

FOREWORD

Two times there was a wholesale destruction of Jacksonville's official records—in the War Between the States and by the fire of May 3, 1901. The author's effort in this work was to collect all of the available authentic matter for permanent preservation in book form. The record closes as of December 31, 1924.

The record is derived from many sources—long forgotten books and pamphlets; old letters and diaries that have been stored away as family memorials of the past; newspapers beginning with the St. Augustine Herald in 1822 (on file at the Congressional Library at Washington) fragmentary for the early years, but extremely valuable for historical research; almost a complete file of local newspapers from 1875 to date; from the unpublished statements of old residents of conditions and outstanding events within the period of their clear recollection; and from a multitude of other sources of reliability. The search through the highways and the byways for local history was in the spare moments of the author stretching over a period of a score of years, a pastime "hobby" with no idea of making money out of it. No attempt has been made to discuss the merits of any incident, but only to present the facts, just as they were and just as they are, from the records and sources indicated.

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Jacksonville, Florida.

T. FREDERICK DAVIS.

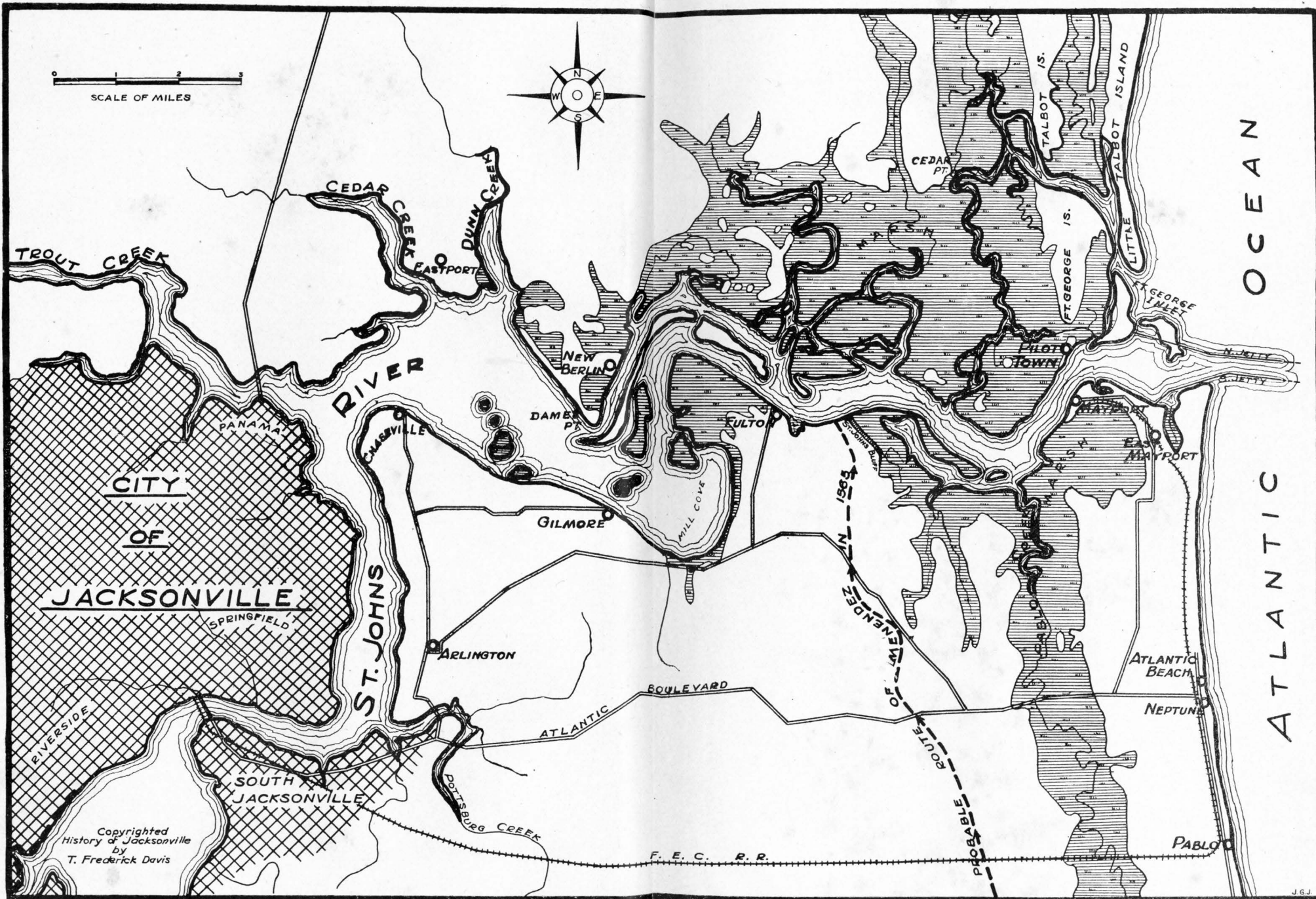
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ST. JOHNS RIVER, JACKSONVILLE TO THE OCEAN



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History of Jacksonville
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J. G. J.

HISTORY OF JACKSONVILLE, FLORIDA

CHAPTER I

THE OPENING OF OUR HISTORY

March 27, 1513, was Easter Sunday, *Pascua Florida* in the language of the Spaniard. Along the stretch that we now call the Florida east coast north of Canaveral the weather was stormy and the sea was running high. Off shore three caravels lingered with sails reefed down, for land had been sighted that day and the adventurers aboard, wishing to investigate, hove to for the weather to calm. They loitered northerly along the coast a week; then they headed in, and in the night, April 2, came to anchor near the beach.

Here the commander with his principal officers formally landed, probably at sunrise of April 3d. Throwing the royal banner of Spain to the breeze they declared allegiance to the crown and proclaimed possession of the country, which they supposed was an island, in the name of Ferdinand, their king. Following the custom of that day to commemorate important events with the names of feast days or patron Saints, in this case, because the discovery was made on Easter Sunday, they named the new land Florida.

This scene on the beach was the landing of Juan Ponce de Leon and the opening of the positive history of the white man in North America. Fortunately, Ponce de Leon recorded the location of his landing and as it is the only record the observation 30 degrees and 8 minutes latitude must forever designate the locality where he first landed on the soil of Florida. Laid down on the map today, the location is about 11 miles south of the pier at Pablo Beach and within 25 miles of Jacksonville straight away.

* It would appear that the existence of flowers here had nothing to do with naming the country. The native flora of the coastal beach section is there today, and one would wonder what Ponce de Leon, coming from verdant Porto Rico, could have seen to cause the enthusiasm attributed to him by history writers. The embellishment of the record to the effect that

"the land was fresh in the bloom of Spring and the fields were covered with flowers" is pretty and pleasing, but it does not conform to the circumstances as we know them now in the early part of April even in the mildest season.

There is no record that Ponce de Leon explored the country away from the coast. He found nothing here to lead him to suspect the existence of gold and precious metals in the country; and incidentally, no spring the waters of which possessed the qualities of restoring health and vigor, that tradition said existed somewhere in this part of the world. He did not tarry long. Boarding his vessels on the 8th of April, he soon turned back, struggling against the currents of the gulf stream in his progress southward.

* From the top of the sand dunes in that locality the eye rests upon what appear to be refreshing woodlands. They are the oases hiding from view that stretch of marsh behind the dunes known as "The Guana," beginning seven miles below Pablo Beach and extending south toward the mouth of the North River at St. Augustine. Those who have been in "The Guana" duck hunting and waded the mud flats and network of marsh creeks there know from experience why Ponce de Leon remained on the beach near his vessels and did not attempt to penetrate the interior at this point.

Indians of That Day†

The natives of the Florida peninsula in Columbian times comprised a number of tribes, each governed by a different chief. They did not live in constant peace and harmony with one another and sometimes were engaged in bitter tribal wars. This part of Florida was occupied by the Timuqua or Timucua tribe, whose domain reached from the St. Marys River to the headwaters of the St. Johns, but principally along the lower St. Johns.

The costumes of the Timuquas were scanty, being scarcely more than a loin-cloth of buckskin for the men and for the women a fringe of Spanish moss tied around the waist. Both men and women painted their bodies in fantastic fashion; both wore heavy stone ornaments suspended from the lobes of their ears which they pierced for the purpose. The men wore their hair drawn to a peak at the top of their heads and

† Bulletin of U. S. Bureau of Ethnology.

tied like a topknot. The women wore no head decoration and left their hair flowing, except in cases of the death of a relative or friend they "bobbed" their hair as a token of distress. A chief or headman decorated himself with the tail of a raccoon or a fox drooping from the peak at the top of his head; deer-hoof rattles dangled from his loin-cloth, while suspended from his neck on a buckskin string a large shell disc six inches or more in diameter was sometimes worn.

These Indians were tall of stature, muscular and very strong. They were an agricultural people, raising crops of maize and vegetables and tilling their fields with implements of wood and shell. Tobacco was known to them and they used it as an emetic in cases of sickness. Among their ceremonials was the "Busk Ceremony," sometimes referred to as the "Green Corn Dance," which lasted several days with a distinct ritual for each day. It was a harvest festival and celebration, but included ceremonials of penitence for crime within the tribe, as well as supplication for protection against injury from without. Their war ceremonies and celebrations of victory were on the order of those of the early Creek Indians and doubtless originated in a common source.

These were the people in possession of this part of Florida when Ponce de Leon arrived. They were not the Seminoles of a later day.

It may safely be assumed that the visit of Ponce de Leon left a lasting impression on the minds of the natives and that long afterward when they were in sight of the ocean they would look out to sea for the strange objects that brought the pale-face to their shore. A generation was born, grew up, and passed into middle age, yet these had not returned. Reports had now and then sifted through from the lower coasts that the white man had been down there, or from the direction of the setting sun that he had passed that way; they had heard of pale-faced people held captive by neighboring tribes, and had knowledge of one even among themselves several days' journey away; but it was not until the approach of the 50th annual harvest after Ponce de Leon's time that runners announced the return of the white man's vessels to this coast of Florida.

The French Arrive

Gaspard de Coligny, Admiral of France and champion of the cause of the Huguenots, visualized the new land across the sea as a place where his unhappy countrymen might live according to their own ideals and at the same time build up a new dominion by colonization, thereby extending the possessions of France. It was a dream of colonization upon the republican principle of freedom of thought; but in it also was another idea — that of conquest. Coligny had already attempted to plant such a colony in South America, in the harbor of Rio Janeiro, but it had perished. However, he did not despair, and early in 1562 he despatched another expedition of two vessels from Havre de Grace to seek a place of settlement for the colony that was to follow. The command of these vessels was given to Jean Ribault, a native of Dieppe and a Huguenot.

* Ribault's name was spelled in different ways by the historians of the 16th and 17th centuries. French—Ribauldus (rare), Ribauld, Ribault, Ribaut; the form with the "l" is the older. Spanish—Ribao. English—Ribault.

Second in command of this expedition was Rene Goulaine de Laudonniere, likewise a Huguenot. Ribault steered a new course across the Atlantic north of the West Indies and came in sight of the Florida coast near the present site of St. Augustine on the last day of April. The weather being favorable he sailed northward and just before sunset came to the mouth of a large river (the St. Johns), but did not enter it. He anchored outside the bar.

At dawn the next day, which was May 1, 1562, Ribault and several officers and soldiers crossed the bar in their shallops (large rowboats with a number of oarsmen) for the purpose of exploring the river. They soon saw natives coming down to the bank of the river in a friendly manner, even pointing out to them the best place to land. Ribault and his party went ashore. An Indian approached and Ribault gave him a looking-glass. He ran with it to his chief, who took off his girdle and sent it to Ribault as a token of friendship. The two parties now approached each other. The natives greeted the white men with dignity and without indication of fear. After the greeting, the Frenchmen retired a short distance,

prostrated themselves, and gave thanks to God for their safe arrival.

* This was the first Protestant prayer said within the limits of the United States; it cannot be positively stated that it was the first in North America, since there might have been Protestants with Roberval in Canada twenty years before. It was certainly not the first in the new world, for Coligny planted a Huguenot colony in the harbor of Rio de Janeiro in 1555, seven years before, and in 1557 sent out 4 Protestant ministers to preach there. The South American colony existed until 1560.

The natives watched the ceremony of the Frenchmen in perfect silence. When it was over, Ribault pointed his finger upward to indicate to them that the white man worshipped a Supreme Being. The chief, supposing that he meant the sun, pointed two fingers upward signifying worship of both sun and moon by them.

Captain Ribault was much pleased with the manners and appearance of these natives. He says of them, "They be of goodly stature, mighty, fair, and as well shapen and proportioned of body as any people in the world; very gentle, courteous, and of good nature. The forepart of their body be painted with pretty devised works, of azure, red, and black, so well and so properly as the best painter of Europe could not amend it. The women have their bodies painted, too, and wear a certain herb like unto moss, whereof the cedar and all other trees be almost covered. The men for pleasure do trim themselves therewith, after sundry fashions."

* It has been said that the Spanish or gray moss is not native here, but the foregoing description is strong evidence that it is.

These ceremonies took place on the north side of the river, where Ribault spent the forenoon. Distributing presents among the natives and receiving in exchange fresh fish, which the Indians skillfully caught in reed nets, the Frenchmen crossed over to the south side. The natives of the south side met Ribault in a friendly manner and offered fruit; but they seemed more suspicious than those of the north side, as they did not bring their women with them and had with them their bows and arrows. A few presents satisfied them,

however, and the Frenchmen were allowed to go about unmolested.

Ribault was greatly impressed with the natural growth on this side of the river. Trees, shrubs, plants and vines all excited his interest and wonder. His relation mentions grapes "of surpassing goodness" and vines that grew to the top of the tallest oaks; palms, cedar, cypress and bay trees.

The Frenchmen spent the afternoon wandering over the high land near the mouth of the river. Toward sundown they again entered their shallops and returned to the ships outside the bar.

Ribault Proclaims Possession

The next day (May 2d) the small boats were manned and Ribault, his officers and gentlemen again entered the river and brought with them a "pillar or column of hard stone with the King's arms engraven thereon, to plant and set the same at the entry of the port, in some place, where it might be easily seen" (from boats entering the river). Coming to land on the south side, they selected a suitable spot on a little hill; here with appropriate ceremonies the monument was erected, and possession was taken of the country in the name of the king of France.

* Shore-line and channel conditions at the mouth of the river have changed greatly since that day. The oldest maps show a projection on the south side of the mouth of the river like a protruding underlip. These primitive dunes were eventually washed away. A part of the lip evidently was where the sand field is making up on the left as you approach the south jetty on the beach, and according to many lines of reasoning this is where the monument was set up. Le Moyne's drawing indicates a sand dune location.

The monument was erected before any Indians appeared; but soon they came, viewed the stone for a time in silence, and then retired without touching it or speaking a word. Ribault named the river the Riviere de Mai, or River May, because his tour of exploration was made on the first day of May. This is the only name that he bestowed at the River May.

The day passed very much as the preceding one, except that the Frenchmen became greatly excited when they noticed that some of the natives were wearing ornaments of

gold and silver. Ribault concluded from their signs that the country abounded in gold and that the rivers and harbors contained pearls of great magnitude.

*It afterward developed that these ornaments came from the treasure ships of Spain that were wrecked on the lower Florida coast on their voyage home from Mexico. By trade and war the gold and other metals became scattered among the Indian tribes elsewhere, furnishing a lure that never failed to lead the white adventurer on.

Ribault spent the day on the south side and returned to the ships toward sundown. The next day (May 3d) he proceeded northward and after investigating the rivers and harbors along the way, finally reached the coast of what is now South Carolina, where it was decided to leave a post called Charlesfort, composed of 26 men. Ribault and Laudonniere then set sail for France.

* It is almost unbelievable that Ribault could have supposed this handful of men left in the wilderness at the mercy of the Indians had a chance to survive.

Ribault arrived at Dieppe late in July and found civil war raging in France. The anti-Huguenot party was in control of the government and amidst the distraction that overwhelmed the nation a delay of nearly two years was experienced in getting another expedition together.

Meantime the garrison at Charlesfort abandoned the post and embarked in a frail craft for home. Fortunately they were picked up by an English vessel, but not before they had been reduced to the horrible extremity of human sacrifice for subsistence.

Laudonniere's Expedition

The *Elizabeth of Honfleur*, 120 tons; the *Petit Breton*, 100 tons, and the *Falcon*, 60 tons, with officers, soldiers, mariners, artisans, and titled gentlemen adventurers aboard, under the command of Rene Goulaine de Laudonniere, left France in April, 1564, on a voyage across the Atlantic to Florida. These vessels came upon the coast in the vicinity of the present St. Augustine June 22d and entered the River May three days later. Laudonniere was entertained by the same chief that he met on the former voyage with Ribault. The stone column was still standing and appeared to be an object of great rev-

erence to the Indians. Seeing the French approaching, as a token of friendship, they wrapped flowering vines (apparently the sea morning-glory) and wreaths of bay leaves around the pillar, while at its base were placed baskets of fruit and grain, together with a bow and quiver of arrows, symbolizing welcome and peace. When the greetings were over, Laudonniere made a short excursion up the river at least as far as St. Johns Bluff in order to observe the country. Then he returned to the ships waiting outside and coasted as far north as Amelia Island. He was in that vicinity two or three days and held a consultation with his officers as to the best place to make a settlement. They decided to return to the River May and plant the settlement in a "pleasant vale" on the south side of the river at the base of the "mountain" (St. Johns Bluff) that they had already examined, situated $2\frac{1}{2}$ French leagues (approximately six miles) above the mouth.

* Laudonniere does not mention the men left at Charlesfort two years before, and his seeming neglect of them is not accounted for in history.

Fort Caroline

At the break of day on June 30, 1564, Laudonniere commanded the trumpet to be sounded. When all were assembled, he says, "We sang a psalm of Thanksgiving unto God, beseeching Him that it would please Him of His Grace to continue His accustomed Goodness towards us. The prayer ended, every man began to take courage." After measuring off a piece of ground in the form of a triangle, all became engaged in some duty—some cleared land, some cut fagots, others brought earth, "for there was not a man that had not either a shovel, or cutting hook, or hatchet, as for the building of the fort, which we did hasten with such cheerfulness that within a few days the effect of our diligence was apparent." Paracoussy (chief) Saturioua, on whose land the fort was built, came with his two sons and a great number of men to help.

Fort Caroline was built in the form of a triangle, its base along the river front and its apex drawing toward the south. The westerly side was enclosed by a trench and raised by trusses made in the form of a battlement nine feet high. The portcullis was on this side. The southeastern side was a kind

of bastion; while the northern, or river side, was enclosed with a palisado of planks of timber. The houses were built inside the fort. The oven was placed outside some distance away "because the houses be of palm leaves, which will soon be burnt after the fire catches hold of them." Laudonniere named the fort "Caroline, in honor of our prince, King Charles," who at that time was only a boy. At this crude work took place some of the most tragic incidents of American history.

* When first known to the white man St. Johns Bluff sloped down westerly into a little plain that occupied the cove between the present point of the bluff and Fulton. This plain was called by the French the "Vale of Laudonniere," and there, at the water's edge, Fort Caroline was built in order to get water for the moat. The plain has been washed away by the river, mainly since the jetties were built, and ships now pass over the precise site of Fort Caroline.

In about a month Laudonniere sent the *Elizabeth of Honfleur* back to France with despatches for Coligny, retaining the smaller barks for use on the river.

✓ The story of the French at Fort Caroline is one filled with pathos and tragedy. In the beginning all went well; they enjoyed amicable relations with the Indians and from them drew largely for their subsistence, themselves neglecting to make provision for the emergencies that were bound to come to those in such a situation. As time went on misfortunes began to multiply as a result of this inactivity, and, naturally, discontent then entered the ranks of the little band. Serious mutinies followed. On one occasion the conspirators seized a vessel belonging to the port and set out upon a freebooting expedition against the Spaniards in the West Indies. Some of the mutineers finally found their way back to the River May, where Laudonniere had four of the ringleaders executed. The others were captured by the Spaniards and taken to Havana.

After awhile the Indians refused to share further of their stores, partly because their own stock was low and partly from the fact that nothing was given in exchange, the French by this time having exhausted the supply of exchangeable articles. Being reduced to the verge of famine, Laudonniere was induced, let it be said against his will, to seize the great Indian Olata Utina (head chief) and hold him

as ransom for supplies. This scheme resulted disastrously for the French, since a number of them were killed in capturing the chief, while the enmity of the natives was raised to the highest pitch. Thoroughly disheartened, they at last decided to build a suitable vessel and return to France.

English Sea-Rover Visits Fort Caroline

Demolishing several houses and tearing away a part of the fort for timber, work was started on the vessel designed to take the colonists home. The construction progressed under many difficulties, as several of the most experienced carpenters had been killed by the Indians. Amidst these preparations, Sir John Hawkins, returning from a slave-selling expedition along the Spanish Main, unexpectedly appeared at the mouth of the River May, August 4, 1565, having been guided along the coast by a Frenchman, who was with Ribault on the first voyage to Florida. They were seeking the colony at Charlesfort, but when they reached the River May they saw two pinnaces and learned of the circumstances and condition of Fort Caroline two English leagues up the river. Hawkins paid a visit to the fort and supplied the French with meat and other provisions. He sold Laudonniere one of his vessels, taking some of the ordnance of Fort Caroline in payment therefor. Laudonniere says, "Moreover, for as much as he saw my soldiers go barefoot, he offered me fifty pairs of shoes, which I accepted and agreed of a price with him, for which until this present I am indebted to him; for particularly he bestowed upon myself a great jar of oil, a jar of vinegar, a barrel of olives, a great quantity of rice and a barrel of white biscuit. Besides he gave divers presents to the principal officers of my company, according to their qualities; so that I may say, that we received as many courtesies of the General as it was possible to receive of any man."

After the departure of Hawkins, the French hurried their preparations for leaving Florida. By the 15th of August (1565) everything was in readiness, and they waited only a fair wind to hoist the sails. In this state of anxious suspense they were detained till the 28th, when the wind and tide became favorable and they were on the point of departing; but just at that moment the sails of several vessels were discovered at sea approaching the coast. Ribault had arrived!

Ribault's Second Voyage

The settlement on the River May had not been forgotten by Coligny. At the first opportunity, during a lull in the civil war in France, he secured a royal commission for Captain Ribault to command an expedition to America. The full quota of soldiers and volunteers was quickly brought together. Some of the men embarked with their wives and children. The total number of emigrants was about six hundred.

The fleet of seven vessels sailed from Dieppe in May, 1565. Experiencing adverse weather it put into several ports and was delayed in reaching the River May until August 28th, the day that Laudonniere was preparing to leave. Three of the vessels entered the river and proceeded to the fort, but the four largest could not cross the bar and remained at anchor outside. All of the colonists had landed and the disembarking of supplies had been in progress several days, when at night five Spanish ships came up from the south and anchored near the four French ships at the mouth of the river. The Spaniards claimed to be friendly, but the French trusting nothing, made ready for sailing. Their suspicions were soon verified and they cut their cables and sailed for the open sea, with the Spanish ships in pursuit. The chase continued until after sunrise, but the French outsailed their pursuers, who turned back and were in turn followed by a French ship. Observing that the Spaniards were landing soldiers and provisions (at St. Augustine), the French vessel hastened to the River May to notify Ribault, who was at Fort Caroline while all of this was going on.

When the facts were related, Ribault immediately held a council of war. He favored attacking the Spaniards by sea immediately, but Laudonniere opposed the plan on the ground that it was the season of sudden storms and he thought it would be wiser to repair the fort and await an attack by the Spaniards. Most of the officers agreed with Laudonniere. Ribault, however, held to his decision and ordered the ships prepared for battle. The largest ship, the *Trinity*, flagship of the fleet, having outsailed the rest had not yet returned to the river and the attack was to be made without her. All of the fighting men that had just arrived together with the able-bodied of Laudonniere's force were ordered aboard. On September 10th, the fleet sailed from the

River May on the mission of a sudden attack upon the Spaniards. Laudonniere remained at Fort Caroline.

Ribault's fleet soon arrived off St. Augustine, having been joined by the *Trinity* in the meantime. While the decks were being cleared for action the wind died down into a complete calm—it was the calm before a hurricane. When the wind came again it grew rapidly into a gale from the northeast and Ribault's ships were driven southward and scattered down the coast.

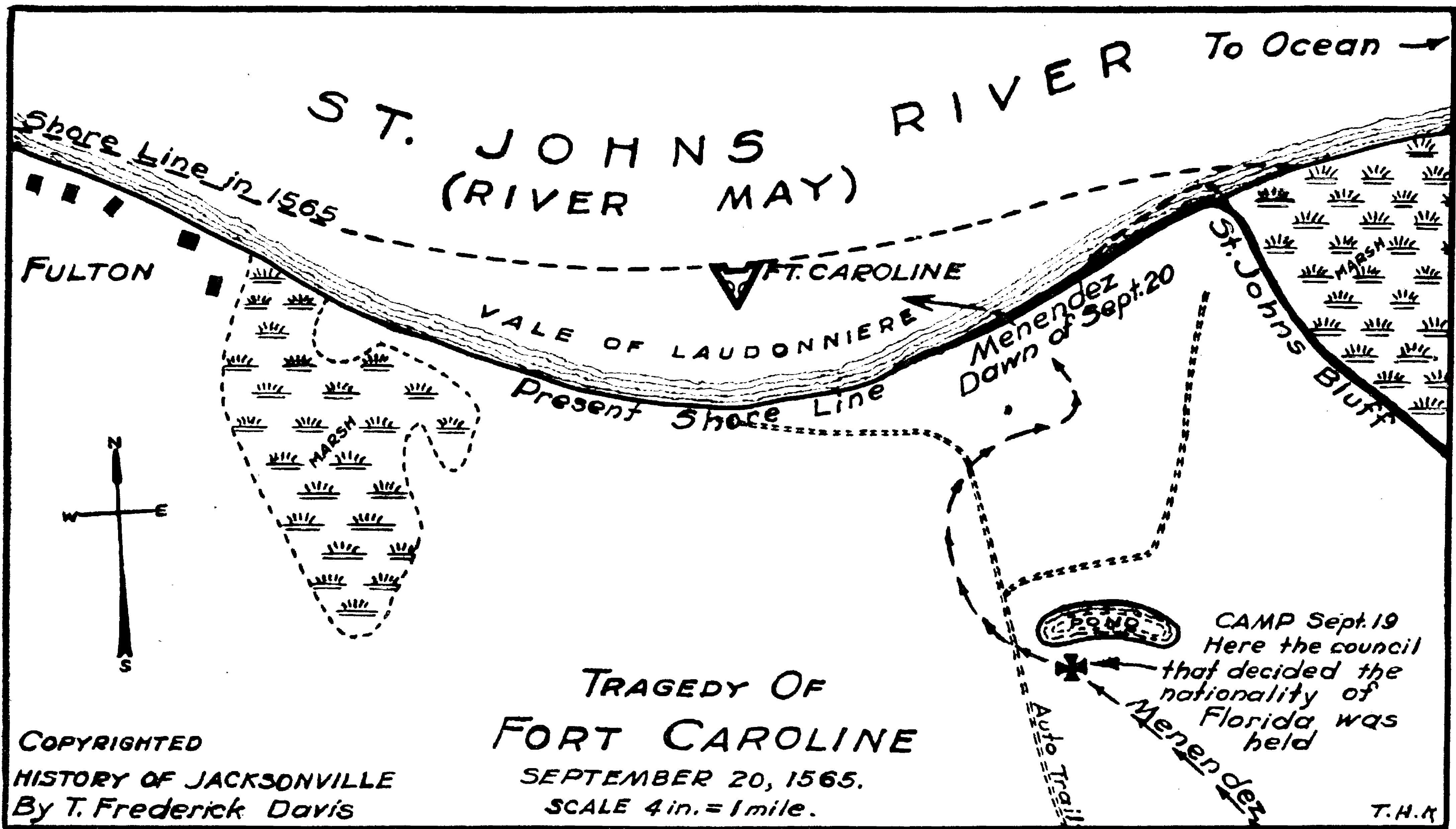
Spaniards Plan Attack

Rumors of a French settlement in Florida reached Spain through the court of France. These rumors were verified by a report from Havana in an account of the mutineers from Fort Caroline that were captured, who in order to save themselves divulged the secrets of the French fort on the River May.

