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AND

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PUBLISHED ANNUALLY BY 1878

JOHN P. WHITNEY.

SEASON 1879.

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FLORIDA.

No State in the Union has attracted more attention and investigation from the tourist, invalid, sportsman and immigrant than the State of Florida.

It is only within the past few years that the beneficial effects of its climate, and its many other inducements have become thoroughly known and appreciated. To the veteran cavalier Juan Ponce de Leon the credit belongs of first visiting the Land of Flowers in search of health. It was on the second day of April, 1512, when this veteran disembarked just north of the present site of St. Augustine, in firm belief of finding the fabled Fountain of Youth, the water of which he expected would restore the aged and infirm to renewed youth and vigor. He retraced his course to his native land, an older and a wiser leader, and though his special mission was a failure, yet he signalled out a climate that truly works wonders and well deserves the respect and consideration of all the health-seeking world; while to the sportsman, scientist, student, and the business man seeking recuperation for the overworked brain and body, there is no locality in the United States that extends superior advantages.

It is not only interesting to invalids and others who visit the State for health and pleasure, but its advantages as a permanent residence are now fully established. It is but a few years ago that the number of visitors to this State did not exceed a few hundred, whilst at the present day the visitation may be estimated by the thousands.

The State is especially favored by the appearance of American tourists, who have, heretofore, indulged their Winters in celebrated health-restoring climates

abroad, and from whose lips Florida has received the compliment of being, in respect to salubrity of climate, far superior to foreign countries. Surely no American need seek an Italy across the waters when a superior one lies here almost within a day's travel.

From the metropolis of Jacksonville, up the grand old St. John's to the cozy retreats of Magnolia, Green Cove, Palatka and points beyond, and especially the ancient city of St. Augustine, one may observe elegant Winter mansions and cottages, which, during the Winter season are occupied by their wealthy owners.

For the consumptive individual—if the visit is accomplished before the disease destroys the foundation for rebuilding, and for the business man whose brain and nervous system are worn down by business, over-exertion and care, there is no better medicine for relief and cure, than the pure air and sunshine of Florida, and while the climate and surrounding attractions are being enjoyed, one will gradually cast aside business cares and vexations, and under such atmospheric influences, the invalid will gradually increase in health and strength, and the overworked mind of the commercial man steadily recover its former healthfulness.

For the benefit of our readers we present, on page 5, a map of Florida, showing principally, the location of counties.

GEOGRAPHY, POPULATION, ETC.

Florida lies within 25 and 31 degrees north latitude, and 80 to 88 degrees longitude, west from Greenwich. It is in the same latitude with Northern Mexico, the Desert of Sahara, Central Arabia, Southern China and Northern Hindoostan. It is 400 miles in length; the extreme northern portion, from east to west, is about 350 miles in width. The peninsula section has an average width of 90 miles. The State contains 59,268

COUNTY MAP OF FLORIDA.



square miles, or equal to 37,931,520 acres, and compared, in point of size, it is nearly as large as all the New England States. The extent of coast line is nearly 1,200 miles, a distance nearly equal, in a straight line, to that of from Portland, Me., to St. Augustine, Fla. The State, as a whole, is remarkably level—though the northwestern section is inclined to be rolling or hilly. According to the last census (1870) the population was 187,748. The present estimated population is, of white, 150,000, and colored, 120,000, a total of about 270,000 inhabitants.

EXPEDITIONS TO FLORIDA.

1497.—It is claimed by the English that during this year, Florida was discovered by Sebastian Cabot, who did not land, but merely sailed along the East coast.

1512.—Juan Ponce de Leon left Porto Rico in April in continuation of his search for the Fountain of Youth, and on the second day in that month—(which day being the Sunday before Easter, is called Palm Sunday, and which the Spaniards in those days called *Pasqua Florida*, or Flowery Easter, from the palm branches and flowers with which the churches are decorated on that day)—landed on the coast in 30 degrees and 8 minutes north latitude, near the present site of St. Augustine, and gave the name of *Florida* to the country.

1516.—Diego Miruelo visited the Gulf Coast section and obtained pieces of gold from the Indians.

1517.—An expedition commanded by Fernandez de Cordova visited the country.

1519.—One Anton de Alaminos soon after visited the Gulf coast.

1521.—Ponce de Leon made his second visit to the East coast. The Indians attacked his forces, killing great numbers. De Leon being wounded in the con-

flict was obliged to retreat to his ships. He set sail for Cuba, and soon after his arrival, died from the effect of his wounds.

1528.—Panfilo de Narvaez landed at Clear Water Bay, near Tampa. He explored the northwestern section of the State, and becoming discouraged, he built several small boats and endeavored to reach Mexico. A sudden storm drove his boat to sea and he was never again heard of. Of the 300 who composed this expedition only four were known to have escaped; among the number was Alvar Nunez Cabeza de Vaca, who succeeded in reaching Mexico. and from thence to Spain.

1539.—Hernando de Soto disembarked at Tampa Bay; and traversed the northwest section of the State. He continued his researches far beyond the bounds of Florida into the valley of the Mississippi where he died, and was buried beneath its waters. The expedition then wended its way down the Mississippi river to the Gulf of Mexico, and from thence to Mexico. Of the one thousand who four years previous had landed, only three hundred reached their destination.

1545.—A treasure ship *en route* from New Mexico to Spain was wrecked on the eastern coast.

1549.—Four Franciscan brothers landed at Tampa Bay, and were massacred by the Indians.

1552.—About this period an entire Spanish fleet, excepting one vessel, was wrecked on the Gulf Coast, while *en route* for Spain, from Havana.

1559.—Don Tristan de Luna disembarked on the Gulf coast, with over fifteen hundred followers, but he soon abandoned the country.

1562.—The French Protestants, or Huguenots, under Jean Ribaut, arrived on the coast, near St. Augustine. He continued north and disembarked near the mouth of the St. John's River, called by the Spanish at that time, St. Matheo, and erected a stone landmark, bearing

the French coat of arms. Continuing north he landed at Port Royal and endeavored to establish a colony. Having built Fort Charles, and leaving twenty-five men to garrison it, he returned to France. The colony being neglected and constrained by hunger, constructed a rude vessel and set sail for their country. They succeeded in their undertaking after having experienced terrible suffering.

1564.—René de Laudonniere arrived at St. Augustine; continuing North he landed at St. John's Bluff, on the St. John's River, and erected Fort Caroline where Jean Ribaut had previously erected his landmark.

1565.—August 29th, Jean Ribaut, who had previously returned to France, arrived with his colony at Fort Caroline.

1565.—Pedro Menendez de Aviles, arrived on the coast and established St. Augustine, about the same time that Ribaut arrived at Fort Caroline. Menendez, upon hearing of the arrival of the French, set sail for the purpose of their extermination. He drove the French fleet from the coast and returned to St. Augustine, and immediately planned a land attack on Fort Caroline. Arriving early in the morning he attacked the fort and massacred nearly all its inmates. Laudonniere with a few others escaped. Hanging several captives to a tree he placed above them this inscription: "Not as Frenchmen, but as Lutherans." On the return of Menendez to St. Augustine a solemn mass was celebrated and a Te Deum sung in commemoration of the victory. Meanwhile a severe storm overtook Jean Ribaut's fleet and all were wrecked at Matanzas, and subsequently cowardly butchered by Menendez, in squads of ten, with their hands pinioned behind their backs. Thus, in all, nearly three hundred men met their death.

1567.—Dominic de Gourgues, a Huguenot gentle-

man, arrived at Fort Caroline, and, with aid from the Indians, fully avenged the wickedness perpetrated by Menendez. Over the lifeless bodies of the Spanish, he wrote: "Not as unto Spaniards or outcasts, but as to traitors, robbers and murderers."

1586.—Sir Francis Drake made an attack on St. Augustine. He succeeded in plundering and burning the largest portion of the town, but failed to capture the fort.

1598.—The Indians massacred several priests in and about St. Augustine.

1665.—The pirate, John Davis, made a descent upon St. Augustine and pillaged the town.

1702.—Governor Moore, of South Carolina, captured St. Augustine, and held the town for three months; before he withdrew he burned it. He, however, failed to capture the fort.

1740.—General Oglethorpe laid siege to the town. He planted his guns on Anastasia Island, also behind the sand hills on Point Quartell. After an unsuccessful attempt of forty days to capture the fort, he withdrew. He again in 1743 marched to the very gates of St. Augustine, but met with no better success.

1763.—Spain ceded Florida to Great Britain.

1766.—It was receded to Spain.

1819.—Florida passed into the hands of the United States. The change of flags occurred in East Florida, at St. Augustine, July 10th, 1821.

1845.—Florida was admitted into the Union, as a State.

CLIMATE.

Florida possesses the most equable and salubrious climate, the year round, of any State in the Union; and in this respect it is to America, what the South of France and Italy are to Europe—a refuge for those desirous of escaping the rigor of a Northern Winter. It is frequently remarked by tourists, that the climate of

Florida is superior to that of Nice or Florence, Italy, as the frequent sudden changes which occur at those places are unknown in Florida; and the fact that the State can be reached within three or four days' travel, either by rail or water, is another decided advantage, especially to invalids.

The climate is the principal attraction to visitors; the Atlantic Ocean on the east and the Gulf of Mexico on the west, greatly modify the air that blows over the peninsula, making it cooler in Summer and warmer in Winter. Even in mid-summer the heat never reaches that extreme which is felt in higher latitudes, and during the year round it is the most agreeable and salubrious climate to be found on the globe. The thermometer rarely falls below 30 degrees in Winter, or rises above 90 degrees in the Summer. During the Winter, the atmosphere is always dry and elastic; nearly six out of seven days are cloudless, and during the Summer, the nights are agreeably cool, it being rarely that one can sleep without the use of a blanket.

As an evidence of the value of a Floridian climate for those suffering from pulmonary diseases, we publish the census of 1870, giving the number of deaths occurring from consumption, in the several States; and, notwithstanding the fact that Florida is visited by thousands of consumptives, the proportion of deaths is less than any other locality in the United States. †

Massachusetts. one in	283	Ohio one in	507
Maine " "	315	Virginia " "	585
New York " "	379	Indiana " "	599
California " "	450	Illinois " "	698
Vermont " "	463	Florida " "	1,433

It is an undisputed fact that the State contains much swampy land, and wherever there exists a dense, fresh water growth of vegetation accompanied by decomposition, malarious diseases generally follow, but in this case

the excellent sea breezes which sweep from ocean to gulf, at least during the Winter season, from October to May, clear the atmosphere and purge it of its evil effects.

SOIL AND PRODUCTION.

Florida lands are classed as high and low hummock pine and swamp. The high hummock land is covered with a growth of underbrush. The low hummock land is the same as the high land excepting that it has much heavier growth of underbrush and requires a little draining. It is adapted to the growth of cane. The high hummocks are composed of very rich soil, and produce, with very little cultivation, all the crops of the country; and merely require clearing and ploughing. The price varies from fifty cents to twenty-five dollars per acre, according to location.

Pine land is that which bears the pine trees, and is frequently covered with underbrush, and is suitable for raising cotton. The poorer classes of pine land are considered valuable for the raising of Sisal hemp; they afford good range for cattle. Prices, according to location, from seveny-five cents to ten dollars per acre.

On the St. John's and Indian River sections, unimproved land may be obtained at from \$5 to \$20 per acre, while improved lands command from \$25 to \$40 per acre. Land possessing orange groves in bearing costs from \$50 to \$300 per acre, and when located near a settlement commands much higher prices.

Of the fruits successfully cultivated in the localities especially adapted for their production, we mention the orange, lemon, banana, fig, plum, pomegranate, guava, tamarind, date, plantain, almond, pecan, peach, grape, pine-apple, citron, cocoa-nut, watermelon, cantelope, strawberries; also every variety of garden vegetables. Spanish tobacco, sugar and hemp have been cultivated with much profit. Cotton is the principal

production in the northern portion of the State. Peas, tomatoes and other vegetables are extensively shipped to northern markets. Arrowroot, the castor bean and indigo are easily raised. Andrew Turnbull, when located at New Smyrna, produced large quantities of indigo, which was sold at great profit. The mulberry tree flourishes.

At present the cultivation of the orange receives the principal attention. The Florida orange is admitted by all fruit dealers to be the finest that reaches the market. During the past few years millions of orange trees have been set out in the several orange sections.

SPORTING FACILITIES.

Apart from the charms of its climate the State offers to those whose tastes lead them to the forest and stream the most gratifying opportunities. The forests and swamps abound in innumerable species of game, whilst the lagoons, rivers and bays fairly swarm with almost every conceivable variety of fish and water fowl. East Florida, alone, is abundantly provided in this respect, and hundreds of sportsmen may be found camping along the shores of the lagoons and bays, paying their respects to the varied description of game which haunt the woods, air and waters of the Indian river and other localities. Deer are plentiful throughout the year, but are smaller than the Northern varieties. Much deer-hunting is done on horseback. The native swamp ponies dash through the palmetto scrub with surprising speed and facility. Excellent guides, dogs and horses may be obtained at St. Augustine, Port Orange, New Smyrna, and Titusville. Wild cats are quite plenty and at times a fierce puma is to be found. The wild cats weigh from eighteen to thirty pounds. The pumas are nearly as large and dangerous as Bengal tigers. A puma was shot a few

miles west of Elbow creek which measured nine feet and four inches from tip to tip, and weighed 240 pounds. Numbers of these beasts have been shot not far from the Jupiter Inlet lighthouse. Bears are met with in December. During January and February they are in Winter quarters, but during the months of March, April and May they go in numbers in search of turtle eggs on the beach. They are the common black or cinnamon bears, the kind so familiar to Rocky Mountain hunters. Gray, black and fox squirrels, coon and opossums abound in the woods.

In February and March duck shooting is in full season and affords fine sport. They include the following varieties: teal, mallard, gray widgeon, baldpates and the large black English duck. Quail and wild turkey may be found in almost any part of the State. Alligators are found in nearly all the streams, though they are more plentiful on the Ocklawaha and upper St. John's river, the southern lakes and Everglades. Some are of enormous size, ranging from twelve to even twenty feet in length. Among the birds of beautiful plumage which people the woods and wing the waters of the Indian river section are white herons, Spanish curlew, sicklebills, gray pelicans, oyster birds, shearwaters, majors, eagles, snake birds, ivory-bills, parquets, doves, chickwills, men-of-war-hawks, ibises, gannets, cormorants, white owls, and king vultures. The fishing in the bays and lagoons is not excelled in any part of the globe, for variety, size and excellence of flavor. The leading game fish is the channel bass; they range in weight from two to forty-eight pounds. St. Augustine, Matanzas, and New Smyrna are the favorite resorts of these fish. On the Atlantic coast are also sheephead, salt water trout, whittings, groupers, snappers, kingfish, crookers, and other species too numerous to mention. In Mr. Charles Hallock's work entitled the *Sportsman's Gazeteer*, there will

be found, in connection with this State, much valuable information concerning the choice hunting and fishing grounds, and the numerous varieties of game to be secured.

At St. Augustine, which is the sportsman's headquarters, excursion parties are formed for the purpose of visiting Matanzas and thence southward, where plenty of hunting and fishing sport can be obtained.

EXPENSE OF A TRIP TO FLORIDA.

Parties contemplating a trip to this State and desirous of obtaining some idea concerning the expense of a trip there and back, also other expenses incurred, can obtain some idea of the cost by giving this guide their careful perusal.

