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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

woods. Between (14 M.) *Sweetwater* and (16 M.) *Bayard* we cross the *Arlington*.

36 M. St. Augustine. — Hotels (open in winter only). **Ponce de Leon* (Pl. a; B, 4), from \$5; **Alcazar* (Pl. b; B, 4), from \$4; *Cordova* (Pl. c; B, 4), from \$4, these under the same management; *Granada*, *Valencia*, *Magnolia*. *St. George*, from \$2½; *Florida Ho.* (Pl. e; B, 3); *Barcelona*, \$2-3; *Ocean View*, \$2-2½. — *Boarding Houses*, \$8-15 per week. — *Hotel Omnibuses* and *Carriages* at the station, ¾ M. from the town (25 c.; trunk 25 c.).

Carriages \$1½-3 per hr., \$4-5 per day; *Saddle Horses* \$1 and \$3. — *Boat*, with attendant, from 25 c. per hr., \$2-5 per day (Central Wharf).

British Vice-Consul, Mr. J. P. Dismukes.

Post Office, Plaza de la Constitucion.

St. Augustine (accent on first syllable), one of the most picturesque and interesting little cities in America, lies on the Atlantic coast near the S. end of a narrow peninsula formed by the *Matanzas* and *St. Sebastian Rivers*, and opposite *Anastasia Island*. The surrounding country is flat, sandy, and overgrown with palmetto scrub. The older streets are all very narrow; the old Spanish houses are built of 'coquina' (a kind of shell limestone), and some of them have overhanging balconies. The gardens and squares are full of palmettoes, Spanish daggers, orange and citron trees, date palms, magnolias, and bananas. The permanent population of St. Augustine is (1895) 4151, but this is increased to at least 10,000 during winter. The climate is temperate and equable, the mean temperature for the year being about 70°, for winter 58°.

In 1512 the Spaniard Ponce de Leon landed near the Indian town of *Seloy* (on or near the site of St. Augustine), in search of the 'Fountain of Youth', but, not finding it, re-embarked. Half-a-century later (1564) a colony of French Huguenots, under René de Laudonnière, landed near the same spot, but soon migrated to the St. John's River. The settlement of a Protestant colony within his trans-Oceanic dominions aroused the indignation of Philip II. of Spain, who forthwith sent out an expedition under Don Pedro Menendez de Avilo to exterminate the invaders. Menendez landed at Seloy on Sept. 8th, 1565, found the Indians friendly, and erected the fort of *San Augustin*. St. Augustine is thus one of the oldest permanent settlements of Europeans within the territories of the United States (comp. p. 464). The Spaniards lost no time in carrying out the object of their coming by destroying the French *Fort Caroline* and massacring its inhabitants. During the next century St. Augustine led a very chequered existence. It was plundered by Sir Francis Drake in 1586 and by Capt. John Davis in 1665, and it was attacked on other occasions by the Indians, French, Carolinians, and Georgians (p. 395). In 1763 St. Augustine, with the rest of Florida, was yielded to Great Britain, but it was restored to Spain twenty years later. Under the British it contained about 290 householders and 900 negroes. In 1821 Florida was ceded to the United States, and from this time may be dated St. Augustine's fame as a winter-resort, though it was not till after the termination of the troubles with the Seminole Indians (1842) that any large number of Northern visitors found their way hither.

There are now few persons of Spanish descent in St. Augustine, all having left the city on the British or American occupation; but some descendants of a colony of *Minorcans*, who arrived here in 1769, are still to be seen. Many of the older and more picturesque features of the place are disappearing, though a laudable effort has been made to erect new buildings in a style in harmony with the local atmosphere and traditions.

In the centre of the city is the *PLAZA DE LA CONSTITUCION

(Pl. B, 4), extending on the E. to the sea-wall and the *Matanzas*, beyond which is seen the island of *Anastasia* (p. 403).

The *Monument* in the centre of the square was erected in honour of the Spanish Liberal constitution of 1812, from which it takes its name. On the E. side is the *Old Market*, erroneously known as the *Slave Market*. On the N. side is a *Confederate War Monument*. The *Roman Catholic Cathedral*, also on the N. side, was rebuilt on an enlarged scale after the fire of 1887. To the W. is the *Post Office*, to the S. the *Episcopal Church*.

