

## **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\_0246

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

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## **Contact**

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

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 *Mallory 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