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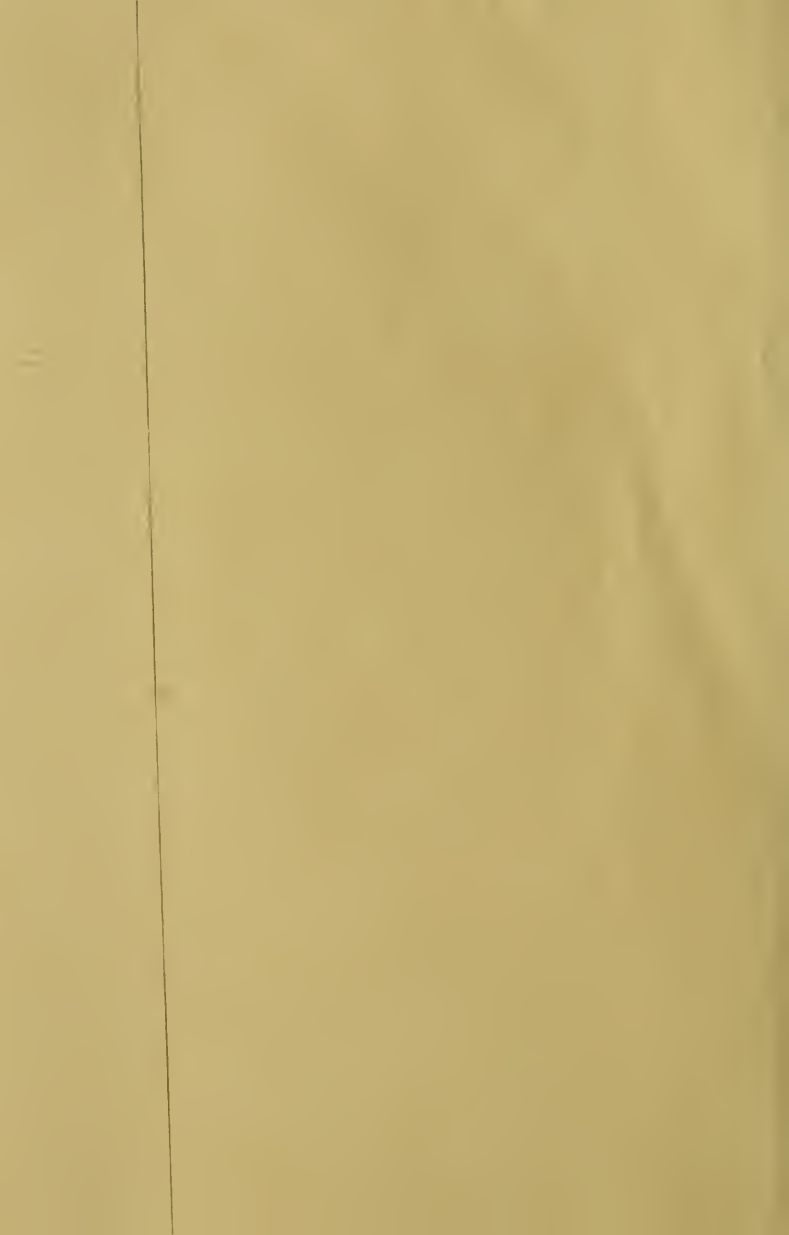
WHITNEY'S
FLORIDA PATHFINDER
FOR THE TOURIST AND INVALID.

THE POINTS VISITED IN FLORIDA. HOTELS ON THE
ROUTES, ST. JOHN'S RIVER, ST. AUGUSTINE,
ETC. THE LATEST SCHEDULES OF ROUTES
TO FLORIDA, WITH MAPS. ALSO MAPS
OF THE ST. JOHN'S AND UPPER ST.
JOHN'S RIVER, ST. AUGUSTINE,
ETC., ETC.

Arranged and Published by
JOHN PRESCOTT WHITNEY.

SEASON OF 1876-77.

ISSUED FROM PATHFINDER OFFICE,
66 John Street, N. Y.
P. O. BOX 522.



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MÖLLER'S COD LIVER OIL

has just gained a prize at the CENTENNIAL EXHIBITION, PHILADELPHIA. It also gained the First Prizes at the great exhibitions at London, Paris and Vienna, and is unquestionably the best Oil in the world.

It is prepared from fresh livers, at his own factories on the Norway shores, at the place where the cod-fish are taken. The Oil is extracted by machinery and moderate heat in a very brief space of time, and a perfectly sweet, pure Oil, free from taint, is procured and bottled on the spot. The Oil thus secured is superior to any other in purity, brightness and delicacy of taste and smell. The sale of it is immense in England and on the Continent, and the testimonials of the distinguished medical authorities of Europe and America, quoted below, indicate the high estimation in which it is held by the faculty.



Dr. J. A. Sayre, Professor of Orthopædic Surgery, New York, says: "Of late years it has become almost impossible to get any Cod Liver Oil that patients can digest, owing to the objectionable way of procuring and preparing the livers. * * * Moller, of Christiana, Norway, prepares an Oil which is perfectly pure, and is in every respect all that can be wished."

Dr. J. Marion Sims, writes: "For some years I had given up the use of Cod Liver Oil altogether, but since my attention was called by Dr. Sayre to Moller's Oil, I have prescribed it almost daily, and have every reason to be satisfied with it."

Dr. Ruddocks, M. D., M. R. C. S., writes: "The Oil we invariably recommend for its easy assimilation, agreeableness and high nutritive value, is Moller's."

John C. Thoroughgood, M. D., London Hospital for Diseases of the Chest, says: "Moller's Oil agrees well with delicate stomachs, and possesses marked curative properties in consumption."

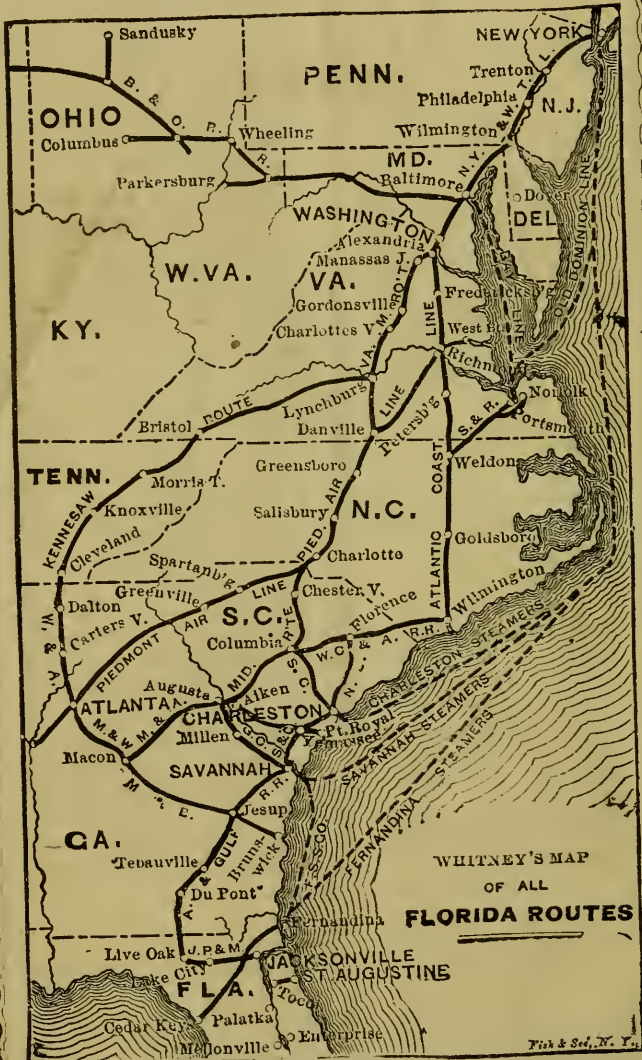
Abbott Smith, M. D., North London Consumption Hospital, says: "Moller's Oil is more readily taken by delicate persons and children; is more easily assimilated and is productive of more immediate benefit than the other kinds are."

SOLD BY DRUGGISTS.

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WHITNEY'S MAP OF ALL FLORIDA ROUTES

FLORIDA.

The season has arrived when the *elite* and fashion of northern cities are completing their arrangements prior to departure southward, for the cozy retreats along the banks of the grand old St. John's River, and the ancient city of St. Augustine, that they may escape the severity of a northern winter, for the salubrious climate of our American Italy.

It is not only interesting to invalids and tourists, who visit it in the winter to seek health or pleasure, but its advantages as a permanent residence are now fully established. The present winter will undoubtedly see a larger number of visitors than any previous season. No American need seek an Italy across the waters when a superior one lies here, almost within a day's travel.

Comparatively but few years ago, the number of Florida visitors did not exceed three or four hundred, principally composed of invalids, whilst at the present day east Florida is visited by the *elite* and fashion of every section, and the visitation estimated by the thousands.

The State is especially favored by the appearance of American tourists, who, heretofore, have indulged their winters in health-restoring climates abroad, and from whom Florida has received its highest praises.

From the metropolis of Jacksonville, up the grand old St. John's River, to the cozy retreats of Magnolia, Green Cove Spring, 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 (December 1st to June 1st) are occupied by their wealthy owners.

Nearly all of our readers are familiar with the facts concerning the landing in Florida of Ponce de Leon, in search of the Spring whose waters he believed would restore youth and vigor. Even at the present day thousands are visiting and drinking the waters of the thousand-and-one mineral springs to be found throughout the United States, with expectations similar to those of this veteran.

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 with business, over-exertions and care, there is no better medicine for relief and cure, than the pure air and sunshine of Florida, and to those whose desires lead them to the Forest and Stream, there is no State in the Union that extends more gratifying opportunities, as the forests and swamps contain an abundant supply of bears, panthers, deer, wild turkey, quail, squirrel and all kinds of duck and water fowl.

Quite noticeable and agreeable is the change that overcomes one while enjoying the climate and surrounding attractions of Florida; one will gradually cast aside business cares and vexations, and under such atmospherical influences, the invalid will gradually increase in health and strength, and the over-worked mind of the commercial man steadily recovers its former healthfulness.

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

The Climate.

The climate is the principal attraction to visitors; it is in fact an insular climate; the Atlantic ocean on the east and the Gulf of Mexico on the west 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



WHITNEY'S MAP OF FLORIDA

Fisk & Soc, N. Y.

is the most agreeable and salubrious climate to be found on the Globe. The thermometer rarely falls below 30° in winter, or rises above 90° 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 when one can sleep without the use of a blanket.

Fruit, Production, Etc.

Of the fruits successfully cultivated we mention:—The orange, lemon, banana, fig, plum, pomegranate, guava, tamarind, date, plantain, almond, pecan, peach, grape, pine-apple, citron, cocoa-nut, water-melon, 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. On the St. John's River, peas, tomatoes and other vegetables are raised and shipped to northern markets. Arrowroot, the castor oil bean, and indigo are easily raised. Turnbull, when located at New Smyrna, raised 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 over one million orange-trees have been set out in the several orange sections.

Visitors to Florida.

The number of visitors to Florida during the past 7 seasons is estimated as follows:

Seasons.	No. Visitors.	Seasons.	No. Visitors.
1869-70.....	3,300	1872-73.....	13,500
1870-71.....	6,000	1873-74.....	17,000
1871-72.....	9,800	1874-75.....	21,500
Season of 1875-76, 21,600 visitors.			

Jacksonville.

Jacksonville is the commercial metropolis of Florida. It is here that the invalid stranger and the veteran Florida sojourner rest awhile from the fatigue of their journey.

It is an enterprising and prosperous city; present population 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 pleasantly situated on the St. John's river, about 25 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 city are fine shell roads which present delightful drives.

