DANIEL G. BRINTON

A GUIDE-BOOK OF FLORIDA AND THE SOUTH FOR TOURISTS, INVALIDS AND EMIGRANTS

Daniel Brinton

A Guide-Book of Florida and the South for Tourists, Invalids and Emigrants

Brinton D.

A Guide-Book of Florida and the South for Tourists, Invalids and Emigrants / D. Brinton — «Public Domain»,

Содержание

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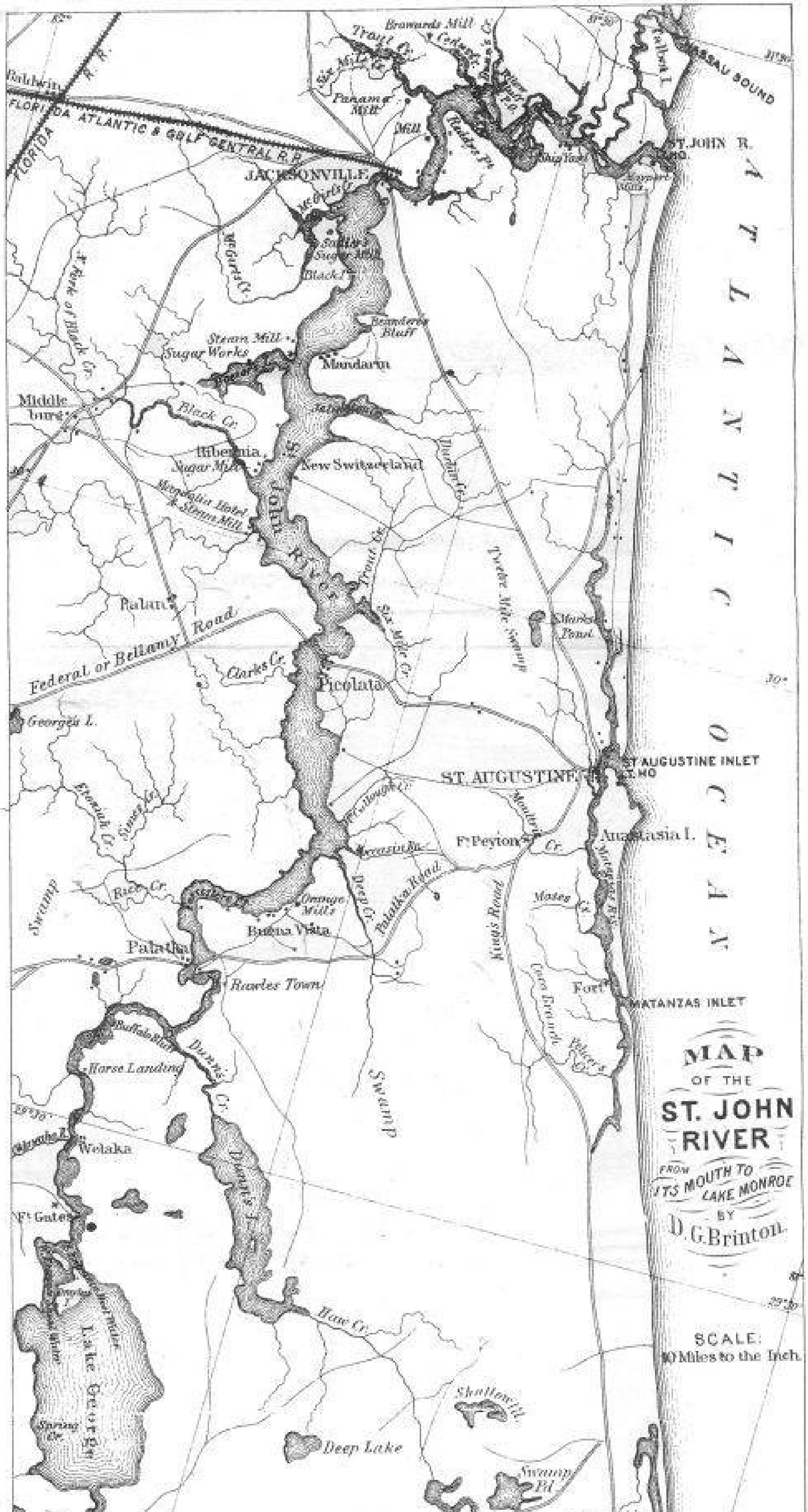
MAP
OF THE
ST. JOHN
RIVER
FROM
ITS MOUTH TO
LAKE MONROE
BY
D. G. Brinton.
SCALE:
10 Miles to the Inch.
NASSAU SOUND
ST. JOHN R.
ATLANTIC OCEAN
FLORIDA ATLANTIC & GULF CENTRAL R.R.
JACKSONVILLE
Mandarin
Middleburg
Black Cr.
Hibernia
New Switzerland
St. John River
Palatka
Federal or Bellamy Road
Picolata
ST. AUGUSTINE
ST AUGUSTINE INLET
Anastasia I.
Ft. Peyton
Buena Vista
Palatka
Rawles Town
MATANZAS INLET
Fort
Horse Landing
Welaka
Ft. Gates
Lake George
Deep Lake
Swamp
Kings Road
Twelve Mile Swamp
Haw Cr.
Dunns Cr.
Dunns L.

PREFACE

This unpretending little book is designed to give the visitor to Florida such information as will make his trip more useful and more pleasant. In writing it I have had in mind the excellent European Guide-Books of Karl Bædeker, the best, to my mind, ever published. Though I have not followed his plan very closely, I have done so to the extent the character of our country seems to allow.

I have borrowed from him the use of the asterisk (*) to denote that the object so designated is especially noteworthy, or that the hotel thus distinguished is known to me to be well-kept, either from my own observation or that of friends.