The following estimate of expenses for one month is neither extravagant, nor put at the lowest possible cost, but more of an intermediate figure :

All Rail Ticket, New York to Jacksonville...	\$33.40
Return Ticket, via Steamships.....	25.00
Meals on railroad, going South, 3 days, 75 cts.	6.75
Sleeping car, berths 3 nights, about \$2 each..	6.00
Three weeks' hotel board at \$18,00.....	54.00
Miscellaneous expenses.....	20.00

Total cost of one month's visit to Florida.... \$145.15

With \$200, a person, with a little economy and previously being "posted," can spend from six to eight weeks in Florida with no little instruction and gratification. The prices given for rail and steamship tickets are liable to change.

THE PRINCIPAL SPRINGS.

Sulphur Spring, at Green Cove Spring, Clay Co. It is about 35 feet deep and discharges over 3,000 gallons per minute. Fine facilities are afforded for bathing.

Orange Spring, Marion Co., located on Orange Creek, which empties into the Ocklawaha river.

The celebrated Silver Spring, in Marion Co., on the Ocklawaha river. This spring covers several acres and forms a river of itself. Another Silver Spring, in the same county, is located on the west bank of Lake George.

Blue Spring, Volusia Co., a few miles north of Enterprise, on the east bank of the St. John's, is the largest in the State. It forms a wide river of itself, as clear as crystal; one can readily observe the movements of the fish below.

Green Sulphur Spring, Enterprise, is about 80 feet in diameter, and said to be fully 100 feet deep.

On the west shore of Lake Jessup, there are several large sulphur springs. Boats drawing over three feet of water cannot enter the lake.

In the centre of the St. John's river, toward Lake Harney, there boils up a tremendous spring. It has been sounded to the depth of nearly 300 feet and no foundation touched.

Ponce de Leon Spring, St. John's Co., is located on the new settlement of Ravenswood, just west of St. Augustine, and is used for its health-giving properties.

Boiling Ocean Spring, south-eastern part of Anastasia Island, just north of Matanzas Inlet. This is a volume of fresh water which issues with great force. It no doubt finds its way through a subterranean passage, the outlet of which is beneath the Atlantic ocean

THE OCKLAWAHA RIVER.

This river rises in Lake Apopka and flows northward through Lakes Dora, Eustice, Harris, and Griffin. Silver Spring was once the head of navigation, but steamers now run as far as Okahumkee. Twenty-five miles above Palatka, just opposite Welaka,

the Ocklawaha empties into the St. John's river. The entrance is extremely narrow, and for miles the channel possesses no banks, it being simply a navigable passage through a lonesome, dismal, yet romantic cypress swamp. Here alligators of immense size, and many species of birds with beautiful plumage may be seen. Small steamers navigate the river a distance of 170 miles. Silver Spring, the principal landing, is 109 miles from its mouth. A trip up this stream is decidedly an odd, yet a grand one, and tourists should not fail to make it an object of visit. The following is a list of the principal landings on this stream, and showing the distance from the St. John's river.

Fort Brook.....	35	Delk's Bluff.....	100
Iola.....	50	Silver Spring.....	109
Eureka.....	60	Sharp's Ferry.....	114
Sandy Bluff.....	68	Moss Bluff.....	140
Palmetto Landing....	78	Stark's Landing.....	155
Gores.....	83	Lake Griffin.....	160
Durisoë.....	89	Lake Eustice.....	165
Graham.....	94	Leesburg.....	170

ST. JOHN'S RIVER.

This grand sheet of water is created by the overflow of the numerous springs and swamps in the Southern portion of the State; it flows, unlike any other river in the United States, directly North for over three hundred miles, when turning abruptly to the east, it empties into the Atlantic Ocean. Its whole course traverses through an extremely level country. Many portions of the river are six miles wide, and north of Lake George no part is less than one mile in width; at Palatka the river becomes narrower. The St. John's river is credited with carrying a larger volume of water than the Rio Grande, which river is one thousand miles long, and in point of width the St. John's river

is the largest in America. There are but a few streams in the world that present a more tropical appearance along their entire course.

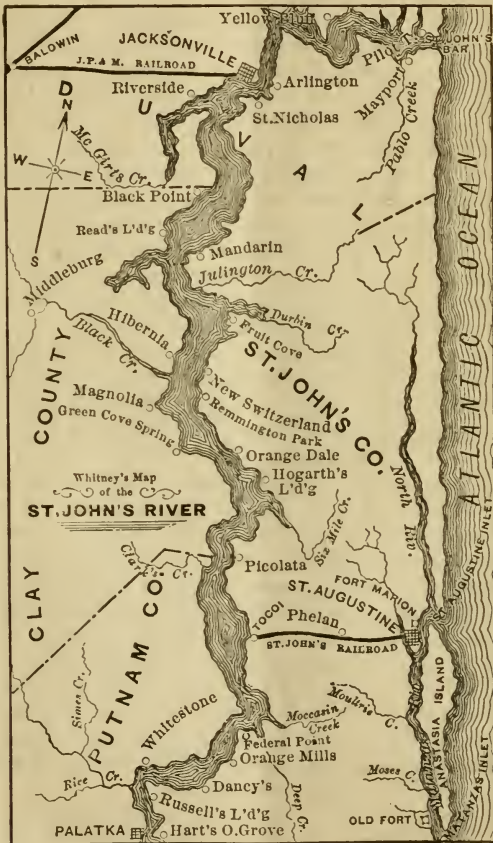
The many cozy retreats located upon the banks of the St. John's are of universal attraction, and during the Winter season thousands of tourists from every section are here to be found, forgetful of all business cares, enjoying the pleasures of the trip and complimenting the salubrity of the Florida climate.

Many of the tributaries of the stream are navigable to a considerable distance by small steamboats. It is estimated that the St. John's river and its navigable branches afford one thousand miles of water transportation. The means of transportation on the stream are easy and comfortable. Large steamers ascend as far as Palatka, from which point smaller steamers continue to Enterprise, and up the Ocklawaha river and other sections of interest to the tourist. Numerous small steamers ply directly between Jacksonville and points of interest on the tributaries of the St. John's.

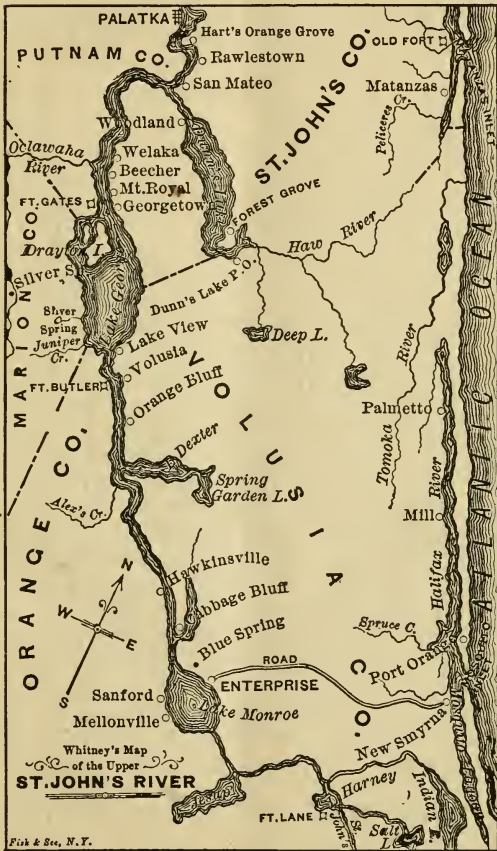
On the banks of the St. John's are to be seen many fine orange groves bedecked with the golden fruit; one may also observe the Magnolia, Pride of India, the Pine and other species of trees festooned with long skeins of moss gracefully descending and nearly touching the water's edge; to witness this sight and to feel and inhale the soft balmy breezes, scented with the odor of the Magnolia and yellow Jessamine, is a coincidence not presented by any other section of the United States. There is a charm attached to the incidents of a trip upon this sheet of water—apparently a succession of lakes—that one will not soon forget, especially when contrasted with a Winter trip upon the Hudson with its cold, bleak winds.

The waters of this stream, including nearly all the rivers in the State, are of a coffee color, and slightly brackish in taste.

LOWER ST. JOHN'S RIVER.



UPPER ST. JOHN'S RIVER.



POINTS ON THE ST. JOHN'S RIVER.

Showing distances from Jacksonville. Sailing south is termed GOING UP the river. Points marked with a star * are on the right going up.

	MILES.		MILES.
Arlington.....	2	Ocklawaha River....	100
St. Nicholas.....	2	Welaka.....	100
Riverside*.....	3	Beecher.....	101
Black Point*.....	10	Orange Point.....	103
Read's Landing*.....	13	Mt. Royal.....	109
Mandarin.....	15	Fort Gates*.....	110
Fruit Cove.....	19	Georgetown.....	117
Hibernia*.....	22	Benella.....	120
New Switzerland....	23	Lake View.....	132
Remmington Park....	25	Volusia.....	137
Magnolia*.....	28	Fort Butler*.....	138
Green Cove Spring*..	30	Orange Bluff.....	140
Orange Dale.....	34	Hawkinsville*.....	160
Hogarth's Landing....	36	Cabbage Bluff.....	162
Picolata.....	45	Lake Beresford.....	165
Tocoi.....	52	Blue Spring.....	172
Federal Point.....	60	Wekiva.....	184
Orange Mills.....	64	Shell Bank.....	193
Dancy's Wharf.....	65	Sanford*.....	199
Whetstone*.....	66	Mellonville*.....	200
Russell's Landing....	69	Fort Reid*.....	203
Palatka*.....	75	Enterprise.....	205
Hart's Orange Grove..	76	Cook's Ferry.....	224
Rollestown.....	78	Lake Harney.....	225
San Mateo.....	80	Sallie's Camp.....	229
Buffalo Bluff*.....	88	Salt Lake.....	270
Horse Landing.....	94	Indian River.....	276

RESORTS ON THE ST. JOHN'S RIVER.

Mandarin, the first point of especial attraction on the river, is a village of about 250 inhabitants. It is

one of the oldest settlements on the river. During the Indian wars, the Seminoles visited it and massacred all within its limits. Here is located the Winter residence of Mrs. Harriet Beecher Stowe; it is the cottage at the left of the wharf, almost obscured by the foliage of the large oak and other trees.

Hibernia is a pleasant resort located upon the opposite bank of the river. It is quite a resort for invalids. The country about abounds in groves of oaks, etc.

Magnolia, one of the most pleasant resorts to be found on the St. John's, is well patronized by Northern visitors. Black Creek is but a short distance to the north of this point. It is navigable for small boats as far as Middleburg.

Green Cove Spring, two miles south of the above point, is one of the most extensively patronized resorts on the river. The sulphur spring is one of its attractions; the temperature of the water is about 78 degrees, and it is clear as crystal. Its sulphurous condition is quite distinguishable by taste and odor. The water is said to be very valuable for its medicinal properties.

Picolata is ten miles from the above point, on the opposite shore. It is the site of an ancient Spanish fort and settlement, all evidence of which is destroyed. Two centuries and a half ago the Franciscan friars erected here a church and monastery. Picolata is one of the earliest Spanish settlements in America. Under Spanish dictation it boasted of more than one hundred dwellings and shops. It was the main artery of supply for the settlements on the St. John's river, and localities westward. All merchandise of export, including sugar, indigo, furs and fruits, were here collected and sent over to St. Augustine, and thence to Spain. Opposite Picolata, on the west bank, are the remains of Fort Poppa, built of earthwork during the Spanish era. Before the completion of the St. John's wooden tramway, in 1870-71, Picolata presented quite a lively

appearance, as passengers for St. Augustine were here transferred and conveyed across the country by stage.

Tocoi. At this point visitors are transferred to St. Augustine. Trains complete the trip, a distance of fifteen miles, in about thirty-five minutes. We are doing tourists a favor when we advise them, by all means, to visit this very interesting city, the Newport of Florida, where, during the Winter season, yacht-racing, rowing-matches, pigeon-shooting, and other amusements are indulged in.

Orange Mills is pleasantly located on the east bank. It has post office, boarding and other facilities.

Palatka is the largest town on the river south of Jacksonville. It is an admirable location for consumptives. It has a population of about 1,400. The town is nearly one-half mile in length, and commands an extensive back country trade. It possesses postal, telegraphic and good hotel facilities, churches, etc. The larger steamers make this point their terminus. Small steamers run to Dunn's Lake; to the upper St. John's; also up the Ocklawaha river, etc., etc. There are also other steamers which ply directly between Jacksonville and other special points of interest. The *Eastern Herald* is the name of a wide-awake weekly journal published by Mr. Pratt.

San Mateo is a thriving settlement, on an elevated location, five miles south of Palatka on the opposite bank. It possesses two churches, post office and boarding facilities.

Welaka is twenty-five miles above Palatka, opposite the entrance of the Ocklawaha river. It is the site of an old Indian village, and afterward of a flourishing Spanish settlement. South of Welaka, the river gradually expands and forms Lake George.

Volusia is five and a half miles from Lake View. It is the site of a Spanish city long ago obliterated by war. The present village contains about six hundred

inhabitants, and was settled in 1818. It was once the principal point on the line of travel between St. Augustine and the Mosquito Inlet country, on the Atlantic coast.

Lake George is eighteen miles long and twelve miles wide. The largest of the many beautiful islands in this lake is called Rembert Island, which contains 1,700 acres, with a fine orange grove upon it. The lake is thickly tenanted by varieties of fish, and waterfowl are abundant in the vicinity.

Alexander's Landing, on Lake Beresford, an inlet on the St. John's river, is a landing place for the settlers in that vicinity. It possesses school and church facilities, and fine orange groves. Its post office is located at Cabbage Bluff, more recently styled Palm Landing.

Sanford is located on Lake Monroe, about one mile north of Mellonville. Its success as a resort is due to H. S. Sanford, Esq. In the Summer of 1875 he caused to be erected the "Sanford House," which is elegantly fitted up. Besides all kinds of fruits, the lake is abundantly supplied with fish and game. As a health-conducive locality, it is unsurpassed on the river.

Mellonville is the sight of Fort Mellen, erected during the Indian wars. In the vicinity are several fine orange groves. It possesses hotel and boarding facilities. Its post office is located at Sanford. Lake Monroe, upon which this point is situated, is five miles wide and twelve miles long.

Blue Spring is but a short distance north of Enterprise. It is a wood station for the steamers that ply in this section. Near by is the famous spring whence it derives its name. It is one of the largest springs in Florida, being a quarter of a mile long, one hundred feet wide, eighty feet deep and forms a considerable stream, large enough, near the river, to float a steamer. It is an interesting sight to look over the steamer's side

into the crystal-like water and observe the movements of the various species of fishes below in their everyday life. Blue Spring is a stopping place for Orange City,

Enterprise is a well-patronized resort located on the east bank of Lake Monroe, opposite Mellonville and Sanford. It is the terminus of the Palatka boats. The town possesses good hotel, stores, post office and other facilities. About one mile north of the town is the Green Sulphur Spring, the water of which is a delicate green color, and oftentimes quite transparent. The spring is eighty feet in diameter and fully one hundred feet deep. It is worthy a visit. Enterprise is well patronized by the sporting fraternity. Twelve miles from Enterprise, on the New Smyrna road, there is a good relay point for sportsmen. Snipe, turkey and deer can be found here in abundance. Stages connect New Smyrna and the Indian river with Enterprise.

Lakes Jessup and Harney. These lakes, including Salt Lake, are considered fine hunting grounds, especially for duck shooting. During the Winter season a small steamer leaves Enterprise, passing through Lake Jessup to Lake Harney. The time occupied in making the circuit is about twelve hours. Lake Jessup is five miles wide and seventeen miles long. Boats drawing over three feet of water cannot enter this lake. It is very rarely that tourists ascend beyond Lake Harney. Boats of extremely light draft may continue into Salt Lake, which is the nearest point to the Indian river from the St. John's. At Enterprise parties are furnished with conveyance to reach New Smyrna and the Indian river. From St. Augustine, also, excursions are made in yachts to the Indian river—the sportsman's paradise for game and fish.