Along the S. side of the Plaza runs the *ALAMEDA (King St.)*, which brings us at once to a group of handsome modern buildings in a Spanish or Moorish style (Pl. B, 4). To the right is the huge *Ponce de Leon Hotel* (properly pron. 'Ponthe de Leōn', but usually called 'Pons dee Leeon'), to the left the *Córdoba Hotel*, the *Alcazár*, and the *Villa Zorayda*, all adjoined by beautiful exotic gardens.

The '*Ponce de Leon* (Pl. a), designed by Carrère & Hastings in the style of the Spanish Renaissance, is 380 ft. wide (façade) and 520 ft. long and encloses a large open court. The towers are 165 ft. high (*View). It is built of concrete, with red-tiled roofs and brick and terracotta details. The scheme of colour is very effective. The interior of the *Central Dome or Rotunda*, with its four galleries, is elaborately adorned with marble, carved oak, and allegorical paintings. The *Dining Room*, 150 ft. long and 90 ft. wide, is also embellished with scenes from the history of Florida, Spanish proverbs, etc. The whole building has been carried out with a rare attention to detail and every part of it will repay attention. — The *Alcazar* (Pl. b), opposite the *Ponce de Leon*, is by the same architects and also in the Spanish style. It includes a very large and magnificent **Swimming Bath*, supplied from a sulphurous artesian well. — The '*Hotel Córdoba* (Pl. c; formerly the *Casa Monca*), in a Hispano-Moorish style, was designed and built by *Mr. Franklin W. Smith* (see below and p. 199), who in this building and the *Villa Zorayda* (see below) first demonstrated the adaptability of the monolithic concrete architecture to modern buildings. It includes a fine sun-parlour, 108 ft. long. — The '*Villa Zorayda*, the earliest of this group of buildings, was erected by *Mr. Smith* (see above) in 1883. It is in a Moorish style, with many suggestions from the *Alhambra*.

**ST. GEORGE STREET* (Pl. B, 3, 4), leading to the N. from the N.W. corner of the Plaza, is one of the quaintest and most picturesque streets in the city. It passes the new *Municipal Buildings* and ends at the remains of the old **City Gate* (Pl. B, 3), consisting of two pillars, 20 ft. high, adjoined by fragments of coquina wall. On the inner side of the buttresses are two stone sentry boxes. The gate dates from the Spanish period, but its exact age is unknown. Outside the gate (to the left) is the old *Huguenot Graveyard*. We, however, turn to the right, to visit **Fort Marion* (Pl. B, 3), the most interesting relic of the ancient city, which lies on the *Matanzas*, at the N. end of the sea-wall (open free, 10-4; fee to the sergeant who acts as cicerone).

Menendez (p. 401) erected a wooden fort (*San Juan de Piños*) on or near this spot. The present fort, which is made of coquina, was building for nearly 100 years and finished in 1756. The Spaniards named it *San Marco*, and it received its present name in 1821. The fort is laid out on the Vauban system, with bastions at the four chief angles, each protected by a watch-tower, and is surrounded by a moat and glacis. We enter by a drawbridge, over each end of which are the Spanish coat-of-arms and a Spanish inscription. Among the special features pointed out in the interior are the *Chapel*, the *Dungeon*, and the casemate from which the

Seminole chief Coacoochee, who was confined here with Osceola, made his escape during the Seminole War (1835-42).

The SEA WALL (Pl. B, 3, 4), beginning at the water-battery of the fort and extending $3\frac{1}{4}$ M. to the S., affords a fine promenade (views). It is made of coquina, capped with granite, and dates from 1835-42. — At the S. end of the sea-wall are the **St. Francis Barracks** (Pl. B, 4), named from occupying the site of the old Convent of St. Francis, some of the coquina walls of which are incorporated in the present structure. Guard-mount and dress-parade, with military music, attract many visitors. — A little farther S. is the *Military Cemetery* (Pl. B, 5), containing memorials of 'Dade's Command' (p. 413) and other soldiers who fell in the Seminole War (order of adm. necessary from the adjutant of the post). — A little to the S. is the *Alicia Hospital* (Pl. B, 5). — In St. Francis St., opposite the barracks, is what is said to be the *Oldest House in the United States*, built by the Huguenots (p. 401) in 1564, occupied by Franciscan monks in 1565-80, and afterwards in possession of the same family from 1590 to 1882. It has been 'restored' and contains a collection of relics connected with the history of Florida.

