description of land for general purposes. Low hammock, timbered with live and water oak, is subject to overflows, but when drained is preferred for sugar. Savannas, on the margin of streams and in detached bodies, are usually very rich and alluvial, yielding abundantly in dry seasons, but needing, at other times, ditching and diking. Marsh savannas, on the borders of tide-streams, are very valuable, when reclaimed, for rice or sugar-cane. The swamp called the Everglades is filled with islands covered with a dense jungle of vines and evergreens, pines, and palmettos. It lies south of Okechobee, and is 160 miles long and 60 broad. Its depth varies from one to fifty feet. A rank tall grass springs from the vegetable deposits at the bottom, and, rising above the surface of the water, gives the lake the deceitful air of a beautiful verdant lawn. Throughout the State the warmth and humidity of the climate compensate, in a great measure, for the inferior character of the soil, and give it a vegetation of great variety and luxuriance. The productions are chiefly those which require a tropical sun: cotton, coffee, cocoa, sugar-cane, tobacco, rice, etc. Oranges, lemons, limes, pineapples, bananas, olives, and grapes, flourish luxuriantly; and garden vegetables are produced in the greatest abundance. The driest seasons are relieved by heavy dews, and the sun that would bake the earth in other parts and wither vegetation is so tempered by the prevailing moisture as to cover the surface with perennial verdure.

The rivers of Florida are numerous, and many of them afford excellent facilities for internal navigation. The most important are the St. John's, Indian River, Caloosahatchee and Withlacoochee, the Suwanee, the Appalachicola, and the St. Mary's. A multitude of lakes dot the surface of the country, some of which are navigable for large steamers. Lake Okechobee, north of the Everglades, is about



Light-house on Florida Keys.

40 miles long and 80 wide. Many of these waters are extremely picturesque in their unique beauty of wild and rank tropical vegetation, presenting everywhere to the eye of the stranger very novel attractions, in the profusion and variety of the trees and shrubs and vines which line all their shores and bayous.

The Climate.—The climate of Florida is one of the finest in the world: though ten degrees nearer the equator than Southern Italy, the temperature is no warmer, and the air far more equable and dry. The reason for this has never been clearly established; but it is well known that, while the Gulf Stream carries off immense quantities of the surplus heat of the region, branches of the returning arctic current also lave its shores and assist in maintaining the surprising equilibrium of its temperature. Be the cause what it may, however, there can be no doubt of the fact, which has been established by a long series of the most careful observations. In the south the temperature scarcely changes the year round, and summer is only distinguished by the copiousness of its showers. The average mean temperature of the State is 73° F., and the difference between summer and winter does not generally exceed 20°, while at Key West it is not more than 11°. The thermometer seldom rises above 90° in summer, and rarely falls below 30° in winter; on the average the winters are thirty or forty degrees warmer than in New York, while

the summer months of the latter are ten or fifteen degrees hotter than in Florida. Frost is unknown in Southern Florida, and is comparatively light even in the northern part of the State. It occurs most frequently between November and March, being most frequent in December and January, and rarely showing itself in October and April as far north as Jacksonville. As a general thing no frost occurs throughout the year below lat. 28° N. Summer being the rainy season in Florida, the winters are usually clear and dry. By observations taken for a period of twenty-two years at Jacksonville, it was found that January averaged 20 clear days; February, 19; March, 20; April, 25; May, 22; June, 17; July, 18; August, 19; September, 17; October, 19; November, 20; and December, 20. It must not be inferred, however, that rain fell on all the days which could not be registered as clear; it may be said in general terms that from October to May there are not more than four or five rainy days in a month. In addition to the mildness of the climate, it is believed that the immense pine-forests which cover a large part of the State contribute greatly to its healthfulness. The delicious terebinthine odors exhaled by these forests not only purify the atmosphere, but impart to it a healing, soothing, and peculiarly invigorating quality.

Healthfulness, etc.—Owing to the evenness and salubrity of its climate, as above indicated, Florida has long been a popular resort for invalids, and especially those afflicted with pulmonary complaints. Of the total deaths from all causes in Florida in 1870, as reported by the Federal census, only 131 were from consumption. There were 17.3 deaths from other causes to one from consumption. The advantages of the climate in this respect are further shown by a comparison of the statistics relating to consumption as reported by the census of 1870, from which it appears that the ratio of deaths from consumption to those from all causes was less in Florida than in any other State except Nevada; and this advantage becomes still greater when it is considered that, Florida being a popular resort for consumptives, a large proportion of those who die there from that cause came with the disease from other States. Including only the resident population, the deaths from consumption in Florida average 1 in 1,457, while in Massachusetts the average is as high as 1 in 254. "The mortality among visitors suffering from consumption is not very large," says Dr. Howe, in his "Winter Homes for Invalids," "but would be less if physicians, with little knowledge and less conscience, would abstain from sending their patients there in the last stages of the disease, when every earthly hope of their recovery had gone. Many unfortunates are sent every year to Florida with life ebbing out rapidly, and by men who can not possibly have an intelligent hope of their recovery. Needing nothing but the soothing attentions of the home circle, of sympathizing friends to comfort them as they pass down the dark valley, they are torn away, sent on a wearisome journey to a strange land, among strangers to die. This course is so cruel and absurd that it would almost seem needless to reiterate the advice previously given, that only those in the incipient stages of consumption should venture from a good home for the uncertainties of recovery in a distant country."

A common impression about Florida is that, while its climate is beneficial to consumptives, it is peculiarly productive of malarial diseases, and that the mortality from these diseases is excessive. How utterly mistaken this impression is, is shown by the following extract from a report of U. S. Surgeon-General Lawson: "The statistics in this bureau demonstrate the fact that the diseases which result from malaria are of a much milder type in the peninsula of Florida than in any other State in the Union. . . . In the Middle Division of the United States the proportion is one death to thirty-six cases of remittent fever; in the Northern Division, one to fifty-two; in the Southern Division, one to fifty-four; in Texas, one to seventy-eight; in California, one to one hundred and twenty-two; in New Mexico, one to one hundred and forty-eight; while in Florida it is but *one to two hundred and eighty-seven*." It may be added that malarial fevers are rarely originated except in the "hammocks," where the clayey soil holds the water, and the drainage is consequently imperfect.

Jacksonville.

How to reach.—Jacksonville is reached from the North by any of the routes given at the commencement of this chapter. It is at the terminus of the Savannah, Florida & Western R. R., which forms an all-rail line between Jacksonville and Savannah, which runs through-trains four times a day. The two main trunk-lines, known as the Florida Central & Peninsular R. R., and Jacksonville, Tampa & Key West R. R., connect at Jacksonville for all points south and west. At Callahan (20 miles from Jacksonville) the S. F. & W. R. R. is crossed by the Florida Central & Peninsular Company's road, which connects Fernandina on the Atlantic with Cedar Keys on the Gulf coast. The Clyde Steamship Co. has a daily line (Saturdays excepted) of steamers which runs up the St. John's River to Sanford and Enterprise (198 miles); also Hart's line of steamboats run from Palatka up the Ocklawaha. The St. Augustine branch of the Jacksonville, Tampa & Key West system puts Jacksonville in direct communication with St. Augustine by a ride of a little over an hour.

Hotels and Boarding-Houses.—The principal hotels are the *St. James*, the *Windsor*, the *Carlton*, the *Everett*, the *Placide*, the *Tremont*, and the *Grand View*. There are also a large number of boarding-houses. The prices at the first six hotels mentioned range from \$3 to \$5 a day; at the others, from \$2 to \$2.50 a day. At first-class boarding-houses the charges are from \$6 to \$20 a week. Good furnished rooms, including lights, fuel, and attendance, may be had in private houses for from \$3 to \$6 a week, and board without room is about \$11 a week at the hotels and less at the boarding-houses. Unfurnished cottages can be hired for from \$10 to \$30 per month.

Jacksonville, the largest city in Florida, is situated on the right bank of the St. John's River, about 25 miles from its mouth. It was named after General Andrew Jackson, was organized as a town in 1822, had a population of 1,045 in 1850, and of 6,912 in 1870. In 1890 its population according to the U. S. census was 17,201, which is largely increased during the winter by visitors. The city is regularly laid out, with streets crossing each other at right angles and shaded with trees. The principal thoroughfare is Bay Street, and on this are situated the leading business houses. On the south side of the city is a picturesque bluff, covered with fine residences and commanding a beautiful view of the river. The suburban villages, East Jacksonville, Springfield, La Villa, Brooklyn, River Side, Oakland, are now included in the city. Those south of the river are connected with the city by ferry and bridge. Besides several good schools, Jacksonville contains Catholic, Congregational, Episcopal, Presbyterian, Methodist, and Baptist churches; two fine club-houses, a public library, an *Opera-House*, three daily newspapers, banks, public halls, and telegraphic connections with all parts, and six street railways. The commerce of the city is extensive, an important branch being the cutting and shipment of lumber. There are several large saw-mills. Cotton, sugar, fruit, fish, and early vegetables are also shipped to Northern and foreign ports. Jacksonville is much resorted to by invalids on account of its mild and salubrious climate, the details concerning which are given on a preceding page under "Climate." The city is abundantly supplied with excellent water from the artesian wells, and its sewerage is complete and thorough. The Sub-Tropical Exposition of Jacksonville was opened early in January, 1888. It is an annual exposition or display from every portion of the State, showing the productions and capabilities of Florida, embracing all fruits, cereals, minerals, and manufactured articles. A portion is devoted to displays from the West Indies and the Bahama Islands. The buildings are located in a convenient and delightful portion of the city, and it is specially open from January to April. Near by are the Jacksonville Water-works, where the local water-supply is obtained from artesian wells.

St. Augustine.

How to reach.—St. Augustine is reached from Jacksonville by the Jacksonville, St. Augustine & Halifax River R. R., distance of 38 miles. Or by a steamboat up

the river to Tocol (49 miles), and from there by the St. John's R. R. (18 miles); or by train to West Tocol, at which point connection is made with the same railway; or by railroad to Palatka, and thence by St. Augustine & Palatka R. R. The Clyde direct steamers stop at the wharf foot of Hogan Street, Jacksonville, where passengers are transferred to the cars.

Hotels and Boarding-Houses.—The *Alexsar*, on King Street; the *Cordova*, on King Street; the *Florida House*, on Treasury and St. George Streets; the *Magnolia*, on St. George Street; the *Ponce de Leon*, on King Street; and the *San Marco*, on San Marco Avenue, outside the city gates. There are also numerous boarding-houses at which board and rooms may be had for from \$8 to \$15 a week; among which the best known is *The Abbey*, on St. George Street.