Crescent City. This new and thriving settlement of about forty inhabitants is located on Dunn's Lake—now called Lake Crescent, about twenty-five miles

south from Palatka. Dunn's Creek—now called Deep river—connects this lake with the St. John's. The lake is about four miles wide and twenty miles long. During the Winter the several settlements on the borders of this lake are in direct communication with Jacksonville and Palatka. Stages run from Crescent City to New Britain and Daytona.

HALIFAX AND INDIAN RIVER SECTION.

Matanzas. This new settlement is located about eighteen miles south of St. Augustine. During the Summer of 1876 a hotel was erected here for the accommodation of the many excursion parties which visited it from St. Augustine. This section is considered an excellent hunting and fishing ground. Here, located on a small marsh island are the remains of a coquina structure, probably used as a lookout and fort combined. It was possibly constructed by Menendez, soon after his arrival and founding of St. Augustine. It is notable in history, as being the locality where the cruel Menendez butchered nearly 300 Huguenots in squads of tens, with their arms pinioned behind their backs. The series of massacres occurred on the most extreme point of Anastasia Island, though it is probable that time and tide have destroyed the precise locality where the remains originally laid.

New Britain. This settlement on the Halifax river, fifteen miles from Mosquito Inlet, originated in 1873 with a colony of mechanics from New Britain, Conn. The village is situated on a sloping bank of the river, six miles from its head. The river at this point is half a mile wide. There is no hotel here, but good board may be obtained at private houses.

Daytona is located five miles south of New Britain, on the Halifax river, and ten miles north of Mosquito Inlet. Palms, oaks, mulberry, hickory, and other

forest trees line the river at this point, giving the place a romantic and picturesque beauty. The river here is three-fourths of a mile wide. The shell road of the peninsula, opposite, is known as Silver beach. There are about three hundred inhabitants. Daytona possesses a good hotel, and boarding houses, store, post office, and other facilities.

Port Orange is located six miles south of Daytona and four miles north of Mosquito Inlet, on the west bank of the Halifax river. It possesses hotel, store, school, church, town hall, and post office facilities. Nearly all the residents have fine orange groves. Further south is another settlement, but Port Orange is their post office, at present.

New Smyrna is located upon Hillsborough river, three miles south of Mosquito Inlet, near the coast. It is about twenty miles from Enterprise and about sixty miles south of St. Augustine. In 1767 Andrew Turnbull arrived at the coast with his colony of 1,500 Minorcans and, in consideration of his wife being a native of Smyrna, Asia, he gave the same name to this settlement. Large crops of indigo were cultivated, which proved quite profitable. At that time the Florida indigo commanded the highest price of any sold in the English market. In 1772 there were 40,000 pounds exported. The colonists remained until 1776; not being treated according to contract, they left the settlement and located at St. Augustine. The dense hummocks for miles around show how vast the plantations were, time not having destroyed the long rows, turnpikes, or old canals. The present population of New Smyrna is about 200. There is a very good hotel at this point, also post office, store and other facilities. Two stages per week from Enterprise, and the steamer "Border City" will make semi-weekly trips to Jacksonville and St. Augustine; also three sailing vessels make weekly trips between here and Jacksonville.

Titusville was formerly called Sand Point. It is located on the west bank of the Indian river, about thirty-five miles south of Mosquito inlet, and nearly opposite Merritt's Island. The town possesses 200 inhabitants, two hotels, store, post office and other facilities. Titusville is the terminus of the Lake Harney and Titusville Railroad. Mr. S. J. Fox, the contractor and owner of the road, resides here.

Harryville is six miles back of Titusville. A boarding house kept by John Henry affords accommodation at this point.

City Point is situated fifteen miles south of Titusville. It contains some twenty-five families scattered along the banks of the river. Board may be obtained in private families.

Georgiana, a settlement at Merritt's Island, thirty-five miles from Titusville. Considerable attention is being paid to pine-apple culture with very successful results.

Eau Gallie is finely located on the main land ten miles below Georgiana. The State Agricultural College is at this place. Excellent hunting may be had all through this section.

Routes of Travel.—All of the above places can be reached by the following routes: By steamboat up the St. John's to Enterprise, thence by stage to New Smyrna, from this point by the mail or other boats; or, by sail from Jacksonville, outside route, to New Smyrna and places on the Halifax; or, by steamboat to Crescent City, thence by stage to the Halifax. As soon as the Lake Harney & Titusville Railroad is completed, passage can be taken by a steamer at Jacksonville for Lake Harney, thence by rail to Titusville, also by steamer "Border City" from Jacksonville to New Smyrna, stopping at St. Augustine *en route*.

Miami is at the northern point of Biscayne Bay, near the river of the same name. It is a thriving set-

tlement of about 200 families, and is gradually growing. Board may be obtained at fifty cents per day. From Key West, a schooner visits the section once in every two weeks. A Florida correspondent gives the following means of communication between St. Lucie and Biscayne Bay: "In a season of floods, miles and miles of this region are submerged, and what at other times is a wilderness of grassy desert then becomes a sea of water, and one may journey from the St. Lucie river to Lake Okeechobee and to the Big Cypress and thence to Biscayne bay and back to St. Lucie in a sailboat. Through all this vast region, flowers bloom as bright and gay as in the conservatory; birds sing as sweetly as if hung in gilded cages; the deer and the panther wander at will; the rattlesnake and the moccasin here abound undisturbed by civilized man; the crocodile of the Indus and Nile dwells unmolested; and the laws of God are as fixed and immutable in the trackless desert of the Everglades of Florida as in any part of the civilized world."

Biscayne Bay is a fine harbor for vessels drawing less than ten feet of water. It can be entered with safety at all times. During the year thousands of dollars' worth of sponges are shipped from this section. This part of the State is overrun with almost every variety of game.

A TRIP TO THE INDIAN RIVER.

The sail from St. Augustine to Matanzas occupies about six hours. At this point good fishing and hunting may be obtained. During the Summer of 1876 a hotel was built here for the accommodation of the frequent excursionist from St. Augustine. About six or seven miles to the south occurs the "haulover"—where boat and utensils are all hauled over a distance of about eight miles, to the starting point on the Halifax river,

upon reaching which, clear sailing is obtained through to Jupiter Inlet, the most extreme southern point of this grand lagoon.

The first settlement passed on this lagoon is New Britain, then come Daytona, Port Orange, Allandale, Halifax City; after passing Mosquito Inlet, you enter the Hillsborough river, and soon arrive at New Smyrna where plenty of hunting and fishing sport may be had. At this place very good accommodation may be had at the Ocean House, kept by E. K. Lowd, whose charges are \$3 per day, and for two weeks and over \$14 per week. Continuing south you pass the Sister Islands, and also the mysterious Turtle Mound, a silent relic of an unknown age and an extinct people. A little to the south you pass Oak Hill, and later on you near the entrance of the Haulover canal which gives entrance into the Indian river. This canal is cut through a stratum of coquina rock. The strange umbrella tree marks its route. Two miles to the southeast is the famous Dummett orange grove, while nearly opposite the mouth of the canal, located on Indian river, is the new settlement of Aurantia. At Titusville a good hotel is kept by Colonel Titus.

Further south, to the east is Banana river, where fine duck shooting may be had. Further on you cross New Found Harbor and stop at Dr. Wittfeld's hotel, terms \$2.50 per day, and \$12 per week. In this vicinity is located City Point; and still further southward is the settlement of Georgiana. At the lower end of Merritt's Island is one of the finest camping grounds in Eastern Florida. Eau Gallie is nearly opposite. Continuing south, Crane and Turkey creeks are passed, and St. Sebastian river with its bluffs is reached. About fifteen miles south of this point are Fort Capron, Fort Pierce, Indian River Inlet, and St. Lucie. This section abounds in game and fish. At Fort Capron, Captain Payne will furnish good accommodations at \$3

per day and \$15 per week. About four hours sail brings you to Jupiter Inlet, the end of the journey, and if you are disposed to go still further southward, you enter the Everglades, and pursue your varied journey to Lake Worth; and should you be of a penetrating turn of mind you now have a good opportunity to enter where few men have tread and explore the famous Lake Okeechobee.

TALLAHASSEE.

The capital of Florida, is situated on the line of the Jacksonville, Pensacola and Mobile Railroad, about 165 miles from Jacksonville. The surrounding country is inclined to be rolling. In the vicinity are several lakes which afford, during the proper season, considerable sport to the tourist. During the Summer the wealthy inhabitants of this section visit Fort George Island and St. Augustine for health and recreation. Tallahassee has a population of about 2,000.

LAKE CITY.

It is located on the Jacksonville, Pensacola and Mobile Railroad, only nine miles from Jacksonville. It derives its name from the many lakes that exist in the immediate vicinity. The town proper is situated a short distance back from the depot and possesses several good boarding establishments.

FERNANDINA.

Fernandina was built in 1632 by the Spaniards; it is located on Amelia Island about fifty miles north of Jacksonville. Present population about 1,300. There are seven churches, hotels, etc. There is a fine shell road, of about two miles in length, leading to the hard ocean beach, which affords a fine drive of nearly twenty miles. Located on the north point of Amelia Island,

and uncompleted, is Fort Clinch. The city has telegraphic and post office order facilities. Fernandina is accessible by rail and water. The harbor is so capacious, that during the war of 1812 over three hundred square-rigged vessels were anchored in its waters at one time. Vessels drawing twenty feet can cross its bar at high tide. Dungeness, the seat of General Nathaniel Greene, is located a few miles distant. On the beach about half a mile from the mansion is the grave of General Henry Lee, of Virginia, the famous "Light Horse Harry" of the Revolution.

JACKSONVILLE.

It is the county seat of Duval County, the commercial metropolis of Florida, and the largest city on the Atlantic coast south of Savannah.

It is an enterprising and prosperous city; its present population is about 13,000. It was laid out as a town in 1822; its first building was constructed of pine logs, covered over with cypress bark. The city is situated on the St. John's river, about twenty-five miles from the ocean, and is named in honor of General Andrew Jackson. Bay street is the commercial thoroughfare. The commerce of the city is extensive. Leading out of the town are fine shell roads which afford delightful drives. All the streets are wide and spacious, and are laid out at right angles.

There are eight churches of the different denominations; Masonic and other lodges; a well-organized Fire Department; first-class hotels; three newspaper publications; public hall, library, etc.

An enormous business is the cutting and shipping of the Florida Pine; the mills are kept in constant operation during the year; frequently the river is dotted with foreign and home vessels awaiting their turn to be supplied. The banking facilities are offered by the First National Bank of Florida and Ambler's Bank

The city possesses telegraphic facilities to all parts of the United States. Steamers for all points on the St. John's river, connecting at Tocoï with railroad to St. Augustine, leave Jacksonville every morning. Adjacent to Jacksonville are the following comparatively new settlements: East Jacksonville, Brooklyn, Springfield, etc., while across the river are Riverside, Arlington, St. Nicholas, South Shore, and Alexandria. Jacksonville possesses several points of interest which are worthy of a visit.

WALDO.

Waldo is eighty-four miles from Jacksonville and seventy miles from Cedar Keys. Population about 200. Santa Fe Lake, a large body of water which affords excellent facilities for boating and fishing, is about two miles distant. About six miles from Waldo there is a natural sink in the land, covering about two acres. A stream runs into it continually, and yet there is no visible outlet. The Santa Fe River disappears several miles from the village, and flows under ground, thus forming a natural bridge.

GAINESVILLE.

This is a thriving town of about 1,500 inhabitants, located on the Atlantic, Gulf and West India Transit Railroad, about eighty-five miles from Jacksonville. The town contains churches of the several denominations, two newspapers, and good hotel accommodations. From this point passengers are conveyed by stage to Tampa and other sections.

OCALA.

Ocala is the county seat of Marion Co., located five miles from Silver Spring, west of the Ocklawaha river and is reached from the latter place by carriages. The town contains 600 inhabitants, and possesses good

stores, post office, school, church and boarding facilities. It is a good hunting locality for small game.

BROOKSVILLE.

Brooksville is fifty miles from Tampa. It is the county seat of Hernando County. The town is pleasantly situated on a hill and contains about one hundred inhabitants. It has post office, store, boarding house and other facilities.

CEDAR KEYS.

This point, the terminus of the Atlantic, Gulf and West India Transit Railroad, is 126 miles from Jacksonville. Its population is about 700. A regular line of steamers departs every Saturday for New Orleans and Havana, also a semi-weekly line for Tampa, Charlotte Harbor, Manatee, Key West, etc. Cedar Keys is situated on a fine bay, which affords excellent facilities for bathing, boating and fishing. It possesses, also, very good hotel accommodations.

TAMPA.

Tampa is a neat town possessing about 500 inhabitants and commands an extensive back country trade. A line of stages connects tri-weekly with Gainesville; also a line of schooners affords direct communication with New Orleans. A short distance from the town are earthworks built by the Indians during the Seminole war, and subsequently repaired during the late war. Originally, it may have been the site of a fort erected during the Spanish era. The present dilapidated fort and barracks are located upon a hill which gradually ascends back of the town and forms a bluff which overlooks and commands the bay. One of the finest live oak groves in the South is located here. Tampa Bay offers a fine harbor for the largest vessels.

The bay is about thirty-five miles long. Toward the interior it divides into two branches, called Little Tampa Bay and Hillsborough Bay. This sheet of water is dotted over with innumerable islands of all sizes. Tampa Bay contains enormous quantities of fish and turtle. The surrounding country is well stocked with game.

CHARLOTTE HARBOR.

This is a body of water nearly fifteen miles wide and about thirty miles long. The harbor and surrounding water connections offer superior inducements to the fisherman; whilst the country about is one of the finest in the State for hunting deer and other game. It is reached by steamer from Cedar Keys; also sailing vessels ply between it and Tampa. Upon an island in this harbor there is a chain, or succession of Indian mounds, systematically walled up with conch shells. Relics of old ramrods, ancient brass gun mountings, Indian arrow-heads, beads and pottery, also a small silver bell, of a rich, delicate tone, were dug from one of these mounds.

PUNTA RASSA.

Punta Rassa is thirty-five miles from Fort Myers, on the Caloosahatchee river. A regular line of steamers, which ply between Cedar Keys and Key West, stop here twice a week and load with live stock. The United States Government have a signal station at this point. Water fowl and good fishing may be had here.

FORT MYERS.

Fort Myers, on the Caloosahatchee river, is thirty-five miles from the Gulf and about sixty miles from Lake Okeechobee. The settlement consists of about twenty houses. The fort, from which the name of the settlement is derived, was built by the United States

Government during the Indian wars, of which, at the present day, no evidence remains. A short distance from here is a fine cocoanut grove. This section abounds in game and fish.

FORT THOMPSON.

Fort Thompson is an Indian trading post, on the Caloosahatchee river, about six miles from Lake Okeechobee. This is the nearest white settlement to the lake and the last on the river.

THE EVERGLADES.

They consist of an extensive shallow lake interspersed with innumerable islands ranging from one to one hundred acres each. It is filled with channels and sinks from three to fifty feet deep. The country is well stocked with the larger species of Florida game. Bordering on the Everglades are prairies from one to two and one-half miles in width.

INDIANS IN FLORIDA.

Of the once powerful tribe of Seminoles there are now but about six hundred remaining. This remnant is encamped on an island in the impenetrable Everglades. They are peaceful and law abiding. Their villages are laid out in broad streets and their houses are thatched with the palmetto. Tustanooga is the present chief of this remnant of Seminoles. They still retain their negro slaves. In their occasional business transaction with the natives they receive their usual payment of bad whisky in exchange for their skins, furs, etc. During the Seminole war the Indians, as a last resort, took refuge in the Everglades, and so peculiarly adapted were the hidden islands for their concealment that it was with the utmost difficulty that they were dislodged.