Most of the localities are described from my own notes taken during an extended tour through the peninsula, but for much respecting railroad fare, accommodations, and charges, I am indebted to a large number of tourists and correspondents who have related to me their experience. To all these I express my warmest thanks for their assistance.

As of course such matters are constantly changing, and as I shall be most desirous to correct any errors, and bring the work fully up to the times in future editions, I shall esteem it a particular favor if those who use this book will forward me any notes or observation which will aid me in improving it. Such communications may be addressed “care of the Penn Publishing Co., 710 Sansom Street, Philadelphia, Penna.”

The map of the St. John River is based on that drawn by my friend, Mr. H. Lindenkohl, U. S. Coast Survey.

Philadelphia, *August, 1869*.

PRELIMINARY HINTS

THE SEASON FOR SOUTHERN TRAVEL

The season for Southern travel commences in October and ends in May. After the latter month the periodical rains commence in Florida, and the mid-day heat is relaxing and oppressive. About mid-summer the swamp miasm begins to pervade the low grounds, and spreads around them an invisible poisonous exhalation, into which the traveler ventures at his peril. This increases in violence until September, when it loses its power with the returning cold. When one or two sharp frosts have been felt in New York or Philadelphia, the danger is chiefly past. Nevertheless, for mere considerations of health, November is soon enough to reach the Gulf States. Those who start earlier will do well to linger in some of the many attractive spots on their way through the more Northern States. A congestive chill is a serious matter, and even the lightest attack of fever and ague can destroy the pleasure and annul the benefit of a winter's tour.

PREPARATIONS FOR THE JOURNEY

The comfort of a journey is vastly enhanced by a few simple precautions before starting. And if I seem too minute here, it is because I am writing for many to whom the little miseries of traveling are real afflictions.

Before you leave home have your teeth thoroughly set in order by a skilful dentist. If there has been a philosopher who could tranquilly bear a jumping toothache, his name is not on record.

A *necessaire* containing soap, brushes, and all the etceteras of the toilet is indispensable. It is prudent in many parts of the South to carry your own towels.

Spectacles of plain glass, violet, light green, or light grey, are often a comfort in the sun and in the cars, and if the eyes are weak should not be omitted.

A strong, silk musquito net, with fine meshes, will be highly prized in the autumn nights. A teaspoonful of carbolic acid or camphor, sprinkled in the room, or an ointment of cold cream scented with turpentine, will be found very disagreeable to these insects, and often equally so to the traveler.

One or two air cushions take up but little room, and should be provided for every invalid.

Shoes are preferable for ordinary journeys. In their make, let reason and not fashion rule. They should be double soled, have low and broad heels, lace firmly around the ankle, and fit loosely over the toes. Rubber boots or overshoes should be abolished, especially from the invalid's outfit. Rubber overcoats are equally objectionable. They are all unwholesome contrivances. A pair of easy slippers must always be remembered.

For ladies a hood, for gentlemen a felt hat, are the proper head-dresses on the route.

In all parts of the South woolen clothing is required in winter, and flannel under-clothing should be worn by every one who goes there in pursuit of health. Next to flannel, cotton is to be recommended. It is more a non-conductor of heat than linen, and thus better protects the body from changes of temperature.

Every person in feeble health – and those who are robust will not find the suggestion amiss – should have with them a few cases of devilled ham, sardines, potted meats, German sausage, or other savory and portable preparations, which, with the assistance of a few crackers or a piece of bread, will make a good lunch. A flask of wine or something similar, helps out such an impromptu meal. Frequently it is much better than to gulp down a badly cooked dinner in the time allowed by the trains.

A strong umbrella, and a stout pocket knife, are indispensable. Guns, ammunition, rods, and fishing tackle should always be provided before starting. They should be well protected from dampness, especially the guns and powder. Florida is the paradise of the sportsman, and those who are able should not omit to have a "camp hunt" while there. Tents, camp equipage, and the greater part of the supplies should be purchased in the North, as they are dearer and not often the best in the Southern cities.

On arriving at a hotel, first see that your baggage is safe; then that your room is well aired, and the sheets on the bed dry.

It is always well in traveling to have baggage enough – always a bother to have too much. A good sized leather traveling-bag will do for the single man; but where a lady is attached, a medium sized leather trunk, which can be expressed or "checked through," and a light traveling-bag, to be taken into the cars and staterooms, and carried in the hand, are the requisites.

Money can be transmitted so readily by certified check or draft, that a tourist need not carry much with him. He should, however, have a reserve fund about him, so as to be prepared for one of those disagreeable emergencies which nearly every veteran traveler has at some time experienced.

Every one who visits a strange land should strive to interest himself in its condition, resources, history and peculiarities. The invalid, beyond all others, should cultivate an interest in his surroundings. Nothing so well sustains a failing body as an active mind. For that purpose,

local histories, maps, etc., should always be purchased. I have indicated, under the different cities, what works there are of this kind in the market, and, in the introductory remarks on Florida, have mentioned several of a more general character, which should be purchased and read before going there. (For further hints see the last chapter of this work.)

PART I.
SOUTHERN ROUTES

1. STEAMSHIP LINES

In visiting the South Atlantic States the tourist from the North has a choice of a number of routes.

Steamers leave New York for Charleston, Savannah, Fernandina, and Key West, advertisements of which, giving days of sailing can be seen in the principal daily papers. Philadelphia has regular steamship lines to Charleston, Savannah, and Key West. From Charleston and Savannah boats run every other day to Fernandina, Jacksonville, and Palatka on the St. John river. The whole or a portion of a journey to Florida can be accomplished by water, and the steamships are decidedly preferable to the cars for those who do not suffer much from sea sickness.

