

ready been laid and had to be torn up and built over again. Work on the railroad was paid for in cash as it progressed and from that circumstance it was often referred to as the "Cash" road. On May 17, 1888, the road was opened with an excursion of Knights of Pythias. Returning that night the engine broke down six miles out of Arlington; the excursionists had to walk in and some of them did not reach Jacksonville until late the next day. Somebody converted the initials "J. M. & P." into "Jump Man and Push" railroad, a sobriquet that would not die. As a connecting link between Jacksonville and Arlington the steam ferryboat "Louise" was leased; her slip was at the foot of Market Street.

Alexander Wallace died in 1889 and then the misfortunes of the railroad began to multiply. The expected business with Mayport did not materialize and on November 28, 1889, two hotels and the piers at Burnside Beach were destroyed by fire. In March, 1892, the property of the J. M. & P. was purchased by J. A. Russell, D. M. Youmans and H. Scott; a portion of the purchase money was paid in cash and the balance in notes. The new owners immediately made plans to change the terminus from Arlington to South Jacksonville and they leased the steam ferry formerly operated by the J., St. A. & H. R. Railroad to connect with it. The extension was completed and the first train left South Jacksonville for Burnside Beach July 9, 1893.

In supplying much needed new equipment and making the extension to South Jacksonville the means of the new owners gave out; their notes fell due and remained unpaid. The administrator of the Wallace estate started suit; but in February, 1893, Archer Harman, who in the meantime had been made president of both the railroad and the ferry companies, brought in new money and funded the debts of the railroad. Litigation, however, was soon resumed and the road was placed in the hands of a receiver; then an agreement was reached and the receiver was discharged. But the respite was only temporary and trouble, marking the beginning of the end, arose again and the property, including railroad, rolling stock, machinery and franchise, was sold at public outcry on September 2, 1895, to J. N. C. Stockton for \$20,100. Operation of the railroad as a public carrier ceased in December, 1895, though the mail was delivered for some time afterward by means of a hand-car. So ended the prac-