

Werk

Titel: The United States with an excursion into Mexico

Verlag: Baedeker [u.a.]

Ort: Leipzig [u.a.]

Jahr: 1899

Kollektion: Itineraria

Werk Id: PPN242370497

PURL: <http://resolver.sub.uni-goettingen.de/purl?PID=PPN242370497> | LOG_0243

OPAC: <http://opac.sub.uni-goettingen.de/DB=1/PPN?PPN=242370497>

Terms and Conditions

The Goettingen State and University Library provides access to digitized documents strictly for noncommercial educational, research and private purposes and makes no warranty with regard to their use for other purposes. Some of our collections are protected by copyright. Publication and/or broadcast in any form (including electronic) requires prior written permission from the Goettingen State- and University Library.

Each copy of any part of this document must contain there Terms and Conditions. With the usage of the library's online system to access or download a digitized document you accept the Terms and Conditions.

Reproductions of material on the web site may not be made for or donated to other repositories, nor may be further reproduced without written permission from the Goettingen State- and University Library.

For reproduction requests and permissions, please contact us. If citing materials, please give proper attribution of the source.

Contact

Niedersächsische Staats- und Universitätsbibliothek Göttingen
Georg-August-Universität Göttingen
Platz der Göttinger Sieben 1
37073 Göttingen
Germany
Email: gdz@sub.uni-goettingen.de

191 M. **Macon** (*Lanier Ho.*, \$ 2½-5; *Brown Ho.*, \$ 2½-5), a busy cotton-mart and railway-centre, with 22,746 inhab., lies on the *Ocmulgee River*. The *Wesleyan Female College* here (400 students) dates from 1836 and claims to be the oldest female college in the world. *Mercer College* (250 students) is a Baptist institution.

The Central of Georgia branch running to the S. from Macon to (71 M.) *Americus* passes (80 M.) *Anderson* or *Andersonville*, the site of the great Stockade Prison in which so many of the Union troops were confined during the Civil War. The prison-grounds have been converted into a park, and a memorial monument has been erected.

At Macon our line crosses the Southern Railway route from Chattanooga and Atlanta to Brunswick (see p. 383) and turns towards the N.W. — 234 M. *Barnesville*. — 251 M. *Griffin* (Nelms Ho., \$ 2), a thriving little town with 5000 inhab. and large cotton mills. Near Griffin is the *Georgia Experimental Farm*. A line diverges here to the left for *Carrollton*. — 267 M. *Lovejoy*; 281 M. *Forest*; 288 M. *East Point*.

294 M. **Atlanta**, see p. 376.

76. From New York to Florida.

a. Via Atlantic Coast Line.

RAILWAY to (1014 M.) *Jacksonville* in 25-35½ hrs. (fare \$ 29.15; sleeper \$ 6.50); to (1050 M.) *St. Augustine* in 26-37½ hrs. (fare \$ 30.65; sleeper \$ 7); to (1254 M.) *Tampa* in 34-45 hrs. (fare \$ 37.55; sleeper \$ 8.50). The 'Florida Special', a vestibuled through-train similar to that described at p. 305, leaves New York at 12.30 p.m., and is the fastest train from New York to Florida.

