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A HAND BOOK
OF THE
SOUTH

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BY THE
PENNSYLVANIA LINES WEST OF PITTSBURGH.

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THE INFORMATION

CONTAINED in this Hand-Book has been collected for the PASSENGER DEPARTMENT OF THE PENNSYLVANIA LINES WEST OF PITTSBURGH, from authentic sources, verified by personal observation and research and confirmed by persons thoroughly familiar with the cities and country described. The maps of the different cities have been prepared from recent and approved data and verified by the respective city engineers. The figures indicating population are, in round numbers, those of the United States Census for 1890.

E. A. FORD,

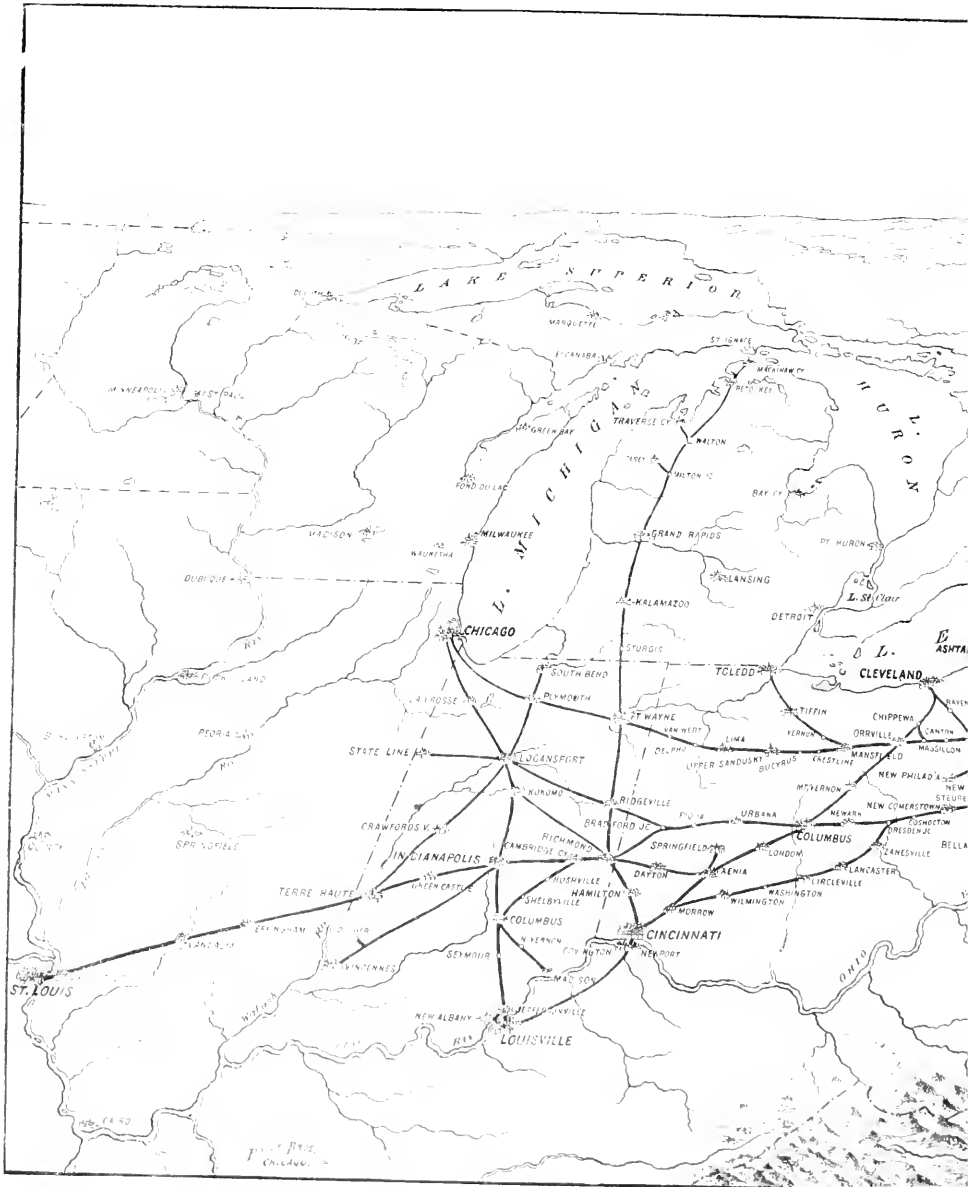
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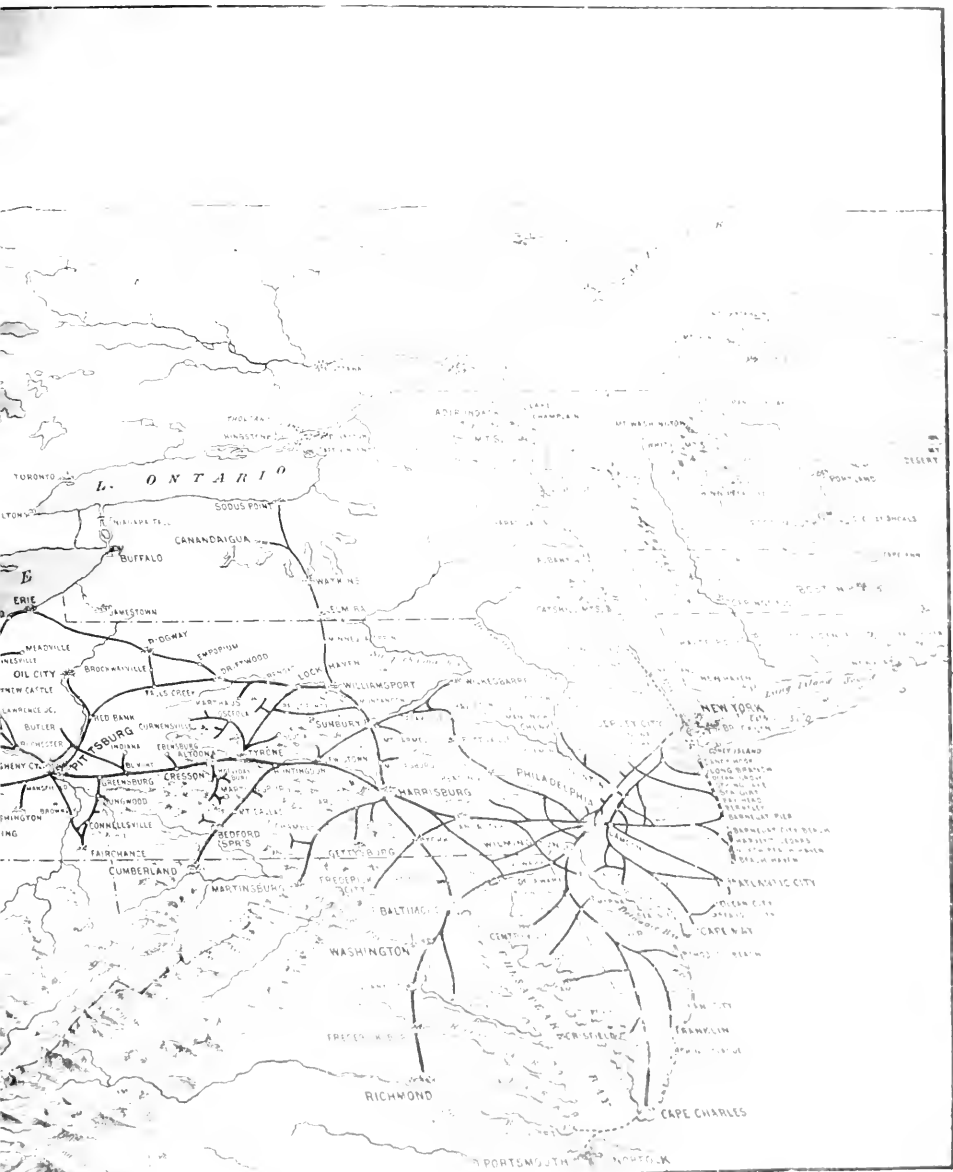
November 1st, 1890.

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THE PENNSYLVANIA
CONNECTING TO AND FROM THE SOUTH THROUGH



Map of Railways
Gateways of Cincinnati and Louisville

THE PENNSYLVANIA LINES IN RELATION TO THE SOUTH.

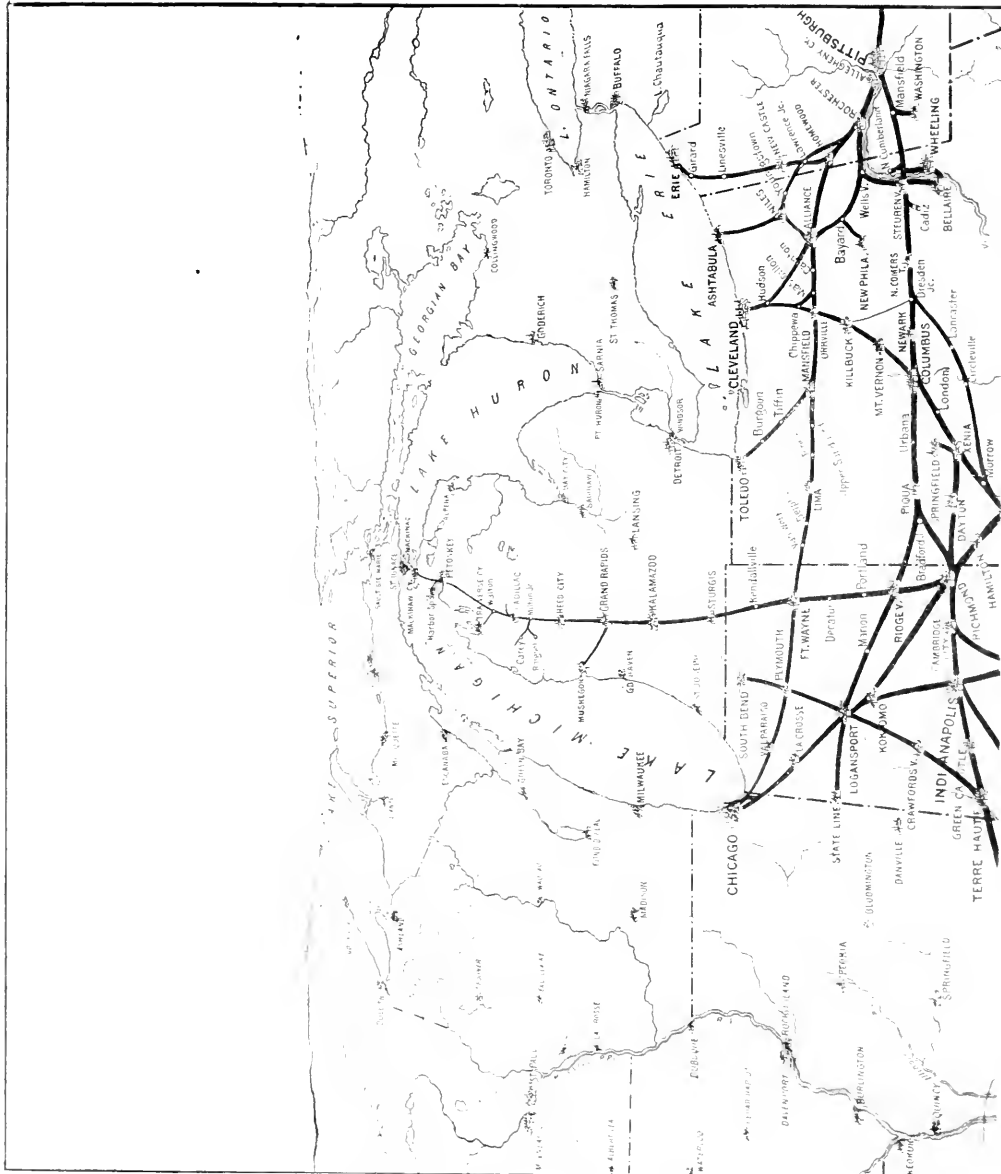
BY REASON of their situation in the commercial and industrial center of the United States, the lines included in the Pennsylvania System of Railways form not only the shortest and most direct routes between the principal cities of the East and West, but are the preferable highways between the cities and towns that lie north of the Ohio River and the territory south thereof. It was by the managing officers of the Pennsylvania Lines that arrangements were first made for the conduct of through traffic between the North and the South. With the growth of this traffic their accommodations have improved, their relations with Southern railroads have become closer, and the knowledge that is gained by long experience enables their representatives to give thorough information regarding, and to make complete arrangements for, a journey either of individuals or parties.

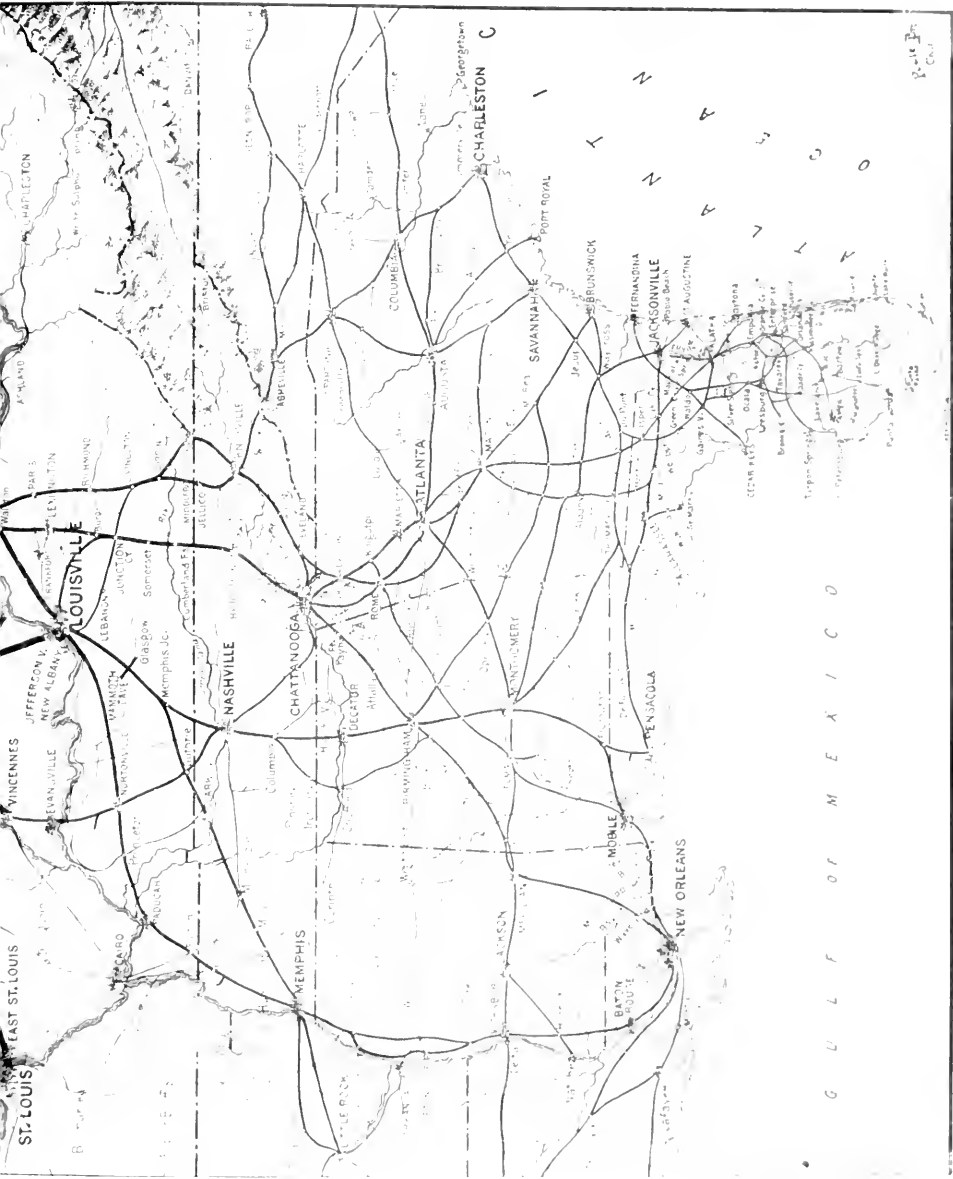
Trains of the Pennsylvania Lines running direct to Cincinnati and Louisville, connecting therein with through trains of the Southern railroads, give to residents of Chicago, Indianapolis, Columbus, Cleveland, Pittsburgh; of the intermediate towns and cities and the country contiguous thereto, as well as to inhabitants of the North and Northwest, opportunity for a journey under the most favorable conditions to any business center, health or pleasure resort south of the Ohio River. During the winter, when the south-bound train-schedules are quickest, tourist tickets are sold to certain points at reduced rates, permitting an extended tour in the shortest time and at the least expense.

Trains of the Pennsylvania Lines leaving Cincinnati and Louisville after the arrival of trains of the Southern railroads that

lead from Florida, Louisiana, Alabama, Georgia, the Carolinas, Tennessee and Kentucky, offer to travelers from those States excellent facilities for reaching with the least delay and the greatest comfort the cities and towns of Ohio and Indiana, the lumber centers and summer resorts of the Michigan Peninsula, the cities of Chicago, Milwaukee, St. Paul, Minneapolis, the thriving towns and the beautiful lakes and dells of Wisconsin and Iowa. During the summer months excursion tickets are sold by the railway companies of the South to Northern resorts, over the Pennsylvania Lines via either Louisville or Cincinnati.

Passengers from New Orleans, Mobile, Montgomery, Atlanta, Chattanooga, Memphis, Nashville and the intervening cities and towns by taking express trains of the Louisville & Nashville Railroad or the Queen & Crescent Route will make immediate connection through Louisville or Cincinnati with the fast express trains of the Pennsylvania Lines for Pittsburgh, Harrisburg, Baltimore, Washington, Philadelphia and New York. From Philadelphia trains run at short intervals every day to Atlantic City, Cape May, Berkeley, Barnegat, Spring Lake, Asbury Park, Long Branch and the other well known resorts of the New Jersey coast. Through New York connection is made for all places in the Catskill, Adirondack, Green and White Mountains; with steamers of the Fall River Line for Newport, Fall River and Boston; for Nantucket, Martha's Vineyard and the various places of summer sojourn along the coast of Maine and Massachusetts.





PERSPECTIVE MAP OF THE PENNSYLVANIA LINES.

1918
Gulf



The plantations of the past, the beauty of the past, and the remains of the plantation are the portion of an United States which lies south of the Gulf, and east of the Mississippi River, a triple charm. From the time of Ponce De Leon and Hernandez, as such it has been the land of romance as well as the scene of tragedy. Linked to history is the terrible, perpetual path that never was found, the fountain of blood from which has sprung the New South that, during the past decade, working with the vigor of youth in fields and mines, has laid the industrial and commercial foundations of a life that will surpass the glory of even the older time. Those memories, those in the open country, nooses with wild porcupines, and in the city by-ways where lightly stepped the Southern belle. In this region is scenery of peculiar beauty. The forests of pine and balds that in the northern

are white with cotton bolls descending to green and flowering succinas or green, and sunny fruits of the tropics, and on the other to highlands of ripine granitic. The climate ranges from the ever cool and bracing atmosphere of the mountains, thro' to the pleasantly soft temperature of the middle land to where, near the salt water, whether on the side of the ocean or that of the gulf, the moderate air of a mildness appeals with greater relief to him who, after flying from blinding sand and brasting storm, is awakened by a faint fresh breeze that, giving the perfect water

to the curtain past which it softly steals, brings the scent of flowers from beneath that are bathed in sunlight.