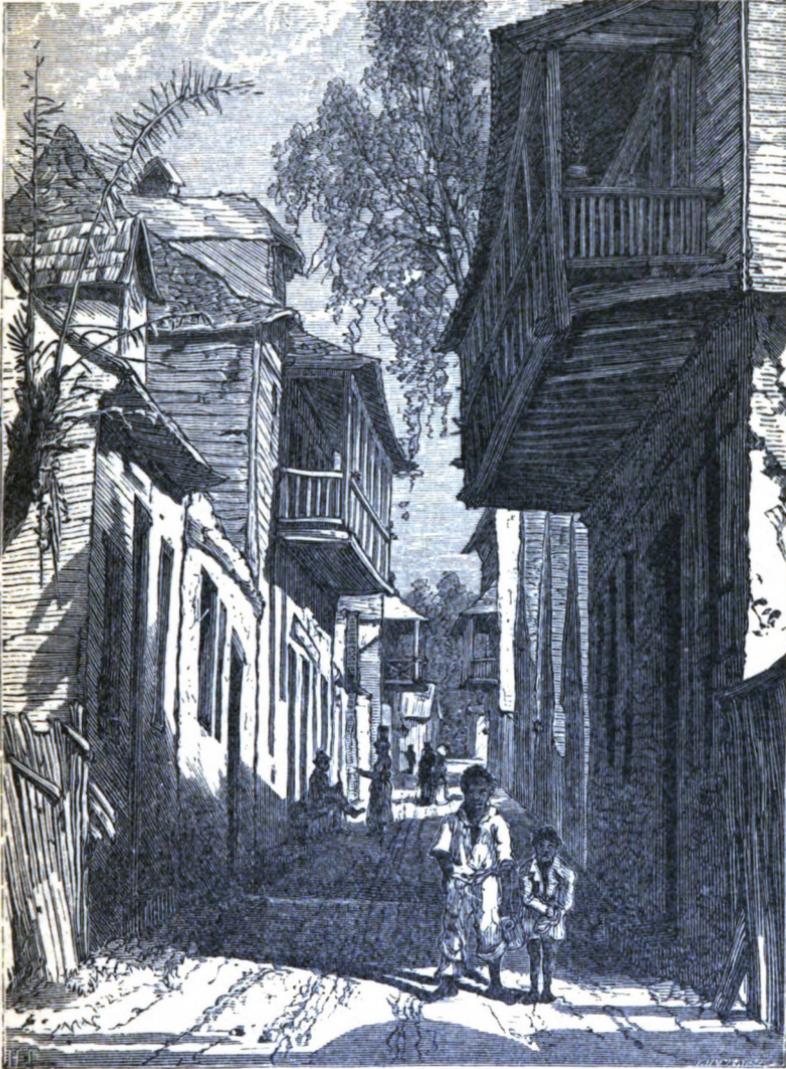
Location, Climate, and History.—St. Augustine is situated on the Atlantic coast of Florida, about 40 miles south of the mouth of the St. John's River, and 33 southeast of Jacksonville. It occupies a narrow peninsula formed by the Matanzas River on the east, and the St. Sebastian on the south and west, the site being a flat, sandy level, encompassed for miles around by a tangled undergrowth of low palmettos and bushes of various descriptions. Directly in front lies Anastasia Island, forming a natural breakwater, and almost entirely cutting off the sea-view. On the north end is a lighthouse with a revolving light, in lat. 29° 53' N. and long. 81° 16' W.

The *climate* of St. Augustine is singularly equable both winter and summer, the mean annual temperature being 70°. The mean temperature for winter is 58.08°; for spring, 68.54°; for summer, 80.27°; and for autumn, 71.73°. Frosts seldom occur even in mid-winter, and the sea-breezes temper the heats of summer so that they are quite endurable. Many consumptives frequent St. Augustine, and with marked benefit; but the air is regarded as rather "strong" for those who have passed the earlier stages of the disease, and no one should remain there in January and February who can not stand an occasional cold northeaster. Asthma is also thought to be relieved by residence at St. Augustine, and the place is exceptionally free from malarial diseases.

St. Augustine is the oldest European settlement in the United States, and its history carries us back almost to the middle ages. It was founded by the Spaniards in 1565, more than half a century before the landing of the Pilgrims at Plymouth, and was from the start a place of note, and the scene of interesting historical events. Its founder, Don Pedro Menendez de Aviles, was one of the most eminent men of Spain; and a famous commander during the reign of Philip II., by whom he was sent to Florida at the head of an expedition comprising 34 vessels and 2,600 persons, to colonize the country and suppress a Huguenot settlement made in 1564 near the mouth of the St. John's. He landed at St. Augustine on September 8, 1565, established his colony, and then marched to exterminate the Huguenots, which he effected with great vigor and cruelty, putting to death all his prisoners, "not because they are Frenchmen, but because they are heretics and enemies of God." Two years later, this massacre was avenged by a French adventurer, Dominique de Gourgues, who, with a small force of volunteers, attacked and captured the Spanish forts on the St. John's, and hanged his prisoners, "not because they are Spaniards, but because they are traitors, robbers, and murderers." De Gourgues, however, made no attempt to retain his conquest, but, after his deed of retribution was accomplished, sailed back to France. Menendez was absent in Spain during this attack by De Gourgues, and did not return until the affair was over. He continued for some years longer to rule the colony, but finally returned to Spain, where his reputation for ability was so high that he was made captain-general of the navy, soon after which he died, at the age of fifty-five. His career in Florida, though stained with cruelty, was distinguished for energy and perseverance, and to him, undoubtedly, is due the credit of establishing the first permanent settlement in the United States.

In 1586 Sir Francis Drake, the famous English explorer, returning from an expedition against the Spanish West Indies, appeared off St. Augustine, and so terrified the Spaniards that they abandoned the fort and the town to him without any attempt at resistance, and fled to the shelter of the forts on the St. John's. Drake took

possession, and pillaged and burned the town, carrying away considerable booty. The principal public buildings of the place at that time were a court-house, a church, and a monastery. After the departure of Drake, the Spaniards returned and re-



A Street in St. Augustine.

built the town, which, however, grew so slowly that in 1647 there were within its walls only 300 families, or 1,500 inhabitants, including 50 monks of the order of St. Francis. In 1665 a party of English buccaneers, commanded by Captain John Davis, made a descent upon St. Augustine with seven small vessels, and pillaged the town. The garrison, though consisting of 200 men, do not appear to have resisted

the attack, which, it is probable, was made from the south by boats. In 1702, Spain and England being at war, an expedition against St. Augustine was organized in South Carolina, by Governor Moore, of that colony. It consisted of 600 whites, and as many Indian allies, and its plan of operations comprised a march by land of one portion of the force, and an attack by sea of the other. The land force was commanded by Colonel Daniel, the naval force by Governor Moore himself. The forces under Colonel Daniel reached St. Augustine before the naval part of the expedition appeared, and easily captured the town; the governor, Don Joseph Cuniga, and the inhabitants, taking refuge in the castle, which was well supplied with provisions, and contained a considerable garrison. Governor Moore, with the fleet, soon after arrived, and invested the fortifications, but, not having siege-guns of sufficient calibre, could make no impression on the walls of the fort. Colonel Daniel was sent to Jamaica to procure heavier guns. While he was absent two Spanish vessels appeared off the harbor. Governor Moore, fearing that he was about to be attacked by a superior force and his retreat cut off, hastily raised the siege, destroying such of his munitions as he could not remove, and barbarously burning the town. He retreated by land, abandoning his vessels for fear of the Spanish squadron. Shortly afterward, Colonel Daniel returned from Jamaica with mortars and heavy guns, but found Moore gone, and was himself nearly captured. The expedition returned to Carolina in disgrace, but without the loss of a man. It cost the colony of South Carolina £8,000, and led to the issue of the first paper-money ever circulated in America. In 1727 Colonel Palmer, an energetic officer, made a raid into Florida with about 300 Carolina militia, and carried destruction by fire and sword to the very gates of St. Augustine, which, however, he dared not attack, though he sacked a Yemassee village about a mile north of the city. In 1740, war again existing between Spain and England, an expedition against St. Augustine was organized by the famous General Oglethorpe, then Governor of Georgia. He obtained assistance from South Carolina, and from England a naval force of six ships. About the 1st of June his forces reached St. Augustine, which was defended by a not very numerous garrison commanded by Don Manuel de Monteano, the Governor of Florida, a man of energy and resolution. After a siege of five or six weeks, carried on chiefly by bombardment from Anastasia Island, Oglethorpe became satisfied that he could not take the place, especially as his fleet had withdrawn in apprehension of bad weather, and he accordingly embarked his troops and sailed away on July 9th. Two years later, the Spanish Governor of Florida, the energetic Monteano, having received reinforcements from Cuba, sailed from St. Augustine with 36 vessels and 3,000 men to attack the English settlements in Georgia. He met with some success at first, but was finally baffled, partly by the force and partly by the *finesse* of Oglethorpe, and returned to Florida. In the following year (1743) Oglethorpe made a raid into the Spanish dominions to the gates of St. Augustine, advancing with such celerity and secrecy that the Indians attached to his force captured and scalped forty of the Spanish troops under the very walls of Fort St. Marks, the chief defense of the city. The British kept possession of Florida about 20 years, and then, in 1783, ceded it to Spain in exchange for the Bahama Islands. St. Augustine, at that time, contained 3,000 inhabitants. In 1819 it was transferred to the United States. During the civil war it changed masters three times. The resident population, according to the census of 1890, is 4,742; but this is increased by from 7,000 to 10,000 visitors during the winter, and St. Augustine is then one of the gayest places in the South.

Streets, Drives, etc.—"The aspect of St. Augustine," says Mrs. Beecher Stowe, "is quaint and strange, in harmony with its romantic history. It has no pretensions to architectural richness or beauty; and yet it is impressive from its unlikeliness to anything else in America. It is as if some little, old, dead-alive Spanish town, with its fort and gateway and Moorish bell-towers, had broken loose, floated over here, and got stranded on a sand-bank. Here you see the shovel-hats and black gowns of priests; the convent with gliding figures of nuns; and in the narrow, crooked streets meet dark-browed people, with great Spanish eyes and coal-black hair. The current of life here has the indolent, dreamy stillness that characterizes life in Old Spain. In Spain, when you ask a man to do anything, instead of answering as we

do, 'In a minute,' the invariable reply is, 'In an hour'; and the growth and progress of St. Augustine have been according." This was true, no doubt, when it was written, but a change has taken place in every respect. There are four principal streets which extend nearly the whole length of the city—Cordova, St. George (the thoroughfare of the place), Charlotte, and Bay. The latter commands a fine view of the harbor, Anastasia Island, with the light-house, and the ocean. All the

streets are extremely narrow, being only 12 or 15 feet wide, while the cross-streets are narrower still. An advantage of these narrow streets in this warm climate is that they give shade, and increase the draught of air through them as through a flue. The principal streets were formerly paved with shell-concrete, portions of which are still to be seen above the shifting sand; and this flooring was so carefully swept that the dark-eyed maidens of Old Castile, who then led society here, could pass and repass without soiling their satin slippers. No rumbling wheels were permitted to crush the firm road-bed, or to whirl the dust into the airy verandas. All the old Spanish residences are built of coquina-stone, which is first stuccoed and then white-washed. Many of them have hanging balconies along their second stories, which in the narrow streets seem almost to touch, and from which their respective occupants can chat confidentially and even shake hands. It must not be supposed, however, that St. Augustine is built wholly of coquina and in the Spanish style; there

are many fine residences built in the latest American styles, and St. Augustine now rivals Newport in the number of its villas. A profusion of oranges, lemons, bananas, figs, date-palms, and all manner of tropical flowers and shrubs, ornament their grounds. A charming drive is out St. George Street, through the City Gate to the beach of the San Sebastian.