The most direct route by railroad is the “Atlantic Coast Line,” by way of Washington, Acquia Creek, Richmond, Petersburg, Weldon, Wilmington, and Charleston. From Philadelphia to Wilmington the time is 28 hours, fare $21.90; to Charleston 40 hours, fare $24.00; to Savannah, fare $33.00; to Jacksonville, fare $38.65. Through tickets and full information can be obtained in New York at 193 Broadway; Philadelphia 828 Chestnut Street.

It is proposed to establish a direct line of steamers from New York to Jacksonville. It is to be hoped that this will be done promptly, as it will greatly increase trade and travel.

2. WASHINGTON TO RICHMOND

Distance, 130 miles; time 7.30 hours.

Until the tourist leaves Washington, he is on the beaten track of travel, and needs no hints for his guidance; or, if he does, can find them in abundance. Turning his face southward, he may leave our capital either in the cars from the Baltimore depot to Alexandria and Acquia Creek, or, what is to be recommended as the more pleasant alternative, he may go by steamboat to this station, a distance of 55 miles. The banks of the Potomac present an attractive diversity of highland and meadow. A glimpse is caught of Mt. Vernon, and those who desire it can stop and visit those scenes once so dear to him whose memory is dear to us all. The reminiscences, however, which one acquires by a visit to Mount Vernon are rarely satisfactory.

From Acquia Creek landing the railroad passes through a country still betraying the sears and scars of conflict, though, happily, it is recovering in some measure from those sad experiences. *Fredericksburg* (15 miles; hotel, the Planter's House, poor,) may have enough of interest to induce some one to "lay over" a train. It is an unattractive spot, except for its historical associations. These are so fresh in the memory of most that it is unnecessary to mention them.

Beyond Fredericksburg a number of stations are passed – none of any size. The distance to Richmond is 60 miles.

Richmond

Hotels.– Ballard House ($4.00 per day); Spottswood, Exchange (each $2 per day); Ford's Hotel on Capitol Square ($2.50 per day); St. Charles ($2.00.)

Boarding Houses.– Arlington House, corner Main and 6th street; Valentine House, on Capitol Square; Richmond House, corner Governor and Ross streets; Mrs. Bidgood's, 61 East Main street; Mrs. Brander, 107 E. Franklin street, (all about $12.00 per week).

Telegraph Offices in Spottswood and Exchange Hotels.

Reading Rooms at the Y.M.C.A. The Virginia State Library was pillaged in 1865, and the Virginia Historical Library burned.

Theatre.– The Richmond Theatre has a respectable stock company, and is visited by most of the stars of the stage.

Booksellers.– West & Johnson, 1006 Main St., (Brinton's *Guide-Book*.)

Churches of all denominations.

Richmond derives it name from the ancient burgh of the same name on the Thames. The word is supposed to be a corruption of *rotre mont*, and applies very well to the modern namesake. Like Rome, it is seated upon seven hills, and if it has never commanded the world, it will be forever famous as the seat of the government of the whilom Confederacy. It is situated at the Great Falls of the James river, on the Richmond and Shoccoe hills, between which flows the Shoccoe creek.

In the early maps of the colony, the site of the present city is marked as "Byrd's Warehouse," an ancient trading post, we can imagine, said to have stood where the Exchange hotel is now built. In 1742 the city was established, and has ever since been the chief center of Virginian life.

The capitol is a showy edifice, on Shoccoe hill. The plan was taken from the Maison Quarre, of Nismes, with some modifications, among others the Doric pillars. It stands in the midst of a square of eight acres. In this building the Confederate Congress held its sessions. It contains, among other objects, a well cut statue of Washington, dating from the last century, "*fait par Houdin, citoyen Francais*," as we learn from the inscription, and a bust of Lafayette. Two relics of the old colonial times are exhibited – the one a carved chair which once belonged to the house of Burgesses, of Norfolk – the other a huge stove, of singular shape, bearing the colonial arms of Virginia in relief.

This latter is the product of a certain Buzaglo. It is eight or ten feet high, and slopes from base to summit. A letter of the inventor is extant, addressed to Lord Botetourt, in which he speaks of it as "excelled anything ever seen of the kind, and a masterpiece not to be excelled in all Europe."

In the square around the capitol is an* equestrian statue of Gen. George Washington, constructed by Crawford, and erected February 22, 1858. Its total height is sixty feet. Around its base are six pedestals, upon which are figures of Thomas Jefferson, Patrick Henry, Marshall, Gov. Nelson, George Mason and Andrew Lewis, the latter an Indian fighter, once of celebrity in Western Virginia.

To the left of this is a small statue of Henry Clay, erected by the ladies of Virginia, made by Hart, and inaugurated in 1860.

On the eastern side of the square is the residence of the Governor, and on another side the City Hall, a handsome edifice with Doric columns.

St. John's Church, on Richmond Hill, is the oldest church edifice in the city. The tower and belfry are, however, a modern addition. From its church-yard, dotted with ancient tombs, one of the most charming views of the city can be obtained. In this church, in 1775, the young and brilliant orator, Patrick Henry, delivered his famous oration before the Virginia Convention, which concludes with the famous words, "Give me liberty, or give me death."

The Tredegar Iron Works, Libby Prison, at the corner of Thirty-fifth and Main streets, Belle Isle, and Castle Thunder, will be visited by most tourists as objects of interest. *Hollywood cemetery, near the city is a quiet and beautiful spot, well deserving a visit.

In the fire of April 2, 1865, about one thousand buildings were destroyed, but the ravages of that disastrous epoch are now nearly concealed by new and handsome structures.

The Falls of the James are properly rapids, the bed of the river making a descent of only eighty feet in two miles. They furnish a valuable water-power.