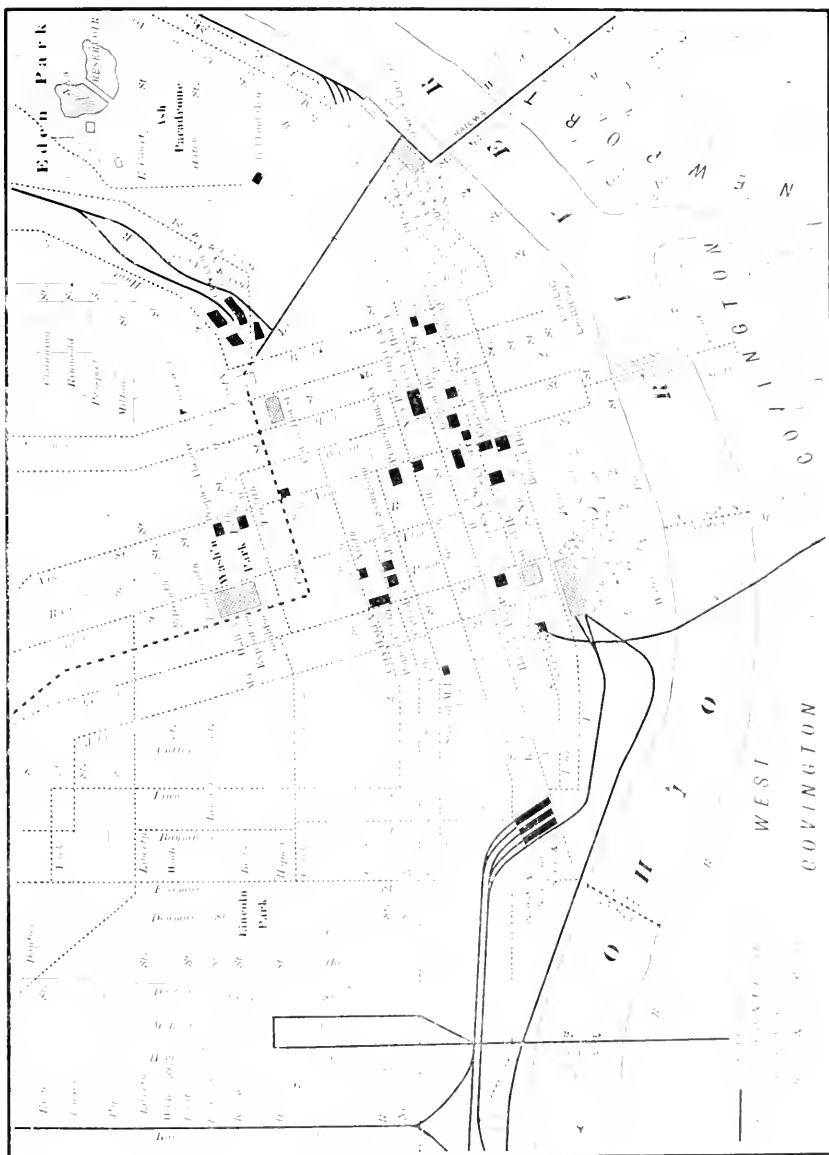




CINCINNATI, Ohio, one of the termini of the PENNSYLVANIA LINES, through which connection is made with trains of the southern railroads, is one of the most picturesque cities on the American continent and one of exceeding interest to visitors. The settlement on the present site was made in 1788 and the city was incorporated in 1814. At present it extends for ten miles along the Ohio River

and three miles back upon the hills that rise in terraces from its edge, having, with the adjoining suburbs, a population of 207,000. Cincinnati is a most important commercial and manufacturing center, being the entrepot for large sections of Ohio, Indiana and Illinois, as well as of Kentucky and Tennessee, and an extensive producer of iron, furniture, boots and shoes, clothing, buggies, machinery and steamboats, and maintaining a foremost place for its pork-packing industry.

In the portion of the city immediately adjoining the river are the business streets containing many splendid buildings, while the most beautiful residences are on the surrounding hill-top suburbs of Clifton, Avondale, Mount Auburn, Price's Hill and Walnut Hills. Conspicuous of the public buildings are, the massive structure erected by the United States Government, the County Court House, the City Hall, the beautiful Chamber of Commerce, the Public Library, the building of the Young Men's Christian Association and Springer Music Hall, which contains one of the largest organs in the world. The Emery Arcade is worth a visit and the Tyler-Davidson Fountain, cast in Munich, at a cost of nearly two hundred thousand dollars, is one of the most notable works of art in America, as is also the "St. Peter Delivered," by Murillo, that surmounts the altar of Carrara marble in the magnificent Cathedral of St. Peter. Prominent of the other churches



are that of St. Xavier, also Catholic; St. Paul's (Episcopal); St. Paul's (Methodist) and the Hebrew Synagogue.

Cincinnati is noteworthy as an educational center. The College of Music, possessing a most efficient faculty, is largely attended. The University of Cincinnati, the Law School, the Ohio Medical College and the Miami Medical College are also eminently successful institutions. The Cincinnati School of Design has a corps of excellent instructors and connected with its building is the magnificent structure of the Cincinnati Art Museum Association, which contains paintings, sculpture and articles of vertu. Both of these buildings are in Eden Park, which commands beautiful views from the hill on which it is situated. Other resorts of Cincinnati are the Zoological Gardens, containing one of the finest collections in the country, and the hill-tops from which are obtained magnificent views of the city, the river and the surrounding country. The Suspension Bridge connecting Cincinnati with Covington is a famous structure.

The large portion of Cincinnati's population that is German or of German descent, lives north of the Miami Canal in the region designated "Over the Rhine," where are German business houses, dwellings, theatres and churches, beer gardens and beer vaults.

The principal hotels of Cincinnati conducted on the American plan are the Burnet House, Grand Hotel and the Gibson. The St. Nicholas and the Hotel Emery are on the European plan and the St. Clair Hotel offers choice of either. The best restaurants are those of the St. Nicholas, Women's Exchange and the Glencairn.

Horse and cable cars starting from Fountain Square run to all parts of Cincinnati and suburbs, including Covington and Newport, Kentucky. Omnibuses run between the depots and hotels; fare twenty-five cents. Hacks may be procured per trip within the limits of Freeman Avenue, Liberty Street, Eggleston Avenue and the river at fifty cents each passenger, or at one dollar and fifty cents for the first and one dollar for each additional hour. The Cincinnati Cab Company, within the limits just described, charges twenty-five cents per trip per passenger without stops.

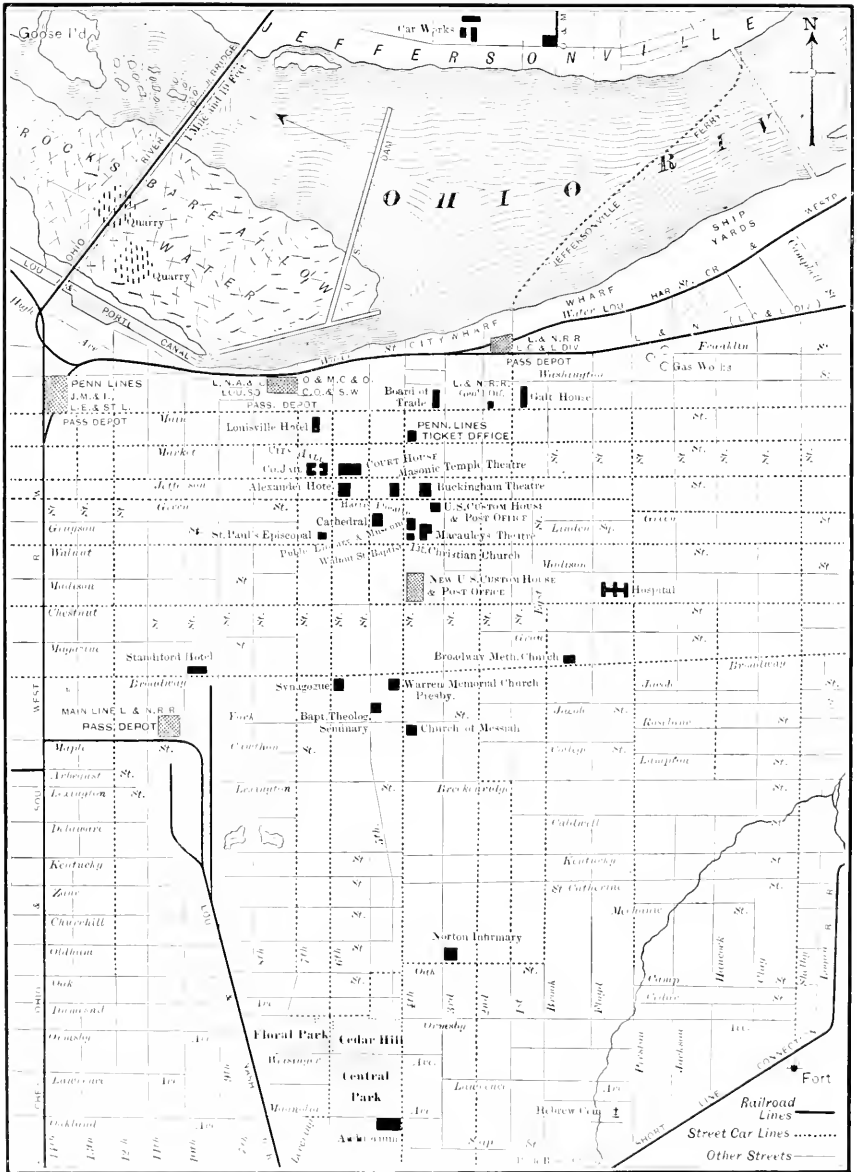


KENTUCKY has an area of

40,400 square miles. In the southeast the land is hilly, descending toward the north and west in uplands that extend over more than half the State, including the "Blue Grass" region, famous as the most important horse and cattle-raising district in the United States and for its wealth of agricultural products generally.

West of the uplands the surface sinks to a level that extends to the Mississippi River. The climate of the State generally is mild and healthful. Kentucky produces corn, wheat, oats, flax, hemp and tobacco. There are coal and iron mines in the hill regions and salt is an important product. Natural gas is also found in certain parts of the State, is piped to the city of Louisville and utilized to a considerable extent.

LOUISVILLE, the chief city of Kentucky, one of the gateways through which the Pennsylvania Lines lead to and from the South, is 110 miles from Indianapolis via the Pennsylvania Line Jeffersonville, Madison & Indianapolis Railroad and 110 miles from Cincinnati via the Louisville & Nashville Railroad. Its site is on a level plain at the foot of hills that recede from the bed of the Ohio River, which is here broken by a ledge of corniferous and Niagara limestone over which the tumbling water forms the Falls of the Ohio. Its population is 161,000; the hotels are the Galt House, Louisville Hotel, Alexander's and Fifth Avenue Hotel. Louisville is the largest leaf tobacco and one of the largest live-stock markets in the world, and is the distributing market for the various kinds of Kentucky whisky. Pork-packing, the manufacture of agricultural implements, muni-



LOUISVILLE

ture, iron pipe and cement are also important interests. The city contains several public buildings, most conspicuous among which are the City Hall, Custom House and Court House. The business blocks are substantial; the residences notably handsome, and on many streets are surrounded by lawns ornamented with flowers and shrubbery. There is an excellent public library and a geological and natural history museum containing one hundred thousand specimens. In the surrounding country are found as great a variety of fossils as at any place in the world, and the limestone bed of the river at low water is the finest collecting ground for corals in the United States. Just east of the city limits is Cave Hill Cemetery, where is the tomb of and monument to George D. Prentice.

MAMMOTH CAVE is reached by thirteen miles ride over a branch railroad from Glasgow Junction, a station on the Louisville & Nashville Railroad, 200 miles from Cincinnati and ninety miles from Louisville. The Mammoth Cave and Niagara Falls share the honor of being the "greatest natural wonders of America" — the one the expression of mighty and enduring force, the other the embodiment of everlasting calm. In the light of day shine the glories of one; by the faint flicker of a miner's lamp are revealed the exhaustless marvels of the other. Bayard Taylor closes his account of a visit to the Cave with this oft quoted paragraph: "I have been twelve hours under ground, but I have gained an age in a strange and hitherto unknown world; an age of wonderful experience and an exhaustless store of sublime and lovely memories. Before taking a final leave of the Mammoth Cave, however, let me assure those who have followed me through it that no description can do justice to its sublimity or present a fair picture of its manifold wonders. It is the greatest natural curiosity I have ever visited, Niagara not excepted, and he whose expectations are not satisfied by its marvelous avenues, domes and starry grottoes must either be a fool or a demigod." Accommodations may be secured at the Mammoth Cave Hotel and every arrangement made for a visit to the Cave within

which the temperature remains at fifty-five degrees throughout the year.

LEXINGTON is ninety-four miles from Louisville via the Louisville & Nashville Railroad and seventy-nine miles from Cincinnati, from which it is reached via the Queen & Crescent Route and Kentucky Central Railroad. With a population of 23,000 it is the commercial center of the Blue Grass region, a distributing point for agricultural products and one of the most celebrated markets for fine horses in the world. The streets are regularly laid out, well paved, well shaded and lined with many handsome residences. The principal hotel is the Phoenix. Two miles from Lexington is Ashland, the home of Henry Clay.

MIDDLESBOROUGH, 215 miles from Louisville via the Louisville & Nashville Railroad, is just below the point where the mountains are pierced by the Cumberland Gap. The country in its vicinity contains coal, iron and other valuable minerals. There is a hotel of modern construction at Middlesborough commanding good views of the surrounding picturesque scenery.

SOMERSET, 158 miles south of Cincinnati on the Queen & Crescent Route, a village of 2,500 population, is in the iron and coal belt of the State, where has also been found oil and gas.

CUMBERLAND FALLS is a station on the Queen & Crescent Route, 180 miles from Cincinnati, from which by a stage ride through the mountain forest is reached the Cumberland Falls Hotel, located a few yards from and overlooking the Falls of the Cumberland River.



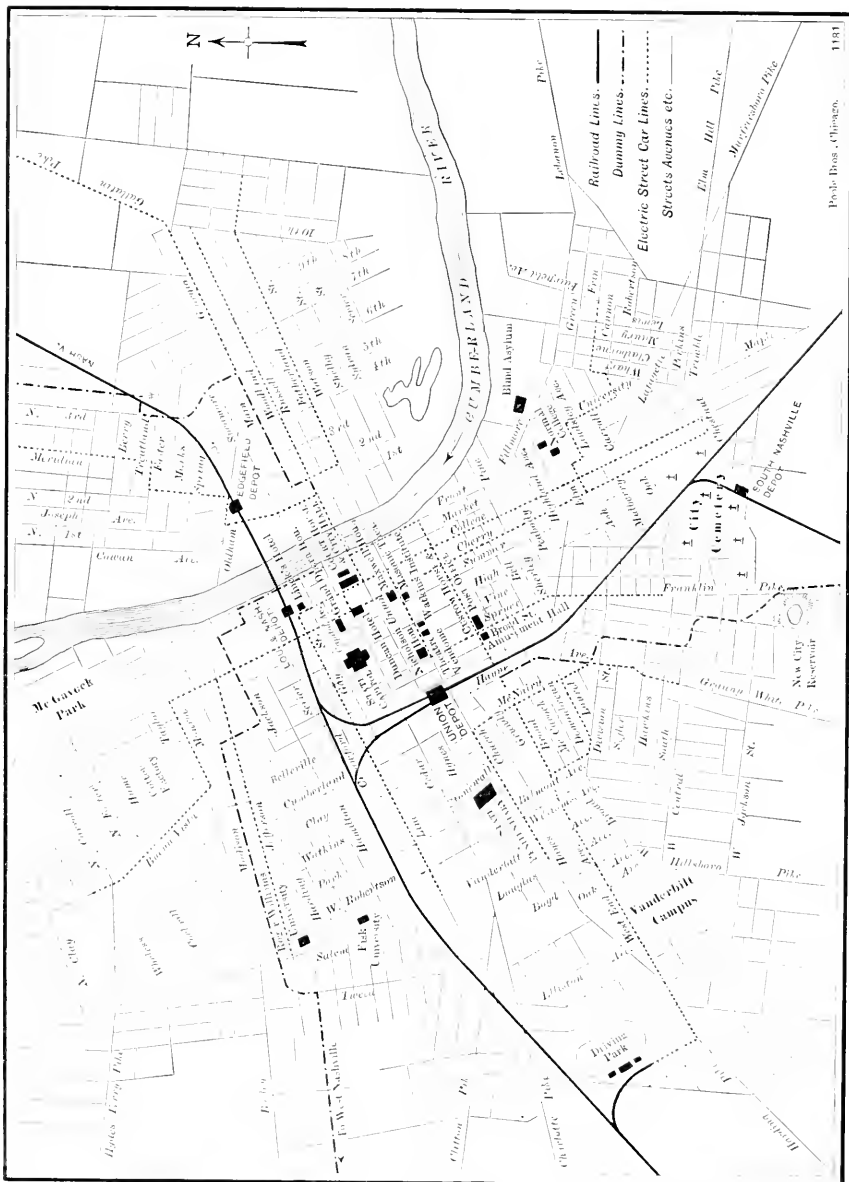
TENNESSEE has an area of 129,530 square miles. The lands of the region known as West Tennessee, which extend from the Mississippi to the Tennessee River, are of varied contour, ranging from the bottoms immediately along the Mississippi to the highlands known as the Tennessee Ridge, which slope to the valley of the Tennessee River. These lands produce cotton, corn, wheat and tobacco, and a large area is devoted to marketable fruits. East of the Tennessee

River are the lands of the western division of the Highland Rim, comprising the iron region of the State. East of these is the Nashville or Central Basin of farming lands, comprising fourteen counties, with a population of 475,000, wherein are grown grains and grasses as well as cotton. At the eastern edge of this basin begins the eastern slope of the Highland Rim, whereon are grown fruits, vegetables and tobacco. Next are the Cumberland Mountains with their vast coal fields, the best of which are yet to be developed. Extending into the plateau of the Cumberland Mountains northeastward from the Alabama line is Sequatchie Valley, about sixty-five miles in length and from two to seven miles wide, on the western slope of which are found coal-beds, and on the eastern slope iron ores, while the land between is of high agricultural value. Next eastward is the Valley of East Tennessee, a succession of mountains and valleys of rich agricultural lands. Immense forests of excellent hardwood timber and iron ores abound along the entire western slope. Next is the Unaka or mountain region, which presents most exquisite scenery. The climate throughout the entire State of Tennessee is generally healthful and is not characterized by extremes of temperature.

CHATTANOOGA, situated on the southern bank of a bend in the Tennessee River, is 335 miles south of Cincinnati, via the Queen & Crescent Route, and 151 miles southeast of Nashville, via the Nashville, Chattanooga & St. Louis Railway. Its population of 30,000 people is largely engaged in iron mills, blast furnaces, cotton factories and the manufacture of lumber. It is also the distributing point for a large section of surrounding country. The approach to Chattanooga via the Queen & Crescent Route is through scenery remarkable for its beauty and its historic association. Immediately north of the city the train runs along the valley east of Walden's Ridge, the scene of Rosecrans' campaign, passes the point of Sherman's attack on Missionary Ridge, the slopes stormed by Thomas and comes to a halt in Chattanooga within sight of Lookout Mountain, where was fought Hooker's "Battle Above the Clouds." The ascent and tour of Lookout Mountain may be made by steam railway. From its summit, 2,000 feet above sea-level, where is "Lookout Inn," with accommodations for 2,000 guests, is obtained a view extending over 500 miles and including portions of seven States. The principal hotels of Chattanooga are the Read House, Stanton House and Southern Hotel.

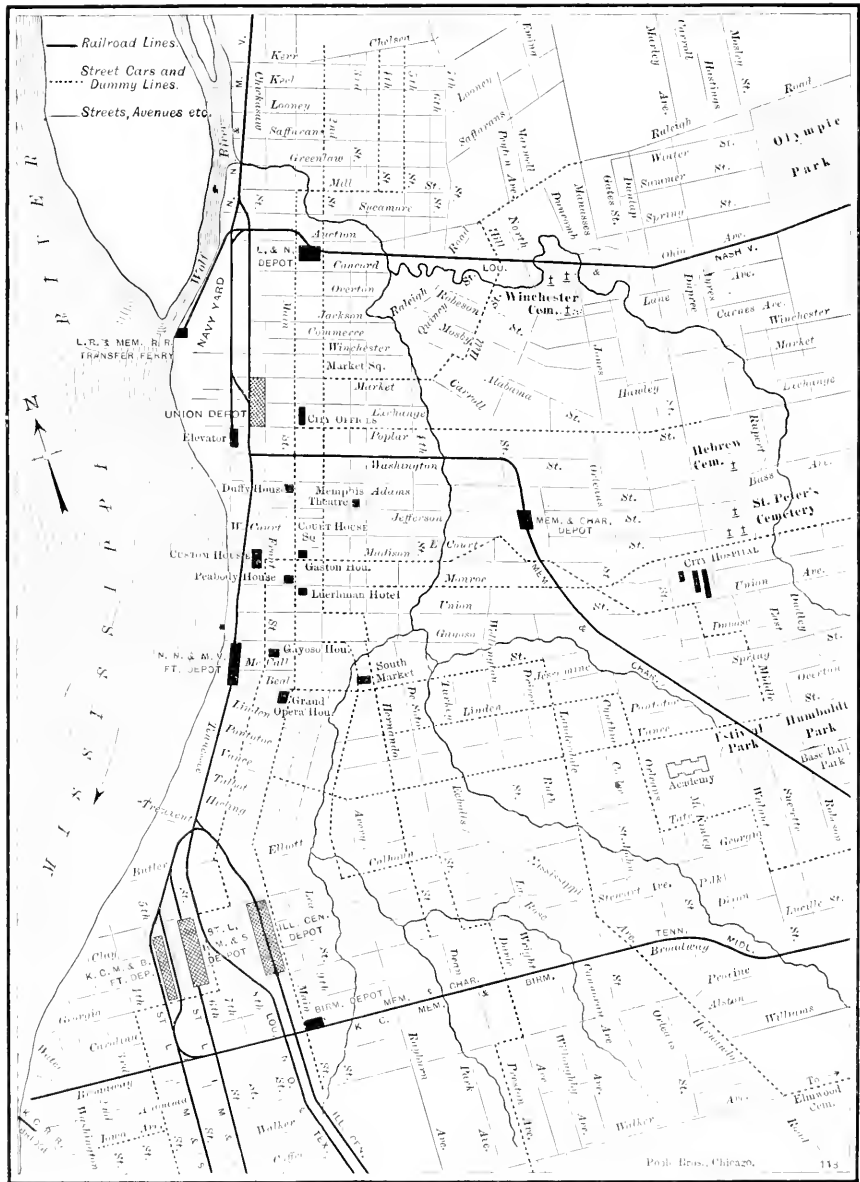
KNOXVILLE, a city of a population of 23,000, is situated on a series of high hills overlooking the Tennessee River, in the exact center of the Valley of East Tennessee. In the vicinity of extensive coal and iron mines, of Tennessee marble quarries and the center of a great hardwood timber belt, it is of considerable importance for its iron, wool and cotton industries. Knoxville commands a view of the Smoky Mountains; is near the Alleghany Springs, Hot Springs, Tate Spring, Montvale Springs and other resorts of the Cumberland Range. It is 307 miles from Cincinnati via the Queen & Crescent Route and Harriman Junction, and 267 miles from Louisville via the Louisville & Nashville Railroad and Jellico.