* Spain claimed Florida by right of discovery and exploration and she seems to have had a good title to it through Ponce de Leon, Narvaez, De Soto and other voyagers. This settlement on the River May incensed the Spanish king as a foreign settlement within his dominions and he determined to get rid of it. France and Spain at that time were not at war. Religion furnished a good pretext and a safety-valve for the Spanish king to act and still keep official peace with France.

A royal decree was granted Pedro Menendez to fit out, mostly at his own initial expense, an expedition designed to destroy the French colony or drive the Frenchmen from the shores of Florida. Such an expedition could not have been placed in better hands for its success, as Menendez had shown before that he was fully capable of performing the acts with which he was charged—the brutality that the spirit of the age in which he lived characterized as the highest order of heroism and religious duty.

It was a peculiar coincidence that Menendez arrived in sight of the Florida coast on the same day that Ribault's fleet dropped anchor at the mouth of the River May, and the same day, too, that Laudonniere was hoisting sail to leave the shores of Florida. Menendez sailed along the coast and anchored off what is now St. Augustine. Here he learned from the Indians of the situation of the French; but to satisfy himself he went with five of his ships up the coast



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 HISTORY OF JACKSONVILLE
 By T. Frederick Davis

TRAGEDY OF
 FORT CAROLINE
 SEPTEMBER 20, 1565.
 SCALE 4 in. = 1 mile.

T.H.R.

Map drawn from survey by T. Hurd Kocker, C. E.

LOOKING SHOREWARD FROM SITE OF FORT CAROLINE

These two views joined end to end, with the point of St. Johns Bluff on the left and the hamlet of Fulton on the right, give a complete panorama of the present shore line, and the cove where Laudonniere's valley used to be.



Photographed for this history.

Courtesy of C. H. Brown

The position on the hill whence Menendez swept down upon Fort Caroline is indicated. The face of St. Johns Bluff, rising precipitously 70 feet above tide water, is around the point in the upper view, facing the mouth of the river; there has been no erosion on that side.

to reconnoiter. These were the ships that chased the French out to sea. He had set about fortifying the place, which he called St. Augustine, and was so engaged when Ribault's fleet appeared off the harbor. He saw the French ships driven southward and speculated as to their return. He called his officers in council and laid before them a plan to attack the French fort by land before the French vessels should return. His officers, as in the case of Ribault, opposed the plan; but Menendez was determined, and on the 16th of September he marched with a force of 500 men to attack Fort Caroline. Indians did not take part in this further than acting as guides. The tempest had not ceased; rain fell in torrents, and it was only after the severest hardships that the Spaniards reached the vicinity of Fort Caroline after sunset of the 19th. Coming to a pine grove, they camped at a low, wet place one-quarter of a league from the fort; here Menendez assembled his captains in council. Drenched and hungry with their powder wet and useless the Spaniards debated the advisability of making an attack on the French fort. Menendez was practically alone in an unswerving desire to attack the fort, his captains opposing it and suggesting the return to St. Augustine and the abandonment of the expedition. The council lasted until the early morning hours, and the will of Menendez prevailed.

* The place where the Spaniards camped that night and the fate of Florida was sealed is easily recognized today. The road skirts it just before the climb to St. Johns Bluff commences. It is a natural depression surrounded by hills, about three-fourths of a mile (approximately one-fourth of a league) southeast of the site of Fort Caroline—the only situation of that kind anywhere in the locality.

Before dawn, September 20th, the Spaniards began to move closer to the fort. They had marched only a few hundred yards when amidst the rain and tempest, and the tangled underbrush, the columns became separated and Menendez called a halt. He interrogated a Frenchman (one of Laudonniere's mutineers) whom he had brought with him. The Frenchman told him that "right over there, down below, three arquebus shots away, was the fort, one side of which was washed by the waters of the river." Nothing could be clearer than this description recorded by Meras, which con-

firms all of the other eye-witness descriptions that the fort was at the water's edge.

Fort Caroline Captured

At dawn the Spaniards were on the high ground overlooking Fort Caroline. The break of day revealed no activity of any sort; Fort Caroline was sleeping, 240 people, less than thirty of whom knew the use of arms. Women and children, the sick and the weak, artisans and servants—these were the people that remained with Laudonniere when Ribault's fleet departed.

The damage done the fort in anticipation of its abandonment had not been fully repaired. The Spaniards rushed down the slope into the fort and committed an indiscriminate slaughter. Some of the French were slain in their beds; others half awake and bewildered met the same fate upon reaching the courtyard. Women as they knelt in supplication and prayer, and little children were put to death. In the confusion a few Frenchmen escaped and among these was Laudonniere.

The deed was finished in less than an hour and not a Spaniard had been killed and only one slightly wounded. Menendez, it seems, was not at the fort when the carnage commenced, having remained on top of the hill; but hearing the commotion at the fort he ran down to it and observing that his soldiers gave no quarter he ordered them in a loud voice to kill or wound no woman, or boy under 15 years of age, by which order 70 persons were saved.

* About a month after the capture of Fort Caroline, Menendez reported to the King that he still held these captives and that it caused him deep sorrow to see them among his people. Their ultimate fate is unknown.

Laudonniere, Le Moyne (an artist), and Challeaux, with 23 others, after suffering untold hardships in the marshes as they tried to reach the mouth of the river, were finally rescued by two small vessels belonging to the French, the *Pearl* and the *Grayhound*. In these they hastily set sail for France. The *Pearl* arrived in France, but the *Grayhound* with Laudonniere aboard reached port at a place in Wales. Thence Laudonniere went to France and reported fully regarding the destruction of Fort Caroline, but the news was received with indifference at the French court.

"Not as Frenchmen, But as Lutherans."

* The familiar statement that Menendez hanged a number of Frenchmen and placarded them with a sign signifying that he hanged them not as Frenchmen, but as Lutherans, is omitted here as history. So far as known no eye-witness recorded the incident of the placard. The account first appeared in print in 1566 and apparently originated in France as propaganda to arouse the feelings of Protestants in connection with an effort to raise funds for the support of the widows and orphans of Huguenots murdered by Menendez in Florida. That some of the Huguenots were hanged is true, for Menendez mentions the fact in his report to the king,† and along with them two Englishmen that Hawkins had left at Fort Caroline to assist Laudonniere; but he does not mention the placard nor does Meras who recorded the details of the affair with a candor that would certainly have included this incident had it occurred.

Fate of Ribault

Ribault's fleet was buffeted by the tempest and then wrecked along the coast above Canaveral. Practically all of the Frenchmen reached the shore in safety, where they seem to have gotten together in three separate parties. The two farthest north attempted to reach Fort Caroline by marching overland; but that farthest down the coast decided to fortify and await developments.

Three days after the capture of Fort Caroline, Menendez, leaving a garrison of 300 men there, returned to St. Augustine with the balance of his force. Soon after his arrival the Indians came in with reports of the wrecks below. He knew that they were the French and he set out to finish the job begun at Fort Caroline. A party of the French had marched to Matanzas Inlet, where their progress was stopped. Menendez appeared on the opposite side. A parley ensued and the French surrendered, understanding that their lives would be spared.

On the pretext that he had but few soldiers with him and these might easily be overpowered, Menendez required the French to cross the shallow body of water in a small boat in parties of ten. As each came over it was marched back into the palmetto scrub out of sight. There, September 29, 1565, the shipwrecked and defenseless Frenchmen were tied to-

†Menendez to the King: "Unwritten History of Old St. Augustine," Brooks and Averette.

gether in pairs with their hands behind their backs and fiendishly put to death with axe, halberd or sword. After it was over Menendez returned to St. Augustine.

On October 12th, Menendez was at the same spot on the same mission, as reports had reached him through the Indians that another party of Frenchmen was there. Ribault was with this party. Precisely the same procedure as in the former instance was carried out. Ribault was among the last to come over; he was struck in the back with a dagger and fell to the ground, where two or three blows ended his life. Meras, brother-in-law of Menendez, was an eye-witness and he recorded the details of this horrible butchery; there is evidence that he, personally, delivered the dagger thrust into the back of Ribault.

Menendez in time reached the last party down the coast. Upon his approach some of these Frenchmen fled to the Indians and their ultimate fate is not clear. Of those that surrendered, a few were taken to St. Augustine as slaves.

Huguenot Ring

The following letter from Mrs. W. H. Adams, of Atlantic Beach, Fla., gives the circumstances of the recovery of an extremely valuable relic connected with Fort Caroline, found in an Indian mound near Pablo Beach a few years ago by Elbridge Gerry Adams:

Atlantic Beach, Fla., December 12, 1924.

Mr. T. Frederick Davis,
Jacksonville, Fla.

My dear Mr. Davis:

In reply to your note regarding the old ring in my possession, the circumstances connected with finding the ring were these:

My son, Gerry, found the ring while digging in an Indian mound near Pablo Beach about 1911. He, in company with several other boys, was digging for pottery and such things. They had been digging in a large mound, when Gerry found a small mound nearby and began digging into one side of it. It was here that he found the old gold ring. I kept the ring, but did not pay much attention to it until the Ribault monument was unveiled by the D. A. R. near Mayport last spring, when I recognized the similarity of the markings on the monument shield to those on the ring. I would be glad to show you the ring should you care to see it.

Very sincerely,

Juliette Holt Adams.

*History of Jacksonville,
By T. Frederick Davis.*

HUGUENOT RING



Greatly enlarged from an original negative.

The ring is a band of about 10-kt. gold of uniform thickness throughout. Measured by the modern jewelers' scale the size is $6\frac{1}{2}$, which is the size for a medium finger; the weight is 1 dwt. The emblems are apparently hand-carved. The single fleurs-de-lis are simply cut into the band, while the figures in the medallions stand out upon a battered sunken field within the oval. The accompanying illustration shows the emblems on the ring, which appear uniformly all the way around the band. There is no inscription inside the band.

* The certain authenticity of this find makes it at once a most interesting subject, and being a ring the imagination naturally drifts into all kinds of romance about it. There is of course no record of how the Indian gained possession of the ring. It may have been given to him as a present. Maybe it was taken from the finger of a Frenchman slain at Fort Caroline, or from that of one of Ribault's men as he lay upon the blood-soaked sands of Matanzas. But that it originally belonged to a Huguenot of Fort Caroline there is scarcely a doubt, for the fleur-de-lis, emblem of France when the Huguenots came to Florida indelibly connects it with the time when the Lily of France was banished from Florida by the Lion of Spain in their struggle for supremacy.‡

San Mateo Fort and River

The capture of Fort Caroline having been achieved at the time of the festival of Saint Matthew, Menendez renamed the fort San Mateo and the river Rio de San Mateo. The contingency, fire, that Laudonniere had so carefully guarded against happened to the Spaniards eight days after they had captured the fort. Through the carelessness of a soldier all of the houses and the wooden part of the fort were burned. The fort was rebuilt on the same site. Menendez afterward built two small forts or observation posts on opposite sides of the river below the great fort, as San Mateo was called.

There is evidence that Menendez soon attempted to force the removal of Chief Saturioua to the north side of the river on account of which it is not surprising that he incurred the enmity of the neighboring Indian tribes. About this time a missionary, Don Martinez, and three attendants were murdered by the Indians when they landed on Fort George Island.

‡The Huguenot flag bore three golden fleurs-de-lis, frequently referred to as the Lilies of France. The Spanish flag of the period was quartered, showing in gold the Castle of Castile and in red the Lion of Leon.

Menendez led a detachment of 70 men against this chief, but without success. The soldiers could not now venture far beyond the protection of the forts without being harassed by the Indians and within a year fifty or more, including a number of officers, were killed.

The same spirit of mutiny that took hold of the French arose among the Spanish garrisons. On one occasion all but twenty of those in the forts on the San Mateo determined to leave and were aboard a vessel ready to sail when Menendez arrived from St. Augustine. He induced thirty of them to remain, put them on a boat and ordered them to St. Augustine; but on the way they were attacked by the Indians and most of them killed. The mutineers sailed and were wrecked on the lower Florida coast where they fell into the hands of the Indians of that section.

At the end of 18 months conditions in Florida were growing from bad to worse; supplies and recruits were slow in coming from the West Indies and the dissension of the colonists was growing. Menendez therefore decided to go to Spain and make a personal report in the interest of the Florida colony. He sailed in the spring of 1567, and remained in Spain a year. During his absence there occurred at the mouth of the River San Mateo (St. Johns) the most spectacular incident of them all.

Retribution of Dominic de Gourgues

The court of France, anti-Huguenot in sentiment, ignored the popular clamor for retribution for the outrages perpetrated against Frenchmen in Florida. Observing that the slaughter of his countrymen would likely go unavenged and believing that the honor of France demanded a retributive measure, Dominic de Gourgues, a soldier of fortune, took upon himself the responsibility of a private enterprise against the Spaniards in Florida.

Selling his own estate and borrowing from his friends, De Gourgues managed to finance the building of three vessels especially equipped for the enterprise. His fighting force comprised about 100 soldiers armed with arquebusses and 80 mariners with cross-bows and pikes; there were also a number of persons unskilled in arms, but seeking adventure.

De Gourgues left France August 22, 1567, sailed to Africa, thence to the West Indies, and reached the River May (St. Johns) at Eastertide, 1568. In passing by the mouth of the river he received the salute of the Spanish posts and returned it to keep his identity secret. He came to anchor in the St. Marys River, called the Somme by the French. The Indians soon gathered and an alliance was quickly made with them for an attack upon the Spanish forts. Several days were required to perfect the plans. A youth, Pierre Debre, who had escaped from Fort Caroline and was afterward found and kindly treated by the Indians, was brought in and his services as interpreter were invaluable. On the Saturday morning following Easter, De Gourgues with his whole force, except 20 left to guard the vessels in the St. Marys River, and a great number of Indians were concentrated in the woods behind the fort on the north side of the river.

* Circumstances point almost without the slightest doubt to Pilot Town as the location of this fort.

The attack was made in the forenoon. Captain Cazenove with a company was ordered to set fire to the gate, while the main forces attacked from the rear. A guard happened to mount a platform just at this moment, noticed the French and sounded the alarm. He fired a culverin twice and was loading it for a third shot when he was killed by an Indian. By this time the French and the Indians were inside the fort. Not a Spaniard escaped; of the 60 in the fort, 45 were killed, and 15 captured and reserved for another fate.

The garrison in the fort across the river, seeing the commotion, opened a cannonade, which the French replied to by turning the guns of the captured fort to bear upon the other. Haste was necessary to intercept the garrison on the south side of the river before it should reach the great fort San Mateo (at St. Johns Bluff). Captain De Gourgues with 80 soldiers entered a boat that had come around into the river by prearranged plan and crossed over to the south side below the second fort. The Indians swam across in great numbers, holding their bows and arrows above their heads with one hand and swimming with the other. The garrison fled, but not in time to escape, for when they got to the woods they found themselves cut off and partly surrounded. All were slain except 15 reserved as before.

* The second fort was on the point where the river turns at Mayport. The Spaniards evidently held back for a time before leaving the fort, which gave De Gourgues time to cross the river and station himself in the woods around the property known as "Wonderwood."

The French removed the articles of value from this fort and sent them across the river. Then they crossed over themselves, with their captives and their Indian allies. De Gourgues wished to obtain more accurate information about the great fort before attacking it. He learned from one of the prisoners that it contained about 250 men, well armed and supplied, and this information was substantiated by a spy sent from the great fort, who had been captured by the Indians and brought in. De Gourgues decided to make the attack at once, although it could not be made as a surprise, for the Spaniards had already gotten wind of the attacks on the small forts. In the night he sent the Indians to conceal themselves in the woods behind the great fort and await the signal for attack. Early the next morning he crossed the river with all of his force, except a few left to guard the prisoners, and finally attained the eminence (St. Johns Bluff) overlooking the fort—the same position from which Menendez on that fatal morning two and a half years before observed Fort Caroline.

De Gourgues saw a reconnoitering party of 60 Spaniards leave the fort and march toward his position, whereupon he sent Captain Cazenove around to come up in their rear and cut off their retreat. This maneuver was carried out unobserved by the Spaniards, who continued toward De Gourgues' position on the hill. When they were close, De Gourgues advanced with his whole force. The Spaniards broke and fled, but Cazenove had cut off their retreat and all were slain without quarter.

The balance of the garrison in the fort got a glimpse of what was taking place in the woods on the slope of St. Johns Bluff and in their consternation the number of the French was greatly magnified. Becoming demoralized they sought escape through the woods behind the fort; here they ran into the Indians, who attacked them with the greatest fury. The French soon joined the Indians in the work of extermination. Only a few Spaniards escaped; most of them were slain

on the spot, but some were captured and held for a specific purpose.

De Gourgues marched his prisoners to a suitable spot, where he lectured them, reciting the details of the slaughter of his countrymen by Menendez. Then they were hanged from nearby trees. On a tablet of firwood he wrote with a searing iron, "I do not this as unto Spaniards nor Mariners, but as unto Thieves, Traitors, and Murderers," and placed the placard beneath the victims as a message to the Spaniards that he knew would come from St. Augustine after his departure.

* Menendez was in Spain at this time. Had he been in Florida it is possible that he might have been on a visit to San Mateo and fallen into the hands of the Frenchman, in which event the history of that Spaniard's life without a doubt would have closed right there. The Indians would have found a great deal of pleasure in it too, for, as Bancroft says, they unquestionably enjoyed seeing their enemies butcher each other.

The necessity of destroying the fort was now explained to the Indians and they set about the work with such zeal that San Mateo was razed in one day. The French removed the cannon and small arms to two boats that lay off the fort, but the ammunition was lost as the result of an accident. An Indian while boiling his fish set fire to a train of powder laid by the Spaniards, by which the ammunition house was blown up; from this other houses caught fire on their thatched roofs and were quickly destroyed.

With the demolition of the other forts and the hanging of the prisoners held at the first fort, De Gourgues considered his object accomplished. He sent the ordnance taken from the forts around by boat and set out with his diminutive army over the route by which he came. He found his vessels on the St. Marys in order and on May 3d hoisted sail and headed for home, where he arrived at Rochelle on the 6th of June, 1568.

News of the disaster in Florida reached Spain while De Gourgues was still at Rochelle receiving the congratulations of his admirers and friends. A Spanish squadron was sent to capture him there, but he moved to another port before its arrival. A price was put upon his head. The Spanish king made representations to the French court and De Gourgues

was forced to seek safety in concealment; he remained in retirement ten or twelve years, idolized by a large portion of the French people.

The account of this expedition to Florida given in Champ-lain's "Voyages" closes in these terms:

A generous enterprise, undertaken by a gentleman, and executed at his own cost, for honor's sake alone, without any other expectation; and one which resulted in obtaining for him a glory far more valuable than all the treasures of the world.

Dominic de Gourgues was easily the most spectacular figure in Florida's early history.

*De Gourgues' life was filled with wild adventure staged in the remote parts of the world as known in his time. He was in the armies of different princes for many years. He was in command of a company that was cut to pieces near Sienna and was there captured by the Spaniards. They put him in a galley as a galley slave, and while serving in this capacity he was captured by the Turks and so used by them on the Mediterranean. The galley in which he was serving was eventually restored to the French and De Gourgues returned to France. He then made a voyage to Africa, Brazil, and the South Seas, from which it is said he returned with considerable wealth. Upon his return from this voyage he learned of the massacre of the Huguenots in Florida. There had been published in France a tract entitled "Supplication of the Widows and Children of those Massacred in Florida", calculated to rouse feeling to a high pitch. As a patriot De Gourgues felt the honor of his country was at stake, and as a man his fiery nature burned for an opportunity for revenge for the ignoble treatment of himself by the Spaniards. These united motives urged him to the chivalrous undertaking against the Spaniards in Florida—un-Christian it may have been, but intensely dramatic. Religion, however, played no part in it, for De Gourgues himself was a Catholic. He emerged from the retirement following the Florida enterprise to accept appointment as commander of the high seas fleet; on his way to assume command he contracted a sickness from which he never recovered. He died in 1582.

The history of a city includes the record of the locality before the city was founded and these stirring scenes at the mouth of the St. Johns River therefore are properly included as the first chapter of Jacksonville's history.

Why Are We Sleeping?

* From Maine to California in the schools of every city and hamlet of the nation where American history is taught, children recite in a word or two the events that occurred in the vicinity of St. Johns Bluff recorded in this chapter. They know that perhaps the destiny of a continent was settled somewhere in Florida, but they do not know that it was anywhere near Jacksonville, nor that here the first white women and children landed in the territory now the United States in the first really substantial attempt at permanent colonization, and that here according to a record inference the first white child was born—the first Protestant white child born in North America. They do not know that the first battle in North America between white races was fought at Fort Caroline. But they do know all about Jamestown and Plymouth rock and a good deal about the missions of California. Thousands of people visit those places every year for no other reason in the world than for their historic interest.

The Daughters of the American Revolution, on May 1, 1924, unveiled near Mayport an enlarged copy of the marker placed by Ribault at the mouth of the river in 1562, and which was undoubtedly destroyed by the Spaniards upon the capture of Fort Caroline in 1565. This is the only effort that has been made to commemorate any of the events of history along the St. Johns River between Jacksonville and the sea.

Bibliography, Chapter I

Ribault and Laudonniere both described their first voyage to Florida. Their accounts have been preserved in English translations, the best of which perhaps is Jared Sparks's "Life of Ribault" (1848).

Laudonniere, LeMoynes (an artist), and Challeaux, all of whom escaped from Fort Caroline when it was captured by the Spaniards, wrote of that affair. Meras, brother-in-law of Menendez, likewise an eye-witness, recorded the massacre of the Huguenots in minute detail; the full translation of his memorial will be found in Jeannette T. Connor's work, "Menendez de Aviles" (1923).

De Gourgues left a manuscript description of his voyage to Florida. The American historian Bancroft had an authentic copy of it.

English translations from source material were made by Hakluyt and published during the closing years of the 16th century. Ternaux-Compans preserved them for the French in the same way, 1841. The Virginia Historical Society in its "Early Voyages to America" (1848) condenses much of this matter.

Le Moynes's forty-odd drawings visualize a great deal around Fort Caroline not gained from the written sources.

Chapter I of this history is based on these sources, with observations by the author (indicated), who made a careful personal survey of the topographical features in relation to the record accounts. The illustrations of this chapter were prepared especially for this history.

CHAPTER II

THE COW FORD

Menendez left Spain on his return voyage to Florida about the time De Gourgues sailed out of the St. Marys and headed for home; they passed somewhere on the broad Atlantic, one sailing westward and the other eastward. It is not difficult to imagine the fury that shook the frame of Menendez when he arrived at St. Augustine and learned what had taken place at the mouth of the San Mateo during his absence. Nevertheless, he set to work rebuilding the large fort and again garrisoned it, but never afterward with as many men as were there at the time of the Frenchman's attack. The small forts destroyed by De Gourgues do not seem to have been rebuilt, though maps of a later day show other posts along the river.

Following the tragic scenes when French and Spanish fought for the possession of Florida, a long period elapsed before events having a direct bearing on this immediate vicinity again shaped themselves to become recorded history. It was a sort of inactive interim in local history, between the long ago and the beginning of development attending the actual English occupation in 1764. However, during this period there were occasional forays between St. Augustine and the English settlements to the north in which English, Spanish and Indians took part. War parties now and then camped for awhile on the bluff that sloped down to the river at the foot of our present Liberty and Washington Streets. In Spanish times this bluff was described as imposing and timbered with live-oak, palm (palmetto), and wild orange. At the foot of Liberty Street there was a rather bold spring of clear, good water,^a (an outcropping, perhaps, of the stream that is known at the present day to underlie the surface in that section of the city). Back from the river a short distance stood a small Indian village.^a

^a One of the earliest Spanish maps shows an Indian village here called Ossachite. This liquid Indian name, Os-sa-chi-te is the earliest record of a name applying to the locality of Jacksonville. It was a Timuqua village of probably not more than half a dozen houses thatched in the Timuqua style, as shown by Le Moyne's drawings.

Indian Fords and Trails

The Indians had fording places at different points along the river. It is not known what they originally called these fords, but with the introduction of cattle into the country the name "Wacca Pilatka" was applied, signifying a ford or place where the cows crossed over. The first English name for the vicinity of Jacksonville was "Cow Ford," and it was often referred to by that name even long after Jacksonville was founded.

One of the most popular fords along the St. Johns was at this point—from the foot of our present Liberty Street to a point on the south side of the river directly opposite. A Timuqua trail led up from the lower east coast through the New Smyrna district, on to St. Augustine and thence to the Cow Ford (South Jacksonville and Jacksonville). On this side of the river it took a northwesterly course through a black-jack ridge where Hemming Park is now and there branched, one trail leading northwesterly and the other on toward the west.^b

The westerly trail crossed the sand hills (for a long time called Trail Ridge) that divide the waters of Black Creek from those of the St. Marys River; leading around the head branches of the San-ta-fee; joined the old De Soto trail near where the railroad crosses the Olustee, which led to the Suwanee; near the upper mineral springs, and westward to Alapaha, Aucilla, Micasuki, and Tallahassee, towns of the Apalachees. The Jacksonville-Lake City highway follows closely the route of this trail.^b

The northwesterly branch led to the St. Marys River to a point opposite where Colerain, Ga., afterward stood.^b

In the course of time these Indian trails grew into a beaten track through the forest. The pack-ponies of the traders followed them; then came the ox-carts of a later day, following the course of least resistance. Thus a kind of highway evolved as a natural consequence of the matchless judgment of the Indian in picking the easiest route.

Great Britain Acquires Florida

The English captured Havana from Spain in 1762. By the treaty in 1763 England acquired Florida in exchange for Havana. The English took actual possession in 1764, when practically the entire Spanish population departed.