*Hollywood Cemetery, one mile from the city, is a spot of great natural beauty. Here lie the remains of Presidents Monroe and Tyler, and other distinguished men, as well as of many thousand Confederate soldiers. A rough granite monument has recently been erected in memory of the latter.

Butler's Dutch Gap and Drewy's Bluff, and the famous battle fields near the city, will be visited with interest by many.

Those who would visit the mineral springs of Virginia, will find ample information in Dr. Moorhead's volume on them, or in that by Mr. Burke. Both can be obtained of West & Johnson, booksellers, Main street.

The Natural Bridge, one of the most remarkable curiosities in the State, is best approached by way of Lynchburg, from which place it is distant 35 miles, by canal.

3. RICHMOND TO CHARLESTON

From Richmond to Petersburg is 32 miles on the Richmond and Petersburg railway. The earthworks and fortifications around the latter town, memorials of our recent conflict, are well worth a visit from those who have not already seen too many such curiosities to care for more.

64 miles beyond Petersburg the train reaches Weldon, on the Roanoke river, a few miles within the boundary of North Carolina (*Gouch's Hotel*.)

From Weldon to Goldsboro, the next stopping place of importance, is 78 miles, 7.30 hours. It is a place of about 5000 inhabitants, half white and half colored.

Hotels.– Griswold Hotel, Gregory's Hotel, both $3 per day.

Boarding House by Mrs Tompkins, $2 per day.

The road here intersects the North Carolina, and Atlantic and North Carolina railways, the latter running to Morehead city and Beaufort, on the coast, (95 miles) and the former to Raleigh, the capitol of the State, (48 miles) and interior towns. From Goldsboro to Wilmington is 84 miles.

Hotels.– Purcell House, $4 per day; Fulton House, $3 per day.

Boarding Houses.– McRea House, Brock's Exchange, about $2 per day, $40.00 per month.

Newspapers.—*Post*, republican, *Journal*, democratic.

Steamboat Line to Fayetteville, N. C., (130 miles, fare $5.00); to Smithville, at the mouth of Cape Fear, (30 miles, fare $1.50.)

Wilmington (16,000 inhabitants) is on Cape Fear river, 25 miles from the sea. It is well built. The staples are turpentine and resinous products. The vicinity is flat and sandy. At this point the railroad changes from the New York guage, 5 feet, to the Charleston guage, 4 feet 8 inches.

The journey from Richmond to Charleston can also be made by way of Greensboro, Charlotte and Columbia. This route leads through the interior of the country, and, though longer, offers a more diversified scene to the eye.

To Greensboro, on the Richmond & Danville and Piedmont Railways, is 189 miles; thence on the North Carolina Railway to Charlotte, 93 miles; then on the Charlotte & S. Carolina railway to Columbia, S. C., 107 miles (Nickerson's hotel, $3.00 per day, newly fitted up); thence by the Columbia Branch of the South Carolina Railway to Charleston, 130 miles.

Salisbury, N. C., 150 miles south of Greensboro, is the most convenient point to enter the celebrated mountain regions of North Carolina. A railway runs thence to Morgantown, in the midst of the sublime scenery of the Black mountains, and in close proximity to the beautiful falls of the Catawba. Charlotte (*hotel*, the Mansion House), is in the center of the gold region of North Carolina, and the site of a United States Branch Mint. It is also the scene of the battle of Guilford Court House, during the revolutionary war.

The capitol, in Columbia, is considered a very handsome building.

Charleston

Hotels.– *Charleston Hotel, Mills House (newly furnished), both on Meeting Street. Charges, $4.00 per day. *Pavilion Hotel. Mr. Butterfield, proprietor, $3.00 per day, also on Meeting Street. Planter's Hotel, Church Street, Victoria House, King Street, both $2.50 per day.

Telegraph Office, on Broad near Church Street; branch office in Charleston Hotel.

Post Office, on Hazel Street, near Meeting.

Churches.– Roman Catholic, Episcopal, Huguenot, Methodist, &c.

Theatre, at the corner of King and Market Streets.

Bathing Houses.– One of salt water near the battery; two, with water of the artesian well, one at the well, the other in the Charleston Hotel.

Livery Stable, 21 Pinckney Street, connected with the Charleston Hotel.

Street Cars run on several of the streets; fare, 10 cts., 15 tickets for $1.00. All the hotels have omnibuses waiting at the depots.

Physician.– Dr. Geo. Caulier, 158 Meeting Street.

Newspapers.– The Daily *Courier*, the Daily *News*.

Depots.– The depot of the Northeastern R. R. from Wilmington to the north, is at the corner of Chapel and Washington Sts.; that of the road to Savannah is at the foot of Mill street; and that of the S. C. R. R. to Aikin, Augusta, Atlanta, etc., is in Line street, between King and Meeting streets.

Bookseller.– John Russell, 288 King street. (Brinton's *Guide-Book*.)

Libraries.– Charleston library, 30,000 vols.; Apprentices' library, 12,000 vols.

Charleston claims 40,000 inhabitants, the whites and blacks being about equal in number. It is curious that since the war the mortality of the latter has been twice as great as of the whites.

The city is seven miles from the ocean at the junction of the Ashley and Cooper rivers, and has an excellent harbor, surrounded by works of defence. On the sea line is Fort Moultrie; Castle Pinkney stands at the entrance to the city; south of the latter is Fort Ripley, built of palmetto logs; while in the midst of the harbor stands the famous Fort Sumter.

The ravages caused by the terrible events of the late war have yet been only very partially repaired in Charleston. The greater part of the burnt district is deserted and waste.

The history of Charleston, previous to that event, is not of conspicuous interest. The city was first commenced by English settlers, in 1672, and for a long time had a struggling existence. Many of its early inhabitants were Huguenots, who fled thither to escape the persecutions which followed the revocation of the edict of Nantes. A church is still maintained in which their ancient worship is celebrated.

