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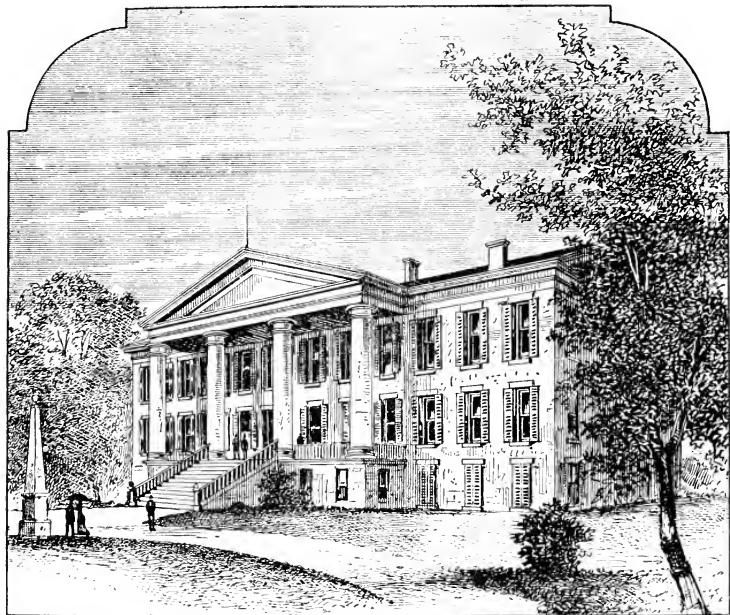
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From the St. Johns to the Apalachicola: 925

EXCHANGED.



STATE CAPITOL, TALLAHASSEE.

Or, through the Highlands of Florida.

ILLUSTRATED AND PREPARED BY
F. H. TAYLOR and CHAS. A. CHOATE.

ISSUED BY THE

PASSENGER DEPARTMENT OF THE FLORIDA CENTRAL & WESTERN RAILROAD.

ILLUSTRATED AND PRINTED FOR THE
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THE

FLORIDA CENTRAL AND WESTERN RAILROAD.

OFFICERS.

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JAS. S. McELROY, MASTER OF TRANSPORTATION AND MACHINERY.....	TALLAHASSEE, FLA.
JNO. A. HENDERSON, ATTORNEY.....	TALLAHASSEE, FLA.

GENERAL DESCRIPTION OF THE LINE. •

THE FLORIDA CENTRAL AND WESTERN RAILROAD extends from Jacksonville, Florida, in a direction almost due west, through the counties of Duval, Baker, Columbia, Suwannee, (just touching) Hamilton, Madison, Jefferson, Leon and Gadsden to the Apalachicola river, with a branch from Tallahassee through Leon and Wakulla counties to St. Marks in Wakulla county, on the tide-waters of the Gulf of Mexico. The length of the main line is 209 miles; length of the St. Marks Branch twenty-one miles, and length of Monticello Branch four miles, making a total of 234 miles of track.

The road is thoroughly equipped with first-class rolling-stock and engines, and is kept in condition and operated by a large and competent force of minor officials and skilled workmen in every department.

The road is a consolidated line, being composed of the Florida Central Railroad, from Jacksonville to Lake City; the Jacksonville, Pensacola and Mobile Railroad, from Lake City to Chattahoochee; and the St. Mark's Branch, formerly the Tallahassee Railroad. The road between Lake City and Quincy was built in 1856; between Quincy and Chattahoochee in 1871 and '72, and the Tallahassee Railroad was built in 1833. The consolidation of the roads took place in 1882. The general offices of the consolidated line are located in Jacksonville, Fla. The car-shops are at Tallahassee, Fla.

The distance over the main line is now run in about fifteen hours, or, at the rate of about fourteen miles an hour, including stoppages; but the speed of trains running through from Pensacola, over the Pensacola and Atlantic Railroad when finished and in operation, will be much greater.

Besides the manager's car, which is provided with berths, the road owns and runs two comfortable sleeping-cars, which have recently been overhauled and re-fitted throughout.

Two daily trains each way are now run: the passenger and express trains by night, and the freight and accommodation trains by day.

The Florida Central and Western Railroad runs through one of the finest agricultural regions in the South, and the best and richest section of the State.

Aside from the orange and cattle interests, the region tributary to this road embraces the best and most productive portion of Florida, and the portion which is destined in the future to be, as it always has been, the most desirable for the development of all agricultural, horticultural and manufacturing interests.

The scenery along the line of the road is conceded to be the most striking, beautiful and picturesque to be found in any portion of the State; and in variety and interest is equal to that of thousands of more famous, because better known, localities. There is nothing south of the mountain regions of North Georgia and the Carolinas that can compare with the hill country of Middle Florida, which has been well-named by a brilliant and talented writer, who was familiar with its charms, "Piedmont Florida."

That portion of the road lying in Duval and Baker counties is the most uninteresting, being comparatively flat and monotonous. On reaching the confines of Columbia county, a more broken and undulating surface appears, interspersed with many small lakes, and dotted with occasional groves of live oaks and other hard woods. Here the altitude (said to be over 200 feet above the sea level) increases, and the evidences of a richer soil multiply rapidly. The grade again descends in Suwannee county, which is composed largely of areas of dense pine forest, with soil next in value and fertility to the hummock lands; being a rich, sandy loam with a clay sub-soil—the soil of all others best suited to gardening and fruit culture.

After crossing the Suwannee river, the indications of change in the character of surface and soil which are manifest in Columbia county multiply; and with Madison county begins Middle Florida, that wonderful region, so different in almost every physical characteristic from all other portions of the State as to cause the impression that it cannot be Florida; so widely adverse to every preconceived notion and idea of Florida, that the tourist or traveler who, for the first time, enters the sleeper at Jacksonville in the evening, and takes his first morning peep from the car windows across the blue waters of Lake Lafayette to the noble hills beyond, can scarcely believe but that he went to sleep in Florida, and by some magic beyond his ken has awakened among the blue hills of Pennsylvania.

From the Suwannee to the Apalachicola one description will do for all. The soil and surface, so different from any others in the State, are nearly the same in all the counties lying along the line of the road. The hills of Madison and Jefferson, as seen from the railroad, are not as noticeable as those of Leon and Gadsden. The altitude increases as you go westward, and the highest point in Middle Florida, and in the State, is near the Apalachicola river, in the last-named county.

To the sportsman, Middle Florida furnishes a rare field for good sport. The fields in Winter are full of partridges, and the ponds and lakes abound with fish and water-fowl of all kinds. There are some famous shots and a few rare dogs in nearly every town and village, and the lover of good sport can scarcely go amiss in looking for it.

ITINERARY

The following pages contain a detailed description of the entire line of the road and its branches, station by station :

DUVAL COUNTY.

Jacksonville, the eastern terminus of the Florida Central and Western Railroad, is too well known, and has been too long the great centre from whence radiate nearly all lines of Florida travel and traffic, to make it necessary that space should be here devoted to its description. It is, therefore, to the line of the road beyond that attention is to be directed by the publication of this little pamphlet.

The first station out, after crossing the line of the Way Cross road, is White House, eleven miles from Jacksonville. It is but a flag and water tank station; trains stopping for a few minutes only ; going directly on to Baldwin, nineteen miles from Jacksonville. Here the track crosses that of the Transit Railroad, and passengers south-bound, for Callahan and Fernandina, and south-bound for Gainesville, Ocala, Leesburg, Cedar Keys, and all Gulf ports, change cars, making good connections. Baldwin is a place of about 250 inhabitants, and of but little commercial importance.

BAKER COUNTY.

Darbyville, nine miles from Baldwin, and twenty-eight from Jacksonville, is situated in the midst of a good belt of timber, and has several saw-mills in its vicinity. The soil is suited to the production of vegetables, and the growing of these and fruits is receiving considerable attention.

GLEN ST. MARY.

The enterprising real estate firm of Coloney, Talbott & Co., of Jacksonville, Fla., have put upon the market a tract of splendid, rolling, high pine land, containing 60,000 acres, lying between Baldwin and Sanderson. This fine tract

has, for its northern boundary, the St. Mary's River, which flows into the sea at Fernandina, about fifty miles distant, and the south fork of this same river flows down through the center of the tract, having a clear, limpid current and high banks. Messrs. Coloney, Talbott & Co. have named the entire tract "Glen St. Mary," a very pretty and attractive name. They have also laid out a town site on the banks of the south fork of the St. Mary's, which they call "Glen St. Mary," and have built a good hotel there, and will soon have a pretty station-house, stores, post-office, schools, churches and dwellings. The soil is a rich gray loam underlaid with clay, and all manner of fruits, including the orange and peach, do well, while field crops and garden vegetables are unsurpassed. It is conceded to be one of the *very* healthiest localities in the State, and peculiarly favorable to persons afflicted with pulmonary or asthmatic disorders. Railway connections with Jacksonville—30 miles distant—and with Fernandina are perfect and enable the gardener to ship all of his products promptly.

Talliaferro's Junction, seven miles from Darbyville and thirty-five from Jacksonville, is a station similar to the last named. Two miles further on is Sanderson, the county seat of Baker county, thirty-seven miles from Jacksonville. Ten miles beyond is Olustee, near which the battle of Ocean Pond was fought during the war—the only engagement of any note, save that of Natural Bridge in Wakulla county, which occurred east of the Apalachicola during the entire war.

COLUMBIA COUNTY.

Mount Carrie, five miles from Olustee, has several large saw-mills near it. Seven miles from Mt. Carrie, fifty-nine miles from Jacksonville, is Lake City, the county seat of Columbia county. This is one of the prettiest towns in the State. It is almost surrounded by a series of charming little lakelets, which give a most pleasing effect to the landscape, and are large enough to afford, besides unlimited fish, very pleasant sport in the way of sailing and rowing. The city contains about 1,500 people, and its prosperity, as well as that of the county, is increasing rapidly. There are seven or eight churches and several excellent private schools, besides the public schools. Among the former the St. James Female Academy, under the charge of Rev. C. S. Snowden, has a large patronage. There are several ginning establishments, and a large saw-mill—that of Messrs. Thompson & Hart, which is worthy of notice. It was established in 1874 as a small saw-mill and gin, and gradually extended its business until the spring of the present year (1882), when the addition of new buildings, new machinery, etc., made it one of the most complete establishments of its kind. Its motive power is a 120-horse power engine of approved pattern, which drives, besides the saws, all manner of iron and wood-working machinery,

eleven gins for ginning long-staple cotton, and other machinery. The main building is of brick, and the saw-mill has a capacity of 25,000 feet per day. The gins turn out between 800 and 900 bales of long-staple cotton during the season, which extends from September 1st to February 1st, and the business of making fruit and vegetable crates has grown into considerable proportions, some 15,000 being manufactured every year. The commerce of Lake City is rapidly growing, and a statement of its exports during the year 1882 foots up over half-a-million dollars in valuation.

The Florida Southern Railroad, chartered from Lake City to Charlotte Harbor, is in course of construction, and will add greatly to the material wealth of this rich section, developing the interior of the county, and encouraging its agricultural interests.

The *Lake City Reporter* (weekly, Democratic,) is the only newspaper. It is owned and conducted by C. A. Finley, Esq., a son of General J. J. Finley, whose famed Scuppernong vineyards lie about three miles from town. Lake City has some twenty-five or thirty stores, several livery stables, a large carriage factory and other places of business. There are two hotels, the Lake City Hotel and the Thrasher House, besides a number of excellent boarding-houses.

The elevation at Lake City is said to be 203 feet ; at Welborn, the next station westward, 209 feet above tide-water.

SUWANNEE COUNTY.

Welborn, seven miles from Lake City and seventy-one miles from Jacksonville, has a population of about 150, and is the centre of a large vegetable-growing interest ; as also is Houstoun, five miles beyond. From Welborn it is eight miles in a northerly direction to the celebrated Sulphur Springs in Hamilton county, and a line of hacks, during the season, affords pleasant and easy transportation thereto. There are several stores at each of these places, besides churches and good schools. Near Suwannee, a station on the Savannah, Florida and Western Railway, are the well-known Suwannee Springs, seven miles north of Live Oak, and where there are many neat cottages for the use of visitors. Messrs. Culpepper & Seoville, of Atlanta, Ga., have recently purchased the property, and design building there a large hotel for the accommodation of visitors.

Live Oak, six miles from Houstoun, 127 from Chattahoochee, and eighty-two miles from Jacksonville, is a place of considerable importance. It has about 500 inhabitants, several churches, Masonic and Odd Fellows' lodges, about twenty stores, several cotton-ginning establishments, good schools, etc. The Florida Branch of the Savannah, Florida and Western Railway here intersects

the Florida Central and Western, and over it passes most of the freight to and from Middle Florida. The favorite passenger route to Savannah and northern cities is *via* Jacksonville and thence by the Way Cross Short Line. The Live Oak and Rowland's Bluff Railroad, extending to Rowland's Bluff on the Suwannee river, twenty-five miles distant, is just being completed, and will be in operation in a short time. It is projected southward beyond Rowland's Bluff to Charlotte Harbor, under the name of the Live Oak, Tampa and Charlotte Harbor Railway. A line of steamers will run on the Suwannee river between Rowland's Bluff and Cedar Key.

Market gardening and fruit-raising are among the most prominent industries in the vicinity of Live Oak; and the success of those engaged in it will encourage others to increase the general result. One grower is mentioned as having netted \$275 from two acres of watermelons raised in the vicinity of the depot last year. Within a stone's throw of the railroad track, and just east of town, is the splendid Scuppernong vineyard of Col. Jno. F. White, from which are made annually from thirty to fifty barrels of superior wine. It is five acres in extent, with an additional three acres of young vines.

There are two good hotels. The Jones House, kept by Reuben Jones, containing sixteen rooms, is just across the track from the depot. A new brick section is being added to its capacity, which will accommodate some thirty additional guests. The Slate House, by W. H. Slate, is north of the depot, and some hundred yards distant. It has now ten rooms, and is about to be remodeled, giving fifteen additional rooms. The rates at both are \$2 per day. There are also a number of excellent boarding-houses.