Among the other buildings of interest in St. Augustine are *Grace Church* (Meth. Epis.; Pl. B, 3), by Carrère & Hastings, at the corner of Cordova St. and Carrère St., and the elaborate **Memorial Presbyterian Church* (Pl. A, 3), not far from the railway-station, designed by the same architects and erected by Mr. H. M. Flagler in memory of his daughter. — The museum of the *St. Augustine Institute of Natural Science*, 27 Alcazar Court, is open to visitors.

The harbour of St. Augustine is admirably adapted for *Rowing* and *Sailing*, and excursions may be made to *Matanzas* (to the S.), up the *North River*, etc. In the ocean, $3\frac{1}{2}$ M. from Matanzas, is a hot *Sulphur Spring*. Among the points of interest on the island of *Anastasia* (bridge from the foot of King St.; railway across the island) are the *South Beach*, the *Lighthouse*, and the old *Coquina Quarries*. *North Beach* is a favourite driving and riding resort. Fair sea-fishing (sea-bass, etc.) may be obtained here and at Matanzas.

Leaving St. Augustine, the train crosses the sluggish and marshy *St. Sebastian River* and runs to the S.W., past (49 M.) *Armstrong* and (54 M.) *Hastings* (truck gardens), to (62 M.) *East Palatka*, on the bank of the St. John's.

From East Palatka a branch runs to (64 M.) *Palatka* (see p. 408). Passengers also change cars here for (66 M.) *San Mateo*, on the St. John's.

Beyond East Palatka the train turns at right angles to its former course and heads to the S.E., toward the coast, traversing a monotonous region covered with pine-trees and palmetto-scrub. Near (82 M.) *Espanola* the first lake of the route appears. At (102 M.) *Tomoka* we cross the *Tomoka River*, in the upper waters of which alligators abound.

106 M. **Ormond** (*Ormond*, open in winter only, \$ 4-5; *Coquina*, \$ 3), a popular winter-resort on the *Halifax River* and the ocean beach. The broad beach, as smooth and as hard as a floor, affording

an unsurpassed course for driving and bicycling, stretches N. and S. for 30 M. without a break. Inland are numerous drives, chiefly through dense 'hammock' (thick forest or jungle growth). In the midst of the hammock to the W. of the town are the ruins of an old sugar-mill reputed to have been built by Spaniards in the 16th century. Beyond *Buckhead Bluff*, on the Tomoka, is a row of cabbage palmettoes, marking the line of the 'King's Road', which was built last century by the English from St. Mary's (Georgia) for 400 M. to the S., through Florida. Excellent fishing and shooting; boating on the Halifax, 24 M. long and $\frac{1}{2}$ M. wide, and up the Tomoka.

110 M. **Daytona** (*Colonnades*, East Daytona, \$ 3 $\frac{1}{2}$; *Ridgewood*, *Holly Inn*, \$ 3; *Palmetto*, \$ 2 $\frac{1}{2}$; *Schmidt's Villa*, *City*, *Daytona Ho.*, \$ 2, these three open all the year round) is another favourite resort on the Halifax River, with (1895) 1425 inhab., fine trees, a good beach, and the winter-homes of many wealthy Northerners. A beautiful drive-way, available for bicycles, leads to Ormond, and the return may be made on the hard ocean-beach (see p. 403). — 115 M. **Port Orange**. The pine-forests through which we have been travelling grow sparser and the palmetto-scrub thicker. At mile-post 119 the train crosses a broad inlet from the Halifax.