Of public buildings, the ancient church of St. Michael's, built about 1750, has some claim to architectural beauty.

The fashionable quarter of the city is the Battery. *Magnolia cemetery, on the Cooper river, is well worth a visit. It is one of the most beautiful in the South. It was laid out in 1850, and contains some handsome monuments.

The Custom House is a fine building, of white marble.

Those who wish to visit Fort Sumter, and review the scenes of 1861, can be accommodated by a small sailing vessel, which leaves the wharf every morning at 10.30 o'clock.

In the church-yard of St. Philip's is the tomb of John C. Calhoun. A slab, bearing the single word "Calhoun," marks the spot.

The museum of the Medical College is considered one of the finest in the United States.

4. AIKEN, S. C., AND THE SOUTHERN HIGHLANDS

Within the past ten years the advantages for invalids of a residence in the highlands of the Carolinas, Georgia and Tennessee have been repeatedly urged on the public. The climate in these localities is dry and mild, exceedingly well adapted, therefore, for such cases as find the severe cold of Minnesota irritating, and the moist warmth of Florida enervating. Aiken, S. C., Atlanta, Ga., Lookout Mountain, near Chattanooga, East Tennessee, and other localities offer good accommodations, and have almost equal advantages in point of climate. Like other resorts, they do not agree with all invalids, but they are suitable for a large class.

One of the best known and most eligible is

Atlanta

From Aiken to Augusta, 16 miles, $1.00. From Augusta to Atlanta by the Georgia railway, 171 miles, $8.50; 11 hours.

Hotels.– The National, on Peach Tree Street, $4.00 per day; the United States and the American, opposite the depot, $3.00 per day.

Telegraph Office in Kimball's Opera House. Post Office, corner of Alabama and Broad streets.

Bathing House on Alabama street, near U. S. Hotel.

Circulating Library at the Young Men's Library Association on Broad street.

Atlanta has about 20,000 inhabitants. The water is pure, the air bracing, and the climate resembles that of Northern Italy. The Walton Springs are in the city, furnishing a strongly chalybeate water, much used, and with great success, as a tonic. The fall and spring months are peculiarly delightful, and the vicinity offers many pleasant excursions.

Communication by rail either to Chattanooga and East Tennessee, or south to Macon, etc., is convenient.

5. – FROM CHARLESTON TO SAVANNAH

The tourist has the choice of the railway via Coosawhatchie, or via Augusta, Georgia, or the steamers. The first mentioned road was destroyed during the war, and is not yet in running order.

Steamboats also leave Charleston every Thursday and Saturday, direct for Fernandina, Jacksonville and Palatka, and should be chosen by those who do not suffer from seasickness. They are roomy, and the table well supplied.

Savannah

Hotels.– *Screven House, Pulaski House, both $4.00 a day. *Marshall House, $3.00 per day, $15.00 per week, an excellent table. *Pavilion Hotel, Mr. Noe. Proprietor; a quiet, pleasant house for invalids, $3.00 per day.

Boarding Houses.– Mrs. McAlpin, South Broad street; Mrs. Kollock, South Broad street; Mrs. Savage, Barnard Street; all $3.00 per day, $14.00 per week.

Post Office and Telegraph Office on Bay street, near the Pulaski House.

Street Cars start from the post office to various parts of the city. Fare, 10 cents; 14 tickets for $1.00. Omnibuses meet the various trains, and steamboats will deliver passengers anywhere in the city for 75 cents each.

Livery Stables are connected with all the hotels.

Restaurants.– The best is the Restaurant Francais, in Whitaker Street, between Bay and Bryan Streets.

Newspapers.– Daily *Savannah News*, Daily *Morning News*.

Bookstores.– J. Schreiner & Co., near the Pulaski House. (Brinton's *Guide-Book*, *Historical Record of Savannah*.)

Depots.– The Central Railroad depot is in the southwestern part of the city, corner of Liberty and E. Broad Streets. The railroad from Charleston has its terminus here. The Atlantic and Gulf Railroad is in the south-eastern part of the city, corner of Liberty and E. Broad Streets.

Savannah is situated in Chatham county, Ga., on a bluff, about forty feet high, seven miles above the mouth of the river of the same name, on its right bank. Its present population is estimated at 40,000.

The city was founded by Gov. James Oglethorpe, in 1733. It played a conspicuous part during the Revolution. With characteristic loyalty to the cause of freedom the Council of Safety passed a resolution in 1776 to burn the town rather than have it fall into the hands of the British. Nevertheless, two years afterwards the royal troops obtained possession of it by a strategic movement. In the autumn of 1779 the American forces under General Lincoln, and the distinguished Polish patriot, Count Casimir Pulaski, with their French allies under Count d'Estaing, made a desperate but fruitless attempt to regain it by assault. Both the foreign noblemen were wounded in a night assault on the works. Count Pulaski mortally. The spot where he fell is where the Central Railroad depot now stands.

The chief objects of interest are the monuments. The *finest is to the memory of Pulaski. It is in Chipewa square, and is a handsome shaft of marble, surmounted by a statue of Liberty, and supported on a base of granite. Its height is 55 feet; its date of erection 1853.

An older and plainer monument, some fifty feet high, without inscription, stands in Johnson square. It was erected in 1829, and is known as the Greene and Pulaski monument.

The city is beautifully laid out, diversified with numerous small squares, with wide and shady streets. Broad Street and Bay Street have each four rows of those popular southern shade trees known as the Pride of India, or China trees (*Melia Azedarach*).

A praiseworthy energy has supplied the city with excellent water from public water works; and, in Forsyth Park, at the head of Bull Street, is a fountain of quite elaborate workmanship.