KEY WEST.

Key West is located upon an island of the same name in Monroe County, at the southern extremity of the State. The island is four miles long and one-half mile wide. It is eleven feet above the level of the sea. The population of Key West is about 10,000, a large number of which are Cuban refugees, engaged in the manufacture of cigars. There is also a manufactory for canning pine-apples, which grow to perfection on this and adjacent islands. The climate is mild and agreeable. The hotel accommodations are very good. Connection with Cedar Keys is made by steamers, semi-weekly.

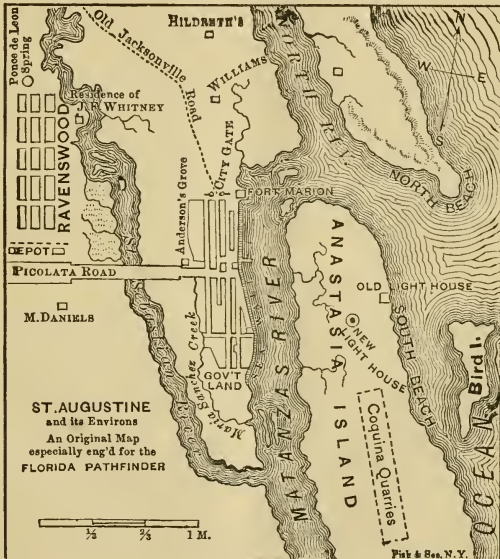
ST. AUGUSTINE.

This city, the oldest in the United States, is situated in a direct line about thirty-five miles south of Jacksonville, three hundred and fifty miles north of the southern coast of the Peninsula and fifteen miles east of the St. John's river. It possesses more points of attraction and interest than any other locality in the State. Topographically it is somewhat similar to New York, or Manhattan Island; being bounded on the north by the main land and on the east by the North river, the harbor entrance and the Matanzas river, with Anastasia Island forming the breakwater, and on the south and west by the St. Sebastian river. For the benefit of our readers we present an original map of the city and its environs.

The city is built upon the point that was occupied by Menendez. Menendez gave the name of St Augustine to the town, as he chanced to arrive on the coast on the day dedicated to that saint; its previous name being Seloee or Seloy. On the arrival of the Spanish there were found habitations of considerable size.

The present population is about 2,200. In addition

to the Catholic Cathedral, the city possesses four churches; Presbyterian, Episcopalian, Methodist (col.) and Baptist (col.); a good Peabody fund school, telegraphic, express and post office order facilities, unsurpassed hotel accommodations, public library, etc. A newspaper, the *Florida Press*, published by J. F. Whitney, and possessing one of the finest newspaper



and job offices to be found in the State. There is also in connection with the office a fine establishment for the sale of stationery, fancy goods and other articles of usefulness.

On the arrival of the visitor from Tocoli, the first object to attract the attention is the long and narrow causeway which leads to the centre of the city.

Formerly the stages took their passengers at Picolata, and occupied seven hours in the journey over; on reaching the St. Sebastian river, where the bridge now stands, the coach was driven into a flat boat, and, by means of a rope, it was drawn across the river.

Leaving the causeway, the visitor enters beneath the archway of the oak, and Pride of India trees, with the Spanish moss hanging in skeins from the branches.

On our right we pass the handsome grounds and residence of A. Gilbert, Esq.; on the left is the residence and orange grove of Dr. A. Anderson, in the rear of which are the elegant grounds and mansion of the late Henry Ball, Esq., formerly owned by Buckingham Smith, Esq.

Emerging from the archway, the tourist arrives in front of the "Plaza de la Constitucion," and is then in the centre of the oldest and most antique city in the United States.

THE STREETS.

There are four principal streets which extend nearly the length of the town. The first one passed on entering is Tolamato, upon which is located the Catholic Cemetery. The second, St. George Street, is termed the Fifth Avenue of the city. The third, Charlotte, is nearly a mile in length, and is from twelve to fifteen feet wide. All of these streets are quite narrow. The cross streets are still narrower. The fourth is Bay Street, and commands a fine view of St. Augustine Bay, Anastasia Island and the Ocean.

The streets were formerly floored with shell concrete, portions of which can still be observed above the shifting sand; in early times heavy vehicles were not allowed to travel upon the same. There are many modern style residences, with elegant grounds, in and about the city, which are well worth a visit.

King's road, which leads from the city gate to Jack-

sonville, was constructed in 1765 by subscription.

Elsewhere will be found a map of the city, also a reference to the same.

All the old Spanish residences are constructed of coquina stone, a conglomeration of small shell, quarried on Anastasia Island. It is covered with stucco and whitewashed. Many of the houses have balconies along their second stories which overhang the narrow street. The old-time Spanish houses were flat-roofed.

CITY GATE.

It stands at the north end of the city, at the head of St. George Street. It is the only relic of a town wall supposed to have surrounded the city. It is a picturesque and imposing structure. The ornamented lofty towers, the loopholes and sentry-boxes are well preserved, and one can readily expend a few moments examining this antique object of attraction.

TOWN WALL.

Whether this wall was composed of the same material as the old fort or was merely a rough stockade of pine logs, is a matter of conjecture. If a stone wall ever existed it probably now forms a part of some of the old structures in the city. However, this wall or stockade is supposed to have been built some two hundred years ago. The north end portion of the wall was situated on the south bank of the ditch, and extended west to the St. Sebastian river, where it ended in a bastion, of which at the present time, with the exception of the sand elevation, no trace remains.

The ditch, at the present day, is quite visible, and at one time it connected the moat-water around the fort with the St. Sebastian river, but during the late war all evidence of this connection was destroyed by the construction of the northwest fort embankment.

• In 1871, there existed on the corner of Tolamato and

King Streets, a lunette constructed of coquina stone, from twelve to fifteen feet high, and though it was to visitors an object of attraction nearly equal to that of the city gate, it was removed for personal benefit and chronicled as a city improvement.

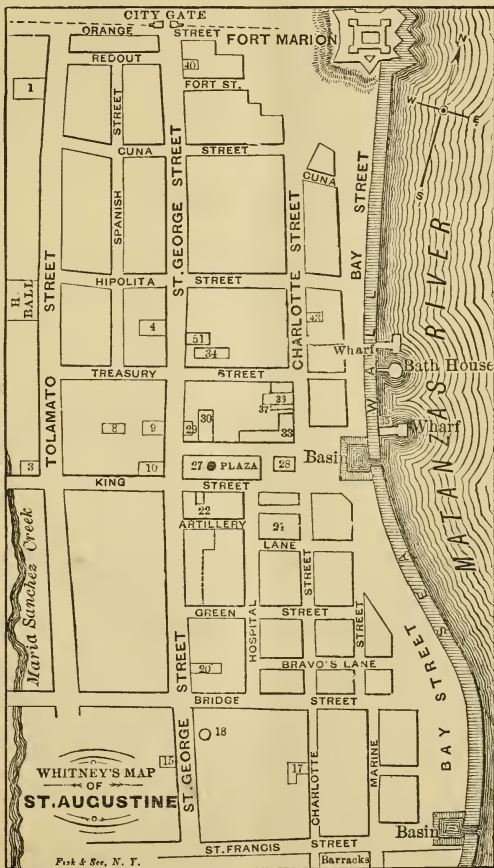
REFERENCE TO MAP OF ST. AUGUSTINE.

- | | |
|--|---|
| Huguenot burying ground is located just north-west of the City Gate. | 22. Episcopal Church. |
| 1. Catholic burying ground. | 24. Council Chamber and City Jail. |
| 4. "Magnolia Hotel," W. W. Palmer, Prop. | 27. Monument in honor of the Spanish Liberal Constitution. |
| 8. The Bishop's Residence. | 28. City Meat Market |
| 9. Old St. Mary's Convent. | 29. The Priest's Dormitory. |
| 10. U. S. Court House—Peabody School—Post Office—Public Library and Reading Room—County Clerk's Office, etc. | 30. The Catholic Cathedral. |
| 15. Presbyterian Church. | 33. "St. Augustine Hotel," E. E. Vaill, Proprietor. |
| 17. Old St. Francis Convent. | 34. The "Florida House." |
| 18. Monument in honor of the Confederate Dead. | 35. Yacht Club House. |
| 20. New Convent of Sisters of St. Joseph. | 37. Cottage Billiard Rooms. |
| | 40. B. Oliveros, Sr., (Rose Tree.) |
| | 43. Masonic Lodge. |
| | 51. <i>Florida Press</i> office, and Whitney Brothers' store. |

CLIMATE OF ST. AUGUSTINE.

It is a mistaken idea on the part of a large number of invalids that the sea air at St. Augustine is not conducive to their particular disease. The sea air at St. Augustine, is, on the contrary, most desirable and

CITY OF ST. AUGUSTINE.



beneficial. Coming, as it does, from the South Atlantic Ocean, and tempered by the inflow of the Gulf Stream, it is devoid of that cold, piercing chilliness which is experienced on the coast in higher latitudes. The tendency of the sea air at St. Augustine is strengthening, bracing and invigorating. For bronchial affections, weak lungs, catarrh, asthma, and general debility the salt which impregnates the mild yet exhilarating air of St. Augustine proves a valuable medicinal advantage.

THE SEA WALL.

This wall is nearly one mile in length; connecting with the water battery of the fort, it extends south below the U. S. Government Barracks. The original wall was built by the Spaniards in 1690, and extended that year to the Plaza, and subsequently extended the length of the town. The present sea wall and fort water battery were constructed in 1837 to 1843, at an expense to the U. S. Government of one hundred thousand dollars. Both are built of coquina stone taken from the island opposite the city. On the sea wall is a coping of granite, four feet wide, which affords a delightful promenade—especially on moonlight evenings, and the stillness of the night being broken by the roar of the ocean surf, adds greatly to the romance.

ORANGE GROVES, GARDENS, ETC.

St. Augustine possesses numerous fine orange groves and gardens, and also boasts of many handsome Winter residences—in fact, no other locality in Florida can present a larger or finer array of Winter residences than the Ancient City. In the gardens are found the banana, fig, date, Japan plum, pomegranate, etc. On St. George Street, near the city gate, there is a rose tree, the trunk of which is about three inches in diameter. It is an object of considerable attraction.

THE CATHOLIC CATHEDRAL.

This is the largest and oldest house of worship in the city ; it was built in 1793 at a cost of over \$16,000. Its quaint Moorish belfry, with four bells, which are set within separate niches, together with the clock, forms a complete cross. The peculiar chimes which these old relics of bells give forth, the odd surroundings of the belfry, including the interior of the church, render it one of the objects of interest in the Ancient City. Upon one of the bells appears the following :



SANCTE JOSEPH

ORA PRO NOBIS

D 1682

This bell was probably taken from the ruins of a previous church located on the west side of St. George Street. There exist outside of the city gate the ruins of an old chapel in which several priests were killed by the Indians ; after which it was sacked and burned. It was called "Nuestra Senora De La Leche," or "Our Lady of the Milk." Its erection was the result of a superstition of the Spaniards, borrowed from the ancient Romans. "Our Lady of the Milk" is simply the "Juno Pronuba" of the Romans, whom the matrons invoked and implored, in her proper temple, to furnish them with a sufficient supply of nursing milk for their infants.

GOVERNOR'S PALACE.

The residence of the old-time Spanish Governor is located on the corner of St. George and King Streets. Under the skill of modern workmanship it has lost its quaint appearance. It serves as post office, County Clerk's Office, Public Library, and Peabody School.

CEMETERIES.

The Military Burying Ground is located just south of the Barracks. Under three Pyramids are the ashes of Major Dade and 107 of his men, who were massacred near Fort Dade by Osceola and his band. The Catholic Cemetery is located on the north end of Tolamato Street. The Huguenot Cemetery is located outside of the city gate, and just north of the Catholic Cemetery.

THE BARRACKS.

This building was once used and designated as the St. Francis Convent. It has undergone extensive modifications and repairs; the building is located at the south end of the town near the terminus of the sea wall, and used at present by the United States troops.

THE PLAZA.

The "Plaza de la Constitucion" is situated in the centre of the town. It is surrounded by a fence, with seats arranged for the convenience of visitors. During the early part of the Revolution, the effigies of John Hancock and Samuel Adams were burned here by the British troops. Nearly in the centre of the square stands the monument, nearly twenty feet high, erected in 1812, in commemoration of the Spanish Liberal Constitution. A short time after it had been erected, the government gave orders that it should be torn down. The citizens of St. Augustine, upon hearing of this order, quietly removed and concealed the inscribed marble tablets. The monument remained undisturbed.

In 1818 the tablets were quietly replaced. Of the monuments erected in commemoration of the constitution this is the only one now standing. Upon the east side of this monument appears, in Spanish, the following, of which we give a translation :

*Plaza de la
Constitucion.*

*Promulga en esta Ciudad
de San Agustin de la Florida
Oriental en 17 de Octubre de
1812 siendo Gobernador el
Brigadier Don Sebastian
Kindalem Cuba Hero
del order de Santiago.*

*Peira eterna memoria
El Ayuntamiento Consti-
tucional Erigioeste Obelisco
dirigido por Don Fer-
nando de la Plaza
Arredondo el Joven
Regidor De cano y
Don Franciscor Robira
Procurador Sindico.*

Año de 1813

TRANSLATION.

Plaza of the Constitution, promulgated in the city of St. Augustine, East Florida, on the 17th day of October, the year 1812. Being then Governor the Brigadier Don Sebastian Kindalem, Knight of the order of San Diego.

FOR ETERNAL REMEMBRANCE,

the Constitutional City Council erected this monument under the supervision of Don Fernando de la Maza Arredondo, the young municipal officer, oldest member of the corporation, and Don Franciscor Robira, Attorney and Recorder.

FORT MARION.

It stands at the northeast end of the town and commands the inlet from the sea. It is built of coquina stone, which was taken from Anastasia Island. It is probably the best preserved specimen in the world of the military architecture of its time. It is the oldest fortification in the United States. It was commenced in 1620, and through the labor of the conscript Indians, was completed in 1756. Its first name was "San Juan de Pinos," afterward changed to "San Marco," and upon the change of flags, in 1821, it was given its present name. It occupies an acre of ground, and has accommodations for one thousand men and one hundred guns. The Indians were compelled to do the labor of building for over sixty years. Over the entrance to the fort is the Spanish coat-of-arms, surmounted by a globe and cross, while suspended beneath is the figure of a lamb. Around the fort square are entrances into its damp and dismal rooms. The dungeons wherein the skeletons were discovered are located at the northeast extremity of the fort. On the north side of the fort, leading from the interior square, is the Catholic Chapel; the altar and holy water niches are well preserved. The fort walls and three of the watch towers remain intact, but the guns are dismounted and the moat is dry. The fort is twenty-one feet high, terminating in four bastioned angles at the corners, each of which is surmounted with sentry-boxes and lookout-towers.

At the time of the attack by Gen. Oglethorpe, the fort contained fifty pieces of cannon, ranging from twelve to forty-eight pounds calibre. The moat was forty feet wide and about ten feet deep.

Fort Marion is a castle built after the plan of those of the middle ages of Europe. There is the moat, which was flooded from the St. Sebastian. There are

the inner and outer barriers, the barbican, the draw-bridge, portcullis, ricket, and all the appliances of such fortifications.