125 M. **New Smyrna** (*Ocean Ho.*, \$ 2-3; *Live Oak Inn*, *Seaside*, \$ 2), on the *Indian River North*, frequented by sportsmen, was founded in 1769 by a colony of 1500 Minorcans and Greeks established for the culture of indigo and sugar by an Englishman named Turnbull (see p. 401). An ancient ruin, part of the stone walls of which are standing, is believed by many antiquarians to be the remains of a chapel built by men with Columbus on his second voyage, in 1496 or 1497. Shell mounds and other prehistoric remains have been found. Good fishing, shooting, and boating. On the peninsula opposite New Smyrna is *Coronado Beach*, a popular all-the-year-round resort.

FROM NEW SMYRNA TO ORANGE CITY JUNCTION, 27 M., railway in 1 hr. — 20 M. *Lake Helen* is the seat of the 'Southern Cassadaga' Spiritualists assembly. — 25 M. *Orange City*. — 27 M. *Orange City Junction*, connecting with the Jacksonville, Tampa, & Key West Ry. (see p. 410).

Beyond (137 M.) *Oak Hill* we catch on the left the first glimpse of the **Indian River** (see p. 407), parallel with which, and frequently within sight, the line runs for the next 143 M. A vast marsh and a forest of cabbage palmettoes are traversed, and then for several miles the track skirts the river, here a broad bay, the farther shore dimly discernible.

154 M. **Titusville** (*Indian River*, \$ 2-2 $\frac{1}{2}$), with (1895) 831 inhab., is the head of navigation on the Indian River, and the terminus of the Indian River Division of the Jacksonville, Tampa, & Key West Railway (R. 78). Before the construction of the Florida East Coast Railway Titusville was the principal centre of outfitting for tourists and sportsmen bound for Lake Worth. It has a considerable fish and oyster trade. — 169 M. *City Point*; 173 M. *Cocoa*

175 M. **Rockledge** (*Indian River, Plaza, New Rockledge*, from \$ 2 $\frac{1}{2}$; *White's Cottage*, \$ 1 $\frac{1}{2}$), the principal tourist resort on the Indian River, is delightfully situated on high ground rising from the W. bank of the river, here 1 $\frac{1}{4}$ M. wide. Beyond lies Merritt's Island (p. 407), which is separated from *Cocoa Beach* or *Oceanica*, on the Atlantic, by the *Banana River*. Coquina rock formation on the river-bank suggests the name of the place. A shell-road connects Rockledge with Cocoa, and cottages of winter-residents border the stream for several miles. Yachts of all kinds dot the river during the season; the fishing is excellent, and alligator hunts are frequently organized. Rockledge is the chief home of the famous Indian River oranges (p. 407).

For the next 60 M. the line traverses an uninteresting stretch of white sand, producing scattered pine-trees and abundant scrub palmetto. The infrequent villages lie between the railway and the river. — We cross small creeks at (190 M.) *Eau Gallie*, (194 M.) *Melbourne*, and (200 M.) *Malabar*. In approaching (215 M.) *Sebastian*, junction of a line to (10 M.) *Cincinnatus Farms*, we cross the *Sebastian* by a long draw-bridge. — 242 M. *Fort Pierce* is a trading point for the Seminole Indians and railway-division headquarters. We enter the pine-apple region (p. 397). For 15 M. the railway is bordered by pine-apple plantations, most of them unprotected, some under sheds. The largest plantations in this neighbourhood are at (254 M.) *Eden* and (257 M.) *Jensen*. — Between *Jensen* and (261 M.) *Stuart* the line curves away from the Indian River and crosses the broad estuary of the *St. Lucie River*. — At (283 M.) *West Jupiter* we cross the *Jupiter River*, with a view (left) of Jupiter lighthouse, the Nassau (N.P.) cable-station, Jupiter Inlet, the mouth of Indian River, and breakers on the beach. — Thence the country is tame to (299 M.) *West Palm Beach* (Palms, Seminole, Park Cottage, \$ 2-3). We cross Lake Worth on a bridge $\frac{1}{2}$ M. long.