Places of Resort.—The most interesting feature of the town is the old **Fort of San Marco** (now **Fort Marion**), which is built of coquina, a unique conglomerate of fine shells and sand found in large quantities on Anastasia Island, at the entrance of the harbor, and quarried with great ease, though it becomes hard by exposure to the air. It is quarried in large blocks, and forms a wall well calculated to resist cannon-



The Old Cathedral.

shot, because it does not splinter when struck. The fort stands on the sea-front at the northeast end of the town. It was a hundred years in building, and was completed in 1756, as is attested by the following inscription, which may still be seen over the gateway, together with the arms of Spain, handsomely carved in stone: "Don Fernando being King of Spain, and the Field-Marshal Don Alonzo Fernando Herida being governor and captain-general of this place, St. Augustine of Florida and its provinces, this fort was finished in the year 1756. The works were directed by the Captain-Engineer Don Pedro de Brazos y Gareny." While owned by the British, this was said to be the prettiest fort in the king's dominions. Its castellated battlements; its formidable bastions, with their frowning guns; its lofty and imposing sally-port, surrounded by the royal Spanish arms; its portcullis, moat, and drawbridge; its circular and ornate sentry-boxes at each principal parapet-angle; its commanding lookout tower; and its stained and moss-grown massive walls, impress the external observer as a relic of the distant past; while a ramble through its heavy casemates—its crumbling Romish chapel, with elaborate portico and inner altar and holy-water niches; its dark passages, gloomy vaults, and more recently-discovered dungeons—brings you to ready credence of its many traditions of inquisitorial tortures; of decaying skeletons, found in the latest-opened chambers, chained to the rusty ring-bolts; and of alleged subterranean passages to the neighboring convent. Next to the fort the great attraction is the *Sea-Wall*, which, beginning at the water-battery of the fort, extends southward for nearly a mile, protecting the entire ocean-front of the city. It is built of coquina, with a granite coping four feet wide, and furnishes a delightful promenade of a moonlight evening. In full view of this, on Anastasia Island, is a picturesque lighthouse built of coquina and surmounted with a revolving lantern. Near the south end of the wall is the *United States Barracks*, which was formerly a Franciscan monastery, but has undergone extensive modifications and repairs. The old Spanish wall, which extended across the peninsula from shore to shore and protected the city on the north, has crumbled down or been removed, but the *City Gate*, which originally formed a part of it, still stands at the head of St. George Street. It is a picturesque structure, with quaint, square towers and loop-holes and sentry-boxes in a fair state of preservation.

In the center of the town is the *Plaza de la Constitucion*, a fine public square, surrounded by a fence and furnished with seats which are seldom unoccupied during the winter season. Nearly in the centre of the square stands a monument, about 20 feet high, raised in 1812 in commemoration of the Spanish Liberal Constitution. Another monument, erected to the Confederate dead, which was removed from St. George Street in 1879, now stands within the Plaza in front of the old Market. The old *Cathedral*, which has ever been an object of so much interest to tourists and antiquarians, was situated immediately facing this Plaza. It was nearly destroyed by fire April 8, 1887. It was built in 1793, at a cost of \$7,000, of coquina, and surmounted by a Moorish belfry with four bells set in separate niches which, together with the clock, formed a perfect cross. One bell bears the date of 1662. The coquina walls and pavement were uninjured by the fire, and the bells were also saved. The church has been rebuilt and, though enlarged, the general plan is preserved, the belfry restored, and the bells replaced. The *Memorial Presbyterian Church*, erected in 1889, is an elaborate structure in the style of the Venetian Renaissance. The *Convent of the Sisters of St. Joseph* is a tasteful coquina building on St. George Street, south of the Plaza. On the Plaza is the *Governor's Palace*, formerly the residence of the Spanish Governors, but now used as Post-Office, City Clerk's Office, and Public Library. It is situated at the corner of St. George and King Streets. An older house than this, formerly occupied by the Attorney-General, was pulled down a few years ago. Its ruins are still a curiosity, and are called (though incorrectly) the Governor's house. The old *Hugenot Burying-Ground*, on King Street near the City Gate, is a spot of much interest; and so is the *Military Burying-Ground* (just south of the Barracks), where rest the remains of those who fell near here during the prolonged Seminole War. Under three pyramids of coquina, stuccoed and whitened, are the ashes of Major Dade and 117 men of his command, who were massacred by Oseola and his band. On St. George Street,

near the City Gate, is a famous *Rose-tree* of many years' growth; the trunk is as large as a man's arm, and the tree bears from 500 to 1,000 roses in a season. During the last few years many handsome residences have been erected by visitors from the North, the most conspicuous of which is the *Villa Zorayda*.

Many important improvements have lately been made. Modern wealth and taste have invaded the antique town. The immense *Ponce de Leon* Hotel, which, with an army of workmen, was erected in two years, was opened in January, 1888. It is situated on King and Cordova Streets. It faces on the first, 350 feet; on the second, 450 feet. It is built in the Spanish style of architecture, and is composed of shell-concrete with terra-cotta trimmings. The building proper is constructed around a court 150 feet square, entered through a central archway which is one rich mass of terra-cotta, mosaic, and coquina. Crossing the paved court, the visitor enters the main building through an enormous doorway of marvelous size, beauty, and art. The floors are of rare mosaic, the work of Italian artists. He enters a rotunda, 54 by 80 feet and four stories high, in which columns and arches supporting galleries rise in a bewildering perspective. The dining-room is 150 feet by 65, with circular ends and vaulted roof. It is finished with antique oak, elaborately carved, and will seat 700 guests at once. Private dining-rooms and a dining-room for children are attached. The roof of this immense building is flat, and affords a delightful promenade, commanding wide views in all directions. Besides the usual accommodations for guests there are ladies' billiard-rooms, an immense children's play-room, artists' studios, ladies' reading- and writing-rooms, etc. Attached to the hotel are grounds of unrivaled beauty. An artesian well has been sunk to a depth of 1,400 feet. Water from this is carried to a great height and then used in a series of cascades. Artificial grottoes, pools, waterfalls, fountains, canals, gondolas, driveways, arches, bridges—all combined with the luxuriance of Floridian vegetation—are arranged with fine effects by a famous landscape artist. In short, the hotel is not built as an investment, nor with the design of making money, but to gratify the fancy of a man with unquestioned taste and unlimited means. It has already cost over \$2,000,000, and is one of the best existing examples of modern hotel architecture, studied from the best Spanish schools.

Opposite the Ponce de Leon is another immense hotel built in Spanish style with Saracenic interior. This is the *Cordova*. A unique feature of this is the *Sala del Sol*, or sun-parlor, 108 feet long, paved with tiles, with a roof of glass. It is designed for the use of invalids on cool days.

Near both is the *Alcazar*, an annex to the Ponce de Leon, which contains immense bathing-pools of sulphur-water from the artesian wells and of salt water from the bay, and dancing-rooms.

The harbor affords excellent opportunities for boating, and numerous points of interest attract excursion-parties. Among the most popular of these are those to the *North Beach*, one of the finest on the coast, affording an admirable view of the ocean; to the *South Beach*; to the sand-hills, where General Oglethorpe planted his guns and laid siege to Fort Marion; to *Fish's Island*; and to the lighthouses and coquina-quarries on Anastasia Island. A pleasant trip is to *Matanzas*, where are the ruins of a fortress more ancient than any structure in the city itself; and *Matanzas Inlet* affords excellent camping-places for hunting and fishing parties. About 2½ miles off Matanzas an immense *Sulphur Spring* boils up out of the ocean where the water is 132 feet deep, and is well worth a visit. Salt-water bathing may be indulged in at St. Augustine in suitable bathing-houses, but the sharks render open sea-bathing dangerous.

Pablo Beach.

The most popular local resort near Jacksonville, next to St. Augustine, bears a name almost new to the general public. It is Pablo Beach. This is a beautiful location on the Atlantic beach, a few miles south of the mouth of the St. John's. It is connected with Jacksonville by a short but thoroughly equipped railroad, known as the Jacksonville & Atlantic R. R. Both this railroad and Pablo Beach are the result of Jacksonville enterprise. A ride of seventeen miles lands the tourist or pleasure-seeker upon a beach incomparable in hardness, smoothness, and extent.

On this beats the Atlantic, and the finest of marine views opens before him. The growth of Pablo Beach has been phenomenal. It is within a few years that the first cottage was erected, and since that time many buildings have been completed by private citizens. The railroad company have put up extensive buildings, bath-houses, pavilions for dancing, skating, etc., handsome pagodas, and other attractive improvements. Aside from the disbursements of the railroad company, \$300,000 have been expended in the development of the place. It seems to have filled a need of Jacksonville. It has certainly attained an unparalleled popularity with the people and sojourners of that city. The attractions and amusements are hunting, fishing, boating, bathing in an unequalled surf, and riding, driving, and bicycle-riding on the magnificent beach. This beach stretches away in an unbroken line to St. Augustine on the south, and to Mayport at the mouth of the St. John's on the north. *Murray Hall* and *Ocean House* are the principal hotels.

Fernandina.

Fernandina is an interesting old seaport town, situated on the west shore of Amelia Island, at the mouth of Amelia River, 50 miles north of Jacksonville. It is reached by rail from Jacksonville, and from Charleston by railroad and steamer; by steamer direct from New York; and by the inside line of steamers from Savannah. Fernandina was founded by the Spaniards in 1632, and has a population of 2,803, largely increased during the winter season. Its harbor is the finest on the coast south of Chesapeake Bay, being landlocked and of such capacity that, during the War of 1812, when the town was Spanish and neutral, more than 300 square-rigged vessels rode at anchor in it at one time. Vessels drawing 19 or 20 feet of water can cross the bar at high tide, and the largest ships can unload at the wharves. It is the initial point of the Florida Central & Peninsular R. R. system, whence lines run to Cedar Key (p. 13) and through Jacksonville to Chattahoochee. The *climate* of Fernandina is similar to that of St. Augustine; mild and equable in winter, and in summer tempered by the cool sea-breezes. It is entirely free from malaria, and is altogether one of the healthiest places in Florida, though, like St. Augustine, and for the same reasons, its air is considered too strong for consumptives in advanced stages of the disease. The town contains seven churches, a flourishing young ladies' seminary, and a weekly newspaper. Fernandina possesses other attractions for visitors besides its delightful climate. There is, for instance, a fine shell-road, 2 miles long, leading to the ocean-beach, which affords a remarkably hard and level drive of nearly 20 miles. A favorite excursion is to *Dungeness*, the home of the Revolutionary hero, General Nathanael Greene. This estate, of about 10,000 acres of choice land, was the gift of the people of Georgia to the general, in recognition of his services as commander of the Southern provincial army. The grounds are beautifully laid out, and are embellished with flower-gardens, and handsome groves, and avenues of olive-trees, and live-oaks draped with long festoons of the graceful Spanish moss. On the beach, about half a mile from the Dungeness mansion, is the grave of another Revolutionary hero, General Henry Lee, marked by a headstone erected by his son, General Robert E. Lee. Cumberland Island, on which Dungeness is situated, was purchased in 1884 by Thomas M. Carnegie, who rebuilt the old mansion. The hotels at Fernandina are the *Egmont Hotel*, the *Florida House*, and the *Dozier*. Rates from \$1.50 a day upward. Board may be had in private families at from \$6 to \$12 a week.