The inscription over the fort entrance is as follows :

REYNANDO EN ESPANA EL SEN^N DON FER-
NANDO SEXTO Y SIENDO GOV^R Y CAP^N DE
ES^A C^D SA^N AUG^N DE LA FLORIDA Y SUS
PROV^A EL MARISCAL DE CAMPO D^N ALONSO
FERN^{DO} HERADA ASI CONCLUIO ESTE CAS-
TILLO EL AN OD 1756 DRIENDO LAS OBRAS
EL CAP. INGN^{RO} DN PEDRO DE BROZAS Y
GARAY.

TRANSLATION :

Don Ferdinand the VI, being King of Spain, and the Field Marshal Don Alonzo Fernando Hereda being Governor and Captain General of this place, St. Augustine of Florida, and its province, this Fort was finished in the year 1756. The works were directed by the Captain Engineer, Don Pedro de Brozas Y Garay.

In 1846 the terre-plein of the northwest bastion fell in, revealing a dark and dismal dungeon. We have heard from the lips of a reliable person, still a resident of St. Augustine, and who was present at the time of the above accident to the fort, of the following facts: "I stood upon the edge and looked down into this dungeon and there saw the complete skeleton of a human being, lying at full length, apparently on its back; the arms were extended from the body and the skeleton fingers were wide open; there appeared to be a gold ring upon one of the fingers. Encircling the wrists were iron bands, attached to which were chains fastened to a hasp in the coquina wall, near the entrance to the dungeon."

The military engineer having charge of the repairs

of the fort and sea-wall, descended into this dungeon, when his curiosity was excited by the discovery, to the northeast, of a broad stone, differing greatly in dimensions and appearance from those of which the wall was built. He noticed, moreover, that the cement which held this stone in its place differed in composition and appeared to be more recent. On the removal of this stone, the present dark, dismal, fearful dungeon was disclosed. On entering with lights there were found at the west end, two iron cages suspended from hasps in the wall. One of the cages had partially fallen down from rust and decay, and human bones lay scattered on the floor. The other remained in its position, holding a pile of human bones. The latter cage and contents may be seen in the Smithsonian Institute at Washington.

This stone was removed by the assistance of Mr. John Capo (now deceased), an honest, old harbor pilot and mason; we have his statement, made personally to us, confirming the finding of the two cages containing the skeletons, as presented in this sketch.

From a lecture delivered at the fort by J. Hume Simons, M. D., and afterward published in the *Florida Press*, we quote:

“The broken cage with all the bones, except those which I hold in my hand, were buried in the sand mound to the north of the fort. I recognize these as portions of the tibia and fibula (or leg bones) of a female.”

During the Seminole war, Osceola and Coacoochee (or Wild Cat) were captured and confined in the southwest angle of the fort. Coacoochee complained that the cell was too damp and affected his health, whereupon he was removed to the adjoining one, where an elevated seat afforded him the facility of reaching the grated window above, by means of one Indian mounting on the shoulders of another. On the evening pre-

vious to the night of his escape he remained an unusually long time on the ramparts of the fort, where he was allowed to walk daily for exercise. He had evidently been taking observations of the manner in which the sentinels who guarded outside the fort were stationed, to enable him to determine the safest route to pursue after he should escape from the window. This he effected, during the night, so noiselessly, that when the sentinel, who had paced the whole night before the door of his cell, was about to open the same at dawn, Osceola appeared at the grating of his cell, and with a smirk of delight, exclaimed: "Wile Cat gone." Osceola was afterward removed to Castle Pinckney, Charleston, where he died broken-hearted.

In 1586 this structure was called Fort St. John; this was the period when Sir Francis Drake made his attack on the town. At that time the fort was a wooden entrenchment, enlarged by palisades of pine trees. The platforms were made by placing pine logs horizontally across each other, and earth forced in to fill narrow vacancies. When Drake approached the fort it was deserted by the Spaniards; he found fourteen brass pieces mounted on the platforms, also a stout wooden, iron-bound chest, containing some £2,000, which was intended for the payment of the 150 men who garrisoned it. The town at this period was built of wood, about one-half of which was burned by Drake. In 1665, when Captain Davis, the English buccaneer, plundered the town, the fort was constructed of wood, and octagonal in shape. In 1702 the name of the fort appears to have been changed to St. Marks.

In 1755 Don Alonzo Fernandez Hereda was appointed commandant, and in the following year (1756) the fort was finally completed. History represents that on the arrival of Pedro Menendez, in 1565, he immediately constructed a wooden fort, no doubt on the site of the present fort.

CONVENTS, ETC.

The old St. Mary's Convent is quite an interesting building. It is located on St. George Street, just west of the Cathedral and north of the old Spanish Governor's residence. In the rear of St. Mary's Convent is a more recent building, designated as the Bishop's residence. The old Convent of the Sisters of St. Joseph is located on Charlotte Street, north of the Barracks. The new Convent of the Sisters of St. Joseph is a fine coquina building located on St. George Street, south of the Plaza. The monument erected in honor of the Confederate dead, is located on St. George Street, just south of Bridge Street.

THERMOMETER IN ST. AUGUSTINE.

Throughout the year the thermometer very rarely falls below 30 degrees, or rises above 90 degrees. According to the old Spanish records kept at St. Augustine for over one hundred years, the temperature averaged a little over 70 degrees. It also proved that St. Augustine was warmer in Winter and cooler in Summer than Jacksonville. Nearly all the old works on Florida also testify to this fact.

VISITORS TO ST. AUGUSTINE.

The following is the estimated number of visitors to St. Augustine during the respective seasons:

1869-70, conveyed by stage from Picolata.....	400
1870-71, conveyed by stage from Picolata.....	650
1871-72, on opening of St. John's Railroad....	2,800
1872-73, the travel increased to about.....	4,500
1873-74, there were upward of.....	6,000
1874-75, the travel increased to.....	9,500
1875-76, the visitors numbered fully.....	10,500
1876-77, there were about.....	11,000
1877-78, there were about.....	11,100

PALMETTO HATS, LACE, ETC.

The Palmetto hat, when carefully constructed, is the neatest and most serviceable for this section. There are several artists engaged in this manufacture who do not fail to give entire satisfaction. It is said the lace made by the Sisters of the Convent is equal to that made in foreign countries. Visitors should not fail to procure a specimen, in remembrance of the oldest city in the United States.

RAVENSWOOD.

The visitor having left the depot, passes over the causeway and bridge which lead to St. Augustine.

From the bridge looking north, on the left, will be observed the recently erected dwelling of John F. Whitney, Esq., the proprietor of the new projected settlement of Ravenswood. This is the pioneer residence located upon this tract of over one thousand acres. From its close proximity to St. Augustine, and its sloping, dry and healthful position, it promises soon to become a favorite location for northerners desirous of building-sites and orange groves in the immediate neighborhood of the Ancient City. The prices and terms of sale may be obtained from him at the office of the *Florida Press*, or at the Magnolia Hotel.

YACHTING, POINTS TO VISIT, ETC.

No locality in the State affords finer opportunities for yachting than the St. Augustine bay. Numerous yachts convey parties to the points of interest. We would suggest a trip to the North Beach—called during the time of Menendez, Point Quartell. This beach is one of the finest on the coast and affords an excellent view of the Atlantic Ocean. A trip to the sand hills where General Oglethorpe planted his guns and laid siege to Fort Marion; the South Beach; a visit to

Fish's Island ; a sail up the North River ; a visit to the old and new lighthouses on Anastasia Island. The old lighthouse was built by the Spaniards in 1760. In 1874 the new lighthouse was erected ; it is 165 feet high from low water mark, and is considered one of the finest lights on the coast. The coquina quarries are located but a short distance from the lighthouses.

A trip to Matanzas is a pleasant one, where exist the ruins of a fortress or lookout-tower, supposed to be of more remote origin than any structure in the Ancient City, probably excepting Fort Marion.

St. Augustine is a favorite resort for members of the several yacht clubs of the North, and during the Winter under the auspices of the "St. Augustine Yacht Club," yacht racing and other sports are indulged in.

ANASTASIA ISLAND.

This island acts as a breakwater and forms the harbor of St. Augustine. It is about eighteen miles in length and has an average width of about half a mile. Large deposits of coquina exist nearly the entire length of the island. Several points of interest, worthy a visit, are located upon it. Sir Francis Drake in 1586, anchored his fleet just inside of the bar and disembarked at the extreme north point of the island and subsequently crossed the harbor and pillaged the town. General James Oglethorpe, when he visited this section in 1740, disembarked on the coast south of Bird Island and marched to the point opposite Fort Marion. Here he threw up a sand battery, of which at the present day, no trace remains. He also mounted guns behind the sandhills, on Point Quartell, now called the North Beach, probably for the purpose of protecting his fleet, which was anchored in his rear. In 1760 there existed on the northeast point of the island a coquina battery, but the encroachment of the sea has destroyed it, and vessels now sail over the site.

SPANISH GOVERNORS.

1. Juan Ponce de Leon, landed	1512
2. Lucas Vasquez de Ayllon	1524
3. Panfilo de Narvaez	1527
4. Hernando de Soto, appointed 1537, died	1542
5. Tristan de Luna	1559-61
6. Angel de Villafane	1561
7. Pedro Menendez de Aviles	1565-72
8. Pedro Menendez Marquez, killed	1574
9. Hernando de Miranda	1575-93
10. John D. Salinas	1593-1619
11. Diego de Rebolledo	1655
12. Juan de Hita y Salazar	1676-79
13. Pablo de Hita, commenced	1679
14. John Marquez Cabrera, in	1680
15. Francesco de la Guerra, commenced	1684
16. Diego de Quiroga	1690
17. Laureano de Torrez i Ayala, in	1693
18. Joseph de Zuñiga i la Cerda, till	1708
19. Frances de Corcoles Martinez, Capt. Gen.	1708-12
20. Juan de Ayala y Escobar, commenced	1712
21. Anthony Benavides	1719-30
22. Francesco de Moral Sanchez	1730-37
23. Manuel de Montiano	1737-41
24. Alonso Hernandez de Herida	1755-58
25. Lucas Fernando Palacios	1758-62

The above still lacks about ten names of being complete. The following were the Captains General during the second Spanish supremacy :

1. Vincente Manuel de Zepedez	1784
2. José de Galvez	1786
3. Juan Nepomuceno Quesada	1790
4. Enrique White	1796
5. Juan José de Estrada	1811
6. Sebastian Kindalem	1812
7. Juan José de Estrada (second term)	1815
8. José Coppinger	1816-21

RAPID IMPROVEMENTS.

No locality in the State has improved with such rapid strides as St. Augustine, the Newport of Florida. Comparatively but few years ago it was a difficult matter for invalids and others to obtain, even at the leading stores, such articles as they were accustomed to purchase at the North. To-day this city possesses physicians of the highest order, and the business establishments contain all the minor articles as presented in northern cities, and invalids and others may now procure most anything desired—even to the celebrated Möller's Norwegian Cod Liver Oil.

EXCURSION TO NASSAU.

In connection with a trip to Florida this Winter, an additional attraction is offered by the enterprising firm of Murray, Ferris & Co., to tourists and others, of visiting Nassau, N. P., and the Bahamas, by a short and pleasant trip—this season from Jacksonville, Florida, (St. Augustine, heretofore, having been the Florida headquarters of this line.) Messrs. Murray, Ferris & Co. are continually looking after the interests of the public; they have secured the fine and comfortable steamship "Secret," which has been entirely refitted for this special travel, and extends spacious passenger accommodations. The steamer "Secret" will run regularly between Jacksonville, Florida, and Nassau, N. P., leaving Jacksonville three times each month, and extending one trip each month to Havana, Cuba. This section has long and favorably been known as a Winter resort. To tourists and others, the tropical scenery of New Providence and the surrounding islands is a source of constant enjoyment. The temperature in this locality ranges between 64 and 82 degrees. To those desirous of visiting this section and wishing additional information, we refer them to the card of the Nassau and Havana route to be found in this book.

ACCOMMODATIONS IN FLORIDA.

St. Augustine—Hotels.

St. Augustine Hotel, E. E. Vaill. Accommodates 350 guests; \$4; \$15 to \$25 for the season. The interior of this house has been frescoed by a decorative artist from New York. A restaurant has been opened, where all the delicacies of the season may be obtained.

Magnolia Hotel, W. W. Palmer. Accommodates about 200 guests. Greatly enlarged; also undergone many improvements.

Florida House, J. H. Remer. Accommodates 175 guests; \$4.

Boarding Houses.

Sunny Side, T. F. House, Proprietor; \$10 to \$15 per week.

Hernandez House, Mrs. J. V. Hernandez; \$10 to \$15 per week.

E. J. de Medicis; \$10 to \$12 per week.

Mrs. C. H. Patterson; \$10 to \$12 per week.

U. J. White; \$10 to \$15 per week.

Mrs. Taylor; \$12 to \$15 per week.

Wm. Mickler; \$10 to \$15 per week.

Miss A. Dummitt; \$12 to \$15 per week.

Mr. G. S. Greeno; \$10 to \$15 per week.

Mrs. Shine; \$10 to \$15 per week.

Matanzas.

Matanzas Hotel, J. W. Allen; \$2 per day.

Moultrie.

William H. Bottsford; \$2.50 per day.

Daytona.

Palmetto House, M. Hoag; \$2.50. \$12 to \$15 per week.

Pleasant View House, E. N. Waldron; \$1 per day. \$7 per week.

Orange House, Mrs. Wheedon; \$1.50. \$10 per week.

New Britain.

J. A. Bostrom House; \$1.50. \$10 per week.

New Smyrna.

Ocean House, E. K. Lowd; \$2.50 per day.

Halifax River.

Gesner House, Isaac Gesner; \$3 per day.

Port Orange.

Port Orange Hotel, L. G. Stringfellow; \$2 per day. \$10 per week.

Titusville.

Titus House, Bodine & McCarty; \$3 per day.

Indian River House, Capt. Knowles.

Fernandina.

Egmont Hotel, B. H. Skinner, Manager; \$3 to \$3.50 per day.

Mansion House, M. W. Downie; \$3.50.

Riddell House, S. T. Riddell; \$3.50.

Fort George Island.

Fort George Hotel, D. W. Ranlet; \$3.

Arlington.

Arlington House, Capt. William Vermilya, Manager; \$2 to \$2.50 per day.

Orange Park.

Park View House; \$2 per day.

Mandarin.

W. S. Simmons, Private Board.

Hibernia.

Mrs. Fleming; \$2 per day. \$12 per week.

Jacksonville.

St. James Hotel, J. R. Campbell, Manager; \$4.

Carleton House, Stimpson, Devnell & Davis; \$3.

Nicholls House, Terwilliger & Davis; \$3.

Metropolitan Hotel, C. H. Edwards; \$2 to \$2.50.

Moncrief House, Baker & Pratt, Props.; \$2.50.

St. John's House, Mrs. E. Hudnall; \$1.50 to \$2.

Windsor House, ———.

Including numerous boarding establishments.

Green Cove Spring.

Clarendon Hotel, Harris & Applegate; \$4.

Union Hotel, J. J. Benson, Manager; \$3.

Magnolia.

Magnolia Hotel, T. Wolcott, Proprietor; \$4.

On Drayton Island.

Drayton Island Hotel; \$2.50.

Palatka.

Putnam House, F. H. Orvis; \$4.

Larkin House, Larkin & Allen; \$3.

St. John's Hotel, P. & H. Petermann; \$2.50.

San Mateo.

Riverdale House, James M. A. Miller; \$2.50. \$10 to \$15 per week.

Sanford.

Sanford House, A. R. Hale & Son; \$3 per day.

Lake Monroe House; \$15 to \$18 per week.

Mellonville.

Mellonville Hotel, E. S. White; \$3.

Orange Hotel, Mrs. Marks; \$3.

Fort Reid.

Onoro House, R. S. Edgcomb.

Orlando.

Lake House, C. H. Munger; \$1.50.

