

Werk

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way-centre of some importance, and is the starting-point of the small steamers which ascend the *Ocklawaha* (see below) and of others for *Drayton Island*.

From *Palatka* to *Rockledge*, *Palm Beach* and *Miami*, see R. 77; to *Sanford*, see R. 81a; to *St. Augustine*, see p. 403; to *Jacksonville* (by railway), see p. 410. Lines also run hence to *Lake City* and *Macon* (p. 414) and to *Gainesville* (p. 413) and *Ocala* (p. 413).

Above *Palatka* the vegetation becomes more luxuriant and exotic in character, including cypresses, orange-trees, magnolias, palmettoes, water-oaks (*Quercus aquatica*), azaleas, vines of all kinds, etc. The river becomes narrow and winding.

76 M. (l.) *Hart's Orange Grove*, one of the most productive in Florida. — 84 M. (l.) *Westonia*. Just above is the mouth of *Dunn's Creek*, up which the *Crescent Lake* steamer plies to *Crescent City*. — At (87 M.) *Buffalo Bluff* the railway crosses the river (p. 410). — 93 M. (l.) *Satsuma*, with fine orange-groves. — 100 M. (l.) *Welaka* (McClure Ho., \$ 2), on the site of Indian and Spanish settlements, is nearly opposite the mouth of the *Ocklawaha* (see below). — 106 M. (r.) *Fort Gates*. The river now expands into **Lake George*, 12 M. long and 9 M. wide. *Drayton Island* has fine orange-groves. To the right is the outlet of *Lake Kerr*. On leaving *Lake George* we enter another narrow stretch of river. — 134 M. (l.) *Volusia*, on the site of an early Spanish mission. (r.) *Astor*. A little farther on we cross *Dexter Lake*. — From (162 M.) *De Land Landing* (l.) a short branch-line runs to *De Land* (College Arms, \$ 3-5; *Putnam*, \$ 2-3), with a small college. — 168 M. (l.) *Blue Spring*, with a singular spring. We now reach the most picturesque part of the river. — 174 M. (r.) Mouth of the *Kissimmee River* (not to be confounded with that mentioned at p. 411).

Farther on the steamer passes another railway-bridge and enters *Lake Monroe*, 5 M. in diameter, on the S. side of which lies (193 M.) *Sanford* (p. 411) and on the N. (198 M.) *Enterprise* (p. 407).

Above *Lake Monroe* the *St. John's River* is navigable for a considerable distance by steam-launches, and sportsmen and tourists occasionally go on as far as *Lake Harney* (guides, etc., obtainable in *Sanford*).

80. The Ocklawaha River.

STEAMERS leave *Palatka* daily in the season (at noon) for (135 M.) *Silver Spring* (20 hrs., down stream 15 hrs.; fare \$ 7, incl. meals and berth). The steamers, though necessarily small, are fairly comfortable.

This trip should not be omitted by any visitor to Florida. The **Ocklawaha* ('dark, crooked water'), issuing from *Lake Griffin*, near the centre of Florida, joins the *St. John's River* (see p. 408) after a course of 280 M., of which about 200 M. are navigable by small steamers. It is exceedingly tortuous, flows nearly all the way through a vast cypress-swamp, and has no banks except the tree-trunks rising from the water. The moss-draped cypresses produce a most weird and picturesque effect, especially when lighted up by the level rays of the rising or setting sun or by the flaming pine-knots used to help navigation at night. Alligators, snakes, turtles, water-turkeys, herons, egrets, and other birds of brilliant Southern plumage abound on its banks. No shooting is allowed from the steamers. The

steering-apparatus is interesting. — The trip may also be made in the reverse direction.

From Palatka to (25 M.) *Welaka*, see p. 409. Our steamer now leaves the St. John's River and turns to the right (W.) into the narrow *Ocklawaha*. The following are some of the chief landings, though none are of any size or importance.

32 M. *Davenport*; 48 M. *Blue Spring*; 56 M. *Fort Brooke*. — At (59 M.) *Orange Springs* the *Ocklawaha* is joined on the right by the *Orange Creek* and bends abruptly to the left (S.). — About 5 M. farther on we pass a double-headed palmetto. — 75 M. *Iola*; 78 M. *Forty Foot Bluff*; 87 M. *Eureka*. — At (88½ M.) the **Cypress Gate* we pass between two huge cypresses, barely leaving room for the steamer. About 7 M. farther on we pass a *Twin Cypress* (left), where two trees have grown into one. 101 M. *Hell's Half Acre* (island); 103 M. *Gore's*; 106 M. *Durisoë's*; 118 M. *Grahamville*.

Farther on (126 M. from Palatka) we leave the muddy *Ocklawaha*, emerge from the woods, and ascend the crystal-clear *Silver Springs Run* to the right.

135 M. *Silver Springs*, the largest and one of the most beautiful of the springs of Florida, claims to be the 'Fountain of Youth' of which Ponce de Leon was in search (p. 401). The water is wonderfully transparent, small objects being distinctly seen at the bottom (60-80 ft. deep). The spring discharges thousands of gallons of water hourly. The visitor should row round the pool in a small boat.

Silver Springs is a station on the Florida Central & Peninsular Railroad and the terminus of a branch-line of the Plant System from Ocala, by both of which connection can be made with all parts of the State. — *Ocala* (p. 413) lies 6 M. to the W.

The upper part of the *Ocklawaha*, above Silver Springs Run (see above), is seldom visited by the tourist.

81. From Jacksonville to Tampa.

a. Viâ Sanford.

240 M. RAILWAY in 9-11 hrs. (fare \$6.35; sleeper \$2). *Jacksonville*, *Tampa*, & *Key West Railway* to (125 M.) *Sanford*, and *Plant System* thence to (115 M.) *Tampa*. *Port Tampa* (p. 412), the starting-point of steamers to Key West and Havana, is 9 M. (¾ hr.) farther on. Through sleepers from New York to Port Tampa run on this route (comp. p. 397).

From *Jacksonville* (p. 399) to Palatka the line follows the left (W.) bank of the St. John's River (p. 408), which, however, is seldom in sight. 28 M. *Magnolia Springs* (p. 408); 30 M. *Green Cove Springs* (p. 408); 41 M. *West Tocol* (comp. p. 408). — 55 M. *Palatka* (p. 408)

At (63 M.) *Buffalo Bluff* the train crosses to the E. bank of the St. John's. Numerous orange-groves are passed. 83 M. *Seville* (Grand View, \$2), with a picturesque little station. *Lake George* (p. 409) lies 4 M. to the W. — 99 M. *De Leon Springs*. At (108 M.) *Beresford* we cross the short line from *De Land Landing* (p. 409) to *De Land* (p. 409), and at (112 M.) *Orange City Junction* we connect