NASHVILLE is built upon sloping land on both banks of the Cumberland River that here is spanned by a magnificent iron



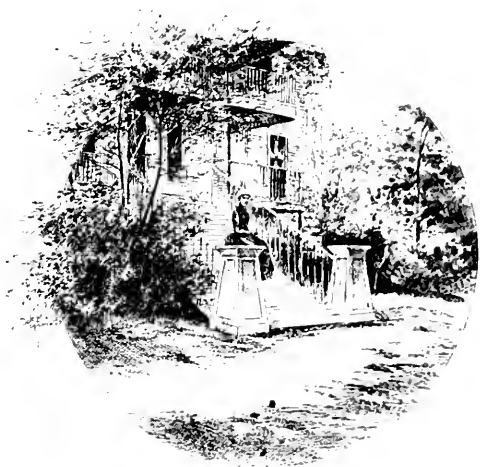
bridge. It is 185 miles south of Louisville and 205 miles south-east of Cincinnati, via the Louisville & Nashville Railroad. With a population of 76,000, it is of considerable commercial importance, being the most prominent lumber market south of the Ohio River, and its manufactures are extensive and varied. The city is regularly laid out with granite-paved streets, supplied with water from a reservoir which cost \$800,000, well drained, well governed, and its entire area is penetrated by fifty-six miles of electric street-car lines. It is the seat of the State Capitol, an imposing building which overlooks the city from Capitol Hill; of Vanderbilt University; Fisk University for colored students; the Peabody Normal College, and various other public and educational institutions. The Watkins Institute contains the Howard Library, the collections of the Tennessee Historical Society and the Nashville Art Association. On December 15th and 16th, 1864, an attack upon Nashville by the Confederate army under General Hood was repulsed by the Federal forces commanded by General Thomas. The principal hotels are the Maxwell House, Duncan Hotel, Nicholson House and Linck's Hotel. Polk Place, where is the home of President Polk, is near the center of the city, and ten miles east is Hermitage, the home of Andrew Jackson. Nashville is the center of a region noted for its fine stock farms. At Belle Meade Farm, six miles west of the city, is held every spring a sale of blooded horses, and the West Side Park Association holds races in the spring and autumn.

MEMPHIS is situated on the Chickasaw Bluff on the east side of the Mississippi River, at the head of all-the-year-round navigation. Its population of 65,000 ranks it the largest and most important city on the river between St. Louis and New Orleans, and it is the site of the only bridge that crosses the river between those cities. It is the largest inland cotton market, and of the cotton markets of the world it is second only to New Orleans. Being the distributing point for an extensive region of fertile country, it has an enormous traffic by water and by the railroads that radiate in every direction. There are numerous manu-



MEMPHIS.
26

facturing establishments, those producing cotton-seed oil being of chief importance. The population of Memphis increased 125 per cent. in the nine years following 1880, and its development along all the lines of prosperity was correspondingly rapid, the volume of business in 1880 amounting to \$200,000,000, which exhibits an astonishingly high ratio of activity to the population. The entire city is supplied with water from artesian wells; the well laid out streets are lined with handsome buildings, and there are many stately residences with beautiful lawns. The view obtained from Chickasaw Bluff is fine, and often at sunrise or sunset possesses a sublime beauty. The vast expanse of water and the alluvial bordering land reach to the horizon, while the atmosphere preserves with peculiar brilliancy the effects of the sun on cloud and river. Memphis is 377 miles from Louisville via the Louisville & Nashville Railroad, and its principal hotels are the Peabody, Guyosa and Gastins.





GEORGIA has an area of 59,980 square miles that is extremely varied both as to the quality of its soil and the altitude of its surface. By reason of its great extent in latitude, the climate is of remarkable range, while the agricultural as well as the mineral products are exceedingly heterogeneous, the fruits and flowers of the sub-tropics in many places growing side by side with those

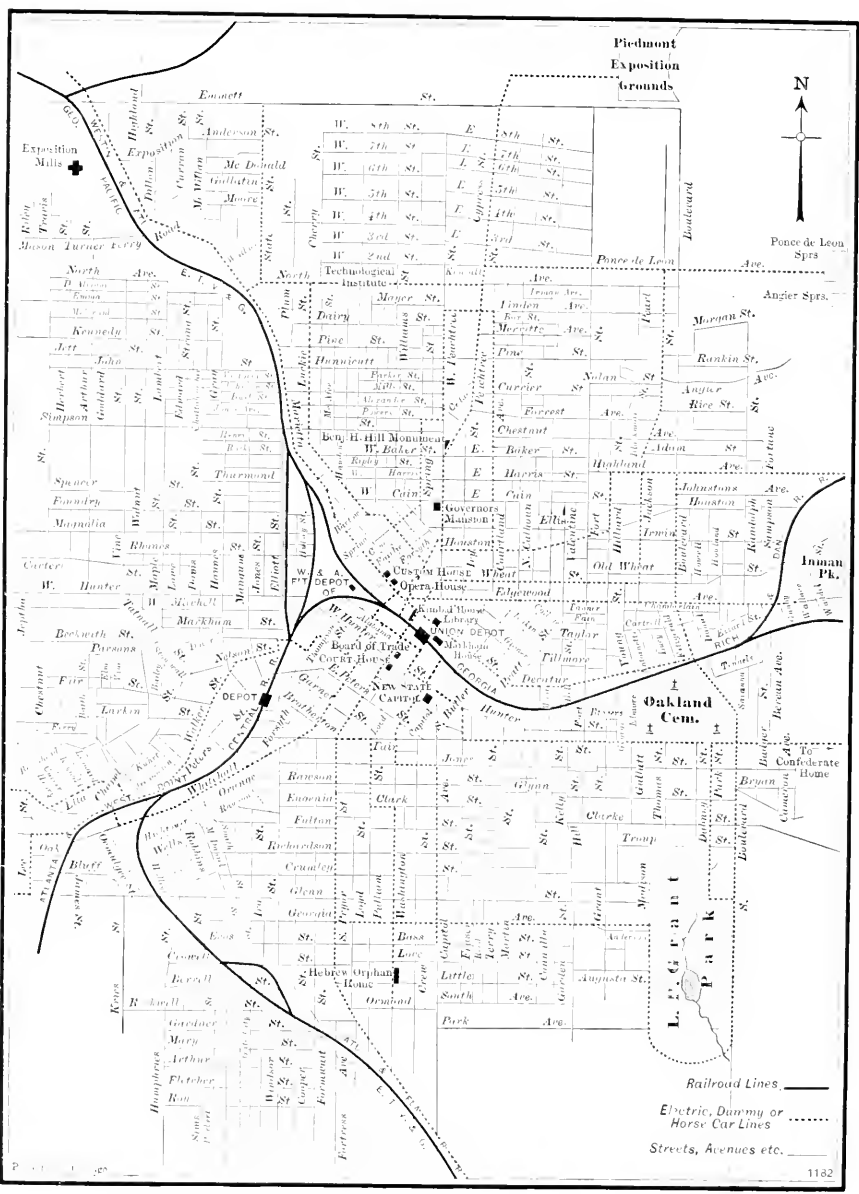
characteristic of the farther north.

The irregular coast of about one hundred miles along the Atlantic Ocean is low and marshy, extending to and embracing the Okefinokee Swamp of about 180 miles in circuit in the southeast corner of the State. It is productive of rice and long staple cotton; gives growth to the cypress, live and water-oak, gum, ash and palmetto trees. Back from the coast is a succession of savannas covered with the tall, long-leafed pine, and in the spring and early summer with an enchanting profusion of wild flowers. From thirty to forty miles inland the land suddenly rises to a height of seventy-five or one hundred feet, and this terrace extends almost to the center of the State, comprising over 10,000 square miles of sandy soil that is covered with pine forests, except where cultivated for the production of cotton. North of this region the surface rises by another terrace to a height of about 600 feet at the center of the State, forming the great cotton-belt of Georgia. Here are also grown corn, wheat, tobacco, grasses, peaches, apples, bananas, grapes, plums and melons, and many varieties of berries, while the forests are of pine, oak, chestnut and hickory. Northern Georgia consists of hills that display the rocks of the Huronian and Laurentian groups of the Archaean

age and terminate in the noble range of the Blue Ridge, where are presented landscapes of great beauty. At places in this northern region cotton is grown with success, as well as corn and wheat, and there are trees of oak, pine, maple, cedar, poplar and hickory. Northwestern Georgia is crossed by a vein of copper and by the gold belt that extends from the Potomac in Virginia to northwestern Alabama. In the mountains are also found iron, lead, manganese, mica, granite and marble. The climate of southern Georgia, although rather debilitating in summer, in the winter is delightful and of great benefit to consumptives, who resort to the pine woods in increasing numbers every year. The days are bright and sunny, the atmosphere dry and balmy, and there are no sudden changes in the temperature. The climate of middle Georgia is not excelled by that of the most favored spots of the earth. Protected by the Appalachian range from the biting northwestern winds, the temperature from December until April averages about forty-seven degrees, and during the summer months the average indication of the thermometer is at seventy-nine. The temperature of the mountains of northern Georgia is somewhat lower than that of the central belt in winter and also in summer, when they are resorted to by sufferers from malaria and fever.

Bordering the indented sea coast of Georgia are numerous islands on which sea island cotton is grown, together with oranges, figs, pomegranates and olives, and wild fowl are found in great numbers. Prominent among these islands are Cumberland (Cumberland Island Hotel); Jekyll, where is the Jekyll Island Club House, and St. Simon's (St. Simon's Hotel), which are noted as places of resort.

ATLANTA, the capital of Georgia, an important railroad center, conspicuous as an enterprising mercantile city and the site of over five hundred manufactories of widely diversified products, is reached from Chattanooga (145 miles) by the Western & Atlantic Railroad and the East Tennessee, Virginia & Georgia Railway. The city is beautifully located at an altitude of 1,100 feet above the



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ATLANTA

sea; it is clean and generally well paved, and has a population of 65,000. The State House, City Hall and Custom House are striking edifices. The siege of Atlanta is memorable in that the occupancy of the city by General Sherman, on September 2d, 1864, was the death-blow to the Confederate cause. A granite monument in the native forest southwest of the city marks the spot whence the horse of General McPherson trotted riderless to the Federal camp. The hotels are the H. I. Kimball House and Hotel Markham.

AUGUSTA is 171 miles from Atlanta via the Georgia Railroad, and on the southern bank of the Savannah River, which is navigable to this point. It has a population of 35,000, is a place of considerable commercial importance and the site of large cotton factories, which are supplied by the river with a fine water-power. The city has a quaint, old-fashioned beauty, given by broad, clean streets, avenues lined by live-oaks, old houses with wide verandas embowered in semi-tropical shrubs and flowers, lovely parks and drives. Two miles to the west are the famous Augusta Sand Hills, where is the United States Arsenal, for which this location was chosen because the air is so dry that the polished arms do not rust or tarnish, and the climate is soothing and healing to those suffering from nervous trouble or ailment of the lungs. On the Sand Hills is also the excellent Hotel Bon Air, with accommodations for 250 guests. The principal hotels within the city are the Arlington and the Planters, and good board may be had in private families. In the Pine and Sand Region are Grovetown (Hotel Rosland), fifteen miles west of Augusta, and Harlem, twenty-five miles west of Augusta. Sixty-five miles from Augusta, on the Georgia Railroad, is Hillman, the electric health resort.

BRUNSWICK, with a resident population of 8,500, is situated on the Atlantic Coast, seventy miles north of Jacksonville and sixty miles south of Savannah. It is 279 miles from Atlanta via the East Tennessee, Virginia & Georgia Railway, and is reached via Albany by the Brunswick & Western Railroad. Its beautiful

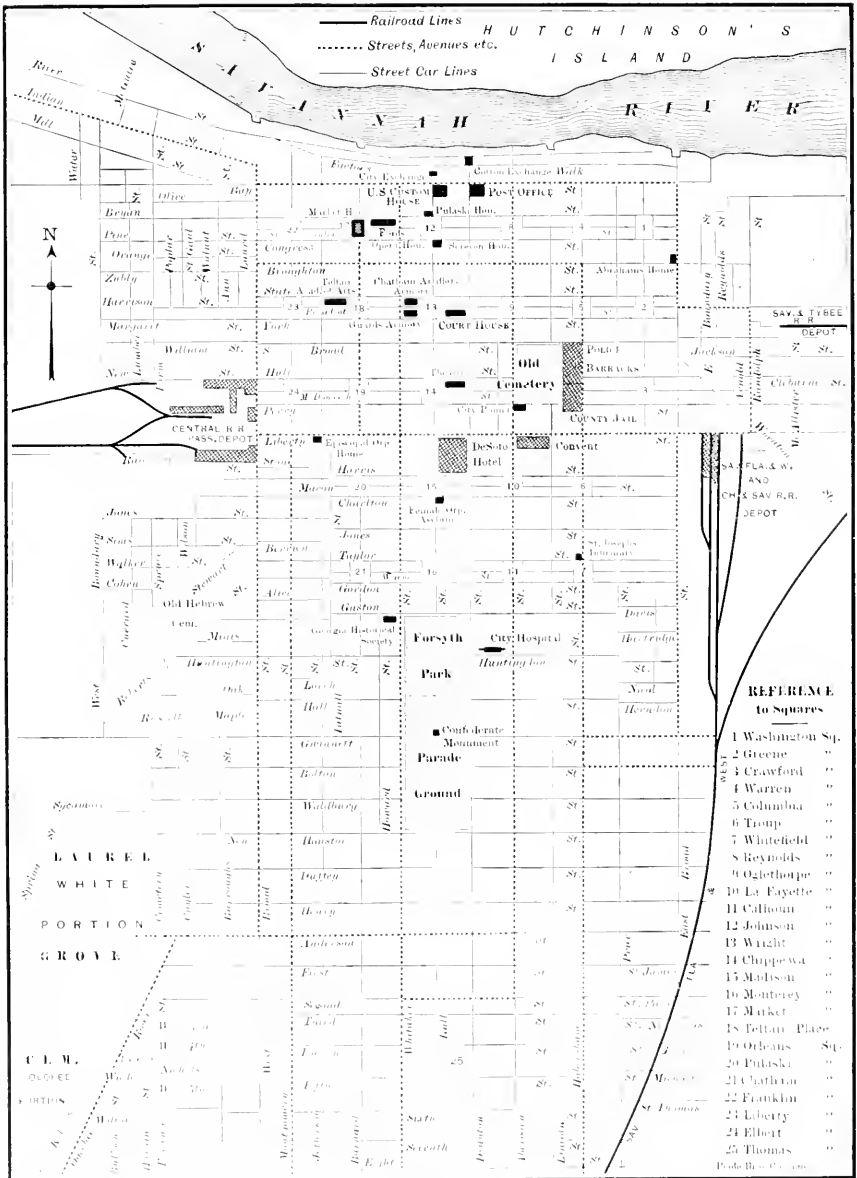
harbor not only adds to its attractiveness as a winter resort, but gives it increasing prominence as an important port for the shipment of cotton and other products. The city is beautifully laid out with well-made roads and fine parks, shaded with trees of live-oak, magnolia and bay, a number of which were planted by Gen. Oglethorpe, by whom the city was founded; and it is supplied with sweet, pure water from artesian wells. Arms of the sea stretch far into the interior on either side of Brunswick, giving fine opportunity for sailing and rowing, and along the harbor is a magnificent driveway. The climate is salubrious, the temperature even. The county of Glynn, in which Brunswick is situated, contains deer, wild turkey, foxes, squirrels, quail and snipe, and in the water abound fish of many varieties, including the game sea-trout. The principal hotel is the excellent Oglethorpe.

MACON is beautifully situated on hills bordering the Ocmulgee River, near the center of Georgia, about ninety miles to the southeast of Atlanta, from which it is reached by the East Tennessee, Virginia & Georgia Railway and the Central Railroad of Georgia. It is within reach of the wholesome breezes of the pine forests, is well drained and enjoys pure water from powerful springs that force up from under the hills about 2,000,000 gallons per day. The population of 23,000 people are engaged in extensive commercial and manufacturing industries, and it is the center of the Georgia fruit-belt. It is the seat of Mercer University, Wesleyan Female College, the State Asylum for the Blind, and its claim to be a healthful city is well substantiated. The principal hotels are the Brown House, Hotel Lanier, Edgerton House.

MARIETTA is a city of 4,000 population on the Western & Atlantic Railroad, 120 miles from Chattanooga and twenty miles from Atlanta, 1,132 feet above sea-level. Within two miles to the northeast of Marietta, the two peaks of Kennesaw Mountain rise about 700 feet above the city, protecting it from the cold northwestern winds of winter and ensuring a constant flow of air during the summer nights. By reason of its clear atmos-

phere, pure water, lovely scenery and refined resident population. Marietta was before the war a favorite resort of the Southern aristocracy and it is a favorite resort to-day with those who would spend a season between the Northwest and the farther South. The city is surrounded by good roads for driving; is in the vicinity of the mountain trout streams of the Blue Ridge; near the Georgia marble quarries, and on every side are localities famous for their connection with the Atlanta campaign of the war between the States. The principal hotel is the Kennesaw House, and there are several good boarding-houses.

SAVANNAH, one of the handsomest of American cities, occupies a bluff on the south bank of the Savannah River, eighteen miles from its mouth. It is 192 miles from Macon and 132 miles from Augusta, via the Central Railroad of Georgia. With a population of 42,000, it is the first naval-stores port in the world and is conspicuous for the exportation of cotton, rice and lumber. Throughout the city is ever the sweet breath of the forest given by beautiful old trees that shade the broad streets and together with the carpeting of grass make delightful the many public squares. Forsyth Park is a larger and more pretentious place of resort, and Bonaventure Cemetery is renowned for its solemn and surpassing beauty. There are magnificent public edifices and noble private residences are surrounded with flower gardens which bloom throughout the year. Healthfully located within the influence of the current of the Gulf Stream, the climate of Savannah is genial and even, mild in winter and without intense heat in summer. From the date of its first settlement by General Oglethorpe in 1733, the history of this city is closely connected with all that is remarkable in the history of the Nation. Repulsed in 1776, the British succeeded in capturing it in 1778. In the attempt of the French and Americans to regain possession the next year, Count Pulaski lost his life. In November, 1796, Savannah suffered the loss of about one million dollars by fire, and in January, 1820, it was devastated by another conflagration which damaged it to the extent of four millions of dollars.



During the Civil War Savannah was a Confederate stronghold until its capture by General Sherman in December, 1864. The De Soto Hotel is a magnificent edifice of superb appointment. Other principal hotels are the Pulaski House, Screven House and McConnell's and Bresnan's, are kept on the European plan.