Enterprise.

Brock House, Isaac I. Carr; \$2.50 to \$3.

Waldo.

Waldo House, H. H. Williams; \$2. \$10 to \$12 per week.

Gainesville.

Arlington House, I. B. Wistar; \$3.

Oak Hall House; \$2.50 per day.

Pennsylvania House, J. J. Lucas; \$1.50 to \$2.

Oliver House, Mrs. P. M. Oliver; \$1 to \$1.50.

Tallahassee.

City Hotel, William P. Slusser.

Cedar Keys.

Island House, R. H. McIlvaine; \$3.

Tampa.

Orange Grove Hotel, H. L. Crane; \$2.50. \$10 per week.

HOTELS EN ROUTE.**Richmond, Va.**

Ballard House and Exchange Hotel, J. L. Carrington; \$3.

St. James Hotel, T. W. Hoenniger; \$2.50.

Ford's Hotel, A. J. Ford; \$2 to \$2.50 per day.

St. Charles Hotel, W. N. Bragg & Co., Props.; \$1.50 to \$2.

Petersburg, Va.

City Hotel, S. A. Plummer; \$3.

Norfolk, Va.

Atlantic Hotel, R. S. Dodson; \$2.50 to \$3.

Purcell House, J. R. Davis; \$3.

Old Point Comfort.

Hygeia Hotel, H. Phoebus; \$3 per day.

Portsmouth, Va.

Crawford House, George C. Bourdett; \$3.

American House, Mrs. C. Y. Diggs & Son; \$2.

Goldsboro', N. C.

Gregory House, Gregory & Freeman; \$2.

Wilmington, N. C.

Purcell House, Cobb Brothers; \$3.

National Hotel; \$3.

Danville, Va.

Arlington Hotel, Scoville & Seldon; \$2.50.

Greensboro', N. C.

McAdoo House, W. D. McAdoo; \$1.50 to \$2.

Charlotte, N. C.

Central Hotel, H. C. Eccles; \$2.50.

Columbia, S. C.

Wheeler House, R. N. Lowrance; \$2 to \$2.50.

Aiken, S. C.

Highland Park Hotel, B. P. Chatfield; \$4.

Augusta, Ga.

Planters' Hotel, B. F. Brown; \$3.

Augusta Hotel, W. M. Moore, Proprietor; \$2.

Atlanta, Ga.

H. I. Kimball House.

J. R. Campbell, prop.; \$3.

Markham House, James

E. Owens; \$3.

Macon, Ga.

Brown's Hotel, E. E.

Brown & Son; \$2.

Thomasville, Ga.

Mitchell House, Sander-
son & Fabyan; \$3 pr. day.

Gulf House, George W.
Parnell; \$2.

Charleston, S. C.

Charleston Hotel, E. H.
Jackson; \$2.50 to \$4 per
day.

Pavilion Hotel, G. T.
Alford; \$2 to \$2.50.

Savannah, Ga.

Screven House, George
W. Sergeant, Proprietor;
\$2.50 to \$3.50 per day.

Pulaski House, R. Brad-
ley, Prop.; \$2.50 to \$3.50.

Marshall House, A. B.
Luce; \$3.

Planters' Hotel, John
Bresnan, Manager; \$2.

Jesup, Ga.

Altamaha Hotel, A.
Wall; \$3 per day.

Jesup House, T. B. Lit-
tlefield; \$2.

POINTS OF INTEREST EN ROUTE.

The tourist, *en route*, by rail to Florida passes through many beautiful southern cities which are well deserving of a visit. The following cities, located on the direct lines of travel south, are those that have earned a special prominence among Florida sojourners, and who do not fail to annually visit them while going either to or from that State.

Richmond, the capital of Virginia is located on the James river, at a point where its channel is broken into rapids. The city is well planned, and does a large and increasing trade. It possesses many objects of interest. Houdin's statue of Gen. Washington, said to be a perfect likeness, stands in the Capitol. In and about the same building are various monuments and curiosities which command attention. Richmond is the terminus of those excellent steamships of the Old Dominion Steamship line, which ply between New York, Portsmouth, Norfolk, and City Point, on the romantic and historic James river and the subject of this sketch.

Wilmington. This is the most important commercial city in North Carolina. It is situated on Cape Fear river, about thirty-four miles from the ocean. In addition to its increasing commerce, Wilmington is an important manufacturing centre, and ranks among the most flourishing cities in the South. There are several points of interest here that are worth visiting.

Columbia, the capital of South Carolina, has long been known as one of the most beautiful cities in the South, and noted for its refined and intellectual society. It is situated on the Congaree river, and possesses streets of unusual width, shaded by large trees, and lined by many fine public edifices and private residences.

Aiken, in South Carolina, is 120 miles from Charleston, seventeen miles northeast of Augusta, and has a

population of 2,000. It is upward of 600 feet above the level of the sea. Here the atmosphere is dry and healthful. It has become quite a resort among tourists who have completed their Winter stay in Florida, and are gradually wending their way Northward. There is an excellent hotel here that affords all possible comfort and equal to any in New York city. It is the Highland Park hotel, under its present management.

Charleston is one of the oldest cities on the continent it having been settled in 1679. It is situated on a tongue of land between the Ashley and Cooper rivers, and from the promenade extending along its front the view is unsurpassed, embracing a wide expanse of water and the islands in the harbor, on which stand the fortifications of Sumpter, Pinckney, Johnson and Moultrie. The city contains many buildings of more than ordinary interest, while the drives about the city are very attractive. In connection with the Winter travel to Florida, Charleston deserves especial attention. It is one of the principal points visited by tourists and others when passing to and from that State. It is accessible by rail and water, and is directly connected with New York by one of the finest lines of steamers plying on the coast. A few days can be most agreeably spent by the stranger in visiting the many points of interest, which, together with its unsurpassed hotel accommodations, entitle Charleston at all times to be considered a point of attraction to visitors.

Savannah, the metropolis of Georgia, has a population of about thirty thousand. It is built on the Savannah river, about eighteen miles from its mouth. It ranks as the second cotton port of the United States. The city is one of the most beautiful in the South. The streets are broad and pleasantly shaded with trees, such as the oak, magnolia, sycamore and pride of India species. At every second corner are public squares, numbering twenty-four in all. "Forsyth Park," the

principal pleasure ground of the city, is without doubt one of the loveliest spots in the United States. The cemetery of Bonaventure should be visited by every tourist. It is shaded by the most beautiful grove of live oaks in the world, whose branches interlace over the avenues, and from which hang long pendants of Spanish moss. During the Winter season Savannah is thronged with visitors from every section who are journeying to and from Florida.

Atlanta, is in the heart of Northern Georgia, and is one of the principal railroad centres in the Southern States. Florida tourists via the Piedmont Air Line route have a good opportunity of stopping over at this point and visiting the numerous points of attraction. Excellent hotels afford comfort and satisfaction. Hundreds of tourists and visitors going to and returning from Florida stop over at this point.

Macon, the northern terminus of the Macon & Brunswick Railroad, is situated on the Ocmulgee river, and has a population of about 15,000. The city is nearly half a century old and possesses several points of considerable interest to the northern visitor. As a cotton market it ranks third among the cities of Georgia. It is also of considerable importance as a manufacturing city. There is a handsome park of 360 acres in extent.

Jesup. This is a new and flourishing town of about 600 inhabitants, situated at the intersection of the Macon & Brunswick with the Atlantic and Gulf Railroad, over which roads a very large percentage of the Northern and Western travel to Florida must pass. It is forty miles from Brunswick, fifty-seven miles from Savannah, 146 miles from Macon, and 240 miles from Jacksonville, Fla.

In addition to the places thus noticed there are many others where the tourist could agreeably spend a day or so with considerable instruction and pleasure.

HEADQUARTERS FOR INFORMATION.

NEW YORK.—*Atlantic Coast Line of Railroads*, 229 Broadway, corner Barclay street.

Central Short Line, J. L. Waldrop, General Eastern Agent, 9 Astor House, near corner Barclay street.

Piedmont Air Line, J. L. Waldrop, 9 Astor House.

Virginia Midland Route, G. M. Huntington, General Eastern Agent, 315 Broadway.

Bay Line of Steamers, H. V. Tompkins, Southern Passenger Agent, 229 Broadway, corner Barclay street.

Old Dominion Steamship Co., 197 Greenwich street, corner Fulton street; also New York headquarters for the St. John's River steamer "Hampton," from Jacksonville to Palatka.

Savannah Steamships, sailing from Pier 43, North River, every Wednesday and Saturday, at 3.00 p.m., Geo. Yonge, Agent, 409 Broadway, near Canal street.

Charleston Steamships, sailing every Wednesday and Saturday, from Pier 27, North River, E. Plump, Passenger Department.

Steamers St. Johns and City Point, plying between Charleston and Florida; information to be had at pier of Charleston steamships, 27, North River.

Nassau Steamer, sailing from Pier 16, East River, Murray, Ferris & Co., Agents, 62 South street; also from Jacksonville, Florida, tri-monthly.

Railroad tickets may also be procured at all offices of Pennsylvania and Baltimore and Ohio Railroad ticket offices.

BOSTON'—203, 205, 214, 219, 222, 228 and 232 Washington street; 3 Old State House; New York & New England Railroad Depot; at all offices of New York lines, and all principal railroad offices in the East.

PHILADELPHIA'—700, 732, 838, 1351 Chestnut street, southeast corner Broad and Chestnut streets;

Depot corner Broad street and Washington avenue;
 Depot of Philadelphia, Wilmington & Baltimore R.R.,
 corner Broad and Prime streets, and West Philadelphia.

THROUGH FARES—NEW YORK TO

Jacksonville, all rail, limited ticket.....	\$33.40
Jacksonville, Bay Line steamers.....	33.40
Jacksonville, Old Dominion steamers.....	29.90
Jacksonville, Charleston steamships.....	25.00
Palatka, Charleston steamships.....	28.00
St. Augustine, Charleston steamships.....	29.00
Enterprise, Charleston steamships.....	32.00
Jacksonville, Savannah steamships.....	25.00
St. Augustine, Savannah steamships.....	29.00
Palatka, Savannah steamships.....	28.00
Enterprise, Savannah steamships.....	32.00

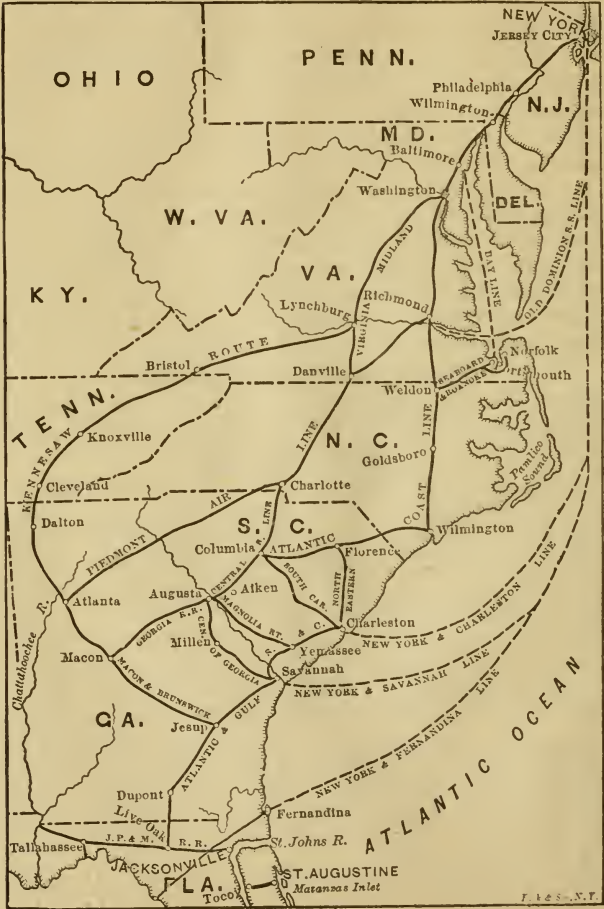
EXCURSION TICKETS.

Jacksonville, by steamships.....	\$45.00
Jacksonville, by all rail.....	50.00

LOCAL FARES.

Charleston to Savannah, rail.....	\$5.00
Charleston to Savannah, steamers.....	4.00
Charleston to Jacksonville, outside steamers...	14.00
Charleston to Palatka, outside steamers.....	16.00
Charleston to St. Augustine, outside steamers.	18.00
Savannah to Jacksonville, rail.....	8.40
Savannah to Live Oak, rail.....	7.00
Savannah to Jacksonville, inside steamers....	10.00
Savannah to Palatka, inside steamers.....	12.00
Savannah to St. Augustine, inside steamers....	14.00
Savannah to Enterprise, inside steamers.....	16.00
Jacksonville to Green Cove Spring, river boats.	1.00
Jacksonville to St. Augustine, boat and rail....	4.00
Jacksonville to Palatka, river boats.....	2.00
Jacksonville to Enterprise, river boats.....	9.00
Palatka to Enterprise, steamers.....	7.00
St. Augustine to Palatka, rail and boat.....	3.00

NEW MAP OF ALL FLORIDA ROUTES.



F. & S. N. Y.

SCHEDULES OF PRINCIPAL ROUTES.

The following schedules refer principally to Pullman car service, and are liable to change :

No. 1. *Atlantic Coast Line, via Wilmington, Charleston, Savannah, Jacksonville.*—Leave New York 10.00 p.m.; take Pullman sleeping car to Richmond; arrive at Philadelphia 1.00 a.m.; Baltimore 4.55 a.m.; Washington 6.30 a.m.—breakfast; arrive at Richmond 11.35 a.m.—dinner; change; take Pullman parlor car to Wilmington; arrive at Petersburg 12.50 p.m.; Weldon 3.30 p.m.—dinner; Wilmington 9.53 p.m.—supper; change; take sleeping car to Charleston; arrive at Ashley River Junction 6.30 a.m.; Charleston 6.50 a.m.—breakfast; change; take day cars to Savannah; arrive at Yemassee 12.30 p.m.; arrive at Savannah 1.00 p.m.—dinner; change; take Pullman sleeping car to Jacksonville; leave 4.45 p.m.; arrive at Jesup 7.15 p.m.—supper; Live Oak 2.25 a.m.; arrive at Jacksonville 8.00 a.m.; change. See St. John's River steamers.

No. 2. *Atlantic Coast Line, via Augusta.*—Leave New York 10.00 a.m.; (limited express \$2.50 extra;) change at Washington 5.20 p.m.; take Pullman car to Florence; arrive at Richmond 10.35 p.m.; arrive at Weldon 2.13 a.m.; arrive at Wilmington 8.16 a.m.; arrive at Florence; change; arrive at Augusta 8.30 p.m.; change; take sleeper to Savannah; arrive *via* Magnolia Route 6.30 a.m. See Savannah connections.

No. 3. *Bay Line, via Charleston and Savannah.*—Leave New York 4.00 p.m.; leave Philadelphia 6.00 p.m.; leave Baltimore, on arrival of train from New York, 9.00 p.m.; arrive at Portsmouth 10.00 a.m.; change; leave 10.25 a.m.; arrive at Weldon 3.00 p.m.—dinner; leave 3.32 p.m.; arrive at Goldsboro' 6.34 p.m.—supper; arrive at Wilmington 9.53 p.m.; change; leave 10.00 p.m.; take sleeping car to

Savannah; arrive at Florence 2.30 a.m.; Charleston 6.50 a.m.; Savannah 1.00 p.m.—dinner; change; leave *via* Atlantic & Gulf Railroad 4.45 p.m.; arrive at Jacksonville 8.00 a.m. See St. John's River steamers.