Suwannee county is especially favored in the way of transportation facilities, being bisected each way by railroads, and its western borders washed by the waters of the Suwannee river, which is navigable almost to Ellaville. There are yet large bodies of State and United States lands subject to entry, there having been more of these lands selected and patented in this county than in any other county in the State. The county has prospered greatly in the past few years, having advanced from a list of 400 voters to over 1,500 since the war.

There are immense tracts of fine timber lands, and several large saw-mills. The Empire Mills, three miles west of Live Oak, have a capacity of 30,000 feet per day, and Johnson's Mills, two miles east, can cut about half that amount, while the Suwannee Mills, near the northern boundary of the county, can cut 10,000 feet per day.

The soil, all along the road and in the interior, is of excellent quality, and great amounts of early vegetables are produced for shipment to northern markets, besides cotton, turpentine, rosin, etc., in vast quantities.

HAMILTON COUNTY.

This county lies immediately north of Suwannee county, and, although not immediately on the line of the road, its extreme southwestern portion lying between the Suwannee and Withlacoochee rivers, is within a few hundred yards of the point where the road crosses the Suwannee river. It is a rich and well watered county, and is traversed from north to south by the Florida Branch of the Savannah, Florida & Western Railway, which taps the Florida Central & Western at Live Oak. Jasper, the county seat, is a pleasant village of about 300 population, and containing twelve stores and several good hotels—the Hately House, Jackson House, Rice House, and Stewart House. It is on the line of the Florida Branch, about 20 miles from Live Oak. The soil of the county is rich and productive. The *Hamilton County Times* (weekly, Democratic,) by J. H. Ancrum, is the only newspaper.

The White Sulphur Spring, a noted place of resort, and which is said to perform wonderful cures of rheumatism, is eight miles from Welborn, on the Florida Central & Western Railroad.

Alapaha river is a notable curiosity; its Indian name signifies Dry river, and it is well named, since its bed for some miles from what should be its mouth, is as dry as flint, the river having suddenly disappeared in a sink.

MADISON COUNTY.

At Ellaville, thirteen miles from Live Oak, 114 miles from Chattahoochee, and ninety-five miles from Jacksonville, the railroad crosses the Suwannee river, which forms the boundary line between Suwannee and Madison counties. The Suwannee is a lovely stream, with high, rocky banks, heavily wooded, and is the identical stream made famous by the well-known song, "'Way Down upon the Swanee Ribber!" Its name is said to be a corruption of the Spanish San Juan. A few hundred yards above the point where it is spanned by the substantial covered railroad bridge, the waters of the Withlacoochee are emptied into it, the latter river forming the boundary line between Madison and Hamilton counties. The scenery along both rivers is attractive and varied, and their waters afford splendid piscatorial sport.

A few miles above Ellaville, near the west bank of the Withlacoochee, is Blue Spring, a favorite place of resort for the people of Madison town, some eleven miles distant, the hard, shady roads making a very pleasant drive. The spring is about twenty-five feet in diameter, and is strongly impregnated with lime.

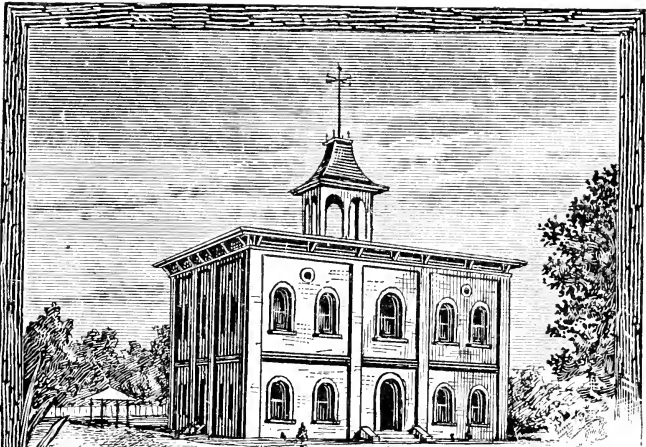
Ellaville is a pleasant village of about 700 inhabitants, and is entirely populated by the employees of Messrs. Drew & Bucki, whose immense lumber and planing mills are located here. This is one of the largest establishments

of the kind in the South, and is well worth a visit. It was established in 1867 by the senior partner, ex-Governor George F. Drew, Mr. Louis Bucki, of New York city, becoming a partner in 1869. The establishment comprises a well-appointed machine shop for repairs, containing planers, lathes, drills, etc., all of the best make and latest pattern, and operated by an eight horse-power engine, which also drives three large fans for the forges of the blacksmith shop, a short distance away: an immense saw-mill provided with dozens of saws of different kinds, sizes, and uses, driven by a splendid two hundred horse-power engine having a four foot stroke, twenty-four-and-a-half inch cylinder, and fly-wheel sixteen feet in diameter. This engine also drives a large force-pump, which, with its 13,000 gallon tank, supplies water from the adjacent river for the mills, boilers, etc., for the use of the railroad engines, and for a complete system of water-works extending throughout the village and to the residence of Governor Drew, which is situated on his farm about one-third of a mile from the mills; and the planing mills, containing all kinds of wood-working machinery of the latest make, driven by still another large engine of eighty horse-power. Every department of this large establishment is supplied with all manner of labor-saving contrivances known to the mechanical world, and is under the constant personal supervision of the senior partner, who, besides being a most progressive and enterprising practical farmer, is one of the most accomplished machinists in the country.

Ellaville is a model village. It possesses a neat church and school building and Odd Fellows' and Masonic lodges. It has been built entirely by Drew & Bucki. Every house and every foot of ground belongs to the firm or to Governor Drew. The tenants (with the exception of the one physician), are the employees of the firm, and are furnished with neat and comfortable homes, free of rent. There are no lawyers; no saloons; no gambling or otherwise disorderly houses, no liquors sold, except by the druggist for medical purposes; no town organization, and hence no town politics or elections. The one store is conducted by the firm, and contains, besides a general stock of dry-goods and groceries, a small stock of drugs, which are dispensed by a competent prescriptionist. This store does a business of about \$80,000 a year, attracting a considerable trade from the surrounding country. The post-office (a money-order office), telegraph office, and railroad station, are all conducted by employees of the firm.

Messrs. Drew & Bucki own some 1200 or 1500 acres, and Governor Drew about 1200 acres, including and immediately adjacent to the mills and village, and the firm about 90,000 acres of choice timber lands in the vicinity, chiefly along the Suwannee river, through which runs a private railroad of the standard gauge, equipped with engines and rolling-stock belonging to the firm, and employed in supplying the mills with logs. The annual product of the mills,

heretofore about twelve million feet, has been recently increased to twenty millions, by the introduction of additional machinery. The firm have a private



COURT-HOUSE AT MADISON.

wharf at Jacksonville, for landing vessels with the product of their mills, and have recently built for their trade between Jacksonville and New York a handsome and powerful steam schooner, the "Louis Bucki," the first of its kind on the coast, which has proven a complete success.

Fifteen miles from Ellaville, ninety-nine miles from Chattahoochee, and 110 miles from Jacksonville, is Madison, the county seat of Madison county, a town of some 800 inhabitants; containing about twenty or thirty stores, an excellent school building (St. John's Seminary) Episcopal, Baptist, Presbyterian, and Methodist churches,

tants; containing about twenty or thirty stores, an excellent school building (St. John's Seminary) Episcopal, Baptist, Presbyterian, and Methodist churches,

and a handsome new Court House. The town lies about three-quarters of a mile from the depot, and is reached by hacks which run to all trains.

At the depot are two stores, both owned by Capt. J. L. Inglis, who also has extensive manufacturing interests, comprising saw-mill, grist-mill, rice-mill, cotton-ginning establishment, etc., and who lives in one of the handsomest and largest dwellings in the place, situated a short distance from the railroad, in the midst of highly cultivated grounds. Capt. Inglis is also a practical model farmer, and has done much to develop the agricultural resources of the county. In this he is ably abetted by ex-Governor Drew, whose thoroughly cultivated farm is provided with spacious barns, farm-engines, and improved implements and machinery of every description, and stocked with the finest registered cattle.

Madison has no hotel, but several excellent boarding-houses, among which are those of Mrs. M. A. Fraleigh near the depot, and Mrs. S. M. Hankins, the "Florida House," up-town. Several private families also entertain boarders occasionally, among them Mrs. Thomas and Mrs. Parramore. The rates are \$2 per day, \$7 to \$8 per week, \$25 per month.

The *Madison Recorder*, weekly Democratic newspaper, is conducted by E. D. Beggs, and an "independent Democratic" weekly newspaper, the *New Era*, has recently been started.

Cherry Lake, a handsome sheet of water from one to three miles wide, lies eleven miles northeast of the town. "The Cascade," a pretty waterfall, is about three miles south, and is a favorite place of resort. A small stream has a fall of about ten or twelve feet, and almost immediately disappears mysteriously underground. San Paola Lake, in the southern part of the county, is larger than Cherry, and is surrounded by a rich and productive region.

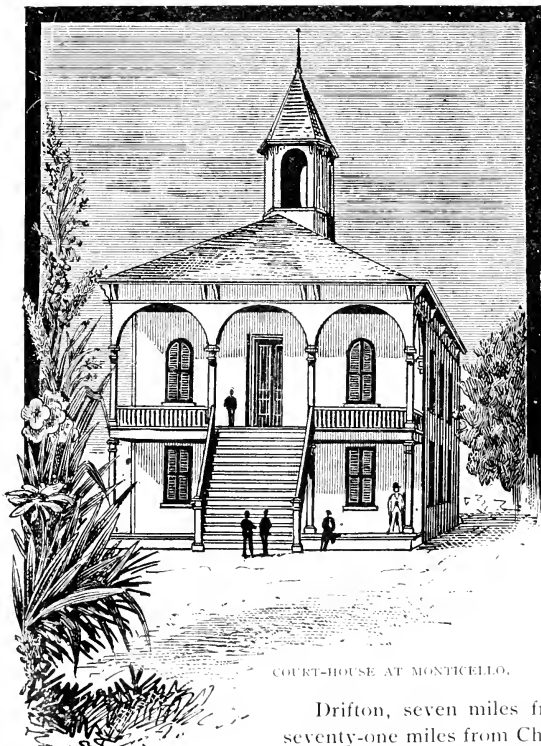
Mosely Hall, a thriving "settlement" in this same region, about fifteen miles southwest of Madison, contains five or six stores, and is noted for its superior healthfulness.

Greenville, fourteen miles from Madison, eighty-five miles from Chhattahoochee, and 124 miles from Jacksonville, is a pleasant-looking stopping-place, in the midst of live-oak groves. It has several stores, a mill and cotton-gin, and contains about 200 people.

A branch of the Florida Midland and Georgia Railroad, projected from Tallahassee to Gainesville by Mr. Hamilton Disston, of Philadelphia, and his associates, passes through Madison county. The preliminary surveys have been made for this road and branch, and it will open up a fine tract of country.

JEFFERSON COUNTY.

Aucilla, the next station west of Greenville, is a small village seven miles from Greenville, seventy-eight miles from Chattanooga, and 131 miles from Jacksonville. It is situated near the boundary line between Madison and Jefferson counties, and takes its name from the Aucilla river, which flows near by, rising in Georgia and emptying into the Gulf; a small but beautiful stream abounding in picturesque scenery. Aucilla is chiefly noted for its "supper-house," where eastward-bound trains stop "twenty minutes for supper" at "Aunt Aggy's," where is served a bountiful repast of real old-fashioned, wholesome country fare.



COURT-HOUSE AT MONTICELLO.

Drifton, seven miles from Aucilla, seventy-one miles from Chattanooga, and 138 miles from Jacksonville, is the junction of the main line with the Monticello Branch, which extends thence northwardly four miles to Monticello, the

county seat of Jefferson. Monticello is nobly seated on a high ridge, surrounded by a splendid farming country—one of the richest sections of Middle Florida. It is a queer combination, as many of the older towns are, of old-fashioned, comfortable simplicity (in habit as well as architecture) and modern improvement and style. Many of the lately erected dwellings and stores would do credit to a large city. Like most Middle Florida towns, it is heavily shaded, chiefly by handsome live-oaks and water-oaks. Flowers abound everywhere through the grounds of the private residences; and a flourishing greenhouse well filled with rare plants on the place of Col. Bird, just out of town, is one of the attractions of the place. The model plantation of Mr. E. B. Bailey, (one of the youngest as well as wealthiest of the planters of Middle Florida), of 600 acres near the town, is supplied with the best and latest improved machinery and implements. Mr. Bailey owns some 12,000 acres of the finest farming land in the county, besides the care of which he runs a large store and cotton warehouse at Monticello.

Monticello has no hotel, so to speak. The old "Madden House," an ancient structure, which in its best days must have been of rather imposing appearance, is now badly out of repair. It is kept by Mrs. Skipper. The need of a good public house at last became so manifest that Capt. J. T. Porter has re-modeled his residence on a most eligible corner near the centre of the town, and is now prepared to entertain a limited number of guests. Besides these, a number of the citizens take boarders in the Winter time—Mrs. D. Williams, Mrs. Kate D. Scott and others; the rates are \$2 per day, \$7 to \$8 per week, and \$25 to \$35 per month. There are Baptist, Methodist, Presbyterian and Episcopal churches, and a very commodious and substantial brick Academy building, also a spacious and well-appointed public hall.

In the lower portion of Jefferson county is the location of that now celebrated object of interest, the "Florida Volcano." Persons whose lives have been passed in the section named unite in testifying to the existence, for the past thirty or forty years, of a strange "pillar of fire by night, and pillar of cloud by day," which marks the spot where the volcano is supposed to exist. Although many attempts have been made to reach it, it still remains a mystery, owing to the difficulty of penetrating the jungle which surrounds and partially conceals it.

LEON COUNTY.