Internal Travel Lines.

A.—FLORIDA CENTRAL & PENINSULAR R. R.

Central Division.—Beginning at Fernandina, the Florida Central & Peninsular R. R. extends directly across the State to Cedar Key, on the Gulf coast (154 miles), crossing at *Callahan* the Savannah, Florida & Western R. R. (Waycross Short Line). *Baldwin*, at the crossing of the Western Division of the Florida Central & Peninsular R. R. from Jacksonville to Chattahoochee, is 47 miles from Fernandina, 19 from Jacksonville, and 107 from Cedar Keys, and the telegraph-line to Cuba branches off here. The next noteworthy town is *Waldo* (85 miles from Fer-

nandina), at the junction of the Southern and Central Division of the Florida Central & Peninsular R. R. The climate here is dry and the air balsamic, and the region is regarded as particularly favorable to invalids suffering from lung-diseases. The *Waldo House* is a highly comfortable hotel, and board may be had in private families for from \$15 to \$25 a month. Near here is the oldest and largest orange tree in the State, which has borne ten thousand oranges in one season. The woods in the vicinity of the village abound in deer, ducks, quail, etc.; and about 2 miles distant is *Santa Fé Lake*, which is 9 miles long and 4 wide, and affords good facilities for boating and fishing. The streams in the neighborhood are filled with trout and perch. The *Santa Fé River* disappears underground a few miles from *Waldo*, and after running underground for 2 miles rises and continues to its discharge into the *Suwanee River*. *Gainesville* (99 miles) is the principal town on the line of the road. It has 2,790 inhabitants, 4 churches, 4 hotels (*Arlington House*, *Brown House*, *St. Nicholas Hotel*, and the *Rochemont*—terms, \$1 to \$3 a day, \$25 and upward a month), and 2 newspapers. Owing to its favorable situation in the center of the peninsula and in the midst of the pine-forests, which clothe this portion of Florida, Gainesville is much frequented by consumptives and other invalids. The surrounding scenery is very beautiful, and the vicinity abounds in natural curiosities. The woods are alive with game; and oranges, lemons, limes, grapes, and peaches grow in abundance. The *Alachua Sink* teems with fish of various kinds, and with alligators. *Cedar Key* (the *Bettelini*, *Schlemmer*, *Suwanee House*), the Gulf terminus of the railway, is a thriving village of 1,869 inhabitants, pleasantly situated on a large bay, which affords excellent facilities for bathing, boating, and fishing. The chief commerce of the place is in cedar and pine wood, turtles, fish, and sponges, the sponging-grounds being about 60 miles distant. The climate of Cedar Key is blander than that of Jacksonville, and is beneficial to rheumatism as well as consumption; but there are as yet no adequate or proper accommodations for invalids. From Cedar Key a steamer sails twice a week for *Tarpon Springs*, at the head of Anclote River, a voyage of eight hours. Eighteen miles west of Cedar Key, the *Suwanee River*, navigable to Ellaville, enters the Gulf; and the *Withlacoochee River*, 18 miles south. Steamships ply regularly between Cedar Key, the Crystal River, Homosassa, Anclote, Bay Port, Manatee, and Tampa, and others connect it with the country on the Suwanee River. **Southern Division.**—This division of the Florida Central & Peninsular R. R. diverges at *Waldo* in a direction nearly southeast, crossing at *Hawthorne* the track of the Florida Southern R. R. *Citra* and *Anthony* are passed on the way to *Silver Spring* junction, whence a branch (2 miles) leads to *Silver Spring*. *Ocala* is a vigorous little city of 2,904 inhabitants, and the *Montezuma Hotel* and *Ocala House* are good hotels. Sixteen miles south is the *Lake Weir* country, and 10 miles farther is *Wildwood* (whence a branch line runs to Leesburg), and thence to Orlando and Lake Jessup. The main line continues to Plant City and Tampa (with a branch south to *St. Marco*, passing through *Walkulla*). At *Tavares* (22 miles from Wildwood) connections are made with *Sanford*, on the St. John's River, and Orlando. **Western Division.**—From Baldwin this branch runs to the Chattahoochee River, *River Junction* being its western terminus. It passes through *Olustee*, *Lake City*, *Live Oak* (where it intersects the Florida branch of the Savannah, Florida & Western R. R.), *Ellaville*, *Madison*, *Tallahassee*, the capital, *Quincy*, and other towns. At Chattahoochee River it connects with Louisville & Nashville R. R. for Pensacola and New Orleans.

B.—JACKSONVILLE, TAMPA & KEY WEST RAILROAD.

This great trunk-line, starting from Jacksonville, follows the course of the St. John's River, passing through *Orange Park*, *Magnolia*, *Green Cove Springs*, *Palatka*, *Seville*, *De Land Junction*, and *Enterprise*. The main line crosses the St. John's River by a bridge 3,500 feet long to the terminus at *Sanford*. The *De Land Branch* connects the main line, at *De Land Junction*, with *De Land*, a flourishing town of 1,113 inhabitants, the seat of John B. Stetson University, as well as the seat of Volusia County, and at *Lake Helen*. The *Indian River Division* extends from

Enterprise Junction to Titusville, on Indian River. Here the iron steamers *Sebastian*, *St. Augustine*, *St. Lucie*, and *Progress* make daily connection for *City Point*, *Merritt's Island*, *Cocoa*, *Rockledge*, *Eau Gallie*, *Melbourne*, *Sebastian*, *Narrow*, *St. Lucie*, *Fort Pierce*, *Eden*, *Jupiter*, *Juno*, and *Lake Worth*. At *Palatka* the main line connects with the Florida Southern Railway for *Gainesville*, *Ocala*, *Leesburg*, *Pemberton*, and *Brooksville*. Connection is also made at *Palatka* with the *St. John's & Halifax* road for *Ormond*, *Daytona*, and *Halifax River*. At *Orange City Junction* the main line connects with the *Atlantic & Western R. R.* for *Orange City*, *Lake Helen*, *New Smyrna*, and *Hillsborough River*; at *Sanford* with the *Orange Belt R. R.* for *Oakland*, *San Antonio*, *Tarpon Springs*, *Duneden*, *Clearwater Harbor*, and *St. Petersburg*, on the *Gulf*; at *Sanford* with the *South Florida R. R.* for *Winter Park*, *Orlando*, *Kissimmee*, *Bartow*, *Tampa*, and *Port Tampa*, where are met the Cuban mail-steamers *Olivette* and *Mascotte*, of the *Plant Line*, for *Key West* and *Havana*.

C.—SOUTH FLORIDA RAILROAD.

From *Sanford* this line passes *Belair*, where is situated the fruit-farm of General *Sanford*, to *Maitland*, a colony of Northern families, and the rising resort, *Winter Park*, beautifully situated on *Lake Osceola*, five miles in circumference. A large hotel, *The Seminole*, will accommodate 400 guests. There is here always a large winter population. Passing *Orlando*, with 2,856 inhabitants and numerous good hotels and boarding-houses, the road reaches *Kissimmee City*, the headquarters of the *Diston Land Improvement and Drainage Company*, skirts the sparkling *Lake Tohopekaliga*, and continues through *Lakeland* and *Plant City* to *Tampa* and *Port Tampa*.

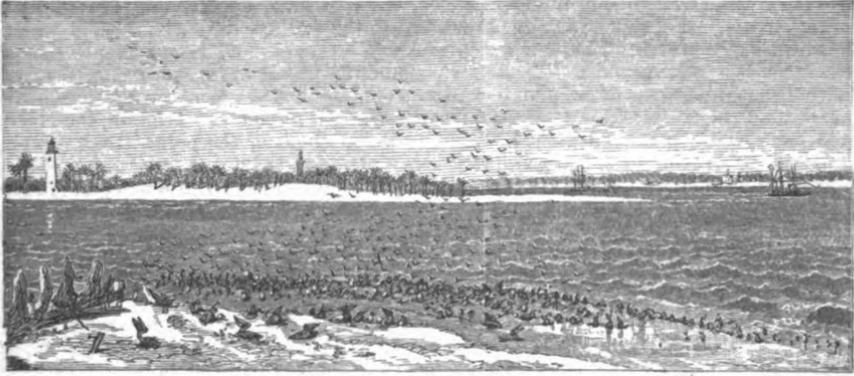
D.—FLORIDA SOUTHERN RAILROAD.

This line extends from *Palatka*, crossing the *Florida Central & Peninsular R. R.* line at *Hawthorne*, *Gainesville*, and *Ocala*, to *Brooksville*. At *Leesburg* it connects with the *St. John and Lake Eustis* branch. From *Leesburg* it is continued southward to *Pemberton*, *Lakeland*, and *Bartow*, where it meets the *South Florida R. R.* From *Bartow* trains run to *Punta Gorda*, on *Charlotte Harbor*, the most southern depot in the United States. *Charlotte Harbor* is a beautiful sheet of water, attracting the attention of sight-seers, sportsmen, and health-seekers. The *Morgan* line of steamers for *New Orleans* and *Havana* touch here. We have given a brief glance at the net-work of railroads which now place the hitherto inaccessible localities of *Florida* within thirty-six hours of *New York*.

The St. John's River.

The town of *Mayport*—the quarantine post and anchorage of *Jacksonville*—lies on the left of the river at its mouth, and is connected with *Jacksonville* by ferry-boat and the *Mayport & Pablo Railway*. Opposite is the *St. John's River* light. *Jacksonville*, 21 miles from *Mayport*, has been already described. At this point the *St. John's*, after flowing north for 300 miles, turns eastward and empties into the *Atlantic*. Its whole course, which lies through an extremely level region, is about 400 miles, and throughout the last 150 miles it is little more than a succession of lakes, expanding in width from $1\frac{1}{2}$ mile to 6 miles, and having at no point a width of less than $\frac{1}{2}$ mile. It is said that, with its navigable branches, the *St. John's* affords 1,000 miles of water transportation, and it is credited with carrying a larger volume of water than the *Rio Grande*. Its banks are lined with a luxuriant tropical vegetation, handsome shade-trees and orange-groves, and here and there are picturesque villages. "The banks are low and flat," says *Edward King*, "but bordered with a wealth of exquisite foliage to be seen nowhere else upon this continent. One passes for hundreds of miles through a grand forest of cypresses robed in moss and mistletoe; of palms towering gracefully far above the surrounding trees; of palmettos, whose rich trunks gleam in the sun; of swamp, white and black ash, of magnolia, of water-oak, of poplar and of plane-trees; and, where the hammocks rise a few feet above the water-level, the sweet bay, the olive, the cotton-tree, the juniper, the red cedar, the sweet-gum, the live-oak, shoot up their splendid stems: while among the shrubbery and inferior growths one may note the azalea, the

sumach, the sensitive-plant, the agave, the poppy, the mallow, and the nettle. The vines run not in these thickets, but over them. The fox-grape clammers along the branches, and the woodbine and bignonia escalate the haughtiest forest-monarchs.