No. 4. *Central Short Line, via Savannah.*—Leave New York 10.00 p.m.; take Pullman sleeping car to Greensboro; arrive at Richmond 11.40 a.m.; arrive at Greensboro 8.36 p.m.; change; take Pullman sleeping car for Augusta; arrive at Graniteville 9.15 a.m., and change for Aiken, arriving 9.40 a.m.; arrive at Augusta 9.50 a.m.; leave 10.00 a.m.; arrive at Savannah 4.40 p.m.; leave 4.45 p.m. for Jacksonville. See Savannah connections.

No. 5. *Central Short Line, via Savannah.*—Leave New York 8.20 a.m.; take Pullman car to Savannah; arrive at Richmond 10.15 p.m.; arrive at Augusta 8.30 p.m.; (change here for Aiken, arrive 9.00 p.m.;) leave Augusta; arrive at Savannah 7.15 a.m.; change; leave Savannah 4.45 p.m.; take sleeping car to Jacksonville; arrive at Jacksonville 8.00 a.m. See St. John's River steamers.

No. 6. *Piedmont Air Line, via Cumberland Route.*—Leave New York 10.00 p.m.; take Pullman sleeping car to Atlanta; arrive at Richmond 11.40 p.m.; arrive at Charlotte 12.00 midnight; arrive at Atlanta 12.00 noon—dinner; change; leave Atlanta 2.05 p.m.; arrive at Macon 6.55 p.m.—supper; arrive at Brunswick 7.00 a.m.; change; take steamer for Fernandina; arrive 1.10 p.m.; arrive at Jacksonville 4.55 p.m.

No. 7. *Piedmont Air Line and Cumberland Route.*—Leave New York 8.20 a.m.; take Pullman car to Charlotte; arrive at Richmond 10.15 p.m.; arrive at Charlotte 10.20 a.m.; change; take Air Line palace car to Atlanta; arrive at Atlanta 10.30 p.m.; change; take Pullman car to Brunswick; arrive at Macon 6.45 a.m.; arrive at Brunswick; change; take

steamer to Fernandina, and thence to Jacksonville; arrive 4.55 p.m. See St. John's River steamers.

No. 8. *Virginia Midland Route and Cumberland Route*.—Leave New York 10.00 p.m.; take Pullman sleeping car to Washington; arrive at Washington 6.30 a.m.—breakfast; change; leave Washington 7.00 a.m.; take Pullman car to Atlanta; arrive at Lynchburg 2.35 p.m.—dinner; arrive at Christiansburg 6.42 p.m.—supper; arrive at Cleveland 7.43 a.m.—breakfast; arrive at Atlanta 1.00 p.m.—dinner; leave 2.05 p.m.; arrive at Macon 7.10 p.m.; change; take sleeping car; leave 7.45 p.m.; leave Jesup 6.45 a.m.; arrive at Brunswick 7.00 a.m.; take steamer; arrive at Fernandina 1.10 p.m.; take rail for Jacksonville; leave Fernandina 1.30 p.m.; arrive at Baldwin 3.35 p.m.; arrive at Jacksonville 4.55 p.m.

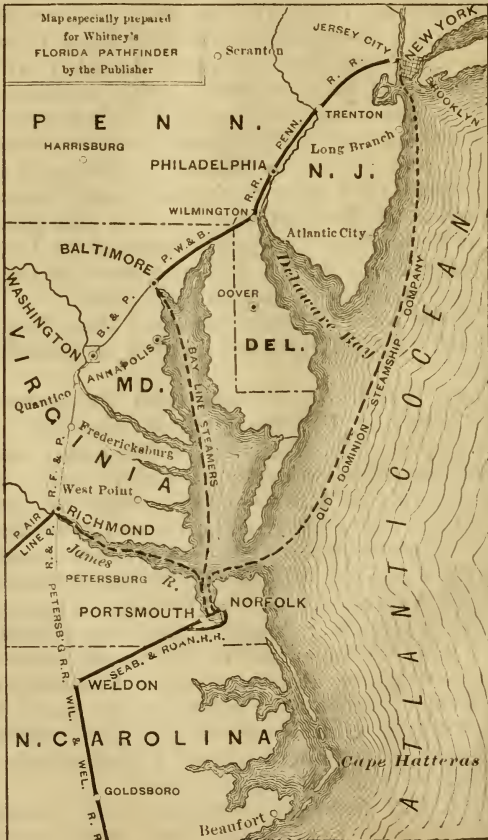
The above route to Jesup; change; leave 7.15 p.m. *via* Atlantic & Gulf Railroad; arrive at Jacksonville 8.00 a.m.

No. 9. *Virginia Midland and Piedmont Air Line*.—Arrive at Lynchburg as in previous route; leave 2.57 p.m.; arrive at Danville 6.12 p.m.; change; take sleeping car to Atlanta; leave 6.30 p.m.; arrive at Greensboro' 8.28 p.m.—supper; arrive at Charlotte 12.15 a.m.; arrive at Atlanta 12.00 noon—dinner; change. From here continue as in previous schedules.

No. 10. *Virginia Midland and Central Short and Magnolia Routes*.—Arrive at Charlotte 12.30 a.m.; Columbia 5.08 a.m.; Augusta 5.30 a.m.—breakfast; change; take Pullman car to Savannah; leave 6.00 a.m. *via* Magnolia Route; arrive at Yemassee 12.30 p.m.—dinner; arrive at Savannah 3.30 p.m.; leave *via* Atlantic & Gulf Railroad 4.45 p.m.; arrive at Jesup 6.00 p.m.—supper; arrive at Jacksonville 8.00 a.m. See St. John's River steamers.

No. 11. *Old Dominion Steamers, via Charleston and Savannah*.—Leave New York, Pier 37, North

Map Showing Routes of BAY LINE STEAMERS AND OLD DOMINION STEAMSHIP COMPANY.



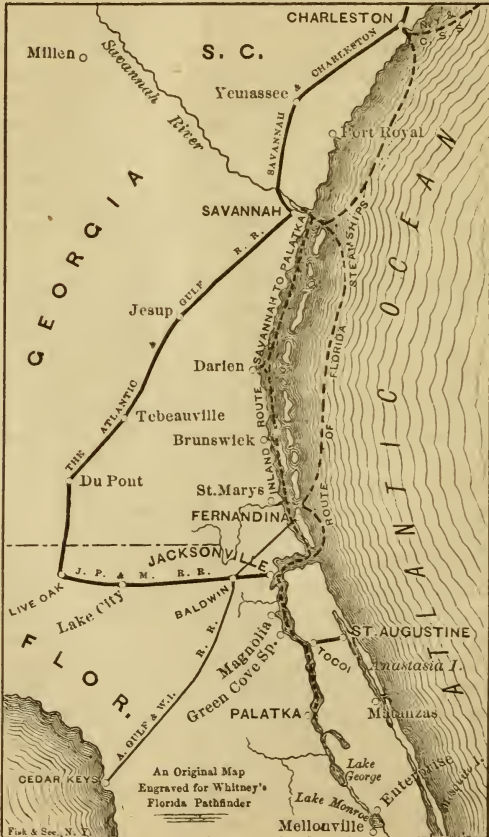
river, every Tuesday, Thursday and Saturday, arrive following day 5.00 p.m; change; take sleeping car to Wilmington; leave Portsmouth 6.30 p.m; arrive at and leave Weldon morning 2.15 o'clock; arrive at Wilmington 8.16 a.m. same morning; change; leave Wilmington 8.36. a.m; arrive at Charleston 5.45. p.m; leave Charleston 8.10. p.m; take sleeping car; arrive at Savannah 6.40. a.m; change; leave Savannah 4.45. p.m; take sleeping car; arrive at Jacksonville 8.00 a.m.

No. 12. Old Dominion Steamers, via Augusta.—Arrive at Wilmington as in previous route; leave 8.36 a.m; arrive at Columbia 4.15 p.m; (Aiken 8.45 p.m.) Augusta 8.30. p.m; change; leave 8.35 *via* Magnolia route; take sleeping car to Savannah; arrive 6.40 a.m.; change.

Charleston Steamers.—Leave New York, Pier 27, North River, 3.00 p.m. every Wednesday and Saturday. The steamer which leaves New York on Wednesday, arrives at Charleston on Saturday morning. The steamer which leaves New York on Saturday, arrives at Charleston on Tuesday morning. Each steamer makes close connection with the steamers "St. Johns" and "City Point," for Florida, etc. See Charleston connections.

Charleston Connections—Steamers "St. Johns," Capt. Vogel, and "City Point," Capt. Scott.—One of the above steamers will leave Charleston every Tuesday and Saturday, on arrival of steamer of Charleston line from New York. Steamer leaving Charleston Tuesday, arrives at Savannah Tuesday afternoon; arrive at Jacksonville Wednesday morning, stopping at principal landings on St. John's River; arrive at Palatka Wednesday afternoon. Steamer leaving Charleston Saturday morning, arrives at Savannah Saturday afternoon; arrive at Jacksonville Sunday morning, stopping at principal landings on St. John's River; arrive at Palatka Sunday afternoon.

MAP OF SOUTHERN CONNECTIONS. FROM CHARLESTON AND SAVANNAH.



Charleston Connections—Savannah & Charleston Railroad.—Leave Charleston 7.15 a. m. ; arrive at Savannah 1.00 p. m. ; leave Charleston 8.10 p. m. ; arrive at Savannah 6.40 a. m.

New York and Savannah Steamers.—Steamers “City of Macon” and “City of Savannah” leave Pier 43, North River, each alternate Saturday at 3 p. m. Steamers “Gate City” and “City of Columbus” leave Pier 43, North River, each alternate Wednesday at 3 p. m. Steamer leaving New York Saturday, arrives at Savannah Tuesday, making close connection with steamer of *inland route* to Jacksonville and all points on the St. John’s River. Steamer leaving New York Wednesday, arrives at Savannah Saturday, making close connection with steamer of *inland route* to Jacksonville and all points on the St. John’s River. See Savannah connections.

Savannah Connections—Inland Steamers.—The steamer “City of Bridgeton” leaves Savannah every Tuesday and Saturday, 5.00 p. m. ; arrives at Jacksonville next day, evening. Steamer “David Clark” leaves Savannah every Monday and Thursday, 5.00 p. m. ; arrives at Jacksonville next day, evening.

Savannah Connections.—Steamer “St. Johns” and “City Point” will touch at Savannah, and leave every Tuesday and Saturday afternoons for Jacksonville and all principal points on the St. John’s River, terminating at Palatka.

Savannah Connections—Atlantic & Gulf Railroad.—Leave Savannah daily 4.45 p. m. ; take sleeping car to Jacksonville ; arrive at Jesup 7.15 p. m. —supper ; arrive at Live Oak 2.25 a. m. ; arrive at Jacksonville 8.00 a. m.

Boston to Richmond, via Fall River Line—Pennsylvania Railroad.—Leave Boston *via* Old Colony Railroad Depot, 6.00 p. m. ; arrive at New York, Pier 28, North River, 6.30 a. m. ; leave New York 8.20

a.m. ; arrive at Washington 4.55 p.m. ; arrive at Richmond 10.15 p.m. ; continue South as per schedules of Atlantic Coast Line, Piedmont Air Line, and Central Short Line.

Boston to Richmond, via New York and New England Railroad.—Leave Boston 6.00 p.m. ; take sleeping car ; arrive at New York 4.30 a.m. ; leave Jersey City 4.35 a.m. ; arrive at Richmond 10.15 p.m. See Atlantic Coast Line, Piedmont Air Line, and Central Short Line schedules from Richmond.

Boston to Richmond, via Shore line.—Leave Boston 10.00 p.m. ; arrive at New York 5.53 a.m. ; leave New York 8.20 a.m. ; arrive at Richmond 10.15 p.m. See schedules from Richmond South.

Boston to Richmond, via Springfield.—Leave Boston 9.00 p.m. ; arrive in New York 5.23 a.m. ; leave New York, 8.20 a.m. ; arrive at Richmond 10.15 a.m. See schedules from Richmond South.

Philadelphia to Savannah—Philadelphia and Southern Mail Steamship Line.—Steamer leaves Philadelphia every Saturday.

Boston to Savannah.—Steamship leaves Boston every alternate Wednesday. F. Nickerson & Co., Agents, 205 State street, Boston.

St. John's River Steamers—For Palatka and Enterprise.—The splendid steamboat "Hampton," Capt. A. W. Starke, James M. Gallagher, Purser, leaves Jacksonville, daily, (Sunday excepted,) 9.00 a.m., on arrival of train from Savannah, for all principal points on the St. John's River as far as Palatka, and returning to Jacksonville the same day ; arrive at Mandarin 9.30 a.m. ; arrive at Magnolia 10.30 a.m. ; Green Cove Spring 10.45 a.m. ; arrive at Tocol 12.30 p.m. ; (change here and take cars for St. Augustine, arriving in 40 minutes ;) arrive at Palatka 2.00 p.m. Included in the through ticket to Sanford, Mellonville and Enter-

prise is a hotel coupon, which extends to the holder first-class hotel accommodations one night at Palatka; continue—

Palatka to Enterprise.—Leave 8.00 a.m. on either steamboat, “Pastime” or “Water Lily”; arrive at Enterprise 7.00 p.m., thus constituting a trip by daylight—Jacksonville to Enterprise.

For Enterprise and Sanford.—Steamer “Hattie” leaves Jacksonville every Tuesday and Friday at 12.00 o’clock noon. S. G. Searing & Co., Agents.

For Enterprise and Indian River.—Steamer “Geo. M. Bird,” W. A. Shaw, Master, leaves Jacksonville every Tuesday and Friday mornings, after arrival of train from Savannah; leaves Palatka 9.00 p.m. for upper St. John’s River, connecting at Lake Monroe with the new steamer “Wekiva” for Indian River.

For Enterprise.—Steamer “Carrie,” Capt. Joe Smith; Leaves Jacksonville every Wednesday 6.00 p.m., and Sunday 9.00 a.m., stopping at Palatka. Volusia. Orange City, Mellonville, Enterprise, etc.

Palatka to Enterprise.—Steamer “Spitfire” leaves Palatka every Tuesday, Thursday and Saturday, for all landings on the upper St. Johns; returning, leaves Enterprise every Monday, Wednesday and Friday.

For Crescent City.—Steamer “Flora,” Capt. J. F. Rhoads, leaves Jacksonville every Monday, Wednesday and Friday, 8.00 a.m., stopping at all landings on the river; connecting at Crescent City with stage line for Daytona, etc. S. G. Searing & Co., Agents.

For Salt Lake.—Steamer “Wekiva,” Capt. Wm. Jones, leaves Jacksonville every Wednesday, 12 noon, touching at Palatka, Welaka, Lake George, Volusia, Lake Beresford, Sanford, Mellonville, Enterprise, Lake Jessup, etc. H. Granger, Agent.

For Salt Lake.—Steamer “Volusia,” Capt. Thom-

as Lund, leaves Jacksonville every Saturday, 12.00 noon, touching at Palatka, Welaka, Lake George, Volusia, Lake Beresford, Sanford, Melloitville, Enterprise, Lake Jessup, connecting with St. Johns and Indian River Railroad for Titusville; John Clarke, Agent.

For Ocklawaha River—Hart's Line.—Steamer "Okeehumkee," Capt. A. L. Rice, leaves Jacksonville every Thursday 10.00 a.m.; leaves Palatka same night on arrival of Charleston steamer; returning, arrives at Palatka Tuesday morning, and at Jacksonville same day.

For Ocklawaha River, from Palatka.—Steamer "Marion," Capt. H. A. Gray, leaves Palatka every Monday and Thursday night on arrival of the steamers from Charleston, Savannah and Jacksonville.