THOMASVILLE. On high ground on the northern border of the great forest of primitive pine trees that extends across southern Georgia, is this pretty town of 6,000 people to whose lungs the breeze of the sea comes laden with the health-giving fragrance of the pines, wherefore it stands conspicuous among the health resorts of the South. The town has broad, shaded streets and is supplied from an artesian well with pure water of medicinal virtue. The Mitchell House and Piney Woods Hotel are excellent hostelries. The Gulf House and the Harley are less expensive hotels and many private families will entertain tourists. Thomasville is fifty-eight miles from Albany, fifty-eight miles from Chattahoochee and 104 miles from Wavercross via the Savannah, Florida & Western Railway.





NORTH CAROLINA has an area of 50,704 square miles. The coast line of nearly 400 miles is bordered by barren, sandy islands. The land for about 100 miles back from the coast is low and the seat of enormous swamps, which in many places have been turned by drainage into valuable grain fields and rice plantations. The Great Dismal Swamp, extending into Virginia, and the Alligator or Little Dismal Swamp just south of Albemarle Sound, each cover about 150,000 acres. At the western border of this low tract

begins rolling land which extends to the foot of the Appalachian Mountains, which in this State reach their greatest elevation and develop their grandest features. The inner coast lands, together with a portion of this central tract, comprise vast pine forests productive of turpentine, pitch and rosin. Back of the pine forests the central belt of the State is devoted to the growth of grain and tobacco and in the southern counties to cotton. Between the Blue Ridge and the Iron or Smoky Mountains which separate North Carolina from Tennessee is an extensive plateau of an altitude ranging from 3,500 to 4,000 feet, traversed by cross chains of mountains, and noble rivers penetrate the valleys that are marked by a healthy atmosphere, picturesque surroundings and a fertile soil. In the lowlands of North Carolina the atmosphere is warm and humid. In the mountain region it is cool, dry and bracing, of benefit to sufferers from asthma and a certain class of victims of pulmonary complaints.

ASHEVILLE, the center of the mountainous territory of North Carolina that lies west of the Blue Ridge, is situated at the confluence of the Swannanoa and French Broad Rivers, 436 miles from Cincinnati, via the Queen & Crescent Route and Harriman Junction, and 306 miles from Louisville, via the Louisville & Nashville

Railroad and Jellico. The town contains 11,000 people, churches, schools and banks. Its climate and that of the surrounding district is mild and eagerly sought by consumptives and those whose craving is for dry air in winter. The hotels are the Battery Park, Swannanoa and Winyah Houses. Within easy distance from Asheville are Mount Mitchell of the Black Mountain chain, the highest peak east of the Rockies; Grandfather Mountain of the Blue Ridge, and Roan Mountain of the Smoky Range which commands a view of seven States; the Balsam Range, with its terminal Cold Mountain, and the famous peak, Mount Pisgah. Guides may be procured for mountain ascents and for excursions to the many picture-que spots within a radius of thirty or forty miles. The entire region in the vicinity of Asheville is covered with primitive forests of balsam and pine, the mountains being wooded in many instances to the very summits. Thirty-eight miles west of Asheville, via the Western North Carolina Division of the Richmond & Danville Railroad, are the HOT SPRINGS of North Carolina, which give mineral waters that have been noted throughout the Southern States for generations. They are agreeable to the palate, and are used in the bath as a remedy for many ailments. The Mountain Park Hotel at the springs is kept open throughout the year.

RALEIGH, the capital of North Carolina, is eighty-two miles from Greensboro via the Piedmont Air Line. It is a city of 13,000 population, regularly laid out from Union Square in the center, where stands the beautiful granite State House. The hotels are the Yarborough and Florence Houses.

WILMINGTON is situated on the Cape Fear River, twenty miles from the ocean. It is 245 miles south of Richmond, Va., 212 miles north of Charleston, S. C., and 102 miles east of Columbia, S. C., via the Atlantic Coast Line. Its population is about 20,000 and its prosperity depends mainly upon its extensive commerce, it being a prominent port for the shipment of lumber, turpentine, rosin, tar, pitch, shingles and cotton. The principal hotels of Wilmington are the Purcell House and National Hotel.



SOUTH CAROLINA has an area of 34,000 square miles. Its contour is similar to that of Georgia, the sea coast being fringed by bays, sounds and lagoons, and bordered by low islands, productive of rice, sea-island cotton and tropical fruit. Within one hundred miles from the coast the land is low and sandy. In the alluvial soil bordering the rivers are vast rice fields.

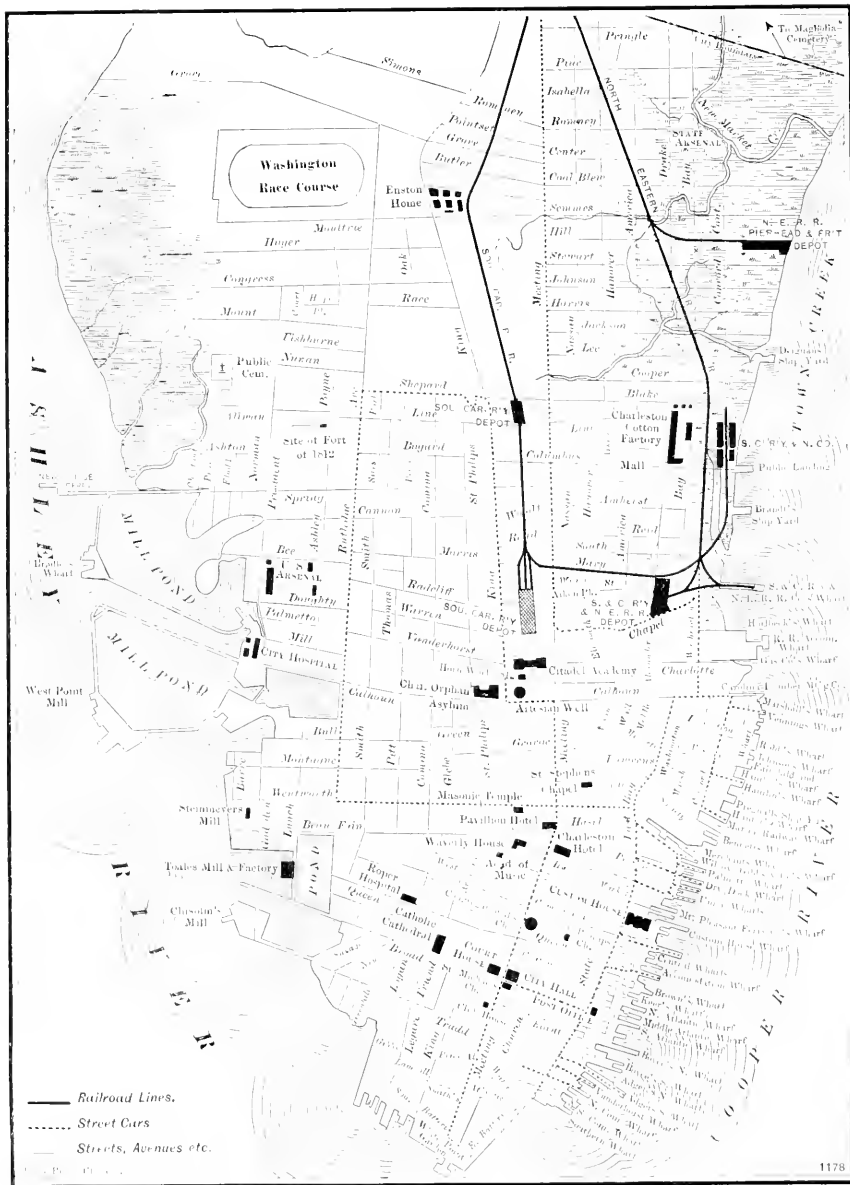
The swamps are covered with virgin forests of cypress and white oak and marked by stretches of the dense luxuriant vegetation of the tropics. Back from this low land are the sand hills of the middle country, broad reaches of green meadow and fields of white cotton; then is rolling land gradually rising into the Blue Ridge of the Appalachian chain in the north-western corner of the State. It is said by an eminent authority that the climate of South Carolina resembles that of Southern Europe. Both the Carolinas are attractive resorts during the winter when there is very little rain and when the days are usually cloudless and warm. The variations of temperature, except during the mild and even months of March and April, are greater than in the extreme South, necessitating a suitable assortment of clothing.

AIKEN is seventeen miles east of Augusta on the South Carolina Railway. Situated in the midst of the pine forests on the sand plateau that reaches into the State from Georgia, it possesses a climate which throughout the winter is as that of a charming Northern June. In the pure dry air, that is permeated by the healing terebinthine odors, sufferers from consumption, rheumatism and gout find relief and often complete surcease of pain. The atmosphere of Aiken is that of languor, quiet and ease. The broad avenues, wide porticoed houses, with their beds of roses, the winding paths through the pine trees, the reaches of many colored sand, the entire absence of noise and hurry, induce a feeling of

restfulness, of tranquil content. The permanent population of Aiken is about 2,500. Its hotels are the Highland Park, Aiken and Clarendon, and there are many boarding-houses.

CAMDEN. The long-leaved pine trees whose resinous breath is the invalid's balm and cordial are nowhere more perfect than in the forests surrounding this delightful old town. Camden was settled in 1750 and was the scene of many bitter fights during the revolution, one of which was marked by the death of Baron DeKalb, from the effects of his eleven wounds. During the prostration that followed the civil war it sank almost into oblivion in so far as the outer world was concerned and it is only during the past year or two that its fame as a most pleasant and healthful place of winter sojourn has gone beyond the confines of Carolina. Visitors speak in terms of sincerest praise of the sunny sky; of the pure, cool spring water; of the atmosphere that, always dry and balmy and permeated with the balsamic odors of the pines, is never so warm as to be debilitating, and is never tinged with penetrating cold. The streets are lined with gardens of charming flowers and there are many houses of old colonial structure that give pleasure to the eye of him who saunters past their latticed windows as well as comfort to their inhabitants. The population of Camden is 3,500. It is situated in the center of the sand-hill region on a well-drained plain above the Wateree River, that, navigable to this point, together with the Wateree Canal, furnishes excellent water-power. There are stores, schools, churches and an opera house. The Hobkirk Inn receives the unqualified commendation of every guest who secures entertainment within its walls and there are other hotels and boarding-houses. Camden is via the South Carolina Railway, 144 miles from Charleston, 157 miles from Augusta and 62 miles from Columbia.

CHARLESTON was described by Josiah Quincy in 1773 as presenting a beautiful and magnificent appearance by reason of the grandeur and splendor of its buildings, decorations, equipages, commerce and shipping. Since that time it has suffered the depression that followed the war of the Revolution, the ravages of



the disastrous fires of 1778, 1835 and 1861, bombardment during the civil war, the prostration of trade and industry that followed its close, the suffocation of the horrible period of Reconstruction, the direful racking of the cyclone of 1885 and of the earthquake of 1886. But notwithstanding these frequent periods of indescribable trial the city is attractive to-day. There remain buildings erected in the olden time with columns and broad porches side by side with structures of modern styles, and the dauntless energy of her citizens bears fruit in prosperity that has returned to her industries and commerce. Charleston is one of the chief ports for the shipment of cotton, rice and naval stores and it is famous for the fertilizers manufactured from the beds in its vicinity of marl and phosphate. The population of Charleston is 55,000 and its location is on the peninsula between Ashley and Cooper Rivers, which here unite to form Charleston Harbor, an estuary whose entry to the sea seven miles from the city is guarded on the north by Fort Moultrie, on the south by Fort Sumter. The points in and in the vicinity of Charleston that are noteworthy for their intrinsic interest or historic association cannot be enumerated in a narrow compass. St. Michael's Church, with its old, sweet chimes; St. Philip's, with the grave of John C. Calhoun; Magnolia Cemetery, that contains tombstones dating back to 1636; the old planters' houses in the suburbs; the farm of "The Oaks," and the phosphate mines in which are found the enormous teeth and bones of mastodons—each deserve a visit. From Charleston, on the South Carolina Railway, was driven for the first time in America a locomotive by steam. The climate of Charleston is such as to increase its claims as a popular health resort each year. The days in winter are bright, sunny and cheerful and the temperature seldom compels even invalids to go within doors. The principal hotels are the Charleston Hotel and the Pavilion. Charleston is 130 miles from Columbia and 137 miles from Augusta, via the South Carolina Railway, and 115 miles from Savannah, via the Charleston & Savannah Railway, one of the lines of the Plant System.

SUMMERVILLE, is situated on a pine wooded ridge twenty

two miles from Charleston, on the South Carolina Railway, and is remarkable for its healthfulness. The surroundings are beautiful and it possesses facilities for frequent communication with the city. The Dorchester is a new hotel.

COLUMBIA, the capital of South Carolina, by the Richmond & Danville Railroad, is eighty-four miles from Augusta, 273 miles from Atlanta and 163 miles from Asheville. It stands upon granite bluffs where the Broad and Saluda Rivers unite to form the Congaree, and but a few miles from the picturesque falls of the latter river. Columbia retains much of the beauty for which it was famous before the war. The streets are from 100 to 150 feet in width and shaded by three rows of trees. Many of the private residences are surrounded by large flower gardens, which are at their loveliest in the early spring, giving the air the perfume of roses, magnolias and the sweet olive. From the city, driveways lead through pine forests that are brightened with the luxuriant growth of the yellow jessamine and the Cherokee rose. Columbia is the seat of the University of South Carolina and other State institutions, and it possesses extensive industrial and manufacturing interests, which the completion of the Columbia Canal will largely increase. Its population is about 15,000, and the principal hotels are Wright's Hotel, the Grand Central and the Hotel Jerome.

GREENVILLE, with a population of 9,000, is the third city of South Carolina. By the Atlanta & Charlotte Air Line Division of the Richmond & Danville Railroad it is 160 miles from Atlanta. Standing on the Reedy River near its source, it is the key to the mountain region of the State. From its edge rise the heights of Saluda, and within excursion distance are Table Mountain or Flat Rock, Caesar's Head, the Jocassee Valley and the Falls of Slicking. The hotels are the Exchange and the Mansion House.

SPARTANBURG is a town of 6,000 people, 192 miles from Atlanta and seventy miles from Asheville, via the Richmond & Danville Railroad. Near it are Glenn's Springs and the Limestone Spring. In its immediate vicinity is the revolutionary battle-field of Cowpens. Merchant's Hotel and Windsor Hotel.



FLORIDA, the southernmost State of the Union, is situated in the same general latitude as the plains of Lower Egypt, and the Delta of the Ganges. In common with these regions it possesses an alluvial soil with tropical vegetation, but its climate, although similar, is peculiarly mild and uniform by reason of the Atlantic Ocean, that borders the eastern, and the Gulf of Mexico, that washes almost the entire

western side of the State. Sweeping through both gulf and ocean and beating with tidal force upon the shores of Florida at the same hour of every day that its great twin current of the Indian Ocean rolls upon the coast of Hindostan, the Gulf Stream carries away quantities of surplus heat from a temperature that the cooling draughts of the returning Arctic current also tend to regulate. The effect of these currents upon the atmosphere of Florida is such that its winters are thirty or forty degrees warmer than those of the latitude of New York, while its summers are ten or fifteen degrees cooler. This wonderful climate brings to the State every year tens of thousands who have built winter homes within its confines, of those who would "escape the rigors of a Northern winter" or of sufferers from pulmonary complaints, to whom the clear dry air, purified by the delicious odor of the pines and softened by the fragrance of the orange blossom, is soothing and invigorating.

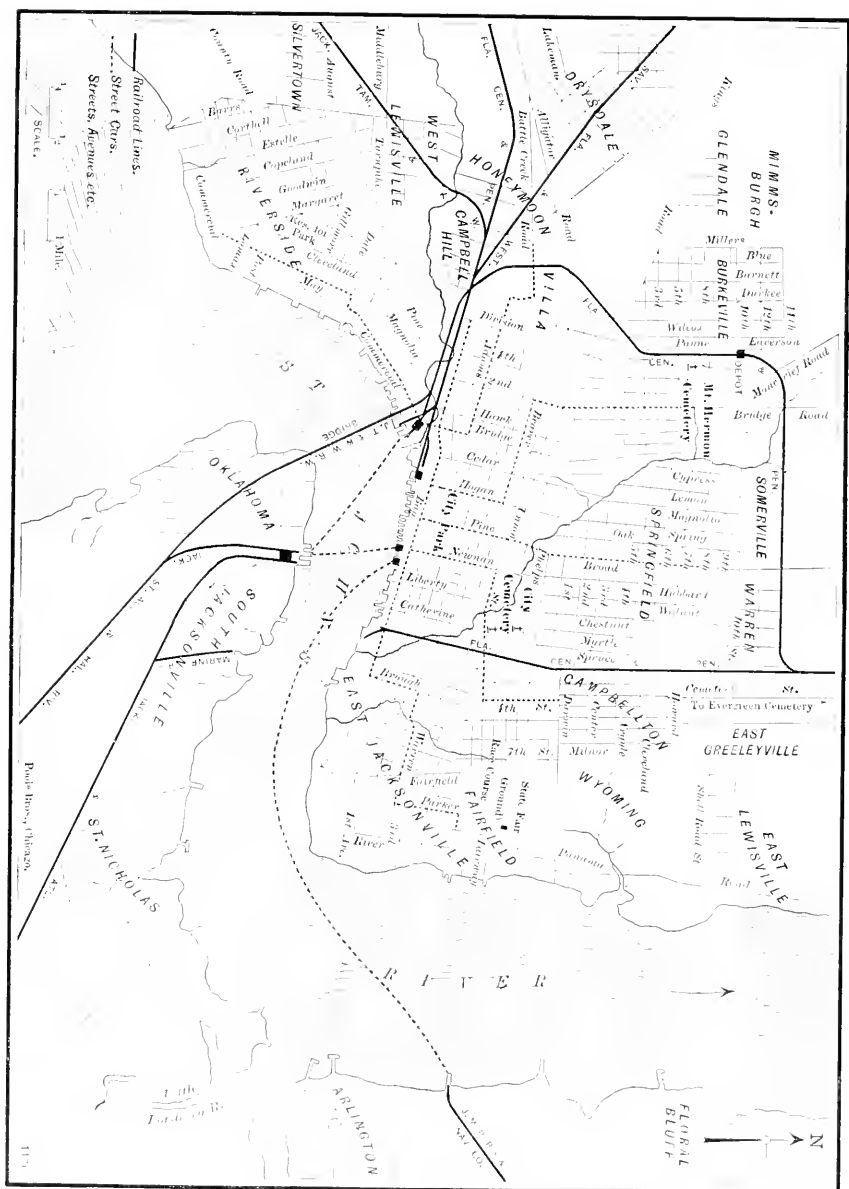
Of 58,680 square miles, the area of Florida, the water surface of bays, gulfs, sounds, harbors and rivers comprises 2,250 square miles. The upper and western portions of the State are uplands sloping to the ocean and the gulf. Below a ridge that extends from Brunswick, Ga., to the Suwanee River, is a dead level, sinking toward the south into the marsh lands of the Everglades. From the southern coast, in a long curve, the coral islands known

as the "Florida Keys" reach to the Tortugas. The soil of Florida is productive of cotton, coffee, cocoa, sugar-cane, tobacco and rice, sweet potatoes in great quantities, strawberries, melons and blackberries. It lies in the great terrestrial orange belt, and gives an abundance of lemons, pine-apples, bananas, olives and grapes. The forests include not only the pine, cypress and cedar trees of the sub-tropics, but chestnut, locust, oak and hickory, and in their confines are not only the paroquets and flamingoes of brilliant colors, but the thrush, robin, martin and wren, wild turkey, duck and quail. Nowhere in America are fishes so plentiful as along the coasts and in the rivers and lakes of Florida. There is the silver king or tarpon, the gamest fish that swims; the delicious pompano, grouper, mullet, blue-fish, bass and Spanish mackerel, and under the waters of the State are over 12,000 acres of oysters. The sponge and green-turtle fisheries are also important. The most picturesque of the characteristic features of Florida, however, is the alligator, which abounds in the swamps and lagoons. He possesses a peculiar fascination for the huntsman, and is a source of revenue exceeded only by that derived from the orange groves. In many of the Floridian cities the tourist may obtain a live specimen of the genus, or, prepared by the taxidermist, he may be obtained of any size and in a number of forms suitable to fill a variety of functions from that of a paper-weight to an umbrella stand. His hide is wrought into card cases, purses and traveling-bags that are very attractive, and of his teeth are made bracelets and necklaces that serve as appropriate souvenirs of a visit to his home.