There are eight churches of the different denominations; Masonic and other Lodges; a well organized Fire Department; first-class hotels—(see hotel list;) 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 throughout 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. In connection with this bank is a reading room, also a register containing the names of many notable people who have visited Florida for years. Visitors are invited to its privileges, free. Letters received and forwarded by Ambler's Bank. The city possesses telegraphic facilities to all parts of the United States; the office is located on Bay street. Steamers for all points on the St. John's river leave Jacksonville every morning. (See river Steamers.)

Fernandina.

Fernandina was built in 1632 by the Spaniards; is located on Amelia Island about fifty miles north of Jacksonville. Present population about 3,000. There

are seven churches, hotels, etc. (See hotel list.)

There is a fine shell road, of about two miles in length, leading to the hard ocean beach, which offers a fine drive of nearly twenty miles. Located on the north point of Amelia Island, and uncompleted, is Fort Clinch. The city has a telegraph office. Fernandina is reached by rail from Jacksonville. Also the steamers "Dictator" and "City Point" of the "Florida Steamship Co.," "outside" route to Charleston, and the steamer J. B. Schuyler of the "inside" route to Savannah, make regular stops during their trips each way.

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. 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 Grand, which river is one thousand miles long, and in point of width the St. John's river is the largest in America.

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.

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.

St. John's Bluff, near the mouth of the St. John's river, is the supposed site where the French Huguenots under Laudonniere erected Fort Caroline, which was attacked by Menendez in 1565, when nearly all the inmates were massacred.

Localities 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	3	PALATKA*	75
St. Nicholas	3	Hart's Orange Grove	76
Riverside*	3	Rawlestown	77
Black Point*	12	San Mateo	79
Read's Landing*	13	Buffalo Bluff*	83
Mandarin	16	Oclawaha River*	100
Fruit Cove	19	Welaka	100
Hibernia*	23	Beecher	101
New Switzerland	26	Mt. Royal	105
Remmington Park	27	Georgetown	123
Magnolia*	29	Lake View	140
Green Cove Spring*	31	Volusia	144
Orange Dale	34	Fort Butler*	145
Hogarth's Landing	35	Orange Bluff	147
Picolata	41	Hawkinsville*	174
TOCOI	46	Cabbage Bluff	175
Federal Point	58	Blue Spring	180
Orange Mills	60	Sanford*	204
Dancy's Wharf	62	Mellonville*	205
Whitestone*	66	Enterprise	210
Russell's Landing	69	Salt Lake	275

The Oclawaha River.

This stream empties into the St. John's river a out 25 miles south of Palatka. The channel possesses no banks, it being simply a navigable passage through a cypress swamp. It is here Alligators of immense size and many species of birds with beautiful plumage may be seen. Small steamers navigate the river a distance of nearly 200 miles. Silver Spring, the principal landing, is 140 miles from its mouth. A trip up this stream is decidedly an odd, yet grand one, and tourists should not fail to make it an object of visit.

The Principal Springs.

Sulphur spring, at Green Cove Spring, Clay Co. About 35 feet deep, and discharges over 3000 gallons per minute. Fine facilities are afforded for bathing.

Orange spring, Marion Co., on Orange Creek, which empties into the Oclawaha river.

The celebrated Silver spring, Marion Co., on the Oclawaha river. Silver spring, same county, 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. One can readily observe the movements of the fish below.

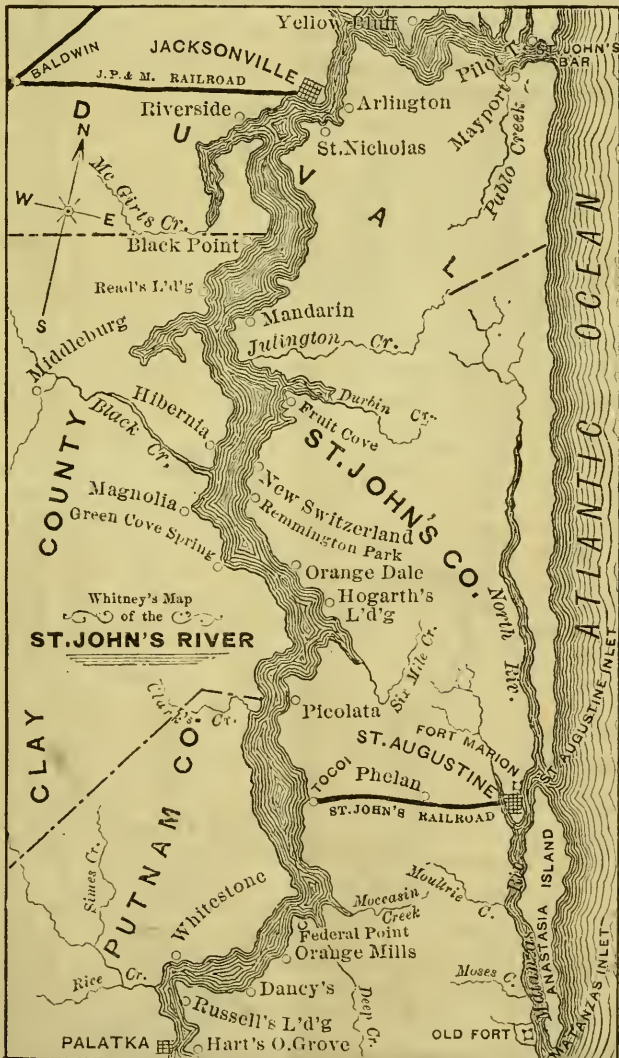
Green Sulphur spring, Enterprise, about 80 feet in diameter, said to be fully 100 feet deep.

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., located on the new settlement of Ravenswood, just west of St. Augustine, is used for its health-giving properties.

³Boiling Ocean spring, south-eastern part of Anastasia Island, just north of Matanzas Inlet.





Whitney's Map of the Upper ST. JOHN'S RIVER

Points of Interest on the River.

For information concerning hotels at the following points, see "Hotels 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 located is the winter residence of Mrs. Harriet Beecher Stowe; it is the cottage at the left of the pier and 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.

MAGNOLIA, one of the most pleasant resorts to be found on the St. John's. Black creek is but a short distance to the north of this point.

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.

PICOLATA, 10 miles from the above point, on the opposite shore. It is the site of an ancient Spanish settlement, all evidence of which is destroyed. 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.

TOCOL, 46 miles from Jacksonville. Visitors are here transferred for St. Augustine. In the summer of 1875 the road was re-laid with fish-plate T rails; it is now in first-class running order. Trains complete the trip, a distance of 14 miles, in about 35 minutes. (See schedule "St. John's Railroad.") We are doing

tourists a favor when we advise them, by all means, to visit this very interesting city, the Saratoga of Florida, where, during the winter season, yacht-racing, rowing-matches, pigeon-shooting, and other sports are indulged in.

PALATKA is the largest town on the river south of Jacksonville. It is an admirable location for consumptives. It has a population of about 1500. 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 *Eastern Herald* is the name of a wide-awake weekly journal published by Mr. Pratt. At this point passengers are transferred to steamers for Sanford, Mellonville, Enterprise, and points beyond; also for Silver Spring, on the enchanting Oclawaha river. There are also steamers which ply directly between Jacksonville and the above-mentioned points.

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 25 miles above Palatka, opposite the entrance of the Oclawaha river. It is the site of an old Indian village, and afterwards of a flourishing Spanish settlement. South of Welaka the river gradually expands, and forms Lake George, which is 18 miles long and 10 miles wide.

ALEXANDER'S LANDING, on Lake Beresford, an inlet of the St. John's river, is a landing place for the settlers in that thriving vicinity. It possesses school and church facilities, and boasts of some fine orange groves. Its post office is located at Cablage 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 to accommodate 200 guests. Be-

sides all kinds of tropical fruits, the lake is abundantly supplied with fish, oysters and game. Sanford, as a health-conducive locality, is unsurpassed on the river. See "Hotels on the St. John's river."

MELLONVILLE is the site of Fort Mellen, erected during the Indian wars. In the vicinity are several fine orange groves.

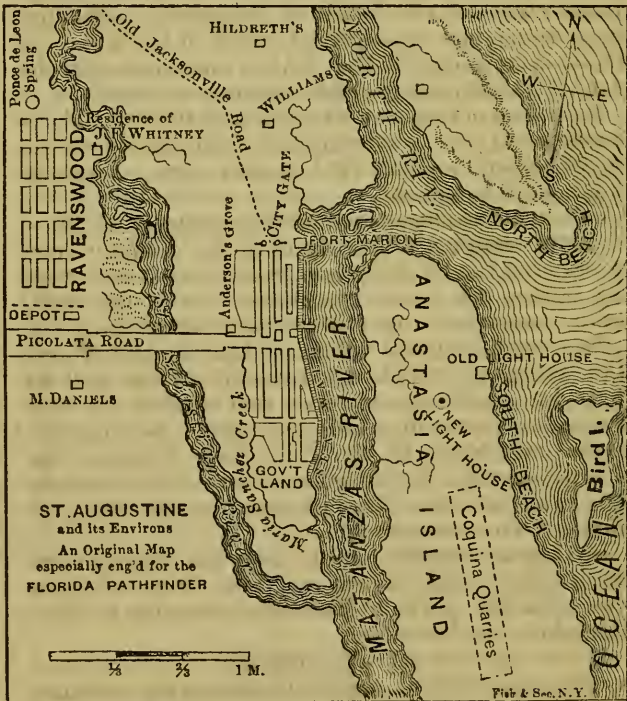
ENTERPRISE, a well patronized resort on the north bank of lake Monroe. - The terminus of the Palatka boats. During the winter small steamers ply from Enterprise through lake Harney to Salt Lake, the nearest point to the Indian river from the St. John's; fishing and hunting parties are conveyed to lakes Jessup and Harney by small steamers. At Enterprise, parties are furnished with conveyance to reach New Smyrna and the Indian river. From St. Augustine excursions are made in yachts to the Indian river—the sportsman's paradise for game and fish.

NEW SMYRNA is located upon Mosquito river, south of the inlet of the same name near the coast, about 20 miles from Enterprise, and 60 miles south of St. Augustine. In 1767, Andrew Turnbull arrived at the coast with his colony of 1500 Minorcans and in consideration of his wife being a native of Smyrna, Asia, he gave the same name to his new settlement. Large crops of indigo were cultivated, which proved quite profitable to Mr. Turnbull. 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 celebrated orange grove owned by Capt. Dummitt is located south of the inlet.

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 fourteen miles

east of the St. John's river. 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 Selooe. On the arrival of the Spanish there were found Indian habitations of considerable size.

The population is about 2200. In addition to the Catholic Cathedral there are four churches: Presbyterian, built in 1830; Episcopalian, built in 1832; Methodist, (col.) built in 1846; Baptist, (col.). Good school. Telegraphic and express facilities. A Newspaper publication, the *Florida Press*, established 1870, John F. Whitney, Proprietor. The hotel accommodations are unsurpassed in the State. A public library, established in 1873 and located in the rear of the old time Spanish Governor's Palace.

On arrival of the visitor from Tocoï, the first objects of attraction are the substantial bridge that spans the St. Sebastian river, and the long and narrow causeway which leads to 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.

We frequently recall the time when the steady arm of the ferryman brought us over this stream, and we stepped upon the muddy bank and wended our way to this quiet nook of Augustine; and how, previous to the completion of the St. John's tramway, we patiently awaited the welcome blast of the Picolata stage horn, announcing that which would bring us tidings of the outer world.