Mouth of the St. John's.

When the steamer nears the shore, one can see far through the tangled thickets the gleaming water, out of which rise thousands of 'cypress-knees,' looking exactly like so many champagne-bottles set into the current to cool. The heron and the crane saucily watch the shadow which the approaching boat throws near their retreat. The wary monster-turtle gazes for an instant, with his black head cocked knowingly on one side, then disappears with a gentle slide and a splash. An alligator grins familiarly as a dozen revolvers are pointed at him over the boat's side, suddenly 'winks with his tail,' and vanishes! as the bullet meant for his tough hide skims harmlessly over the ripples left above him. . . . For its whole length of 400 miles, the river affords glimpses of perfect beauty. One ceases to regret hills and mountains, and can hardly imagine ever having thought them necessary, so much do these visions surpass them. It is not grandeur which one finds on the banks of the great stream: it is Nature run riot."

The steamers City of Jacksonville, Fred'k De Bary, Everglade, and Welaka, leave Jacksonville daily, except Saturday, at 3.30 P. M. for Sanford and Enterprise. Time, about 15 hours; fare, \$2; round trip, \$3.75. Returning, leave Sanford daily, except Sunday, at 9 A. M., and reach Jacksonville next morning. Others make a daylight run, leaving Sanford at 5 A. M., and arriving at Jacksonville at 6.10 P. M. The following list of localities on the St. John's may prove useful to the tourist. The distances are from Jacksonville:

	Miles.		Miles.
Riverside	3	Welaka	100
Black Point	10	Beecher	101
Mulberry Grove	12	Mount Royal	105
Mandarin	15	Fort Gates	106
Fruit Cove	19	Orange Point	112
Hibernia	23	Georgetown	112
Remington Park	25	Drayton Island	116
Magnolia Springs	28	Lake View	122
Green Cove Springs	30	Volusia	134
Hogarth's Landing	38	Orange Bluff	140
Picolata	44	Hawkinsville	160
Tocoi	49	De Land Landing	162
Federal Point	58	Lake Beresford	163
Orange Mills	63	Blue Spring	166
Dancy's Wharf	66	Shell Bank	183
Whetstone	68	Sanford	193
Russell's Landing	69	Mellenville	195
Palatka	75	Enterprise	198
Rolleston	78	Cook's Ferry and King Phillip's Town	224
San Mateo	79	Lake Harney	225
Buffalo Bluff	87	Sallie's Camp	229
Horse Landing	94	Salt Lake	270

Fifteen miles above, on the east bank, is *Mandarin*, one of the oldest settlements on the St. John's. It is the winter home of Mrs. Harriet Beecher Stowe, whose cottage is situated near the river, a few rods to the left of the shore-end of the pier. She owns about 40 acres of land, three or four of which are planted with orange-trees. *Magnolia Springs* (28 miles), on the J., T. & K. W. R. R., and which has already been described, is situated on the west bank, and is considered one of the most desirable resorts in Florida for consumptives. It has a sandy soil, covered with beautiful groves of pine and orange trees, and there are no dangerous hammock-lands near by. The *Magnolia Springs Hotel* is one of the best on the river, and has several cottages attached. A little to the north of the point, Black Creek, a navigable stream, up which small steamers make weekly trips as far as *Middleburg*, empties into the St. John's. From the banks alligators are sometimes seen, which are apt to be mistaken at times for logs, which are floated down this stream in large quantities to market. Two miles above Magnolia are the *Green Cove Springs*, one of the most frequented resorts on the river, but now more easily reached by rail from Jacksonville, as is fully stated in the tracing of the Jacksonville, Tampa, & Key West R. R. line. The spring discharges about 3,000 gallons a minute, and fills a pool some 30 feet in diameter with greenish-hued crystal-clear water. The water has a temperature of 78° Fahr.; contains sulphates of magnesia and lime, chlorides of sodium and iron, and hydrogen sulphide; is used both for bathing and drinking; and is considered beneficial for rheumatism, gouty affections, and Bright's disease of the kidneys. Attached to the springs are comfortable bathing-rooms, and close by are several hotels. There are also good private boarding-houses. About 14 miles above, on the same side, is *Picolata*, the site of an old Spanish settlement, of which no traces now remain. Two hundred years ago it was the main depot for the supply of the Spanish plantations of the up-country, and it then contained a splendid church and several religious houses of their order built by the Franciscan monks. On the opposite side of the river are the ruins of a great earth work fort of the time of the Spanish occupation. *Total* (49 miles) is of some importance as the point where connection is made with the St. John's Railroad to St. Augustine, 15 miles distant. *Palatka* occupies a fine, high plateau with a wide-reaching view up and down the river. It is the head of navigation for steamships, 75 miles from Jacksonville by the river and 56 by railroad. It has railway connection with Gainesville and Ocala *via* the Florida Southern R. R., and with the Jacksonville, St. Augustine and Indian River R. R. for the Indian River. It had a population in 1890 of 3,039, and is admirably located on high ground on the west bank of the river, where the surface-land is for the most part sandy. It is the county-seat of Putnam County, and is at the head of a large bay, the plateau on which it stands being so high and broad as to afford a fine view up and down the river. The soil is rich, and yields abundant crops. Vast quantities of vegetables and small fruits are sent from this point every year to the North. In the vicinity are many old productive and valuable orange-groves; and on the opposite side of the river, reached by ferry, are the famous groves of Colonel Hart, where the finest fruits of the tropics may be seen in their different stages of growth. The Hart plantation is one of the show-places of the country adjacent to Palatka. The city contains numerous well-stocked shops, packing-houses, warehouses, hotels, several handsome churches, good schools, and public buildings. The streets are wide and neatly kept, and are generally shaded with large oaks and orange-trees. Tastefully constructed residences line them, and about them are usually ample and well-shaded grounds. Thrift, prosperity, and enterprise are everywhere manifest. The Florida Southern Railway Company, one of the most important corporations in the State, has its headquarters here, including car-shops, storehouses, depots, wharves, and general offices. In the winter season, from December till May, Palatka swells itself to the proportions of a fashionable winter city. The wonderful blandness of its climate renders Palatka peculiarly favorable to consumptives, and it offers advantages in the way of churches, schools, postal and telegraph facilities, etc., not possessed by many of the interior resorts. It has five good hotels: the *Putnam House*, *Saratoga Hotel*, the *Berkshire*, the *Hotel Winthrop*, and the *Arlington House*.

Rates at these houses are from \$2 to \$4 a day. There are several private boarding-houses where board may be had at from \$10 to \$15 a week. Palatka is steamboat headquarters for the upper St. John's and its tributaries; and the steamers *en route* for Sanford discharge and receive freight. Those who make this place their point of departure for the hunting and fishing regions of the upper St. John's and the Indian River region, and do not come supplied with equipment, can purchase at Palatka to advantage. Hart's line of steamers run daily from Palatka up the Ocklawaha River to Silver Spring, and a railroad to St. Augustine offers facilities for reaching the sea. Trains run the distance in 65 minutes, and leave each point twice daily.

Above Palatka the vegetation becomes more characteristically tropical, and the river narrows down to a moderate-sized stream, widening out at last only to be merged in grand Lake George, Dexter's Lake, and Lake Monroe. The steamers make the run from Palatka to Sanford in about 12 hours. Four miles above Palatka, on the opposite bank, is *San Mateo*, a pleasant hamlet situated on a high ridge overlooking the river. *Welaka* (25 miles above Palatka), above the mouth of the Ocklawaha River, is the site of what was originally an Indian village, and afterward a flourishing Spanish settlement. On the Ocklawaha is the famous *Silver Spring*, the largest and most beautiful of the springs of Florida, navigable by steamers of several tons' burden. This spring is said to be the "fountain of youth" of which Ponce de Leon dreamed, and for which he vainly searched. The clearness of its waters is wonderful; they seem more transparent than air. "You see on the bottom, 80 feet below, the shadow of your boat, and the exact form of the smallest pebble; the prismatic colors of the rainbow are beautifully reflected; and you can see the fissures in the rocky bottom through which the water pours upward like an inverted cataract." Just above Welaka the river widens into *Little Lake George*, 4 miles wide and 7 miles long, and then into *Lake George*, 12 miles wide and 18 miles long. This is one of the most beautiful sheets of water in the world, being considered by many tourists equal in attractions to its namesake in the State of New York. Among the many lovely islands which dot its surface is one called *Drayton*. It is 1,700 acres in extent, and contains one of the largest orange-groves on the river. All along the lake the eye is delighted and the ear charmed by the brilliant plumage and the sweet song of the Southern birds. One finds here the heron, the crane, the white curlew, the pelican, the loon, and the paroquet; and there are many varieties of fish. *Volusia* (5 miles above Lake George, 134 miles from Jacksonville) is a wood-station, with a settlement of consid-



An Orange-Grove on the St. John's.

erable size back from the river. An ancient Spanish town used to stand here, this formerly being the principal point on the line of travel between St. Augustine and the Mosquito Inlet country. A fort was erected here during the Seminole War, and from this fort General Eustis, in command of the left wing of the army, set out to cross the country to the Withlacoochee to join General Scott. After a fruitless campaign of three months, the latter and his army crossed the river here on their way to St. Augustine. Twenty-eight miles above Volusia is *Blue Spring*, one of the largest mineral springs in the State. It is several hundred yards from the St. John's, but the stream is large enough for steamers to float in it. From *Blue Spring Landing* the Atlantic & Western R. R. crosses the Jacksonville, Tampa & Key West R. R., and runs to *Lake Helen (Harlan House)*, the "villa city" of Florida, and New Smyrna. Pursuing the voyage to the south, and passing several unimportant landings, the steamer speedily enters *Lake Monroe*, a sheet of water 12 miles long by 5 miles wide, teeming with fish and wild-fowl. On the south side of the lake is *Sanford*, the metropolis of South Florida, with wide streets, fine churches, schools, stores, and hotels (*Sanford House, San Leon Hotel, Sistine Hotel*), a young but rapidly growing city, which has sprung into existence within the last few years. It is situated at the head of navigation for large steamers on the St. John's, and is the principal avenue of entrance to Orange County, whither so many of the new settlers are going. The South Florida R. R. extends S. W. to Tampa, opening up an excellent country, and passing the growing towns of Maitland, Bartow Junction, where a branch then runs to Port Tampa, Orlando, the county-seat of Orange County, Kissimmee, and Lakeland, while it also extends southward to Punta Gorda. Near Sanford are a number of fine orange-groves. On the opposite side of the lake from Sanford is *Enterprise*, by rail but a few hours' ride from Jacksonville, and one of the most popular resorts in southern Florida for invalids, especially for those suffering from rheumatism. The climate is warmer than that of Jacksonville and Magnolia, but it is said to have invigorating qualities which speedily convert invalids into successful fishermen and hunters. The *Brock House* is famous among travelers, and reasonable board may be had in private houses. A mile N. of the town is the *Green Spring*, a sulphur-spring, with water of a pale-green hue, but quite transparent. It is nearly 80 feet in diameter, and about 100 feet deep.

