

\$50,000 bond issue by the town of Jacksonville. These were Jacksonville's first bonds.

Grading began at this end of the line during the summer of 1857, but a yellow fever epidemic here that summer caused a cessation of the work for some months. The track was finally completed to Lake City March 13, 1860. Two days later the railroad gave the people of Jacksonville an excursion to Lake City and many people availed themselves of the opportunity to ride for the first time in their lives on a railroad train. They were given a barbecue and a good time in general at the other end of the line. On March 21st, the people of Lake City were brought to Jacksonville on an excursion and were hospitably welcomed here with speeches and a barbecue. A pleasing ceremony was carried out at the Judson House when Miss Louisa Holland of Jacksonville and Miss Kate Ives of Lake City mingled the waters of the St. Johns River with those of Lake DeSoto.^b The engine that pulled the train was named "Jacksonville". An amusing incident is told about its first arrival. A large crowd had assembled to discuss its merits pro and con. The engineer saw a chance for some fun; he suddenly pulled the whistle cord and released the escape valve. There was a spontaneous scramble to a safe distance, many supposing the engine was about to explode. The incident caused much merriment and was long afterward the subject of jest.^c

The War Between the States played havoc with the railroad. Sections of the track between Jacksonville and Baldwin were torn up and replaced alternately by the Confederates and the Federals. Some of that old railroad iron eventually found its way to the navy yards and was used in the construction of war vessels.^d

Up to 1881, this was the only railroad into Jacksonville. Travel from the North and the West came down into Georgia over various lines, thence to Live Oak, Florida, where transfer was made for Jacksonville. At that time the gauge of the principal railroads in the South was 5 feet 2 inches, known as broad gauge, while that of the Northern roads was 4 feet 8½ inches, or standard gauge. There were no through passenger trains from the North, nor the West beyond the Ohio River. Lack of cooperation among the various lines caused annoying delays and frequent changes of cars. It was not unknown in that day for passengers to lay over in a place