Leaving the causeway in the rear, the visitor enters beneath the foliage of the oak, and Pride of India trees, with the never absent moss hanging in long 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 Henry Ball, Esq., formerly owned by Buckingham Smith, Esq.

Emerging from this archway, the tourist soon arrives in front of the "Plaza de la Constitucion," and is then in the heart of the oldest and most antique city in America.

The Streets.

There are four principal streets which extend nearly the length of the city. The first one passed, on entering, is Tolomato, upon which is located the Catholic Cemetery. The second, St. George street, and is termed the Fifth Avenue of the city. The third, Charlotte street, is nearly a mile in length, and from 12 to 15 feet in width. All of these streets are quite narrow. The cross streets are still narrower. The fourth is Bay street, and commands a fine view of the St. Augustine Bay, Anastasia Island and the Ocean.

All of 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.

The streets were formerly floored with shell concrete, portions of which are still to 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 Jacksonville, was constructed in 1765 by subscription.

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

The Barracks.

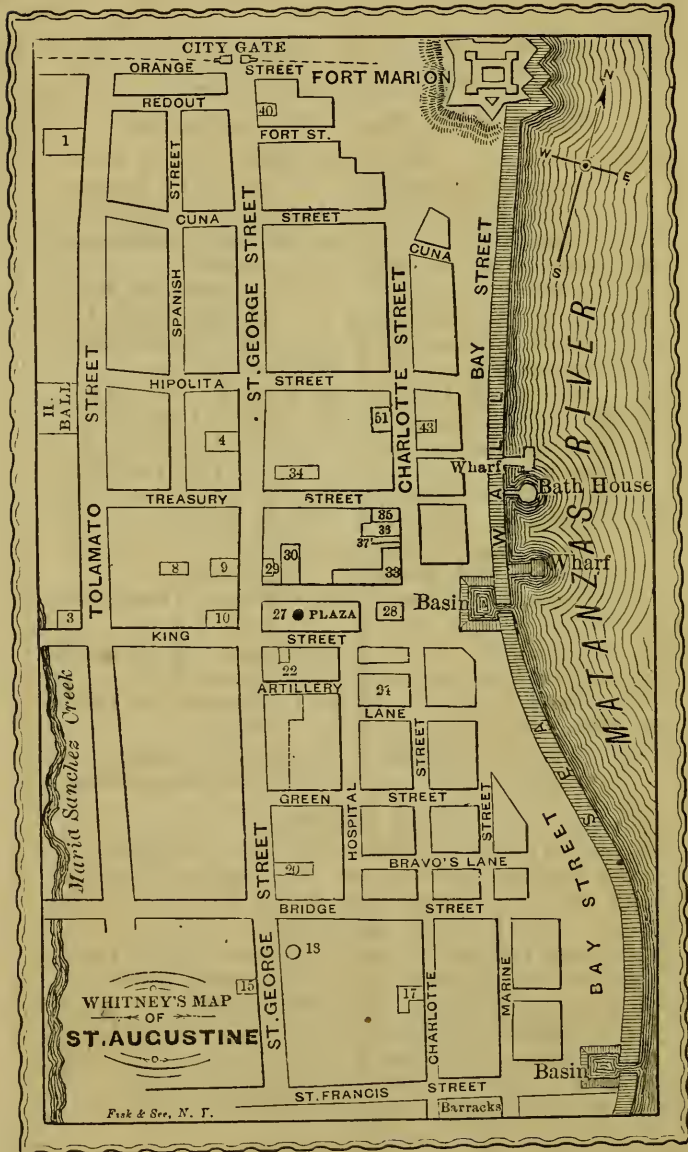
This building was once used and designated as the St. Francis Convent. It has undergone extensive modifications and repairs; the building is located at the south end of the town near the terminus of the sea-wall, and used at present by the U. S. troops.

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 a moonlight evening when the stillness being broken by the roar of the ocean surf, adds greatly to the romance.

The Catholic Cathedral.

This is the largest and oldest house of worship existing in the city; it was built in 1793 at a cost of nearly \$17,000. 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 date 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; afterward 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 proper supply of nursing milk for their infants.



Reference to Map of St. Augustine.

- | | |
|--|--|
| Huguenot burying ground is located just north-west of the City Gate. | 20. New Convent of Sisters of St. Joseph. |
| 1. Catholic burying ground. | 22. Episcopal Church. |
| 3. J. L. Scott's boarding establishment. | 24. Council Chamber and City Jail. |
| 4. "Magnolia Hotel", W. W. Palmer, Prop. | 27. Monument in honor of the Spanish Liberal Constitution. |
| 8. Bishop's residence. | 28. Meat Market. |
| 9. Old St. Mary's Convent. | 29. Priest's Dormitory. |
| 10. U. S. Court House—Peabody School—Post Office—Public Library and Reading Room—County Clerk's Office, etc. | 30. Catholic Cathedral. |
| 15. Presbyterian Church. | 33. "St. Augustine Hotel," E. E. Vaill, Prop. |
| 17. Old St. Francis Convent. | 34. "Florida House," A. R. Hale. |
| 18. Monument in honor of the Confederate dead. | 35. "Atlantic Hotel," N. B. Foreman. |
| | 36. "Marion House," R. Palmer & Co. |
| | 37. Cottage Billiard Rooms. |
| | 40. B. Oliveros, Sr., (Rose tree.) |
| | 43. Masonic Lodge. |
| | 51. <i>Florida Press</i> Office. |

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 no doubt was taken from Anastasia Island, and is probably the best preserved specimen in the world of the military architecture of its time. It is the oldest fortification on the western continent. It was commenced in 1520, 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 occu-

pies 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 the damp and dismal rooms. The dungeons wherein the skeletons were discovered are located at the north-east 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 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, in fact, 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, wicket, 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 GOVR Y CAP^N DE
 ESA CD SAN AUG^N DE LA FLORIDA Y SUS
 PROVA EL MARISCAL DE CAMPO DN ALONZO
 FERND^O HERADA ASI CONCLUIO ESTE CAS-
 TILLO EL AN OD 1756 DRIGENDO 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 Gov-*

error 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 Brazas 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 north-east, 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 contain-

ing 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 previous 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.

Indians at Fort Marion.

These Indians, of the several different tribes, during the month of May, 1875, were brought from Fort Sill and the Cheyenne agency, because of their turbulent disposition and influences over the other tribes in that locality. Among them are several

noted chiefs. The majority of them express their preference for the climate of Florida over that of the West; and should liberty be extended to them they would probably remain in the State. They are peaceful and appear content in their present quarters; many apply their spare time to the construction of bows and arrows, the polishing of sea beans, and the making of other trinkets which they offer for sale among visitors. They are very polite, and on the appearance of strangers, doff their hats and extend their hands with a "How."

The gentlemanly interpreter, Mr. Geo. W. Fox, who has had extensive experience on the plains, is considered quite a favorite among the Indians. The Indians are in charge of Capt. R. H. Pratt, of the Tenth U. S. Cavalry; he is much esteemed by the Indians for his gentlemanly treatment in promoting their comfort. During the winter season visitors will be permitted to visit within the fort.

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 old residence 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.

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 north-west fort embankment.

In 1871, there existed on the corner of Tolomato 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.

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—one of the finest on the coast, affording an excellent view of the Atlantic Ocean. A trip to the sand hills where Genl. 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; the formation of Coquina extends along the coast for many miles.

A trip to Matanzas is a pleasant one, where exist the ruins of a fortress supposed to be of more remote origin than any structure in the Ancient City.

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

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 Mag-nolia Hotel.

Convents, Etc.

The old St. Mary's Convent is an interesting building. It is located on St. George street, just west of the Cathedral.

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 located on St. George st., south of the Plaza.

The Monument erected in 1871, in honor of the Confederate dead, is located on St. George st., just south of Bridge street.

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. 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 Francisco Robira
Procurador Sindico
Año de 1813*

JUST BEFORE THE CESSION OF FLORIDA TO THE UNITED STATES, THE KING OF SPAIN GRANTED A LIBERAL CHARTER TO THE CITIZENS OF ST. AUGUSTINE AND OF FLORIDA, AND THIS MONUMENT IS A MEMORIAL ERECTED BY THE SPANISH CITIZENS OF ST. AUGUSTINE. THE DATE OF THIS CONSTITUTION WAS THE 17TH OF OCTOBER, 1812.

Governor's Palace.

The residence of the old-time Spanish Governor, on the corner of St. George and King streets, has, under the skill of modern workmanship, lost its quaint appearance. It now 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 at Fort Dade by Osceola and his band.

The Catholic Cemetery is located on Tolamato street. The Huguenot Cemetery is just north of City Gate.

Palmetto Hats, Lace, Etc.

The Palmetto hat, when carefully constructed, is the neatest and most serviceable for this section.

The Lace made by the Sisters of the Convent is equal to that made in foreign countries, and visitors should not fail to procure a specimen, in remembrance of the oldest city in the United States.

Thermometer Range in St. Augustine.

Throughout the year, the Thermometer very rarely falls below thirty degrees, or rises above ninety-five degrees. According to the old Spanish records kept at St. Augustine for over one hundred years, the temperature averaged a little over seventy degrees.

Visitors to St. Augustine.

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

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

Orange Groves, Gardens, Etc.

St. Augustine possesses numerous fine orange groves and gardens, and boasts of many handsome winter residences. 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.

Hotel Accommodations in St. Augustine.

St. Augustine Hotel, E. E. Vaill, located on the Plaza and Charlotte street. Accommodates 450 guests. \$4. Extensive improvements have been made in this house during the past summer.

Magnolia Hotel, W. W. Palmer, St. George street, north of Plaza. Accommodates about 130 guests. \$4. This house has undergone many improvements.

Marion House, R. Palmer & Co., Charlotte street, adjoining the St. Augustine Hotel. Accommodates about 125 guests. \$3. \$10 to \$15 per week. This house has also undergone improvements during the past summer.

Florida House, A. R. Hale, on St. George and Treasury streets. Accommodates 175 guests. \$4.

Atlantic Hotel, N. B. Foreman. Accommodates 40 guests. \$3.

Boarding Houses.

Emery House, George H. Emery, Charlotte street. Accommodates about 30 guests. \$3.

Mrs. T. Papy, St. George street, north of the Plaza. Accommodations for about 35 guests. \$12 to \$15 per week. This is one of the best conducted private boarding houses in the city.

J. L. Scott, Manager of a first-class boarding establishment for 50 guests.

Mrs. Couper Gibbs, Marine street, south of Plaza. Accommodation for about 30 guests at \$15 per week.

Mrs. J. V. Hernandez, Charlotte street. Accommodates about 40 guests. \$10 to \$15 per week.

E. J. de Medicis, St. George street, south of Plaza. \$10 to \$12 per week.

Miss Julia Stinson, St. George st. \$12 to \$15 per week.

Mrs. C. H. Patterson, Bay street. \$15 per week.

U. J. White, Tolamato street. Reasonable rates.

Mrs. Taylor, Hospital street. \$12 to \$15 per week.

Wm. Mickler, Bridge street. \$10 to \$15 per week.

Miss A. Dummitt, Marine st. \$12 to \$15 per week.

Mrs. Henry Neligan, St. George street. Accommodates 25 guests. \$10 to \$12 per week.

Mrs. M. L. Abbott, Marine street. \$15 per week.

Mr. G. S. Greeno, Marine street.

Mrs. Shine, Charlotte street.

Mrs. Ida Leggett, St. George st. \$15 per week.

Hotels on the St. John's River.

JACKSONVILLE. Grand National Hotel, George McGinly. \$3.

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

Carleton House, Stimpson, Devnell & Davis. \$4.

Nicholls House, Nicholls & Mower. \$3.