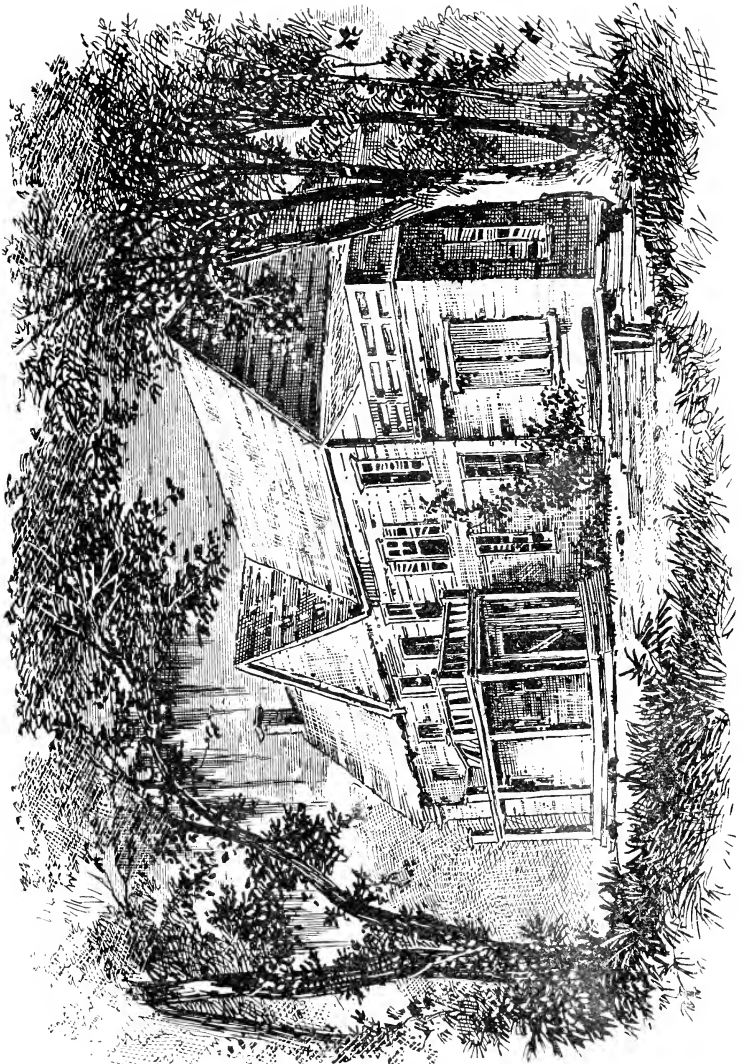
Nine miles from Drifton, sixty-two miles from Chattahoochee, and 147 miles from Jacksonville, is Lloyd's, or, as it is popularly known, "No. 2," an important station, from whence large quantities of cotton are shipped, raised in its vicinity. It has four stores, post-office, telegraph and express offices, a large cotton gin, grist-mill and cotton-seed oil mill (the only

one in the State), conducted by Mr. Walter Bond. Six miles further, fifty-six miles from Chattahoochee, and 152 miles from Jacksonville, is Chaires', or "No. 1," simply a flag station.

Tallahassee, the State Capital and county seat of Leon county, twelve miles from Chaires', forty-four miles from Chattahoochee, and 165 miles from Jacksonville, is the next station. The approach to this most charming of all Southern cities is worthy of its own inherent beauty. Four miles from the city, the train passes over a portion of the prettiest of the upland lakes of this hill region—Lake La Fayette, so named from its situation in the midst of the noble estate granted by a grateful country to the great French patriot, in recognition of his services in the Revolutionary struggle for independence. It was a magnificent domain of over 23,000 acres (an entire township), and contained some of the choicest lands in the State. Many efforts were made to induce Gen. La Fayette to remove hither and occupy the estate, but he loved his native land a little the best, and in course of time his descendants parted with their possessions to different purchasers. Passing the lake, the road runs through a stupendous "cut" made through a great hill, the grade to the centre of the cut being one of the steepest on the line, and in the State. As the cars emerge from this tunnel-like way, first into a deep and narrow valley with steep slopes on either side, and thence debouching into the broader valley of the "St. Augustine Branch," in the early morning, a scene of beauty meets the eye, such as no uninformed tourist ever dreamed of beholding in Florida. Great sloping hills rise as if by magic on every side; in front, crowning the loftiest, are the whitened walls and thousand windows of the city shining in the morning sun.

The city stands at an elevation of over 250 feet above the sea. Its population, within the city limits proper, is given by the Census of 1880 as 2,494, but with its outlying suburbs, including the homes of many of the numerous operatives of the cotton factory and railroad car-shops, it doubtless contains over 3,000 souls. Its healthfulness is a proverb among all the people of the State, and can be no better illustrated than by stating that during the summer just past, its entire sick list has been easily attended by a single physician. There are two physicians resident in the city, one of whom was absent until mid-summer, and on his return the other left with his family on a visit to Virginia.

Tallahassee is full of interest to the tourist, not only on account of its being the seat of government, but because of its inherent attractions. It was here that the great chiefs of the aborigines held their savage court; here the Spanish invaders of their territory, in the era immediately succeeding the settlements on the Atlantic coast, established themselves by the occupation of the Gulf coasts and the erection of elaborate forts and strongholds, the remains of which still exist; here that, in a later day, the military authorities of the United States, under



WAVERLEY—A RUIN.

General Jackson, after taking formal possession of the territory, established the chief military post and seat of government. Aside from its historical interest, Tallahassee has always been a place of consequence as a centre of trade. Long before the Florida Central Railroad (from Jacksonville to Lake City), the old Pensacola and Georgia Railroad (from Lake City to Tallahassee), later called, with its extension to Chattahoochee, the Jacksonville, Pensacola and Mobile Railroad, were thought of, the Tallahassee Railroad from St. Marks to Tallahassee was a flourishing enterprise, founded as early as 1833, upon the necessities of the immense trade even then existing between St. Mark's and the interior. In later years the building of railroads from the Atlantic coast west-



STREET MARKET, TALLAHASSEE.

ward, diverted this trade. The early settlement of this wonderfully fertile region by a class of wealthy cotton planters from Georgia, Virginia, and the Carolinas, with their vast tracts of freshly-cleaned hummock lands and armies of slaves, made Middle Florida the seat of a progress, wealth and civilization the most powerful and extensive in the South. The people lived like nabobs, and devoted themselves with equal zeal to the cultivation and handling of the great staple, and the amenities of social life. Fine old mansions, like that of "Waverley," yet stand among the giant live oaks, upon more than one of the rich plantations in the vicinity of the city, untenanted and ruinous: their silence and desolation full of pathos and eloquence, reminding the chance passer-by of

the prosperity and affluence of former days. This good old time has passed away, with many of those who were its founders and devotees, but the rich lands yet remain, scarcely affected by the half century of immense yearly crops which they have produced. Methods of cultivation which have prevailed among the freedmen tenants of these lands since the war have reduced the annual product, but not the producing capacity of the lands, and when they are subjected to the better methods known and practiced by the best farmers of the North and West, their fertility and products are almost beyond the power of belief. These lands can be purchased in tracts of any size, at prices ranging from \$5 per acre upward, according to locality. Application made to Messrs. Ball & Long, the only real estate men in Middle Florida, will receive prompt attention.

Two miles west of Tallahassee is the "Murat Place," a fine plantation owned and occupied, until her death, by the widow of Prince Murat, the son of Napoleon's favorite Marshal, afterwards King of Naples. The Prince, who spent the last years of his life upon his fine estate in Jefferson county, and his widow who survived him many years, lie side by side in the Episcopal Cemetery at Tallahassee.

Three miles westwardly is the site of an old Spanish Fort (San Luis), upon the broad summit of one of the highest hills, where fragments of ponderous old iron armor and heavy cannon have been found. In many other localities are pointed out similar remains.

Tallahassee has been called the "Floral City of the Land of Flowers," and well deserves the name. Almost every dwelling is in the midst of a wilderness of flowers, which seem to bloom with equal splendor from January to December. A Spring fair or flower show, held under the auspices of the Fair Association (which is one of the most prosperous and useful organizations of its kind in the South), gives the stranger a rare opportunity to see the best of her floral treasures collectively. The fifth annual fair begins January 16, 1883.

The hard clay roads, winding gently over the hills and through the valleys, under over-arching boughs and among the fertile fields, toward the various beautiful lakes which abound throughout the county, afford the finest opportunities for pleasant drives and rides and walks; all of which are invited by the clear, bracing atmosphere and the varying changes of the landscape.

Lake Jackson, the largest, lies nearest to the city, its nearest point being only about three miles. It is a noble expanse of water, extending in a northerly direction a distance of some eighteen or twenty miles, and varying in width from half a mile to three miles. North of it lies Iamonia, a veritable archipelago on a small scale, being full of small islands. It is famous over half the continent, among the knowing ones, as the place *par excellence* for the shooting

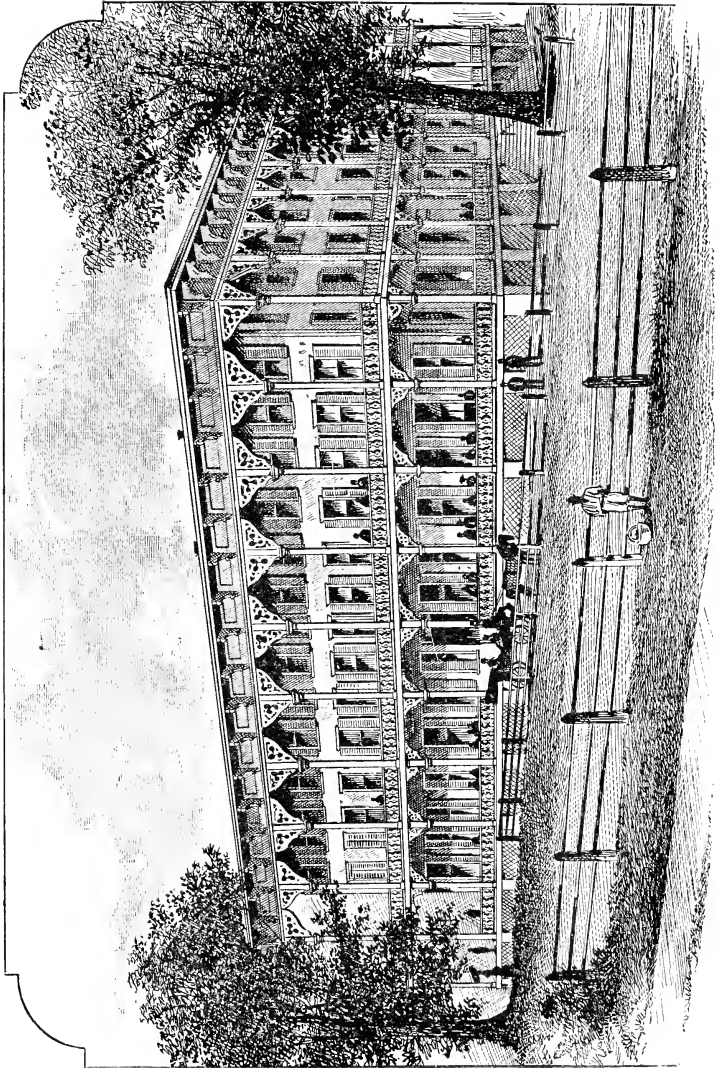
of water-fowl during the Winter months. South of Tallahassee, four miles, is Lake Bradford, almost circular in form, and about a mile and a half in diameter, its shores composed of a wide belt of fine white sand, and shaded by immense trees. Twenty miles northeast is Lake Miccosukie, as large or larger than Lake Jackson, and forming a portion of the boundary between Leon and Jefferson counties. Lake Hall, almost a perfect crescent in shape, lies five or six miles northeast from Tallahassee. All these are surrounded by high banks and bluffs, and the scenery is as fine as in any lake region in the world. The heavily-wooded bottoms of the Ocklockonee river, the western boundary of Leon, are famous for their game; wild turkeys, deer, and even bear, are found there in sufficient quantity to satisfy the most enthusiastic sportsman; while the fields and woods, not only of Leon but of this whole region, are the resort, in season, of quail in vast numbers.



WEST FLORIDA SEMINARY.

Tallahassee has substantial and well-appointed churches, Baptist, Methodist, Presbyterian, and Episcopalian, and the Roman Catholics have a chapel in the old convent building, where services are regularly conducted by a resident priest. The Hebrew residents also enjoy religious services, but have no synagogue.

Besides a number of excellent private and public (county) schools, the city is the seat of the West Florida Seminary, a State institution endowed with a large grant of public land, and having large and appropriate buildings for both male



THE TALLAHASSEE HOTEL.

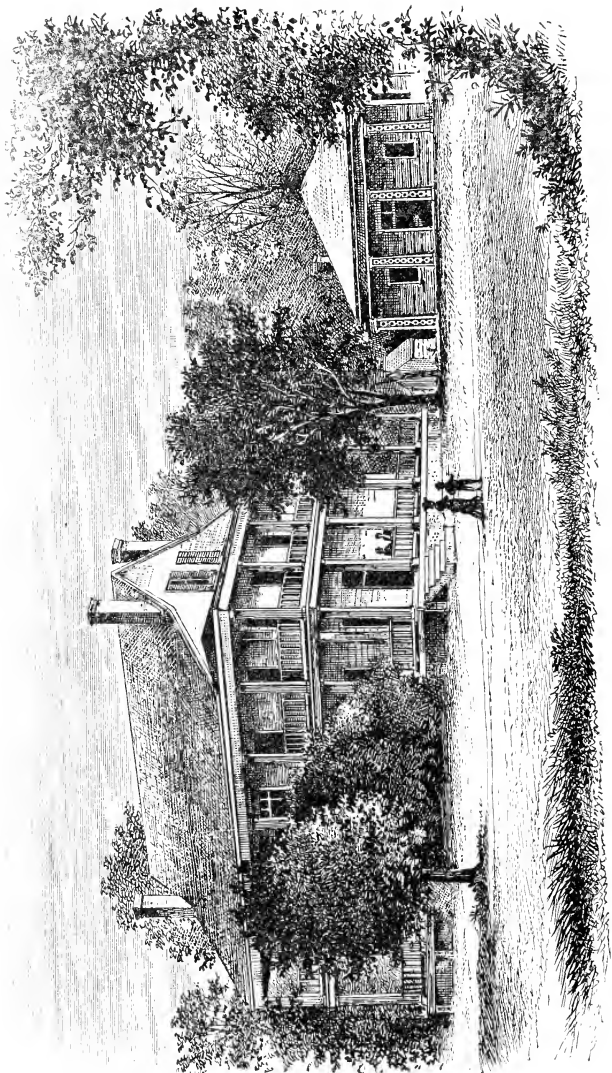
and female departments. It is under the care of a competent corps of teachers ; has a military establishment in its male department, with uniform, instructor in tactics, etc., and is empowered to confer degrees.

