

## **Werk**

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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. Viá 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

with that from *New Smyrna* (p. 404). — 118 M. *Enterprise Junction*, the starting-point of the Indian River Division (see R. 78).

Our line now crosses the St. John's River as it issues from *Lake Monroe* (p. 409). 121 M. *Monroe*.

125 M. *Sanford* (*Sanford Ho.*, from \$ 3; *Wilton*, \$ 2-3; *Rail. Restaurant*), a thriving little city with (1895) 1517 inhab., is of some importance as the practical limit of navigation on the St. John's River and the junction of several railways. It lies on the S. side of *Lake Monroe*, in which fair fishing is obtained.

FROM SANFORD TO TARPON SPRINGS AND ST. PETERSBURG, 153 M., *Plant System* (no through-trains). — 16 M. *Palm Springs*; 26 M. *Clarcona*; 31 M. *Crown Point*, with lemon-groves; 35 M. *Oakland*, on *Lake Apopka*, with large orange-groves; 46 M. *Clermont*, on *Lake Mineola*, a tomato-growing centre; 75 M. *Lacoochee*, the junction of the F. C. & P. E. R. (R. 81b). — At (77 M.) *Trilby*, where we cross the W. coast route from the N. to Tampa (see p. 398), the line changes from narrow gauge to standard gauge. The town lies on *Lake Du Maurier*, and its streets are named after the characters in the well-known novel. — 121 M. *Tarpon Springs* (*Tarpon Springs Hotel*, \$ 3-4), a pleasant resort on the Gulf Coast, near the mouth of the *Anclote River*. The late Duke of Sutherland's manor lies 2 M. to the N.E. On the *Anclote River*, 3 M. to the W., is *Sponge Harbor*, whence large quantities of sponges are exported. The total value of the sponges produced in Florida in 1895 was over \$ 600,000. — 126 M. *Sutherland* (San Marino, \$ 2-4), a favourite winter-resort. — Beyond (131 M.) *Dunedin* the train traverses the *Pinellas Peninsula*, between Old Tampa Bay and the Gulf of Mexico. — 136 M. *Belleair* (*Belleview*, from \$ 3½; *St. Margaret's Inn*, \$ 2) is a new winter-resort overlooking *Clearwater Bay*, with good shooting, fishing, and yachting, and a well-made bicycle-track. — 153 M. *St. Petersburg* (*Detroit*, \$ 2-4), a good fishing station on Tampa Bay. Steamers ply to *Port Tampa* (p. 412) and the *Manatee River*.

From Sanford to *Jacksonville* by steamer, see R. 79. Sanford is also connected by railway with *Lake Charm* and with *Tavares* (on *Lake Eustis*) and *Leesburg* (p. 413).

From Sanford we follow the track of the *South Florida Division of the Plant System*, which traverses a country thickly sprinkled with lakes. — 143 M. *Winter Park* (\**Seminole Hotel*, \$ 4-5), a charming winter-resort, surrounded by numerous lakes (boating and fishing). — 147 M. *Orlando* (*San Juan*, \$ 2½-3½; *Tremont*, \$ 3; *Arcade*, *Magnolia*, \$ 2-3), a busy little city with (1895) 2993 inhab., affords good headquarters for guides and sporting supplies. — 165 M. *Kissimmee* (*Kissimmee Hotel*, from \$ 2½), on *Tohopekaliga Lake*, is another good hunting centre. It is the headquarters of the *Disston* or *Okeechobee Co.*, which has done much to reclaim the swampy land to the S. Sugar is raised at *St. Cloud*, a little to the E. (branch-railway).

The *Kissimmee River*, issuing from *Tohopekaliga Lake*, flows through *Lake Kissimmee* to the large *Lake Okeechobee*, which connects with the Gulf of Mexico by a canal and the *Caloosahatchee River*.

From (193 M.) *Bartow Junction* a branch-line runs to the S. to (17 M.) *Bartow* and (91 M.) *Punta Gorda*.