Some of the public buildings are well worth visiting. The Georgia Historical Society has an excellent edifice, on Bryan Street, with a library of 7,500 volumes, among which are said to be a number of valuable manuscripts.

The *Museum, on the northeast corner of Bull and Taylor streets, contains a number of local curiosities.

The Custom House is a handsome fire-proof structure of Quincy granite.

The Exchange building, now used as the Mayor's office, etc., offers, from its top, the best view of the city.

Excursions.– Several days can be passed extremely pleasantly in short excursions from the city. One of the most interesting of these will be to

**Bonaventure Cemetery.*– This is situated 3 miles from the city, on the Warsaw river. A stately grove of live oaks, draped in the sombre weeds by the Spanish moss, cast an appropriate air of pensiveness around this resting place of past generations. A cab holding four persons to this locality costs $8.00.

Thunderbolt, a small town, (two hotels), 4½ miles south-east of the city, on a creek of the same name, is worth visiting, chiefly for the beautiful drive which leads to it. Cab fare for the trip, $8.00.

White Bluff, on the Vernon river, 10 miles from the city has two unpretending hotels, and is a favorite resort of the citizens on account of the excellent shell road which connects it with the city. Cab fare for the trip, $10.00.

Bethesda Orphan House, also 10 miles distant, is erected on the site chosen by the Rev. Mr. Whitfield, very early in the history of the colony. Selina, the pious Countess of Huntington, took a deep interest in its welfare as long as she lived, and it is pleasant to think that now it is established on a permanent footing.

Jasper Spring, 2 miles from the city, is pointed out as the spot where the bold Sergeant Jasper, with one assistant, during the revolutionary war, surprised and captured eight Britishers, and forced them to release a prisoner. The thoughtless guard had stacked arms and proceeded to the spring to drink, when the shrewd Sergeant who, anticipating this very move, was hidden in the bushes near by, rushed forward, seized the muskets, and brought the enemy to instant terms.

6. SAVANNAH TO JACKSONVILLE

The tourist has the choice of three routes for this part of his journey. He can take a sea steamer, and passing out the Savannah river, see no more land until the low shores at the mouth of the St. John River come in sight. Or he can choose one of several small steamboats which ply in the narrow channels between the sea-islands and the main, touching at Brunswick, Darien, St. Catharine, Fernandina, etc., (fare $10.00). Or lastly he has the option of the railroad, which will carry him through to Jacksonville in twelve hours and a half, in a first class sleeping car.

The channel along the coast lies through extensive salt marshes, intersected by numerous brackish creeks and lagoons. The boats are small, or they could not thread the mazes of this network of narrow water-courses. The sea-islands, famous all over the world for their long-staple cotton, have a sandy, thin soil, rising in hillocks and covered with a growth of live-oak, water-oak, bay, gum and pine. Between the islands and the main land the grassy marshes extend for several miles. In the distance the western horizon is hedged by a low wall of short-leaved pine. The sea islands are moderately healthy, but the main land is wet, flat and sterile, and its few inhabitants are exposed to the most malignant forms of malarial fever and pneumonia.

On St. Catharine island is the plantation formerly owned by Mr. Pierce Butler, and the scene of Mrs. Francis Kemble Butler's well-known work, "Life on a Georgia Plantation." On Cumberland island, the most southern of the sea-islands belonging to Georgia, is the Dungerness estate, 6000 acres in extent, once owned by Gen. Nat. Greene, of Revolutionary fame, and recently bought by Senator Sprague, of Rhode Island, for $10 per acre. With proper cultivation it would yield magnificent crops of sea-island cotton.

Fernandina on Amelia Island, the terminus of the Fernandina and Cedar Keys Railroad, is a town of growing importance (pop. about 2,000; hotels, Virginia House, containing the telegraph office; the Whitfield House, both $3.00 per day; newspaper, the *Island City Weekly*.) This is one of the old Spanish settlements, and the traces of the indigo fields are still visible over a great part of the island. Fernandina-Oldtown is about a mile north of the present site.

The sub-tropical vegetation is quite marked on the island. Magnificent oleanders, large live oaks, and dense growths of myrtle and palmettos conceal the rather unpromising soil. The olive has been cultivated with success, and there is no reason why a large supply of the best table oil should not be produced here.

A low shell mound covers the beach at Fernandina, and in the interior of the island are several large Indian burial mounds. Several earthworks thrown up during the late war overlook the town and harbor. Fernandina harbor is one of the best in the South Atlantic Coast, landlocked and safe. Its depth is 6½ fathoms, and the water on the bar at low tide is 14 feet. The tide rises from 6 to 7 feet. In spite of what seems its more convenient situation, Fernandina does not seem destined to be a rival of Jacksonville.

PART II.
FLORIDA

1. HISTORICAL

Long before Columbus saw

> "the dashing,
> Silver-flashing,
> Surges of San Salvador,"

a rumor was abroad among the natives of the Bahamas, of Cuba, and even of Yucatan and Honduras, that in a land to the north was a fountain of water, whose crystal waves restored health to the sick, and youth to the aged. Many of the credulous islanders, forsaking their homes, ventured in their frail canoes on the currents of the Gulf, and never returning, were supposed to be detained by the delights of that land of perennial youth.

This ancient fame still clings to the peninsula. The tide of wanderers in search of the healing and rejuvenating waters still sets thitherward, and, with better fate than of yore, many an one now returns to his own, restored to vigor and life. Intelligence now endorses what superstition long believed.

The country received its pretty and appropriate name, Terra florida, the Flowery Land, from Juan Ponce de Leon, who also has the credit of being its discoverer. He first saw its shores on Easter Sunday, March 27, 1513 – not 1512, as all the text books have it, as on that year Easter Sunday came on April 20th.