Newspapers apparently flourish here with unusual vigor. The *Floridian* (weekly, Democratic,) established in 1828, is the "ancient of days," and the factotum of its party in the State since the "time whereof the memory of man runneth not to the contrary." It is presided over by Capt. Charles E. Dyke, the veteran editor of the Florida press, whose connection with its fortunes dates back nearly half a century. The *Economist* (weekly) is conducted by Judge R. B. Hilton, and is an "independent Democratic" paper. The *Land of Flowers* (weekly) by R. Don McLeod, is devoted to agriculture, literature and immigration. The *Spectator* (weekly) is a new enterprise, the organ of the "simon pure" "Independents."

The hotels, like the newspapers, are sufficient in plenty and variety "to suit the most fastidious taste," or rather to suit all tastes and all purses. The old stand-by, the City Hotel, is a rambling, curious old affair, half brick, half frame, but provided with excellent rooms and beds, and owned by Mr. W. P. Slusser, whose manager, Mr. G. A. Hover, is an expert in the business. The house has accommodations for some 100 or 150 guests, and the rates are \$2.50 and \$3.00 per day, with weekly and monthly rates very reasonable by especial contract. The "St. James," formerly Lamb House, has just been greatly enlarged and thoroughly refitted and re-furnished. It is conducted by the owners, Mr. and Mrs. George Lamb, who have the reputation of taking excellent care of their guests. The present capacity of this excellent house is about fifty guests, and the rates are \$2.00 and \$2.50 per day, with special reduced rates by the week or month. A magnificent new hotel, The Tallahassee, with some sixty rooms, and constructed upon the most approved modern plan, with all the conveniences and appointments of a first-class house, was built last year by a stock company of citizens, and it is intended to open it for its first season on the 1st of January next. It is owned by the Tallahassee Hotel Company, and has been leased for a term of years to Mr. W. H. Howerton, Proprietor of the Warm Springs Hotel, North Carolina. (See cut and advertisement).

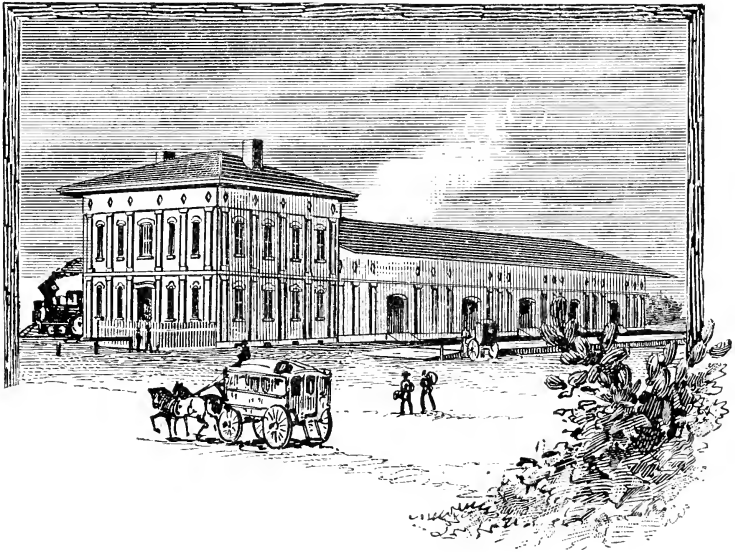
Besides the hotels there are a number of extensive and excellent boarding-houses—Mrs. Whitaker's, Mrs. Townsend's, Mrs. Brokaw's, Mrs. Hopkins', Mrs. Tatum's and others; and a number of citizens open their ample residences to receive Winter boarders, especially during the biennial sessions of the Legislature, the next of which begins in January, 1883.

One of the most attractive of the many fine old places around the city, is the estate of "Glenwood," the property of Col. W. L. Robinson. It is located some seven miles from town, and is reached by a pleasant road leading through



GLENWOOD.

a well tilled and richly wooded country. The wood fulfills the traditional idea of a hospitable, roomy, and delightful old Southern home. The broad lands are kept in a high state of cultivation, the owner being an enthusiast in his occupation as a planter, and near the house, one of the finest kitchen-gardens in the State affords a bountiful and varied supply of vegetables and early fruits. The broad grounds adjacent to the house, are well shaded with giant live oaks, where the myriad song-birds of the South find their homes, amid the moss-draped branches. Handsome Jersey cows afford plenty of milk, and the mornings are musical with the notes of the various barn-yard fowls.



DEPOT, TALLAHASSEE.

The amenities of life are not left out, for here the visitor finds horses for the carriage or saddle, a good library with all of the best current magazines, pianos, a billiard room, croquet grounds, and superb hunting—quail being especially plentiful—and fishing—a veritable Winter paradise, in fact, presided over by a most congenial host and hostess, where social instincts, rather than any pecuniary necessity, have led them to open their doors this Winter to a small number of Winter guests, who will find here a secluded yet entertaining spot where the Winter may be passed in true *dolce far niente*.

Tallahassee is the northern terminus of the St. Marks Branch of the Florida Central & Western Railroad, which extends a distance of twenty-one miles to St. Marks in Wakulla county. There are a number of railroads projected to and through Tallahassee, among them the Thomasville, Tallahassee and Gulf Railroad, from Thomasville through Tallahassee to some eligible point on the Gulf coast, probably Rio Carrabelle, a thriving lumber port on the deep waters of Dog Island Harbor, at the western end of James Island, the preliminary surveys of which have just been completed; and the Georgia & Florida Midland Railway, incorporated by Mr. Hamilton Disston, of Philadelphia, and his associates, extending from Tallahassee through Jefferson, Taylor, La Fayette and Alachua counties to Gainesville, and thence to the St. Johns river, with a branch from Perry, in Taylor county, through Madison county, to Valdosta, Georgia.

The car-shops of the former Jacksonville, Pensacola & Mobile R.R. are situated near the depot, which latter is the finest building belonging to the line, and was built to accommodate the general offices of the old P. & G. R. R. Since the consolidation, the working force from the car-shops of the Florida Central at Jacksonville have been removed to the Tallahassee shops, which are now run to their fullest capacity for the benefit of the consolidated lines. The general offices of the line have been established at Jacksonville.

Near the depot stands the Tallahassee Cotton Factory, the only establishment of its kind in the State. It was founded many years ago by a stock company, and is now owned by Mr. Alexander McDougall, who is engaged in the manufacture of fine yarns, which meet with a ready and profitable sale. The capacity of the mill, with a moderate addition of capital, could profitably be increased ten or twenty-fold. A ginning establishment and grist mill are run in connection with the factory. A planing mill operated by T. J. Rawls, a cigar factory by Mr. Wilt, and a tan-yard by Mr. Jno. A. Pearce (the only one in the State), are conducted profitably, and complete the list of Tallahassee's manufacturing establishments. Messrs. B. C. Lewis & Sons conduct an extensive banking business, the only one in Middle Florida. Tallahassee has some thirty or more stores, including three drug stores, two book stores, news depot, a first-class furniture store, stove store, one hardware store, and two large livery stables.

The State Capitol is a roomy, massive, and well-preserved structure of imposing appearance, built in 1834 by the military government of the territory, and stands in a commanding situation on the extreme southern portion of the hill occupied by the city. From the eastern entrance to its well kept grounds, extends eastwardly the St. Augustine Road, otherwise known as the "Bellamy Road," from the name of its builder, a military highway constructed by the U.S.



NEW COURT HOUSE, TALLAHASSEE.

Government in territorial times, to connect, for purposes of military transportation, the Capital with the settlements on the Atlantic coast.

GADSDEN COUNTY.

From Tallahassee, the line of the railroad deflects rapidly to the northward. The first station westward, after crossing the Ocklockonee river, nine miles from Tallahassee, is Midway, twelve miles distant, thirty-two miles from Chattahoochee, and 177 miles from Jacksonville. From Midway, which is a small settlement consisting of one or two stores, school-house, and a few dwellings, it is twelve miles to Quincy, the county seat of Gadsden county, which is twenty miles from Chattahoochee, and 189 miles from Jacksonville. The town contains about 700 people, and is one of the oldest in Middle Florida, having been incorporated in 1828. It is delightfully situated, at an elevation of 290 feet above the sea, and its environment is exceedingly picturesque. Just north of the town is the beautiful valley of the Attapulgis. On all sides rise the wooded hills which form the great charm of Middle Florida. Baptist, Methodist and Presbyterian churches, a handsome brick Academy building, and a well-preserved and commodious Court-House adorn the town, besides numerous handsome private residences with well-cultivated grounds, that of Judge J. E. A. Davidson, the post-master, being one of the most attractive, and containing a great variety of rare plants and flowers, among them several bunches of the only real South American Pampas Grass in the State, from which are taken some 500 magnificent "plumes" every year. The grounds of Congressman R. H. M. Davidson, contain some of the largest specimens of the *Camellia Japonica* in the State, if not in the South—one or two of them being some twenty-five feet in height.

The *Quincy Herald* (weekly, Democratic,) is the only newspaper, and is conducted by Mr. W. W. Keep, who keeps the neatest and best-appointed printing-office, of its size, in the State.

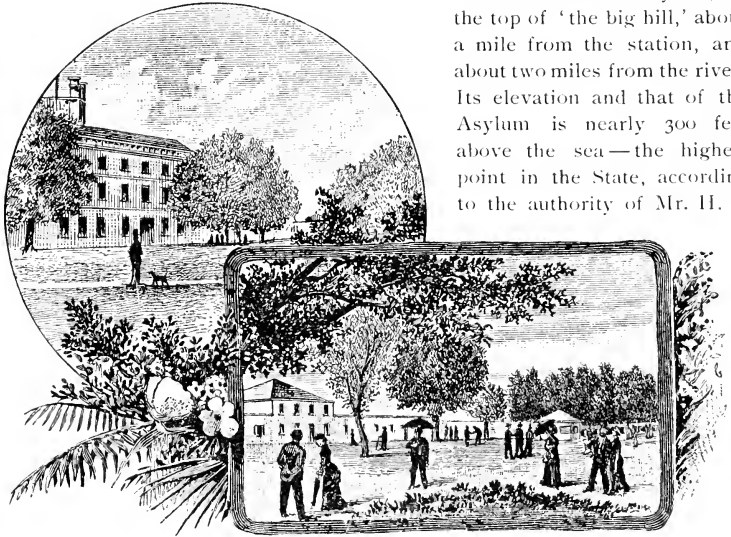
There are no hotels, the only establishment of the kind having been destroyed by fire a year or two ago; but there are a number of excellent boarding-houses, that of Mrs. M. S. Zegler being the largest. Her rates are \$2 per day, monthly and weekly rates much lower, by contract. A number of citizens take Winter boarders at similar low rates.

Nine miles west of Quincy, eleven miles from Chattahoochee and 198 miles from Jacksonville, is Mount Pleasant, a way-station, chiefly noted as the location of the extensive vineyard of Col. M. Martin, Surveyor-General of the State, which lies about five miles north of the depot, and where are growing a large variety of grapes, principally the Scuppernong, from which the proprietor manufactures large quantities of wine, which finds a ready sale at remunerative

prices and whose quality is noted all over the State: it having competed strongly at the last State Fair with that of Judge Davidson, of Quincy, which won the premium.

Chattahoochee Station, eight miles from Mt. Pleasant, three miles from Chattahoochee Landing (the terminus of the road on the east bank of the Appalachicola river), and 206 miles from Jacksonville, is the stopping-place for mails and travel destined for the State Asylum for Indigent Insane, and the ferry leading into Jackson county, West Florida. The village of Chattahoochee is

situated near the Asylum, on the top of 'the big hill,' about a mile from the station, and about two miles from the river. Its elevation and that of the Asylum is nearly 300 feet above the sea—the highest point in the State, according to the authority of Mr. H. S.

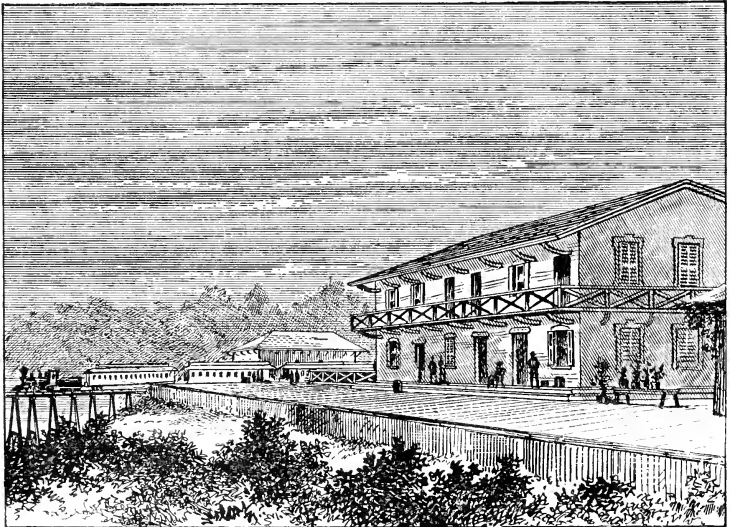


STATE ASYLUM FOR THE INDIGENT INSANE AT CHATTAHOOCHEE.

Duval, State Engineer, being near that gentleman's residence, on a long, high ridge lying south of the railroad about two miles, where the elevation is fully 300 feet.