Although Sanford is the head of large steamboat navigation on the St. John's, there is for the sportsman still another hundred miles of narrow river, deep lagoons, gloomy bayous, and wild, untrodden land, where all sorts of game, such as bears, wild turkeys, deer, and ducks, are plentiful, while the waters teem with innumerable varieties of fish. Small boats can be obtained to run during the winter through *Lake Harney* to *Salt Lake*, the nearest point to the Indian River from the St. John's; and a small steamboat makes frequent excursions through *Lake Jessup* to *Lake Harney*, for the benefit of those who wish to try their hand at the exciting sport of alligator-shooting, or of those who wish simply to enjoy the charming scenery. The trip to *Lake Harney* and back is made in 12 hours. *Lake Jessup* is near *Lake Harney*; it is 17 miles long and 5 miles wide, but it is so shallow that it can not be entered by a boat drawing more than three feet of water. The St. John's rises in the elevated savanna before mentioned, fully 120 miles south of *Enterprise*, but tourists seldom ascend farther than *Lake Harney*. About 30 miles southeast of *Enterprise* is the ancient town of *New Smyrna*, located on *Halifax River* and now the terminus of the Atlantic & Western R. R. *New Smyrna* was settled in 1767 by Dr. Robert J. Turnbull and his colony of 1,500 Minorcans, and was named by his wife, who was a native of Smyrna. The colonists cultivated indigo with much success, but, not being dealt with according to contract, they abandoned the settlement in 1776, and established themselves in and near St. Augustine, where their descendants now reside. A large canal, draining the *Turnbull Swamp* into the *Hillsborough River*, at *New Smyrna*, is the only permanent monument the founder of this colony has left to posterity. Near *New Smyrna*, on the *Halifax* and *Hillsborough Rivers*, are the flourishing settlements of *Holly Hill*, *Daytona*, *Port Orange*, and *Oak Hill*; and the adjacent region is rapidly filling up.

Indian River.

At Enterprise Junction the Indian River Division of the Jacksonville, Tampa, & Key West R. R. offers transportation to a region which has heretofore filled the tourist with tantalizing longings, and which has really seemed "so near and yet so far." It is a region teeming with the world's luxuries, and yet, because of its inaccessibility, they have lain hidden in forest and lagoon. It is now, however, by a pleasant ride past Osteen, Maytown, Mims, and La Grange to Titusville, brought in easy reach, of Jacksonville. Its oysters—the finest in the world—may now, like its other productions, be landed in Jacksonville in 6 hours after being taken from their briny beds.

Indian River is a long lagoon or arm of the sea, beginning near the lower end of Mosquito Inlet (Hillsborough Lagoon) (with which it is connected by a short canal), and extending southward along the east side of the peninsula for a distance of nearly 150 miles. It is separated from the Atlantic by a narrow strip of land, through which it communicates with the open water by the Indian River Inlet (latitude $27^{\circ} 30' N.$) and by Jupiter Inlet; and for more than 30 miles of its northern course the St. John's River flows parallel with it, at an average distance of not more than 10 miles.

The water of the lagoon is salt, though it receives a considerable body of fresh water through Santa Lucie River, an outlet of the Everglades; there are no marshes in the vicinity; the adjacent lands are for the most part remarkably fertile, producing abundantly oranges, lemons, limes, bananas, coconuts, pineapples, guavas, grapes, sugar-cane, strawberries, blackberries, and all varieties of garden vegetables; and the river itself teems to an almost incredible degree with fish of every kind, including the pompano, the mullet, the sheepshead, tarpon, turtles, and oysters of the most delicious flavor. Along the shore of the lagoon toward the Atlantic is a belt of thick, evergreen woods, which, breaking the force of the chilling east winds that sometimes visit these latitudes in winter, renders the climate of the Indian River country peculiarly favorable to consumptives and rheumatic patients. At *Fort Capron*, near the Indian River Inlet, a series of meteorological observations, taken during a series of years, shows a singularly equable temperature, with comparative dryness; the winter months having a mean temperature of $63^{\circ} 20'$ Fahr., and there being 217 fair-weather days for the year.

The Indian River orange is, perhaps, more than anything else, what has rendered the name of the river so familiar to the outside world. A writer in *Blackwood's Magazine* says of it: "They have produced an orange which is not to be mentioned in the same breath with ordinary oranges. It is a delicacy by itself, hitherto unknown to the world, and which Spain need never attempt to rival. Between an Indian River orange and the coarse-grained, spongy, bitter-sweet product of the Mediterranean, there is nothing whatever in common." The Dummitt grove at the head of the river gave the Indian River orange its earliest fame; but there are now superb groves at other places along the river—at La Grange, City Point, Rockledge, Turkey Creek, and elsewhere.

Game is very abundant, except where the country is thickly settled. In the marshes all manner of ducks abound, and include the teal, mallard, wood, red-heads, coot, blue-bill, and canvas-back. Deer in some places are found in large numbers. Bears are found, particularly in summer, when with the turtle they roam the Atlantic beach, it may be almost said, in company—the turtle to deposit its eggs, the bear to eat them. Either of them—bear or turtle—may be counted good game. Otter, wildcat, panther, foxes, squirrels, raccoons, opossums, wild-turkey, quail, marsh-hen, plover, pheasant, snipe, cranes, egrets, curlews, and almost innumerable smaller birds may be found in the hammocks and about the lagoon.

Merritt's Island, a body of about 58,000 acres of land, lies in the Indian River, opposite Cape Canaveral. It is beautifully situated, and has already a large population, with churches and post-offices. It is widely noted for its extensive pineapple plantations. At its northern end the Indian River connects by Haulover Canal

with the Mosquito Lagoon, which is also known as the Hillsborough River; and at the northern end of Mosquito Lagoon the Halifax River comes in, which begins about 40 miles south of St. Augustine. The principal settlements are *Ormond*, *Daytona*, and *Port Orange*, on the Halifax River; *New Smyrna*, on the Hillsborough River; and *Titusville* and *Rockledge*, on the W. bank of the Indian River.

The Tallahassee Country.

"Middle Florida," in the midst of which Tallahassee lies, differs from the rest of the State in that its surface is more broken and undulating, reaching here and there an elevation of from 300 to 400 feet. The hills are singularly graceful in outline, and the soil is exceedingly fertile, producing all the characteristic products of the Southern States, including tobacco and early garden vegetables. The vegetation is less tropical in character than that of eastern and southern Florida, but it is very profuse, and comprises many beautiful evergreens. Tallahassee, the capital of the State and county-seat of Leon County, is situated 165 miles west of Jacksonville, and is reached by Western Division of F. C. & P. R. R. It had a population of 2,988 in 1890. It is beautifully located on high ground, and is regularly laid out in a plot a mile square, with broad streets and several public squares, shaded with evergreens and oaks. The abundance and variety of the shrubs and flowers give it the appearance of a garden. The business portion of the city is of brick. The public buildings are the *Capitol* (commenced in 1826), a large three-story brick edifice, with pillared entrances opening east and west; and the *Court-House*, a substantial two-story brick structure. There are several free public schools, two weekly newspapers, telegraph and express offices, and Baptist, Episcopal, Methodist, Presbyterian, and Roman Catholic churches. The Murat Homestead, owned by Prince Achille Murat, and where he is buried, is one of the interesting sights of this place. The car and machine shops of the railroad company are located here; also a cotton-factory. The society of Tallahassee is distinguished for its intelligence and refinement, and the old-time hospitality has survived the ravages of the war. The climate is delightful, the heat of summer and the cold of winter being tempered by the breezes from the Gulf; but consumptives should bear in mind that, as the site is higher than that of Jacksonville, the air is more likely to prove trying to weak lungs, unless proper precautions are taken as to clothing, etc. In the immediate neighborhood of Tallahassee are *Lake Jamonia*, *Lake Jackson*, and *Lake Lafayette*—the second named after General Andrew Jackson and the last after the French marquis.

The hotels of Tallahassee include the *New Leon*, with accommodations for 125 guests, and the *St. James* and *Baldwin* are smaller but popular houses.

Quincy, 24 miles farther west, is a charming village (*The Metropolitan*), and one of the oldest towns in the State. It was incorporated in 1828. The surrounding country, like all Middle Florida, is hilly and picturesque, constantly reminding one of Kentucky, Tennessee, or Virginia, and, like those States, excels in the cultivation of tobacco. This entire section is a constant surprise to the stranger, and affords unfailing delight to those familiar with its attractions.

Monticello (38 miles east of Tallahassee) is an important town of 1,218 inhabitants. It contains Baptist, Episcopalian, Methodist, and Presbyterian churches, several schools, and a weekly newspaper. The hotels are the *St. Elmo* and *The Oakley*, and board may be had in private families. In the vicinity of Monticello is *Lake Miccomukie*, whose banks are noted as the camping-ground of De Soto, and as the field of a bloody battle between General Jackson and the Miccosukie Indians.

Madison (22 miles east of Monticello), the capital of the county of the same name, is an attractive town, in 1890, of 781 inhabitants, containing Baptist, Methodist, and Presbyterian churches, and several good boarding-houses. Near by is the Suwanee River, and in the county are the beautiful *Lakes Rachel*, *Mary*, *Francis*, and *Cherry*.

Returning to Tallahassee, we can not resist the temptation of a trip over the *St. Mark's Branch* of the F. C. & P. system. It is but 21 miles long, and runs through

a flat, uninteresting portion of country; but it leads up 16 miles from Tallahassee to *Wakulla*, which is the nearest station to the celebrated *Wakulla Spring* and also the *Wakulla Volcano*. The former curiosity lies in the midst of a dense growth of hammock forest. Sidney Lanier says of it: "About 15 miles from Tallahassee is one of the most wonderful springs in the world—the *Wakulla*—which sends off a river from its single outburst . . . Once arrived and floating on its bosom, one renews the pleasures enjoyed at Silver Spring. Like that, the water here, which is similarly impregnated with lime, is thrillingly transparent; here one finds again the mosaic of many-shaded green hues, though the space of the spring is less broad and more shadowed by trees than the wide basin of Silver Spring."

The *St. Mark's River* is very picturesque, and is supposed to rise from the great *Miccosukie Lake*, which communicates underground with the "sink," where the river begins its course. It is navigable to the *Natural Bridge*, 18 miles from Tallahassee, where the stream disappears to reappear 50 feet below. Here occurred on March 6, 1865, one of the closing battles of the civil war.

The *Wakulla River* is also picturesque and beautiful, and a trip from *St. Mark's* up to the spring is something the tourist should not omit. At its mouth stand the remains of the ancient Spanish fortress of *San Marco*.

Western Florida.

That portion of the State lying west of the *Appalachicola River* is usually spoken of as "West Florida," and by Nature belongs rather to Alabama than to Florida. Its population is rapidly increasing, and, being quite as accessible as any other part of the State, it is now much visited by tourists and invalids. Its coast-line is indented with many beautiful bays, and the country is watered by numerous creeks and rivers, down which is floated the lumber which constitutes the chief staple of its industry. Leaving the line of the *Florida Central & Peninsular R. R.* at *River*



A River Post-Office.