Florida, occupying the peninsula in the extreme S.E. corner of the United States, was the first portion of North America colonized by Europeans (comp. pp. 401, 464) and was named by its Spanish discoverers (1512) because first seen on Easter Sunday ('*Pascua Florida*'). Its mild and equable winter climate has made it a favourite resort of invalids and others who wish to escape the rigours of the North, while the beauties of its luxuriant semi-tropical vegetation and its excellent opportunities for shooting and fishing are additional attractions. The game on land includes deer, bears, pumas (*Felis concolor*), wild-cats, wild turkeys, and numerous other birds, while the fishing for tarpon (*Megalops thrissoides*), the largest and gamiest of game-fish (sometimes 200 lbs. in weight), has its headquarters in this state (comp. pp. 411, 412). The orange is believed to have been introduced by the Spaniards, and about 5 million boxes (ca. 175 to a box) were annually produced before the severe frost of Feb., 1895, killed most of the trees. The yield in 1897-98 was only 200,000 boxes; but the groves are generally being replanted. In the S. part of the State, especially on the E. coast, large quantities of pine-apples are now profitably raised. Strawberries and vegetables are also extensively produced for early shipment to northern markets. Tobacco, cotton (including the valuable 'sea-island cotton'), rice, maize, oats, and sugar-cane are also grown, and extensive and valuable beds of phosphates are worked. About three-fourths of the State, exclusive of swamps, prairies, and hardwood timber, is covered by pine-forests; and the lumber industry is extensive. Sponge and turtle fishing are other sources of wealth. The S. portion of the State is occupied by the *Everglades*, which may be described as a huge swamp, 8000 sq. M. in extent, filled with low-lying islands surrounded by clear water that abounds in fish. A remnant of the Seminole Indians still linger here, but the district is without the pale of the ordinary tourist.

The peninsula of Florida affords the most distinct field, in a physiographic sense, of any part of N. America. Including the N. portion of the State, it has a length of about 800 M., an average width of near 100 M., and a total area greater than that of New York, and nearly as great as that of New England. In all this great realm the maximum height above the level of the sea does not exceed about 400 ft. The whole of the soil is composed of materials recently brought together on the sea floor. About one fourth of the soil area is limy, due to the coral rock which underlies it. The remainder is nearly pure sand of a rather infertile nature. All the soil owes its value in the main to the admirable climate which the region enjoys ('Nature and Man in America', by *N. S. Shaler*).

The *Season* to visit Florida is from Dec. to April, when all the hotels are open and everything is seen to advantage. The communication with the North is excellent (comp. pp. 397, 399), and the hotels at the chief resorts are unsurpassed in the United States. Invalids should not visit Florida without medical advice, and all should remember that the climate varies considerably in different parts of the State. *Clothing* of medium thickness will be found most suitable, though it is advisable to be prepared for occasional great heat as well as for some really cold weather. Dust-coats will be found useful. *Walking Excursions* are not recommended, and most of the roads are too sandy for pleasurable *Driving*.

From New York to (228 M.) *Washington* (by the Pennsylvania R. R.), see R. 31 a, 40, & 42 a; from Washington to (344 M.) *Richmond*, see R. 66; from Richmond to (734 M.) *Ashley Junction*, see R. 71 a (the 'Florida Special' does not run into Charleston); from Ashley Junction to (842 M.) *Savannah*, see R. 74 a.

From Savannah we run towards the S.W. on the tracks of the *Savannah, Florida, and Western Railway (Plant System)*. The district traversed is rather featureless, but the traveller from the N. will be interested in the 'Spanish Bayonets' (*Yucca filamentosa*) and other vegetable evidence of a Southern clime. Near (858 M.) *Way's* we cross the *Ogeechee*, and beyond (901 M.) *Johnston* the *Altamaha*. At (899 M.) *Jesup* we intersect the line from Atlanta to Brunswick (see p. 383).

939 M. *Waycross* is a junction of some importance, lines running hence to Dupont (see below), Jacksonville (see p. 399), Brunswick (p. 383), and Albany. Numerous pear-orchards.

FROM WAYCROSS TO DUPONT, 34 M., *Savannah, Florida, & Western Railway (Plant System)* in $\frac{3}{4}$ -1 $\frac{1}{2}$ hr. From Dupont the Plant System extends to the W. and N.W. to (70 M.) *Thomasville* (see below) and (281 M.) *Montgomery* (p. 377), while to the S. it runs to *Live Oak* (p. 414), *High Springs*, *Lakeland*, and (296 M.) *Tampa* (p. 412). — *Thomasville* (250 ft.; *Mitchell Ho.*, *Piney Woods Hotel*, from \$4) is a favourite winter-resort on a plateau covered with pine-forests. Pop. (1890) 5514. Its attractions include numerous walks and drives (Glen Arvern, Paradise Park, etc.), shooting, an opera-house, and comfortable hotels. It is supplied with water by an artesian well 1900 ft. in depth. Round the town are numerous orchards of the 'Le Conte' pear.