The Asylum is situated on the site of, and occupies the buildings formerly belonging to, the U. S. military post established here in 1834 by General Jackson, then military governor of the Territory. The buildings are of the most substantial character, being all of brick, arranged in the form of a hollow square, enclosing, with the high brick wall which connects them, a smooth plaza, shaded by large trees and carpeted with grass. At the southeast corner stands a large two-story residence, surrounded on all sides with ample verandas, formerly

used as officers' quarters, and now occupied by the family of the physician-in-charge, Dr. J. H. Randolph and his assistants. On the south side stands an immense, four-story brick building with a tower ninety feet in height, formerly used as an armory and arsenal, and now occupied as the white male department of the Asylum. Near the southeast corner stand two smaller buildings, used as store-room and chapel. At the northeast corner is another large dwelling similar to the first-named, formerly occupied as barracks for the troops, now the white female department of the Asylum. On the north side are several one-story and one two-story buildings formerly used as shops, etc., now used



HOTEL AND DEPOT, CHATTAHOOCHEE LANDING.

as the quarters for the colored inmates of the institution. On the west side are the stables and gateway. East of this enclosure are two massive brick structures formerly used as a magazine, and now useful as store-houses. The property comprises about 1,700 acres, and much of it is under cultivation as a farm for the production of forage, vegetables, etc., for the use of the Asylum. It was donated by the Federal Government to the State shortly after the war, for a penitentiary, and was so used until 1876 when the system of convict-leasing was adopted. The view from the tower is one of the finest panoramas of beautiful landscape scenery to be seen south of Lookout Mountain, and a visit to the

village is one of the most pleasant and interesting episodes a tourist could desire.

Three miles from Chattahoochee station, and 209 miles from Jacksonville, is Chattahoochee Landing. Here steamers plying the Chattahoochee, Flint and Apalachicola rivers, between Columbus, Ga. and Apalachicola Fla., connect semi-weekly each way. These boats are of modern make and accommodations, and equal in every respect to the best class of steamers on the western rivers. The "Chattahoochee" and "Rebecca Everingham," with their ample cabins, large and comfortable state-rooms, electric light, etc., are as pleasant vehicles of water travel as exist anywhere; and their gentlemanly officers are renowned for their courtesy and attention to the wants and comfort of their patrons.

The Landing comprises the large warehouse of the railroad company, and a neat and comfortable hostelry, the Riverside Hotel, built by the company some three years since and managed by its agent, Mr. J. P. Jordan.

At this point, just below the tracks of the Florida Central and Western, the Pensacola and Atlantic Railroad will cross the river, by a bridge now being rapidly constructed, to its depot adjoining that of the Florida Central and Western. This road, now being rapidly brought to a state of completion, and intended to be ready for travel by the first of March 1883, extends from Chattahoochee westward through West Florida, a distance of 160 miles to Pensacola. It is being constructed by the Louisville and Nashville Railroad, and will be under the management and control of that great corporation. It will form an outlet, over the lines of that company, to all the great western system of railways, and will control a very large part of the annual travel to and from Florida.

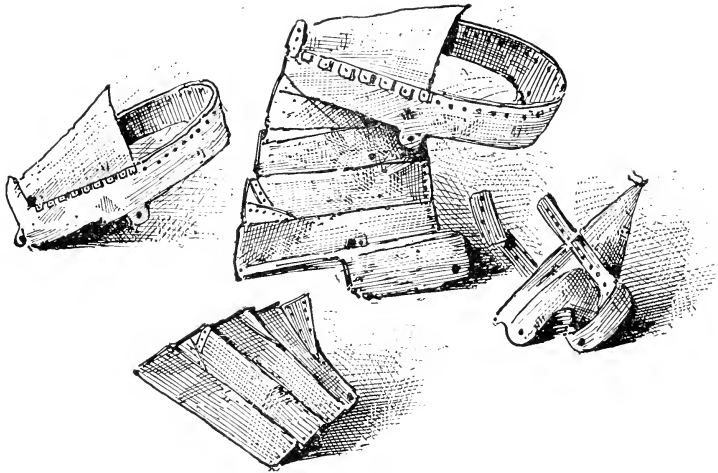
The Savannah, Florida and Western Railway Company is also constructing a short branch from their main line at Climax, a small station between Thomasville and Bainbridge, to Chattahoochee, a distance of thirty miles, which is intended to be continued thence southward to the deep waters of Dog Island Harbor.

In the river bottom, near Chattahoochee, is found a new species of spruce, recently discovered and named after Professor Torrey of the Smithsonian Institution, *Torrey Taxifolia*, the peculiar characteristic of which is that its wood is practically indestructible. Logs which had been known to be lying in the mud and water for twenty years or more, have been taken out and found perfectly sound. Specimens of this remarkable wood, which is found nowhere else on the continent, may be seen in the lamp-posts in the Capitol grounds at Tallahassee.

WAKULLA COUNTY.

From Tallahassee, on Tuesdays, Thursdays, and Saturdays, trains leave on the St. Marks Branch for St. Marks, twenty-one miles distant, returning the same day. The road runs through a rather flat and uninteresting country, the poorest portion of Wakulla county, and the least fertile of any section of Middle Florida. Twelve miles from Tallahassee is Oil Still station, the only way-station on the road, where there is a post-office called Wakulla, and where passengers going to Wakulla Spring or Newport may disembark. This station is so-called from there having once been here a flourishing manufactory of turpentine, rosin, oil and pitch.

St. Marks, once the seat of a flourishing commerce, is now a "deserted village." Its seventy-five or eighty people are mostly engaged in fishing or



FRAGMENTS OF SPANISH ARMOR, FOUND AT ST. MARKS.

sponge fisheries, and there are only two stores and a dozen or two dwellings, besides the railroad warehouses and wharves. From St. Marks to the mouth of the St. Marks river, the distance is eight miles, with a deep channel all the way, through which large vessels are enabled to reach the wharf. A steamer makes semi-monthly voyages between St. Marks and New Orleans, touching at Pensacola. A light-house of the second-class stands at the mouth of the river.

Newport, six or eight miles above St. Marks, on the river, was once a popular place of resort, on account of the vicinity of some valuable mineral springs,

especially the Sulphur Spring, which has the reputation of having performed some wonderful cures of rheumatism, etc. It was also a place of considerable commercial importance, but is now a mere wreck and shadow of its former self.

Crawfordville, the county seat, has about eighty or ninety inhabitants, and is situated in the centre of the county, about nine or ten miles from the railroad. Commencing three miles east of Crawfordville, and extending six miles eastward to the Wakulla River, and southward to tide-water on the coast, is a wonderfully fertile region of what is termed shell hummock land, that can fairly be said to be one of the richest bodies of land in Florida or out of it, admirably suited to every sort of farming and fruit growing. The orange tree flourishes there in great perfection.

Six miles from Oil Still station, and about sixteen miles from Tallahassee, is the famous Wakulla Spring. This wonderful natural curiosity has been visited by thousands of interested sight-seers, and is an object well worth going far to see. It lies in the midst of a dense growth of hummock forest, and has been described as almost the exact counterpart of the celebrated Silver Spring in Marion county; but many of those who have visited both declare Wakulla to be by far the most remarkable. Sidney Lanier, in his delightful "Handbook and Guide to Florida," says of it: "About fifteen miles from Tallahassee is one of the most wonderful springs in the world—the famous Wakulla Spring, which sends off a river from its single outburst. * * * Once arrived and floating on its bosom, one renews the pleasures which have been hereinbefore described in what was said of Silver Spring. Like that, the water here, which is similarly impregnated with lime, is thrillingly transparent; here one finds again the mosaic of many-shaded green hues, though the space of the spring is less broad and more shadowed by over-hanging trees than the wide basin of Silver Spring. In one particular, however, this is the more impressive of the two. It is 106 feet deep [Silver Spring is sixty feet], and as one slowly floats, face downward, one perceives, at first dimly, then more clearly, a great ledge of white rock which juts up to within, perhaps, fifty feet of the surface, from beneath which the fish come swimming, as if out of the gaping mouth of a great cave. Looking down past the upper part of this ledge, down, down through the miraculous lymph, which impresses you at once as an abstraction and as a concrete substance, to the white concave bottom, where you can plainly see a sort of 'trouble in the ground,' as the water bursts up from its mysterious channel, one feels more than ever that sensation of depth itself wrought into a substantial embodiment, of which I have before spoken."

The bottom of the spring, shaped like a great bowl, is covered with bits of bright tin, buttons and other objects dropped by curious visitors, who take a

wild delight in watching them whirl and circle down into the abyss below, through the magnifying water, which invests them with every color of the rainbow in their eddying flight.

Many years ago the skeletons of two mastodons were found at the bottom of the spring, and were taken out and shipped to the Smithsonian Institution ;



WARULLA SPRING.

but the vessel they were on was wrecked off Cape Hatteras, and these interesting remains now lie at the bottom of the Atlantic. In 1881 a similar skeleton was discovered some eight feet below the surface of the ground in Taylor county.

The width of Wakulla Spring is about 250 feet ; its form nearly circular, and the Wakulla river, which flows from it, is a deep and large stream, capable of bearing large vessels. At its mouth, where it pours into the St. Marks river, it is about 150 yards wide. The Spring, with a large tract of land surrounding it, has recently been purchased by an eminent Cincinnati physician, who proposes to erect suitable buildings and establish there a Winter sanitarium.

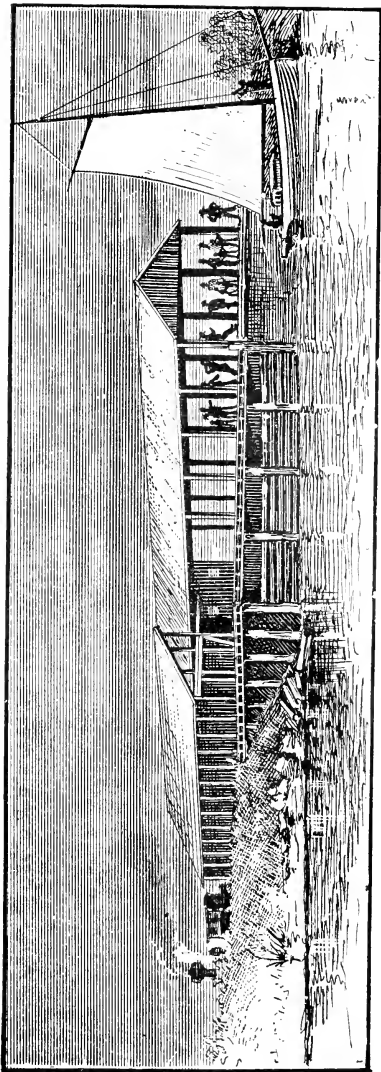
Wakulla, beauteous spring ! thy crystal waters
 Reflect the loveliness of Southern skies ;
 And oft methinks the darked-haired Indian daughters
 Bent o'er thy silvery depths with wondering eyes ;
 From forest glade the swarthy chief emerging,
 Delighted paused, thy matchless charms to view ;
 Then to thy flower-gemmed border slowly verging,
 I see him o'er thy placid bosom urging
 His light canoe.

The St. Marks river is one of the most picturesque streams in America. Its source, like that of the Nile, is a mystery, but has always been believed to be the great Miccosukie Lake, from which a subterranean outlet is supposed to exist, extending to the "sink," where the St. Marks begins its strange and devious course. The river is navigable for vessels of considerable size for some twenty miles, to a point near what is known as the Natural Bridge, another wonderful natural curiosity, which may be reached by a pleasant drive, through the pine woods, of eighteen miles from Tallahassee. Here the river, a broad, deep, sluggish stream, disappears suddenly into the bowels of the earth. No barrier arrests its course ; the formation across its course is but three or four feet above the level of its waters ; it simply appears that, at some remote period in the past, the bottom quietly dropped out, and, to all intents and purposes, from that point the St. Marks river is no more. But a phenomenon equally astounding is its reappearance in a great basin some forty or fifty feet from its burial place, where it calmly comes up again, like a giant refreshed, from its journey to the centre of the earth, and resumes its placid course towards the Gulf. The intervening space between the exit and reappearance of this great body of running water is not over fifty feet in width, and has no appearance of a bridge, but is so exactly like the surrounding land on either shore, that persons passing over it for the first time enjoy the experience of that ancient worthy of nursery rhyme who "couldn't see the town for the houses:" he doesn't know it is a bridge until he has passed over it. Here, during the war, was fought the only battle in Middle Florida. A force of Federals landed near the light-house, and were making their way towards Tallahassee, intent upon its capture, when they were met here by an inferior force of old men and boys, volunteers, picked up here and there in the general alarm, supported by only a company or two of

infantry, and a small battery of artillery. These made a stand immediately at the Natural Bridge, and threw up earth-works, from whence the pass was gallantly defended, the Federals being forced to retreat after experiencing considerable loss.

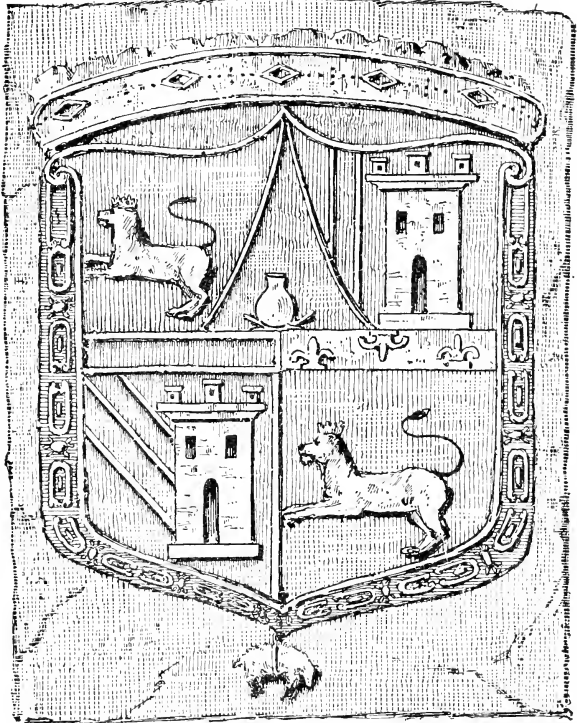
The Wakulla river is also picturesque and beautiful, and a trip from St. Marks up to the Spring is one of the things no tourist of well-regulated mind and reasonably substantial body can afford to miss. At its mouth stand the remains of the ancient Spanish fortress of San Marco, which was built of massive blocks of stone, and but for its demolition to furnish material for a large U. S. Hospital, built near its site some twenty years ago (itself now a miserable and not at all picturesque ruin), it might have been standing to this day. Two ponderous blocks of stone, one bearing a representation of the coat of arms of the Spanish King, and the other a battered inscription in Spanish, which once graced the fortress walls over the sally-port and the main entrance, were rescued from an ignoble use many years ago, having been discovered doing duty as door-steps to a saloon in St. Marks by Gov. R. K. Call, and taken to his residence in Tallahassee, where they now remain in the possession of his grandson, R. C. Long, Esq., of that city.