English Land Grants

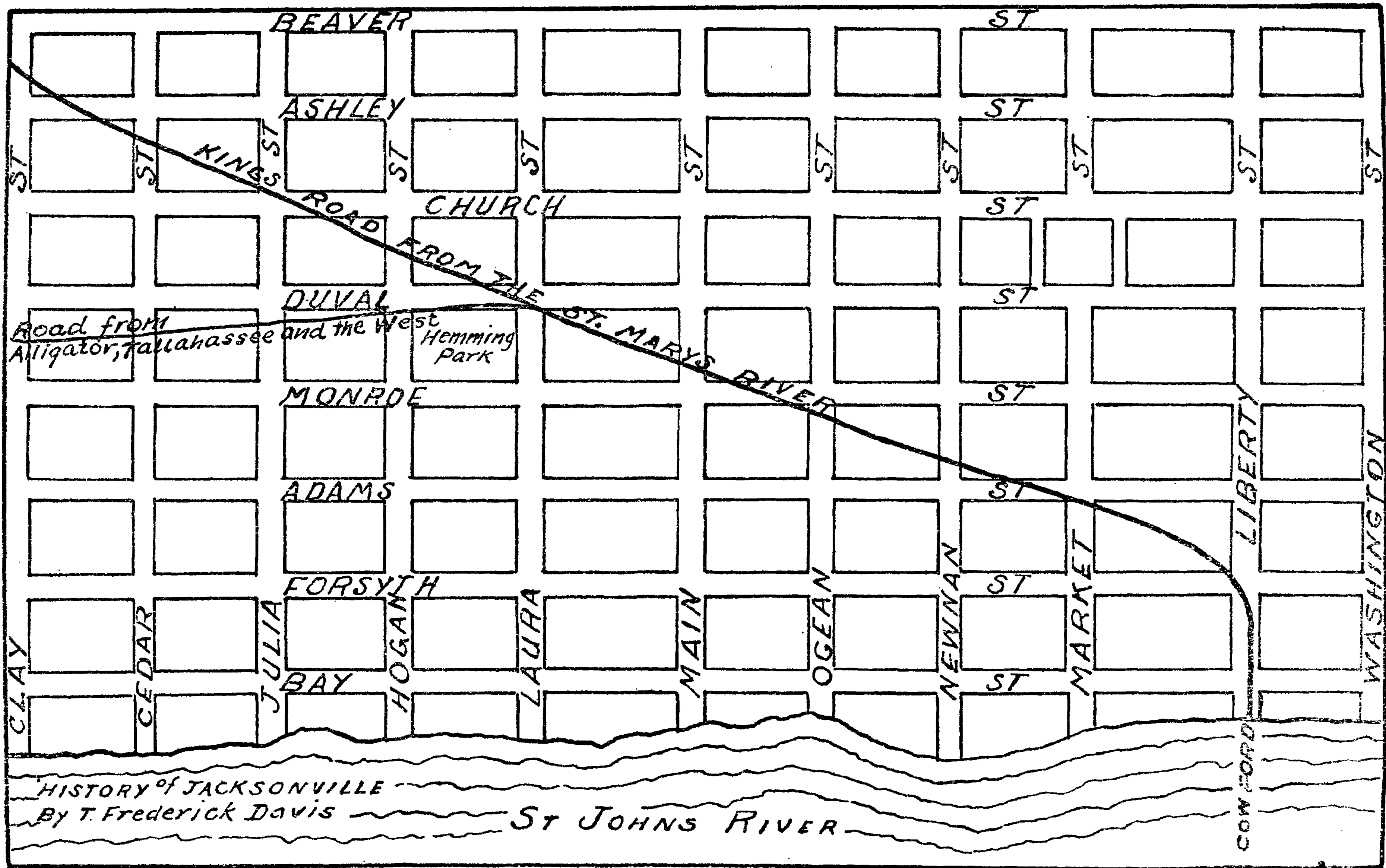
About 1765, the Marquis of Hastings secured a British grant on the north side of the St. Johns comprising 20,000 acres along the river from Trout Creek to the mouth of Maxtons (McGirts) Creek, including the present site of Jacksonville. There is no record of a settlement on this land during the English occupation. The Marquis of Waterford secured a grant, also of 20,000 acres, on the opposite side of the river between Pottsburg Creek and Julington Creek, including the site of South Jacksonville.^a This tract was developed in the vicinity of the ford. Bartram visited the Cow Ford in 1774, and he noted in his book that a ferry for crossing the river was in operation (for travelers) and near it was an indigo plantation from which he procured a sailboat for a trip up the river.

The St. Johns country was highly advertised in England for a time, stress being placed on the profitable cultivation of the indigo plant here. There were several English plantations along the river above the Cow Ford. What we now call Ortega was settled by Abraham Jones under an English patent of January 12, 1770, granting him 2,000 acres of land "in our province of East Florida, situation the neck or point of land between St. Johns River and Maxtons Creek, known by the name of Maxtons Creek Island. Bounded South and Southeast by vacant lands; West and Northwest by Maxtons Creek, and Eastwardly by St. Johns River." Jones built his house half a mile above where Maxtons Creek emptied into the river. About the year 1780, Colonel Daniel McGirts was living on this tract, which was then called McGirts Place and Maxtons Creek was called McGirts Creek.^c

Kings Road

The English had not been long in Florida when they set to work making a highway out of the old trail leading to the St. Marys River. They started at New Smyrna; thence to St. Augustine; to the Cow Ford; to the St. Marys at Colerain, and on into Georgia. All land travel between the northern Colonies and East Florida came down over this route and consequently through the sites of Jacksonville and South Jacksonville. Kings Road today follows the original route.

ROUTE OF KINGS ROAD THROUGH JACKSONVILLE



I. D. Hart, Dr. A. S. Baldwin, and other early settlers left minute descriptions of the route of the Kings Road through Jacksonville.

The Spaniards Return

Interest in Florida by England waned when the tide turned against her in the war of the Colonies for independence, in which Florida did not join. In 1783, England ceded Florida back to Spain, in a ridiculous exchange for several unimportant islands. The Spaniards returned to Florida in 1784, and practically all of the English left. The British land grants reverted to the Spanish crown, but the agreement included a provision that the British settlers should be remunerated for their lands. The English estates on the St. Johns were abandoned and remained vacant for some years, falling into rapid decay.^d

McIntosh and the Spaniards

About the year 1790, John H. McIntosh, of Georgia, arrived in the vicinity of the Cow Ford. Here he was appointed to some office by the Spanish governor, but he does not seem to have obtained an actual grant of land. McIntosh apparently was a turbulent man of restless and reckless disposition and it is not surprising that he and the Spaniards eventually clashed. The result was that he was arrested for intrigue in 1794 and sent to Havana, where he was confined for a year in Morro Castle. After his release from prison, he returned to Georgia, gathered together a band of adventurers, and swept down upon the Spanish post (San Nicholas) at the Cow Ford. This he destroyed, together with the "Boats of the Royal Domain" on the river.^e McIntosh and the Spaniards seem to have patched up their differences, however, for some years later he was again living in the vicinity of the Cow Ford engaged in the exportation of lumber on a large scale and incidentally living like a lord.

Prior to 1800, there were bona-fide settlers in the vicinity of the Cow Ford, regardless of the fact that this locality had by that time become the stamping ground of many undesirables—criminals from the States, slave catchers, ruffians, and banditti of varied kind. This was a condition that gave the Spanish governors a world of trouble and there were frequent exchanges of charges and counter-charges by Spaniards and Georgians which resulted in a sentiment that awaited only a pretext for an armed invasion of Florida. It came in 1812.

Patriot Revolution

Prior to the declaration of war between the United States and Great Britain in 1812, the United States Congress in secret sessions as early as January, 1811, considered seriously the question of seizing Florida although it was a possession of Spain, on the pretext that in the event of war the English might use it as a base of operations. There followed a chain of correspondence between the United States Secretary of State and the Governor of Georgia on the subject and instructions were finally issued by the government, with the consent of the President (Madison), for emissaries to proceed to Florida and try to procure its cession to the United States by peaceable means if possible, and failing in this they were to use their own judgment in the matter.¹ The outcome was an armed invasion of East Florida by Georgians "unofficially" supported by United States regulars, accompanied by an uprising of Americans living in northern Florida. This armed attack upon the Spaniards is usually referred to in history as the "Patriot Revolution" in Florida.

General Matthews, of Georgia, to whom this delicate task of taking Florida over had been entrusted, found no difficulty in enlisting volunteers for an invasion of Florida. The first attack was upon Fernandina, which they captured without bloodshed. Eight armed United States sloops co-operated, and on the following day United States forces took possession of Fernandina and raised the American flag over the fort. This was in March, 1812, and war with Great Britain was not declared until the following June. Without the preliminaries usual to the establishment of governments, the Patriots at once set to work organizing a government of their own for Northern Florida, elected John H. McIntosh (the same McIntosh of Cow Ford fame) director-general, appointed judges and established a legislature.¹ It proved to be a paper government and never functioned.

The next move of the Patriots was against St. Augustine, the Spanish capital of East Florida. They marched 300 strong to a point near the town and encamped. Here they were joined by a detachment of United States regulars. The Spaniards mounted some cannon on a schooner and shelled the camp, forcing the Americans to retreat. The Patriots retreated to the Cow Ford and established their camp. The United States troops remained in the vicinity of St. Augus-

tine until a detachment was attacked near twelve-mile swamp by a body of negroes sent out from St. Augustine and several killed, when they too retreated, first to a block-house near where Bayard is now and then to the St. Johns.

An outstanding feature of the Patriot invasion was a campaign against the Indians of central Florida by Colonel Daniel Newnan and a battalion of Georgia volunteers. The experience of this battalion was remarkably similar to that of Major Dade's command 23 years later, except that Major Dade's perished and Colonel Newnan's escaped. Considerable history is given in Colonel Newnan's official report of this expedition and for that reason is here published in full. The report was addressed to the governor of Georgia. The parts in parentheses are explanatory insertions by the author:

New-Hope, St. Johns, Oct. 19, 1812.

Dear Sir: I have now the honor of transmitting to your excellency an account of the several engagements which have taken place between the Lotchaway and Alligator Indians, and the detachment of Georgia volunteers under my command. As the object of this expedition, and the views of the persons engaged in it, have been misconstrued, and misstatements, relative to its protraction circulated, I ask the indulgence of your excellency to detail every transaction from its commencement to its termination.

I arrived upon (the) St. Johns, in obedience to your orders, about the 15th of August (1812) with the whole of my detachment, consisting, including officers, of about 250 men, and with few on the sick report. I immediately waited on Col. Smith (U. S. A.) before St. Augustine, and received orders dated the 21st of August, to proceed immediately against the hostile Indians within the province of East Florida, and destroy their towns, provisions and settlements. I then returned to the detachment upon the St. Johns, and made every preparation to comply with my orders, by dispatching parties to procure horses from the few inhabitants that had not fled from the province, in preparing packs and provisions, and taking every step which I deemed necessary to insure success to the enterprise. In consequence of the sickness of myself and nearly one-half of the detachment, the period of our marching was delayed until the 24th of September (1812); and when just upon the eve of departing, an express arrived from Col. Smith informing me that his provision wagons and the escort was attacked by a body of Negroes and Indians, and ordering me to join him immediately with 90 men, and bring all the horses and carriages (any wheeled vehicle). I could command, for the removal of his baggage, field-pieces, and sick, he having only 70 men fit for duty. I marched to the relief of the colonel with 130 men and 25 horses, and assisted him in removing to the block-house upon Davis's creek (near

Bayard). This service delayed for a few days our expedition to the (Indian) nation; and when the detachment again assembled upon the St. Johns, and were about to commence to march, the men had but six or seven days to serve. About this time I received a letter from Col. Smith, advising me to propose to the detachment an extension of their service for 15 or 20 days longer, as the time for which they were engaged was deemed insufficient to accomplish any object of the expedition. This measure I had contemplated, and its sanction by the colonel met with my most hearty approbation; for I was unwilling to proceed to the enemy's country with a single man, who would declare that, in any event, he would not serve a day longer than the time for which he had originally volunteered. I accordingly assembled the detachment, and after stating the necessity of a tender of further service, proposed that the men should volunteer for three weeks longer; when 84 men, including officers, stepped out and were enrolled, which, with the addition of 23 volunteer militia sent to my aid by Col. Smith, and 9 patriots under the command of Capt. Cone, made my whole force amount to 117. With this small body, provided with four days' provisions and 12 horses, I was determined to proceed to the (Indian) nation and give those merciless savages at least one battle; and I was emboldened in this determination by the strong expectation of being succored by a body of cavalry from St. Mary's, and which it has since appeared did assemble at Colerain (Ga.), but proceeded no farther.

On the evening of the 24th of September (1812) we left the St. Johns, marching in Indian file, Capt. Humphrey's company of riflemen in front, Capt. Fort's company, under the command of Lieut. Fannin, in the center, and Capt. Coleman's company, with Cone's detachment, under the command of Lieut. Broadnax, in the rear. A small party marched in front of the main body, and another in the rear, the openness of the country, except in particular places, rendered it unnecessary to employ men upon the right and left. Our encampment at nights, there being three companies, was in the form of a triangle, with the baggage in the center, the men with their clothes on, lying with their feet pointing outwards, and their firelocks in their arms. In case of attack, the officers were instructed to bring up their companies upon the right and left of the company fronting the enemy, and attend to the Indian mode of fighting until ordered to charge. In case of meeting the enemy upon our march, Humphrey's company was instructed to file off to the right, Fort's company to advance and form to the front in single rank, and Coleman's company to file off to the left; the whole then to advance in the form of a crescent, and endeavor to encircle the enemy.

On the morning of the fourth day of our march, when within six or seven miles of the Lotchaway towns (near Newnan's Lake, Alachua County), our advance party discovered a party of Indians marching along the path meeting us, and at the same moment they appeared to have discovered us. As soon as I was informed of it, I lost no time in

giving the necessary directions for the companies to advance, and obey the instructions which had been previously given to them, and which appeared exactly suited to the situation in which we found the enemy. As soon as Fort's company, at the head of which I had placed myself, had advanced to the proper ground, I discovered the Indians falling back, and making every preparation for battle, by unslinging their packs, trimming their rifles, and each man taking his place. We continued to advance, taking advantage of the trees in our progress, until we were within 130 yards of the Indians, when many of them fired, and I immediately ordered the charge, which drove them from behind the trees, and caused them to retire with the greatest precipitation; our men all the while firing at them, slew several, and by repeated charges drove them half a mile, when they took shelter in the swamp. It unfortunately happened, I presume through inadvertence, that Humphrey's company in filing to the right took too great a circuit, got a small swamp between them and the enemy, and thereby rendered the victory less decisive than it would have been had the whole charged together, and before the Indians had dispersed themselves and extended their force, which they soon did, nearly half a mile up and down the swamp. The company, however, was of service afterwards in preventing the enemy, after their dispersion, from entering our camp, retaking their baggage and provisions, all of which fell into our hands, or falling upon the wounded, that had been sent to the rear. The action, including the skirmishing upon the flanks, lasted two hours and a half, the Indians frequently attempting to outflank us and get in our rear, but were repulsed by the companies extending to the right and left. We had one man killed and nine wounded, two of which have since died of their wounds. The loss of the enemy must have been considerable. I saw seven fall to the ground with my own eyes, among whom was their king, Payne; two of them fell near the swamp, the rest our men had the curiosity to scalp. The rifle company on the right and Broadnax's on the left, speak of killing several near the swamp, who were borne off by their comrades, it being a principle among the savages to carry off their dead at the risk of their lives.

We remained on the battle ground watching the movements of the Indians, who were near the swamp painting themselves, and appeared to be in consultation, all of which indicated an intention to renew the combat. Accordingly a half an hour before sunset, having obtained a considerable reinforcement of Negroes and Indians, from their towns, they commenced the most horrid yells imaginable, imitating the cries and noise of almost every animal of the forest, their chiefs advancing in front in a stooping serpentine manner, and making the most wild and frantic gestures, until they approached within two hundred yards of us, when they halted and commenced firing. Our men were not to be alarmed by their noise and yells, but as instructed, remained perfectly still and steady behind logs and trees until the enemy by this forbearance had approached somewhat nearer, when a brisk and well-

directed fire from our line soon drove them back to their original ground. I would now have ordered the charge, but being under the necessity, from the extension of the enemy's line, of detaching nearly one-half of my force to protect our camp and wounded, the assailing of which is a great object with Indians, I was left to contend with a force three times as numerous as my own. The action lasted until eight o'clock (in the evening), when the enemy was completely repulsed in every attempt whether made upon our centre or flanks. We had two men killed and one wounded; the enemy carried off several of their men before it was dark—after which all firing, of course random, was at the spot from whence the flash arose.

After fighting and fasting the whole day, we had to work throughout the night, and at daylight had a tolerable breastwork of logs and earth, with port holes, on the ground on which the battle was fought. We were reduced to this necessity, for in dispatching Capt. Whitaker about dark to the St. Johns for a reinforcement, six more men took the liberty to accompany him, taking with them our best horses; our pilot and surgeon, who was sick, was among the number.

The two days succeeding the battle, we neither saw nor heard anything of the enemy, but on the evening of the third day they commenced firing at our work at a long distance, and renewed it every day for five or six days, but without killing or wounding any of our men. After killing two or three of them through our port holes they seldom came within gunshot. Seven or eight days had now elapsed since our express had left us, hunger was staring us in the face, and we were now reduced to the necessity of eating one of our horses; we had no surgeon to dress the wounded, and apprehensions were entertained that the enemy would receive reinforcements from Augustine or the Maksudie Indians. Expecting relief every hour, I was unwilling to leave our breastworks while we had a horse to eat, but I understood from some of my officers that a certain captain was determined to leave us with his company, and that many of the men, giving up all hopes of relief, talked of deserting in the night rather than perish, or fall a sacrifice to the merciless Negroes and Indians, whom they were taught to believe would surround us in great numbers in a few days. In this trying situation, when our few remaining horses were shot down by them (the Indians), and the number of our sick daily increasing, I reluctantly assented to leave our works that night, and directed the litters to be prepared to carry the wounded.

About 9 o'clock we commenced our distressing march, carrying five wounded men in litters and supporting two or three more. We had not proceeded more than eight miles, when the men became perfectly exhausted from hunger and fatigue, and were unable to carry the wounded any farther. About two hours after we left our breastworks, 25 horsemen, with provisions, arrived to our relief, on a different road from the one we had taken, but, from motives best known to themselves, instead of following us, returned to the St. Johns, and we

were left to encounter new difficulties, two men that I had dispatched on the path the horsemen came, by some means or other missing them. We again constructed a place of defense, and I dispatched Sergeant-major Reese with one private to Picolata, to learn what had occasioned the delay of our expected supplies, and told him I should remain where I was until I could hear from him, and endeavored to procure cattle, as we discovered signs of their being near us.

The evil genius of Captain —— again prevailed, and I have since learned from Captain Cone, that this person instigated not only him, but many of the privates to urge a departure from our works even in the day time, when I was convinced that the Indians knowing our weak situation would endeavor to ambuscade. This gentleman, if innocent, will have an opportunity of proving himself so before a court-martial. With a burning fever on me and scarcely able to walk, the march was ordered about three o'clock in the afternoon. I had directed the adjutant, Captain Hardin, to march in front, to avoid all places where there could be an ambuscade, and the litters should be distributed among the different companies. Being extremely weak, I marched in the rear with Captain ——, who carried my firelock, Lieut. Fannin, and about fifteen or twenty privates. We had scarcely marched five miles before the front of the detachment discovered the heads of several Indians on both sides of the path, from among several pine trees that were laid prostrate by the hurricane; the same instant, the enemy fired upon our advanced party, and shot down four of them, one, a Spaniard, died on the spot, and two survived a few days; my negro boy was one of them. The moment I heard the firing I ordered the detachment to charge, and the Indians were completely defeated in fifteen minutes, many of them dropping their guns, and the whole running off without ever attempting to rally. Four were left dead on the field, and I am convinced from the constant fire we kept up, that many more must have been slain, but were hid from our view by the thick and high palmetto bushes.

We lay on the battle ground all night, and started next day at 10 o'clock, marched five miles and again threw up breastworks between two ponds, living upon gophers, alligators and palmetto stocks, until Sergeant-major Reese arrived with provisions and 14 horses, when we were enabled to proceed to the St. Johns with all our sick and wounded, where a gun-boat (schooner) by the direction of Colonel Smith was in waiting for us, which conveyed us to his camp, where we met with every attention that humanity or benevolence could bestow.

I cannot refrain from expressing the high sense I have of the care and anxiety which Colonel Smith has manifested for the detachment under my command, and his promptitude in affording every aid in his power, when apprised of our situation. My pen can scarcely do justice to the merits of the brave officers and men under my command, their fortitude under all their privations and distresses never forsaking them. Captain Hamilton, who volunteered as a private, his company having left him at the expiration of their time; Lieutenant Fannin,

Ensign Hamilton, and Adjutant Hardin distinguished themselves in a particular manner, being always among the first to charge, and first in pursuit; Sergeants Holt and Attaway likewise acted very bravely, and Folk's company in general, being always near me, and under my immediate view, advanced to the charge with the steadiness of veterans. Lieutenant Broadnax showed a great deal of courage and presence of mind, and Ensign Mann who was wounded in the first action fought well. Captain Cone who was wounded in the head early in the action behaved well and Lieutenant Williams did himself great honor in every action, but particularly in the bold and manly stand he made in the night engagement. Sergeant Hawkins and Corporal Neil of Coleman's company acted like soldiers, and Sergeant-major Reese's activity was only surpassed by his courage; he was everywhere and always brave. Captain Humphrey's company acted bravely, particularly Lieutenant Reed, Sergeant Fields, Sergeant Cowan, Sergeant Denmark and many of the privates. I can only speak of Captain Humphrey from the report of some of his men, who say he acted well; it so happening he never met my eye during either of the engagements, while the conduct of every other person that I have mentioned, except one or two, came under my personal observation.

The number of Indians in the first engagement, from every circumstance that appeared, must have been from seventy-five to a hundred; in the second engagement, their number, including Negroes who were their best soldiers, was double ours, and in the third engagement there appeared to be fifty, which was nearly equal our force, after deducting the sick and wounded. From every circumstance, I am induced to believe that the number killed and wounded among the Indians must be at least fifty.

I have the honor to be, with great respect, your most obedient
servant,

DANIEL NEWMAN.

His excellency David B. Mitchell.

The star of fortune shone over Colonel Newnan's battalion, for its escape was miraculous. There are some interesting inferences in this report besides the fighting: What is meant by "scalping the Indians out of curiosity" is not clear; maybe it was a custom, for in a later private letter Colonel Newnan stated that Zephaniah Kingsley's house on Fort George Island was "handsomely decorated with Indians' scalps."

The flag of the United States flew by the side of the Patriot flag on Spanish soil for a year. When the U. S. troops were withdrawn in the Spring of 1813, the Patriot bands disintegrated rapidly, but not before they had pillaged and destroyed a great amount of property in this section.

The Patriot Banner†

*The design of the Patriot flag was: Field, white; figure, a soldier in the act of charging bayonet; inscription, "Salus populi lex suprema" (Safety the supreme law of the people). Thus another banner was added to the array of flags signifying actual or attempted possession that have flown in Florida in times past.

The country between the St. Johns and the St. Marys Rivers did not enjoy a lengthy peace after the departure of the "Patriots." A peculiar chapter in Florida's varied history was written here when an attempt was made to organize the "Republic of Florida" based on the American system, but under the jurisdiction of the Spaniards—a form of compromise between the Spaniards and the settlers in this section. The republic functioned under this system for a year or two and really bore the imprint of law and order. Trouble again arose, however, when M'Gregor and his so-called "Carthaginians" or "Venezuelan Patriots" took possession of Fernandina and turmoil continued until the negotiations of the United States for the acquisition of Florida were begun.

Fort San Nicholas

An early Spanish map indicates a block-house or a Spanish post on the south side of the river in the vicinity of the present South Jacksonville. Thenceforth its history is lost, but it was probably the parent of the post that later became known as San Nicholas.

There is no record to indicate that the English had a garrisoned post at this point. When the Spaniards returned in 1784, they reestablished the military post under the name San Nicholas.

The history of Fort San Nicholas was an exciting one. McIntosh destroyed it in 1796, and the Patriots doubtless did likewise in 1812. The post was temporarily abandoned in 1817 out of fear of an attack by the "Carthaginians", who held Fernandina. During the last years of its existence it was maintained principally for the purpose of preventing smuggling, although the commanders seem not always wide-awake in this respect, according to an article written by Rev.

†Described by G. I. F. Clarke in a letter written from Fernandina 19th March, 1812.
—Fla. Hist. Society.

J. N. Glenn (a Methodist missionary at St. Augustine in 1823), as follows:

"General (John H.) McIntosh told me once that he had two boatloads of cotton that he had raised up the St. Johns River (probably at Ortega) that he wished to pass the Spanish post at Cow Ford without paying the Spanish duties. Accordingly he approached the officer in command on the subject. Just then the boats hove in sight coming down the river. The commander put up his spy-glass and remarked, 'There is too much cotton to let it pass'. The General gave him a doubloon. He put the coin to one eye and the spy-glass to the other and said, 'Too much yet'. The General gave him another doubloon. He then put a doubloon to each eye and said, 'I see no cotton now'."^g

(Francis S.) Hudnall acquired the land on which the old fort stood, even while a part of it was still in existence. He leveled the timbers for use on his farm.† The fort was enclosed by an excavation 100 feet square. Mr. Hudnall built his house directly on the east side of the moat, and while excavating found a number of Spanish coins.^h

The St. Johns River

The Indian name for the St. Johns River as interpreted by the early Spaniards was "Illaka", meaning unusual, different from any other, moves along with the south wind.ⁱ The French interpretation was "Welaka", a chain of lakes. The former seems more in unison with the characteristic reasoning of an Indian.

Ribault first saw the river on the afternoon of April 30, 1562, but he did not enter it until the following day, May 1st. From this fact he named it Riviere de Mai—the River May.

The destruction of Fort Caroline by Menendez took place within a day of the festival of St. Matthew and in celebration of the "victory" he named both the fort and the river San Mateo. The Spaniards later changed the name of the river to San Juan, and the English retained it as St. Johns.

†The exact site of Fort San Nicholas was on the property used by Merrill-Stevens as a war-time shipbuilding plant, back from the river about 250 yards.

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CHAPTER III

SPANISH LAND GRANTS

In the 198 years that Spain governed Florida prior to the English occupation she made no attempt whatever to induce settlement from the outside; but following its re-possession in 1783, the Spaniards inaugurated an entirely different policy in this particular. Under Royal Decree of 1790, it became only necessary for the applicant to set forth his desires in a memorial to the governor asking for lands to the amount permitted according to the number of his family and his slaves, the location desired being named in the memorial. The usual reply of the governor to these applications was: "Let the lands asked for be granted without injury to a third person."^a It was done in one of two ways: By Grant, which gave title of absolute property to the petitioner; or by Concession, the terms of which included a provision of some sort, such as requiring the land to be kept under cultivation usually for a period of time designated by Spanish law.

The treaty for the transfer of Florida by Spain to the United States was ratified in February, 1819, and the actual change of flags took place in July, 1821; grants of land made during this interval under the Donation Acts of the U. S. Congress were designated Donations.

*The acquisition of Florida by the United States was not through direct purchase from Spain. The treaty was drawn around a claim clause of the United States and its citizens against the Spanish government for alleged damages for various reasons. The United States agreed to cancel its claims and assume the payment of those of its citizens to not exceeding \$5,000,000, in consideration of which Spain ceded Florida. The interest accumulating upon these claims eventually amounted to \$1,489,768. Therefore Florida cost the United States \$6,489,768, but Spain did not get a dollar of it.

After the formal transfer of Florida in 1821, Congress passed what were known as the "Land-Grant Acts", providing for the appointment of commissioners to investigate and confirm legitimate claims for title under Spanish grants and concessions. These commissioners were usually called the land-grant commissioners and will be referred to by that

name hereafter. Those for East Florida sat as a Board at St. Augustine, and the records indicate that their proceedings were painstaking and thorough; their awards are upheld by the courts of this State and are the base titles to property here.

Robert Pritchard, 1791.
(Jacksonville)

Robert Pritchard on January 3, 1791, procured a concession from Governor Queseda of 450 acres of land situated on the north side of the River San Juan opposite the post of San Nicholas. A regular survey was made and Pritchard took possession immediately, erected buildings and planted crops. He died a few years later, but his heirs, through authorized agents, continued the cultivation of the tract. One of these agents was John Joseph Lain, who cultivated and lived on the land afterward granted to Mrs. Purnal Taylor and which is now included in the plat of Jacksonville.^a When the "Patriots" arrived in 1812, the Pritchard lands were permanently abandoned.

Robert Pritchard was the first white settler on the site of Jacksonville.

John McQueen, 1792.
(Ortega)

A survey was made of "San Juan Nepomuceno" by Pedro Marrot on January 14, 1792, for John McQueen, to whom it had been conceded by the Spanish governor. The survey comprised 3,274 acres lying along both sides of McGirts Creek (including all of Ortega and the west side of McGirts Creek nearly to Big Fishweir Creek). On February 27, 1804, John McQueen received title of absolute property to this tract and in March of the same year (1804) he made a sale to John H. McIntosh, which was duly authorized and recorded. The land-grant commissioners confirmed the title to McIntosh.^a

In an agreement (May 26, 1836) among the heirs of John H. McIntosh, Sr., his daughter, Catherine A. Sadler, was awarded "McGirts Point", which at that time was called "Ostego". From Mrs. Sadler the title next appears in Austin D. Moore and Asa Moore. The executors of the estate of

Austin D. Moore with Asa Moore transferred the tract (December 9, 1857) to John P. Sanderson. The heirs of John P. Sanderson (February 26, 1902) through a New York trust company transferred it, excepting one or two small parcels, to the Jacksonville Ortega Town Company, a New Jersey corporation headed by Wilkinson Call, for \$40,000. The Jacksonville Ortega Town Company (February 20, 1906) transferred these holdings to J. R. Dunn. J. R. Dunn (March 15, 1906) to D. H. McMillan, Trustee; D. H. McMillan, Trustee, etc. (May 10, 1906) to Ortega Company, a Florida corporation headed by J. N. C. Stockton,^c by whom the tract was platted and put on the market as building lots.