Junction, a division of the *Louisville & Nashville* system traverses that portion of the State which lies between the *Chattahoochee* and *Perdido Rivers*. *Marianna (Chipola Hotel)*, the first place of importance in our westward course, is picturesquely situated in the midst of a fine fertile agricultural section. **De Funiak**

Springs (*Hotel Chautauqua*), midway between the Chattahoochee and Perdido, is classed among the most popular winter resorts of Florida. It is a circular lake, or spring without visible outlet or source of supply. It is one and one fourth mile in circumference, round as if drawn by Nature's compasses. A branch "Chautauqua," known as the "Florida Chautauqua," has selected this place for its annual assemblies, which are held in winter, beginning in February and closing April 1st. A large assembly hall, the Tabernacle, capable of accommodating 1,000 listeners, and provided with a large, commodious stage, organ, etc., stands on the shores of the lake. There are branches of the State Normal School, a United States Experiment Station, and Presbyterian and Methodist churches in this place.

The next point of interest is **Pensacola** (*Hotel Escambia*), the western terminus of the Louisville & Nashville branch line. It is the principal city of West Florida, and is situated on the N. W. side of the bay of the same name, about 10 miles from the Gulf of Mexico. The adjacent country is sandy and covered with pines. The town itself, although a place of considerable political and commercial importance during the Spanish and English occupation, had, until a year or two prior to the civil war, presented a decayed appearance. At that time a large accession both to its trade and population took place, in consequence of the approach to completion of the railroad connecting it with Montgomery. Since the war it has had considerable commerce, and its population in 1890 was 11,751. The principal public buildings are a Custom-House, a Court-House, and Roman Catholic, Episcopalian, Presbyterian, Methodist, and Baptist churches. There are several schools and academies, and two weekly newspapers. The remains of the old forts, San Miguel and St. Bernard, relics of the Spanish occupation, may be seen in the rear of the city. The climate of Pensacola is exceedingly healthful, the winter temperature being remarkably equable and bland. The entrance is defended by *Fort Pickens* on the east, situated on the extreme point of the long, low island of Santa Rosa, and *Fort McRae* on the west, situated on the mainland. About 1½ miles to the north, and immediately in front of the entrance, stands *Fort Barrancas*. Near this fort are extensive barracks, a *Light-house*, and the *Naval Hospital*. About a mile above the hospital (7 miles from Pensacola) is the *Navy-Yard*, situated on Tartar Point. The villages of *Warrington* and *Woolsey* lie immediately adjacent to the walls of the navy-yard. A division of the Louisville & Nashville R. R. to Pensacola Junction brings Pensacola into connection with the general railway system of the country. From New York and the North there are three main routes to Pensacola—one *via* Atlanta, West Point, and Montgomery; another *via* Macon, Columbus, and Montgomery; and a third *via* New Orleans and Mobile. From eastern Florida, Pensacola is reached by western division of Florida Central & Peninsular R. R. from Jacksonville to River Junction, and thence by Louisville & Nashville R. R. to Pensacola.

Up the Ocklawaha.

In the earlier days of Florida travel, a trip up the Ocklawaha to the famous Silver Springs was the ultimatum of the tourist's ambition; but times have very much changed in this as in other respects. The Silver Springs is now reached (if one so chooses) in a drawing-room car, and if the tourist misses the chance of "roughing it," he finds all the advantages of civilization, comfort, and even luxury, following him into the depths of primeval Nature. The old mode of travel, however, still possesses its charms, and a recent writer, in describing a trip of but a few months ago, says that "no visitor to Florida who values his peace of mind will leave the State without having made the trip up the Ocklawaha to Silver Springs." The Ocklawaha boats start from Palatka at nine o'clock in the morning. The trip occupies twenty hours, more or less, according to the conditions of navigation. The rude, awkward, nondescript craft which waited for passengers in the winter mornings of a few years ago, is passed away, and now the Ocklawaha River boats are five in number, all of them models of comfort, yet adapted to a nicety to their peculiar service. They are all stern-wheelers, and all carry Indian names. The first three hours of the trip is occupied in going up the

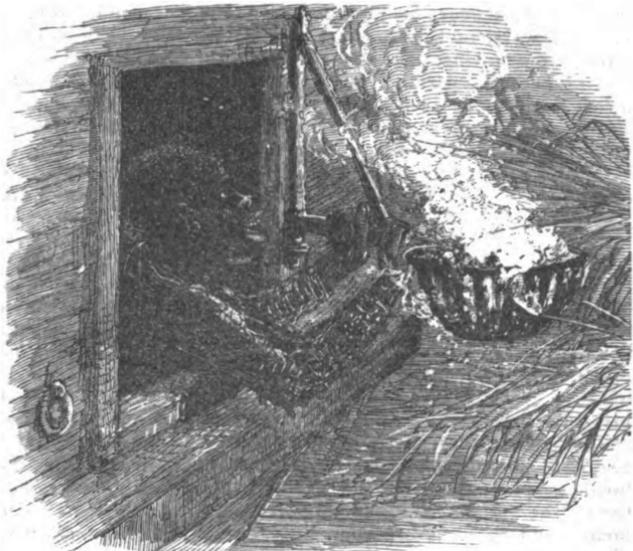
St. John's to *Welaka*, a point nearly opposite the mouth of the Ocklawaha. The scenery immediately changes when the mouth of the river is entered. The channel is narrow and tortuous in the extreme, and winds through a dense cypress swamp. The giant trees on each side meet and interlace overhead, and the route among

them seems more like entering and traversing a forest aisle.

The whole trip is most interesting, but becomes especially so after dark, when the pathway of the steamer is illuminated by the dancing glow of a light-wood fire suspended in iron fire-pans or cages on the corners of the pilot-house. These are constantly fed with resinous or "fat" pine-knots. The effect of this glaring flame, bursting out of blackest darkness, it is impossible to describe.

The glinting water, the giant trees, the overhanging, dreary-

looking moss, the very emblem of desolation, the fantastic forms of twisted water-oaks, the glimpses of lazy-looking alligators, the cry of birds startled by the light—all combine to make an experience that may be counted an event in any life. Often, at the most opportune moment, a banjo is heard from the lower deck, giving out weird, uncanny minor tones; it is soon accompanied by untrained but singularly melodious voices, in some jingle so meaningless in its diction as to seem an impromptu rhyme, yet in the whole a marvelous preservation of the unities, perfect in its harmony with the surroundings. The scene is complete. Nothing could be added that would make it more intensely picturesque. About midnight the boat passes through "The Gateway of the Ocklawaha," as it is called. This is formed by two immense cypress-trees, growing so close to each other that scarcely enough room is left to allow the boat to pass. About daylight the boat turns suddenly to the right, and the celebrated Silver Spring Run is entered. Here the stream becomes a river 100 feet in width, and runs with a swift current, against which these diminutive steamers make laborious way for 9 miles. The "Run" is the crowning marvel of the river. Its waters are so clear that it can be compared to nothing but a river of glass with emerald banks. Its bottom is of white sand, and so transparent are its waters that mosses and grasses growing on the bottom, 100 feet below, can be seen distinctly. As they move in the current, it is difficult to dispel the delusion that they are waving in the wind. At the end of the "Run" the boat crosses the "Silver Spring" and anchors at the wharf at Silver Springs. The proper thing to do next is to take a seat in the row-boat awaiting the tourist, and explore the wonderful spring at leisure. It is about 60 feet in depth, and sends up thousands of gallons of water without producing a ripple on the surface. The water is so clear and so translucent that it possesses a marvelous power of refraction. Floating on its surface in a small boat, the traveler may fancy himself afloat in a balloon, so plainly are all the objects of the submarine world seen in the water beneath him. The most surprising effect is produced when the boat



The Lookout.

floats from shadow out into sunshine, for then it seems, by some miraculous power, to be suspended in mid-air, between two worlds of clearest ether; while, "glancing downward," says a graphic writer, "on the sanded bottom is seen a sharp, clear *silhouette* of man, boat, and paddle." Facing the wharf, an elegant hotel, with all modern appliances, awaits the traveler's emergence from the wild wood, and is ready to welcome him to comfort and rest. Several home-like cottages will also, for moderate compensation, refresh and entertain him for any period of time. Here, too, he finds the parallel rails and the iron horse ready to return him to Palatka in a few hours, if he prefers that to a return trip on the boat. A little steamer, the *Emma*, plies upon the spring and down the "Run." By this means invalids and other travelers, who do not desire the fatigue of the trip from the mouth of the Ocklawaha, can come to the hotel by rail, and in this little steamer can cross the spring, enter the "Run" from the spring, and traverse its nine miles and return.

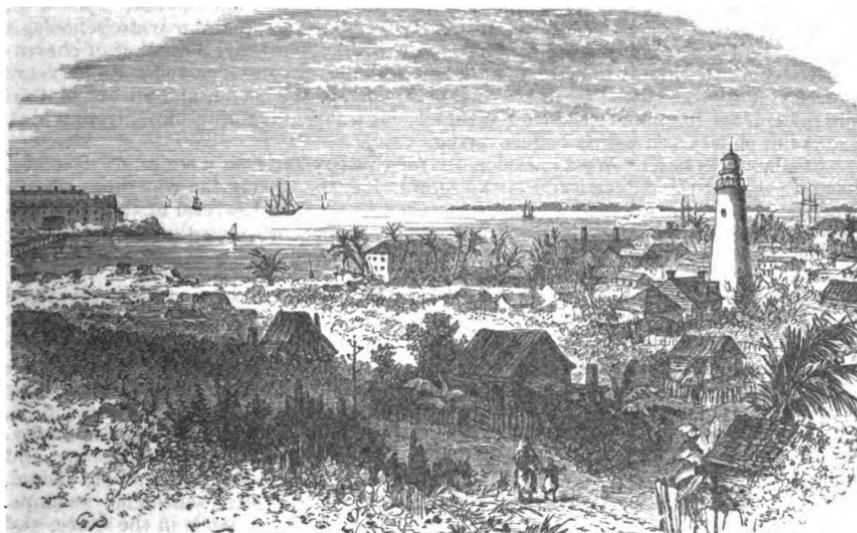
Along the Gulf.