From Waycross our line runs to the S.E. Beyond (973 M.) *Folkston* we cross the *St. Mary's River* and enter Florida (the 'Everglade State'). At (994 M.) *Callahan* we cross the Florida Central & Pen. R. R. from *Fernandina* (p. 400) to *Baldwin*, *Tampa*, and *Cedar Key* (R. 81b).

1014 M. *Jacksonville*, see p. 399. Hence to (1050 M.) *St. Au-*

**NORTHERN
FLORIDA.**

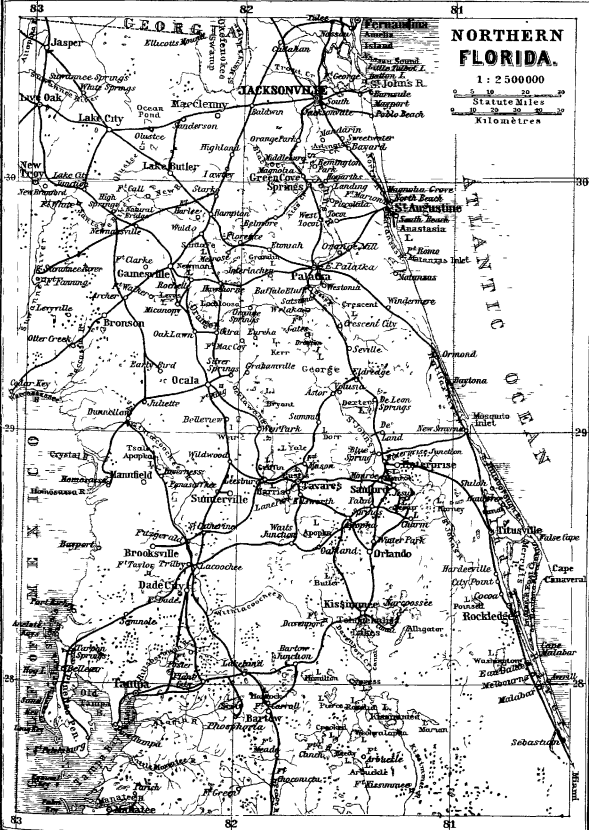
1 : 2 500 000

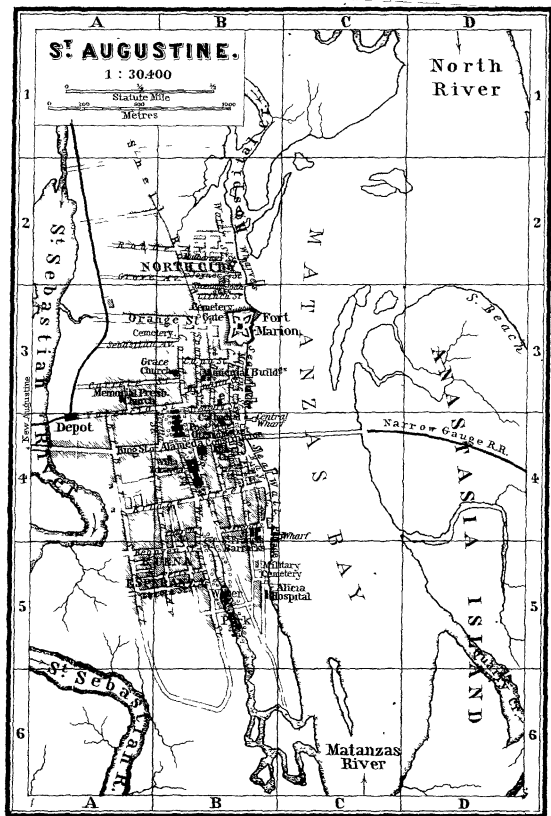
Statute Miles

Statute Miles

Kilometres

Kilomètres





gustine and (1380 M.) *Miami*, see p. 400; to (1254 M.) *Tampa* and (1263 M.) *Port Tampa*, see R. 81.

b. Viâ Southern Railway.