**William Jones, 1793—William Hendricks, 1797.
(South Jacksonville)**

One William Jones, February 14, 1793, obtained a Spanish grant comprising 216 acres situated on the south side of the River San Juan at the Cow Ford. South Jacksonville now occupies this tract. Jones's land was confiscated for rebellion against His Spanish Majesty.^a It is not known with certainty what the trouble was, but we may make a pretty safe guess that when McIntosh made his raid on Fort San Nicholas and the Boats of the Royal Domain about 1796, William Jones, living nearby, was involved in that affair, and if so, the Spaniards had a perfect right to confiscate his land.

On May 18, 1797, this land was re-granted to William Hendrix (Hendricks) of North Carolina. Isaac Hendricks, son of William Hendricks, came down and occupied it, built houses and cultivated the tract for many years. It was confirmed to Isaac Hendricks by the land-grant commissioners. On February 11, 1823, Isaac Hendricks conveyed the tract to his son, William I. Hendricks, as a "Gift of Love and Affection". William I. Hendricks transferred it to his mother-in-law, Elizabeth (Hudnall) Hendricks, April 27, 1852, except 10 acres that had been sold to Sadler and Halliday and 7½ acres sold to George Stone.^c

After the War Between the States Harrison Reed bought a considerable portion of the old Hendricks plantation and platted it as South Jacksonville. The remainder was platted in 1882 by Elizabeth Hendricks and named Oklahoma.

Philip Dell, 1801.
(Brooklyn and Riverside)

On February 11, 1801, Philip Dell secured a concession from Governor White of 800 acres, extending along the river-front from the mouth of McCoys Creek to a point about half way between Barrs and King Streets—the bend in Riverside Avenue between these streets is where the line cuts through. It embraced the present Brooklyn and Riverside sections. For many years the tract was known as “Dell’s Bluff” and was often referred to in the records by that name.^a

The Dell Bluff tract was acquired by John H. McIntosh January 11, 1805. Title was confirmed to him by the land-grant commissioners.^a John H. McIntosh on October 4, 1823, deeded it to Francis J. Ross. Ross gave Joseph B. Lancaster a quitclaim deed to these 800 acres, December 6, 1833, the consideration mentioned being \$2,000. Lancaster held it a little more than ten years, selling only six acres in the meantime, three of which were sold to Blanchard & Rider for a mill site at the mouth of McCoys Creek; on May 1, 1844, he deeded the remainder back to Francis I. (J.) Ross, the consideration being \$2,500. Francis J. Ross conveyed it to William B. Ross March 24, 1845, and William B. Ross sold it to James Winter February 6, 1847. Winter died in possession of the property and his estate descended to his heirs. On April 23, 1866, Uriah Bowden bought a portion of these lands from the commissioners of the Winter estate. Miles Price finally acquired the bulk of the Winter estate, and on June 8, 1868, he conveyed 500 acres to E. M. Cheney^c in trust to be conveyed to John M. Forbes (a Boston millionaire) for \$10,000 in gold. The property was platted for Forbes into lots February 1, 1869, and named “Riverside”, provision being made for a park of 14 acres, now Riverside Park.^c

John Jones, 1801—Isaac Hendricks, 1804.
(LaVilla)

Under date of February 11, 1801, John Jones obtained a concession of 350 acres in a triangular tract on the north side of the River San Juan beginning at the mouth of McCoys Creek and lying north of it. Jones seems to have forfeited his title to this tract, for it was re-ceded to Isaac Hendricks by the Spanish governor in February, 1804, and on Septem-

ber 28, 1816, Isaac Hendricks received title of absolute property to the same from Governor Coppinger. In presenting his claim to the land-grant commissioners Isaac Hendricks exhibited the original patent to Jones and also produced a deed from Jones's heirs to himself. The commissioners confirmed the title to Hendricks. Isaac Hendricks had in the meantime given the property to his wife, Catherine Hendricks, by a Deed of Gift. The confirmation was for 500 acres, bounded south by McCoys Creek, East by the Taylor Grant, Northwest by public lands.^a

After Mrs. Hendricks, the title appears in Rebecca Jones (who later married Calvin Reed). Rebecca Jones on October 21, 1831, sold the east half of the tract, 250 acres, afterward known as East LaVilla, to John W. Richard. Richard on July 26, 1836, deeded an undivided one-half interest in 249 acres of this tract to Adin Waterman, Trustee for Lydia V. Pinkston, wife of Milo K. Pinkston, in accordance with a pre-marriage agreement between Lydia Waterman and Milo Pinkston, whereby certain property was required to be placed in trust for the sole and separate use of Lydia. Then began a series of amusing transfers and inter-transfers, and after traveling around for several years the title came back to Adin Waterman, Trustee for Lydia V. Pinkston, safe and sound; and in another chain also the half interest of John W. Richard, amounting in all to 225 acres. Adin Waterman, Trustee, etc., under power of attorney from Lydia V. and Milo K. Pinkston, transferred the property on January 15, 1842, to Rev. James McDonald,^c who was then the pastor of the Baptist Church in Jacksonville.

The chain of title to West LaVilla was not so complicated. Calvin and Rebecca Reed deeded the 250 acres July 29, 1839, to J. W. Richard. Three days afterward (August 1, 1839) Richard quit-claimed to John Warren. On March 19, 1842, John Warren deeded these 250 acres to James McDonald.^c Rev. McDonald had acquired East LaVilla the previous January and thus nearly all of the original grant was brought together under single ownership.

Mr. McDonald disposed of these holdings in 1851. On January 28, 1851, he sold 350 acres to Samuel Spencer, and the remainder February 1, 1851, to Rev. Joseph S. Baker, who had succeeded Rev. McDonald as the Baptist pastor in Jacksonville. Mr. Baker acquired Samuel Spencer's interest June

9, 1851, and the property was again brought together under one ownership.^c Rev. Joseph S. Baker held the tract until after the war when he sold the bulk of his estate to F. F. L'Engle and others and the property was subdivided and much of it incorporated in the Town of LaVilla.

It has been published that when Mr. Baker bought the McDonald farm his son, J. McRobert Baker, remodeled the McDonald home and named the plantation LaVilla. He built a school house on the land and named it LaVilla Institute. This school continued until the beginning of the War Between the States.^f

Robert Hutcheson, 1815.

(Willowbrook Park Section and Ingleside)

Robert Hutcheson (often spelled Hutchinson in the records) on December 12, 1815, obtained a Spanish grant comprising 150 acres on the northwest side of the River San Juan, described by surveyors' measurements.^a The tract was nearly square and had a river frontage extending from a point between James and Cherry Streets to about Donald Street. It lacked only a few hundred feet of adjoining the Dell tract on the east. Robert Hutcheson died in possession of the property. His widow, as administratrix, sold the land (together with the Hutcheson concession adjoining on the southwest, see page 48) to Dr. Whipple Aldrich, October 25, 1830. Dr. Aldrich conveyed to William McKay March 19, 1836. Mr. McKay died in possession, and in settlement of his estate, this property was sold, his heirs joining in quitclaim deeds, to Francis D. Scarlett March 2, 1850. Francis D. Scarlett sold it April 11, 1850, to Elias G. Jaudon. Elias G. Jaudon sold a part of the original grant (it is the grant and not the Hutcheson concession that we are tracing here), lying mostly east of Willow Brook to Ewell Jamison. Elias G. Jaudon and wife on May 15, 1869, deeded the remaining part of the grant south of Willow Brook (and a narrow strip of a few acres of the concession joining on the south) to Sarah J. McKinlay, their daughter, as her proportion of the estate.^c This "Gift of Love and Affection" to Mrs. McKinlay is now Ingleside and Pinehurst.

The records do not indicate why the narrow strip of a few acres was included. Maybe some interesting little circumstance was involved, possibly of a topographical nature.

George Atkinson, 1816.
(Shadow Lawn, Arden, Fishweir Park)

George Atkinson, on February 22, 1816, obtained a concession from Governor Coppinger of a tract of land lying along but mostly north of Fishware (Big Fishweir) Creek. Two years later Robert Hutcheson obtained a concession embracing lands adjoining his (Hutcheson's) grant. When the survey of the Hutcheson concession was made it was found that it included lands claimed by Atkinson. A controversy arose between Hutcheson and Atkinson in regard to the "over-lap" and it was taken to the courts. The land-grant commissioners confirmed the over-lap to Hutcheson,^a and a court decree in December, 1829, did likewise and established the line. There was no question about the other lines of the Atkinson concession and the land commissioners confirmed to him that portion outside of the over-lap. According to the survey it contained 219 acres.

*From the decision of the commissioners and the court, Atkinson had no legal claim to the over-lap. If he really needed more land the opportunity for securing it was knocking at his southern door, for there was an unclaimed stretch along the riverfront between his land and that of McQueen (McIntosh) equal in size if not greater than the part in controversy that he no doubt could easily have acquired under the Donation Act. The controversy between Hutcheson and Atkinson started in Spanish times.

Atkinson owned the tract for a great many years and died in possession. It was deeded to Fannie L. Fehrenbach November 25, 1881, by Henry Young, executor of the estate of George Atkinson. Mrs. Fehrenbach platted the property in 1882^c and put it on the market in acreage tracts. This is now Shadow Lawn, Arden, and Fishweir Park.

Maria Taylor, 1816.
(Jacksonville, west of Market Street)

During the "Patriot" troubles a Spanish subject named Purnal Taylor was killed in a skirmish with a scouting party of the "Patriot" army in the inland passage to Fernandina. His widow, Mrs. Maria Taylor, afterward petitioned the Spanish governor and was granted 200 acres of vacant land on the

north side of the River San Juan, opposite Fort San Nicholas. A copy of the land-grant to Mrs. Taylor follows:^a

(Translation)

Don Jose Coppinger, lieutenant colonel of the royal armies, civil and military governor pro tem., and chief of the royal finance in the city of St. Augustine, Florida, and its province:

Whereas by royal order of the 29th of March, 1815, his majesty has been pleased to approve the gifts and rewards proposed by my predecessor, the Brigadier Don Sebastian Kindelan, for the officers and soldiers both of the line as well as the militia of the said province, who contributed to the defense of the same at the time of the rebellion, being one of said rewards, the partition of lands in proportion to the number of family each individual may have, That Dona Maria Suarez, widow of Turnel (Purnal) Taylor, having presented herself soliciting the quantity she, her deceased husband, children and slaves were entitled to, on account of the said husband being killed in the attack made by the enemy upon the river St. Johns during the insurrection in this province, as she has proven by certificate, then was granted by my decree on the 12th of the present month two hundred acres of land on the opposite side of the military post of St. Nicholas, on the river St. Johns, at the mouth of the creek known as McCoy's Creek, bounded on the west by the plantation of John Jones and on the other sides by vacant lands; all conformable to the regulation established by this government for the partition of lands and the number of persons and slaves her said family is composed of, as is set forth in the proceedings instituted by the above-mentioned Dona Maria Suarez, on file in the government notary's office.

Given under my hand and seal and countersigned by the undersigned notary of the government and royal finance, in the city of St. Augustine, Florida, September 13, 1816.

JOSE COPPINGER.

By order of his Excellency,
Juan de Entralgo, etc., etc., etc.

The award of the land-grant commissioners confirming the original title in Hogans (Taylor) was made April 26, 1824,^a almost two years after the town of Jacksonville had been surveyed and founded. I. D. Hart eventually got hold of all of the Taylor grant, excepting ten acres. In 1821 he bought 18 acres in the southeast corner nearest the ford; this tract was later included in the original survey of Jacksonville. On July 10, 1831, he acquired another section of the Taylor grant; May 28, 1834, another; and April 15, 1836, all of the remaining portion,^b except the ten acres referred to above. The boundaries of the Taylor grant as filed with the

land-commissioners were: North by public land; South by River St. Johns; West by lands formerly granted to John Jones (the Hendricks grant); East by lands granted to Maestre.^a

Juan Maestre, 1816
(Jacksonville, east of Market Street)

Juan Maestre (referred to in English as John Masters), a "Skipper in the Boats of the Royal Domain", representing himself as being in straitened circumstances, petitioned on November 18, 1816, for 100 acres of "vacant hammock lands on the north side of the river St. Johns, opposite the battery of St. Nicholas". The Spanish governor ordered that Maestre's petition be granted and it was done on December 13, 1816. He was granted only 50 acres, however, as that was all he was entitled to under the Spanish law,^a but the land actually granted was increased by subsequent surveys to about 80 acres.^b His land was bounded East and North by Hogans Creek, West by the Maria Taylor grant, and South by the River St. Johns. It was surveyed February 21, 1817, by George I. F. Clarke.^a

On June 21, 1820, Maestre sold the tract to John Brady for \$200. Brady conveyed it John Bellamy January 27, 1823, after Jacksonville had been founded and some lots had been sold. I. D. Hart got control of John Bellamy's interest July 26, 1826, but he did not get title by conveyance from Bellamy until May 4, 1836. On December 18, 1836, for \$1100, I. D. Hart conveyed his right, title and interest in this property to William J. Mills, in trust for Mrs. Maria Doggett.^c

Daniel Hogans, 1817
(East Jacksonville, Fairfield)

Daniel Hogans, under date of March 18, 1817, obtained a concession from Governor Coppinger of 255 acres, situated on the north bank of the St. Johns River, nearly opposite the battery of San Nicholas, and east of Hogans Creek. Daniel Hogans conveyed this land to E. Hudnall November 11, 1818, the consideration named being \$330.^a On May 10, 1838, Elizabeth Hendricks (widow), formerly the widow of E. Hudnall and holder of the title to the Daniel Hogans tract, conveyed the property to Rev. David Brown (who at that time was rector of St. Johns Church in Jacksonville,

and editor of the Jacksonville Courier newspaper) ; the consideration named in this transfer was \$700. David Brown, on October 18, 1849, sold to John Brantly and Mrs. P. W. Bryant (afterward Mrs. George Houston), jointly, for \$500.^l Mr. Brown seems to have lost money in this deal, if the consideration given in the deed, \$500, was the full selling price.

John Brantly and Mrs. George Houston in January, 1850, reached an agreement for the division of the property, the transaction being properly drawn up and recorded. Both Brantly and Houston began to sell parcels to different parties, some for saw-mill sites and others for other purposes.^b

Robert Hutcheson, 1818

(Avondale, Ribault Place, Ingleside Heights)

Robert Hutcheson (often spelled Hutchinson in the records) on January 9, 1818, obtained a concession from Governor Coppinger of 350 acres bounded Northerly by his (Hutcheson's) grant of 1815, Easterly by St. Johns River, Southerly by George Atkinson's lands, Westerly by vacant land. (This is the property involved in the "over-lap" controversy described on page 44.) The land-grant commissioners approved Hutcheson's claim to this property June 17, 1824.^c Robert Hutcheson died in possession, and Elizabeth Hutcheson, his widow, executrix under his will, sold both the grant and the concession to Dr. Whipple Aldrich, October 25, 1830. Grant and concession both trace through the same chain to Elias G. Jaudon, namely, Whipple Aldrich to William McKay, March 19, 1836; to Francis D. Scarlett, March 2, 1850; to Elias G. Jaudon, April 11, 1850.^c

Elias G. Jaudon died in possession of the concession in 1871, except the narrow strip along the northeasterly line previously deeded to his daughter Sarah J. McKinlay. His will provided that the property, then known as "Magnolia Plantation", be divided equally among his wife and four children, naming them. This was done March 10, 1872, by three regularly appointed commissioners. The division was platted as Lots 1 to 5 inclusive, and assignment made:^c

Lot 1, Jane I. Jaudon; Lot 2, Laura A. Weeks; Lot 3, Mary E. Duffie. Avondale and Ribault Place are subdivisions of these lots. Lot 4, Thomas H. Jaudon. Ingleside Heights is a part of Lot 4. Lot 5, Ella L. Jaudon, now subdivided into building lots.

**John R. Hogans, 1820
(Springfield)**

During the latter part of the year 1820, John R. Hogans settled on land north of Hogans Creek, and under the Donation Act received title to 640 acres. This is called Hogans's Donation. He conveyed these 640 acres to W. G. Dawson July 24, 1823.^c On February 3, 1829, I. D. Hart, ex-officio administrator of the estate of W. G. Dawson, deceased, conveyed the tract to John Warren. John Warren conveyed it to I. D. Hart October 25, 1829. Hart sold it to Thomas G. Saunders in 1846. On September 9, 1847, Thomas G. Saunders conveyed it to Adeline Jones.^c

*Adeline Jones was the daughter of John Middleton and Captain Middleton bought this property for her for \$450 in gold. On August 4, 1849, Adeline and husband sold 50 acres for \$50 to E. A. DeCottes; this is now Hansontown. In 1867, 4 acres were sold to Frank Franklin (colored) for \$100; now called Franklintown.^g

With the above exceptions Hogans's Donation descended to Eliza Jones (afterward Mrs. W. M. Bostwick), daughter of Thomas W. and Adeline Jones. The bulk of it was sold to the Springfield Company in 1882, and by that company platted into lots.^g

The name Springfield was given to the section north of Hogans Creek about 1869, it is said by C. L. Robinson, and the name was really suggested by a spring of good water located in a field through which West Fourth Street would now pass.^g

Along the Riverfront

When the United States acquired Florida (1821) the entire riverfront on the north side from Commodore's Point to Ortega was held under Spanish grants or concessions, except for two little breaks. There was a gap about as wide as a city block at the foot of King Street where the Dell and the Hutcheson lands failed to meet; and another of a few hundred yards south of Fishweir Creek between the Atkinson and McIntosh (McQueen) lines. Elsewhere in this locality on both sides of the river and in the back country were other grants and concessions and donations, but those traced here have the most important bearing on the built-up por-

tion of the city. The chain of title to these is remarkably complete, especially for the early times, when the filing of a deed was considered a matter of no vital importance, as a transfer of land then became a matter of public knowledge. Sometimes deeds were held for years before they were recorded.

Bibliography, Chapter III

*a*American State Papers, Public Lands, Vol. IV; *b*Bill of Complaint in suit to quiet title; *c*Title abstracts; *f*Newspaper account; *g*Mrs. W. M. Bostwick; *h*Florida Reports, Vol. V, p. 216; Vol. VI, p. 483; Vol. XIV, p. 162.

CHAPTER IV

JACKSONVILLE FOUNDED

First Settlers

Robert Pritchard, as has been noted, was the first white settler on the site of Jacksonville when he established himself here in 1791. Whether the overseers cultivating the land for the Pritchard heirs joined the Patriots in 1812 or were driven off by them is not known.

The grant made to Mrs. Maria Taylor in 1816 comprised a part of the land formerly occupied by Pritchard. Mrs. Taylor married Lewis Zachariah Hogans shortly after she procured the grant, and they at once began building a home. About Christmas time (1816) they moved across from the south side of the river and occupied their new home. The house was built of logs, but it was larger and more carefully constructed than the usual log cabins of that day. It stood near the northwest corner of Hogan and Forsyth Streets, partly in Forsyth Street, immediately west of the present Duval Hotel. Hogans cleared a field east of his house and fenced it; his eastern fence ran alongside a swamp, about where Laura Street is now. In the spring of 1817 he planted a crop from which he gathered in great abundance.^a The old Hogans well, situated where the U. S. Government building now stands, was a landmark remembered by citizens up to a few years ago. The log cabin gave way to a better house (frame) before the War Between the States.

*L. Z. Hogans laid down his life in the Spring of 1837 in the war with the Seminoles. He left practically no estate.

The grant made to Juan Maestre, also in 1816, joined the Maria Taylor grant at what is now Market Street. Maestre took possession of his land in 1817 and built his cabin at what is now the southwest corner of Forsyth and Liberty Streets.^a It was a typical one-room log cabin. Maestre cleared a field and put in a crop in the spring of 1817, but he never gathered it. The "Carthaginians" took possession of Fernandina about that time, and fearing a repetition of the Patriot troubles, the Spanish garrison at San Nicholas and

the Boats of the Royal Domain to which Maestre was attached, were withdrawn to St. Augustine. He therefore was taken away from his new home and lost his crop. Maestre never returned to the St. Johns.^a

John Brady arrived at the Cow Ford in the summer or fall of 1818, and occupied Maestre's cabin, probably under some sort of rental contract, until June 21, 1820, when he obtained title to the grant by conveyance from Maestre. Brady fixed the cabin up, built an addition to it and erected a shed for a stable. He bought a dugout for the purpose of sculling passengers across the river, as he no doubt saw the need of a ferry and figured that it would increase his income.^a The cabin was on the side of the road near the ferry and travelers usually rested here and fed their horses, furnishing another means of revenue for the pioneer.^b

*John Brady moved to Alabama in February, 1823.

The First Store

Among the early travelers to the St. Johns country were two men from Georgia, William G. Dawson and Stephen E. Buckles, who foresaw that some day a town might be built at this point. They decided to remain and open a store; this was probably in 1819. They built a log house near the King's Road (south side of Adams Street, about 150 feet from the southwest corner of Market); brought down a stock of goods by sailing vessel from New York, and opened a mercantile establishment.^a This was the first store in this section of the country, and Dawson & Buckles worked up a good business. It was not what we usually picture as a general country store carrying all kinds of small articles; the stock comprised such goods as blankets, saddles and bridles, farming implements, buckets, and the like. Sometimes the proprietors sold out of goods entirely, for transportation by sailing vessel was slow and uncertain, prohibiting the regulation of supply and demand.^b

*Stephen E. Buckles returned to Georgia probably in 1822.

William G. Dawson died in Jacksonville October 19, 1826; he was prominent as a man of affairs, and at his death owned the 640 acres now known as Springfield and other property of considerable value.

Isaiah David Hart was the next settler at the Cow Ford; he came in January, 1821. Hart was not a stranger to this locality, for he was a Patriot of 1812. Accounts of the store that had been opened at the Cow Ford reached him while he was living on his farm near the St. Marys River; hearing of Dawson & Buckles' success and that John Brady was doing well, he decided to move here and locate permanently.^c On May 12, 1821, I. D. Hart bought 18 acres from L. Z. Hogans (bounded east by Market Street and south by the river), paying \$72 for the 18 acres, it is said in cattle. He built a double log cabin (about where the Church club now stands, on the south side of Forsyth Street between Market and Newnan); brought his household goods here by boat and his family across country. Daniel C. Hart, his brother, came at the same time.^a

First Hotel

Up to this time, the traveler wishing to spend the night in the future metropolis of Florida, had a miserable experience ahead of him.^b John Brady was kind-hearted and offered such as he had, but his cabin afforded little that was inviting, and his guests usually slept under the trees with a saddle for a pillow. Often Dawson & Buckles came to the rescue by offering the use of the attic above the store, and occasionally in special cases spread stock blankets on the store-house floor for the comfort of some visitor. Dawson & Buckles were the first to see the need of better accommodations for those who wished to stay and see the country, and they built a frame house east of their store (at the southwest corner of Adams and Market Streets) for a boarding house. It was constructed of lumber sawed in a sawpit and was the first frame house in this section of the country. Upon its completion in 1821, its owners sent down to St. Johns Bluff for Mrs. Sarah Waterman to come and take charge. Upon her arrival the population of the settlement increased one hundred per cent, as she brought her four daughters and two young sons with her.^a

*They were Helen; Ann (married Joshua Hickman); Louisa (married Wm. H. Burritt); Lydia (married Milo Pinkston); Adin. The name of the other son is not known. Mrs. Waterman died Sept. 4, 1830. Adin and Lydia figured in the LaVilla land titles.

Mrs. Waterman's boarding house, called the "Inn", was frequently mentioned in the newspaper (St. Augustine) accounts of the early court days in Jacksonville. A young barrister writing for the St. Augustine paper stated that he was glad to sit down to supper "at which a good-looking girl presided."^d

Joseph Andrews, brother-in-law of I. D. Hart, was the next settler to arrive at the Cow Ford. He built a frame house on what is now the south side of Adams Street, midway between Newnan and Ocean Streets.^a

This was the resident population when Jacksonville was founded. All resided within the limits of the town as later surveyed, except L. Z. Hogans.

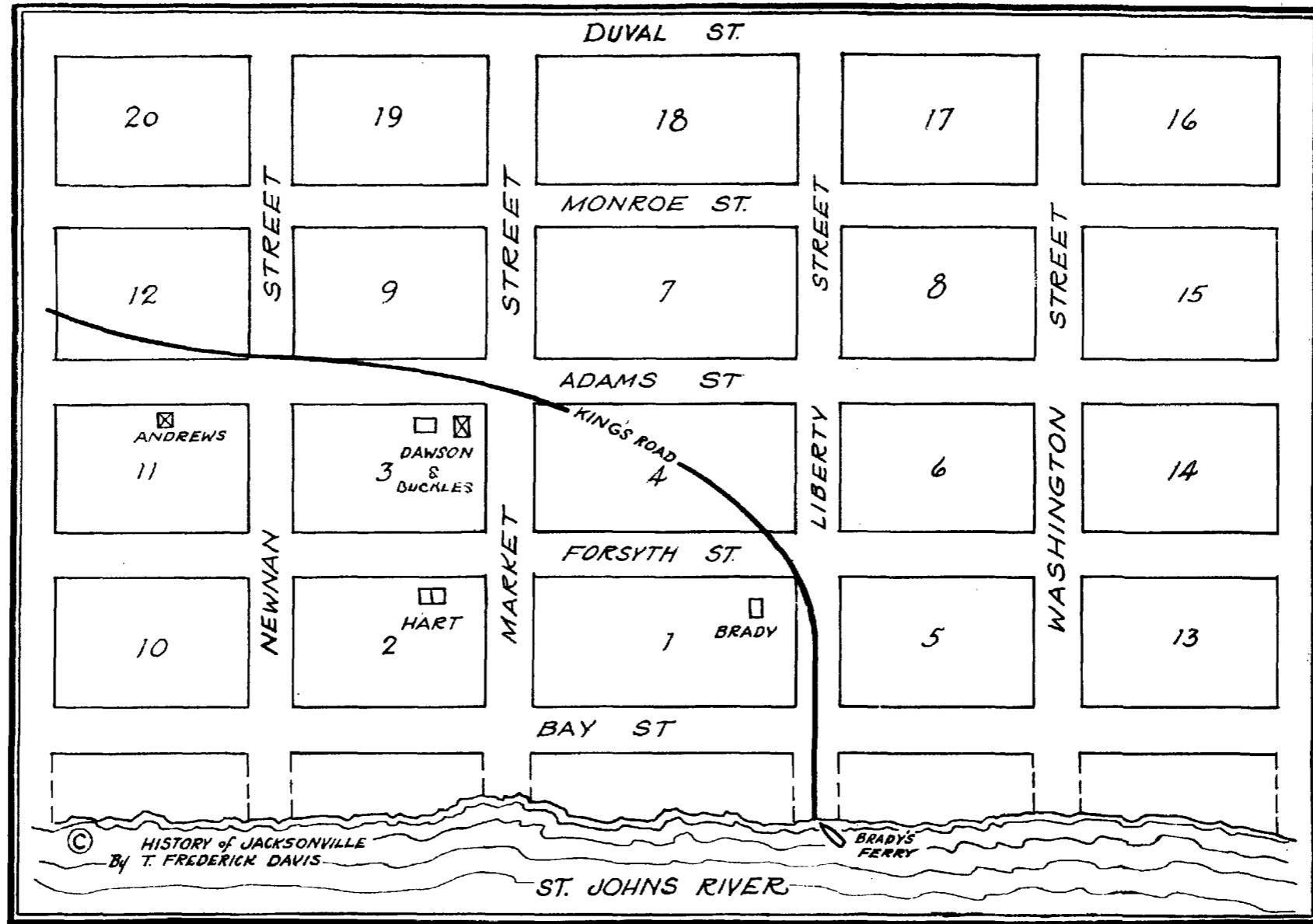
Jacksonville Founded, 1822

When the actual transfer of Florida to the United States was accomplished in July, 1821, travel from the States increased, and most of the land travel to East Florida came down over the Kings road and, consequently, to the settlement at the Cow Ford. I. D. Hart had not been here long when he conceived the idea of laying off a townsite. He experienced considerable difficulty in convincing his neighbor, John Brady, of the possibility of developing a town here; but finally, though not enthusiastic about the matter, Brady consented to donate the land necessary for the streets. When all was in readiness for the survey, a question arose that nearly broke up the plan, for Brady and Hart could not agree as to the dividing line between their lands from which the survey was to begin. After considerable dispute they at last agreed to accept the claim of L. Z. Hogans that the corner tree stood on the river bank at the foot of the present Market Street, and the survey should start from there.^e

*There is a note in an old abstract that I have examined stating that this tree was a fine old bay. The naming of Bay Street may have been influenced by this fact.