Six miles from Tallahassee, the St. Marks Branch passes the remnant of Bel Air, once a most delight-



LANDING AT ST. MARKS.

ful place of summer resort for the Tallahasseeans, when, in the early days, the constant clearing of new areas of the heavy growth of hummock timber thereabouts rendered the place somewhat less healthy in summer than it should be. Here the people built themselves neat cottages, and retired to them during the dog-days and dog-nights. In later days they go to St. Teresa,



SPANISH COAT OF ARMS FOUND AT ST. MARKS.

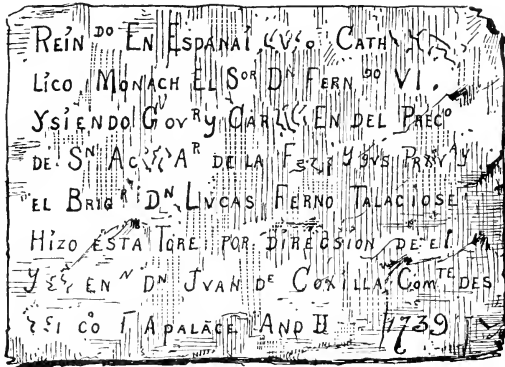
a pleasant little watering-place, possessing all the advantages of surf-bathing on a fine beach, and oysters and fish in abundance. St. Teresa is accessible overland a distance of about fifty miles, by carriage, and *via* St. Marks by small vessels, in a sail of a few hours. Its population during the Summer heats often runs up into the hundreds, and it is becoming more and more popular every year.

SOME STATISTICS.

For the benefit of those who may be desirous of obtaining some information which will aid them in the selection of a home in Florida, we give on another page a table of valuable statistics which will speak for themselves in eloquently portraying the material advantages of the rich section through which the Florida Central & Western Railroad passes.

A little study of the table will discover to the thoughtful reader some curious and very interesting facts, which most visitors to, and many residents of, the State will be surprised to learn.

For example: the ten counties named in the table, and which lie directly on the line of the road, having an area of only a fraction over 12 per cent. of the



A SPANISH TABLET.

total area of the State, contain over 41 per cent. of the total population of the State; over 66 per cent. of the entire area of cultivated lands; over 27 per cent. of the estimated standing lumber, and return over 35½ per cent. of the total assessed valuation of real and personal taxable property in the State.

These ten counties produced in 1879 over 40 per cent. of all the syrup; over 42 per cent. of all the rice; over 41 per cent. of all the sugar; over 31½ per cent. of all the potatoes; over 65 per cent. of all the tobacco; over 51½ per cent. of all the corn; over 58 per cent. of all the oats, and over 68½ per cent. of all the cotton produced in the entire State. They returned in 1881 over 44 per cent. of all the horses and mules; over 15½ per cent. of all the cattle, and of all the sheep and goats, and nearly 34 per cent. of all the swine in the State. The immense cattle and sheep interests of the peninsular portion of the State account

Counties. County Seat.	Population 1880.		Estimated Lumber Standing 1880.	Property Assessment 1881.	Improved Lands 1880.	Rice Product 1879.	Syrup Product 1879.	Sugar Product 1879.	Potato Product 1879.	Tobacco Product 1879.	Corn Product 1879.	Oats Product 1879.	Bales.		Horses and Mules 1881.	Cattle 1881.	Sheep and Goats 1881.	Swine 1881.
	Feet	Dollars											Acres	Pounds					Gallons	Hbds	Bush'ls	Lbs.	Bush.	Bales
Duval.....Jacksonville	19,431	4,673,981	18,787	43,885	13,321	32	25,875	.....	17,020	617	23	864	1,887	347	2,410			
Baker.....Sanderson	2,312	254,634	3,779	30,785	4,842	13	10,720	.....	22,838	2,584	215	322	6,348	550	3,258			
Columbia.....Lake City	9,589	455,000,000	39,285	132,974	27,074	111	41,740	785	172,795	38,389	1,992	1,737	10,390	2,145	8,727			
Suwannee.....Live Oak	7,161	622,000,000	663,455	56,296	26,622	121	35,000	715	99,855	18,634	1,177	1,249	9,330	1,468	6,154			
Hamilton.....Jasper	6,790	311,000,000	690,285	126,404	26,854	76	33,329	.....	110,503	21,413	1,908	1,188	8,309	2,149	8,049			
Madison.....Madison	14,798	122,000,000	1,233,950	23,267	79,741	66	107,999	1,045	285,281	64,130	7,054	2,218	10,589	2,181	10,860			
Jefferson.....Monticello	16,065	23,000,000	1,512,125	11,129	66,527	63	97,484	507	350,148	48,357	10,368	2,027	5,430	1,196	6,049			
Leon.....Tallahassee	19,662	1,684,732	76,863	22,250	71,830	23	114,107	3,095	345,381	45,768	9,562	3,277	6,274	1,491	6,082			
Gadsden.....Quincy	12,169	916,135	39,949	78,183	72,114	18	75,845	4,677	183,539	26,286	4,996	1,286	6,781	1,735	6,526			
Wakulla.....Crawfordville	2,723	72,000,000	314,833	26,000	24,559	.....	18,780	.....	50,140	6,207	561	489	6,060	427	3,752			
Total, Ten Counties..	110,700	1,816,000,000	12,827,996	420,778	551,183	413,384	523	560,889	12,824	1,637,510	272,385	37,856	14,607	70,358	13,689	61,867		
" The State.....	269,493	6,615,000,000	36,243,523	632,180	1,294,677	1,029,864	1,273	1,752,909	21,182	3,174,234	468,112	54,997	32,897	448,620	88,254	182,715		

for the low percentage in number of these animals in this section; while the percentage of valuation of all live stock, as given by the Census returns of 1880 (over 40 per cent. for the ten counties named), shows the fact that the importation and growing of improved breeds and superior animals largely predominates in this region.

Besides the articles named in the table, this fertile region produced, in 1879, over 42 per cent. of all the peaches, and over 25 per cent. of all the honey in the State; demonstrating beyond question that Northern Florida is not such a wilderness that that delectable mixture so often prescribed for bad colds, and vulgarly known as "peach and honey," is entirely unknown.

Great quantities of butter, (187,715 pounds); eggs, (391,841 dozen), and poultry, (202,622 head), were produced by these counties in 1879; while the quantity of garden produce, both for home consumption and for shipment abroad, raised along the line of the road is almost beyond computation or be-

lief. About 5,000 packages of vegetables, including Irish potatoes, were shipped during the season of 1882 from Tallahassee; nearly 3000 packages, besides 21 carloads (about half a crop) of melons were shipped from Live Oak; nearly 12,000 packages were shipped from Lake City; while Madison, Monticello, Houstoun, Welborn, and other stations were largely represented. Wool, hides, wax, moss, lumber and naval stores of all kinds are also exported in immense quantities.

Only five of the counties named, furnished for the Census of 1880 their statistics of the orange product. These five return over 11,000 bearing trees, yielding in 1879 nearly 4,000,000 oranges, worth about \$60,000. Oranges are raised however (and have been for the past fifty or more years), in every county in the list for home consumption; and of a quality unsurpassed by any in the State. It is only of late years that any attention has been given to the planting of young groves, of which, however, at this time large numbers are growing finely in almost every county named. The extreme cold of December, 1880, injured many of the old trees and killed some to the ground. Most of those injured have so far recovered as to be now bearing heavily, while those which were killed to the roots have so far recovered their growth as to bear next year or the year following. The orange industry is not quite so certain a one as in the peninsula, but it is quite as certain a crop as the peach crop in the North; and with the same care and attention bestowed upon the trees as in the so-called "orange belt," would yield quite as remunerative and almost as certain yearly returns as there.

The compilers of this pamphlet are indebted to the courtesy of Hon. A. A. Robinson, Commissioner of the State Bureau of Immigration, and Mr. R. C. Long, Secretary of the Bureau, for free and frequent access to the latest Census bulletins and other sources of information to be found in their office in the State Capitol, as well as for the use of advance sheets of the new immigration pamphlet, just from the press of the *Floridian* office at Tallahassee, a copy of which will be forwarded promptly, on application to the Commissioner, with six cents for postage.

CLIMATIC.

We give below a carefully compiled table, showing the results of a series of observations taken by Mr. W. A. Rawls, Druggist and Pharmacist, of Tallahassee, during the year 1881, which were published weekly in the *Floridian* newspaper of that city. The table shows the climate of Middle Florida in its most unfavorable aspect, as the summer of 1881, as is well known, was, not only in Florida, but throughout the United States, one of the hottest and dryest known for many years. Notwithstanding this fact, the table amply demonstrates that the climate is one of the most equable, temperate and de-

suitable in the Union, not only for the development of every agricultural and horticultural interest, but for *constant residence the year around*:

1881—MONTH.	Daily mean temperature for the month at 7 A. M.		Daily mean temperature for the month at 2 P. M.		Daily mean temperature for the month at 9 P. M.		Average daily mean temperature for the month.		Maximum temperature at 7 A. M. with date.		Maximum temperature at 2 P. M. with date.		Maximum temperature at 9 P. M. with date.		Minimum temperature at 7 A. M. with date.		Minimum temperature at 2 P. M. with date.		Minimum temperature at 9 P. M. with date.	
	Date.	Deg.	Date.	Deg.	Date.	Deg.	Date.	Deg.	Date.	Deg.	Date.	Deg.	Date.	Deg.	Date.	Deg.	Date.	Deg.	Date.	Deg.
January.....	48.3	57.1	51.8	52.4	20th	64	19th	73	17th	66	1st	32	1st	39	2d	32				
February.....	53.2	58.9	56.1	56.1	26th	70	1st	77	1st	68	14th	32	13th	37	13th	35				
March.....	58.5	63.0	60.0	60.5	29th	70	18th	76	18th	71	25th	44	22d	46	22d	45				
April.....	66.6	72.8	69.2	69.5	30th	80	30th	88	26th	87	2d	47	1st	54	1st	49				
May.....	74.5	84.6	79.3	79.5	14th	78	14th	90	14th	86	12th	70	23d	75	22d	74				
June.....	80.0	89.8	84.5	84.8	15th	86	19th	96	22d	92	6th	76	26th	79	8th	76				
July.....	81.2	89.4	84.7	85.1	9th	86	23d	97	8th	92	4th	73	2d	81	2d	76				
August.....	75.3	86.8	82.7	81.6	22d	82	22d	94	13th	90	17th	72	5th	77	5th	74				
September.....	75.8	87.4	82.3	81.8	12th	82	3d	94	3d	90	21st	72	21st	80	25th	75				
October.....	71.0	82.8	76.8	76.8	19th	78	5th	87	10th	82	21st	66	25th	74	23d	71				
November.....	59.2	70.2	65.8	65.1	8th	72	2d	78	9th	76	25th	32	25th	52	24th	45				
December.....	56.3	67.0	59.7	61.0	14th	68	3d	76	2d	74	16th	39	16th	52	16th	42				

Average daily mean temperature for the year, 71.2 degrees.

Highest range of thermometer, 97 degrees, on the 23d of July, at 2 P. M.

Lowest range of thermometer, 32 degrees, on the 1st and 2nd of January, at 7 A. M. and 9 P. M.; the 4th of February, at 7 A. M., and the 25th of November, at 7 A. M.