At that time it was inhabited by a number of wild tribes, included in two families, the Timucuas, who dwelt on the lower St. John, and the Chahta-Muskokis, who possessed the rest of the country. In later times, the latter were displaced by others of the same stock known as Seminoles (*isti semoli*, wild men, or strangers). A remnant of these still exist, several hundred in number, living on and around Lake Okee-chobee, in the same state of incorrigible savagery that they ever were, but now undisturbed and peaceful.

The remains of the primitive inhabitants are abundant over the Peninsula. Along the sea shores and water courses are numerous heaps of shells, bones and pottery, vestiges of once populous villages; small piles of earth and "old fields" in the interior still witness to their agricultural character; and large mounds from ten to twenty-five feet in height filled with human bones testify to the pious regard they felt toward their departed relatives, and the care with which, in accordance with the traditions of their race, they preserved the skeletons of the dead. As for those "highways" and "artificial lakes" which the botanist Bartram thought he saw on the St. John river, they have not been visible to less enthusiastic eyes. Mounds of stones, of large size and enigmatic origin, have also been found (Prof. Jeffries Wyman).

For half a century after its discovery, no European power attempted to found a colony in Florida. Then, in 1562, the celebrated French Huguenot, Admiral de Coligny, sent over a number of his own faith and nation, who erected a fort near the mouth of the St. John. As they were upon Spanish territory, to which they had no right, and were peculiarly odious to the Spanish temper by their religion, they met an early and disastrous fate. They were attacked and routed in 1565 by a detatchment of Spaniards under the command of Pedro Menendez de Aviles, a soldier of distinction. The circumstance was not characterized by any greater atrocity than was customary on both sides in the religious wars of the sixteenth century, but it has been a text for much bitter writing since, and was

revenged a few years after by a similar massacre by a French Protestant, Dominique de Gourgues, and a party of Huguenots.

Pedro Menendez established at once (1565) the city of St. Augustine and showed himself a capable officer. Under the rule of his successors the Spanish sway gradually extended over the islands of the eastern coast, and the region of middle Florida. The towns of St. Marks and Pensacola were founded on the western coast, and several of the native tribes were converted to Christianity.

This prosperity was rudely interrupted in the first decade of the eighteenth century by the inroads of the Creek Indians, instigated and directed by the English settlers of South Carolina. The churches were burned, the converts killed or scattered, the plantations destroyed, and the priests driven to the seaport towns.

The colony languished under the rule of Spain until, in 1763, it was ceded to Great Britain. Some life was then instilled into it. Several colonies were planted on the St. John river and the sea coast, and a small garrison stationed at St. Marks.

In 1770 it reverted once more to Spain, under whose rule it remained in an uneasy condition until 1821, when it was purchased by the United States for the sum of five million dollars. Gen. Andrew Jackson was the first Governor, and treated the old inhabitants in his usual summary manner. In 1824 the seat of government was fixed at Tallahassee, the site of an old Indian town.

At the time of the purchase there were about 4,000 Indians and refugee negroes scattered over the territory. These very soon manifested that jealousy of their rights, and resentment against the whites, which have ever since been their characteristics. From the time of the cession until the outbreak of our civil struggle, the soil of Florida was the scene of one almost continual border war. The natives gave ground very slowly, and it was estimated that for every one of them killed or banished beyond the Mississippi by our armies, the general government expended ten thousand dollars.

2. – BOOKS AND MAPS

The facts which I have here sketched in barest outline have been told at length by many able writers. The visitor to the scene of so many interesting incidents should provide himself with some or all of the following works, which will divert and instruct him in many a lagging hour:

Parkman, *Pioneers of France in the New World*. This contains an admirably written account of the Huguenot colony on the St. John.

Fairbanks, *The Spaniards in Florida*. (Published by Columbus Drew, Jacksonville, Florida.) An excellent historical account of the Spanish colony.

Sprague, *History of the Florida War*. This is a correct and vivid narrative of the struggle with the Seminoles. The book is now rarely met with in the trade.

Gen. George A. McCall, *Letters from the Frontiers*. (Lippincott & Co., Philadelphia, 1868.) These letters are mostly from Florida, and contain many interesting pictures of army life and natural scenery there.

R. M. Bache, *The Young Wrecker of the Florida Reef*. (Claxton, Remsen & Haffelfinger, Philadelphia, 1869.) This is a "book for boys," and is interesting for all ages. The author was engaged on the Coast Survey, and describes with great power and accuracy the animal and vegetable life of the Southern coast.

Life of Audubon. (Putnam & Son, 1869.) This contains a number of letters of the great ornithologist while in Florida.

A detailed description of the earlier works on the peninsula can be found in a small work I published some years ago, entitled "*The Floridian Peninsula, Its Literary History, Indian Tribes, and Antiquities*." (For sale by the publishers of the present book.)

On the Antiquities of the Peninsula. Prof. Jeffries Wyman, of Harvard College, published, not long since, a very excellent article in the second volume of the *American Naturalist.*

Every tourist should provide himself with a good State map of Florida. The best extant is that prepared and published by Columbus Drew, of Jacksonville, Florida, in covers, for sale by the publishers of this work. Two very complete partial maps have been issued by the U. S. government, the one from the bureau of the Secretary of War, in 1856, entitled, "A Military Map of the Peninsula of Florida South of Tampa Bay," on a scale of 1 to 400,000, the other from the U. S. Coast Survey office in 1864, drawn by Mr. H. Lindenkohl, embracing East Florida north of the 29th degree, on a scale of 10 miles to the inch. The latter should be procured by any one who wishes to depart from the usual routes of tourists.