The town was surveyed in June, 1822, under the supervision of three commissioners, residents of the neighborhood, namely Francis J. Ross, Benjamin Chaires and John Bellamy. The surveyor was D. S. H. Miller, who formerly was connected with the Spanish post San Nicholas as "Captain of the Rural Militia of the St. Johns River, District of

JACKSONVILLE AS ORIGINALLY SURVEYED IN 1822



San Nicholas, and Deputy Surveyor". John W. Roberts acted as Clerk.^f

It was decided that there should be six lots, each 105 feet square, in each block—two lots adjoining north and south (210 feet), and three lots east and west (315 feet). The survey began at the corner tree agreed upon and thence northerly a street was surveyed, eighty feet in width, the property owners on each side donating 40 feet. This was Jacksonville's first street and was given the name Market Street,^o but why it was so named seems to have become a lost record.

The next street laid off was Bay Street with a width of seventy feet. The first square designated and numbered was east of Market and north of Bay, and in compliment to Brady as the first settler present upon the land in that part of the survey, it was designated Square No. 1. The next square was across Market Street west of No. 1, and it was designated No. 2. The square north of it was numbered 3; and east of that, 4. When the survey was being made of Square No. 1, it was found that Brady's house would be in the street, according to the original plan; so another tier of lots was added on the east side of Square No. 1, making this square eight lots instead of six, but saving Brady from living in the middle of the street.^o Thus the tier of blocks between Liberty and Market Streets is composed of eight lots instead of six.

The survey was then extended to Square No. 5 east of No. 1, the Kings road leading north from the river between them. The street was named Liberty Street, but in the old records it seemed to have been occasionally called Ferry Street also. The square north of No. 5 was designated No. 6; north of that, No. 8; west of that, No. 7; and west of No. 7, No. 9. This was the surveyor's wrong marking and was not corrected on the original plat.^o

From the survey of Square No. 9, the commissioners came back to Bay Street and ran off Square No. 10 west of No. 2; and north of No. 10, they surveyed Nos. 11 and 12, respectively. Again they came back to Bay Street east of Washington Street and laid off Square No. 13 east of No. 5; and north of No. 13, they surveyed Nos. 14, 15, 16 in the order named. Then they turned west and surveyed Nos. 17, 18, 19, and 20. Here they stayed their work and never resumed it.^o

Town Named

By unanimous agreement the town was named Jacksonville, in honor of General Andrew Jackson, popular idol of that day in Florida. The name was suggested by John Warren, a resident of the locality, but not of the town; he had served as a volunteer in the army of General Jackson during the Indian troubles in West Florida. General Jackson was not present when the town was surveyed, as some accounts have stated; in fact, there is no authentic record that he ever visited this part of Florida at all.

Street Names

The streets named by the commissioners in 1822 still bear their original names. Market and Bay cannot be definitely traced as to their meaning. Liberty and Washington indicate the patriotism of the commissioners. Newnan was named for Col. Daniel Newnan, here with the Patriots and who made the famous campaign against the Indian King Payne in central Florida; and afterward was Inspector-General of Georgia. Forsyth was named for General John Forsyth, U. S. Minister to Spain, who conducted the negotiations for the acquisition of Florida. Adams Street was named for John Quincy Adams, then Secretary of State in President Monroe's cabinet, and who had a great deal to do with the cession of Florida; Monroe Street for President James Monroe; and Duval Street for Governor William P. Duval, first civil governor of Florida.

First Realty Transfer

At the time Jacksonville was platted and named the town-site was in St. Johns County. Duval County was not created until two months afterward, or on August 12, 1822. Consequently, the first deeds specify St. Johns County in their description.

The first transfer of a lot in the town of Jacksonville was from John Brady to Stephen Eubanks, conveying Lot 2, Square 1, including the margin to the river, for \$12.00. The deed was dated July 1, 1822, and described the lot as follows:

One quarter acre of land lying in St. Johns County, in Jacksonville, on the St. Johns River, in the front street leading from the ferry, together with the margin below sd. lot on the river side, to Hart's landing, 3d lot from sd. ferry.

The margin on the river mentioned is now Water Lot No. 22, between Market and Liberty Streets in front of the Clyde Line piers.

D. S. H. Miller, the surveyor, acquired several lots in Square 5, maybe in payment for his services as surveyor of the townsite. John Bellamy bought the northwest corner of Liberty and Bay Streets, and John Warren bought lots in different locations. Conveyances of lots were made at intervals during the next few months at prices ranging from \$10 to \$25 a lot.^s

Jacksonville's Situation

The original survey extended to Catherine Street on the east, Duval Street on the north, Ocean Street on the west, and St. Johns River on the south. All along the river from the foot of Liberty Street westward to L. Z. Hogans's eastern fence (Laura Street) was a hammock through which no one ever passed; the present Main Street south of Duval was a swamp. Eastward of the ferry (Liberty Street to Catherine Street) was a high bluff; east of Catherine Street was low marsh land. North of Forsyth Street was open pine land extending back almost to Hogans Creek. The Kings road led in from the northwest, passing in front of Dawson's store and the "Inn", thence to Liberty Street east of Brady's cabin, where it turned down Liberty Street to the old Cow Ford. Amidst these surroundings, and with this artery of travel leading to the outside world by land and the St. Johns River by water, Jacksonville was launched upon its career.

The Founder of Jacksonville

When I. D. Hart arrived at the Cow Ford in January, 1821, there were already here a store and two settlers. It is said that upon arrival he pitched a tent at the foot of Liberty Street and lived there until he built his cabin and brought his family here from the St. Marys. The next year, 1822, the town was surveyed after the arrival of several other settlers. I. D. Hart was the originator of the idea and deserves the credit of being Jacksonville's founder. He lived to see the settlement develop into a town of two thousand inhabitants. At one time or another he owned nearly all the land now known as the old city, and the most of Springfield.

He also owned a farm near the present settlement of Marietta; this place he called "Cracker Swamp", and he seems to have cultivated it to a certain extent with slaves and free labor. His homestead was in Jacksonville, first in his log-cabin; then at the northwest corner of Bay and Market Streets, and finally, for many years, at the southeast corner of Laura and Forsyth Streets.

I. D. Hart outlived all of the early settlers. Both he and his wife, Nancy, died in 1861, and were buried in a vault that had already been erected by him for his family, located on a plot of ground on the east side of Laura Street between State and Orange, back from the Laura Street line about 100 feet. His tomb bore this queer inscription:

When I am dead and in my grave,
And these bones are all rotten;
When this you see, remember me,
That I may not be forgotten.

In 1896, the Hart vault was broken into by vandals who removed everything of value, including the silver nameplates. This led to an investigation by a reporter for a local newspaper, who published the fact that there were evidences that nine bodies had been placed in the vault, namely, I. D. Hart, his wife and children, and Mary E. Hart, a favorite niece.

*The children of I. D. and Nancy Hart were: Ossian, Lodusky, Laura, Daniel, Julia, and Nancy. Nancy was an invalid and met the sad fate of being burned to death. Laura and Julia Streets are named for two of these children. It has been said that Ocean was formerly Ossian Street, but the Child map of 1847 designates it as Ocean.

The fire of 1901 greatly damaged the old Hart vault and instead of rebuilding it, the remains it contained were moved to a lot in Evergreen cemetery and the vault in the city demolished.

Bibliography, Chapter IV

*a*History of Florida, Webb; *b*Descriptive article in East Florida Herald (St. Augustine), Dec. 20, 1825; *c*Florida Times-Union and Citizen, Jan. 1, 1900; *d*East Florida Herald (St. Augustine), April 14, 1826; *e*Florida Reports, Vol. VI, p. 491; *f*Memoirs of Florida, Fleming; *g*County (Archibald) records; *h*Early newspaper accounts.

CHAPTER V

COUNTY AFFAIRS

Duval County was created August 12, 1822, by the first council under Governor William P. Duval's administration. Its original boundaries were: Suwanee River on the west; a line drawn from the mouth of the Suwanee River to the foot of Liberty Street in Jacksonville (designated in the Act as the Cow Ford), thence down the St. Johns River as it meanders to the ocean was the southern boundary, while the St. Marys River and the Georgia line constituted the northern boundary.^a Jacksonville was selected as the county seat of the new county.

The governing board of the county comprised four justices, one of whom was the presiding justice. While it was termed a county court its jurisdiction was extremely limited in that respect and the name county commissioners would have been more appropriate for the duties performed. As a court their jurisdiction did not approach the importance of our present justices of the peace.^b The first meeting of this court was in Jacksonville on December 16, 1822. The justices were: Thomas Reynolds, presiding; William G. Dawson, Rignon Brown, and Britton Knight. George Gibbs was the clerk.^c They proceeded to lay off the county into road districts, apportioned the work of building the roads, and attended to other matters of a like sort.^b James Dell was the first sheriff of the county, but he did not serve long; Daniel C. Hart was his successor, being later appointed U. S. marshal and holding both positions until his death.^c

First Regular Court

The half a dozen houses comprising the Town of Jacksonville, in 1823, were all situated in plain sight of the Kings road that led down to the ferry at the foot of Liberty Street. Travelers coming and going, or stopping for awhile, produced no exceptional stir; but on the last day of November, 1823, which was Sunday, it became evident that an event of unusual importance was about to transpire. People had been coming in all day looking for a place to lodge. Mrs. Sarah Waterman's Inn was filled to the limit. Joseph Andrews had

all the guests that he could accommodate and I. D. Hart's abode had no vacant space. Abraham Bellamy offered the use of his 10x12 law office recently erected next to Brady's old cabin, and W. G. Dawson went further and spread blankets on the floor of his store for some of the overflow to sleep. L. Z. Hogans, over on the hill beyond the swamp, played host to one or two. So Jacksonville and vicinity went to bed that night crowded to capacity.

When the morning glow of Monday (December 1st) began to brighten over the roadside settlement on the St. Johns, it was the dawn of a new day for Duval County. By 10 o'clock, 200 people had assembled in the vicinity of Market and Forsyth Streets to witness the convening of the first regular court of law held in this part of the country. It was an impressive spectacle. Standing bareheaded, with no roof above them except the forest trees, they listened intently to the words of Judge Joseph L. Smith in the opening proceedings of what was then called the Superior court. The ceremony was new to the most of them, but all were apparently pleased with the scene, signifying that civil law had stepped in to take the place of the long established custom of personal settlement of differences.^d

*The corner-stone of the handsome junior high school in Springfield was laid in 1923, and the building dedicated to the memory of General Edmund Kirby Smith, the famous Confederate general, who fought for the just cause as he saw it. There is also another association here, for it was the centennial of the event described above, when General Smith's father established the cause of justice for the county at Jacksonville.

First Grand Jury

From among those assembled at the opening proceedings of the court, a grand jury was drawn and impanelled the next day, December 2, 1823. The members of this first grand jury of Duval County were: John Bellamy, foreman; Stephen J. Eubanks, John Houston, Isaac Tucker, Charles Broward, Seymour Pickett, John Broward, John Price, James Dell, William Matthews, Cotton Rawls, A. G. Loper, Llewellyn Williams, Charles Seton, John D. Braddock, J. C. Houston, Nathaniel Wilds, Stephen Vinzant.^e

First Civil Case

The first civil case called for trial was that of Ephraim Harrison vs. John D. Vaughan. The record does not show the nature of this litigation, but evidently it was of some importance, as Judge Smith ordered the continuance of the case until the next term. The record recites:^b

“(In case) This day came the parties aforesaid, by their attorneys, and thereupon came a jury, to wit:—F. D. McDonnell, Lewis Christopher, Britton Knight, James Rouse, William Sparkman, John Higginbotham, David Turner, Matthew H. Philips, John G. Brown, John G. Rushing, William G. Dawson and Lewis Thigpen, who were sworn well and truly to try the issue joined between the parties; and on motion of the plaintiff by his attorney, and for reasons appearing satisfactory to the court, it is ordered that the jury be discharged from rendering a verdict herein, and that this cause be continued until the next term, upon the plaintiff paying all costs of the defendant herein expended.”

County Courts

In 1823, the Legislature made some changes in the original method of county government and appointed new justices, but it was not until the following year, 1824, that the law vested them with powers about equal to our present justices of the peace. They had jurisdiction over probate matters, over the police of the county, and performed the duties of county supervisors. As a court they had a certain amount of jurisdiction in minor cases.^a The first incumbents under this law, appointees of the governor, were: John L. Doggett, presiding; F. Bethune and John Houston, appointed December 30, 1824.^c The minutes of this court in the early years are still preserved. The actual duties seem to have been mostly with matters pertaining to the roads of the county and to the question of raising funds for the completion of the court house and keeping it in repair. Even as late as 1840, the notation “Met and adjourned, there being no business” often appears.

*“Court Day” in the early days was the time when the people of the county came to town whether they had court business or not. They assembled to trade, to hear the “news” and to mix with their fellow men. Here and there among the trees could be seen little groups dickering on a horse trade; others in the stores bargaining with the storekeepers for implements and supplies, while loitering around the court house

whittling away the time for the "Hear ye, hear ye, hear ye", etc., of the court crier were those whose business or curiosity led them there. Leaving for home they raced out Kings road in a cloud of dust.

First Lawyer in Jacksonville

Abraham Bellamy, son of John Bellamy the commissioner, was the first lawyer to settle at the county seat. This was in 1823. He built a little office west of John Brady's cabin, which was then owned by his father, and here he drew up most of the early legal papers for the residents of this section.^b Enough odds and ends of descriptions have been gathered to picture it as a typical country lawyer's office, equipped with a table and time-worn chairs of home manufacture; a few law books scattered here and there amidst a disorderly array of bundles of papers; a map tacked up against the door; plenty of dust, and finally a box spittoon filled with sand. Nevertheless, Abraham Bellamy's ability as a lawyer was greater than his surroundings indicated, for he was afterward a familiar figure in the Territorial councils and at one time was president of that body.

*John Bellamy moved to Middle Florida in 1826 and Abraham Bellamy likewise sometime later.

First Marriage License

One of Duval County's oldest official records is a court copy of the first marriage license issued by the county. It reads:^c

Territory of Florida
County of Duval

To any Judge, Justice of the Peace, ordained Minister of the Gospel, I license or permit you to Join together in the Holy State of Matrimony Mr. Robert Robertson and Miss Sarah Tucker, and this shall be your sufficient warrant. After the above marriage is solemnized you are hereby commanded to return the same certified on this license to my office.

October 7, 1823.

J. BELLAMY, Clerk.

The First Court House

Court evidently was held under the trees until 1825, as prior to that time there was no building here suitable for the purpose. In 1825, John Warren erected a two-story building

at the northwest corner of Bay and Newnan Streets. The lower story was for a time used as a dwelling and was afterward divided for a store. The upper floor was one room;^b here the Superior court held two or three terms, with considerable discomfort as there were no sash windows, and the wind and rain had full sweep through.^f

When it became known that Jacksonville had been selected as the county seat John Brady conveyed the lot at the northeast corner of Market and Forsyth Streets (actually valued at \$15) to Benjamin Chaires and Francis J. Ross in trust to be conveyed to the county as a site for the court house.^b Preparations for building a court house were started in 1824, but actual construction did not begin until the summer of 1825. Immense hewn timbers were hauled to the lot and when they were laid out for framing the people of the county voluntarily gathered and under the direction of Seymour Pickett raised them in two days.^b When this was done Messrs. Chaires and Ross deeded the lot to the county (July 13, 1825) in compliance with the trust from Brady.

The court house remained in this state more than three years, with only the framing standing. In 1826 the basement was roofed over and subsequent terms of court were held there when the weather was good; or else in the hall over John Warren's place.^f About 1828-9, the framing was boarded in and the roof put on. The temporary hewn timbers supporting the construction were removed and brick pillars of great size and strength were built and the building correctly leveled. The court house faced the river. A long, broad portico, supported by brick pillars was before the front and broad steps led up to it from the ground. Back of these was the entrance to the basement, which was ten feet in the clear. The main entrance was ten feet high and was provided with wide double doors. Inside steps led up on the east and the west to the upper story. The windows, seven feet high and four feet wide, were provided with double shutters of white pine, which closed out the wind and rain and also the light.^b

This court house was known far and wide as the best constructed building in all of this part of the country.^b The difficulties confronting the county authorities in raising funds for the completion of the court house are recorded in their minutes. They petitioned the U. S. government to

complete it, as the Superior court was using it more than any other, which brought about an arrangement whereby the government paid the county rent for its use; they had difficulty sometimes in collecting this rent promptly. They petitioned the Territorial Legislature for permission to run lotteries in order to raise the \$6,000 needed to complete the court house. Joseph B. Lancaster, I. D. Hart and William J. Mills were authorized by the Legislature to conduct the lottery. These gentlemen were all church members and one was a deacon; the inference is, that lotteries in that day were not considered gambling.

*Something is hidden somewhere behind this struggle for funds to complete the court house, for the people of this section in the 1830's prior to the Seminole war and the panic of 1837, were evidently enjoying prosperity, as they were laying plans for a \$75,000 bank and a million dollar railroad for the county seat. Yet they opposed a special tax levy to raise the \$6,000 necessary to complete the building.

The court house was not finally completed until sometime in the early 1840's, from funds derived from a scrip issue. The building was burned by Federal troops March 29, 1863.

*Duval County has built three court houses. The second court house was built on the site of the one burned in 1863, but faced Market Street instead of Forsyth. It was solidly built of brick, with unusually thick walls. Construction was commenced in 1884 and the building completed and occupied in November, 1886. A full description of it will be found in the Florida Times-Union of November 5, 1886. The court house walls were the only ones in the city that withstood to any extent the great fire of May 3, 1901. They remained standing and were used in reconstructing the building now occupying that corner, which has the same ground space and the same outline as the court house, except the shape of the tower.

The present court house was completed in November, 1902, at a cost of \$100,000 secured through a bond issue. The site was shifted across Market Street because the county already owned the two lots on the west side of Market between Adams and Forsyth Streets, and needing more ground for a larger court house than the lot at the northwest corner of Market and Forsyth would accommodate, it was decided to reconstruct the old court house for an armory, and build the new court house across the street. The court house annex was completed in October, 1916, at a cost of about \$90,000.

DUVAL COUNTY CLERK'S OFFICE



From a photograph

Courtesy of Geo. M. Chapin

Built after the War Between the States; burned May 3, 1901. Situated at the northwest corner of Market and Forsyth Streets.

**DUVAL COUNTY COURTHOUSE
(1886-1901)**



Courtesy of Geo. M. Chapin and C. H. Brown

Completed in 1886. Gutted in the fire of May 3, 1901; but its walls remained intact and were used in reconstructing the building. Situated at the northeast corner of Forsyth and Market Streets.

Judges of Duval County: Thomas Reynolds (presiding), 1822-1823; Benjamin Chaires (sole), 1823-1824; John L. Doggett (presiding, then sole judge), December, 1824, to January, 1844 (died in office); Farquahar Bethune, 1844-1845; William F. Crabtree, 1845-1849; Felix Livingston, 1849-1855; Benjamin Hopkins, 1855-1856; R. R. Rushing, 1857; Oscar Hart, 1857; R. R. Rushing, 1858-1859; Chandler S. Emery, 1859-1861; Francis F. L'Engle, 1861-1863; None in 1864; F. I. Wheaton, 1865; Aristides Doggett, 1866 to July, 1868; W. A. McLean, July, 1868, to December, 1888; W. B. Owen, 1889-1892; William H. Baker, 1893-1900; Henry B. Philips, 1901-1920; John W. DuBose, 1921 to date.

Bibliography, Chapter V

*a*Acts of the Territorial Councils; *b*History of Florida, Webb; *c*Memoirs of Florida, Fleming; *d*Descriptive article in Jacksonville Courier, January, 1835; *e*Records in County Judge's office; *f*East Florida Herald (St. Augustine) of the period.

CHAPTER VI

DEVELOPMENT OF JACKSONVILLE

For several years after the survey of Jacksonville in 1822, I. D. Hart must have experienced severe disappointment, for his dream of a boom town at the Cow Ford did not materialize rapidly. Brady and Hogans, who scouted the idea in the beginning, no doubt expressed themselves upon occasion, "I told you so". Brady shortly afterward sold out and moved away, but L. Z. Hogans remained to perpetuate the expression.

Up to 1828-30, the development of the place was confined to the building of about one house a year within the town limits. A dismal picture was drawn of it by a writer in the East Florida Herald of St. Augustine, December 20, 1825; he said:

When this town (Jacksonville) was laid out on the St. Johns river, great expectations were formed of its rapid increase, commodious houses were soon to be built, commerce and useful mechanic arts were to flourish, and the soil improved by cultivation and industry. But alas! none of these fond expectations have been realized. There are not more than eight or ten houses erected of any description, most of which are rudely formed of logs, and affording only a feeble protection against the cold, the wind, and the rain. There is not a sash window in the whole town; but few of the houses have even a chimney.

There appears to be very little trade of any kind carried on in the place. There is, indeed, one store of goods, but whether well or ill supplied, the writer of this article is unable to state, for although he was several days in the place, during the late term of the Superior court held there, and was desirous of purchasing many necessary articles of merchandise, usually kept in country stores, he never found this store open or any person ready to attend upon purchasers. He therefore presumed it was only a warehouse for the deposit and transportation of goods into the country and not for their sale at the place. It was, perhaps, a wholesale and not a retail store. As to mechanics, there does not appear to be a single working individual in the whole place.

The building appropriated for the use of the court would scarcely be considered fit for a barn. It is open to the wind and rain at almost every point of the compass. There is, indeed, the frame of a pretty large courthouse erected, which has the appearance of having been in that state for some time. Nothing has since been done to it.

Yet nothing can be more beautiful than the natural situation of

the place. It commands an elevated, picturesque, and extensive view of the St. Johns river at its majestic bend from the south. It is admirably situated for commerce; the water is of sufficient depth for vessels of upwards of a hundred tons burden, to moor close to the shore.

The regular term of the Superior court, directed by the Legislative council to be held twice a year, lately drew together at this place a pretty numerous assemblage of strangers. Every house was crammed as closely as possible. The judge of the court, with several members of the bar at St. Augustine, having been detained by the badness of the famous King's road from that city to the Cow-ford, on their arrival at Jacksonville were unable to obtain any kind of lodging there—even on the floor. They were therefore compelled to take up their quarters at Mr. Hendricks's on the other side of the river, a respectable planter, who does not professedly keep a public house, though often influenced by hospitality and kindness to accommodate travelers. He is licensed to keep the ferry on that side of the river, and promptly afforded the Judge and the gentlemen who had business in court every facility in crossing the river.

This is one of a number of descriptive articles on Jacksonville published in the St. Augustine paper prior to 1828. All stress the beautiful situation of the village, but complain about the accommodations at court terms. "Junior Barrister" in the Herald of March 26, 1826, remarked that it was customary for the grand jury to lodge in the open air and suggests "with the intention of keeping their heads cool, in order to deliberate with more caution and prudence."

First Sawmill

In 1828 or 1829, Charles F. Sibbald built the first steam sawmill in East Florida at Panama on Trout Creek. He also operated a brick kiln. Judge F. Bethune, in his diary 1829-33 (still preserved), frequently refers to the steam sawmill and brick kiln at Panama, in connection with building operations at his "New Ross" plantation on the river four miles above Jacksonville. During the summer of 1829, Judge Bethune built a small sugar mill. The lumber and brick were brought up from Panama in the brig "Venus"; he sent to St. Augustine for a carpenter, and the mill was ready for operation by January 1, 1830. He began grinding cane, but soon afterward his cane mill broke down and he had to send again to St. Augustine for the carpenter. In three weeks it was repaired and he began to grind again. This was probably

just an ordinary cane mill, and the circumstances are recited to show the difficulties confronting the pioneers of this section.

Judge Bethune's crops were sugar cane, rice, guinea corn, arrow root, sweet and Irish potatoes, rye, and a varied assortment of vegetables. He had a peach orchard and an orange grove. He owned some slaves, but at harvest time he hired outside help or free negroes. When his slaves were sick he sent to Jacksonville for a Doctor Hall, no doubt the first doctor to settle here. It is interesting to note that the usual method of treatment was "bleeding": "Andrew sick; Dr. Hall came and bled him" is a characteristic note when any of the slaves were sick. And when one died he noted the fact as "Dick and George making Peggy's coffin; buried the old and faithful servant in the evening"—a simple eulogy full of meaning.

The sawmill and brick kiln at Panama revolutionized the method of construction in this section and the log-cabin era in Jacksonville was brought practically to a close. The skeleton of the court house was boarded in with lumber from this mill and its pillars were built of the brick from the kiln. The sound of the axe and the crash of falling trees in and around Jacksonville became more frequent with respect to clearing up for a building; in the high-flown language of Mr. Secretary Walton, "the lofty pines and oaks yielded their shade to the saw and their quietude to the hammer". It was now not a rare occurrence for the "Venus" to be tied up at the foot of Liberty Street unloading sawed lumber for houses or brick for chimneys.

In 1830, I. D. Hart built what was then considered a very large two-story boarding house at the northwest corner of Bay and Market Streets^a (and this was continuously a boarding house or hotel site for more than 70 years). Hart's inn furnished accommodations for people who desired to spend the winter here. The sons and relatives of wealthy men in the North came during the winter months and the climate helped them; they went back home greatly benefited, carrying an enthusiasm that is easily communicated to others. So the healthfulness of the locality was established—the greatest asset in the upbuilding of a place and the greatest advertisement it could have. People continued to come. Some stayed and entered into business; some settled in the surrounding localities. In 1830, it is estimated that the



From old woodcut.

Dwellings of the log-cabin era at the mouth of McCoy's Creek.

population of Jacksonville was about one hundred. I. D. Hart now had his turn with L. Z. Hogans with respect to "I told you so".

The settlement on the St. Johns was approaching the stage when its citizens wished to incorporate and have a bona-fide town government. It was soon accomplished. Act No. 70 of the Legislative Council of the Territory of Florida, Session of 1832, was Jacksonville's first charter. This charter is worthy of careful reading, for it gives an insight into the conditions of the time, either existing or expectant. The charter follows in full.

Jacksonville's First Charter, 1832

Sec. 1. Be it enacted by the Governor and the Legislative Council of the Territory of Florida, That all the free white male inhabitants of the age of twenty-one years and over, comprehended within a line commencing at a point on the South bank of the river St. Johns, opposite Hogan's creek, on the north side, running north half a mile up said creek, thence west one mile and a half to McCoy's creek, thence south to a point on the south side of the river St. Johns, opposite to McCoy's creek, thence east to the point of beginning and their successors be, and are hereby declared to be a body politic and corporate, by the name and style of the Town of Jacksonville, with all the rights, liberties, privileges, powers, and authorities incident to and appertaining to a corporation, body politic, or a natural person; and by the said name and style may sue and be sued, plead and be impleaded, hold, possess, and enjoy real estate and personal property; and dispose of and transfer the same, and so dispose of and manage the funds of said city, as shall be most beneficial to the interests thereof.

Sec. 2. Be it further enacted that the government of said town, shall be vested in a person to be called a mayor, and four aldermen to compose a council for the management of the affairs of the town. The Mayor and aldermen shall be elected annually, on the first Monday of April, from among such of the qualified voters of said town hereby incorporated, as shall have resided within the limits thereof at least one month, and shall be housekeepers therein.