RAILWAY to (998 M.) *Jacksonville* in $26\frac{1}{3}$ hrs., to (1036 M.) *St. Augustine* in 27 hrs., to (1210 M.) *Tampa* in 29 hrs. (fares as above). The 'New York and Florida Limited' leaves New York at 12.10 p.m.

From New York to (228 M.) *Washington*, see R. 42; from *Washington* to (608 M.) *Charlotte*, see R. 69 a; from *Charlotte* to (716 M.) *Columbia*, see p. 389; from *Columbia* to (853 M.) *Savannah*, see p. 394.

Beyond *Savannah* we continue to follow the Flor. Cen. & Penin. R. R., crossing the *Ogeechee* at (870 M.) *Burroughs* and the *Altamaha* near (911 M.) *Barrington*. At (917 M.) *Everett* we intersect the line from *Atlanta* to *Brunswick* (see p. 383). Beyond (959 M.) *Kingsland* we cross the *St. Mary's River* and enter *Florida*. — 972 M. *Yulee* is the junction of the line from *Fernandina* (p. 400) to *Baldwin*, *Tampa*, and *Cedar Key* (R. 81 b).

998 M. *Jacksonville*, see below. Hence to (1036 M.) *St. Augustine*, see p. 401; to (1210 M.) *Tampa*, see R. 81 b.

c. By Steamer.

There are various combinations for a sea-voyage on the way from New York to Florida.

Steamers of the *Clyde Steamship Co.* run thrice weekly from New York (Pier 29, E. River) to *Charleston* and *Jacksonville* ($2\frac{1}{2}$ -3 days; fare \$25).

A steamer of the *Mailory Line* plies every Friday at 3 p.m. from New York (Pier 21, E. River) to *Brunswick* (p. 383; 60 hrs.; fare \$21). From *Brunswick* a steamer of the *Cumberland* ('inside') Route runs in connection with the New York boats to *Fernandina* (p. 400; $3\frac{1}{2}$ days; through-fare \$21). *Jacksonville* is $1\frac{1}{2}$ hr. from *Fernandina* by railway (see p. 400) and $3\frac{1}{2}$ -4 hrs. from *Brunswick* viâ *Everett* (p. 383; through-fare \$22.50).

Steamers of the *Ocean Steamship Co.* leave New York (Pier 34, N. River) daily (except Sun.) for *Savannah* (2- $2\frac{1}{2}$ days; fare \$20, to *Jacksonville* \$25), and *Boston* (Lewis Wharf) twice weekly for the same port (3 days; \$22). From *Savannah* to *Jacksonville* by railway, see RR. 76a, 76b.

Steamers of the *Merchants and Miners Transportation Co.* run twice weekly from *Baltimore* (foot of West Falls Ave.) to *Savannah* ($2\frac{1}{2}$ days; fare \$15, from New York \$18.80). From *Savannah* to *Jacksonville* by railway as above (through-fare from *Baltimore* \$20.65, from New York \$24.45).

A steamer of the *Old Dominion Line* leaves New York (Pier 26, N. River) every week-day for *Norfolk* (p. 371; 18-22 hrs.; \$8), whence we may proceed to the S. by the *Seaboard Air Line* viâ *Weldon*, by the *Atlantic Coast Line*, or by the *Southern Railway* viâ *Rocky Mount* (comp. p. 388).

Jacksonville. — Hotels. *St. James* (winter only), \$4; *Windsor*, form \$2 $\frac{1}{2}$; *Everett*, *Placide*, \$2 $\frac{1}{2}$ -4; *Carleton*, *Grand View* (winter only), *Geneva*, *Elliot*, *St. John's*, from \$2; *Duval*, R. 50 c.-\$1 (no meals) — Boarding Houses, \$6-12 per week. *Furnished Rooms*, \$2 $\frac{1}{2}$ -6 per week.