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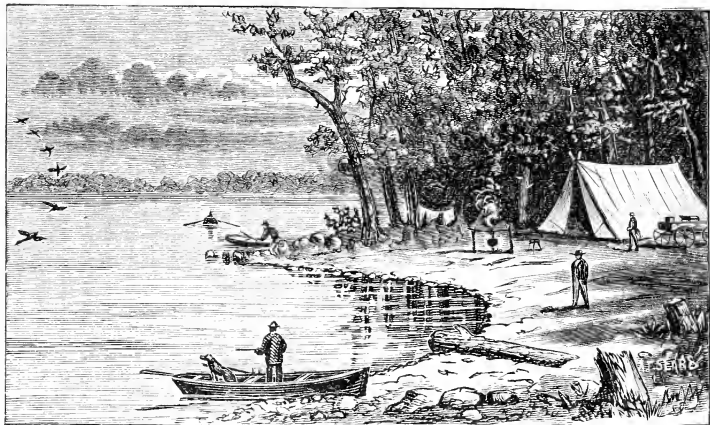
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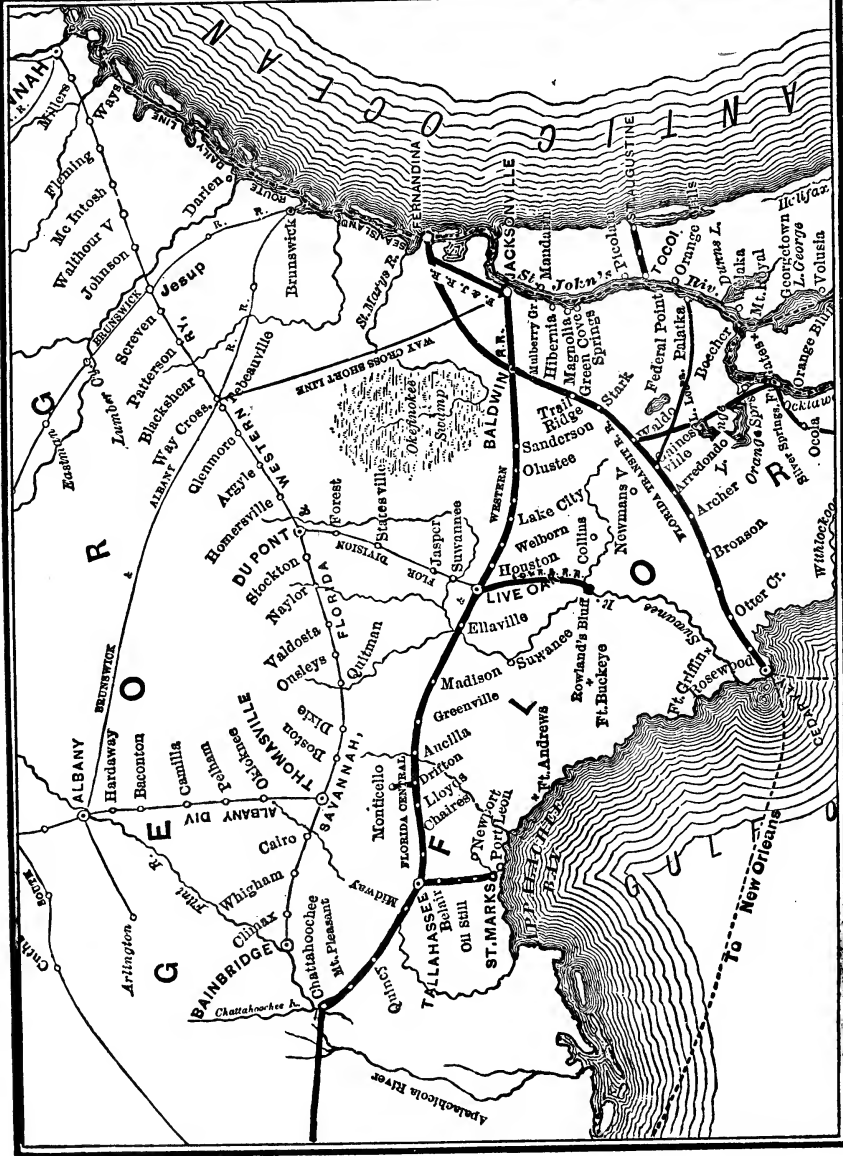
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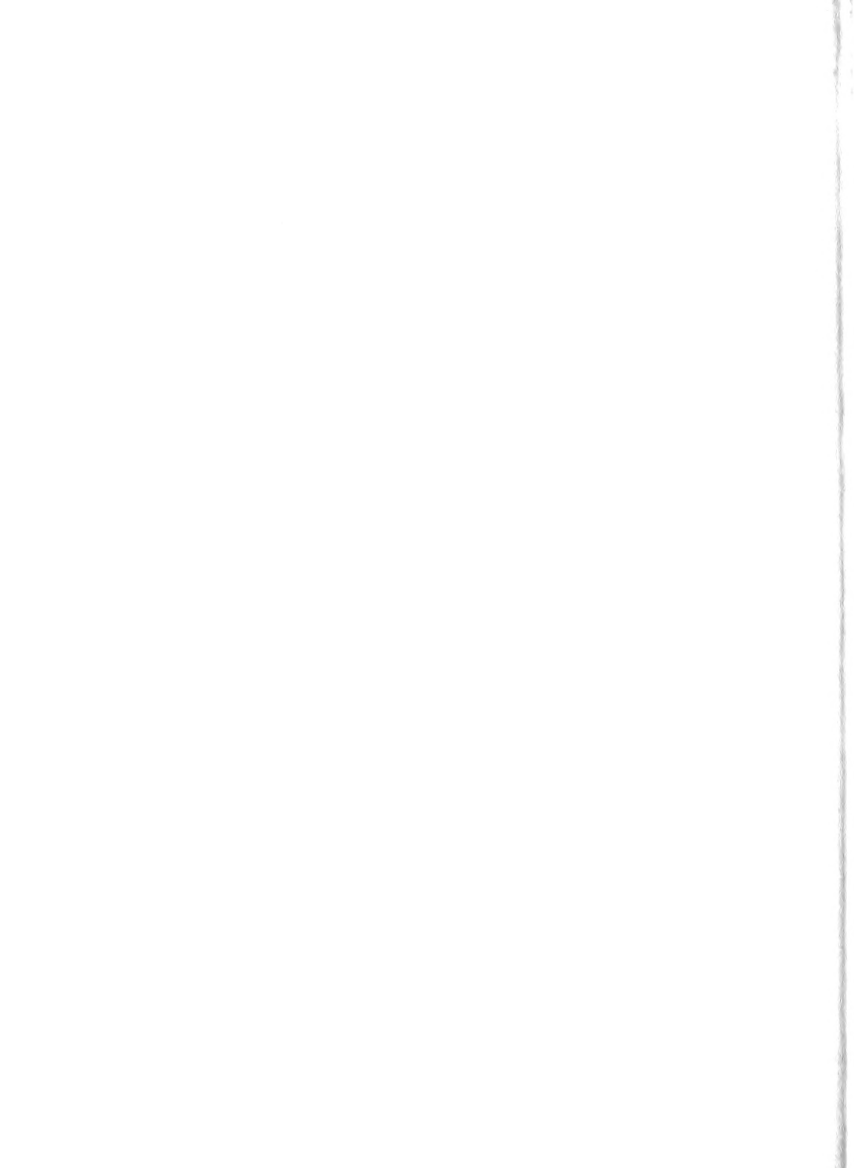
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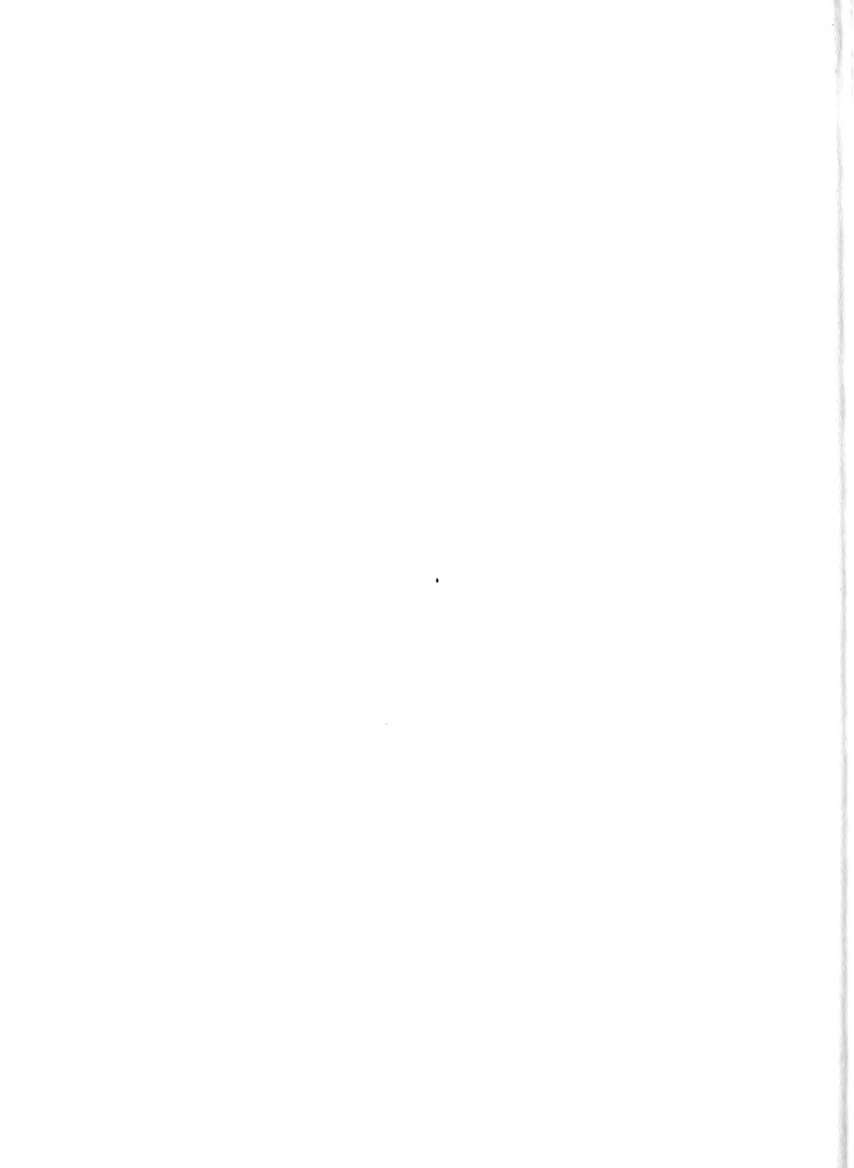
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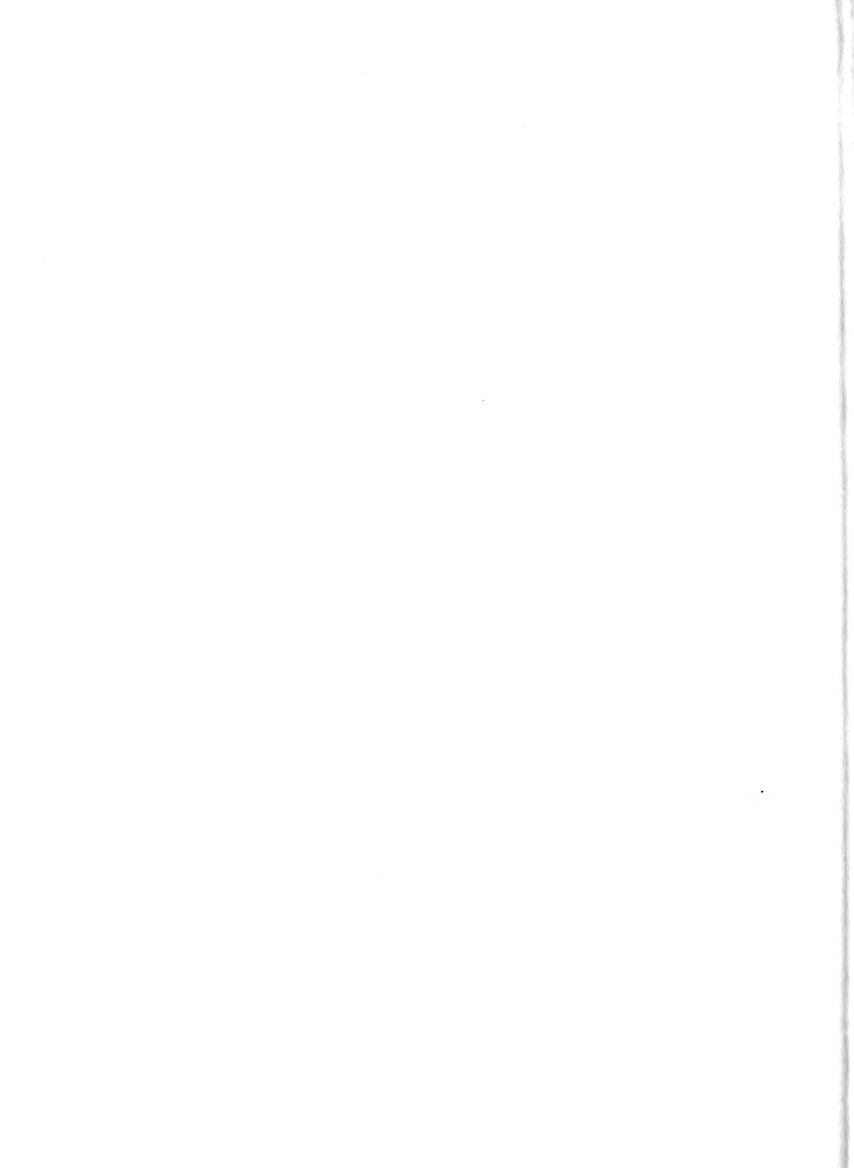
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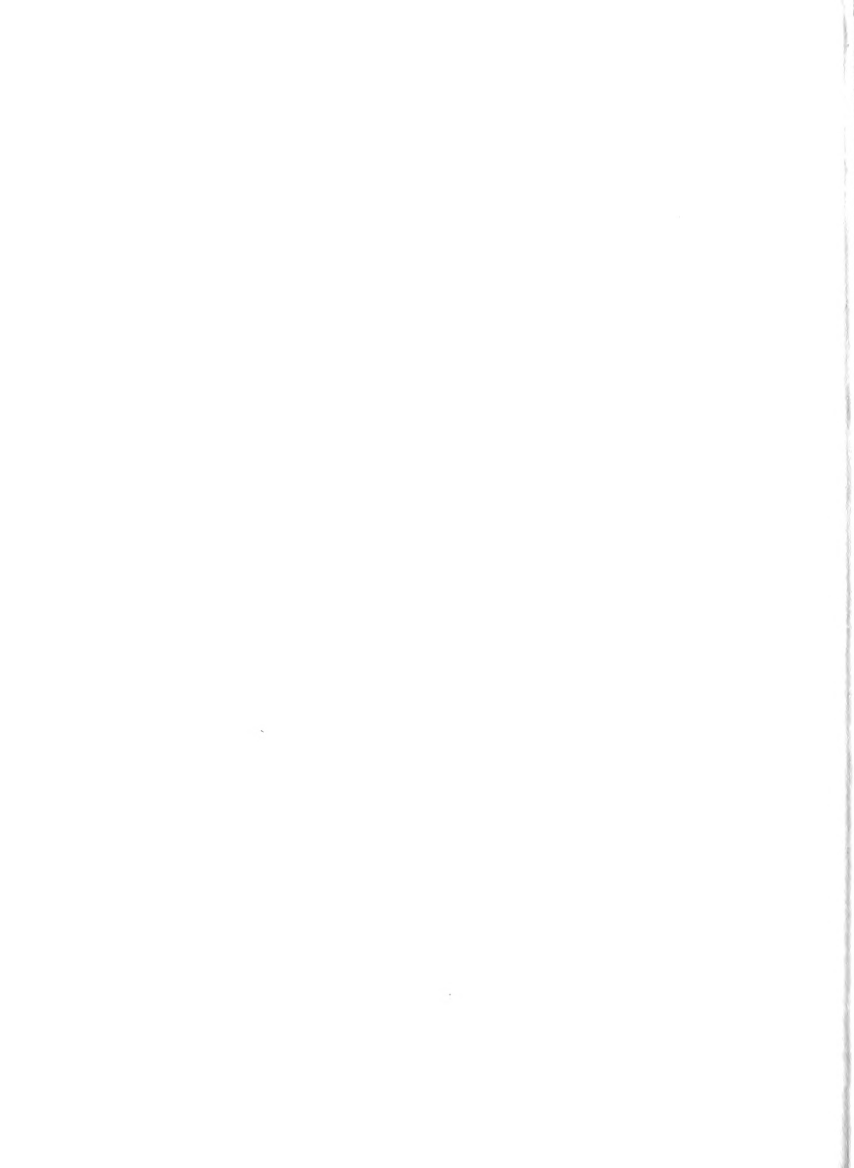
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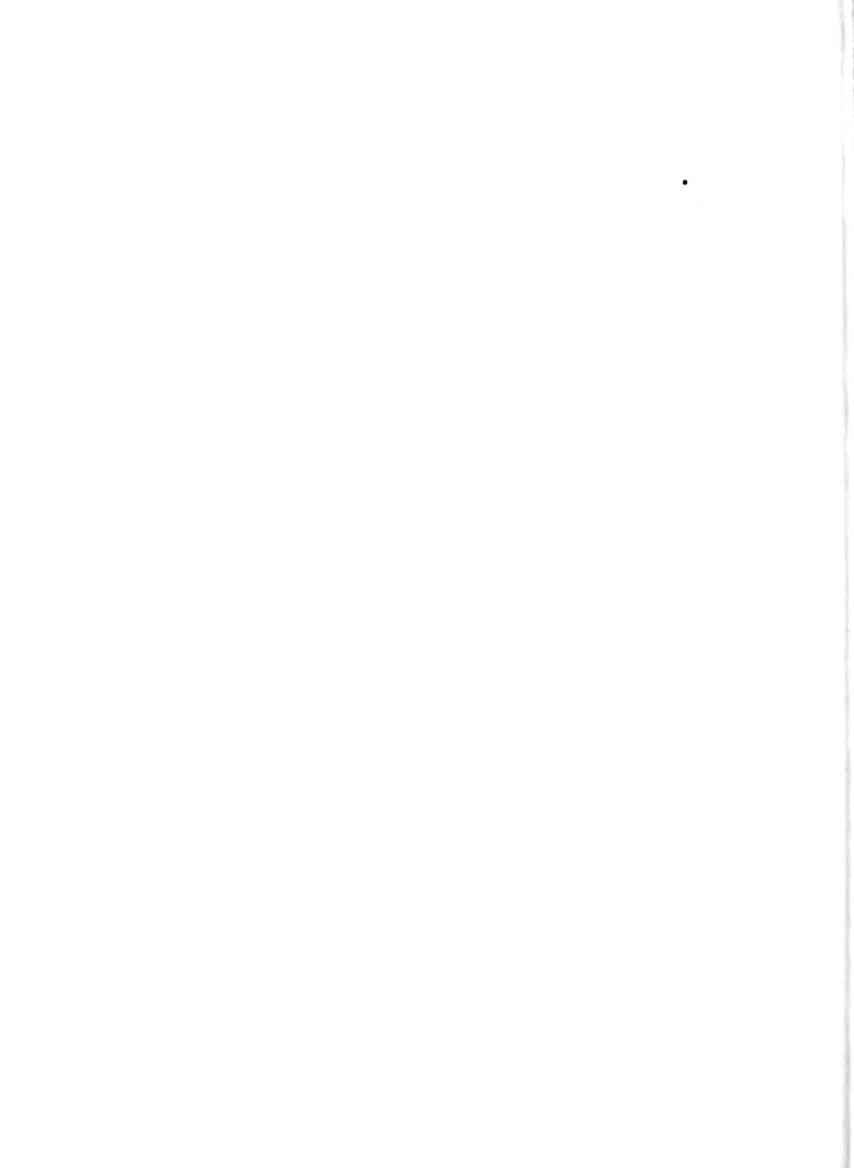