Sec. 3. Be it further enacted, That the said Council shall have the power and authority to pass all laws and ordinances, that may be necessary and expedient for the good government of said town, and the preservation of the public morals; Provided, that they are not inconsistent with the constitution and laws of the United States, and the power hereby granted, Provided no law or ordinance in this respect, shall be inconsistent with any law of this Territory—They shall especially have power to regulate, improve, alter, and extend the streets, lanes, avenues, and public squares, and to open new streets, and to cause encroachments, obstructions, decayed buildings, and old ruins

to be removed; making the parties injured by any improvement, a just compensation, and charging upon those benefited a reasonable assessment, to be ascertained in such manner, as shall be agreed upon by the parties, or by a jury of twelve men, to be organized in such manner, as, by ordinance, the said council may provide; They shall have power to prevent and abate nuisances, to order and compel the owners or occupants of lots, upon which pools of water are, or are likely to accumulate, to fill them up, to regulate and compel persons by ordinances or otherwise, to erect and keep in repair partition fences; and may pass all laws and ordinances that may be necessary to preserve the public health—They shall have authority to guard against the introduction of infectious or malignant diseases, and for this purpose, may prohibit or regulate the ingress, or approach of vessels into the waters within the limits of said corporation, and whenever necessary, may compel them under fixed and certain penalties to perform quarantine, and observe such other rules and regulations, as to the said Council may seem proper by ordinance to establish. They may construct wharves, keys, and docks, and regulate wharfage, dockage, and mooring and anchoring vessels, erect bridges and ferries and establish the rates of ferriage and tolls; They may erect all necessary public buildings, and dispose of the same as the interests of the town may require; and make and sink wells, erect pumps, dry drains, and do and perform all such other act or acts, as shall seem necessary, and be best adapted to the improvement and general interests of the town, and pass all necessary laws to guard against fires, and to ensure the sweeping of chimneys; they may establish and regulate markets, and require all persons bringing fresh provisions into the town, to exhibit them for sale at proper market hours, establish and regulate the weight and assize of bread, the inspection of provisions and other produce, being the growth or manufacture of the Territory, that may be brought in said town for sale, or which may be sent from it; the gauging of liquors, the measuring or weighing of any articles of produce or merchandise, and the storing of gunpowder; and all naval and military stores, not the property of the United States. They shall have the power to tax auctioneers, and license and tax retailers of goods, and liquors, hawkers, peddlers, tavern and public boarding house keepers, hackney carriages, carts and drays; restrain lotteries, tippling houses, gaming houses, houses of ill fame, and theatrical or other public exhibitions, suppress riots and disorderly assemblies, and may provide for the punishment of all persons guilty of breaches of the peace, within the limits of said town, by fine and imprisonment; Provided the fine shall in no case exceed five dollars and the imprisonment five days.

Sec. 4. Be it further enacted, That the said Town-council shall further have the power and authority to provide by tax, or otherwise, a fund for the support of the poor, the infirm, the diseased and insane; to establish public schools and provide for their maintenance, and to

organize patrols, and provide for the punishment of negroes and persons of color.

Sec. 5. Be it further enacted, That the said Council shall have the power to assess, levy, and enforce the collection of all taxes, and other impositions, as may be necessary for the support of the government of said Town, and the improvements thereof—Provided, that no higher rate of tax shall be levied upon real estate than one half of one per cent on the assessed value thereof, to be determined by assessors chosen in such manner as said council may provide, and the said taxes to be collected by distress and sale, after default shall be made in the payment thereof, in the most convenient and least expensive way, as to the said mayor and aldermen shall be deemed expedient—and the said council shall have power further to provide for the trial of all offenses that may arise under the ordinance of said town, and shall enforce the collection of all fines and penalties that may arise as aforesaid, in such manner as said council by ordinance may provide.

Sec. 6. Be it further enacted, That it shall be the duty of the mayor to see that the ordinances of the town are faithfully executed, recommend for appointment all necessary town officers and report and cause their removal, whenever by negligence or misconduct the interests of the town may require it—he shall preside at all meetings of the board, and propose such measures as he shall think important to the public interest, but shall only be entitled to a casting vote, and shall have power to convene the board whenever it may be deemed necessary—he shall have, possess, exercise and enjoy all the powers, duties and privileges and receive the same compensation as a justice of the peace.

Sec. 7. Be it further enacted, That the mayor and two aldermen shall form a quorum for the transaction of all business; they may compel the attendance of their absent members, under such pains and penalties as by the rules may be prescribed; judge of the qualification of members, and of the sufficiency, correctness, or regularity of election returns; settle their own rules of proceeding, and upon the recommendation of the mayor, appoint and remove all officers, and fix their compensation, and establish such fees as may or ought to be allowed for such services, as may be required of them—their meetings shall be public, and they shall cause a journal of their proceedings to be kept and regularly authenticated by the signatures of the mayor and clerk, which shall be kept open for the inspection of all who may be interested in the proceedings of said council: The ayes and noes upon any question, shall be entered upon their journals upon a call of any two members—they shall make public all their ordinances and resolutions, before they shall have force and efficacy, by posting written copies thereof in two or more public places in said town.

Sec. 8. Be it further enacted, That all white male inhabitants of the age of twenty one years and over, who shall have resided within the said town, at last one month immediately preceding the day of

election, shall be entitled to vote for mayor and aldermen, they being citizens of the United States—All votes shall be given by ballot.

Sec. 9. Be it further enacted, That the elections shall be conducted by three inspectors, to be appointed at least two weeks before the day of election, by the mayor; the said mayor shall also appoint the place of holding the said election, and give public notice thereof for the like period of time.

Sec. 10. Be it further enacted, That the said inspectors shall be judges of the qualifications of voters; and it shall be the duty of them, or any two of them, on the day appointed by law for holding the elections, to open the poll for the reception of votes, and to cause the names of voters to be recorded in a book to be kept for that purpose, which shall be deposited at the close of election amongst the archives of the corporation; the polls shall open at nine o'clock in the morning, and close at five o'clock in the afternoon, after which the inspectors shall proceed to count the votes, and declare the persons elected, as mayor and aldermen, and make out a written certificate thereof, at the foot of the poll list, and deliver a copy to the mayor elect, who, upon receipt thereof, shall signify his acceptance or refusal.

Sec. 11. Be it further enacted, That if the said mayor elect shall signify his acceptance of said office, the former mayor shall as soon as practicable, at any time within five days, assemble the board, and in their presence, administer to him the following oath: "I, A. B. do solemnly swear, or affirm, that I will to the utmost of my power support, advance and defend the interests, peace and good order of the town of Jacksonville, and faithfully discharge the duties of mayor of said Town, during my continuance in office; and I do further swear, that I will support the Constitution of the United States"; and the Mayor elect, upon being thus qualified, shall then administer the like oath to the aldermen elect, and thereupon the duties of the former board shall cease.

Sec. 12. Be it further enacted, That if the Mayor elect, or any of the Aldermen, shall decline to accept the office to which he or they may have been elected, or if accepting any or either of them, shall not qualify, by taking the prescribed oaths, within five days, that then the Mayor in office, or any person exercising the duties thereof, shall by proclamation, direct an election to be held for supplying such seats in the board as may be vacant, giving at least one week's notice thereof, designating at the same time, the persons appointed to superintend and conduct said election.

Sec. 13. Be it further enacted, That if the office of Mayor, or any Alderman, shall at any time become vacant, by death, resignation, removal, or otherwise, it shall be the duty of the Mayor, or the person exercising the duties of mayor, agreeably to this act, in like manner as is provided in the preceding section, to order a new election to fill such vacancy or vacancies.

Sec. 14. Be it further enacted, That Isaiah D. Hart, John L. Doggett, and Henry H. Burritt, be and they, or any two of them, are

hereby appointed inspectors to superintend the election for Mayor and Councilmen, on the first Monday in April, 1832: Provided, that nothing hereby enacted shall be construed to exclude the legislature of this Territory from the right to repeal, alter, or modify this act as it may deem proper.

Passed Feb. 9, 1832.

Approved Feb. 11, 1832.

The town limits were greatly enlarged by the charter. Jacksonville now embraced the territory between Hogans and McCoys Creeks south of about Church Street. The election was held in accordance with the provisions of the charter and William J. Mills was elected mayor; he was therefore the first mayor of Jacksonville.

Jacksonville was the ninth town incorporated in Florida. Those previously chartered were: St. Augustine, Pensacola, Fernandina, Key West, Quincy, Magnolia, Apalachicola, and Ochesee.^b

1832-1835

During the period between the incorporation of Jacksonville (1832) and the outbreak of the Seminole war (1835) the village increased in population, almost doubling in size. In 1834 plans were laid for a railroad from Jacksonville to Tallahassee, later to be extended to the gulf coast. The company organized as the Florida Peninsular & Jacksonville Railroad Company, and among the directors were J. B. Lancaster, I. D. Hart, W. J. Mills, F. Bethune, and Stephen Eddy all of Jacksonville. The capital was limited to \$1,000,000,^c a sum almost unheard of in that day, yet these men were in earnest about the matter.

In 1835, the Bank of Jacksonville was incorporated with a capital of \$75,000,^b though it did not open until 1837.

In January, 1835, Lorenzo Currier, of Boston, published the first issue of the Jacksonville Courier, an ably edited weekly newspaper.^d

There is a record that S. L. Burritt & Co. embarked about this time in a wholesale trade with Cuba and thereby laid the foundation for Jacksonville's claim to the wholesale distributing center of Florida. They shipped lumber, barrelled fish and other goods to Cuba and brought back sugar, coffee, rum, molasses, salt, cigars, fruit, etc. This firm brought in on one occasion a vessel load of sugar, the first

cargo of sugar ever brought here, and greatly overstocked the market in all this part of the country.^a

Jacksonville in 1835 was probably a place of 250 people, far too small in itself to warrant the establishment of a bank and a newspaper, or even to think about building a million dollar railroad; but settled all around, both up and down the river, were men wealthy for that day, who transacted their commercial and legal business here, and it was their support as well as the progressive spirit of the citizens of Jacksonville that inspired these important measures. They were drawn into the whirl of enthusiasm and speculation that was sweeping the country about that time and which ended in the panic of 1837-40.

Great Freeze of 1835

February 8, 1835, was the coldest day ever known, before or since, in this section. At 8 o'clock that morning the thermometer stood at 8 degrees above zero, Fahrenheit, and the actual minimum was undoubtedly lower. Along the river bank the water was frozen several rods from the shore and afforded the inhabitants a spectacle as new as it was distressing. Fruit trees of every description were destroyed, roots and all, and even some of the forest trees were killed by the cold. This freeze is the basis for all subsequent comparisons.^e

Bibliography, Chapter VI

^aWebb's History of Florida; ^bActs of Territorial Council; ^cJacksonville Tri-weekly Sun, Feb. 19, 1876; ^dCopies are still in existence; ^eRecords in possession of Weather Bureau.

CHAPTER VII

THE SEMINOLE WAR PERIOD^a

*Gradually the Seminoles were driven southward in advance of the white man as settlement in the peninsula of Florida increased. Finally the desire arose to get rid of the Seminoles altogether and they were enticed into an agreement to emigrate to the West and occupy lands in what is now Indian Territory. Some of the chiefs, among them the famous Osceola, did not enter into this agreement to emigrate, and when the time came for them to go they refused. The attempt to force the removal brought on the Seminole war, which developed into the longest and most disastrous Indian war in the history of the United States.

In the summer of 1835, it was known that the Indians were on the verge of outbreak, but every one thought the war would be of short duration and after a few skirmishes the Indians would be so badly punished they would be glad to emigrate to the West. A prolonged war was simply out of the question from the view-point of the whites. Planters went about their farm operations as usual and trade with the interior continued unabated. In the fall there were ominous mutterings of coming trouble, still the popular belief was that it would not last long. Short-time volunteers were called for to frighten the Indians into agreeing to emigrate.

The war opened December 29, 1835, when Osceola and twenty followers shot and killed General Wiley Thompson and others at Fort King, now Ocala, and Major Dade's command was massacred in Sumter County, near the present town of Bushnell, two separate events on the same day. The news of these disasters spread through the country like wild-fire. People everywhere in the interior abandoned their homes and collected in the towns for protection. Many of them came to Black Creek and on to Jacksonville. Trade with the interior gradually ceased, and although it was expected that hostilities would be confined to the middle portion of the peninsula, the stoppage of trade with the interior, a large portion of which was handled through Jacksonville, was perceptibly felt in business circles here.

The Block House

The Governor of Florida issued a proclamation to the people advising them to build block houses in every community, as a means of protection against the Indians. One was built in Jacksonville, probably in 1836, at the northeast corner of Ocean and Monroe Streets. This structure was one of the famous buildings here and is mentioned in nearly every account of the early town. It was a structure of logs—a large square room raised high above the ground on a pedestal-like base. It was entered through a door in the floor, by means of a ladder. In the event of attack, the ladder could be drawn up and the opening closed. Portholes were provided on all sides, and also in the floor, through which to shoot. The object of the overhanging construction was to prevent its being set on fire, since in trying to fire the house an Indian could be shot from overhead. The block house stood at what was then the frontier of the town. All north and west of it was barren waste. Every rumor of Indians in this section caused the timid residents to seek its protection at dark. Sentries did guard duty at night and “many an amusing scene could they relate, caused by the electric imagination of the weak-nerved when it came their turn to go on post”.^b During its fifteen years of existence the block house served the community well, first as a fort and then as a place for holding religious services.

Jacksonville was a supply depot during the war, sub-commissary to the chief post at Middleburg. The government built a long one-story wooden building on the south side of Bay Street, between Main and Laura, near Laura, as a storage for supplies. This was popularly called the “government building”. It was built high above the marsh—for that region was then nothing more than marsh land, and along the Bay Street side a raised sidewalk furnished an entrance. This building stood for many years.

Attacks by the Indians

In the summer of 1836, roving bands of Indians attacked and destroyed several plantations along the lower St. Johns, among them those of Colonel Hallowes and Mr. Travers. They also appeared here and there in Western Florida, between the Suwanee River and Tallahassee. The settlements in the Black Creek country and on the east side of the St.

Johns above Jacksonville had, many of them, been broken up, although a few planters who had been kind to the Seminoles, remained on their farms and were never molested.

On September 15, 1836, a band of Indians attacked the house of a Mr. Higginbotham seven miles west of Jacksonville, but they were driven off by members of the household, who barricaded themselves in the house and fired at the Indians. After the Indians left, Mr. Higginbotham rode post-haste to Jacksonville to give the alarm, and Major Hart and twelve men immediately went in pursuit. Major Hart's party found all well at the Higginbotham home and pushed on down the trail toward the Tallahassee road. When they reached the Fleming Johns farm they found the house a heap of smoking ruins in which were the charred remains of Mr. Johns. Several miles farther on, at Mr. Sparkman's, they found Mrs. Johns, severely wounded, but still alive. Mr. and Mrs. Johns were attacked at 10 o'clock in the forenoon, while they were in the yard of their home, and although Mr. Johns was shot through the chest, both he and his wife managed to reach the house and close the door. The Indians broke open the door and shot Mr. Johns dead. They dragged his wife to the door and told her to go, but at that moment an Indian shot her through the arm and neck. She fell through the doorway, but they dragged her back into the house and with a large butcher knife scalped her. They then plundered the house and set fire to it. Mrs. Johns, though greatly weakened from loss of blood, managed to crawl out of the burning house after the Indians left. Fainting from weakness at frequent intervals, she at last reached a nearby swamp, got some water, and lay down to die. Here searchers found her at 2 p. m. They took her on a horse and conveyed her to a neighbor's, Mr. Sparkman's, several miles away. She was later removed to Jacksonville and placed in a comfortable boarding house, where medical attendance and humane attention soon relieved her of much of her physical suffering and she finally recovered.^c

An Englishman persuaded Mrs. Johns to go to Washington to apply for a pension. Her likeness was taken and hung in the capitol. She was afterward exhibited, but the Englishman ran off with the money. Mrs. Johns then returned to Savannah where she married a man named Mathas. Some years later Mathas was stabbed by a crazy man and died in

Savannah. Mrs. Mathas returned to Florida and died here in 1874.^d

The year 1836 closed with the Indians holding their own everywhere. They overran the country, killing express riders, attacking wagon trains, and burning farm houses, and as a result no operations, except those of a military nature, were carried on in the country districts. The comparatively extensive trade that Jacksonville had enjoyed with the interior was entirely destroyed, and on account of the public unrest such enterprises as were contemplated were abandoned. Instead of being a small affair that would terminate with a display of force and a few volleys from the troops, the war wore on for seven years. As time went by, however, the field of operations receded from this section and went farther and farther southward.

Panic of 1837

In 1830, there began an era of extravagant speculation and reckless enterprise in the United States. Population was increasing and production was increasing even faster than population. As the means of communication between producer and consumer were decidedly inadequate, a universal need was felt for transportation facilities that would insure quick delivery at moderate prices. The popular demand for railroad and canal construction became so great that conservatism and good judgment were swept aside. States, cities, and towns all over the country were drawn into the whirl of enthusiasm, and many of them made large bond issues to carry on the work of construction. Naturally business in all lines became inflated, and when such is the case a crisis is inevitable. An over production in the cotton crop of 1836 caused a drop in prices and hastened the panic that had its beginning in 1837. During the hard times that followed many of the States had to resort to extraordinary measures to pay the interest on their debts, and some actually repudiated their debts and refused to pay. The States had issued bonds in the aid of the construction of railroads and canals, and in the South especially subscribed to bank stock for the purchase of which they also issued bonds. Therefore, many bank failures occurred when the crash came.^e Florida had a better excuse for repudiating her debts than the other States, as the disastrous Indian war, which was

still going on, had cleaned out her treasury. Jacksonville had experienced the inflation and she was feeling the result. The ambitious enterprises that had been planned were abandoned.

There was, though, another side to it for Jacksonville. Besides the army officers and troops that came to the State, the war drew many people here, desirable citizens and adventurers alike, for there is something about a new country like Florida was at that time, that lures people. The adventurers did not settle and left when peace was at last restored, while a number of good people stayed and made this their permanent home. The effects of the panic gradually wore away and the zone of hostilities receded until the town returned to almost normal business conditions, despite the fact that roving bands of Indians still made an occasional attack upon some outlying settlement. Trade with nearby points was resumed and gradually extended to the interior.

Some light is thrown upon the conditions in this section in letters from Mandarin about this period; the following are excerpts:^f

Mandarin, March 13, 1839.

* * * But I must broach the all absorbing, all exciting theme—the mulberry. I thought when at New York I had made a good contract, but it has proved far otherwise, for I found much to my surprise that the fever was raging higher here than at Hartford or New York, for not only had some of the mulberry planters returned from travelling at the North, but several Northern men had come here to buy mulberry and plant here to avail themselves of our climate; so instead of finding plenty of opportunities for buying cheap, as I had every reason to expect, I found only buyers riding through the country in search of it. This was a double disappointment, for in the first place I had formed a plan * * * to purchase up all the mulberry in my neighborhood as soon as I arrived and with my own take it to New York and make quite a speculation with it * * *. I have barely time to say that I have sold what I could spare and reserved enough to make a great number this season, but such was my fear that something might occur to reduce the price * * * that I sold them too soon and did not get more than half as much as I might soon after, for such is the rage for planting that they have risen to the enormous price of 3 cents an eye for cuttings. The Davenportes have shipped a great quantity. One lot of trees at St. Augustine sold for \$50,000.

Mandarin, July 10, 1840.

* * * The unaccountable or rather abominable circumstances of the war, keeping me out of the possession of my place and the total failure of the mulberry market, deprives me of all resources for the present.

* * * Neither can I do anything at improving my orange grove without exposing myself to danger, for Indians are bolder than ever. They have dispersed themselves into small parties and prowl about like wild beasts. They have committed murders near us upon the public roads that have been travelled in safety until this season and the prospect never has been darker than the present for its termination. There is no way to account for this state of things, but by the political condition of our country, being on the eve of a presidential election. * * *

(Near) Mandarin, Jan'y. 1, 1842.

* * * You will doubtless think I had some cause for melancholy reflections when I tell you that I was but little better than a guard for protection—the Indians came into the very neighborhood of Mandarin, murdered one family and plundered and burnt out three, and that I had just gotten settled at my place again after spending 2 or 3 months' time and some money. This is the third time I have been obliged to abandon my place and sacrifice time, money, and everything but my life. * * * In all former wars with the Indians they never were known to come into Mandarin settlement before. And during this war of more than six years they never have come nearer than Julington Creek (to my neighbor, Mott, adjoining me); therefore at this late period when this part of the country had been so long quiet the inhabitants of Mandarin thought no more of Indians than if there were none in the Territory, but now their fears are as great or greater than at any time since the war broke out. It had been long reported and was generally believed that the troops had gotten almost all the Indians out of the Territory and that the war would soon be terminated. But alas! we have just experienced another cruel disappointment and there is no more security or prospect for its termination than at its commencement. * * * I have barely room to say that the creeping, skulking Indians never would have ventured into Mandarin settlement but that there are no troops within 100 miles (20 or 30 except); they were all taken south in pursuit of Sam Jones and his warriors. I hear that troops are on their way to be stationed near us for our protection. If so I may return to my place, for all that return to reoccupy their places are now furnished with provisions till the next crop season. * * *

Bibliography, Chapter VII

^aSee histories of Sprague, Williams, and Coe in relation to the Seminole war; ^bHistory of Florida, Webb; ^cTerritory of Florida, Williams; ^dNewspaper account written by nephew of Mrs. Mathas; ^eInternational Encyclopedia, see "Crisis", "Reputation," etc.; ^fLetters of J. P. Belknap in possession of M. A. Brown of Jacksonville.

CHAPTER VIII

IN THE FORTIES

With the ending of the Seminole war and the recovery of the country from the hard times following the panic Jacksonville's growth became more pronounced. In 1842 the population was 450 and in 1847 it was 750,^a an increase in five years of 67%. Though much smaller in population than St. Augustine, Jacksonville had by this time come to be considered the most important town in East Florida, on account of its location with respect to marketing the principal revenue-producing commodity of the time—cotton. Cotton was grown extensively on the plantations of this section and it was brought to Jacksonville and shipped from this point by sailing vessel. A considerable amount of timber was also shipped from here.^b Thus Jacksonville grew to be the trading point for a large surrounding territory. Steamer communication with Savannah was more or less regular on a weekly schedule bringing the mail, and a steamboat made weekly trips up the river as far as Enterprise. These boats were small, but they marked the beginning of a most important transportation facility for Jacksonville, which later on contributed largely to its growth.

Local Conditions in the Early 1840's

The dwellings here were mostly one story wooden structures of rough boards as there were no planing mills then. Many of them were unplastered. Stoves had not come into use; the fireplace was the only means of heating and this was looked upon as a luxury for the well-to-do. The stores were rough buildings with rude fittings. The ordinary necessities could be purchased in the town; most of the stores carried general stocks,^c and from the rear of many of them came that unmistakable odor that permeates the air where whiskey kegs are kept. The stores usually closed at dusk; the stillness of the town at night after 9 o'clock, the curfew hour, signified that Jacksonville had gone to bed.^d

There was an event known to have occurred in the early 1840's that must have shaken the community with excitement.

The Pelot-Babcock Duel

This was a fatal duel between two citizens that had been the best of friends. They had been drinking and during a game of billiards a controversy arose and the lie was passed. In that day to call a man a liar was equivalent to a challenge, and this case was not an exception. The principals were Dr. Pelot and Mr. Babcock, both residents of Jacksonville. Rifles were agreed upon as the weapons, the duel to be fought at 100 paces. Amelia Island was chosen as the place. For ten days the principals practiced for the affair. They met at the appointed time and place. The day was raw and very cold. The paces were stepped off and each principal received his instructions. At the word both fired simultaneously. Pelot fell, shot through the stomach, the ball severing the spine; he died shortly afterward. Dr. Henry D. Holland of Jacksonville was Dr. Pelot's second. Babcock went to New Orleans where, in utter grief, he drank himself to death.

*The code of ethics under which men lived in those days was undoubtedly wrong in some respects, but certainly not in all. Much of it was founded upon the principle of morality in the truest sense. It was an honor system backed by public sentiment, without which no law is effective. Drinking was their sin.

This incident in the life of the early town was of the nature to be perpetuated in the memory of the citizens, and the succeeding generation became familiar with the circumstances through hearsay. The account here given was written by a citizen of Jacksonville at the time.

First Bulkhead

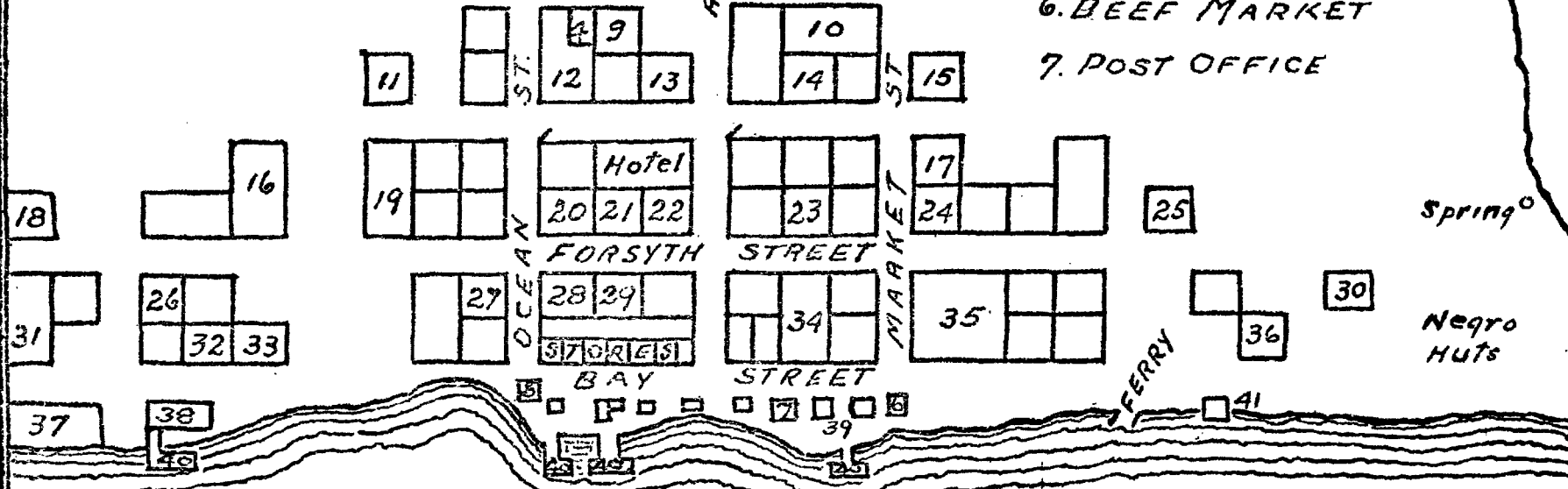
During a gale in October, 1846, the water from the river was backed up by the wind until it reached across Forsyth Street; water stood in the stores on Bay Street two feet deep. The brig "Virginia", owned by Capt. Willey, dragged her anchors and was driven from the foot of Market Street into Ocean Street, her bowsprit extending across Bay. This led two years later to the bulkheading and straightening of the river front from Ocean to what is now Main Street. Hewn logs were laid one upon the other and fastened together by staples and chains. It was called a "buttment" and served the purpose for a long time.^f

MAP of JACKSONVILLE
 1847 EAST FLORIDA
 Negro Huts

1. ROMAN CATHOLIC CH.
2. METHODIST CH.
3. EPISCOPAL CH.
4. NEGRO
5. FISH MARKET
6. BEEF MARKET
7. POST OFFICE



Road to Panama Mills



History of Jacksonville
 By T. Frederick Davis
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ST. JOHNS RIVER

Map of 1847

The map of Jacksonville of 1847 was drawn by N. R. Child, probably early in that year. The original was in the possession of Dr. A. S. Baldwin and a reproduction of it was published in the Times-Union; the copy here published is based on the reproduction. The names of some of Jacksonville's residents appear on the map and are here represented by the numbers corresponding to the following:

8 Judge Daniel	17 I. O. O. F. Lodge	26 Col. Hart	35 Burritt
9 Poinsett	18 Hart's Office	27 Reed	36 Burt
10 Col. Lancaster	19 Holmes	28 Anderson	37 Capt. L'Engle
11 McQuen	20 Kipp	29 Douglas	38 Holmes' store
12 Capt. Congar	21 Barbee	30 M. R. C.	39 Capt. Willey
13 Duval	22 Holland	31 Judge Crabtree	40 Wharf
14 Livingston	23 Goff	32 Dorman	41 Kipp's shop
15 Fennimore	24 Court House	33 Dr. Baldwin	
16 Mr. Jack	25 Davids	34 Frazer	

Newspapers and Politics

With the exception of 1841-2, Jacksonville had a weekly newspaper during nearly all of this period, and after 1848, there were two here. In the winter of 1842-3, George M. Grouard, of Washington, D. C., established the *Tropical Plant*; he published the paper until 1845. I. D. Hart, who was running for (probably a State) office at the time, started what he called the "*Florida Whig and People's Advocate*" in the interest of his candidacy—he was a Whig. This paper became defunct in about 30 days. In the fall of 1845, the *News* was moved from St. Augustine to Jacksonville and published by A. C. Gillett and A. B. Hazzard; it was Democratic in politics. In 1848, the *Florida Republican* was established with Columbus Drew as editor. At this time national politics and policies were undergoing an upheaval and the two local papers were frequently engaged in a spicy newspaper war in the interest of their respective parties. They did not print much local news and often used a considerable amount of "clipped" matter; yet it is remarkable that Jacksonville with a population less than a thousand should offer inducements for the support of two good newspapers.