*Punta Gorda* (*Punta Gorda Hotel*, from \$ 3½; *Dade Ho*, \$ 2-2½; Brit. vice-consul, *Mr. J. H. Farrington*), on *Charlotte Harbor*, is resorted to by sportsmen and fishermen, who obtain good sport on the *Peace River* and in the harbour. The best fishing-ground for tarpon is within easy reach.

208 M. *Lakeland* (215 ft.; *Tremont Ho.*, \$ 2½-3; *Commercial*,

\$2-2½; Alva) is the junction of another line to Bartow (and Punta Gorda) and also of the W. coast line from the N. (comp. p. 398). At (218 M.) *Plant City* we cross the Flor. Cen. Penin. R. (comp. p. 413).

240 M. **Tampa** (\**Tampa Bay Hotel*, with 500 rooms, a theatre, a swimming bath, a bicycle-track, and golf-links, from \$5; *Almeria*, *Arno*, \$3-4; *Palmetto*, *De Soto*, from \$2), the most important commercial city on the Gulf Coast of Florida, with (1895) 18,449 inhab. (incl. West Tampa), lies at the head of *Hillsborough Bay* (the E. branch of Tampa Bay) and at the mouth of the *Hillsborough River*. It is surrounded with lemon and orange groves and has become one of the favourite health-resorts in Florida, especially since the opening (1891) of the huge and handsome Tampa Bay Hotel (façade of 511 ft.). The bay swarms with fish, including the tarpon (p. 397), and with water-fowl, while deer and other game are found inland. Cigar-making is the leading industry. Tampa was one of the great mobilisation camps in the Hispano-American war of 1898.

About 20 M. to the S.E. of Tampa, at *Indian Hill*, are some curious shell-mounds in which human remains were found.

249 M. **Port Tampa** (\**The Inn*, \$3-4; Brit. vice-consul, *Mr. John Bradley*), on the peninsula separating Hillsborough Bay from *Old Tampa Bay*, is the starting-point of steamers to *Key West* and *Havana*, *Mobile*, and various points on *Tampa Bay*, the *Manatee River*, etc. To reach deep water the railway has to run into the bay on trestle-work for nearly 1 M., and at the end of this is the pier, with the inn and other buildings.

The Plant Line steamers for *Havana*, the capital of Cuba, run thrice weekly in winter and twice weekly in summer (32 hrs.; fare \$21.25). On the way they call at *Key West* (*Key West Hotel*, \$4; *Duval*, \$2½-3; *El Polaco*, Spanish restaurant; British vice-consul, *Mr. W. J. H. Taylor*; tramways; carr. \$1 per hr.), the third city of Florida (16,502 inhab. in 1895), situated upon one of the long chain of 'keys', or small coralline islands, which lie to the S. of the peninsula. The name is said to be a corruption of the Spanish *Cayo Hueso* ('Bone Island'), which took its rise from the finding of numerous human bones here by the Spanish mariners. Many of the inhabitants are Cubans, who have established cigar-factories that now produce 125-150 million cigars annually. Other important industries are the sponge-fishery, turtle-catching, and deep-sea fishing (mullet, etc.). The fine harbour is protected by *Fort Taylor*, built on a small island, and also by more modern fortifications. A visit may be paid to the *Banyan Tree* adjoining the *U. S. Barracks*. Key West is not so warm as many places to the N. of it (range 50-96°; mean for winter ca. 70°), though artificial heat is unused except for cooking; and its pure air attracts many winter visitors. Steamers ply regularly from Key West to *Port Tampa* (see above), *Miami* (p. 406), *New Orleans* (p. 415), *Galveston* (p. 522), *New York* (p. 6), and *Havana* (9-12 hrs.; comp. above).

*Sand Key*, 7 M. to the S.S.W. of Key West, is the southernmost point of the United States.

### b. Via Waldo and Ocala.

212 M. FLORIDA CENTRAL & PENINSULAR R. R. in 8-11 hrs. (fares as above; to Ocala \$3, to Cedar Key \$3.81).

At (19 M.) *Baldwin* this line diverges to the left (S.) from the line to Tallahassee and New Orleans (see R. 82) and joins the line