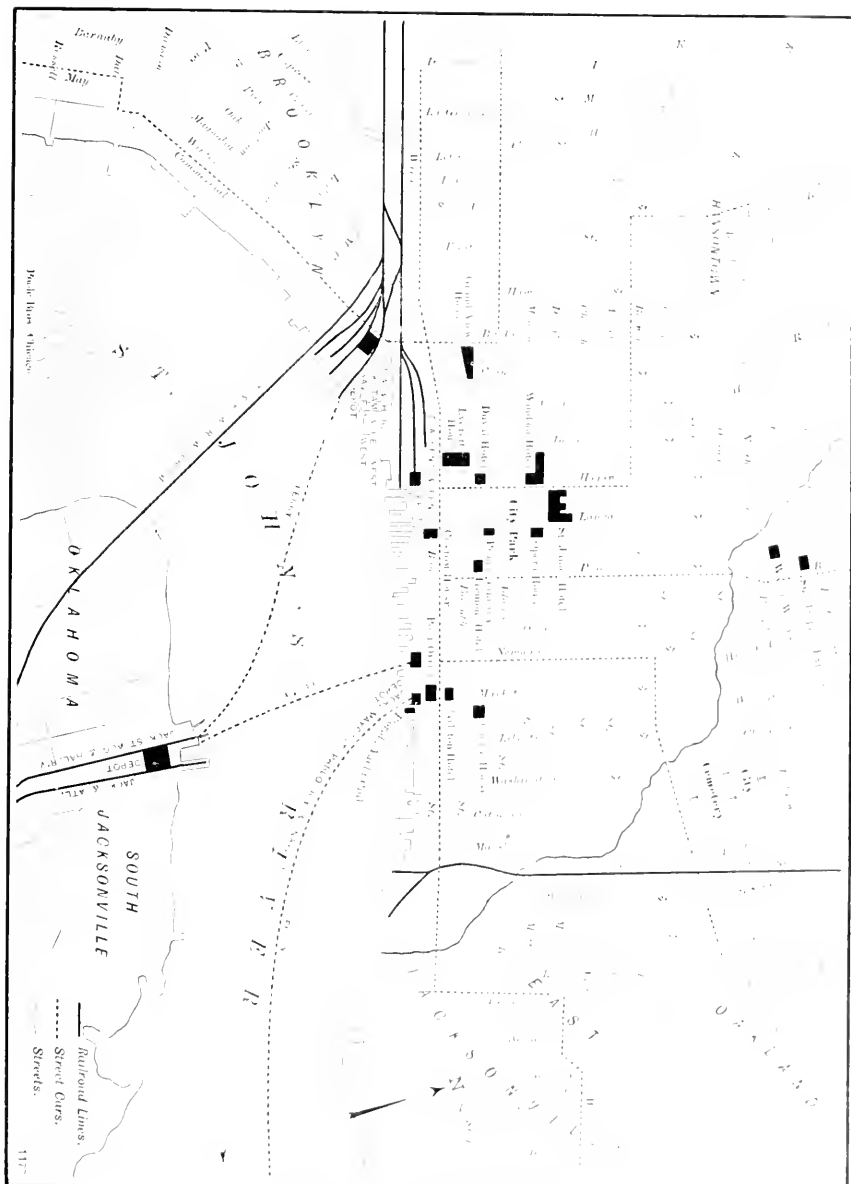
JACKSONVILLE, the commercial center of Florida and gateway at which the various railways center, is via the shortest rail routes 838 miles from Cincinnati and 814 miles from Louisville. From either of these cities a choice of several routes with through cars is offered by the Louisville & Nashville Railroad and Queen & Crescent Route. Situated in northern Florida on the western bank of the St. John's River, about twenty-five miles from its mouth, Jacksonville is a favorite winter resort for

invalids from Northern cities who prefer remaining in its good hotels surrounded by the social advantages of a city to a sojourn at a quieter place in the interior. In 1821, in honor of General Andrew Jackson, then Military Governor of Florida, "Wacca-Pilatka" was rechristened by its present name. Its resident population is 15,000 and the principal industry the sawing and shipment of lumber. The streets are regularly laid out, well shaded and the city is supplied with good water from artesian wells. There are good schools, churches, banks, newspapers, a circulating library, an opera house and it is the seat of the Sub-tropical Exposition which is open during each winter season. Trains leave Jacksonville at frequent intervals every day for all points in the State and steamers run up the St. John's and Ocklawaha Rivers. The hotels of Jacksonville are the St. James, Windsor, Everett, Carleton, Placide, Duval and Tremont, and there are more than one hundred boarding-houses of various degrees of excellence.

ST. AUGUSTINE, the oldest European settlement in the United States, was founded by the Spaniards in 1565, ravaged by the French in 1567, restored by the Spanish, burned by the English in 1586, rebuilt by the Spanish to be pillaged by the English in 1665 and captured by them in 1702. It lapsed again into possession of the Spaniards, who repulsed attacks of General Oglethorpe in 1740 and 1743. By a treaty ratified in 1763, St. Augustine passed into the hands of Great Britain, whose supremacy endured until 1783, when the city was re-ceded to Spain, who transferred it to the United States in 1821. After nearly a half century of rest, unbroken save by the Seminole War of 1835, it was again disturbed by the Civil War, when the fort was seized by the Confederacy in whose control it remained until recovered by the Federal forces in 1862. As shown by the records of the garrison stationed at the fort from that time until the close of the war, the rate of mortality among the soldiers was extraordinarily low. This fact was quickly perceived as confirming the long established reputation of St. Augustine as a



JACKSONVILLE



JACKSONVILLE - Bureau of Public Works

place where the climate and environment generally is unusually conducive to health, and the winter succeeding General Lee's surrender brought to it many visitors from the North, whose number has annually increased until now, although the permanent residents do not exceed 3,000, the grand hotels and villas, the quieter inns and boarding-houses, are after the Northern holidays peopled by thousands of visitors who make the old Spanish town one of the gayest spots on earth. The streets of St. Augustine, narrow as those of a medieval city of Europe, are lined with quaint old houses and bazaars filled not only with articles typical of the South, but with curios and bric-a-brac from all parts of the earth, and among the saunterers over their concrete pavements may be seen men and women whose great dark eyes and coal-black hair indicate their Castilian blood. There are, too, many modern villas, while on every hand are the brilliant blossoms of tropical flowers, a profusion of orange, lemon and fig trees. The coquina walls of Fort Marion and chapel preserve the memory of the time when it was the impressive Fort of San Marco, and the cathedral rebuilt upon the original plan contains the old bells that were not harmed by the fire of 1887. The great sea wall and the United States barracks, the new Presbyterian and Methodist churches, are among other of the interesting features of St. Augustine; but in so far as the products of human hand and brain are concerned, the chief interest will center in the Alameda group of great hotels. The Ponce de Leon, built of coquina, in the Spanish style of architecture, at a cost of over two millions of dollars, is the largest hotel in the world, while the beauty and grandeur of its interior, the magnificence of its surroundings and the wonderful luxury of its service surpass the most extravagant splendor of history. The Alcazar and the Cordova, on the Alameda adjoining the Ponce de Leon, are immense structures of Spanish design, built also by the proprietor of the Ponce de Leon, and their appointment and service are on a corresponding scale of excellence. Other hotels are the San Marco, Magnolia and Florida. St. Augustine is situated on the

Atlantic Coast of Florida, about forty miles below the mouth of the St. John's River. It may be reached from Jacksonville (thirty-seven miles) by the Jacksonville, St. Augustine & Halifax River Railway or by boat on the St. John's River via Tocol. Boats may be procured for sailing on the line stretch of the harbor, on whose shore are many places that will repay a visit.

ROUTES THROUGH FLORIDA.

THE LOUISVILLE & NASHVILLE RAILROAD

Enters the extreme western end of Florida. The noteworthy stations are as follows:

PENSACOLA, 763 miles from Cincinnati, 653 miles from Louisville and 369 miles from Jacksonville, a city of 12,000 population, is situated ten miles from the Gulf of Mexico on Pensacola Bay, which, forming a harbor, that has been pronounced the finest in the world, enables the city to conduct commerce that, already extensive, bids fair to attain a magnitude that will make Pensacola one of the prominent ports of the country. The soil is sandy and the city is surrounded by pine forests. It possesses a custom house, court house, several schools and churches. Guarding the entrance to the harbor are Forts Pickens, McRae and Barrancas, and in its vicinity are a Government Barracks, Navy Yard and Naval Hospital. The hotels are the Continental, European and Santa Rosa.

DE FUNIAK SPRINGS, eighty miles east of Pensacola, is a circular lake of clear cold water that is one and a quarter miles in circumference and without visible source of supply or outlet. The favored location of this lake in the midst of pine forests and but twenty miles from the sea caused it to be chosen as the seat of the "Florida Chautauqua," which holds its annual meetings in the Tabernacle from February until April. The

handsome and well kept Hotel Chautauqua has been compelled to double its capacity in the past few years to accommodate the constantly increasing number of its guests. At

MARIANNA, 136 miles east of Pensacola, is the Milton House.

CHATTAHOOCHE (River Junction), 161 miles east of Pensacola and 208 miles west of Jacksonville, where is the State Penitentiary and Insane Asylum, marks the terminus of the Louisville & Nashville Railroad and the starting point of the Western Division of the

FLORIDA CENTRAL & PENINSULAR RAILROAD

which leads to Jacksonville. The stations are

QUINCY, 189 miles west of Jacksonville, a beautiful village amid picturesque surroundings, where are extensive tobacco factories. Stockton House.

TALLAHASSEE, the capital of Florida, 165 miles west of Jacksonville, is a city of 4,000 inhabitants that seems as one large garden because of its broad streets and many squares that are lined with grass and shaded with the evergreen and the oak and a varied profusion of shrubs and flowers. The residents of Tallahassee are exceptionally intelligent and refined. Its principal hotels are the Leon and St. James. From Tallahassee the St. Marks branch of the Florida Central & Peninsular Railroad leads to St. Marks on the gulf, passing

WAKULLA, sixteen miles from Tallahassee, the nearest station to the celebrated Wakulla Spring, "which sends off a river from its single outburst."

MONTICELLO, 142 miles west of Jacksonville, is near Lake Miccosukie. It contains the Monticello and Florida hotels and many boarding-houses.

MADISON, 110 miles west of Jacksonville, contains several good boarding-houses, is in the vicinity of Lakes Rachel, Mary, Francis and Cherry and near the Suwanee River.

WELBORN, seventy-one miles west of Jacksonville, is near Lake Welborn and other lakes that are well stocked with fish.

LAKE CITY, fifty-nine miles west of Jacksonville, marks the junction with the Georgia Southern & Florida Railroad, via which it is 210 miles from Macon, Georgia. Within its limits are Lakes Isabella, De Soto and Hamburg, and Indian or Alligator Lake is but half a mile away. The city contains the Borum and Central Houses. Surrounded by pine forests, it is a favorite resort of consumptives.

THE SOUTHERN DIVISION of the Florida Central & Peninsular Railroad, extending to Tavares, has its Atlantic Coast terminus at

FERNANDINA, which commands one of the finest of Southern harbors. The town is the seat of the Episcopal diocese of Florida and its climate is delightful. A fine shell road affords a beach drive of twenty miles and in the vicinity of the town are Dungeness, the home of Gen. Nathaniel Greene, and near it the grave of "Light Horse Harry Lee," the father of General Robert E. Lee. Fernandina is thirty-seven miles north of Jacksonville by the Jacksonville branch of the Florida Central & Peninsular Railroad, and may be reached by rail or steamer from either Charleston or Savannah. The Egmont Hotel is worthy especial mention as one of the finest in the South. Other hostelrys are the Mansion House, Florida House, Tourists' Hotel and the Strathmore. The permanent population of Fernandina is about 4,000.

WALDO, fifty-seven miles from Jacksonville, is in the vicinity of good fishing and hunting grounds. Entertainment may be secured at the Waldo House or in private families.

SILVER SPRING, 100 miles from Jacksonville, reputed to be the "Fountain of Youth," which elicited the search of DeLeon, gains its name from the wonderful transparency of the water that, although coming from the earth by the thousands of gallons, does not stir the surface sixty feet above, on which one seems to be floating in mid-air, so translucent is the water and so perfect the reflection. A good hotel fronts the wharf and near by are cottages.

OCALA is a prosperous town 102 miles from Jacksonville. The Ocala House will accommodate 400 people.

TAVARES, 150 miles from Jacksonville, is the terminus of the Southern Division and the point of connection for Orlando and Sanford.

THE CEDAR KEY DIVISION of the Florida Central & Peninsular Railroad diverges from the Southern Division at Waldo, passing through

GAINESVILLE, seventy-one miles from Jacksonville, a town of about 4,000 inhabitants, that from its situation in the pine forests is much resorted to by invalids. Its hotels are the Arlington, Rochemont, Alachua, Magnolia, Seminole and the Park House.

CEDAR KEYS, 127 miles from Jacksonville, the gulf terminus of the Florida Central & Peninsular Railroad, is situated on a large bay which affords excellent facilities for bathing, boating and fishing. Its population is engaged in the shipment of cedar and pine wood, turtles, fish and sponges. The town is also noted for the manufacture of lead-pencils. The Tampa Division of the Florida Central & Peninsular Railroad diverges from the Southern Division at Wildwood and extends eighty-three miles to Tampa.

THE JACKSONVILLE, TAMPA & KEY WEST SYSTEM

Controls three routes through Florida, leading south from Jacksonville. First, the Jacksonville, Tampa & Key West Railway, penetrating points of interest as follows:

MAGNOLIA, twenty-eight miles from Jacksonville, where the Magnolia Hotel and cottages nestle in a magnificent grove of live-oaks and magnolias on the bank of the St. John's River, that here is so broad as to resemble an inland sea.

GREEN COVE SPRINGS, twenty-nine miles from Jacksonville, is a prettily located village with baths furnished by the springs with remedial sulphur water.

PALATKA, fifty-six miles from Jacksonville, also reached from Macon, Georgia (285 miles), via the Georgia Southern & Florida Railroad, is a flourishing city at the head of deep water navigation of the St. John's River, and on the northern border of the great Florida orange belt. Standing on a broad, sandy plateau it commands a beautiful view of the river and surrounding country. Across the river from Palatka are the famous tropical fruit groves of Colonel Hart, and seven miles from the city are the Fuller groves. Palatka has beautifully shaded streets, many pretty residences, churches, schools, stores and good hotels—the Putnam, Saratoga and Winthrop. During the winter season the Ocklawaha River steamers make Palatka their starting point. Six miles south of Palatka is the long curving bridge of the Jacksonville, Tampa & Key West Railway over the St. John's River. The entire length of the bridge, with its approaching trestles, is 750 feet, of which the drawbridge occupies 300 feet.

SEVILLE, eighty-four miles from Jacksonville, at the southern end of the fruitland peninsula in the midst of the high pine orange belt, is by the enterprise of the Seville Company being made a model town. The streets are regularly laid out and well shaded. Kemble Avenue, designed to lead from Seville to Lake George, being an especially well constructed and beautifully adorned thoroughfare. The use of a good water-works and sewerage system is compulsory with the occupants of every house. The Hotel Seville is well kept, and in the vicinity is good hunting and fishing.

DE LAND JUNCTION, 108 miles from Jacksonville, is three miles from De Land, the seat of the university founded by Mr. John B. Stetson. The hotels are the Carrollton House, Parceland Hotel and Putnam House. Near by is Lake Helen, with the Harlan Hotel and cottage.

ORANGE CITY JUNCTION, 113 miles from Jacksonville, is the point of connection with the Atlantic & Western Railroad, which, penetrating the rich hummocks of the Hillsborough and Halifax regions, leads to

NEW SMYRNA (Ocean House), a favorite resort of sportsmen.

ENTERPRISE JUNCTION, 119 miles from Jacksonville, is the point of departure of the INDIAN RIVER DIVISION, which extends to

ENTERPRISE, 123 miles from Jacksonville, a favorite south Florida resort by reason of its mild yet invigorating climate, the presence of fine hunting and fishing grounds and the Brock House, a hotel that has achieved great popularity. East from Enterprise the railway runs through the

INDIAN RIVER COUNTRY,

Famous for the peerless oranges produced from its rich soil; for its lemons, limes, bananas, pineapples, guavas, grapes, strawberries, blackberries, the countless varieties of palatable fish with which the river teems, and the game that abounds in the groves of the hummock and the luxuriant vegetation of the lagoons. The terminus of the Indian River Division is at

TITUSVILLE, 159 miles from Jacksonville, where are the Indian River and Grand View Hotels. At Titusville connection is made with steamboats that ply up the long lagoon known as the Indian River to

ROCKLEDGE, where is also a hotel that bears the name of the river, to

MELBOURNE, in the vicinity of which are good fishing grounds (Hotel Carlton), and to

JUPITER, which marks the southern extremity of the series of lagoons bordering the Atlantic Coast. In Jupiter Inlet abound the bluefish, bass, pompano, sheepshead and at times the tarpon. The Chattahoochee, a large river steamboat moored to the wharf, serves as a hotel. Eight miles south of Jupiter by rail is

LAKE WORTH, 321 miles from Jacksonville, the principal town of Dade County, whose long stretch between the Everglades and the ocean presents a vegetation truly tropical and possesses a climate in which the inhabitants of the costly residences and many cottages that line the beach for miles lead an ideal existence. The Gulf Stream that here almost washes the very

shore is dotted nearly every day with the hulls of passing steamers. In the lake are all kinds of sea fish. The marvelously productive soil gives growth to full-bearing cocoa palms, pineapples, dates, figs, mangoes and oranges. Oleanders and poincianas attain the height of twenty to thirty feet, and the hibiscus, white, red and yellow, blooms in every garden. At Lake Worth is the Coconut Grove House, the Oaklawn House and Hotel Lake Worth. Fifty miles south of this favored land the broken beach will support neither man nor beast, but farther down, below the 26th parallel, is Biscayne Bay, the headquarters of a Northern Yacht Club, whose members find it a delightful winter haven.

South from Enterprise Junction, the main line of the Jacksonville, Tampa & Key West Railway extends to

SANFORD, 125 miles from Jacksonville, on the bank of Lake Monroe, a thriving town, with wide streets, churches, schools, a bank and telephone exchange, but by reason of the surrounding palm-trees presenting a distinctly Oriental appearance. The principal hotel is the Sanford House. From Sanford leads the

SOUTH FLORIDA RAILROAD,

Which, although operated as a portion of the Plant System, is an immediate connection of the Jacksonville, Tampa & Key West Railway, forming with it the *CUBAN THROUGH MAIL ROUTE*. Its principal stations are

ALTAMONTE SPRINGS, 138 miles from Jacksonville. Here is a large hotel encircled by bright lakes and the water of the many neighboring springs is claimed to possess peculiar medical properties.

MAITLAND, 140 miles from Jacksonville, has the Park House, and

WINTER PARK, 143 miles from Jacksonville, has the Semmole.

ORLANDO is a thriving town 147 miles from Jacksonville. Within its limits are sixteen lakes, and orange-trees border its streets. The hotels are the Charleston, Magnolia, Wilcox and Windsor.

KISSIMMEE, 165 miles from Jacksonville, is the headquarters of the Disston Land Improvement and Drainage Company, which owns and is reclaiming and cultivating extensive tracts of land. The Tropical Hotel is beautifully situated on the shore of Lake Tohopekaliga.

BARTOW JUNCTION, 193 miles from Jacksonville, is the point of departure of the branch of the railway which extends to Bartow, seventeen miles from the Junction.

LAKELAND, 208 miles from Jacksonville, is the junction of the **PEMBERTON FERRY BRANCH**, which extends from **PEMBERTON FERRY**, forty-three miles north of Lakeland, through a rich orange country to Bartow, thirteen miles south of Lakeland.

TAMPA, 240 miles from Jacksonville, is situated at the head of the excellent harbor formed by Tampa Bay. In its vicinity are groves of tropical fruit and pine-trees; the bay teems with many varieties of fish and sea fowl and deer abound on the neighboring islands. Steamers leave Tampa for Tarpon Springs, Key West and Havana. The hotels are the Plant House, St. James, Orange Grove, Palmetto and Collins.