It has already been remarked, in the general description of the State, that much the larger part of the coast-line of Florida is washed by the Gulf of Mexico; but this immense stretch of sea-front is almost inaccessible on account of shallow soundings, and has few good harbors. The principal towns on the coast are Pensacola, Appalachicola, Cedar Key, Tampa, and Punta Gorda. Steamers make frequent intervening points, which are farming or lumbering settlements, offering great attractions to sportsmen, but scarcely interesting to the tourist or invalid. **Tampa**, the first noteworthy point below Cedar Key, is situated near the center of the western coast, at the head of the beautiful Tampa Bay (formerly *Espiritu Santo Bay*). The bay is about 40 miles long, is dotted with islands, and forms a splendid harbor for the largest vessels. Its waters swarm with fish and turtle, the former being so numerous in some places as to impede the passage of boats; and there is an abundance of sea-fowl, including the beautiful flamingo-bird. Deer swarm on the islands. The surrounding country is sandy, and for miles along the shore there is a luxuriant tropical vegetation. Large groves of orange, lemon, and pine trees are everywhere to be seen. The village is growing rapidly, and is probably destined to become one of the chief cities and health-resorts of Florida. There are good hotels (the *Tampa Bay*, the *Plant*, and the *Almeria*), and board may be had in private families. Nine miles south is **Port Tampa**, which is the southern deep-water terminus of the Plant system of railroad and steamship lines. On account of its fine harbor, and being equidistant from the great cities of the East and those of the West and Northwest, it is predicted that it will become a maritime center. A double daily train service connects it with all points in the United States, and it has weekly steamer connection with Mobile, New Orleans, and Jamaica (during the winter), while three steamers leave each week for Havana, stopping at Key West. Near by the railroad ending on the pier is *The Inn*, a convenient and comfortable place for passengers to await the departure of trains and steamers. It is conducted on the European plan. The *Tampa Bay Hotel*—over 500 feet long, with walls of brick and beams of steel, arched with concrete and floored with tiles, proof against any fire, massive yet light and graceful in its perfect Moorish architecture—was opened in January, 1891. Efforts are being made to connect this place with South America by a steamship line, and it is claimed that such a route between the two continents would be at least 400 miles shorter than any existing route. New docks, costing \$250,000, have recently been erected at this point. The South Florida R. R., which is a part of the Plant System, connects Port Tampa with river-travel on the St. John's at Sanford and with the Jacksonville, Tampa & Key West R. R. for Northern travel. The Florida Southern Railway connects with the St. John's River steamers at Palatka, and with the Jacksonville, Tampa & Key West R. R. for Ocala, Leesburg, etc. A steamer leaves Port Tampa every Wednesday and Saturday for **Tarpon Springs** (12 hours), which can also be reached from Cedar Key. The *Tarpon Springs Hotel* is kept in first-class style; the *Tropical Hotel* is cheaper. Camp-life is a feature of Tarpon Springs, and every facility is offered for it. **Manatee** is a small village situ-

ated on the Manatee River about 8 miles from its mouth. There are two or three boarding-houses here, where fair accommodations may be had at \$2 a day or \$40 a month. *Charlotte Harbor*, or *Boca Grande*, south of Sarasota, is about 25 miles long and from 8 to 10 miles wide, and is sheltered from the sea by several islands. Opposite is *Punta Gorda*, the southern terminus of the Florida Southern Railway, and a landing-place of the Morgan Steamship Line, which goes thence to Key West and Havana. The fisheries in and around the harbor are very valuable, the oysters gathered here being remarkably fine and abundant. The entrance to the harbor between Boca Grande Key and Gasparilla is 6 fathoms deep and $\frac{1}{4}$ of a mile wide. *Punta Rassa* is a small hamlet near the mouth of the Caloosahatchee River, chiefly noteworthy as the point where the Cuban telegraph-line lands, and as a U. S. Signal Service station. Here and at St. James, on Pine Island, near by, are the headquarters of tarpon fishermen. North and west of Tampa Bay is Clear Water Harbor, a sheet of water about which it is becoming a common, as it is a very natural, thing for visitors to become rapturous. Its shores are high and bluff-like in character, its waters are deep, and their appearance is aptly set forth in its name. Two miles out of Tampa, on the South Florida R. R., is Ybor City, a town of cigar-makers.

Key West.

Key West, reached by Mallory's line sailing every Saturday from New York at 8 P. M., or *via* rail to Jacksonville, *via* Jacksonville, Tampa & Key West R. R. to Port Tampa, and thence by steamer thrice a week, is situated upon the island of the same name, off the southern extremity of the peninsula, and occupies the important post of key to the Gulf passage. The island is 7 miles long by from 1 to 2 miles wide, and is 11 feet above the sea. It is of coral formation, and has a shallow soil, consisting of disintegrated coral, with a slight admixture of decayed vegetable matter. There are no springs, and the inhabitants are dependent on rain



Key West.

or distillation for water. The natural growth is a dense, stunted chaparral, in which various species of cactus are a prominent feature. Tropical fruits are cultivated to some extent, the chief varieties being cocoanuts, bananas, pineapples, guavas, sapolillas, and a few oranges. The air is pure and the climate healthy. The ther-

thermometer seldom rises above 90°, and never falls to freezing-point, rarely standing as low as 50°. The mean temperature, as ascertained by 14 years' observation, is, for spring, 75.79°; for summer, 82.51°; for autumn, 78.28°; for winter, 69.58°. The city had a population in 1890 of 18,058, a large portion of whom are Cubans and natives of the Bahama Islands. They are a hardy and adventurous race, remarkable for their skill in diving. The language commonly spoken is Spanish, or a *patois* of that tongue. The streets of the town are broad, and for the most part are laid out at right angles with each other. The residences are shaded with tropical trees, and embowered in perennial flowers and shrubbery, giving the place a very picturesque appearance. The buildings, however, are mostly small, and are constructed of wood, except the Western Union telegraph-office, those belonging to the United States Government, and one other, which are of brick. The public buildings are the Custom-House, Naval Storehouse, Marine Hospital, County Court-House, County Jail, a Masonic Hall, and an Opera-House. Near the Naval Storehouse is a monument of dark-gray granite, erected in 1866 to the memory of the sailors and soldiers who died in the service on this station during the civil war. Key West has a fine harbor, and, being the key to the best entrance to the Gulf of Mexico, it is strongly fortified. The principal work of defense is *Fort Taylor*, built on an artificial island within the main entrance to the harbor. It mounts nearly 200 guns, and there are several sand-batteries. The *Barracks* are large and commodious, and are garrisoned by 60 men. There is a *U. S. Dock*, with cisterns to catch rain-water, a condensing and distilling apparatus, and a machine-shop and foundry. Among the principal industries of Key West are turtling, sponging, and the catching of mullet and other fish for the Cuban market. The value of sponges annually obtained is about \$100,000. Upward of 30 vessels, with an aggregate of 250 men, are engaged in wrecking on the Florida Reef, and the island profits by this industry to the amount of \$200,000 annually. The manufacture of cigars employs about 800 hands, chiefly Cubans, and 25,000,000 cigars are turned out yearly. An establishment for canning pineapples is also in successful operation. The city contains Baptist, Episcopal, Methodist, and Roman Catholic churches, two public and eight private schools, a convent, and two weekly newspapers (one Spanish). There are a number of charming drives on the island, and the fishing and boating are unsurpassed. Some years ago Key West was visited by fire, which nearly swept the island, and all but blotted the town from the map of the United States. It was a staggering blow, from which she is but slowly and painfully recovering.

Steamers leave Key West occasionally for the *Dry Tortugas*, a series of desolate, barren rocks at the extreme end of the Florida Keys. During the war these islands were used as a penal station for Confederate prisoners, and several of the conspirators concerned in the assassination of President Lincoln were confined there.

South Florida.

Perhaps no portion of the United States has, for the past two years, attracted so much attention as the 28,000 square miles which compose the region known as South Florida. By this name is known all that portion of the State south of the 29th parallel of latitude. It includes regions as utterly unknown and unexplored as were the most interior recesses of the Dark Continent before Livingstone or Stanley was born. Other portions of it are crossed and recrossed by lines of steel rails, and embryo cities and busy towns record a doubling of their population annually. In some parts of it are New England hills, lifting their heads in Florida sunshine, and within its borders lies also that shoreless, inland sea of solitude, the great, dismal, mysterious *Okeechobee*—vast saw-grasses, marshes, and cypress-sentinelled swamps. This region includes some of the finest locations and richest lands in the State, and Polk, Hernando, and Hillsborough Counties are receiving an almost steady stream, not of visitors only, but of sturdy American citizens, who come to stay. They are rapidly settling up; Orange, Sumter, and Brevard have reputations already that are almost world-wide. The first effort to explore the *Okeechobee* was made in 1881 by Kirk Munroe, of New York, who in his canoe, following the coast from the mouth of the Suwanee to the Caloosahatchee, entered the latter, and,

ascending the stream, worked his gradual way into the wide and desolate Okeechobee Lake. Here it is said that, solitary and alone, he made an eight days' search for the mouth of the Kissimmee, the northern tributary of the lake. Unable to find it, he returned to the Gulf by the route through which he had entered it. Later, Mr. Williams, of the New Orleans *Times-Democrat*, with a considerable party, entered by the Kissimmee, explored the lake, and made exit through the Caloosahatchee. In 1881 Hamilton Disston, of Philadelphia, purchased from the State of Florida 4,000,000 acres of land, of which a large tract borders on Lake Okeechobee and the Everglades. A few months later the Drainage Company, organized by Mr. Disston, commenced the cutting of the canal which now connects the Okeechobee with the head-waters of the Caloosahatchee. By it the lake has been bailed out, so to speak, and miles and miles of country have been drained. These reclaimed lands are found to possess an exceptional fertility.

Hints for Sportsmen.

Probably every portion of the United States, off the beaten lines of travel, has been in turn described as "a paradise for sportsmen"; but it is literal truth to say that there is at the present time no place on the continent like Florida for both game and fish. In the immediate vicinity even of such centers of population as Jacksonville, St. Augustine, and Tallahassee, there is excellent sport for either the angler or the huntsman, and it is only necessary to penetrate a short distance into the country in any direction in order to find game incredible in quantity and variety. One great advantage which Florida offers to sportsmen is that, owing to the extreme mildness of its climate, what is called "roughing it" is a much less trying process than perhaps anywhere else in America. By taking only the most obvious precautions as to clothing, etc., even invalids may camp out for weeks with substantially no risk; and, so much of the locomotion being by water, there is comparatively little likelihood of exhausting fatigue.

As for game, there is an inexhaustible variety from which to choose. Of quadrupeds, there are the bear, the panther, the lynx, the gray wolf, the gray fox, the raccoon, the Virginia deer, the Southern fox-squirrel, the gray squirrel, the gray rabbit, and the opossum. The game-birds include the wild-turkey, the Canada goose, the mallard, the canvas back, the teal, the black duck, the scaup-duck, the red-head duck, the wood-duck, the ruddy duck, the raft-duck, the green wingtail, the blue wingtail, quail, black-billed plover, golden plover, piping plover, snipe, yellow-legs, godwits, curlew, black-necked stilt, rails, herons, cranes, and ibis. The fish include the pompano (most delicious of American fish), the tarpon, the sheepshead, the red-fish or channel bass, the black bass, the sea-bass, the mullet, the trout, the salt-water trout, the drum, the whiting, the red snapper, the "grouper," the cavalli, the crab-eater or sergeant fish, the hogfish, the catfish, the "tarpum," the bream, the sunfish, and several varieties of perch. Sharks are numerous in all the sea-coast waters, and alligators and other reptiles abound in all the inland streams.

We have already remarked that there is no portion of the State where sufficient sport can not be had to satisfy a reasonable amateur's appetite; but those who are especially in search of game should go to Mosquito Inlet, to the Indian River, to the Upper St. John's, to the Upper Ocklawaha (Leesburg), or to the points mentioned in the preceding section on the "Gulf coast." The southwest coast, in particular, is comparatively little visited.

THE GULF COAST.

From Mobile to New Orleans along the upper shore of the Gulf of Mexico, and perhaps more especially along the shore of that portion of the Gulf known as the Mississippi Sound, are numerous resorts that have recently attracted some interest. To the tourist they offer beautiful scenery, to the sportsman fishing and hunting, and to the invalid rest and recuperation.