300 M. **Palm Beach** (**Royal Poinciana*, an immense structure in the Colonial style, with a frontage of 455 ft. and 425 bedrooms, from \$ 5; **Palm Beach Inn*, with 225 bedrooms, \$ 4; *Dellmore Cottage*, \$ 2 $\frac{1}{2}$; *Lakeside*, \$ 2-3), situated on the narrow strip between *Lake Worth* and the Atlantic Ocean, ranks as one of the most fashionable winter-resorts of the United States, though consisting of little more than two magnificent hotels and their accessories. In some respects it rivals the resorts of the Mediterranean. The season, extending from Christmas until April 10th, is at its height in March, when the *Royal Poinciana* and the *Palm Beach Inn* are crowded. Unlimited wealth has made of the surroundings of these hotels a vast semi-tropical paradise. The *Royal Poinciana* (named for a tree with gorgeous flowers, blooming in summer) faces *Lake Worth*, while the *Palm Beach Inn*, with which it is connected by a wide avenue of palms, $\frac{1}{2}$ M. long, faces the ocean. The grounds are filled with bearing coconut-trees, palms of many varieties, and countless foliage

and flowering plants and shrubs, and are adjoined by gardens in which bananas, guavas, grape-fruit, avocado pears, custard apples, maumee apples, mangoes, and pawpaws come to maturity. The cupola of the Poinciana yields an entrancing view (esp. at sunset), including the entire length of Lake Worth, the narrow peninsula, clad in tropical verdure, between the lake and the ocean, the Atlantic stretching away to the E. horizon, and the mysterious Everglades on the W. Adjoining the Palm Beach Inn is the *Pavilion*, with a large swimming pool. A long pier extending into the ocean affords opportunities for fishing. Lake Worth is also a favourite yachting rendezvous.

Leaving Palm Beach the train recrosses Lake Worth and turns to the S. Pine-apple plantations are occasionally passed. The soil is light sand, almost pure white. 317 M. *Linton*; 341 M. *Fort Lauderdale*, on the N. bank of *New River*; 351 M. *Little River*, with great fields of garden truck, particularly tomatoes, which are sent N. in Feb. and March. Bananas thrive. — 357 M. *Arch Creek*, with a natural bridge of solid coquina rock.

366 M. **Miami** (**Royal Palm*, from \$5; *Biscayne, Miami*, \$2½; *Conolly*, \$2; omn. 25 c.), the S. terminus of the Florida East Coast Ry., and the southernmost railway-station in the United States (lat. 25° 50'), is one of the oldest towns in the State. It was organized as a modern city in 1896, and in two years had grown from a few families to a permanent population of 2500, which number is greatly enlarged during the winter tourist season. Miami is situated on the N. bank of the *Miami River*, where it enters *Biscayne Bay*, a large sheet of clear salt water, separated from the ocean by the first of the long chain of Florida Keys. Miami has a balmy climate and dense tropical vegetation, and the soil produces a great variety of tropical and semi-tropical fruits and vegetables. The *Hotel Royal Palm*, opened in 1897, occupies the point of land between the Miami River and the Bay and is surrounded by an immense grove of cocoanut-trees.

The *Florida East Coast Steamship Co.* runs a large steamer tri-weekly throughout the year from Miami to (165 M.) *Key West* (see p. 412), the route following the line of the keys, sometimes within, sometimes without (13 hrs.; fare \$8.75, incl. berth and meals). Another fine steamer of the same company runs 2-3 times a week in Jan.-April to (185 M.) *Nassau*, in the *Bahama Islands* (12 hrs.; fare \$18.50, incl. berth and meals). Yet another boat of the same company runs twice weekly throughout the year to (240 M.) *Havana*, Cuba (16 hrs.; fare \$21, incl. berth and meals).

78. From Jacksonville to Palm Beach viâ Enterprise. The Indian River.

302 M. JACKSONVILLE, TAMPA, & KEY WEST RAILWAY to (159 M.) *Titusville* in 6¼ hrs.; STEAMER of the *Indian River & Bay Biscayne Inland Navigation Co.* thence to (143 M.) *Palm Beach* in 26 hrs. (through-fare \$9.90; fare from Titusville to Rockledge, 60 c.; to Palm Beach, \$4.30; meals 75 c.; berth \$1). — The Indian River steamers, though small and slow, are comfortable, and afford better views than the train (R. 77) of the river