Windsor Hotel, Scott & Moore. \$3.

Metropolitan Hotel, A. C. Barnett. \$2.50.

Waverly House, J. J. Comfort. \$3.

United States Hotel, Mrs. S. N. Babcock. \$2.50.

St. John's House, Mrs. E. Hudnall. \$2.50.

Elmwood Hotel. \$2.50.

Including numerous good boarding establishments.

FORT GEORGE ISLAND. Fort George Hotel, D. W. Ranlet. \$3.

ARLINGTON. Arlington House, Capt. William Vermilyea, Manager. \$2 to \$2.50 per day. \$10 to \$15 per week.

HIBERNIA. Mrs. Fleming. \$2. \$12 per week.

MAGNOLIA. Magnolia Hotel, E. R. Houghton. \$4.

GREEN COVE SPRING. Clarendon Hotel, Harris & Applegate. \$4. Union Hotel. \$4.

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

Larkin House, Larkin & Morris. \$4.

St. John's Hotel, P. & H. Petermann. \$3.

SAN MATEO. Riverdale House, James M. A. Miller. \$2. \$10 to \$12 per week.

SANFORD. Sanford House, J. B. Wistar. \$4. \$22 per week.

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

Orange Hotel, Mrs. Marks. \$3.

Mellonville House, I. I. Hite, \$2.

ENTERPRISE. Brock House, Bodine & McCarty. \$4. Watson House, Spencer & Prevatt. \$2.

NEW SMYRNA. Ocean House, E. K. Lowd. \$3.
Over two weeks, \$14 per week.

HALIFAX RIVER. Gesner House, Isaac Gesner.

MATANZAS. Hotel by D. Allen.

MOULTRIE. Hotel by Bolchford & Johnson.

HOTELS ON THE ROUTE.

RICHMOND, VA.

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

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

Ford's Hotel, A. J. Ford. \$2.50.

DANVILLE, VA.

Arlington Hotel, Scoville & Selden. \$2.50.

LYNCHBURG, VA.

Arlington Hotel, Selden & Scoville. \$3.

PORTSMOUTH, VA.

Crawford House, George C. Bourdett. \$2.

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

NORFOLK, VA.

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

PETERSBURG, VA.

A. A. Plummer. \$3.

City Hotel, Greensboro, N. C.

Greenwood Hotel, McAdoo House. \$2.50.

Benbow House, Greensboro, N. C.

Wilmington Hotel. \$3.

Purcell House. \$4. Nashville, N. C.

CHARLOTTE, N. C.

Central Hotel, H. C. Eccles. \$2.

Weldon, N. C. \$2.50.

Weldon Hotel. \$3. Emery House.

FLORENCE, S. C.

Florence Hotel. \$2.50. Gamble Hotel. \$2.

COLUMBIA, S. C.

Wheeler House. \$4. Columbia House. \$3.

AIKEN, S. C.

HIGHLAND PARK HOTEL, B. P. Chatfield.
\$4. Weekly rates at less price.

CHARLESTON, S. C.

Charleston Hotel, E. H. Jackson & Co. \$4.

Pavilion Hotel, G. T. Alford & Co. \$3.

SAVANNAH, GA.

Screven House, R. Bradley, Proprietor. \$4.

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

Planters' Hotel, A. E. Carr. \$3.

Bresnan's European House. \$2.

AUGUSTA, GA.

PLANTERS' HOTEL, B. P. Chatfield. \$4.

Globe Hotel, John W. Cameron, Proprietor. \$3.

ATLANTA, GA.

H. I. Kimball House, Geo. McGinly & Co. \$3.

Markham House, James E. Owens. \$3.

National Hotel, — Hewitt. \$2.50.

MACON, GA.

Brown's Hotel, E. E. Brown & Son. \$3.

JESUP, GA.

Altamaha Hotel, W. G. Norwood. \$3. Meal station.

Jesup House, T. P. Littlefield. \$2.

Metropolitan Hotel, (eating house,) A. M. Hayward.

ST. MARY'S, GA.

Spencer House, W. E. Stockwell. \$3.

FERNANDINA, FLA.

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

Riddell House, S. T. Riddell. \$3.

Norwood House, Miss J. S. Mooney. \$2.

Where to Buy Florida Tickets.

At all Pennsylvania Railroad and Baltimore & Ohio Railroad ticket offices, and at the headquarters of the several lines mentioned in the schedules of this Guide, where special information will be given.

Fare to Jacksonville, Fla., all rail, \$36.75; by Old Dominion Steamship Co., \$31.75; St. Augustine, \$34.50; St. Augustine, all rail, \$40.75.

Fare to Jacksonville by the Charleston, also the Savannah Steamship Lines, \$27.75; St. Augustine, \$31.75.

Schedules of Principal Routes to Florida.

N. B.—All schedules are subject to change. These schedules refer principally to Pullman car service.

Atlantic Coast Line Railroads.

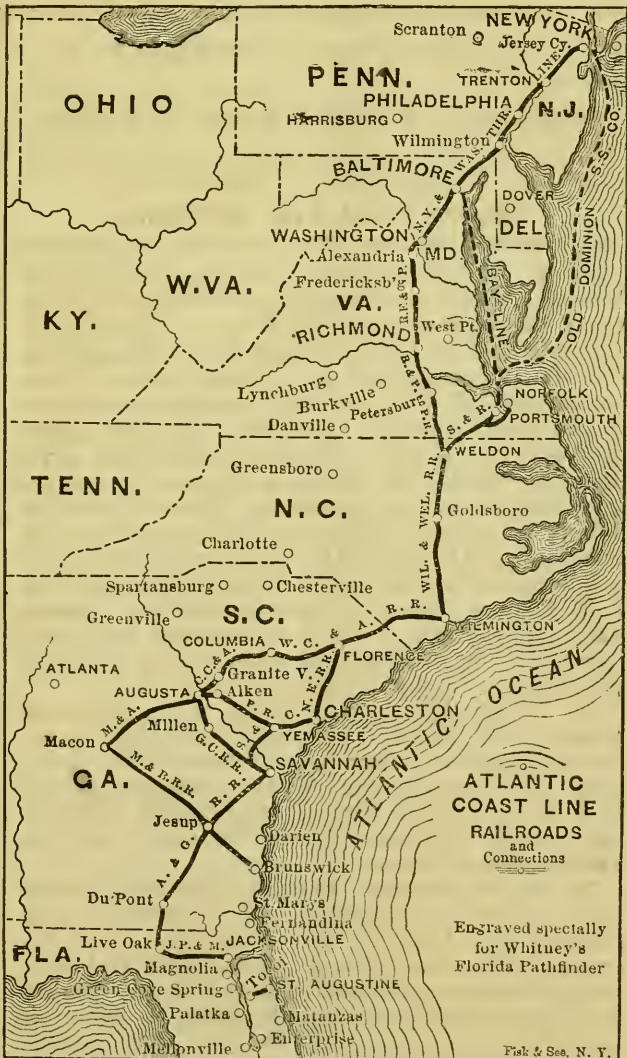
New York Headquarters, 229 Broadway, cor. Barclay.

No. 1. VIA CHARLESTON, SAVANNAH. Leave New York 6.00 p. m.; take sleeping car through to Richmond; leave Philadelphia 8.50 p.m.; leave Baltimore 12.20 p.m.; leave Washington 1.55 a.m.; arrive at Richmond 7.05 a.m., (change cars—breakfast;) leave 7.25 a.m.; take day cars without change to Wilmington; arrive at Petersburg 8.30 a.m.; arrive at Weldon 12.20 p.m., (dinner;) leave 12.40 p.m.; arrive at Wilmington 7.50 p.m., (supper;) change; take sleeping car to Charleston; leave Wilmington 8.05 p.m.; arrive at Florence 12.30 p.m.; leave 1.00 a.m.; arrive at Charleston 6.15 a.m.; omnibus transfer to hotels for breakfast; continue transfer to depot S. & C. R. R. train; leave 9.30 a.m.; arrive at Yemassee 12.30 p.m., (dinner;) arrive at Savannah 4.30 p.m.; passengers for Jacksonville leave 4.45 p. m.; take sleeping car. See "Savannah connections."

No. 2. Leave New York 8.35 a.m.; parlor car to Washington; arrive 5.35 p.m.; leave 6.00 p.m.; through train to Wilmington; arrive 12.30 p. m.; leave 12.50 p.m.; parlor car to Charleston; arrive 10.30 p.m.; leave 11.30 p.m.; sleeping car to Savannah; arrive 7.30 p. m.; leave 8.30 a. m.; arrive at Jacksonville 10.20 p. m.

No. 3. VIA AUGUSTA, (AIKEN,) YEMASSEE, SAVANNAH. Arrive at Wilmington, as in Route 1; take sleeping car to Augusta; leave Wilmington 8.05 p.m.; arrive at Columbia 5.10 a.m.; Graniteville 8.14 a.m.; change for Aiken; arrive at Augusta 9.00 a.m., (breakfast;) change; leave 9.30 a.m.; arrive at Savannah 4.30 p.m.

No. 4. VIA AUGUSTA, MACON, JESUP, JACKSONVILLE. Leave New York 6.00 p.m.; continue as in No. 1 to



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for Whitney's
Florida Pathfinder

Wilmington, and as in No. 3 from Wilmington to Augusta; leave Augusta 9.30 a.m.; arrive at Macon 6.35 p.m., (supper;) leave Macon 7.15 p.m.; arrive at Jesup 4.00 a.m.; arrive at Jacksonville 10.20 p.m. See St. John's River steamers.

No. 5. VIA CUMBERLAND ROUTE. Arrive at Jesup as in previous routes; leave Jesup 4.25 a.m.; arrive at Brunswick 6.40 a.m.; leave on steamer 7.00 a.m.; breakfast on boat; arrive at Fernandina 11.00 a.m.; arrive at Jacksonville 2.15 p.m.

Bay Line Steamer—Atlantic Coast Railroads.

Office, 229 Broadway, New York.

No. 6. VIA BALTIMORE—STEAMER TO PORTSMOUTH; RAIL TO CHARLESTON, SAVANNAH, JACKSONVILLE. Leave New York 8.35 a.m.; arrive at Baltimore 3.50 p.m.; change; omnibus to Bay Line steamer; leave 4.00 p.m.; (meals and state-room each \$1 extra;) arrive at Portsmouth following morning; take train, (S. & R. Railroad;) leave 7.00 a.m.; arrive at Weldon 12.20 a.m., (dinner;) change; arrive at Wilmington 7.50 p.m., (supper;) change; take sleeping car either to Charleston or via Augusta, Yemassee and Savannah, or Macon, Jesup and Jacksonville. See Schedules Nos. 1, 2, 3, 4 and 5.

