

car system here. Construction was started, but owing to financial and other difficulties the company allowed its franchise to lapse.

The Jacksonville Street Railway Company, composed of H. B. Plant and associates, was incorporated December 23, 1879, and the City Council passed an ordinance January 14, 1880, granting the company a franchise to lay its tracks on Bay, Catherine, Duval, Hogan, Forsyth and Julia Streets. The line was opened in the fall of 1880. Finding that it did not pay to run cars on Catherine, Duval and Forsyth Streets, the tracks on these streets were removed with the consent of the Council. The line was then extended toward East Jacksonville and to the Fair Grounds in Fairfield; then on Hogan from Bay to Beaver, thence west to Clay. The barns were where they are now, in Brooklyn. The schedule was "once every 30 minutes" and the price of a ride 5 cents. The locomotive was a mule, popularly called a "hay-burner". A mule's bray is not usually considered sweet music, but such announcement of the approaching "rapid transit" was a comforting sound to the patiently waiting citizen of Jacksonville in the 1880's.

Pine (Main) Street Line: In 1882 a company was chartered to build a street car line on Pine Street from Bay to what is now Eighth Street in Springfield, then considered far out in the woods. The line was completed and put into operation within a year by B. Upton. In August, 1884, the line was leased to G. A. Backenstoe, and the new owner set to work improving it and sawdusted the street to the terminus in Springfield, where he built a skating rink, dinner hall and restaurant with a view to making the terminus an attractive resort. It did not pay, however, and the property was taken over by S. B. Hubbard and associates, who were then developing Springfield. The line soon after this was extended east on Eighth Street to Walnut, to First, to Pine—the same loop that exists today.

Jacksonville and LaVilla Street Railway: The company that built this line was organized in April, 1884. Tracks were laid on Newnan Street from Bay to Forsyth; thence on Forsyth to Laura, to Adams, and west on Adams to Myrtle Avenue, the terminus being at Burch's brickyard. The line was opened January 24, 1885, with a big celebration. It was