3. PHYSICAL GEOGRAPHY OF FLORIDA

1. Geological Formation

Florida is a peninsula extending abruptly from the mainland of the continent in a direction a little east of south. It is nearly 400 miles in length, and has an average width of 130 miles. Its formation is peculiar. Every other large peninsula in the world owes its existence to a central mountain chain, which affords a stubborn resistance to the waves. Florida has no such elevation, and mainly a loose, low, sandy soil. Let us study this puzzle.

The Apalachian (usually and incorrectly spelled Appalachian) plain, sloping from the mountains to the Gulf of Mexico, lies on a vast bed of tertiary, limestone and sand rock. About the thirtieth parallel of north latitude this plain sinks to the sea level, except in middle Florida, where it still remains 200 feet and more in height. This elevation gradually decreases and reaches the water level below the 28th parallel, south of Tampa Bay. It forms a ridge or spine about sixty miles in width, composed of a porous limestone somewhat older than the miocene group of the tertiary rocks, a hard blueish limestone, and a friable sand rock.[1] Around this spine the rest of the peninsula has been formed by two distinct agencies.

Between the ridge and the Atlantic ocean is a tract of sandy soil, some forty miles in width, sloping very gently to the north. It is low and flat, and is drained by the St. John river. So little fall has this noble stream that 250 miles from its mouth it is only 12 miles distant from an inlet of the ocean, and only 3 feet 6 inches above tide level, as was demonstrated by the State survey made to construct a canal from Lake Harney to Indian River. A section of the soil usually discloses a thin top layer of vegetable mould, then from 3 to 6 feet of different colored sand, then a mixture of clay, shells, and sand for several feet further, when in many parts a curious conglomerate is reached, called *coquina*, formed of broken shells and small pebbles cemented together by carbonate of lime, no doubt of recent (post tertiary) formation. The coquina is never found south of Cape Canaveral, nor north of the mouth of the Matanzas river.

For the whole of this distance a glance at the map will show that the coast is lined by long, narrow inlets, separated from the ocean by still narrower strips of land. These inlets are the “lagoons.” The heavy rains wash into them quantities of sediment, and this, with the loose sand blown by the winds from the outer shore, gradually fills up the lagoon, and changes it into a morass, and at last into a low sandy swamp, through which a sluggish stream winds to its remote outlet. Probably the St. John river was at one time a long lagoon, and probably all the land between the ridge described and the eastern sea has been formed by this slow process.

The southern portion of the peninsula is also very low, rarely being more than six feet above sea level, but its slope, instead of being northward, is generally westward. Much of the surface is muddy rather than sandy, and is characterized by two remarkable forms of vegetable life, the Everglades and the Big Cypress.

The Everglades cover an area of about 4,000 square miles, and embrace more than one half of the State south of Lake Okee-chobee. They present to the eye a vast field of coarse saw-grass springing from a soil of quicksand and soft mud, from three to ten feet deep. During the whole year the water rests on this soil from one to four feet in depth, spreading out into lakes, or forming narrow channels. The substratum is a limestone, not tertiary, but modern and coralline. Here and there it rises

[1] This “Back-Bone Ridge,” as it has been called, has a rounded and singularly symmetrical form when viewed in cross section. Where the Fernandina and Cedar Keys railroad crosses the peninsula, the highest point, near Gainesville, is 180 feet in elevation, whence there is a gradual slope, east and west.

above the mud, forming “keys” or islands of remarkable fertility, and on the east and south makes a continuous ridge along the ocean, one to four miles wide, and from ten to fifteen feet high, which encloses the interior low basin like a vast crescentic dam-breast.

Lake Okee-chobee, 1,200 square miles in area, with an average depth of twelve feet, is, in fact, only an extension of the Everglades.

South of the Caloosa-hatchie river, between the Everglades and the Gulf, extends the Big Cypress. This is a large swamp, fifty miles long and thirty-five miles broad. Here the saw-grass gives way to groves of cypress trees, with a rank and tangled undergrowth of vines. The soil is either bog or quicksand, generally covered one or two feet deep with stagnant water. The sun’s rays rarely penetrate the dense foliage, and on the surface of the water floats a green slime, which, when disturbed, emits a sickening odor of decay. Crooked pools and sluggish streams traverse it in all directions, growing deeper and wider toward the Gulf shore, where they cut up the soil into numberless segments, called the Thousand Islands.

The whole of this southern portion of the peninsula lies on a modern, coral formation. The crescent-shaped ridge which forms the eastern and southern boundary of the Everglades, commences north of Key Biscayne Bay, and sweeps southwest to Cape Sable. From the same starting point, another broken crescent of coralline limestone, but many miles longer, extends to the Dry Tortugas, forming the Florida Keys. And beyond this again some five or six miles, making a third crescent, is the Florida Reef. Outside of the Reef, the bottom abruptly sinks to a depth of 800 or 900 fathoms. Between the Reef and the Keys is the ship channel, about 6 fathoms in depth; and between the Keys and the main land the water is very shallow, and covers broad flats of white calcareous mud. Between the coast-ridge and Lake Okee-chobee, the “Keys,” which are scattered through the Everglades, are disposed in similar crescentic forms, some seven regular concentric arcs having been observed. They are all formed of the same character of coral rock as the present Reef and Keys, and undoubtedly owe their existence to the same agency. Each of these crescents was at one time a reef, until the industrious coral animals built another reef further out in the water, when the older line was broken up by the waves into small islands. Thus, for countless thousands of years, has this work of construction been going on around the extremity of the tertiary back bone ridge which at first projected but a short distance into the waters.

What, it may be asked, has impressed this peculiar and unusual crescentic shape to the reefs? This is owing to the Gulf Stream. This ocean-river rushes eastward through the Straits of Florida at the rate of five or six miles an hour, yet it does not wash the reef. By some obscure law of motion, an eddy counter-current is produced, moving *westward*

Конец ознакомительного фрагмента.