Second of the lines controlled by the Jacksonville, Tampa and Key West System is the

FLORIDA SOUTHERN,

A narrow gauge railway which extends westward from its connection with the main line of the Jacksonville, Tampa & Key West Railway at Palatka to Gainesville. From Rochelle, just east of Gainesville and ninety-six miles from Jacksonville, the road extends south through Ocala to Leesburg, whence a line branches to Fort Mason, Eustis, Tavares and Lane Park. South from Leesburg the line extends to Brooksville, being connected from Pemberton by the Pemberton branch of the South Florida Railroad with its southern division which extends from Bartow to Punta Gorda, 324 miles from Jacksonville on Charlotte Harbor. This is the southernmost railway station in the Union and is within easy reach of the best tarpon fishing grounds. Operated in con-

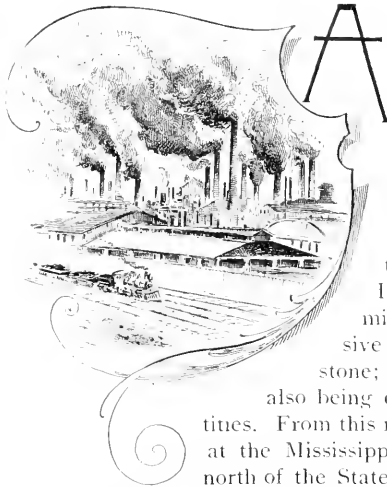
nection with the Jacksonville, Tampa & Key West System is also the Jacksonville, St. Augustine & Halifax River Railway, extending from Jacksonville to St. Augustine, thirty-seven miles, thence in a southwesterly direction to Palatka, whence it runs again to the southeast, extending to the settlements of Ormond (Hotel Ormond) and Daytona (Ocean House, Palmetto Hotel) in the fertile region of the Halifax River, where are luxuriant orange groves.

THE PLANT SYSTEM

Of railways and steamboat lines includes the Savannah, Florida & Western Railway, which from and by way of Chattahooche, Albany and Savannah leads via Waycross to Jacksonville and which also penetrates Florida by a spur extending from Dupont, Georgia, to Gainesville. The South Florida Railroad is a portion of this system, in connection with which are also operated lines of steamers running from Jacksonville to Sanford on the St. John's River; between Port Tampa and points on the Manatee River; between Appalachicola, points on the Appalachicola River, Columbus, Georgia, on the Chattahooche River, and Bainbridge, on the Flint River. It operates a line of steamers between Port Tampa and Mobile, and the Plant Line of Steamships, between Port Tampa, Key West and Havana, carries the West India Fast Mail. The St. John's River is also navigated by steamers of the DeBary Line, and boats run between Palatka and points on the Ocklawaha River.

THE SUWANEE RIVER ROUTE

Is the name applied to the Georgia Southern & Florida Railroad, which extends from Macon through the rich farming and wire grass region of Georgia to Lake City, Florida, via which point its trains run through to Jacksonville. From Lake City the line extends to Palatka, affording direct communication between Macon and the railways of southern Florida.



ALABAMA has an area of 52,250 square miles. The southern part of the State is low and level, covered with forests of yellow pine and cypress. North of the pine forests the land becomes rolling and is principally devoted to the production of cotton. In the northeast is the hilly mineral district, where are extensive veins of iron, coal and limestone; plumbago, marble and granite also being obtained in considerable quantities. From this region the land slopes to a level at the Mississippi border, and in the extreme north of the State are the lower stretches of the

Tennessee Valley, that contain large oak forests, and in which is grown corn, wheat, oats, tobacco, sugar and rice. In southern Alabama the climate is balmy and even. In the central belt the temperature is moderate and healthful; snow and ice being seldom seen in the State. The development of Alabama has been of extraordinary rapidity and is conspicuously evidenced by the continual construction and extension of railroad lines which find immediate employment in transporting the mineral products of the north, the agricultural products of the middle, and the timber of the southern portions of the State.

ANNISTON, a town with 12,000 population, is sixty-four miles east of Birmingham, on the Georgia Pacific Railroad, and 142 miles from Chattanooga, via the East Tennessee, Virginia & Georgia Railway. This city is literally built upon iron at the foot of the Blue Mountains, on the dividing line between the limestone and granite formations of Calhoun County. Iron ore, easily mined, is smelted and produced in finished forms by the furnaces and foundries of Anniston. In the immediate vicinity are vast deposits of coal and good supplies of yellow pine and hardwood

timber. The city has good railroad facilities and the Anniston Inn deserves special mention.

BIRMINGHAM is 479 miles southwest of Cincinnati, from which it is reached via the Queen & Crescent Route or the Louisville & Nashville Railroad. By the latter line it is 394 miles from Louisville. This city, founded in 1871, now contains 30,000 inhabitants. The location in the iron and coal belt of Alabama suggested its name, the propriety of which is justified by the prosperity of the city as a manufacturing center. It contains several rolling-mills, more than twenty blast furnaces and thousands of coke ovens, besides stove foundries, glass factories, car works and other manufacturing establishments. The city is well lighted, traversed by horse car and dummy lines, possesses fine business blocks, a handsome court house, schools, churches, banks, two opera houses, and a government building is in process of erection. Railroads radiate from Birmingham in every direction. The hotels are the Caldwell House, the Florence, the Metropolitan and the Opera House Hotel.

DECATUR is 417 miles from Cincinnati and 307 miles from Louisville, via the Louisville & Nashville Railroad, and 122 miles west of Chattanooga, via the Memphis & Charleston Division of the East Tennessee, Virginia & Georgia Railway. It increased from a village of 1,200 people in the early part of 1887 to a city of 7,000 in the summer of 1889, with furnaces, iron mills, car works, lumber mills, banks, schools and newspapers. The Decatur Tavern, at New Decatur, one mile from the old town, is a new hotel.

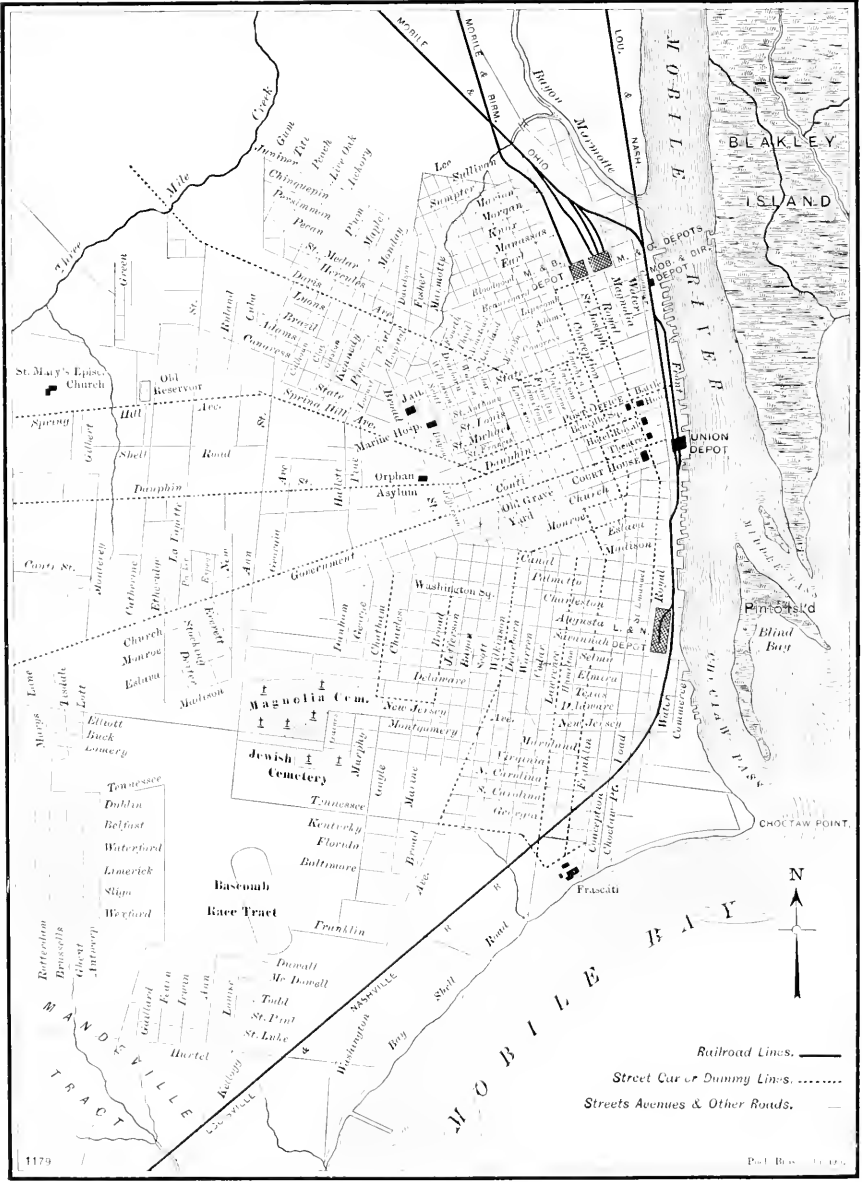
Other towns in the mineral district of Alabama that are becoming prominent as the sites of furnaces, mills and factories, are **FORT PAYNE**, on the Queen & Crescent Route, 386 miles from Cincinnati, population, 4,000; **BESSMER**, 488 miles from Cincinnati, from which it is reached either via the Queen & Crescent Route or Louisville & Nashville Railroad, population, 6,000; **SHEFFIELD**, on the Tennessee River, 132 miles from Nashville, on the Sheffield branch of the Louisville & Nashville Railroad, population, 3,000.

HUNTSVILLE, 130 miles from Nashville, via the Nashville, Chattanooga & St. Louis Railway, and ninety-seven miles from Chattanooga, via the East Tennessee, Virginia & Georgia Railway, is the oldest town in Alabama, was its first capital and remains the trade center of the agricultural region of the northern portion of the State. For many years it has been a favorite home of wealthy planters and it is now regarded as a healthful resort. From the edge of the city rises Monte Sano, a continuation of the Cumberland Mountains, that at an elevation of 1,800 feet above sea-level is surmounted by an extensive plateau, where is the excellent Hotel Monte Sano, from which radiate fifteen miles of mountain driveways commanding picturesque views and leading by romantic rocky scenery. Within the city is the new Huntsville Hotel, which is peopled every winter by visitors from Northern cities, who find the exhilarating air, cultured resident population and beautiful drives much to their taste. The population of Huntsville is 5,000. The streets are regularly laid out, well lighted and the entire city is supplied with delicious water from a spring that forces 250,000 gallons per day from under a ledge of rocks within one hundred yards of the public square. In the vicinity of Huntsville is good hunting and fishing, and two miles from the city are Shelta Caverns, the beauties of which have but recently been recognized.

MONTGOMERY, the capital of Alabama since 1846 (population 18,000), is situated on bluffs above the Alabama River 600 miles from Cincinnati and 400 miles from Louisville, via the Louisville & Nashville Railroad, and 175 miles from Atlanta, via the Atlanta & West Point Railroad. South of its confines fertile prairie lands merge into the forests of yellow pine which extend to the gulf; to the northward are forests of greatly diversified woods and a variety of minerals. The city is the distributing point for an extensive territory; a heavy shipper of cotton in various directions by rail and by steamboat on the Alabama River, which is navigable during the entire year to Mobile, and it is the site of many manufacturing establishments. It has fine

water-works, wide, well lighted and well shaded streets and several noteworthy public buildings. On the steps of the State House, Jefferson Davis was inaugurated President of the Confederacy, and the building served for a time as the Confederate Capitol. The hotels are the Windsor, Exchange and Merchants.

MOBILE, one of the most charming of Southern cities, is situated on the Mobile River at the head of Mobile Bay, 780 miles from Cincinnati and 670 miles from Louisville, via the Louisville & Nashville Railroad. It is also 135 miles by the Mobile & Ohio Railroad from Meridian, where connection is made with the Queen & Crescent Route. The city is built on a sandy plain that is bounded a few miles from the river by high and beautiful hills, which are connected with the city by a steam dummy line and shell driveway. Its population is 32,000, principally engaged in the receipt and shipment of cotton, coal, coffee and lumber, and also in certain lines of manufacture. The streets are broad and well shaded. There are many handsome public buildings and on the residence streets are well kept lawns with a profusion of flowers. The shell road that extends for nine miles along the head of the bay is one of the famous drives of the country. Settled in the early part of the eighteenth century, Mobile was for years the capital of the French colony of Louisiana. During the Civil War it was a stronghold of the Confederacy, not yielding until three days after the surrender of General Lee. The principal hotels are the Battle House and Hotel Royal. The soil being dry and sandy, and as there is nearly always a mild breeze from the sea, the city is free from malaria and is an excellent place of sojourn for sufferers from consumption and pneumonia. It is supplied with an abundance of pure, spring water brought from Clear Creek, eleven miles north of the city, through a twenty four inch main, in which there is maintained a constant pressure of ninety pounds. The street car system of Mobile covers the entire city and suburbs, and there are several well equipped livery stables.





MISSISSIPPI has an area of 46,810 square miles. The land directly bordering Mississippi Sound, which is the name of that portion of the Gulf of Mexico which touches the State, is low, meadows and broad savannas alternating with groves and fields productive of peaches, oranges, figs and other tropical fruit.

This low land, extending irregularly into the sound, gives the coast a varied contour, and is penetrated by many bayous and rivers. In this southern section the climate, by reason of the gulf winds and the protecting influence of the pine woods which cover the receding sandy level, is even and delightful, as is attested by the ever increasing popularity of the delightful resorts that skirt the coast. Bay St. Louis, Pass Christian, Mississippi City, Biloxi and Ocean Springs, separated each from another by but a few miles, so that it is possible for a yachting party to make the tour of them all in a single day, have for decades been favorite summer homes for residents of New Orleans and Mobile, and in recent years have grown in esteem as winter retreats of families from the North, who find the surroundings congenial and the proximity to the two Southern cities an additional attraction. From the pine woods are obtained vast quantities of turpentine and rosin. Farther back the surface is rolling, without at any place attaining a high elevation, and it is covered with fields of cotton, of which this State produces more than any other in the Union. Sugar, rice, corn, sweet potatoes and tobacco are also grown in considerable quantities, the alluvial lands immediately bordering the Mississippi River being especially noted for their great fertility. Although the climate of the northern section is more variable than that of the Gulf coast, snow is a very infrequent visitor.

JACKSON, the capital of Mississippi, built upon rolling ground on the left bank of the Pearl River, is ninety-six miles west of Meridian and forty-four miles east of Vicksburg, via the Queen & Crescent Route, and 183 miles north of New Orleans, on the Illinois Central Railroad. The State House, with a library of 15,000 volumes; the Executive Mansion, and State Institutions for the Insane, Deaf, Dumb and Blind, are at Jackson. Its population is 6,000 and the principal hotel the Edwards House. Jackson was the scene of a bitter contest between forces under General Grant and General Johnston at the time of its capture by the Federal army on May 14th, 1863.

MERIDIAN, surrounded by forests of pine and the distributing point for a rich agricultural region, is a prosperous city of 10,000 inhabitants, with street cars, electric lights and water-works. It is 295 miles from Chattanooga and 630 miles from Cincinnati, via the Queen & Crescent Route. Hotel St. Charles.

NATCHEZ is situated sixty miles south of Vicksburg on a bluff two hundred feet above the Mississippi River and ninety-nine miles southwest of Jackson, via the Natchez, Jackson & Columbus Division of the Louisville, New Orleans & Texas Railway. On the narrow lowland bordering the river is a portion of the city called "Natchez-under-the-Hill," which is connected by broad well-graded roads with the beautifully shaded residence portion known as "Natchez-on-the-Hill," where are the homes of many prosperous planters. A park occupies the brow of the bluff. Natchez was founded by the Frenchman, D'Iberville, in 1700, taking its name from the tribe of Indians of noble character and romantic history. Its population is about 10,000, engaged in commerce by river, in cotton and batting mills and the manufacture of artificial ice. The principal hotel is the Bonturas.

VICKSBURG, the chief city of Mississippi, is also the principal city between Memphis and New Orleans, from either of which it is distant about 400 miles by the Mississippi River. Via the Louisville, New Orleans & Texas Railway it is 220 miles south of Memphis, 235 miles north of New Orleans, and via the

Queen & Crescent Route it is 140 miles west of Meridian. Its population is about 13,000, and its principal business the shipment of cotton. The Walnut Hills, on which the city is situated, 500 feet above the river, display the finest scenery of the Lower Mississippi. The siege of Vicksburg, by General Grant, was one of the most prominent events of the war between the States, and just above the city is a cemetery containing the bodies of 16,000 soldiers, the greatest number buried at any one place in the country. The hotels are the Pacific House, Vicksburg and Washington Hotels and Washington Exchange.

OCEAN SPRINGS, on the eastern shore of the Bay of Biloxi, marks the point of the first French settlement of Biloxi. With the removal of the original colony it lapsed into oblivion in so far as historical records are concerned, but it is now a village of pleasant resort, fifty-seven miles from Mobile and eighty-four miles from New Orleans, via the Louisville & Nashville Railroad. Its present name is derived from two springs of mineral water on the southern bank of Fort Bayou. The beautiful and healthful situation on rolling hummock land, the drives through the pine woods, the facilities for fishing and hunting, have caused Ocean Springs to become the winter home of many people from Northern cities. In the vicinity are orchards of pear, peach and fig trees, fields of strawberries and extensive vegetable gardens. The Ocean Springs Hotel is an excellent hostelry, and near it are many cottages. Sixteen miles east of Ocean Springs is Scranton, or East Pascagoula, at the mouth of the Pascagoula River, whose waters, on their way to the gulf, give forth strange sounds, at times rising and falling in a murmur, at others furiously roaring as the rush of mighty wind. This weird phenomenon, similar to that displayed at places on the southern coast of France, and ascribable, perhaps, to the peculiar muscular vibration of certain fishes, is widely known as the "mysterious music of Pascagoula."

BILOXI has ten miles of shell-paved drives along Mississippi Sound and the Bay of Biloxi. For the entertainment of Southern summer visitors and Northern winter tourists are several hotels,

principal of which is the Montross. Other hotels are the Bossel and the Fairview, and there are many boarding-houses and cottages. In the wooded country back of the town are to be found deer and wild turkey; the bay, the adjoining flats and the streams leading thereto afford good duck and snipe shooting in the winter, and the bay and its tributary streams abound in green trout or bass, speckled sea-trout, red-fish and sheepshead. The sound channels contain at times the Spanish mackerel and the pompano, and farther out are quantities of the redsnapper, grouper and blue-fish. Biloxi, founded by D'Iberville in 1699, on the eastern coast of the bay, and removed to its present location in 1710, was the first capital of the French possessions in the Mississippi Valley. It is sixty-one miles from Mobile and eighty miles from New Orleans, via the Louisville & Nashville Railroad. The shrimp and oyster industries are here extensively engaged in. At Biloxi is the Howard Academy and churches of several denominations.

MISSISSIPPI CITY is the name given by its founders in 1835 to what was intended to be the seaport of the State of Mississippi. It has become, however, not an important maritime mart, but a pleasant village whose delightful climate and fine view of the gulf attracts during the summer, residents from the Southern cities and during the winter visitors from the North. Within Mississippi City are several vineyards; in its vicinity are nut-bearing groves in which the squirrel tempts the marksman's skill, streams inhabited by trout and the adjacent portion of the sound is famous for its mackerel and exciting tarpon fishing. Mississippi City is seventy miles from Mobile and seventy-one miles from New Orleans, via the Louisville & Nashville Railroad. The principal hotel is the Gulf View. Immediately east is Beauvoir, the home of Jefferson Davis.

PASS CHRISTIAN is situated on Mississippi Sound and the eastern shore of Bay St. Louis, eighty-two miles from Mobile and fifty-nine miles from New Orleans, via the Louisville & Nashville Railroad. It is a very ancient village, surrounded with

primeval forests of pine and live-oak, interspersed with the glistening foliage of the magnolia grandiflora, and is well known as one of the most fashionable summer watering-places and winter resorts of the South. The frontage of six miles on Mississippi Sound is lined by a broad, shell-paved and well shaded avenue that is bordered by many handsome villas. The principal hotel is the Mexican Gulf. Accommodations can also be secured at many smaller hosteries and boarding-houses. At Pass Christian is an Episcopal Seminary for young ladies; also churches and schools, and it is the site of Fort Henry, where the Mississippi State troops hold their annual encampment.