First Epidemic

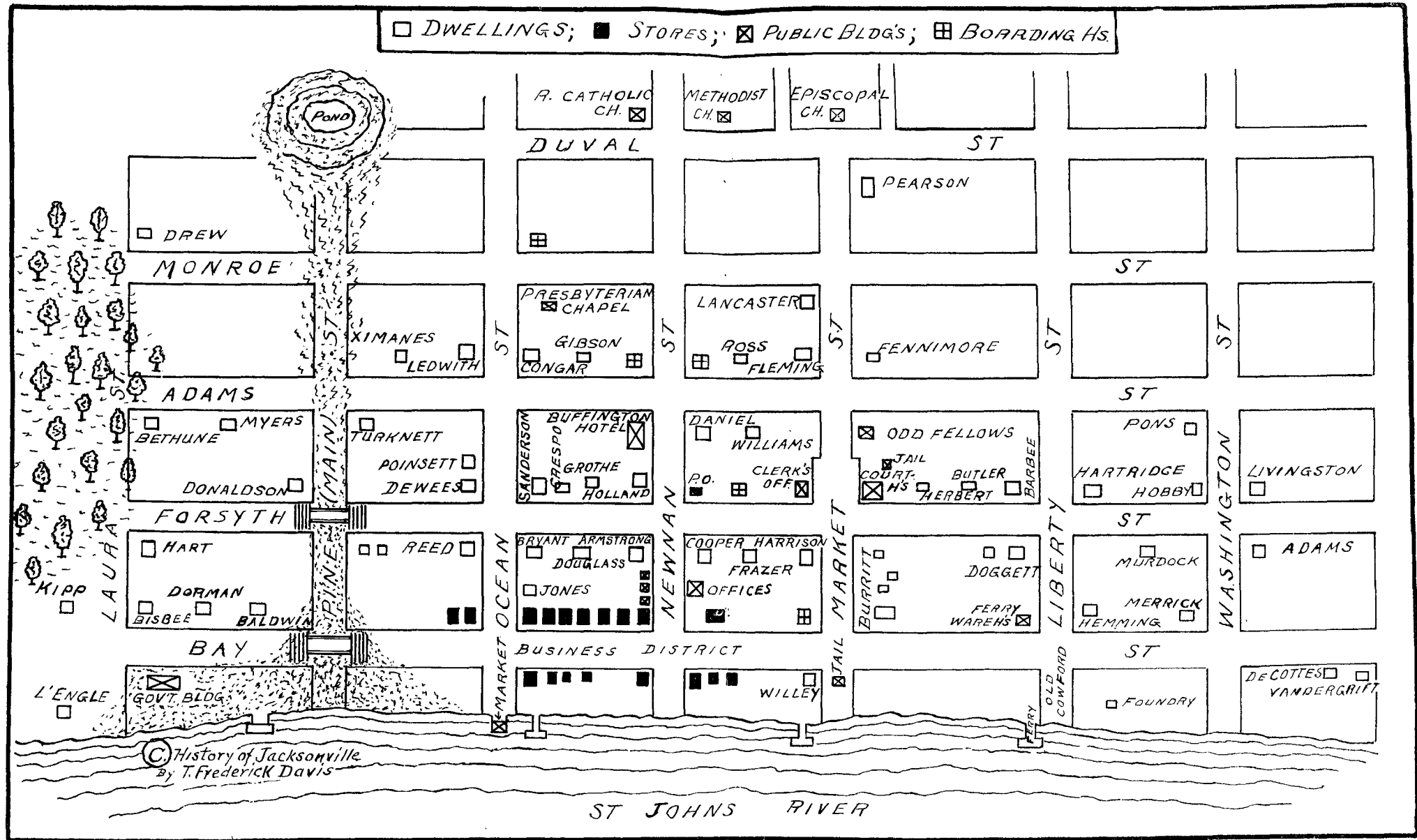
In 1849, an epidemic of what was called "Broken-bone Fever" started in Jacksonville. It was so general that in many families all members of the household were sick at the same time. Fortunately the epidemic was of short duration and no deaths occurred as a result of the visitation. This was probably a mild form of what is now called dengue.

Jacksonville passed through this period 1840-1850 without any serious set-backs to its growth and advanced its position from a village to that of a small town. In the latter half of the decade the timber business began to come forward as a large industry, which developed into a relatively enormous lumber business in the 1850's.^f

Bibliography, Chapter VIII

^aColumbus Drew; ^bNewspapers of the period; ^c*Florida Union*, March, 1881; ^dIndicated in early accounts; ^eH. S. Farrar; ^f"Recollections."

JACKSONVILLE IN THE EARLY 1850's



Between Duval and Church Streets near Pine (now Main) was a pond where the sportsmen of Jacksonville used to shoot ducks. The drainage was down Pine Street to the river, and south of Adams Street was a quagmire. Wooden bridges were built across Pine Street at Forsyth and at Bay.

The business district was Bay Street between Newnan and Ocean. It was a pastime to stand in the rear doors of the stores on the south side of Bay Street and practice marksmanship with rifle and pistol upon the alligators that came out to sun themselves on the banks of the St. Johns.

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CHAPTER IX

JACKSONVILLE IN THE EARLY FIFTIES

The built-up portion of the town was bounded by Washington Street on the east, Laura on the west, Duval on the north, and the river on the south.

Bay Street, South Side

There were neither wharves nor stores on the south side of Bay Street between Ocean and Laura, except a long one-story, wooden building near Laura, called the "government building", built by the United States government during the Seminole Indian war as a commissary for supplies. Just west of Pine (Main), on the river front stood a saw mill operated by J. B. Barbee. Fire destroyed it at an early date, consuming with it a human being, one of the sorrowful events of those early times.

Across Ocean Street on the south side of Bay, east, Thomas Ledwith had a store and a wharf; he was succeeded by Alsop & Bours. Several other stores occupied this block, among them Gunby & Fernandez, later Fernandez & Bisbee, and later still Bisbee & Canova. East of this store was that of S. N. Williams, and near the corner of Newnan was McRory's book store. The first brick building built in Jacksonville adjoined the Ledwith store and was occupied by C. D. Oak, jeweler and watchmaker; this was about 1850.

A building stood on the southeast corner of Newnan and Bay and was occupied from the earliest times, by different parties. Finegan & Belchasse are among the first recalled; later Dr. T. Hartridge. Next to this store was that of Belows; then Santo. Next to Santo was Morris Keil, a small store, tailoring done by husband and the store kept by the wife. Captain Charles Willey had a dwelling on the corner of Market, and a wharf from which he ran a line of sailing vessels to Charleston and another to Key West. These names are remembered in connection with this dwelling: Mrs. Libby, mother of Mrs. Willey; Frances Yale, daughter of Captain Willey. Afterward Columbus Drew, Sr., occupied this house and issued from here a Whig paper called the "Republican".

At the foot of Market Street a fish market stood over the water. This was the first market in the town.

East of Market Street the entire block was vacant. At the foot of Liberty Street there was a ferry to cross the river, operated to connect with the road to St. Augustine. A garrison was kept at Fort Marion at that time and cattle were forded at this ferry and driven to St. Augustine to furnish beef for the soldiers. Lighters conveyed passengers, vehicles, and freight across.

The block east of Liberty Street contained a fine grove of trees. Public, out-of-door functions, such as barbecues, Fourth of July celebrations, etc., were generally held here. There was only one small building on the block—a carpenter's shop near the water's edge.

East of Washington Street, the river bank was very much higher, affording a steep sand hill that the children of the neighborhood used as an amusement place, rolling and jumping in the soft, white sand. Beyond this hill E. A. DeCottes had a dwelling, and on the corner of Bay and Catherine, Stephen Vandergrift and family lived.

The next block was vacant, except a small machine shop near the middle of the block. John Clark's sawmill was near Hogans Creek. Finegan's sawmill was on the river front on the east side of the creek, and his family resided there, including Constantia, Dora, and Martha Travis, daughters of Mrs. Finegan by a former marriage.

Bay Street, North Side

On the north side of Bay Street, westward from Hogans Creek to Catherine Street was a corn field until the early 1850's, when a grist mill was built near the creek. From Catherine to Washington was unoccupied until Tony Canova built a residence at the northeast corner of Washington.

At the northwest corner of Washington Street stood the Merrick House, famous as the "haunted house". Peculiar noises were often heard within, yet no ghosts appeared. Some of the less superstitious said there was an underground river at that point that caused the noises. All was vacant thence to Liberty Street until 1851 or 1852, when J. C. Hemming built a residence on the northeast corner of Liberty.

A store house stood on the northwest corner of Bay and Liberty Streets, used for storing freight awaiting ferriage

across the river, and later as a school house. The Burritt homestead stood near the northeast corner of Bay and Market, and it was the most pretentious house in the town. There were large grounds, with stables, servants' quarters, and Mr. Burritt's law offices. The vacant lot on the river front, also Burritt property, abounding in shrubbery and shade trees, gave beautiful surroundings.

At the northwest corner of Bay and Market Streets, I. D. Hart owned a boarding house, which was kept successively by Mrs. Hatch, Mrs. Flotard, Mrs. Maxey, and Mrs. Taylor, the ownership passing to Mrs. Taylor's daughter, Mrs. Hedrick, in 1853. West of this building was inclosed, but unoccupied—owned by Mrs. Philip Frazer, inherited from her first husband, Captain Zeb Willey. Dr. Byrne built two stores between this inclosure and the corner, probably in 1852.

Across Newnan Street, the entire block to Ocean was occupied by business houses. On the northwest corner of Newnan and Bay, names not remembered until occupied by Paul Canova. Next to the corner was the firm of Miller & Blackwood, wines and liquors; thence west in order were: Dr. Foreman, general merchandise, afterward Gunby; Barnard & Farrar, general store, later Moss & Ambler, later still, Ambler & Hoeg; Rosenthal, the first Hebrew merchant in town; Goff, tailor; and on the corner of Ocean, Mr. Cutter, afterward Morris Keil. The three last stores were owned by Thomas W. Jones.

On the northwest corner of Ocean and Bay Streets, A. M. Reed had a store—groceries and dry goods. West of this was Calvin Oak, gunsmith. From here to Pine Street was unoccupied, in fact Bay Street was almost impassible at this point. A pond of water north of Duval Street drained downward through Pine Street, making a quagmire at its lower end, over which bridges were built across Pine at Bay and at Forsyth Streets. An attempt was made to improve the approaches to the bridges by laying logs lengthways across the street; this "corduroy" construction was very rough.

Across Pine Street Dr. Baldwin owned two lots, the corner being a garden very much in need of drainage. Dr. Baldwin's dwelling was on the next lot; also his office. West of that was a dwelling occupied successively by A. M. Reed, Walter Kipp, Mrs. Herbert, Captain L'Engle, George Powers, and finally

by Judge Rodney Dorman. Cyrus Bisbee owned a dwelling on the northeast corner of Bay and Laura, where he lived many years. This was the western boundary of the town for a long time. Later Mr. Kipp built a residence on the northwest corner of Bay and Laura. Captain L'Engle then lived close to the river across from the Kipps.

Beyond Laura Street there was nothing more until a small creek was crossed where Julia Street is now. Mr. Boulter owned a mill and a dwelling on the west side of this creek; the mill was burned, and the dwelling was afterward occupied by Hal Sadler. Thence to McCoys Creek everything was woods. A rude bridge crossed McCoys Creek near the foot of the present Broad Street, and to the west of this bridge, on the creek was a small house occupied by the Curry family. Across the creek was P. Moody's saw mill and dwelling, and beyond was the Lancaster place, called "Lancaster's Point". Then the plantation of Elias Jaudon, and across McGirts Creek, now Ortega, was the Sadler plantation.

Forsyth Street, South Side

At the southeast corner of Laura and Forsyth, I. D. Hart lived in a large two-story house. Thence to Pine Street was vacant, until Dr. Foreman built on the corner of Pine.

The southeast corner of Pine and Forsyth was owned by the Douglas and Reed families. Stables occupied the corner, with a garden beyond, and a dwelling on the corner of Forsyth and Ocean, where A. M. Reed lived, then Thomas Douglas.

On the southeast corner of Forsyth and Ocean was a very old dwelling, known as the Mills house; it was occupied by different families, among others, Mrs. Bowman, and then J. W. Bryant. Between Forsyth and Bay, on Ocean Street, Thomas W. Jones and family lived on the east side of the street. Next to the Mills house, east on Forsyth, William Douglas lived as early as 1847, and afterward a Ross family. This yard was large and here, under a tent, a traveling daguerreotypist took some fine pictures. This was probably the first artist to come to Jacksonville. Captain Armstrong lived on the southwest corner of Forsyth and Newman; he had no family. Between Forsyth and Bay on Newman there were a few small shops. On the west side were: Captain

John Middleton, small store; Dr. Rex, an office; and Henry Houston, colored, barber shop. On the opposite side of the street was a large building used for offices.

On the southeast corner of Forsyth and Newnan, Judge J. C. Cooper lived. East of this was the Zeb Willey property, known afterward as the Philip Frazer house. Dr. J. D. Mitchell bought here later. Then Mr. Harrison built on the southwest corner of Forsyth and Market, where the law exchange now stands.

Across Market Street were S. L. Burritt's office and grounds, occupying half the block. The Doggett family owned the other, or east half of this block, on which were two houses. The Doggett residence was near the southwest corner of Forsyth and Liberty.

In the middle of the block between Liberty and Washington, the Watermans lived, afterward the Hickmans, and later Dr. Murdock. This was one of the oldest houses in the town. On the southeast corner of Forsyth and Washington was another old house in which Mr. Adams lived, afterward Mr. Gillett, and later the Mooneys. For a long time nothing but a corn field was east of here to Hogans Creek.

Forsyth Street, North Side

On the north side of Forsyth Street, west from Hogans Creek, there was nothing to Washington Street, until Felix Livingston built on the northeast corner of Washington about 1850.

At the northeast corner of Forsyth and Liberty Streets was a very old house of peculiar construction. The foundation was of stone, perhaps six feet high, and on top of this wall was a one-story wooden structure with a piazza on three sides. It was said it was the abode of a sea captain, a buccaneer, who, being too old to follow the sea, amused himself with a spy-glass watching the river above and below. Dr. Theodore Hartridge built on this corner in 1853, at the same time building a smaller house on the northwest corner of Forsyth and Washington for his mother, Mrs. Hobby.

Across Liberty Street Mr. Barbee owned and lived many years. The next lot was owned by John Pons, where also lived his son-in-law, Jack Butler, a lively jovial Irishman so pleasantly remembered by many. A small house west of this was occupied by different ones, the first remembered being

Mrs. Herbert, a school teacher. On the northeast corner of Forsyth and Market stood the court house, and in the court house yard, back from the street, was the jail. The jail was inclosed by a high brick wall, on top of which was a barbette of broken glass.

Across Market Street, on the northwest corner, was the Clerk's Office. Next was the dwelling of Mrs. Maxey. On the northeast corner of Forsyth and Newnan was a small building used by William Grothe as a jewelry shop. The post office was in this building for a long time also.

Dr. H. D. Holland's residence was on the opposite corner, stables on the Forsyth Street side and his office on Newnan. A small house stood on the lot west of Dr. Holland's residence, where William Grothe lived, and next to this was a large two-story house occupied at different times by the Barnards, Crabtrees, Gregorys, Allisons, Hearn, Suttons, and Crespos. On the corner was a dwelling house occupied successively by the Kipps, Flotards, Traceys, Hallidays, and Sandersons.

On the northwest corner of Forsyth and Ocean Mrs. Dewees lived in a large two-story house, and back of her, between Forsyth and Adams, her daughter, Mrs. Poinsett lived, afterward the Kipps, and later the Keils. There were no other houses on Forsyth to Pine Street.

On the northwest corner of Forsyth and Pine was a house occupied by the Donaldsons, later the Thebauts. A small house stood in the middle of the block back from the street, where Jane and Dick, servants of Mrs. Douglas, lived. West of here was a fine grove of trees, where barbecues and celebrations of different kinds were sometimes held. Near the northwest corner of Forsyth and the present Hogan Streets was the site of the old Hogans house.

Adams Street, South Side

Thomas W. Jones built a two-story dwelling on the southeast corner of Adams and Laura in 1850. In 1851, Judge F. Bethune moved from his plantation a few miles up the river and bought this house for a residence. East of this, in the middle of the block, was the Myers dwelling. The southwest corner of Adams and Pine was vacant many years.

The Turknetts lived on the southeast corner of Adams and Pine. A small house, used principally as a servants'

house, stood on the next lot. There was nothing on the southwest corner until 1854.

The southeast corner of Adams and Ocean was vacant a long time, the Crespos later building a boarding house at that point. Two houses owned by Mr. Crespo stood here; the first was burned. In the middle of the block were out-buildings used by the Buffington House, which occupied the southwest corner facing Newnan.

Across Newnan, Stephen Fernandez and family lived; afterward Dr. R. P. Daniel. Next was the dwelling of S. N. Williams. There was nothing on the southwest corner of Market for many years.

The Odd Fellows owned the southeast corner of Adams and Market, but the lodge building was on the inside of the lot facing Market. The lower story of this building was used as a school room, the upper story for the lodge. The corner was inclosed and was used by the children as a play ground. Thence to the southwest corner of Adams and Washington was vacant; here Mr. Pons built at an early date. There was nothing east of this to Hogans Creek.

Adams Street, North Side

Returning west on Adams Street there was nothing between Hogans Creek and the northeast corner of Market, where Mr. Fennimore lived. Mrs. Fennimore was the dress-maker for all the belles of that day.

Across Market were the Flemings; next Captain William Ross, and on the corner of Newnan was a boarding house.

On the northwest corner of Adams and Newnan were the Buffington House stables, afterward converted into a boarding house, called the California House. The weatherboarding on this building was placed up and down—an innovation at that day. Next, the Gibsons, man and wife, lived. An unfortunate mistake disrupted this family. A large boarding house in the town burned and Mr. Gibson was accused of setting it on fire. He was threatened with a coat of tar and feathers unless he left the town. He left and never returned. In later years it developed that a careless servant had placed hot ashes too near the building, causing it to catch on fire. Mr. Congar lived on the northeast corner of Ocean and Adams.

The Ledwiths lived across from the Congars, on the northwest corner, not quite on the corner, as that was a fine plum orchard. Next to the Ledwiths was a Spanish family by the name of Ximanes, whose income was derived from fishing, and the sale of mocking birds to the northern tourists that came here during the winter. The corner of Pine was not occupied, as the land was low and damp.

Monroe Street

Columbus Drew, Sr., was really a pioneer when he built his house at the corner of Monroe and Laura in 1851. East of this there were no buildings to the northeast corner of Ocean, the site of the old block house. Here stood a large building used as a hotel, and conducted successively by Mrs. Coy, Creighton, and Mattair. In the opposite block, south side of Monroe Street, inside from the corner, the Presbyterians had a small meeting house, where weekly prayer meetings were held. Judge Lancaster resided on the southwest corner of Monroe and Market, afterwards the Hearn, Suttons, and Garnies.

Duval Street

The Episcopal church occupied its present site at the head of Market Street. One of the early residences was built at the southeast corner of Duval and Market, and was occupied at different times by J. W. Bryant, Judge Daniel and Judge Pearson. There were two other churches on Duval Street, one near the northeast corner of Newnan, and the other across the street on the northwest corner. Back of this, north, were the homes of the free negroes, mostly west of Ocean Street. These negroes occupied land belonging to I. D. Hart; this quarter was called "Negro Hill".

Bibliography, Chapter IX

Years ago a number of the oldest residents of Jacksonville at the time used to meet and talk over "old times" and their recollections were promptly written down by the Secretary. This remarkable record was preserved by Mrs. W. M. Bostwick and is included in this chapter.

CHAPTER X

1850-1855

The first attempt to beautify the town was in 1850, when April Saurez, an old slave, under the direction of Dr. A. S. Baldwin and Gen. Thomas Ledwith planted the oaks that lined the streets of Jacksonville before the fire of 1901. These trees grew to be the pride of the city; most of them were destroyed in the fire of 1901.

In 1850, the first circular sawmill ever built in East Florida was erected at the mouth of Pottsburg Creek and in the following year John Clark built the second circular sawmill, on East Bay Street, near Hogans Creek. Mr. Clark then added a planing mill, the first in East Florida. About 1853-54 there were five or six sawmills at Jacksonville, and as many more in the immediate vicinity. The lumber industry had grown to be the principal one here. A great quantity of live oak timber was exported annually, for use in the construction of vessels.^a Considerable cotton continued to be brought here for shipment also, Jacksonville being the shipping point for quite a large territory tributary to the St. Johns River. These industries put into circulation much money that naturally found its way into all lines of business. Nearly all the merchants were well-to-do, gauged by the standard of that early time. Business was conducted without rancor and with the utmost integrity. Salaries were not what would now be called large, but the cost of living comfortably was within the reach of all—a condition having an important bearing upon the community. Abject poverty was a state unknown and seldom was a door locked or a window closed out of fear of petty thieving.^b

Relation Between Master and Servant

The question of master and slave was seldom referred to. The master considered it his duty to protect those who served him, and the servant felt that he was accountable for his master's social position and other responsibilities. The slaves were treated with a consideration and trust without a parallel at this day. The children loved their colored "mammies", and the mammies felt that they were respon-

sible for the obedience of the children, "manners" being held at a premium and duty the first consideration.^b

The relation between master and slave differed little from that prevailing in other portions of the South before the war—a sincere and confiding affection on one side, and on the other a kind and considerate regulation of the simple lives reposed in the white owner's care. When an entertainment was given by the colored people, it was not at all unusual for the mistress to lend her jewelry to her maid for the occasion, showing plainly the interest taken in the pleasure of the slaves; and in sickness they were provided for and given the best attention. There were, of course, exceptions in both cases.^b

This advertisement, appearing in the Florida News, a local newspaper, is interesting, indicating as it does, one method of recovering runaway slaves:

Twenty-five Dollars Reward.

RUNAWAY in November last my negro woman HANNAH. She is about 5 ft., 7 or 8 inches high, black, no front teeth and about 40 years of age. Hannah has a mother in Newnansville or Tallahassee known by the name of Mary Ann Sanchez, formerly the property of Roman Sanchez of Newnansville. The above reward will be given upon her being lodged in any jail where I can get her or upon being delivered to me at Palatka or Jacksonville. Louis M. Coxetter.

Jacksonville, June 5, 1852.

The Tallahassee papers will please copy and send their bills to this office.

This same paper contained another item of interest, one that would indicate that the Town Council was composed of citizens serving for the best interest of the community:

Proceedings of the Town Council

Regular Meeting

Council Chamber, August 6, 1852.

Council Met:—Present, His Honor, Henry D. Holland, Intendant;† Messrs. Buffington, Cooper, and Canova, Councilmen.

Mr. Townsend, elected a Councilman to fill the vacancy created by the resignation of Wm. Alsop, appeared for the purpose of taking the oath of office, which was objected to by Councilman Buffington, on the ground of his not possessing the requisite qualifications for the performance of the duties of the office. * * *

Attest, F. C. Barrett, Clerk.

†Mayor.

Transportation

Railroads and the telegraph had not yet come to Jacksonville. Steam packets ran to Savannah and Charleston, and sailing vessels communicated with the more distant cities and the West Indies. It was almost as customary to talk about Hayti and Martinique then as it is about New York today.^b

Communication with the interior of the State was by means of a stage line to Tallahassee and intermediate points. It was a three days' trip, avoided as much as possible, except at court sessions and when the Legislature met. The Central Stage Line ran this advertisement in the Jacksonville paper during the summer of 1852:

Central Stage Line

From Jacksonville to Tallahassee Semi-Weekly

The proprietor takes pleasure in announcing to the public that he has just placed upon the route a new and splendid FOUR HORSE COACH and that he is prepared to convey passengers through in the shortest possible time. He has relays of the best horses at different points, so that no more time is lost than is necessary for their change. The stage leaves Jacksonville every Sunday and Wednesday afternoon, immediately after the arrival of the steamers from Savannah and returns in time to connect with them on their return trips. These steamers connect with others at Savannah for Charleston and New York, thus affording the travelers from the North and others visiting Tallahassee or interior towns of Florida a speedy transit. A coach connects with this line to and from the White Sulphur Springs in Hamilton County.

Fernandez, Bisbee & Co., Agents.

G. R. Fairbanks describes the stage trip as one of "ups and downs, jolts and bumps; roots lying on the surface, the impact with which would send the unprepared passenger up against the top, or with a painful jerk against the standards. The weary drag during the long, dark nights, for the hacks kept on night and day, was an experience to be long remembered".

Smallpox Epidemic

Jacksonville experienced an epidemic of smallpox during the summer of 1853. J. W. Bryant, one of the foremost lawyers in the town, contracted the disease at some place in Georgia, where he had gone on legal business. Upon his return, he was taken sick at the Buffington House, then the

fashionable hotel of Jacksonville. Numerous friends visited him before the case was diagnosed as smallpox, and therefore the epidemic started among prominent people. Those at the Buffington House were the first to take the disease, and soon afterward sporadic cases began to develop until, finally, the epidemic became general among both white and colored. It was severe and a good many deaths resulted, while those who recovered were in many cases badly pitted.^b

Local Conditions in the Early Fifties

It is said that some of the merchants were extremely fond of playing cards, and even during business hours would gather for a quiet game. Should a customer appear, a sentinel placed on watch would report, "Mr. So-and-so, somebody is going in your store", whereupon the game would be temporarily "called". Whenever children or servants were the purchasers, the storekeeper usually gave them a small present, such as a sweet cracker or a piece of candy; this was called "coontra". It has been impossible to trace the derivation of this word, but the custom doubtless originated from the fact that the money divisions in those days were in fractions of a cent, and the small present was given, rather than to consider the fractions in carrying accounts. The silver dollar was the standard, but it was reckoned eight bits, instead of one hundred cents. There were half bits, $6\frac{1}{4}$; bits, $12\frac{1}{2}$; two bits, 25 cents, and so on. If "coontra" was not given to the negroes it was always asked for by them, but the white children were forbidden by their parents to do so, as it was not considered "good manners".^b

About a third of the houses had glass windows. Stoves had not yet come into general use. The stores on Bay street had no way to heat them and when the weather was cold, fires were built in front in the street; here the citizens would collect, crack jokes, and discuss the questions of the day. The town maintained a small market house with one stall, open in the early morning. Beef sold at 4 to 8 cents and pork at 8 to 10 cents a pound. Fish were brought in boats to the shore near the market, the arrival being announced by ringing the market bell, when the people would rush down to purchase. Milk as a commodity was scarce. Collards and sweet potatoes were the vegetables usually offered for public sale.^c

There were no soda fountains in those days, and it was seldom that ice could be obtained. Ice was brought from the North in sailing vessels. Lemonade and tamarind water were the most popular "soft" drinks. The tamarind is a species of bean that grows in the West Indies, and from it a sticky substance exudes. The beans were put into a pitcher and hot water poured over them; this concoction was allowed to cool, when the drink was ready for use. It had a semi-acid taste, and was considered very healthful. Drinking water came from wells and cisterns. Rain water, when filtered through an earthen vessel called a "monkey", was considered a great luxury.^b

In the spring of 1846, Captain John L'Engle bought for \$300 the square bounded on the north by Bay Street, east by Laura, west by Hogan, and south by the river. In 1853, the northwest corner lot at Bay and Market Streets, including a two-story boarding house, was purchased for \$2,500; and A. Judson Day, of Maine, bought half the block, west half, between Julia and Hogan Streets from Forsyth through to the river for \$3,000. A year or so later, the northeast corner of Bay and Ocean was sold to Ambler & Hoeg for \$3,000. Residence lots a few blocks back from Bay Street sold for less than \$100. Springfield was a wilderness and Riverside a corn field. Northwest of Hemming Park, between Forsyth and Church, Clay and Jefferson Streets was a dense swamp, where in places the water stood several feet deep. LaVilla was an island, owing to the course of several small streams that have since been filled in.^f

The building material used in Jacksonville at that time was mostly pitch pine, very inflammable, and as there was no adequate way of controlling large fires, it was but a question of time when the town would suffer a general conflagration. It came on April 5, 1854.