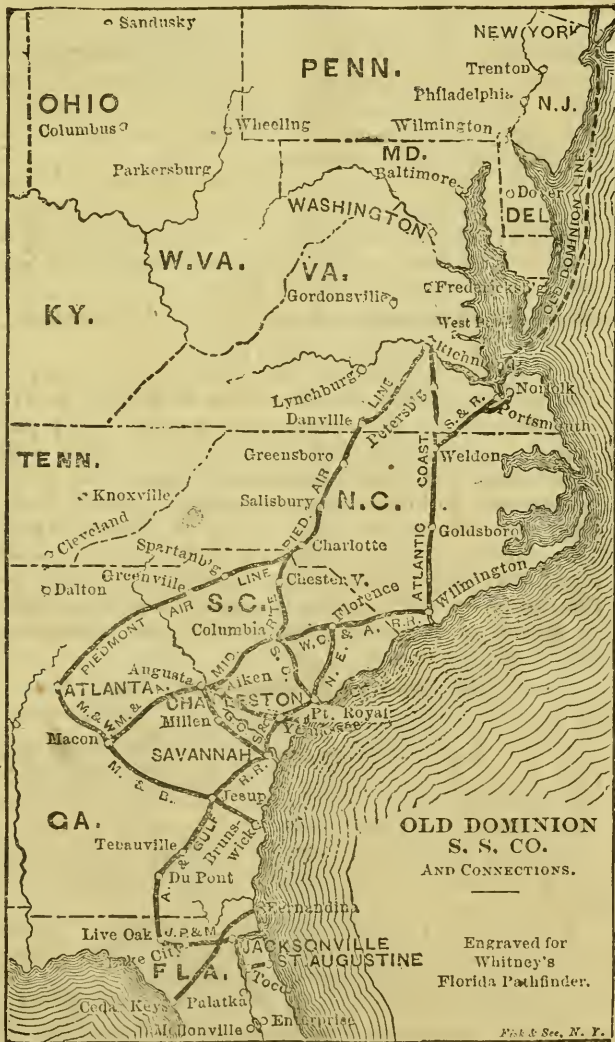
Old Dominion Steamship Co.

W. H. Stanford, Sec'y. 197 Greenwich street, N. Y.

No. 7. CHARLESTON, SAVANNAH Leave New York, Pier 37 N. R., 3.00 p.m., every Tuesday, Thursday and Saturday; arrive at Portsmouth following afternoon, 4.00 p.m.; leave next morning at 7.00; arrive at Weldon 12.20 p.m., (dinner;) arrive at Wilmington 7.50 p.m.; take sleeping car to Charleston; arrive 6.15 a.m.

No. 8. VIA COLUMBIA, AUGUSTA, (AIKEN,) YEMASSEE, SAVANNAH. Arrive at Wilmington, as in Route No. 7, and continue as in Route No. 3.

No. 9. VIA CHARLESTON, TEENCE FLORIDA STEAMSHIP Co. Arrive at Charleston, as in Route No. 7;



thence via steamers "Dictator" and "City Point," for Savannah, Fernandina, Jacksonville, and all points on the St. John's River, terminating at Palatka. Saturday's steamer from New York makes continuous connection at Charleston with steamer leaving Tuesday. Tuesday's steamer from New York, arrive at Charleston Friday, leave Saturday. See "Charleston connections."

No. 10. Steamer to Richmond; thence by Piedmont Air Line. See Routes Nos. 12, 13, 14 and 15.

No. 11. VIA AUGUSTA, MACON, JESUP, JACKSONVILLE. Arrive at Wilmington, as in Route No. 7; thence continue as in Route No. 4.

Piedmont Air Line.

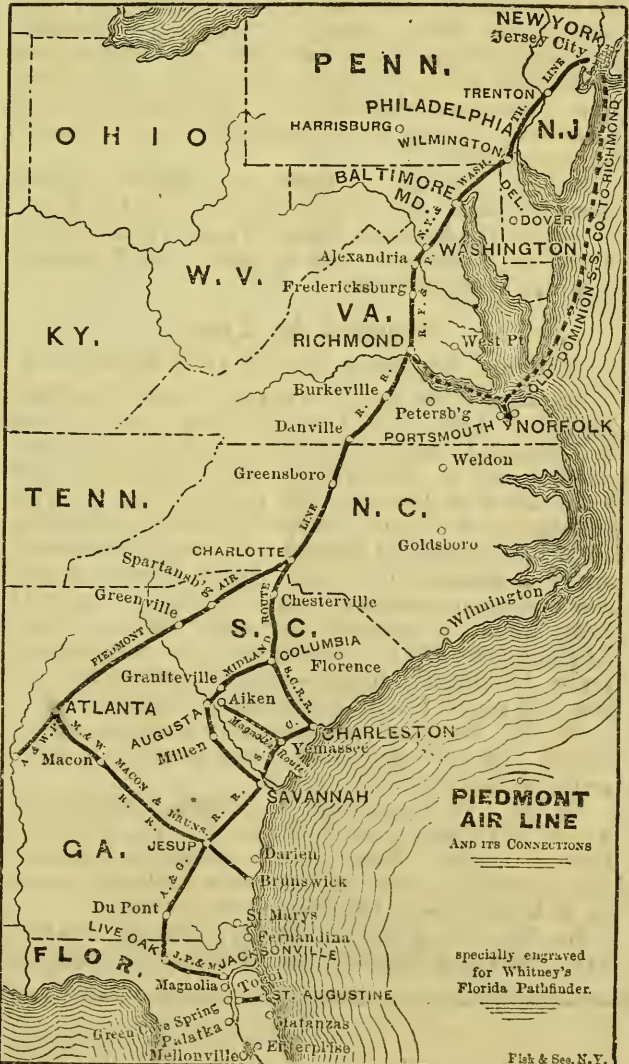
C. Yingling, Eastern Agent. 9 Astor House, N. Y.

No. 12. VIA RICHMOND, ATLANTA, BRUNSWICK, FERNANDINA. Leave New York 6.00 p.m.; sleeping car to Richmond; arrive 7.40 a.m., (breakfast;) change; sleeping car to Brunswick; leave Richmond 8.00 a.m.; arrive at Danville 2.30 p.m., (dinner;) arrive at Salisbury 8.00 p.m., (supper;) arrive at Charlotte 10.37 p.m.; arrive at Buford 8.05 a.m., (breakfast;) arrive at Atlanta 10.15 a.m., (dinner;) arrive at Macon 6.00 p.m., (supper;) leave 7.15 p.m.; arrive at Jesup 4.30 a.m.; arrive at Brunswick 6.40 a.m.; leave 7.00 a.m.; steamer to Fernandina—breakfast on boat; arrive 11.00 a.m.; change—cars to Jacksonville; arrive 2.15 p.m. See St. John's River steamers.

No. 13. New York to Jesup as in foregoing route; thence rail to Jacksonville; leave Jesup 8.15 p.m.; arrive at Jacksonville 11.00 a.m.

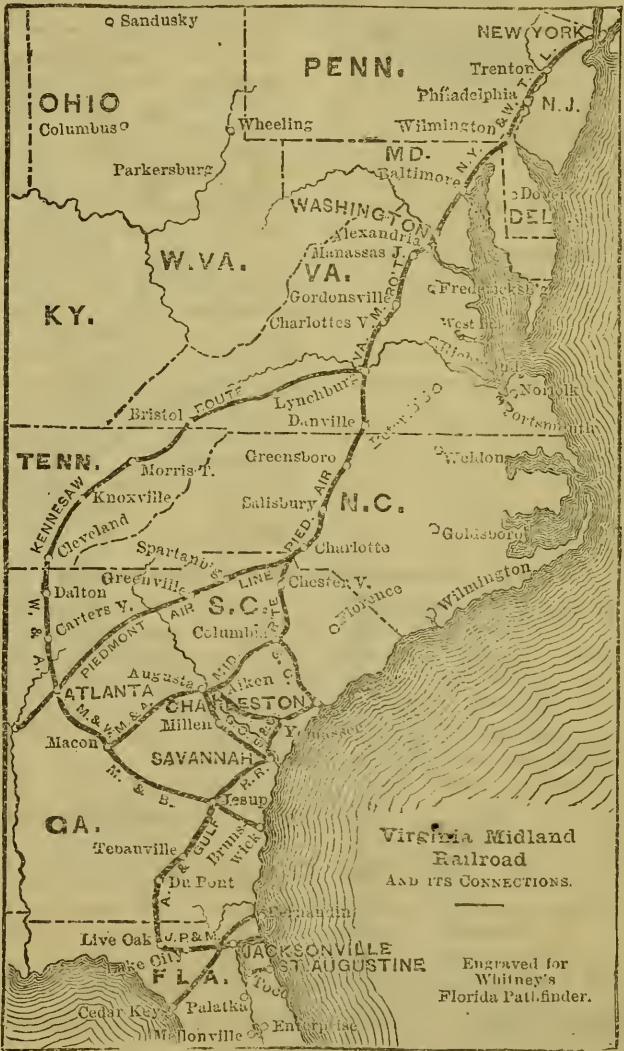
No. 14. VIA CHARLOTTE, COLUMBIA, CHARLESTON. Arrive at Salisbury, as in Route No. 12; (supper;) leave 8.15 p.m.; sleeping car to Columbia; change; leave 8.40 a.m.; arrive at Charleston 4.20 p.m.; transfer to hotel. See "Charleston connections."

No. 15. VIA AUGUSTA, (AIKEN,) YEMASSEE, SAVANNAH. Arrive at Salisbury, as in Route 12; sleeping



PIEDMONT AIR LINE
AND ITS CONNECTIONS

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Virginia Midland
Railroad
AND ITS CONNECTIONS.

Engraved for
Whitney's
Florida Pathfinder.

car to Augusta; arrive at Columbia 4.50 a.m.; Graniteville 8.44 a.m.; change for Aiken; arrive 9.30 a.m.; arrive at Augusta 9.30 a.m.; change; leave *via* Port Royal Railroad; arrive at Yemassee 1.30 p.m., (dinner;) arrive at Savannah 3.30 p.m. See "Savannah connections."

Virginia Midland Route.

G. M. Huntington, Agent. 315 Broadway, N. Y.

No. 16. VIA DANVILLE, ATLANTA, BRUNSWICK, FERNANDINA. Leave New York 6.00 p.m.; sleeping car to Danville; leave Philadelphia 8.50 p.m.; leave Baltimore 12.05 a.m.; leave Washington 2.10 a.m., and arrive at Gordonsville 6.55 a.m., (breakfast;) arrive at Lynchburg 11.07 a.m.; arrive at Dundee (Danville Junction) 2.30 p.m., (dinner;) change; take through sleeping car to Brunswick; arrive 6.30 a.m.; leave *in* boat to Fernandina 7.00 a.m., (breakfast on steamer;) arrive at Fernandina 11.00 a.m.; cars to Jacksonville; arrive 2.15 p.m. See other schedules in connection with this route - Nos. 12, 13, 14 and 15 - from Danville to Jacksonville.

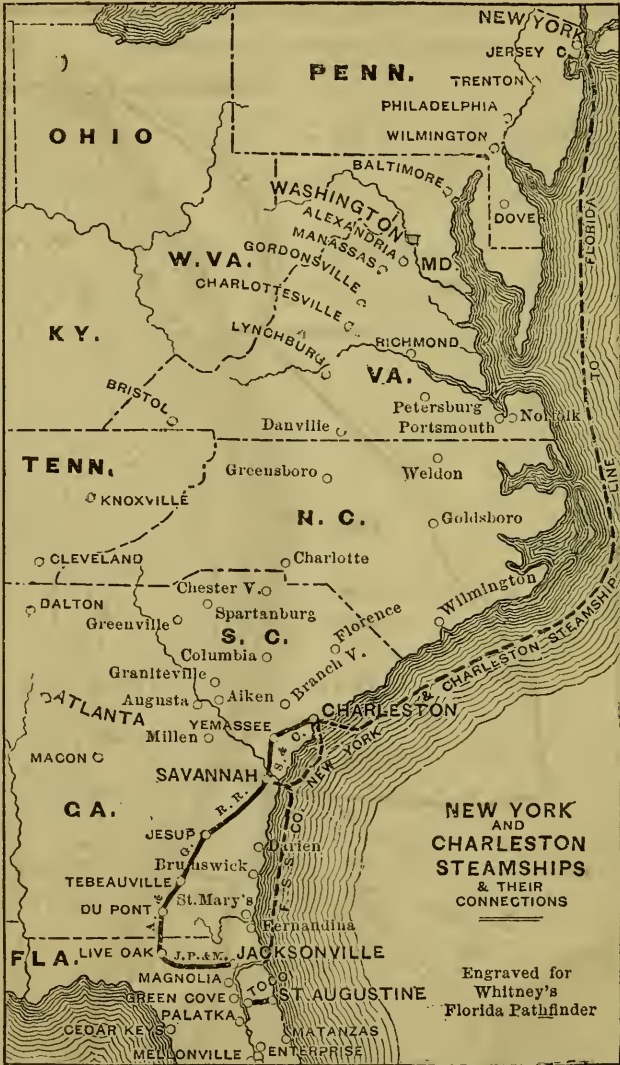
New York and Charleston Steamships.