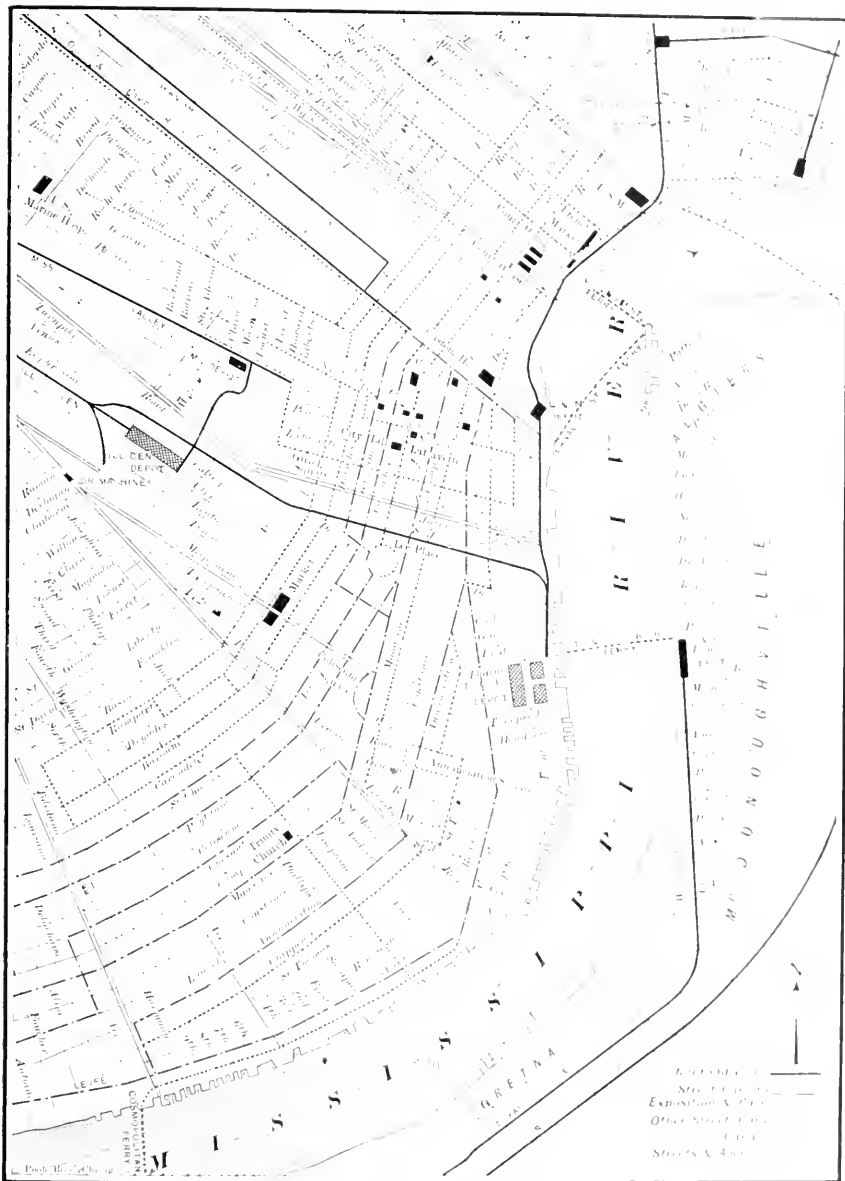
BAY ST. LOUIS, founded by French followers of D'Iberville in 1700, is a village skirting Mississippi Sound and the western shore of the bay from which it takes its name. For many years a favorite summer resort of the refined Creole population of New Orleans, it is becoming the winter home of many people from the North, for whose accommodation a number of the excellent boarding-houses are kept open the year round. Magnolias, cape jessamine and the camelia japonica grow here in great profusion. They are gathered in the bud and shipped to all parts of the country. Terrapin, soft-shell crabs and oysters are found near the shore. Bay St. Louis is eighty-nine miles from Mobile and fifty-two miles from New Orleans, via the Louisville & Nashville Railroad. Adjacent is

WAVELAND, the summer home of many New Orleans merchants, as attractive as Bay St. Louis, with which it is connected by a beautiful shell-road that skirts the bay for eight miles, extending the entire length of both towns.

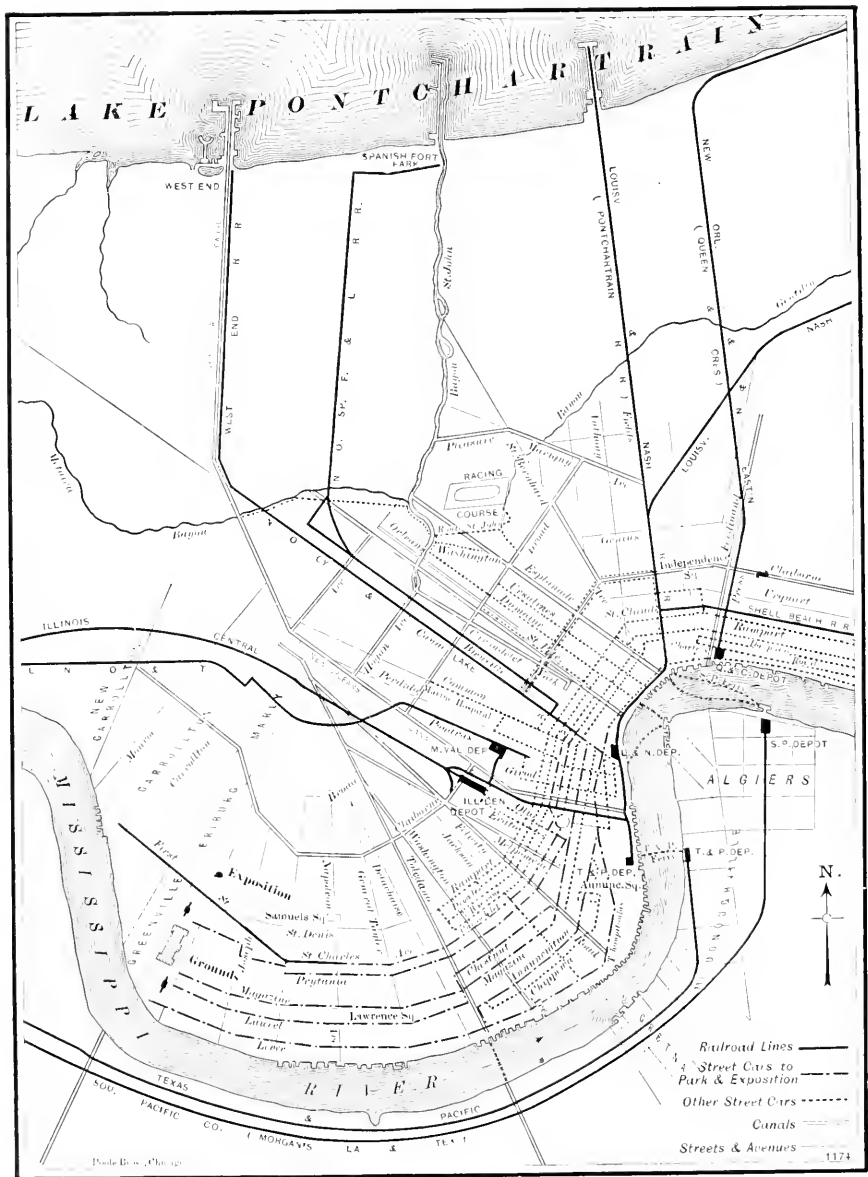


NEW ORLEANS, the chief city of the Southern States, is situated on the Mississippi River, 100 miles above its mouth. It is 826 miles from Cincinnati, from which it is reached via the Queen & Crescent Route and the Louisville & Nashville Railroad. Via the latter line it is 810 miles from Louisville. With a population of 243,000 people, New Orleans is the first cotton market and one of the

principal maritime ports of the world, exporting, besides cotton, large quantities of sugar, rice, tobacco, flour and pork; importing coffee, sugar and other products. The Eads jetties permit the largest ocean steamships to come directly to the city wharves. The climate of New Orleans is more variable than that of the Southern cities lying farther east. Its winters, however, are usually genial and warm, and with the peculiar stir of the city's winter life make it peculiarly attractive to visitors from the North. The site of the city slopes from the great levee which protects it from the river, and the streets in the modern quarter are broad and handsome. That portion of New Orleans within the bend of the river is the old town, whence is derived its sobriquet of the "Crescent City." Here the streets are narrow, lined with buildings of quaint architecture; and here is the "French Market," famous as one of the most picturesque sights of America. To the French Opera House, which seats 2,000 people and is fitted up in the style of the Theatre Francais, are brought the best French opera companies that come to America. The Grand Opera House is a pretty theatre, the St. Charles Theatre has a good stock company, and the Academy of Music is the usual place for variety performances. The city is famous for its gorgeous pageants and balls during the holidays and the carnival season that precedes Lent, and it is also famous for the



NEW ORLEANS (Business & Port area)

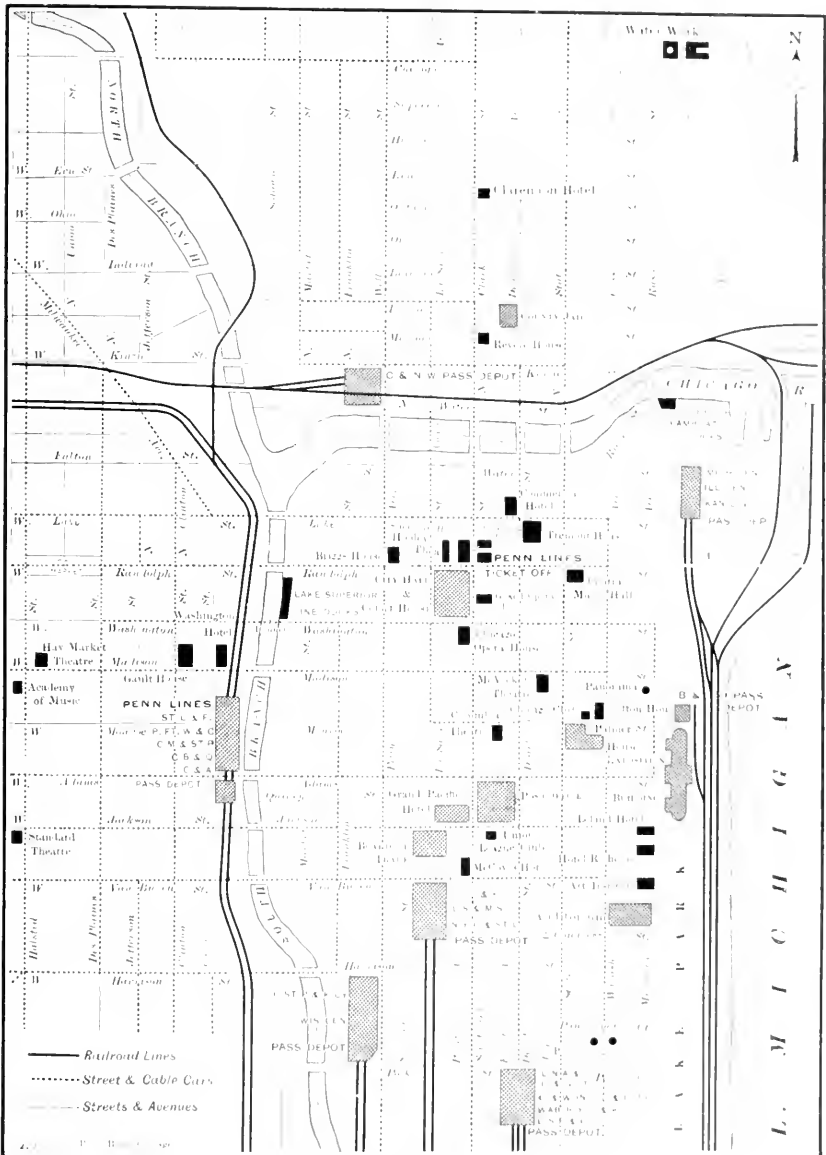


NEW ORLEANS

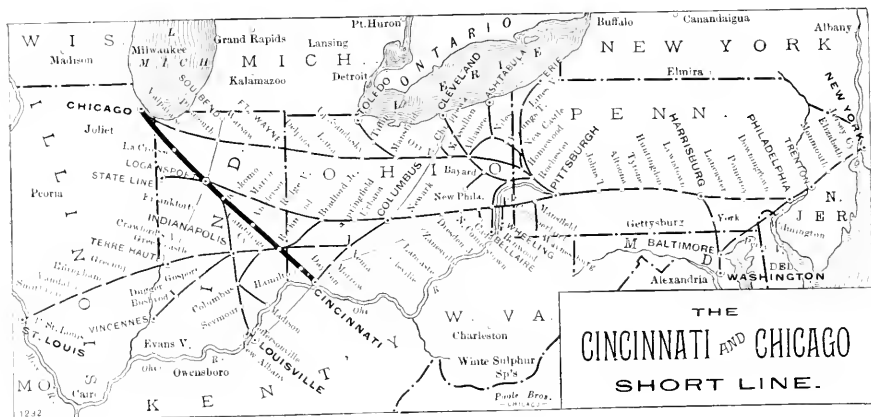
aces held at short intervals. Within a few miles of the city by rail or by the shell road is West End, the Coney Island of New Orleans. Spanish Fort is also a popular resort. The most prominent buildings are the Custom House, the United States Mint, City Hall, Court House, Cotton Exchange, Masonic Hall, Odd Fellows' Hall, St. Patrick's Hall, Exposition Hall, Mechanics' Institute, the Charity Hospital and the Hotel Dieu. Most noted of the churches are the Cathedral of St. Louis, frescoed by Canova and Rossi; the churches of St. John the Baptist, and St. Patrick, also Catholic; Trinity, Christ and St. Paul's, Episcopal; the First Presbyterian; McGhee Church, Methodist Episcopal, and the Temple Sinai, Hebrew. There are ten public squares in New Orleans, and several handsome statues, the most conspicuous being the equestrian monument to General Jackson. The cemeteries are especially worthy of a visit, as the tombs, some of which are costly and beautiful structures, are all above ground. New Orleans was surveyed by De la Tour in 1717, and incorporated as a city of the United States in 1804. On January 8th, 1815, the British were defeated by General Jackson at a spot now marked by a marble monument four and one-half miles south of Canal Street. On April 24th, 1862, the city was captured by the Federal Admiral Farragut and subsequently placed under martial law by General Benjamin F. Butler. The hotels of New Orleans are the St. Charles, the Royal, Vonderbancks, the City Hotel, Denechaud's and Cassidy's, and for colored people the Hotel des Etrangers. Of the many excellent restaurants are Moreau's, Victor's, the Cosmopolitan and Antoine's. Among the many clubs are the Pickwick, Louisiana, Boston, Harmony, Union, the Shakespeare, the Social Club and the Jockey Club. The street cars of New Orleans all start from Canal Street and reach nearly every point in the city, charging the uniform fare of five cents. Cabs and carriages may be hired at the various stands at the rate of seventy-five cents for one or two persons per mile (twelve squares), or two dollars for the first and one dollar and a half for the second hour or fractional part thereof.

THROUGH TRAIN SCHEDULES.

I NCLUDED in the tables printed on the following pages are the principal stations reached by the Pennsylvania Lines, their distances from terminal cities, the time of trains and a summary of the through car service in effect at the time this book was placed on the press. The system of through car service seldom undergoes radical alteration, but it is customary to make each Spring and Autumn such changes as the conditions of the traffic necessitate. The time of trains is made quicker, the through car service is increased and extended and new trains are added as circumstances justify. Therefore, for exact and definite information regarding the time of trains and connections at the time a journey is contemplated, application should be made to one of the representatives of the Passenger Department named on page 83, who will also quote rates of fare and give any further particulars that may be desired regarding a journey in any direction. The maps of New York and Chicago are included in these pages because of the general importance of those cities.



THE PENNSYLVANIA LINES.



TIME OF TRAINS AND THROUGH CAR SERVICE.

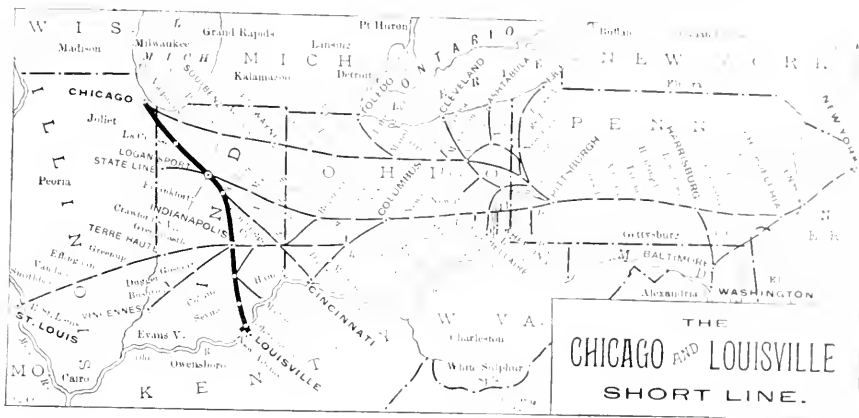
CHICAGO TO CINCINNATI.

CINCINNATI TO CHICAGO.

MILES FROM CHICAGO	FROM THE PENNSYLVANIA PASSENGER STATION, CHICAGO. CENTRAL TIME.	CHICAGO TO CINCINNATI.		MILES FROM CINCINNATI	FROM THE PENNSYLVANIA PASSENGER STATION, CINCINNATI CENTRAL TIME.	CINCINNATI TO CHICAGO.	
		TRAIN No. 18. DAILY.	TRAIN No. 10. DAILY.			TRAIN No. 19. DAILY.	TRAIN No. 3. DAILY.
....	Lv. Chicago.....	9.00 am	8.20 pm	....	Lv. Cincinnati.....	7.55 am	8.50 pm
117	Lv. Logansport ...	12.40 pm	12.45 am	31	Ar. Hamilton.....	9.10 am	10.00 pm
140	Lv. Kokomo.....	1.22 pm	1.30 am	58	Ar. Eaton.....	10.10 am	10.50 pm
161	Lv. Elwood.....	1.51 pm	2.10 am	74	Ar. Richmond....	10.40 am	11.20 pm
176	Lv. Anderson.....	2.18 pm	2.36 am	101	Ar. New Castle....	11.24 am	12.22 am
197	Lv. New Castle....	2.49 pm	3.13 am	123	Ar. Anderson.....	11.56 am	12.59 am
224	Lv. Richmond....	3.35 pm	4.10 am	137	Ar. Elwood.....	12.21 pm	1.28 am
241	Lv. Eaton.....	4.05 pm	4.43 am	159	Ar. Kokomo.....	12.50 pm	2.15 am
269	Lv. Hamilton....	5.00 pm	5.35 am	182	Ar. Logansport ...	1.30 pm	3.00 am
299	Ar. Cincinnati ...	6.15 pm	7.00 am	299	Ar. Chicago.....	5.10 pm	7.30 am

Train No. 18 and Train No. 19 carry Passenger Coaches and Pullman Parlor Cars; Train No. 10 and Train No. 3, Passenger Coaches and Pullman Sleeping Cars through between Chicago and Cincinnati without change.

THE PENNSYLVANIA LINES.



TIME OF TRAINS AND THROUGH CAR SERVICE.

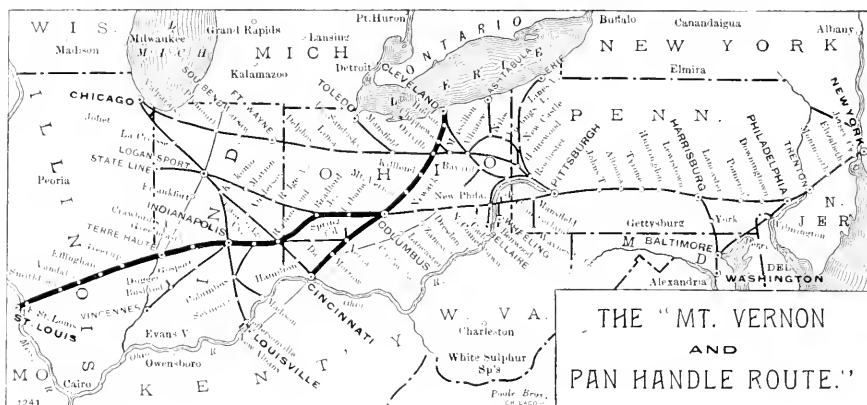
CHICAGO TO LOUISVILLE.

LOUISVILLE TO CHICAGO.

MILES FROM CHICAGO.	FROM THE PENNSYLVANIA PASSENGER STATION, CHICAGO. CENTRAL TIME.	TRAIN	TRAIN	MILES FROM LOUISVILLE.	FROM THE PENNSYLVANIA PASSENGER STATION, LOUISVILLE. CENTRAL TIME.	TRAIN	TRAIN
		No. 18.	No. 19.			No. 19.	No. 18.
		DAILY.	DAILY.			DAILY.	DAILY.
.....	Lv. Chicago.....	9.00 am	8.20 pm	....	Lv. Louisville.....	7.30 am	7.35 pm.
117	Lv. Logansport....	12.15 pm	12.55 am	4	Ar. Jeffersonville..	7.39 am	7.44 pm.
140	Lv. Kokomo.....	1.30 pm	1.45 am	51	Ar. Seymour.....	9.07 am	9.02 pm.
194	Lv. Indianapolis....	3.55 pm	3.55 am	69	Ar. Columbus.....	9.40 am	9.35 pm.
214	Lv. Franklin.....	4.34 pm	4.34 am	79	Ar. Edinburg.....	10.03 am	9.57 pm.
225	Lv. Edinburg.....	4.49 pm	4.49 am	89	Ar. Franklin.....	10.20 am	10.09 pm.
235	Lv. Columbus.....	5.10 pm	5.10 am	110	Ar. Indianapolis..	11.00 am	10.50 pm.
253	Lv. Seymour.....	5.45 pm	5.37 am	164	Ar. Kokomo.....	12.45 pm	1.45 am.
302	Lv. Jeffersonville..	7.24 pm	7.06 am	187	Ar. Logansport..	1.25 pm	2.16 am.
304	Ar. Louisville.....	7.30 pm	7.15 am	304	Ar. Chicago.....	5.40 pm	7.30 am.