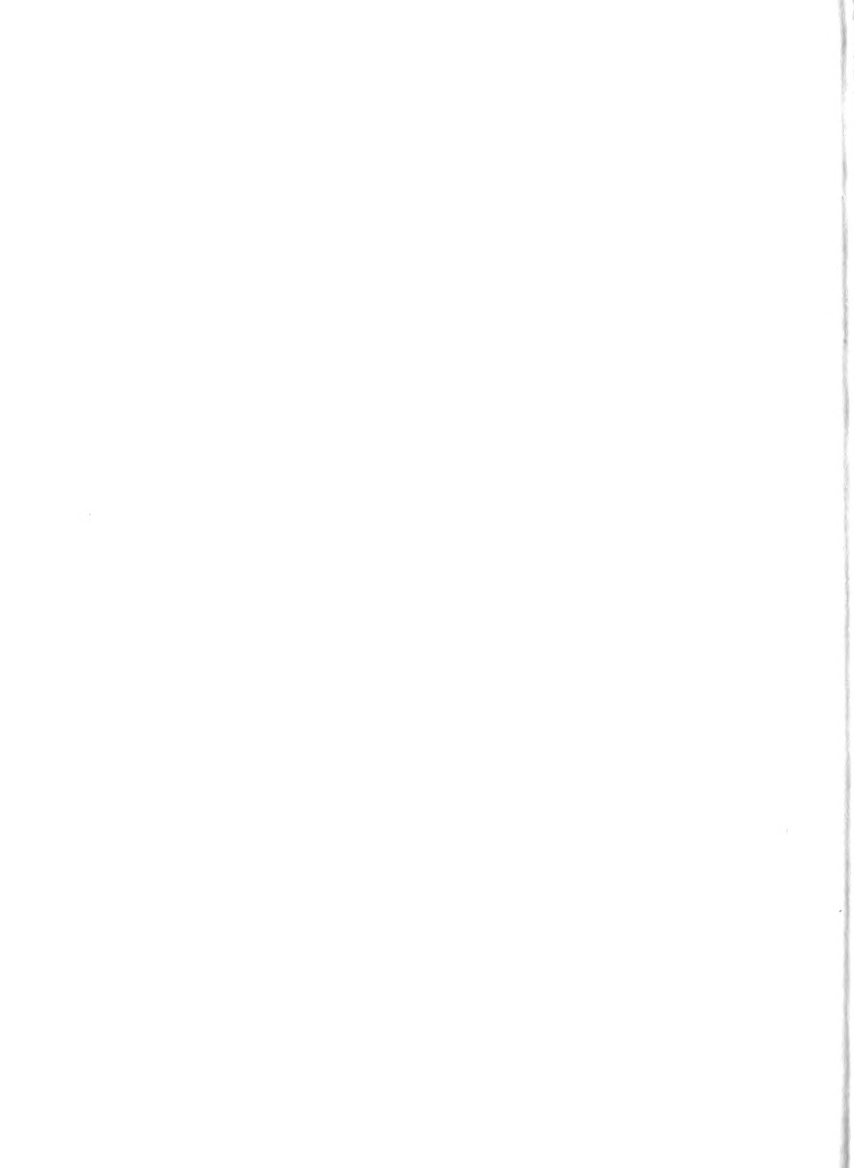


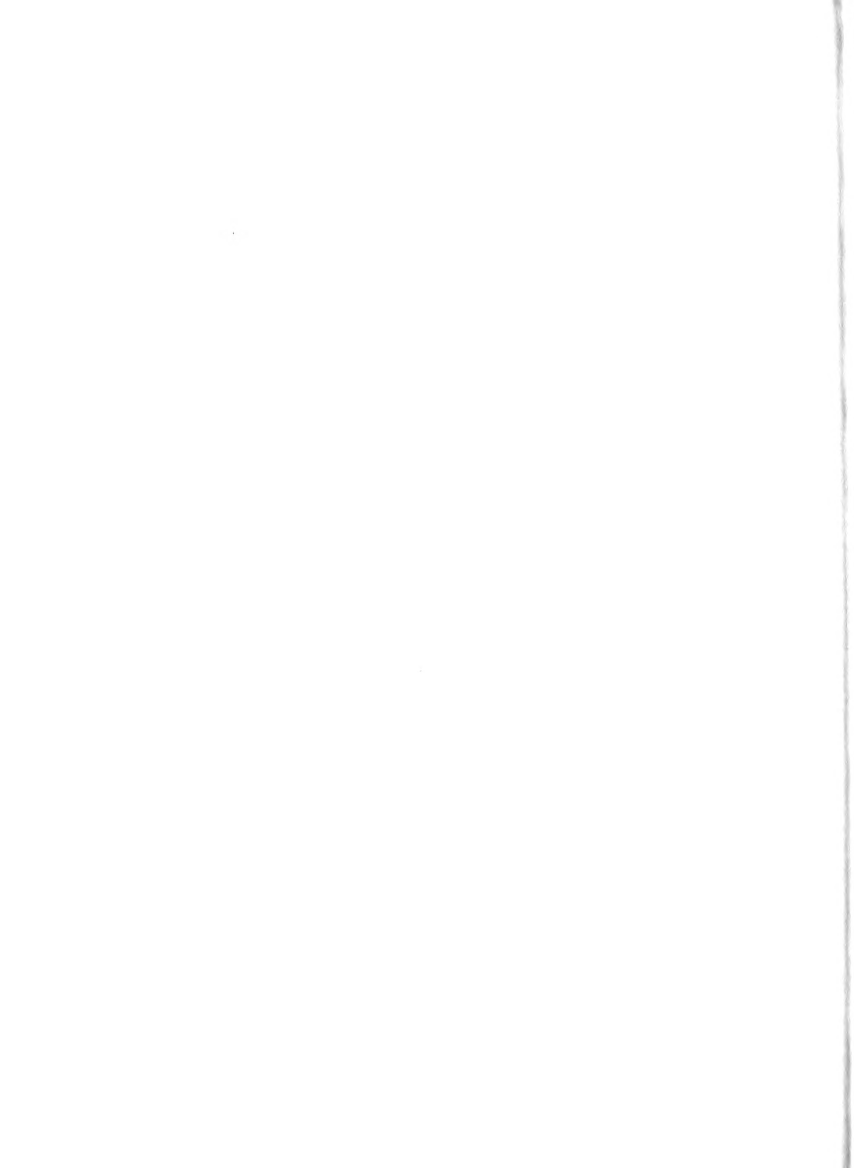






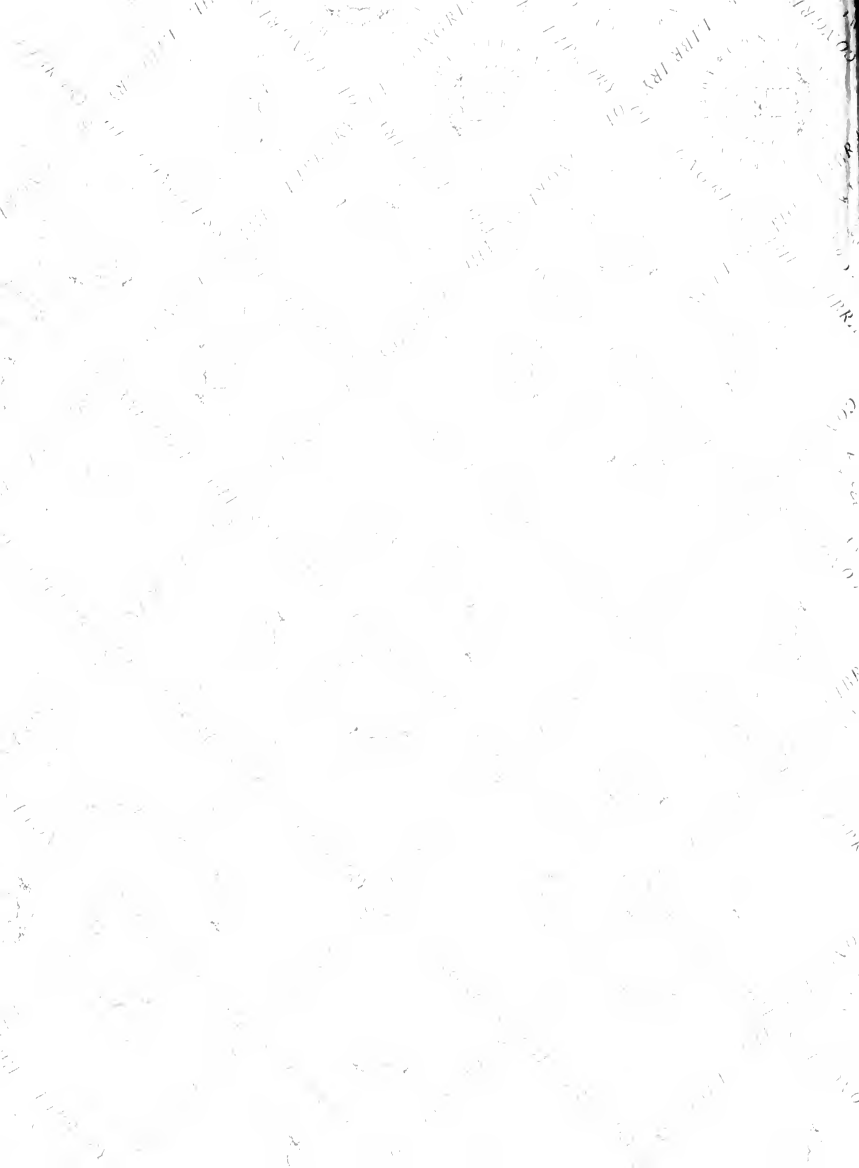














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