James W. Quintard & Co., Agents, 177 West street.

Leave New York, Pier 29, North River, 3.00 p.m., Wednesday and Saturday. The steamer leaving New York on Wednesday arrives at Charleston Saturday morning. The steamer leaving New York on Saturday arrives at Charleston Tuesday morning. The above steamers make close connections with the steamers "Dictator" and "City Point," leaving Charleston every Saturday and Tuesday. See "Charleston connections."

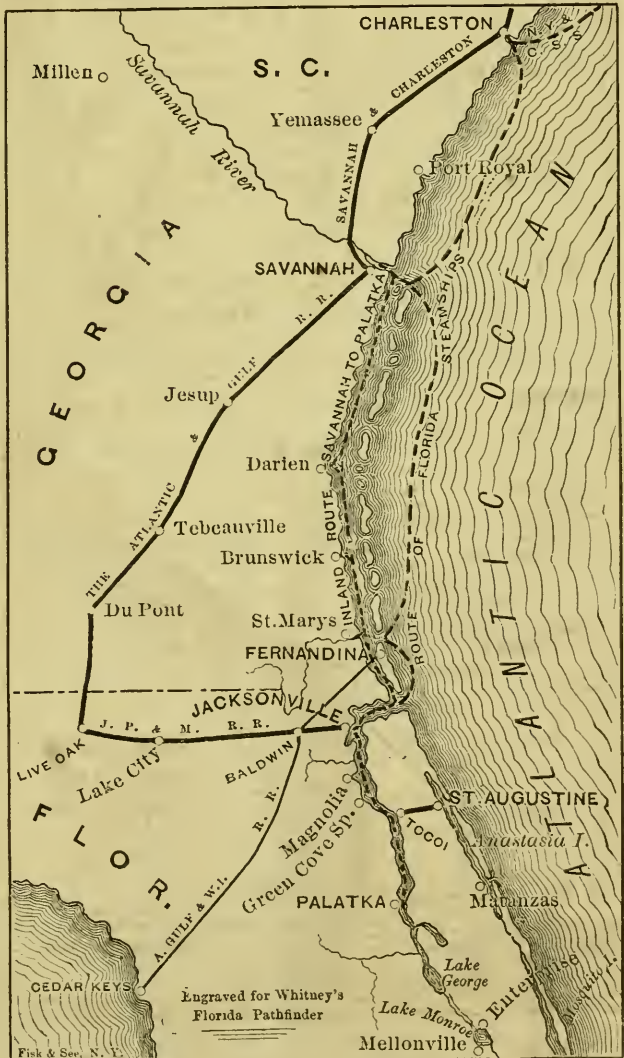
Charleston Connections.

FLORIDA STEAMSHIP Co. Steamers "Dictator" and "City Point." "Dictator" leaves Charleston every Tuesday, connecting with steamer leaving New York on Saturday; arrive at Savannah Wednesday, 7.00



**NEW YORK
AND
CHARLESTON
STEAMSHIPS
& THEIR
CONNECTIONS**

Engraved for
Whitney's
Florida Pathfinder



Engraved for Whitney's Florida Pathfinder

Fisk & Sev. N. Y.

a.m.; leave 12.00 noon; arrive at Fernandina same evening; arrive at Jacksonville Thursday, 9.00 a.m.; arrive at Palatka 3.00 p.m. The "City Point" leaves Charleston every Saturday, connecting with steamer leaving New York on Wednesday; arrive at Savannah Sunday, 7.00 a.m.; leave 12 noon; arrive at Fernandina same evening; Jacksonville 9.00 a.m.; Palatka 3.00 p.m.

SAVANNAH & CHARLESTON R. R. Leave Charleston 9.30 a.m.; arrive at Yemassee 11.56 a.m., (dinner); leave 12.43 p.m.; arrive at Savannah 4.15 p.m.; no omnibus transfer for through passengers.

Leave Charleston 9.30 p.m.; take sleeping car; arrive at Savannah 7.30 a.m.; no omnibus transfer, (breakfast.) See "Savannah connections."

New York and Savannah Steamers.

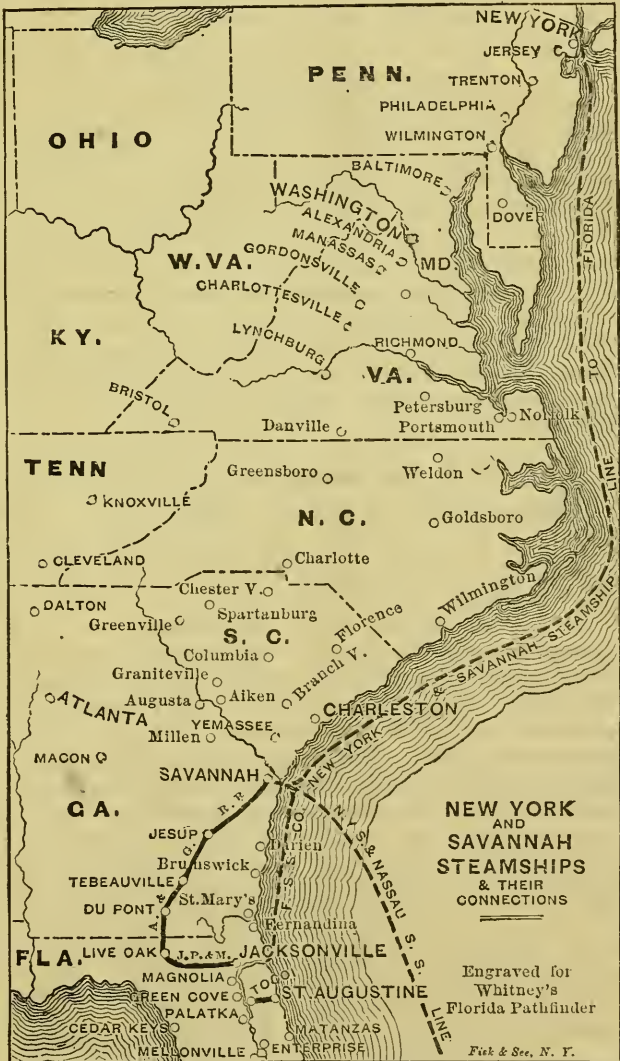
Murray, Ferris & Co., 62 South street.

MURRAY'S LINE. Every Thursday, 3.00 p.m., Pier 16, East River. Steamers "Magnolia," Capt. Daggett; "Rapidan," Capt. Kempton; arrive at Savannah every Sunday. See "Savannah connections."

In addition to their Florida facilities, the above firm offer to tourists and others a fine opportunity of visiting NASSAU, stopping at Savannah, and probably at St. Augustine, Florida, during each trip.

The NASSAU MAIL STEAMERS will leave Savannah every 10 days, in close connection with New York steamers. See "Advertisement, page 57."

EMPIRE LINE. Geo. Yonge, Agent, 409 Broadway. Sailing from Pier 43, North River, 3.00 p.m., every Tuesday, steamers "H. Livingston," Capt. Mallory, or "Gen. Barnes," Capt. Cheesman; arrive at Savannah every Friday; sailing Saturday, from above pier, the "San Salvador," Capt. Nickerson, or "San Jacinto," Capt. Hazard; arrive at Savannah every Tuesday.



**NEW YORK
AND
SAVANNAH
STEAMSHIPS
& THEIR
CONNECTIONS**

Engraved for
Whitney's
Florida Pathfinder

Fisk & See, N. Y.

Savannah Connections.

“ATLANTIC & GULF RAILROAD” TO JACKSONVILLE. Leave Savannah 4.45 p.m. daily; take sleeping car; arrive at Jesup 8.15 p.m., (supper;); arrive at Dupont 12.30 a.m.; arrive at Live Oak 4.10 a.m.; arrive at Jacksonville 11.00 a.m. See St. John's River steamers.

Leave Savannah 8.30 a.m., (except Sunday;); arrive at Tebeauville 1.35 p.m., (dinner;); arrive at Live Oak 5.00 p.m., (supper;); arrive at Jacksonville 10.20 p.m.

SAVANNAH TO JACKSONVILLE—INSIDE ROUTE. The steamer “J. B. Schuyler” leaves Savannah every Wednesday and Saturday 10.00 a.m.; arrives at Jacksonville next morning. Hunter & Gammell, Agents, Savannah.

The steamers “Dictator” and “City Point” leave Savannah every Wednesday and Sunday at 12 noon.

FERNANDINA TO PALATKA. “Carrie,” Capt. Joe Smith, leaves Fernandina Thursday morning; arrives at Jacksonville and Palatka same day. Chater & King, Agents, Fernandina.

St. John's River Steamers.

FOR PALATKA (DAILY.) The splendid steamer “Hampton,” Capt. A. W. Starke, leaves Jacksonville 9.00 a.m. for all principal points on the river; arrives at Tocol 12.30 p.m.; connect with train for St. Augustine; arrive at Palatka 2.00 p.m.; (included in the through ticket to Enterprise is a hotel coupon; it entitles the holder to first-class hotel accommodations for one night;); continue next morning on “Pastime.”

ENTERPRISE. Steamer “Pastime,” Capt. R. H. Eldridge, leaves Palatka every Tuesday, Thursday and Saturday 8.00 a.m.; arrives at Enterprise 7.30 p.m.

PALATKA—AND POINTS ON THE RIVER. The steamer “Sappho,” Wm. T. McNelty, Commander, leaves Jacksonville 2.30 p.m. daily. H. T. Baya, Agent.

PALATKA AND ENTERPRISE. Brock's Line. Steamers leave daily 9.00 a.m. for all points on the river and the above localities.

MELLONVILLE. "Hattie Barker," Capt. R. T. Barker, leaves Jacksonville every Tuesday and Friday 9.30 a.m. G. R. Foster, Agent.

ENTERPRISE. "G. M. Bird," Capt. R. H. Stuart, Wednesday and Saturday mornings. G. R. Foster, Agent.

CRESCENT CITY. The steamer "Hampton" connects daily with steamer "Euphemia," at Palatka, for above and the Halifax River.

INDIAN RIVER. "Okeehumkee," Capt. A. L. Rice, leaves Jacksonville every Monday 7.00 p.m.

INDIAN RIVER. Steamer "Daylight," Capt. Isaac Hall, every Tuesday 11.00 a.m., from Jacksonville. John Clark, Agent.

INDIAN RIVER. Steamer "Volusia," Capt. T. W. Lund, every Saturday 11.00 a.m., from Jacksonville. John Clark, Agent.

OCLAWAHA RIVER. "Osceola," Capt. D. A. Dunham, leaves Palatka every Monday, Wednesday and Friday 10.00 a.m.

OCLAWAHA RIVER. "Tuskawilla," Capt. C. D. Taylor, leaves Palatka Monday and Thursday afternoons.

ST. JOHN'S RAILROAD FOR ST. AUGUSTINE. Leave Toccoi 7.00 a.m., 12.30 p.m. and 4.00 p.m., or on arrival of regular daily river boats.