Electric Tramways run through the chief streets and to the suburbs. Cab from the stations or wharves to the hotel, 25 c. each pers., each trunk, 25 c. — Steamers ply up the *St. John's River* (p. 408) and to *Mayport*, *Charleston*, *New York*, *Boston*, etc. — Small Boats, at the foot of Market

St., 25 c. per hr. — *British Vice-Consul*, Mr. Edward Sudlow. — *Post Office*, Hogan St., corner of Forsyth St.

Jacksonville, the commercial metropolis of Florida (25,130 inhab. in 1895), situated on the left bank of the *St. John's River*, 22 M. from its mouth, was founded in 1822 and named after Gen. Andrew Jackson. It is much frequented by visitors from the N. on account of its dry and equable winter-climate (mean winter temp. 55° Fahr.) but offers comparatively little of interest to the passing tourist, who will probably regard it merely as a stage on the way to St. Augustine and the more picturesque parts of Florida. It carries on a large trade in fruit, timber, and grain, and has some manufactures. The chief business-streets are *Bay Street* and *Forsyth Street*, parallel with the river, and *Laura Street* and *Main Street*, at right angles to it. The residence-streets are generally shaded with bitter-orange and other trees. The chief streets are paved with vitrified brick.

Pleasant drives may be enjoyed on the shell-roads to the N. and in the *Riverside* suburb (S.W.). Most of the other roads are too sandy for heavy wheeled traffic. Good views of the city and river are enjoyed from the *Viaduct*, which leads from Bay St. to *Riverside Ave.*, and from the ferry plying from the foot of Newnan St. to S. Jacksonville. A *Confederate Monument* was unveiled in 1898 in St. James Park.

FROM JACKSONVILLE TO FERNANDINA, 36 M., railway in 1½ hr. — *Fernandina* (*Egmont*, \$2-2½; *Strathmore*, \$2; Brit. vice-consul, Mr. E. V. Nicholl), a seaport with (1895) 2511 inhab., situated on the W. side of *Amelia Island*, at the mouth of the *Amelia River*, was settled by the Spaniards in 1632. It has a fine harbour and carries on a trade in phosphates, naval stores, and timber, while steamers ply to Brunswick (see p. 399), European ports, etc. Its population is much increased in winter by visitors from the N. A good shell-road leads to (2 M.) *Amelia Beach*, a fine expanse for bathing and driving. Excursions are often made to *Cumberland Island* (p. 396). — From Fernandina to *Baldwin*, *Tampa*, and *Cedar Key*, see R. 81 b.

FROM JACKSONVILLE TO PABLO BEACH, 17 M., *Jacksonville & Atlantic Railroad* (reached by ferry from foot of Newnan St.) in 1 hr. — *Pablo Beach* (*Hotel Pablo*), one of the most popular summer and sea-bathing resorts in Florida, has a splendid beach and the usual seaside attractions. It is possible to drive along the beach to (6 M.) *Burnside* or *Mayport* (see below) and return thence by steamer.

Mayport and *Burnside Beach*, at the mouth of the *St. John's*, may be reached by steamer. From Mayport we may visit *Fort George Island* by small boat.

From Jacksonville to *St. Augustine* and *Miami*, see below; to *Enterprise* and *Palm Beach*, see p. 406; up the *St. John's River*, see p. 408; to *Pensacola* and *New Orleans*, see R. 82; to *Tampa*, see R. 81.

77. From Jacksonville to St. Augustine and Miami.

366 M. FLORIDA EAST COAST RAILWAY in 12-14 hrs. (fare \$14.10); to (36 M.) *St. Augustine* in 1-1¼ hr. (fare \$1.50).

Jacksonville, see above. On leaving the station the train crosses the *St. John's River* by a steel bridge, 1320 ft. long, and traverses the suburb of *South Jacksonville*. Farther on we see a few orange groves, but most of the journey for 150 M. passes through pine