

in operation about a year, when it was absorbed by the Jacksonville Street Railway Company. The tracks east of Bridge (Broad) Street were taken up and the tracks of the Jacksonville Street Railway extended up Bridge from Bay to Adams and connected with the tracks on Adams Street running to the brickyard in LaVilla.

Jacksonville and Suburban Railway: The city approved the charter of the company that built this line July 1, 1884, and the line was completed that winter. The route was on Ocean Street from Bay to Duval; thence to Washington, to Union, east on Union beyond the old City Cemetery, and north to Campbell's Addition, the line being built primarily to develop that property. It was operated with two mule cars and a 20-minute schedule, fare 5 cents. This line was in operation about two years, when it was probably purchased by the Jacksonville Street Railway Company. The tracks on Ocean Street were removed and laid on Newnan Street.

From these four crude mule car lines developed the street railway system of Jacksonville today.

The Plant Investment Company acquired the property of its last competitor, the Main (Pine) Street Railway Company, in April, 1900, and changed the gauge of the latter to standard (in 1901) as required by a city ordinance. The Plant Investment Company sold its Jacksonville street railway holdings to Stone & Webster in 1902.

The first electric street car in Jacksonville was run on the Main Street line February 24, 1893, from Bay Street to the waterworks; it was well patronized and discussed by the citizens. This line was completely converted into an electric line March 16, 1893, when the first car went around the Walnut Street loop.

The Jacksonville Street Railway Co. ran its first electric car March 1, 1895, on Bay Street, and in the following May withdrew the last horse-drawn street car in Jacksonville.

In February, 1886, the street car line was extended from the barns in Brooklyn to the end of May Street in Riverside (immediately in the rear of the San Juline Apartments), then the edge of a swamp. This was a negro picnic ground for years. From May Street the line was extended to the vicinity of Willow Branch in 1901. In 1909 the Ortega Company completed a line from Ortega to connect with the line of the Jacksonville Electric Co. at Aberdeen Avenue; the