Train No. 18 and Train No. 19 carry Passenger Coaches and Pennsylvania Pullman Cars. Train No. 10 and Train No. 3, Passenger Coaches and Pullman Sleeping Cars through between Chicago and Louisville without change.

THE PENNSYLVANIA LINES.



TIME OF TRAINS AND THROUGH CAR SERVICE.

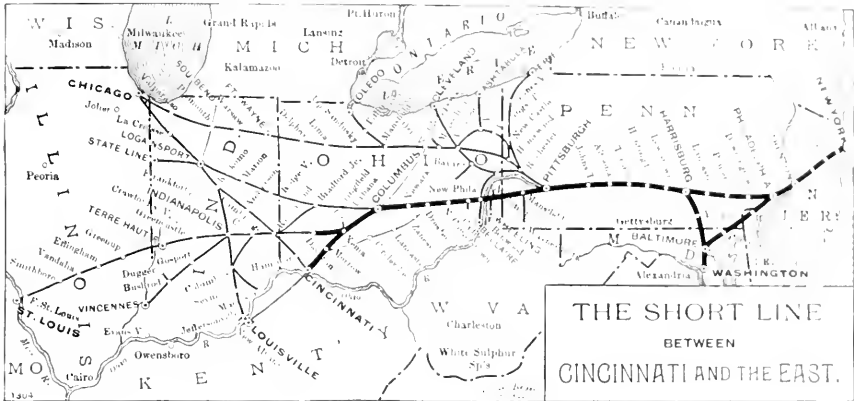
CLEVELAND TO CINCINNATI.

CINCINNATI TO CLEVELAND.

MILES FROM CLEVELAND.	FROM THE UNION DEPOT ON THE LAKE FROM CLEVELAND. CENTRAL TIME.	DAY EXPRESS. EX. SUN.	NIGHT EXPRESS. DAILY.	MILES FROM CINCINNATI.	FROM THE PENNSYLVANIA PASSENGER STATION, CINCINNATI CENTRAL TIME.	DAY EXPRESS. EX. SUN.	NIGHT EXPRESS. DAILY.
....	Lv. Cleveland.	8.00 am	8.00 pm	....	Lv. Cincinnati.	8.00 am	8.00 pm
26	Lv. Hudson.	9.05 am	9.05 pm	65	Ar. Xenia.	9.55 am	10.00 pm
39	Lv. Akron.	9.35 am	9.35 pm	119	Ar. Columbus.	11.25 am	11.40 pm
63	Lv. Orrville.	10.36 am	10.32 pm	164	Ar. Mt. Vernon.	12.55 pm	1.54 am
87	Lv. Millersburg.	11.21 am	11.20 pm	170	Ar. Gambier.	1.06 pm	2.05 am
120	Lv. Gambier.	12.33 pm	12.34 am	203	Ar. Millersburg.	2.17 pm	3.23 am
126	Lv. Mt. Vernon.	1.03 pm	12.52 am	227	Ar. Orrville.	3.10 pm	1.20 am
170	Ar. Columbus.	2.30 pm	2.30 am	250	Ar. Akron.	4.01 pm	5.16 am
225	Ar. Xenia.	4.30 pm	5.00 am	264	Ar. Hudson.	4.32 pm	5.50 am
290	Ar. Cincinnati.	6.30 pm	7.10 am	290	Ar. Cleveland.	5.40 pm	7.00 am

The Day Express trains carry Passenger Coaches and the Night Express trains Pullman Sleeping Cars through between Cleveland and Cincinnati without change in either direction.

THE PENNSYLVANIA LINES.



THE FAST EXPRESS TRAINS of the Pennsylvania Lines run directly from Cincinnati to Columbus; to Pittsburgh, Cresson and Altoona, the key to the beautiful retreats of the Allegheny Mountains; to Philadelphia, which is but a few hours' ride from Atlantic City, Cape May, Long Branch and other resorts of the New Jersey Coast, and to New York, where connection is made with trains for the Catskills, the Adirondacks, the Green and White Mountains, all cities, towns and the other places of resort in New England, and with the palatial steamers of the Fall River Line for Newport, Fall River and Boston, for Martha's Vineyard and Nantucket, for the resorts of Cape Cod and those farther north.

The approximate time of trains, with a schedule of through Pullman sleeping and dining car service, is given on the two following pages.

THE PENNSYLVANIA LINES.

TIME OF TRAINS AND THROUGH CAR SERVICE.

VIA CINCINNATI TO THE EAST.

MILES FROM CINCINNATI	FROM PENNSYLVANIA STATION, CINCINNATI. CENTRAL TIME.	TRAIN	TRAIN	TRAIN	TRAIN
		No. 6. DAILY.	No. 20. DAILY.	No. 2. DAILY.	No. 8. DAILY.
.....	Lv. Cincinnati.....	8.00 am	4.30 pm	8.00 pm	8.00 pm
36.3	Lv. Morrow.....	9.10 am	5.38 pm	9.10 pm	9.10 pm
64.7	Lv. Xenia.....	10.00 am	6.45 pm	10.05 pm	10.05 pm
94.4	Lv. London.....	10.46 am	7.31 pm	10.55 pm	10.55 pm
119.4	Ar. Columbus.....	11.25 am	8.10 pm	11.40 pm	11.40 pm
119.4	Lv. Columbus.....	11.35 am	8.20 pm	11.45 pm	11.45 pm
152.4	Lv. Newark.....	12.35 pm	9.20 pm	12.45 am	12.45 am
187.9	Lv. Coshocton.....	1.34 pm	.....	1.45 am	1.45 am
202.1	Lv. New Comerstown.....	2.02 pm	.....	2.12 am	2.12 am
218.4	Lv. Uhrichsville Junction.....	2.30 pm	.....	2.45 am	2.45 am
219.8	Lv. Dennison.....	2.40 pm	11.05 pm	2.55 am	2.55 am
269.1	Lv. Steubenville.....	4.10 pm	12.29 am	4.18 am	4.18 am
312.4	Ar. Pittsburgh..... <i>Central Time.</i>	5.55 pm	2.10 am	6.00 am	6.00 am
312.4	Ar. Pittsburgh..... <i>Eastern Time.</i>	6.55 pm	3.10 am	7.00 am	7.00 am
312.4	Lv. Pittsburgh..... <i>Eastern Time.</i>	7.15 pm	3.20 am	7.15 am	8.00 am
343.5	Lv. Greensburg.....	.....	.....	.....	8.58 am
391.2	Lv. Johnstown.....	.....	5.27 am	.....	10.13 am
414.2	Lv. Cresson.....	.....	.....	.....	11.02 am
429.1	Lv. Altoona.....	10.55 pm	7.05 am	10.40 am	11.50 am
500.7	Ar. Harrisburg.....	2.25 am	10.30 am	1.55 pm	3.20 pm
500.7	Lv. Harrisburg.....	2.30 am	10.35 am	2.00 pm	3.40 pm
645.4	Ar. Baltimore.....	5.15 am	1.15 pm	4.40 pm	6.45 pm
688.4	Ar. Washington.....	6.30 am	2.25 pm	5.55 pm	8.15 pm
666.0	Ar. Philadelphia.....	5.25 am	1.25 pm	4.45 pm	6.50 pm
756.0	Ar. New York.....	8.00 am	4.00 pm	7.00 pm	9.35 pm
.....	Ar. Brooklyn.....	8.15 am	4.15 pm	7.15 pm	9.45 pm

TRAIN No. 6—Has Pullman Vestibule Sleeping Cars from Cincinnati to New York and from Columbus to Washington and New York; Pullman Vestibule Dining Cars Columbus to Pittsburgh.

TRAIN No. 20—Has Pullman Perfected Safety Vestibule Buffet Cars from Memphis, Louisville and Cincinnati to New York; Pullman Dining Car Columbus to Newark and Pennsylvania Dining Car Altoona to New York; Buffet Parlor Car Harrisburg to Washington.

TRAIN No. 2—Has Pullman Perfected Safety Vestibule Sleeping Car from Cincinnati to New York, running from Pittsburgh east in the Pennsylvania Limited; Buffet Parlor Car Harrisburg to Baltimore and Washington.

TRAIN No. 8—Has Pullman Perfected Safety Vestibule Sleeping Cars from Cincinnati to New York and Pittsburgh to Washington; Pullman Buffet Parlor Car Pittsburgh to New York.

THE PENNSYLVANIA LINES.

TIME OF TRAINS AND THROUGH CAR SERVICE.

FROM THE EAST VIA CINCINNATI.

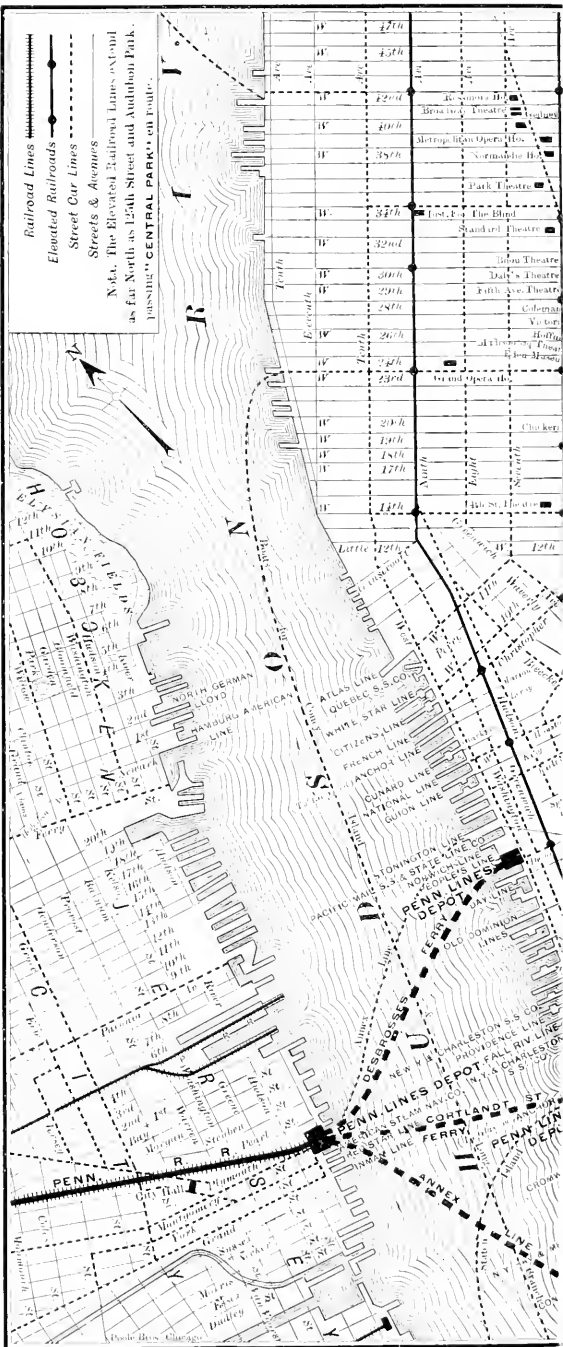
MILES FROM NEW YORK	EASTERN TIME.	TRAIN	TRAIN	TRAIN	TRAIN
		No. 5.	No. 1.	No. 21.	No. 9.
		DAILY.	DAILY.	DAILY.	DAILY.
.....	Lv. New York.....	10.00 am	9.00 am	2.00 pm	6.30 pm
.....	Lv. Brooklyn.....	9.40 am	8.40 am	1.40 pm	6.00 pm
90.0	Lv. Philadelphia.....	12.20 pm	11.40 am	4.25 pm	9.20 pm
.....	Lv. Washington.....	10.50 am	10.50 am	3.30 pm	7.40 pm
.....	Lv. Baltimore.....	11.45 am	11.45 am	4.32 pm	8.45 pm
195.3	Lv. Harrisburg.....	3.00 pm	3.10 pm	7.20 pm	12.25 am
326.9	Lv. Altoona.....	6.20 pm	8.10 pm	10.45 pm	4.10 am
341.8	Lv. Cresson.....	.....	.....	.....	.....
365.6	Lv. Johnstown.....	.....	9.31 pm	.....	5.23 am
412.5	Lv. Greensburg.....	.....	10.54 pm	.....	6.42 am
443.6	Ar. Pittsburgh..... <i>Eastern Time.</i>	9.30 pm	11.55 pm	2.00 am	7.45 am
443.6	Ar. Pittsburgh..... <i>Central Time.</i>	8.30 pm	10.55 pm	1.00 am	6.45 am
443.6	Lv. Pittsburgh..... <i>Central Time.</i>	8.55 pm	11.15 pm	1.15 am	7.10 am
486.9	Lv. Steubenville.....	10.26 pm	12.49 am	.....	8.56 am
526.2	Lv. Dennis.....	12.02 am	2.15 am	4.45 am	11.00 am
537.6	Lv. Uhrichsville Junction.....	.....	.....	.....	11.05 am
553.9	Lv. New Comerstown.....	12.32 am	2.53 am	.....	11.35 am
568.1	Lv. Coshocton.....	12.55 am	3.20 am	.....	12.01 pm
581.5	Lv. Trinway.....	.....	3.44 am	.....	12.30 pm
603.6	Lv. Newark.....	2.05 am	4.30 am	6.10 am	1.30 pm
626.6	Ar. Columbus.....	3.00 am	5.30 am	7.05 am	2.30 pm
626.6	Lv. Columbus.....	3.15 am	7.25 am	7.25 am	2.50 pm
661.6	Ar. London.....	4.10 am	8.06 am	8.06 am	3.40 pm
691.3	Ar. Xenia.....	5.00 am	8.50 am	8.50 am	4.30 pm
719.7	Ar. Morrow.....	5.55 am	9.40 am	9.40 am	5.22 pm
756.0	Ar. Cincinnati.....	7.10 am	10.50 am	10.50 am	6.30 pm

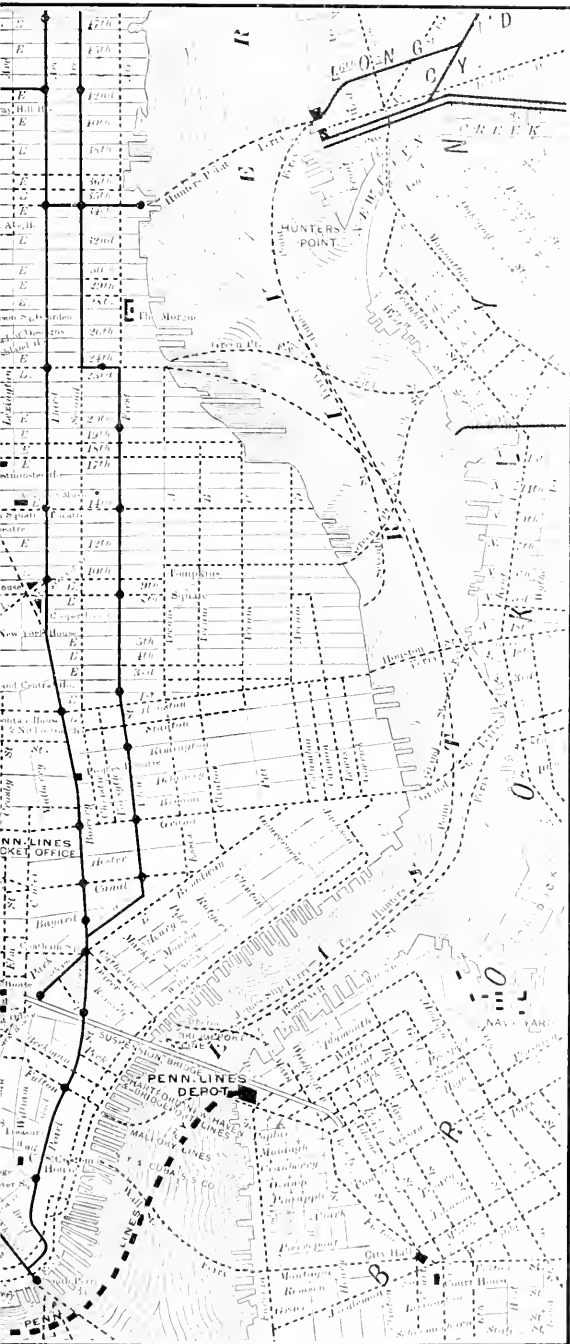
TRAIN No. 2—Has Pullman Perfected Safety Vestibule Sleeping Car from New York to Cincinnati, which is carried as far as Pittsburgh in the Pennsylvania Limited; Buffet Parlor Car from Washington and Baltimore to Harrisburg.

TRAIN No. 1—Has Pullman Vestibule Buffet Sleeping Cars from New York and Pittsburgh to Columbus.

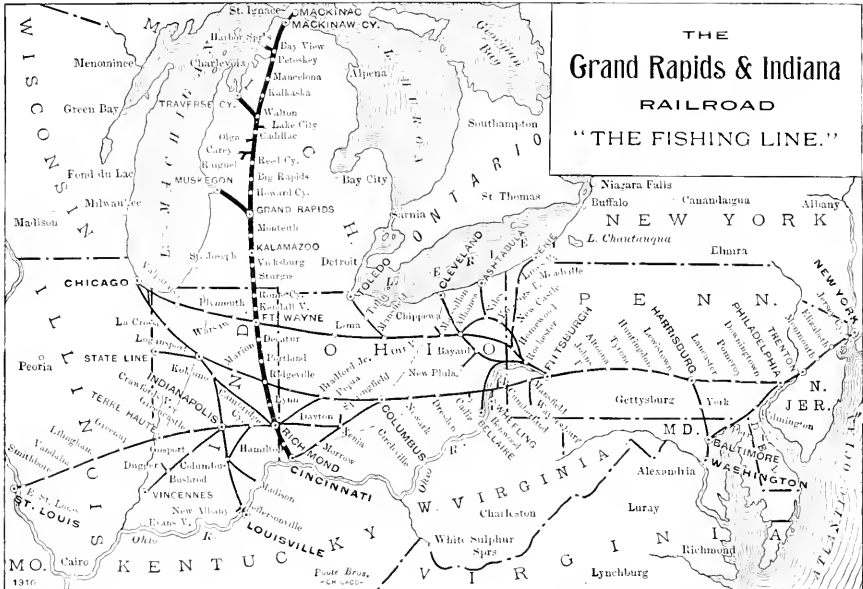
TRAIN No. 9—Has Pullman Perfected Safety Vestibule Sleeping Cars from New York to Cincinnati and from Washington and Baltimore to Pittsburgh and Columbus, Pennsylvania Dining Car New York to Philadelphia and Pullman Dining Car Pittsburgh to Columbus.

TRAIN No. 21—Has Pullman Perfected Safety Vestibule Car from New York to Cincinnati and Pullman Parlor Car from Washington to Harrisburg; Pennsylvania Dining Car Philadelphia to Altoona, and Pullman Dining Car Newark to Columbus.





THE DELIGHTFUL
Summer Resorts of Northern Michigan
 REACHED BY THE
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 "THE FISHING LINE."



Mackinac Island and the many resorts reached therefrom—SAULT STE. MARIE, MARQUETTE, LES CHENEAUX ISLANDS, etc.

Petoskey AND Bay View—HARBOR SPRINGS, HARBOR POINT, WEQUETONSING, CHARLEVOIX, etc., located in the immediate neighborhood.

Traverse City and neighboring Resorts—OMENA, OLD MISSION, ELK RAPIDS, etc.

The many lakes and streams afford the finest of fishing—the brook trout, the celebrated grayling, black bass and other varieties of game fish.

Through Sleeping Cars are run between CINCINNATI, PETOSKEY and MACKINAW. Also between CHICAGO and PETOSKEY and MACKINAW, via the Mich. Cent. R. R. and Kalamazoo.

Tourist Tickets can be purchased to any of the above points at reduced rates.

For descriptive matter, time cards and full information, address

C. L. LOCKWOOD, GEN'L PASS'R AND TICKET AGENT, GRAND RAPIDS, MICH.

Information regarding Routes, Rates and Through Car Facilities will be furnished by any of the following named representatives of

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