For Okeehumkee.—Steamer "Forester," Capt. Charles Taylor, leaves Jacksonville every Sunday morning 9.00 a.m., touching at Palatka and all landings on the Okeehumkee river. H. Granger Agent.

For Silver Springs, Leesburg and Okeehumkee.—Steamer "Tuskawilla" leaves Palatka every Thursday and Tuesday, 8.00 p.m.

For Green Cove Spring.—Steamer "Florence Witherbee" leaves Jacksonville daily 3.00 p.m.; returning, leaves Green Cove Spring 7.00 a.m.

For Green Cove Spring.—Steamer "Mary Draper" daily from Jacksonville 3.00 p.m.

St. John's Railway.—Connecting the St. Johns River with St. Augustine. Time about 40 minutes. Making close connections at Tocoï with mail boats and steamers "Hampton," "St. Johns," and "City Point," etc.

Jacksonville, Nassau and Havana.—Steamer "Secret" leaves Jacksonville three times each month, extending one trip per month to Havana. P. McQuaid, Agent, Jacksonville; R. F. Armstrong, Agent, St. Augustine.

BAY LINE

THE DIRECT AND POPULAR ROUTE TO
FLORIDA AND THE SOUTH.

EXCURSION TICKETS AT REDUCED RATES.

THE ATTENTION OF TOURISTS AND TRAVELLERS, who contemplate visiting Florida and other favorite Winter Resorts of the South, is respectfully called to the improved schedules recently put in operation, and other superior facilities offered by the

BAY LINE ROUTE,

to ensure EXPEDITIOUS, SAFE AND COMFORTABLE travelling.

The following Time-Table will show the convenient hours of leaving principal points, viz.:

Leave	NEW YORK (via Pennsylvania R. R.)	- - - -	4.00 P. M.
"	PHILADELPHIA (via P. W. & B. R. R.)	- - - -	6.00 P. M.
"	BALTIMORE (via Bay Steamers from Canton Wharf, on arrival of New York Train.)	- - - -	9.00 P. M.

Arriving at Norfolk and Portsmouth at 9.30 a.m., with direct connections via Atlantic Coast Line to all points South.

Through Cars from New York, directly to Steamers' wharf at Baltimore. No omnibus transfers at any point.

The 12.55 p.m. train from New York, (via Pennsylvania R. R.,) with Through Cars to Baltimore, also connect directly with the Steamers.

The new Palace Steamers of the Line, the "CAROLINA" and "FLORIDA," (and "VIRGINIA" now building, to be ready for service January 1, 1879,) are unsurpassed in strength of construction and magnificence of finish. Elegant Saloons, large and luxurious Staterooms, single and connecting. Superior cuisine, courteous attention, an undisturbed night's rest, and agreeable change and relief from the monotony and disagreeable features of a sea-voyage, or fatigue of an all-rail trip.

Parlor Cars by day, or Pullman Sleeping Cars at night, on connecting rail-lines.

Reservations made in Parlor and Sleeping Cars, and Staterooms on Steamers. Price of Through Tickets, Time-Tables, and general information cheerfully furnished on application, by mail or in person, to

OFFICES:

222 WASHINGTON STREET, BOSTON,		700 & 838 CHESTNUT ST., PHILADELPHIA,
220 BROADWAY, NEW YORK,		157 WEST BALTIMORE ST., BALTIMORE,

And Principal Ticket Offices of Connecting Lines,

—:OR:—

H. V. TOMPKINS, Southern and Eastern Pass'r Agent,
229 Broadway, New York.

EMMET BROWN, General Ticket Agent,
Baltimore, Md.

FLORIDA AND THE SOUTH, VIA THE ATLANTIC COAST LINE

Fast Mail Passenger Route.

"ALL RAIL,"

WASHINGTON, RICHMOND, WILMINGTON.

Your attention again is invited to the much-improved condition of this great Through Line over all previous seasons. A perfect condition of Roadway and Equipment, created by Steel Rail and Ballasted Track, Automatic Brakes, Minimum grades and concert of action at junction points, precludes the possibility of mis-connections, and enables all delays to be overcome and objective points reached with absolute certainty.

DOUBLE DAILY ALL RAIL SERVICE

to CHARLESTON, SAVANNAH, and to AIKEN and AUGUSTA, via Charleston. Daily to COLUMBIA, AIKEN, AUGUSTA, JACKSONVILLE, MACON, ATLANTA, COLUMBUS, MONTGOMERY, SELMA, MOBILE, NEW ORLEANS, GALVESTON, &c.

Pullman Sleepers Boston to Savannah, Ga., without change, New York to Richmond, Wilmington to Charleston, Wilmington to Savannah, Wilmington to Aiken, via Charleston; and Sleeping Cars Savannah to Jacksonville, and Columbia to Augusta and to Savannah. Parlor Cars on day train between Richmond and Wilmington.

Persons desirous of visiting EASTMAN, GA., or THOMASVILLE, GA., will find this route preferable, as either point can be reached via WASHINGTON, RICHMOND, WILMINGTON, CHARLESTON and SAVANNAH, or by WASHINGTON, RICHMOND, WILMINGTON, AUGUSTA and MACON.

Round trip tickets from Northern and Eastern points on sale at reduced rates to JACKSONVILLE, FLA. Good to return until May 15th, 1879.

BAGGAGE CHECKED THROUGH.

THROUGH TICKETS sold throughout the North and East at all the authorized offices of the Pennsylvania and Baltimore and Ohio Railroads.

Special information and reservation of Sections, Berths and Chairs in Pullman Parlor and Sleeping Cars can be had at General Headquarters, 229 Broadway, New York.

For Time Tables, etc., etc., see "Schedule of Routes."

A. POPE, General Passenger and Ticket Agent.

A. SHAW, Supt. P. & P. R.R. **R. M. SULLY**, Gen. Supt. P. R.R.

JONAH H. WHITE, Southern Passenger Agent,

General Office 229 Broadway, New York,

Will answer all communications addressed to him.

FLORIDA.

THE

OLD DOMINION LINE OF STEAMSHIPS

In close connection with ATLANTIC COAST LINE OF RAILWAYS for Charleston, Savannah, Augusta, Aiken, Jacksonville, St. Augustine, Palatka, Enterprise, etc., etc.

One of the following popular side-wheel steamers,

OLD DOMINION,	WYANOKE,	ISAAC BELL,
Capt. WALKER,	Capt. COUCH,	Capt. LAWRENCE,

Will leave the Company's Pier, 37, North River, every

TUESDAY, THURSDAY & SATURDAY,

At 3.00 o'clock P. M.,

Arriving at Portsmouth 5.00 p.m. next day, making close connection with fast Florida trains.

Leave Portsmouth 6.30 p.m.; arrive at Wilmington 8.36 a.m.; arrive at Charleston 5.45 p.m.; arrive at Savannah 6.40 a.m.; arrive at Jacksonville 8.00 a.m.

Here take Old Dominion Steamship Company's elegant steamer

HAMPTON,

For all landings on the St. John's River.

EXCURSION TICKETS

New York to Jacksonville \$45. Good to return until May 15, 1879.

Also connecting at Charleston and Savannah with the splendid and entirely new side-wheel steamer ST. JOHNS, Captain LEO VOGEL, built expressly for the Florida Route, for Savannah, Fernandina, Jacksonville, St. Augustine, Hibernia, Magnolia, Green Cove Spring, Tocol, Palatka, and points beyond.

The steamer ST. JOHNS unites great speed with the utmost safety and comfort, landing passengers on the St. John's River, on the morning following their departure from Charleston or Savannah.

W. H. STANFORD, Sec'y.

GENERAL OFFICE,

197 Greenwich St., cor. Fulton, New York.

FLORIDA, AIKEN AND THE SOUTH.

THE CENTRAL SHORT LINE,

VIA

RICHMOND, CHARLOTTE AND COLUMBIA.

Double Daily Trains

to Augusta, Aiken, Charleston, Savannah, JACKSONVILLE, and ALL POINTS IN FLORIDA and Southwest Georgia.

Fifty-seven Miles Shorter than any other Line via Charlotte, Columbia, Augusta, Aiken, etc.

Schedule in effect December 1st, 1878.

Only route running Pullman Palace Sleeping Cars from New York to Savannah without change or detention *en route*.

Passengers who may wish to perform the journey by easy stages, will find first-class hotel accommodations at the various attractive cities and towns between Richmond, Va., Charlotte, N. C., and Augusta, Ga.

EXCURSION TICKETS

on sale at all Coupon Ticket Offices at the following low rates, good to return until May 15th, 1879:

NEW YORK TO JACKSONVILLE AND RETURN, - - - -	\$50 00
Philadelphia to Jacksonville and return, - - - -	46 00
Baltimore to Jacksonville and return, - - - -	42 00
Washington to Jacksonville and return, - - - -	40 00

Remember this is the only route via Columbia and Augusta without change of cars, by which route passengers have FIFTEEN DAYS to and from Jacksonville, with the privilege of stopping off at AIKEN, S. C., and other attractive Winter resorts *en route*.

For additional information apply at headquarters, No. 9 ASTOR HOUSE, NEW YORK.

J. L. WALDROP, Gen'l Eastern Agent,
No. 9 Astor House, New York.

J. R. MACMURDO, Gen'l Passenger Agent, Richmond, Va.

PIEDMONT AIR LINE,

VIA

Richmond, Danville, Charlotte, Spartan-
burg, Greenville and Atlanta.

72 MILES THE SHORTEST ROUTE

BETWEEN

New York, Atlanta, New Orleans,
AND THE SOUTHWEST.

The only Line running Pullman Palace Drawing-
Room Cars between New York and Atlanta
without change, with only one change (which
is made in Union Depot at Atlanta) to
New Orleans. Close connections
made in Atlanta for

ALL FLORIDA POINTS,

DOUBLE DAILY TRAINS

between New York, Atlanta, Brunswick,
Macon, Eastman, Thomasville, Ga.,
Jacksonville and Fernandina, Fla.

EXCURSION TICKETS,

available until May 15th, 1879, at the following low rates, on sale
at all Coupon Ticket Offices throughout the North and East:

NEW YORK TO JACKSONVILLE AND RETURN, - - - - -	\$50 00
Philad lphia to Jacksonville and return, - - - - -	46 00
Baltimore to Jacksonville and return, - - - - -	42 00
Washington to Jacksonville and return, - - - - -	40 00

For additional information apply at headquarters, No. 9 ASTOR
HOUSE, NEW YORK.

J. L. WALDROP, Gen'l Eastern Agent,
No. 9 Astor House, New York.

J. R. MACMURDO, Gen'l Passenger Agent, Richmond, Va.

W. J. HOUSTON, Gen'l Pass. Agent, Atlanta, Ga.

EXCURSION TICKETS
BY
THE VIRGINIA MIDLAND ROUTE
TO
FLORIDA AND THE SOUTH

ARE NOW ON SALE AT ALL OFFICES.

By its connections at

LYNCHBURG

with the Great Southern Mail Route and the
Kennesaw Route, and its connection at

DANVILLE

with the direct lines via Charlotte, Columbia,
or Augusta,

THE VIRGINIA MIDLAND

Is enabled to offer a greater variety of

THROUGH LINES

THAN ANY OTHER

TRUNK ROAD.

SLEEPING CARS WITHOUT CHANGE

from New York to Washington, Washington
to Atlanta, Atlanta to Jacksonville,
Danville to Savannah, Savannah
to Jacksonville.

To insure comfort, ask for Tickets and Berths by the

VIRGINIA MIDLAND.

G. M. HUNTINGTON, General Eastern Agent,

315 BROADWAY, NEW YORK.

OCEAN STEAMSHIP CO.

New York & Savannah Line.

THE ROUTE FOR FLORIDA.

This Line comprises four new and elegant iron steamships, sailing regularly from New York and Savannah every WEDNESDAY and SATURDAY, viz.:

EVERY WEDNESDAY—Steamship GATE CITY, Capt. DAGGETT; Steamship CITY OF COLUMBUS, Capt. NICKERSON.

EVERY SATURDAY—Steamship CITY OF SAVANNAH, Capt. MALLORY; Steamship CITY OF MACON, Capt. KEMPTON.

The elegant accommodations for passengers on these fine ships are unsurpassed by any ships out of the Port of New York.

Connecting at Savannah with the Georgia and Florida Inland Steamboat Co., and Savannah, Florida and Charleston Steamboat Co.

ALSO WITH

CENTRAL RAILROAD.

Two Trains Daily for all points in Middle, North and Southwest Georgia, Alabama, Mississippi, Tennessee and Louisiana.

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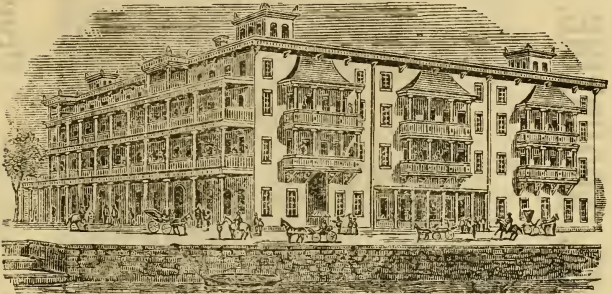
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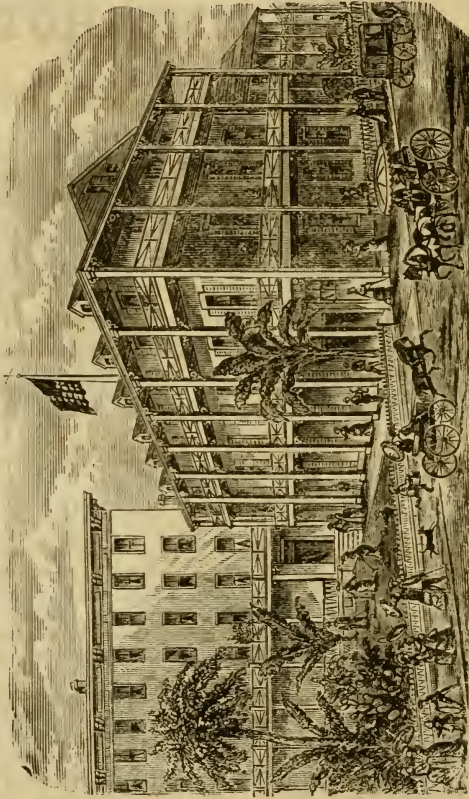
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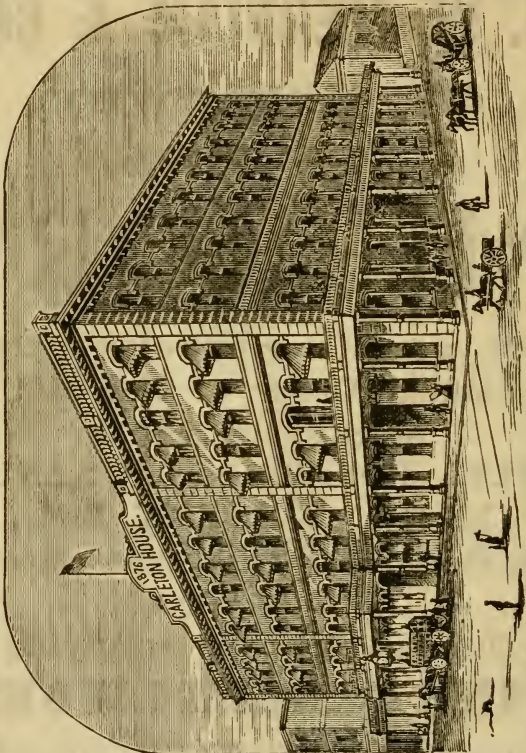
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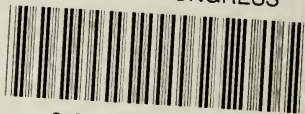
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