EXCURSION TICKETS, New York to Jacksonville, issued over Virginia Midland, Piedmont Air Line, and Cumberland route, also rail Jesup to Jacksonville, \$55. Good until June 1.

Leave Boston 9.00 a.m., via New York & New England Railroad, for Washington or Danville. See schedules from Washington and Danville.

Leave Boston, via Sound steamers, 5.30 p.m.

Leave Boston, via Springfield, (rail,) 8.30 p.m.

Leave Boston, via Shore Line, (rail,) 9.30 p.m.

Atlantic Coast Line Railways.

DIRECT SHORT ROUTE TO
FLORIDA and the SOUTH.

"ALL RAIL,"

Via Washington, Richmond and Wilmington.

The Management of the ATLANTIC COAST LINE OF RAILWAYS respectfully invite the attention of all Tourists, Invalids, and Travelers generally, who are seeking the influence of a Southern climate, to the

DOUBLE DAILY SCHEDULE

Parlor and Pullman Palace Sleeping Car service in operation, and will continue during the Winter and Spring of 1876-7.

Passengers leaving New York 6.00 P.M. daily, (Pennsylvania Railroad,) via Baltimore and Potomac Route. Pullman Palace Sleeping Cars New York to Richmond. Solid train Richmond to Wilmington, with Parlor Car attached. Pullman Palace Sleeping Cars Wilmington to Charleston, or Augusta. Elegant Day Coaches from Charleston and Augusta to Savannah. Pullman Palace Sleeping Cars Savannah to Jacksonville.

Passengers leaving New York 3.35 A.M. DAILY, (Sunday excepted,) Pennsylvania Railroad, via Baltimore and Ohio Route, connecting direct at Shepherd 5.40 P.M. (supper) with steamer for Quantico, leave Quantico 8.00 P.M. Pullman Palace Sleeping Car to Wilmington, and Parlor Car to Charleston; there connecting for Savannah, Jacksonville, St. Augustine, and points on the St. John's River.

TICKETS GOOD UNTIL USED.

Baggage Checked Through.

Tickets via this line on sale at all Pennsylvania and Baltimore and Ohio Railroad Offices in the North and East.

**J. H. WHITE, Southern Pass. Agent,
General Office, 229 Broadway, N. Y.**

Will answer all communications addressed to him.

Especial attention given at the above New York office, to the engaging and reserving of Chairs, Berths and Sections, over the entire Route. Tourists and Travelers are invited to call and purchase their tickets at the above office.

**W. J. WALKER,
Gen'l Agent.**

**A. POPE,
Gen'l Pass. & Ticket Agt.**

FAVORITE FLORIDA ROUTE,

VIA

Baltimore, Portsmouth and Wilmington,

Popularly known to the traveling public as the

BAY LINE ROUTE.

Persons visiting FLORIDA should remember that the

BAY LINE OF STEAMERS

is one of the oldest and best managed lines to the South. The Steamers of this Line are the Largest, Fastest and Most Elegant south of New York.

LEAVING DAILY (Sunday excepted)

From NEW YORK (via Pennsylvania Railroad) 8.40 and 9.30 A.M.; PHILADELPHIA 12.15 P.M.; BALTIMORE (Bay Line Steamers) 4.00 P.M.

A Section of the Steamers, with Staterooms, Berths, &c., is reserved exclusively for Ladies and Children traveling alone.

Passengers arrive at

PORTSMOUTH

in time to take the through train to

WILMINGTON (Without Change)

Connecting with

PULLMAN PALACE SLEEPING CARS

FOR

CHARLESTON & AUGUSTA,

Connecting at both the above points with through trains for

SAVANNAH,

AND ALL POINTS IN

FLORIDA.

Supper and Breakfast and an Entire Night's Rest on the Bay Line Steamers.

Baggage Checked Through to all the principal points.

TICKETS GOOD UNTIL USED

Can be obtained at all Principal Ticket Offices, North and South.

W. J. WALKER,

General Passenger Agent.

EMMET BROWN,

General Ticket Agent.

H. V. TOMPKINS, Southern Passenger Agent.

A Favorite Route to

FLORIDA

IS VIA

THE OLD DOMINION STEAMSHIP LINE.

Comprising the elegant Side-Wheel Steamers

“ Old Dominion,”

“ Wyanoke,”

“ Isaac Bell,”

SAILING EVERY

TUESDAY, THURSDAY and SATURDAY.

From PIER 37 NORTH RIVER, at 3 O'Clock P.M.

FOR NORFOLK,

Thence by ATLANTIC COAST LINE RAILWAYS, via Wilmington, Charleston and Savannah, or via Wilmington, Columbia, Augusta, to

S A V A N N A H,

Thence via Rail or Water to

F L O R I D A .

Returning, leave Norfolk every **MONDAY, WEDNESDAY and SATURDAY**, at 7.30 P. M. (except for a short time in the middle of winter, when steamers will leave at 4 P. M.) on arrival of Southern trains. Through tickets on sale at Jacksonville and other points, to return North.

Tickets by this route include Meals and Stateroom. Baggage checked to destination.

For Through Tickets and additional information, apply at the office of

THE OLD DOMINION SS. CO.,

197 GREENWICH ST., Corner Fulton, N. Y.

PIEDMONT AIR LINE.

ROUTE NO. 1.—All Rail via Richmond, Charlotte, and Atlanta.

ONLY 68 HOURS, NEW YORK TO JACKSONVILLE.

PULLMAN PALACE SLEEPING CARS

And First-Class Passenger Cars run Through
NEW YORK TO RICHMOND WITHOUT CHANGE.

Palace Sleeping Cars

RICHMOND TO BRUNSWICK, GA.,

836 Miles, Without Change.

This Route now offers the most comfortable arrangements and perfect schedules, with through cars, &c., that has ever been enjoyed by visitors to Florida and the South.

EQUIPMENT NEW AND FIRST-CLASS

in all its appointments.

PALACE SLEEPING and PARLOR CARS and SUPERB DAY COACHES, with all Modern Improvements. Automatic Air Brakes, &c.

Practically but one change of cars New York to New Orleans, Jacksonville, or Augusta.

EXCURSION TICKETS

Via this Route to Jacksonville good to Return on till May 31st, 1877, at greatly reduced rates.

ROUTE NO. 2.—All Rail via Richmond, Charlotte, and Columbia.

Leave New York, Philadelphia, Baltimore, Washington and Richmond as in schedule route No. 1. Arrive at SALISBURY 7.55 P.M.—Supper and leave at 8.15 P.M., *in through Sleeping Car to Augusta without change* Arrive at COLUMBIA 5.10 A.M. Arrive at GRANITEVILLE 8.41 A.M. Arrive at AIKEN 9.30 A.M. Arrive at AUGUSTA 9.30 A.M. Arrive at SAVANNAH 4.00 P.M., via Port Royal R.R., via the Central R.R. of Georgia, at 5.25 P.M. Leave SAVANNAH at 4.00 P.M., with through Sleeping Cars without change, and arrive in JACKSONVILLE at 9.55 A.M., only 64 hours New York to Jacksonville.

Be Sure and get your Tickets via

RICHMOND, GREENSBORO' and ATLANTA.

C. YINGLING,

Genl. Eastern Pass. Agent, 9 Astor House, N. Y.

J. R. MACMURDO,

General Passenger Agent, Richmond, Va.

EXCURSION TICKETS
TO
FLORIDA

Are issued exclusively by the

VIRGINIA MIDLAND ROUTE,

passing through Alexandria, Gordonsville, Lynchburg, Charlotte, &c.

To accommodate the holders of these tickets,

THROUGH PALACE CARS

Are now running between

BOSTON AND DANVILLE

Without Change.

Between Danville and Brunswick, Ga., without change, and between Atlanta and Jacksonville without change.

The time has been quickened, and the

VIRGINIA MIDLAND

is now the most popular route to Florida, because it offers fewer changes than any other route.

Tickets sold by this route also pass through Columbia, Aiken, Augusta, Charleston and Savannah, or via Bristol, Knoxville. Atlanta and Macon, giving the passenger the greatest possible variety of routes.

No transfers by stage or boat. No night changes. Ask for tickets by the

VIRGINIA MIDLAND.

G. M. HUNTINGTON, General Eastern Agent,
315 BROADWAY, N. Y.

SAVANNAH TO FLORIDA

Season of 1876 and 1877.

INLAND ROUTE.

No Sea Sickness.

The magnificent steamer

J. B. Schuyler,**Capt. L. W. BURNS,**

Being elegantly fitted up with staterooms and every convenience of a first-class hotel, will sail from Hunter & Gammell's steamship wharf, Savannah, Ga., every Wednesday and Saturday, at 10 o'clock a.m., landing at Doboy, Darien, St. Simon's, Brunswick, St. Mary's, Fernandina and Jacksonville, connecting with steamboats for all points on the St. John's and Oclawaha Rivers. Returning, leaves Jacksonville every Thursday and Sunday.

Through rail tickets issued at the North for points in Florida will be

RECEIVED FOR PASSAGE,
including meals and staterooms.

Freight taken at lowest rates, and received at all times.

HUNTER & GAMMELL, General Agents.
F. M. MYRELL, Traveling Agent.
J. W. HANCOX, Proprietor.

GREAT SOUTHERN FREIGHT
 AND
PASSENGER ROUTE,
 VIA
CHARLESTON,

For all points in the
SOUTH AND SOUTHWEST.
 THE FAVORITE ROUTE TO FLORIDA.

EVERY
 WEDNESDAY AND SATURDAY,
 At 3 P. M., from Pier 29, North River.

THE CITY OF ATLANTA,
CHAMPION,
MANHATTAN,
CHARLESTON.

Superior accommodations for Passengers. Through Passage Tickets and Bills of Lading issued in connection with the South Carolina Railroad to all points *South and Southwest*, and with STEAMERS to Florida ports.

Insurance by this line

ONE-HALF PER CENT. TO DESTINATION.

Through rates of freight to St. Augustine, via St. John's Railroad Co. For further information respecting freight and passenger rates, apply to

JAMES W. QUINTARD & CO., Agents,
 No. 177 West Street, corner Warren.

Or **W. P. CLYDE & CO.,** 6 Bowling Green.

Or **BENTLEY D. HASELL, General Agent,**
 Great Southern Freight Line, 317 Broadway,
 Corner of Thomas Street.

For FLORIDA,

THE

First-Class New York Built Steamers,

DICTATOR, - Capt. VOGEL,
CITY POINT, Capt. FITZGERALD.

Connect at CHARLESTON and SAVANNAH with the New York Steamers and Northern Trains for

SAVANNAH, FERNANDINA, JACKSONVILLE,
ST. AUGUSTINE, HIBERNIA, MAG-
NOLIA, GREEN GOVE SPRING,
AND PALATKA.

Including all Landings on St. John's River,

Connect at PALATKA with Steamers for ENTERPRISE, MEL-
LONVILLE, SANFORD and INDIAN RIVER, also
with Steamers for the OCLAWAHA RIVER.

**ALL THROUGH RAILROAD TICKETS TO
FLORIDA**

Received on these Steamers in Payment of Passage.

No Extra Charge for Meals or Stateroom.

VISITORS TO FLORIDA.

Whether pleasure-seekers or invalids, will find the route by the DICTATOR and CITY POINT the most enjoyable and the least expensive; it is the only route by which the beautiful scenery of the lower ST. JOHN'S RIVER can be viewed, with the many points rendered interesting, as the scenes of the earliest settlements on the Continent, and of the many bloody struggles between the French and Spaniards.

Those traveling with invalids—ladies or children, will particularly appreciate the trouble and anxiety avoided, by being carried direct to their destination without several times having to shift baggage, etc., etc.

The steamers are of the safest description, especially adapted to the service—fitted with every comfort and convenience—clean, comfortable Staterooms; a table provided with every luxury of the Charleston, Savannah and Florida markets, and equal to that of any first-class hotel.

For Florida and all Points South and South-West.

**THE GREAT SOUTHERN
FREIGHT AND PASSENGER ROUTE,
VIA
New York and Savannah Steamship Line.**

One of the first-class Side-wheel Steamships will sail as follows, punctually, at 3 o'clock P.M.:

EVERY TUESDAY—H. LIVINGSTON, Capt. MALLORY, or GENERAL BARNES, Capt. CHEKSMAN, from Pier 43, North River. GEO. YONGE, Agent, 409 Broadway. OCTAVUS COHEN & Co., Agents, Savannah, Ga.

EVERY THURSDAY—MAGNOLIA, Capt. DAGGETT, or RAPIDAN, Capt. KEMPTON, from Pier 16, East River, foot of Wall street. MURRAY, FERRIS & Co., Agents, 62 South street. HUNTER & GAMMEL, Agents, Savannah, Ga.

EVERY SATURDAY—SAN SALVADOR, Capt. NICEERSON, or SAN JACINTO, Capt. HAZARD, from Pier 43, North River. GEO. YONGE, Agent, 409 Broadway. WILDER & Co., Agents, Savannah, Ga.

Connecting at Savannah, Ga., with

CENTRAL RAILROAD.

Two Trains daily for all points in Middle, North and Southwest Georgia, Alabama, Mississippi, Tennessee and Louisiana, and with the

ATLANTIC AND GULF RAILROAD,

To all points in Florida, Southern and Middle Georgia, and with Steamers in the Chattahoochee River. Two Fast Trains daily between Savannah and Jacksonville, Fla. Pullman's Palace Sleeping Cars and Elegant Parlor Coaches attached to both trains.

C. D. OWENS, Agent,

315 Broadway, N. Y.

Tickets for St. John's River and St. Augustine also good by Steamboats from Savannah.

Families en route for Florida, Georgia, Alabama, and even as far as New Orleans, will find the Savannah Route the most enjoyable, for comfort as well as saving in expense.

The Florida Steamers leave Savannah three days in the week, for all points on the Coast.

Through Bills of Lading given for Freight to all points in FLORIDA, GEORGIA, ALABAMA and TENNESSEE. Rates and Classifications will be furnished by the undersigned.

Goods forwarded through New York and Savannah FREE OF COMMISSION.

Freight received daily at the Covered PIER 43, NORTH RIVER, and PIER 16, EAST RIVER.

Bills of Lading furnished and signed on the pier.

For freight or Passage by Ships sailing on Thursdays, from Pier 16, East River, apply to

MURRAY, FERRIS & CO., Agents,

62 South Street.

For Freight or Passage by Ships sailing from Pier 43, North River, on Tuesdays and Saturdays, apply to

GEO. YONGE, Agent,

409 Broadway.

FOR NASSAU, N. P.
(BAHAMAS.)

**New York, Savannah and Nassau
Mail Steamship Line**

Under Contract with the Bahamas Government, and carrying the British and United States Mails.

**A First-Class Passenger Steamship will leave
SAVANNAH FOR NASSAU
EVERY 10 DAYS,**

Making close connections at SAVANNAH with FIRST-CLASS STEAMERS, to and from NEW YORK, or by Rail to all parts of the country, thus giving the option of a short sea voyage to or from SAVANNAH, or a longer voyage to or from NEW YORK; also affording

FLORIDA AND SOUTHERN TOURISTS

every facility for including NASSAU in their trip without being forced to take passage from a Northern port.

TO INVALIDS

Seeking a MORE EQUABLE CLIMATE THAN FLORIDA can afford, NASSAU is strongly recommended, as the temperature

**Never Falls Below 64° Fahrenheit, nor Rises
Above 82°.**

TOURISTS AND PLEASURE SEEKERS will find the varied scenery of New Providence and the surrounding islands a source of constant enjoyment.

THE ROYAL VICTORIA HOTEL,

Is beautifully situated and well kept. It is favorably known the world over by tourists and travelers.

EXCURSION TICKETS at reduced rates; issued from prominent points in the United States and Canadas, by Steamer from New York to Savannah, and thence to Nassau, and return; also including points in Florida. And from all points in Florida, via Savannah, to Nassau, and return to any point desired.

N. B.—The Steamers always go to the Wharf at Nassau.

For further information, Rates, Passage, Schedule of departures, etc., apply to the Agents,

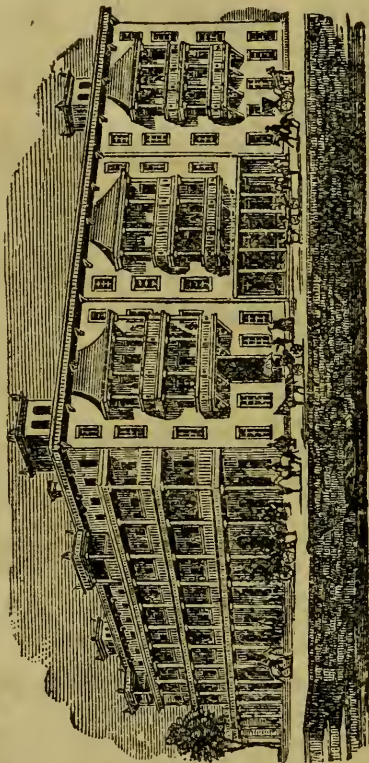
MURRAY, FERRIS & CO.,

62 SOUTH STREET, New York.

GUSTAVE LEVE, HUNTER & GAMMELL,
Gen. Pass. Agent. Savannah, Ga.

240 Washington St., Boston; 202 St. James St., Montreal; and
Opposite St. Louis Hotel, Quebec.

THE ST. AUGUSTINE HOTEL,
ST. AUGUSTINE, FLA.



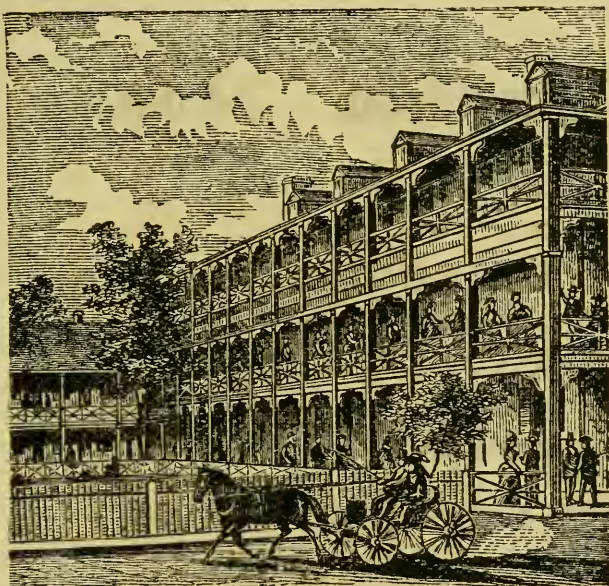
E. E. VAILL, Proprietor.

SEVENTH SEASON OPENS FRIDAY, DECEMBER 1, 1876.

This spacious and elegant Hotel occupies the most commanding situation in the City; and, during the past Summer, having been enlarged to double its former capacity, offers superior accommodations to the traveling public. It has a Southerly front of 200 feet upon the Plaza, or Public Square, and an Easterly front of 160 feet upon the Bay, with wide piazzas and hanging balconies from each story, overlooking the City, Bay and Atlantic Ocean.

The House has been entirely refitted and refurnished throughout. Is lighted with gas and provided with every modern improvement, including water conveniences, electric bells, etc., etc. A large drain has been laid, making the drainage perfect.

The Dining Hall is capable of seating over 300 guests, and the table will be furnished with all the luxuries of the Northern markets. At this Hotel every convenience will be found in the way of Telegraph and Ticket Offices, Bar and Billiard Saloons, &c.



THE MAGNOLIA HOTEL,
ST. AUGUSTINE, FLA.,
W. W. PALMER, Proprietor.

The Magnolia is located upon St. George street—the Fifth Avenue of St. Augustine. It stands upon the highest ground in the city, and affords a fine view of the town and ocean.

During the past Summer the house has undergone numerous repairs and improvements, and is now open for the reception of guests for the season of 1876-7.

SINGLE ROOMS AND APARTMENTS EN SUITE.

The *cuisine* will continue to be in every respect un-exceptionable.

THE
Marion House,

CHARLOTTE ST.,

ST. AUGUSTINE, FLA.

R. PALMER & CO., Proprietors.

Transient Rates \$3.00 per Day.

BY THE WEEK AT BOARDING HOUSE RATES.

It is centrally located, and commands a beautiful view of the Bay and Ocean. It is the aim of the Proprietors to furnish superior and comfortable accommodations, at moderate rates. Their well-known experience in the Hotel business South is sufficient guarantee that no pains will be spared to promote the comfort of their guests.

THE ARLINGTON HOUSE AT ARLINGTON,

On the east side of the St. John's River, three miles from Jacksonville. Reached by the steam ferryboat *Clifton*, from the steamboat landing, on arrival of cars and boats. Is a quiet hotel-home for *Families*, *Tourists*, and *Invalids*. Established in 1872. Many Christian families have been its patrons for winters past, who cordially indorse it.

Arlington, a bluff of 100 acres, healthy from its elevation and dryness of soil, is distinguished for the beautiful scenery of its Parks, of stately Live Oak, Magnolia and Pine, heavily draped with Southern Moss, and often declared to be the most beautiful spot in the State.

The table is unexceptionable. Rates, \$10 to \$15 per week, according to room. Transient, \$2 to \$2.50 per day.

Capt. WM. VERMILYEA,

Manager.

Facilities for Boating and Fishing. One-half hour by ferry communicates with mail and telegraph at Jacksonville.

HIGHLAND PARK HOTEL, AIKEN, S. C.

Open from November to June.

Accommodations for 250 Guests.

B. P. CHATFIELD, Proprietor.

PLANTERS' HOTEL,

◆ AUGUSTA, GA.

B. P. CHATFIELD, Proprietor.

FLORIDA HOUSE,

ST. AUGUSTINE, FLA.

Open from December 1 to May 1.

A. R. HALE, Proprietor.

WATCH HILL HOUSE,

WATCH HILL, R. I.

June 15 to September 15.

HALE & WALLACE, Proprietors.

MRS. T. POPY, PRIVATE BOARDING HOUSE.

Persons wishing good Rooms and Board at reasonable prices can be accommodated at this well-known House. A few Table boarders also taken.

ST. GEORGE STREET,

St. Augustine, Fla.

Mrs. Mary Sabate Hernandez, Manufacturer of Ladies' and Gents' FLORIDA PALMETTO HATS.

FINE WORK A SPECIALTY.

Corner of Treasury and Spanish Streets,

ST. AUGUSTINE, FLORIDA.

N. C. VANDERSLICE & CO.,

Successors to

T. A. PACETTI,

DEALERS IN

Drugs, Chemicals, Perfumery, Etc.

AND FINE

WINES, LIQUORS AND ALES*For Medicinal Use.***CIGARS A SPECIALTY.**

ST. AUGUSTINE, FLA. Adjoining the Old Cathedral.

BALLARD'S CURIOSITY STORE**ST. AUGUSTINE, FLA.**

DEALER IN

Sea Beans, Alligator Teeth, Shells, Coral, Canes. Co-
quina Ornaments, Feather Flowers,
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