The Great Fire of 1854

A description of this destructive fire was published on the following day in an "Extra" gotten out by the Florida Republican, a copy of which follows, except that typographical errors have been corrected:^g

FLORIDA REPUBLICAN, EXTRA.
Jacksonville, Florida, April 6, 1854.

GREAT AND DISASTROUS CONFLAGRATION

Jacksonville in Ruins.

Seventy Houses Consumed.

Loss over \$300,000.

Two printing offices destroyed.

Yesterday at 1 o'clock p. m., the alarm of fire was given in this town and in four hours afterwards all the business portion of the town was in ruins. The fire originated in S. N. Williams' hay shed, on the wharf, communicated, as is supposed, by a spark from the Charleston steamer "Florida". It extended with astonishing rapidity in every direction, spreading first along the block of stores on the south side of Bay street, between Newnan and Ocean streets; thence communicating with the square opposite on the north which was all consumed; thence with the store of A. M. Keed and the Bank agency adjoining on the west side of Ocean street, which were both destroyed; thence with the square east of Newnan street and fronting on Bay, which contained the large and handsome block known as Byrne's building; nearly the whole square being consumed; at the same time with the buildings on Bay street east of the point at which the fire originated, and of Newnan street, which was at once swept away.

This was principally the course of and the area which has been devastated by the devouring element. The wind was blowing strongly at the time, and caused the course of the fire, at first, to be to the westward by which several private dwellings at the extreme west end of the town, and several stores, Moody's, Holmes's, and Fairbank's mills, and the new hotel of Messrs. Day, were set on fire, but extinguished before any material damage was sustained. Still, the intense heat from the first block was so great that that of itself ignited the squares on the opposite side, and on the east, and the immense amount of goods thrown from the stores along the whole of Bay street, formed from the same cause an immense conflagration of spirits, oil, paints, etc.

By this fire seventy buildings were entirely destroyed. Of these, twenty-three were stores, of the following persons, viz: F. Waver & Co., provisions; C. D. Oak, and Wm. Grothe, jewelers; S. N. Williams, grocer; J. P. Sanderson, dry goods and provisions; Bloodgood & Blouse, do; H. Timanus, do; T. Hartridge, do; J. Mode, dry goods; James Haham, grocer; Mr. Hernandez, tobacconist; C. DeWaal, auctioneer; L. Capella, fruit store; J. Santo, do; A. M. Reed, dry goods and provisions; M. Keil, do; A. B. Hussey, grocer; Mr. Moore, fruit store; J. L. Hogarth, tinner; Ambler & Hoeg, dry goods and provisions; J. L. Ripley, clothing; J. C. Brown, fruit store; L. B. Amerman, dry goods; T. McMillan, druggist; T. G. Myers, grocer; A. C. Acosta, fruit store; J. B. Howell,

grocer; Joseph Hernandez, tailor; C. DeWaal, bakery; Geo. Flagg, jeweler; R. H. Darby, tailor; C. Poetting, boot and shoe maker.

The law offices of Geo. W. Call and G. W. Hawkins and the office of F. C. Barrett, Notary Public, etc., in the Byrne block, were also destroyed, a portion only of their legal and official documents being saved.

The office and warehouse of Mr. Joseph Finegan and the furniture store of L. M. Fulsom, destroyed. McRory's Insurance Agency, office in the Sammis Block, also went by the board, together with a portion of his papers. The Custom-house, Mr. McIntosh's Law office, Capt. Willey's residence, J. Hanham's store and residence, J. Mode's store and elegant residence, as also the law office of P. Frazer, Esq., we note among other buildings destroyed.

The two and only printing offices of the place—the Republican and the News, were consumed, the latter entirely, and but enough of the Republican material has been gleaned from the harvest of the terrible Reaper to furnish this Extra! We shall order new type and a press, however, by the mail for the north tomorrow morning, and hope to be “fully on our feet” again in the course of a month; and in the meantime shall endeavor to issue copies enough of our paper for our exchanges on a foolscap sheet, on an improvised press—our two iron hand presses being utterly wrecked. We therefore throw ourselves upon the indulgence of our advertising and reading patrons “for a little while,” being determined not to desert the “burning ship”—being utterly opposed to any species of “ratting”. As we are doing advertising for merchants in Charleston and Savannah, we request our contemporaries in those cities to note our situation.

The steamer “Florida” was lying at her wharf at the time of the fire, and drew off into the stream as it progressed: the “Seminole” from Savannah bringing the mail (the Gaston being taken off the line) had passed up the river. Every exertion was made by the citizens, firemen, and even the ladies, who were found here and there lending assistance, to arrest the fire, the negroes also laboring faithfully to do their utmost. But the fire became unmanageable, and as the intense heat extended itself, confusion and exhaustion rendered human exertion less efficient. A portion of the fire apparatus unfortunately fell into a situation which brought it in contact with the flames, and it was lost.

Upon the amount of property lost, it is estimated that one-half is insured, some in New York and New England offices, and some in Georgia. The two printing offices were insured, our own for a little more than half its value. We lost all the printing paper, and a large quantity of letter, which we had on hand for jobbing. Our “set up” forms have run into a molten mass.

Mr. Andres Canova was severely burnt and is disabled, and Mr. J. C. Hemming was severely stunned and for some time hurt, but he is now better. We regret also that the family of Mr. Philip Frazer, who were ill, were forced to remove.

Scarlet Fever Epidemic

This was a period of misfortune for Jacksonville, as a severe epidemic of scarlet fever was raging in the town when the fire occurred. There were two versions as to how the fever started here. One is that the infection was introduced by means of a letter written by a lady while holding a baby sick with scarlet fever in her lap. The other is that the nurse one day took little Ally Dell, daughter of Philip Dell, down to the boat yard and it is supposed that the child played with sailors from a vessel lying at the wharf and on which there was a case of scarlet fever. In a few days she was taken desperately ill. Mrs. Mary Turknnett nursed this child and it died in her lap. This was in February, 1854. The attending physician diagnosed the case simply as one of fever, but when the little corpse was prepared for burial, scarlet fever symptoms were noticed in the peeling skin. Mrs. Turknnett shrouded the body, at that time wearing a black woolen skirt. When she returned to her home she hung the skirt up in a closet and did not wear it again for nearly a month. Then she wore it, and in a few days scarlet fever broke out in the family.^b

The disease spread through the town and the type was most malignant. Numbers of persons died, the Turknnett family in particular being afflicted, five grown sons dying within a space of eight days, April 2 to 10, two of them on the same day and were buried from the same bier.^c

Yellow Fever Quarantine

Thus twice had Jacksonville suffered from diseases introduced from outside sources, so when the yellow fever broke out in Savannah in the summer of 1854, the citizens determined to keep it from coming to this place at all hazards. The authorities prohibited the Savannah steamers stopping or even passing by on their way up the river, as it was thought that the yellow fever might be introduced in that way. Captain Nick King, of the Savannah steamer, carried the mail, and he laughed at the proclamation of the citizens prohibiting the passage of steamers by Jacksonville, and passed by heedless of the warning. A party of citizens then got an old condemned cannon, took it to the river bank at the foot of Catherine Street, and loaded it with a 32-pound shot.

About dark the steamer hove in sight coming up the river, close in on the opposite side. When in line with the pointed cannon the gun was fired, the ball passing through the forward gang-way of the vessel. The gun was rapidly loaded again, this time with a 6-pound shot, and fired; the ball passed through the cabin, just grazing the neck of a negro who was in the act of lighting a lamp. When it is considered that the muzzle of the gun was kept in place and moved by a hand spike, this was spectacular shooting. The steamer made no more trips until the epidemic at Savannah was declared at an end,^c and the determination thus displayed by the citizens of Jacksonville in all probability prevented the introduction of the fever in that year.

Bibliography, Chapter X

^aHistory of Florida, Webb; ^bSee bibliography, Chapter IX; ^cReminiscences of an old citizen, Jacksonville Tri-weekly Sun, Jan. 22, Feb. 1, 1876; ^dO. L. Keene in Jacksonville Metropolis, Dec. 12, 1908; ^eSee Florida Reports; ^fReliable data from various sources; ^gThe author possesses a copy of the Extra; ^hShown on map of Jacksonville of 1859.

CHAPTER XI

1855 to 1860

Jacksonville recovered rapidly from its reverses of 1854. Its people with wonderful energy set to work building better stores and houses in the burned area. Larger steamboats and tug boats for towing appeared on the river. The railroad to western Florida was assured and actual work on it was about to begin. Travel from the State and from abroad increased. More interest was taken in Church and school attendance. Prosperity was evident everywhere; the people were united and anything that promised to advance the interest of the town was liberally pushed forward.^a A board of trade was formed to advertise the locality.

Trade

There was a large local trade in furnishing supplies to the mills and loggers, and there was also an extensive river and back-country trade. The country trade came in the well-known country cart, from distances of 60 miles and occasionally 100 miles, bringing in cotton, syrup and country produce and exchanging for goods. Teams of six-mule teams were maintained regularly between Alligator (Lake City) and Jasper and Jacksonville. Owing to the shallowness of the bar large schooners could not come in; the water on the bar at high tide was not more than 10 feet. A cargo of lumber of 100,000 feet was considered tremendous; yet there was an annual exportation of more than 25 million feet.^a

With a property valuation in 1856 of \$400,000 Jacksonville had put its calamities behind it and was looking forward into the future. But the end was not yet.

Another Big Fire

At 4:30 a.m., November 15, 1856, fire broke out in a wooden store on the south side of Bay Street between Pine (Main) and Laura, and before it stopped the entire block was in ashes. The volunteer fire department, with their bucket brigades, had a difficult time in keeping the fire from wiping out the new structures east of Pine Street erected since 1854.^b

Damaging Freeze

January 19th and 20th, 1857, were the coldest days since 1835. Temperatures of 16 and 18 degrees, respectively, were recorded, and ice two inches thick formed on pools and along the margin of the river. People were seen sliding and trying to skate on the ice.^b

Yellow Fever Epidemic of 1857

In the early part of the summer of 1857, an epidemic of yellow fever raged at St. Marys, Ga., and from that place it was brought to Jacksonville in August, it was said later by Nathan Vaught. Mr. Vaught's house stood on a bluff just east of the intersection of Bay and Broad Streets, and it was there that the epidemic started.^f That locality was never considered very healthful; McCoys Creek near-by was a dirty, stagnant stream, and much of the land in the vicinity was low, marsh land. The summer was described as hot and murky, with frequent rains and much decaying vegetable matter. It is a noted fact that three crops of weeds grew during the season, and some people tried to connect this unusual circumstance with the spread of the fever.^e In these surroundings the disease gained a foot-hold. The McFalls lived near the Vaughts and soon took the fever; then it spread to the Currys living close by on the bank of McCoys Creek. In the meantime some of the other residents, both men and ladies, hearing of the distress out there (that section was considered out of town then) went to nurse the sick.^f In this way the contagion spread through the town. Most of the people left, and there was an entire suspension of business. But one store remained open—a drug store conducted by Dr. E. P. Webster. Dr. Webster kept his store open all during the epidemic and dispensed medicines gratuitously to those who did not have the means to pay.^g

During the period of the disease the streets were deserted and grew up in grass. The steamers did not stop here and the town was isolated from the rest of the world. Doctors and clergymen courageously remained, and those of the residents that stayed ministered to and nursed the sick night and day and buried the dead. Clothing and food were freely dispensed to those in need. Never were a people more sympathetic and generous. Fortunately there came an early frost (on October 26th, and on November 20th the temperature

fell to freezing). There were 127 deaths, a fearful death rate, when it is considered that not more than 600 people had the fever.^a An idea of the malignity of the disease may be gained from the mortality in the Mott family, composed of twelve members, all of whom had the fever and nearly all of them died. The Turknnett family, that had suffered so severely in the scarlet fever epidemic of 1854, lost two more members by yellow fever.^e Numbers of the best citizens met death upon the altar of brotherly love. The grave stones in the old city cemetery bear mute witness to the terrible visitation.

Some of the ignorant persons looked upon the spread of the disease with reverential fear and considered it a visitation of The Almighty.^e Others thought it was due to the excavation being made for the railroad through wet and marshy land, thus exposing the freshly dug soil to the hot and sultry weather, thereby causing a malarious atmosphere. Still others advanced the idea that it might have originated at the old market, and cautioned the authorities to permit nothing that might be detrimental to the public health to exist there, especially in hot weather. But there was a pathetic feeling of dread and doubt, common to all in regard to the proper treatment of the fever and the best method by which to combat its spread.^a

With the approach of cold weather, the residents began to return, and in the course of time the conditions that had existed before the epidemic were resumed. The lumber industry recovered from the depression of 1857, and a succession of good crop years again placed everything upon the high road of prosperity.^a

And so, armed with Faith and Pluck, these early citizens won their fight with Adversity.

New wharves and business houses were built, as were residences of a better class than had previously existed. Streets were opened and extended, and there was a general improvement in walks and roads. The city was governed without paid officials, only the marshal receiving a small salary for his services, and taxation was not burdensome.^a

In 1858, there were built here a large barque, called the American Eagle, and a schooner, the Martha. The Martha was lost at sea in May, 1876. What became of the American Eagle is not known.^c

Town Ordinances
(Of record in 1859)

These old laws are interesting and valuable historical records, furnishing a good insight into the spirit of the time. Under the town charter fines for violation of the town ordinances were limited to not exceeding \$100 for each violation, and imprisonment to not exceeding 30 days. Running at random through them we find:²

An Ordinance Relating to Abusive Language and Drunkenness: Be it ordained by the intendant (mayor) and councilmen of the town of Jacksonville, That any person or persons who shall be guilty of using any abusive or provoking language to any other person or persons, or of making any threats of violence, or of making use of any obscene language, or of immoral conduct, or of profane cursing or swearing, or being drunk in the streets, or of making any noise or disturbance calculated to disturb the public peace and quiet, or of aiding or abetting or being guilty of a riot within the limits of the town of Jacksonville, on conviction thereof shall, at the discretion of the intendant, be fined for each and every offence herein enumerated, not exceeding fifty dollars, or imprisoned not more than fifteen days.

An Ordinance Relating to Sale of Beef: Be it ordained by the intendant and councilmen of the town of Jacksonville, That any person or persons, bringing beef, pork, or mutton, to sell at the public market of said town, shall ring the market bell, at least one minute before exposing the same for sale, and shall remain at the market at least one hour after ringing said bell, unless he sooner dispose of said meats, and shall also bring the hide and ears of each beef, and the ears of each hog and sheep, which shall be inspected by the marshal, and the marks and brands of the same be recorded in a book to be kept by him for that purpose, together with the name of the person or persons who shall bring said beef, pork or mutton for sale, and for such and every record of entry so made, the owner or seller of said beef shall pay the marshal twenty-five cents for each beef, and the owner or seller of said hog or mutton, twelve and one-half cents for each hog and sheep; and any person failing to comply with the provisions of this ordinance, shall be fined not exceeding ten dollars for each and every offence, at the discretion of the intendant.

An Ordinance Regulating Patrols: Be it ordained by the intendant and councilmen of the town of Jacksonville, That the town marshal furnish the intendant, at such times as he may require, a full and complete list of the names of all white male inhabitants of the town of Jacksonville, between the ages of sixteen and fifty-five years; and it shall be the duty of the intendant to require and make said persons do and perform patrol duty within the limits of said corporation of Jacksonville, at any time and at all such times as he may deem necessary,

and to order out as many of said persons as he may think proper, who shall be summoned by the marshal by 4 o'clock p.m. (except in case of emergency), and of the men so ordered out to do patrol duty, one shall be appointed captain by the intendant or marshal, who shall be required to give a true and correct account of his conduct and of the conduct of the men under him, to the intendant or marshal. The captain of the patrol shall be governed by the order of the intendant or marshal, and the laws of the state regulating patrol, and if any person or persons who may have been ordered by the intendant or summoned by the marshal to do patrol duty, shall fail, refuse, or neglect, to do the same, according to his or their order, or fail or neglect to provide a substitute, who will willingly perform the duty, he or they so offending, shall, upon conviction, be fined in the sum not exceeding three dollars, at the discretion of the intendant, for each and every such offense; provided nevertheless that no member of the town council shall be subject to regular patrol duty, except in case of emergency.

An Ordinance Establishing Brick Limits (Passed Nov. 18, 1856—three days after a large fire on south side of Bay Street). Defines the limits, Pine to Julia, south of Forsyth, except wharves and warehouses over the water, and provides:

Be it further ordained, That any person or persons may and shall be stopped in their labors, in and about any such building or structure as aforesaid (except buildings of brick, tabby, or other fire-proof materials), and their work shall be demolished, by and under the direction of the intendant of said town, or the person acting as such, either by himself or the town marshal or his deputy, either or all of whom are hereby authorized to summon a "posse comitatus" from the citizens for their assistance.

Be it further ordained, that any and every person so summoned as aforesaid, either verbally or otherwise, to aid and assist said intendant or marshal as aforesaid, failing or refusing to assist them, shall each and every one of them be fined in a sum not exceeding one hundred dollars, or imprisoned not more than thirty days, at the discretion of the intendant.

An Ordinance Relating to Pay of Marshal: Be it ordained by the intendant and councilmen of the town of Jacksonville, That the compensation of services of the marshal shall be fixed at the following rates, and to continue until altered or repealed, viz: Specific annual salary, \$150; 5 per centum on taxes collected; 5 per centum on money collected for swimming or flatting cattle across St. Johns River; 50 per centum of all fines collected; and allowed the same costs as a constable.

An Ordinance Relating to Fire: Be it ordained by the intendant and councilmen of the town of Jacksonville, That any person or persons, who shall make use of fire in any manner unusually dangerous to his or her neighbors, or any citizens of the town, endangering their property, or any property in the town, by their chimneys or stove pipes not being in a usually safe and fit state for use, or for such use as they are put to, or shall otherwise endanger their neighbors, or other citizens

of the town, by neglect, carelessness, or imprudence in the use of fire in any way, shall be subject to a fine, if a white person, not exceeding one hundred dollars, or imprisonment not more than thirty days, for each offence, and the like penalty for every repetition thereof; and if a negro or mulatto, to whipping not exceeding thirty-nine stripes, at the discretion of the intendant.

An Ordinance Relating to Houses of Ill-Fame: Be it ordained by the intendant and councilmen of the town of Jacksonville, That any person or persons, who shall keep a disorderly house, or house of ill-fame, and every owner of a house or houses, or other person who may rent or cause to be rented, any house to be used as a house of ill-fame, shall be fined not exceeding twenty dollars, or imprisonment not over five days, on conviction, for every day the house is so kept, at the discretion of the intendant. Circumstances from which it may be reasonably inferred that any house which is inhabited by disorderly persons of immoral character and notoriously bad fame, shall be sufficient to establish the fact, that such house is a disorderly house, or house of ill-fame, according to the meaning of this ordinance; and all adult persons inhabiting and living in such house, shall be considered the keepers thereof, and be subject to the penalties of this ordinance.

An Ordinance to Prevent Nuisances: Be it ordained by the intendant and councilmen of the town of Jacksonville, That any person or persons in said town, who shall keep on his or her premises any nuisance to the annoyance of his or her neighbors, or detrimental to the health of said town, and suffer the same to remain after being notified by the marshal to remove the same, shall, on conviction, be fined not exceeding twenty dollars, nor less than three dollars, at the discretion of the intendant, and pay in addition to said fine, the cost of removing said nuisance.

An Ordinance Relating to Selling or Giving Liquors to Slaves: Be it ordained by the intendant and councilmen of the town of Jacksonville, That any person or persons, who shall give or sell any spirituous or intoxicating liquor to any slave (except by written permission from the owner, agent, or employer of such slave), within the corporation limits, shall, on conviction, be fined not exceeding fifty dollars, or imprisoned not more than fifteen days, for each offence, at the discretion of the intendant.

An Ordinance Punishing Resistance to Authority of the Marshal: Be it ordained by the intendant and councilmen of the town of Jacksonville, That if any person or persons resist or oppose the marshal of the town of Jacksonville, in the exercise of his duty under any of the ordinances of said town, or being called upon by the marshal, shall refuse to give him active aid and assistance in apprehending any person or persons accused of any crime, or acting in any unlawful manner, he or they so offending shall be fined not exceeding twenty dollars, or imprisoned not more than five days at the discretion of the intendant.

An Ordinance Relating to Non-Attendance at Council Meetings: Be it ordained by the intendant and councilmen of the town of Jackson-

ville, That any member of the council failing to attend a meeting of the same, after having been duly summoned by the marshal of the town, shall be fined in the sum of two dollars, unless a good, sufficient, and satisfactory excuse be rendered.

An Ordinance Relating to the Market: Be it ordained by the intendant and councilmen of the town of Jacksonville, That it shall not be lawful for any person to sit, stand, or lounge upon the benches or meat-stalls of the market house, and any person or persons violating the provisions of this ordinance, on conviction thereof, shall be fined five dollars, or imprisoned one day, at the discretion of the intendant.

And be it further ordained, That the rent of the stalls in the town market, shall be five dollars per month; and no stall shall be rented for a less period than one month; and said monthly rent to be paid to the marshal, in all cases, in advance.

An Ordinance Relating to Paupers and Vagrants: Be it ordained by the intendant and councilmen of the town of Jacksonville, That no person shall knowingly and willfully bring or introduce, or cause to be brought or introduced, into the town of Jacksonville, any pauper or vagrant, or any person not having property to support him or her, and who is unable or unwilling to work, or otherwise support himself or herself in a respectable way, with intent to make such pauper or vagrant chargeable upon the charity of the town or citizens thereof. For each and every day that such pauper or vagrant shall remain in this town, the person so introducing, or causing him or her to be introduced, shall be adjudged to be guilty of a new violation of this ordinance. Every violation of this ordinance shall be punished by a fine not exceeding fifty dollars, or imprisonment not more than fifteen days.

An Ordinance Regulating Trial in Intendant's Court: Be it ordained by the intendant and councilmen of the town of Jacksonville, That the trial of all offences that may arise under any of the ordinances of the town of Jacksonville, shall be had before the intendant, the said intendant sitting and composing a court for that purpose; and all trials shall be conducted according to the usual forms and rules adopted in the courts of justice.

And be it further ordained, That all actions or prosecutions brought under the ordinances of said town, shall be brought in the name of the town or city of Jacksonville.

And be it further ordained, That all fines, penalties, and taxes shall be levied and collected by warrant from the intendant or mayor.

First Telegraph

The first telegraph line from Jacksonville was built in 1859, to Baldwin, where it connected with the Cuban line and with the North.^a

Aurora of 1859

On September 2, 1859, from midnight to 4 a.m., a fine auroral display was observed by the citizens of Jacksonville. At times it was very bright and red, occupying the northern heavens from northwest around to northeast and east. Streamers would be sent up from different points almost to the zenith, then fade away and flicker up again. At 3 a.m. the whole heavens shone with a brilliant red light, even the south was quite red. The more ignorant people were very much frightened, and many amusing incidents were told of how the negroes began to pray, thinking that the end of the world was at hand.^b

There appears to have been a period of special auroral frequency from 1870 to 1882. More or less pronounced auroral displays were observed in Jacksonville on September 24 and October 14 and 25, 1870; February 4, 1872; June 4, 1877; and on November 17, 1882, there was a well-marked display that attracted general attention.^b

Just Prior to the War

In the years 1850 to 1860, the town, notwithstanding its many setbacks, doubled its population; the census of 1860 gave more than 2,000 inhabitants. During 1860, there was no cessation of business. Travel and the mails increased; likewise the telegraph business. Steamers and other vessels came and departed regularly. But with the mutterings of the coming trouble a nervous tension found its way into every occupation. The public mind drifted into political, rather than into commercial channels. Groups of men would collect on the streets and discuss the grave questions of the day. News of the attack on Fort Sumter at once suspended all business with the North and the mills, with one exception, closed down. Then the mails ceased coming, and the town began gradually to subside into inactivity,^a only soon to be drawn into the whirlpool of war.

Bibliography, Chapter XI

^a"Old Citizen" in Jacksonville Tri-weekly Union, Feb. 1, 1876; ^bRecords of Dr. A. S. Baldwin; ^cReliable data; old newspaper clipping; ^dHistory of Florida, Webb; ^eMrs. Geo. S. Wilson; ^fDr. W. M. Bostwick; ^gAs published in Florida Times-Union.

CHAPTER XII

SOCIAL LIFE BEFORE THE WAR

A large percentage of the citizens were men of education and ability, some of them being specialists in their professional lines. Given to entertaining among themselves, and the "strangers within their gates", they formed a distinct set where culture and refinement were the dominant characteristics, thus creating a social condition that was morally healthful and uplifting. Cooking and serving were done entirely at home, by servants trained in the art for generations. Domestic service was then free from nomadic annoyance; therefore the ease and pleasures of entertaining were unhampered.

The chief amusements were dinner parties, cards, and dancing. Besides the old-fashioned square dances, reels, etc., graceful Spanish dances and gliding waltzes were indulged in. All danced, the matron as well as the maid; grandmothers could be seen dancing with their grandsons. No dance was ever given without the patronage of married people—this was a strict social requirement. Marcellini, an old Spanish negro, was the chief functionary at all the dances, as it was his "fiddle and bow" that furnished the music, the mention of which caused one lady to exclaim, "Sweet memories of happy days are revived with the thought of Marcellini and his dancing fiddle", while another says in verse:

I see him yet, his rolling eyes, his scanty woolen hair,
His swaying form, his conscious pride, his almost lordly air,
When all the white folks waiting stood, till he would draw his bow;

* * * * *

And when he touched the familiar notes, the sober and the staid,
Just felt the music in their heels, when Marcellini played.

Picnics in the summer-time and oyster roasts in the winter were pleasures that all could partake of. Camping for several days on the river bank, called "marooning", was a popular pastime. A period of moonlight nights was generally selected for marooning, so that moonlight water parties might be an attendant feature. Music was on hand to

be sure, and the soft, mellow notes of the guitar were certain to be heard out on the river as some youth sang the popular ballad of the day:

Lightly row, lightly row, as o'er the dancing waves we go;
 Smoothly glide, smoothly glide, out on the silent tide.
 Let the winds and waters be, mingled with our melody,
 Lightly row, lightly row, for music's voice is low.
 Gently with the sea-bird's note, let our dying music float,
 Lightly row, l-i-g-h-t-l-y r-o-w.

There was serenading by groups of young men, who would visit the home of some popular person and with music and songs entertain the household for half an hour or so, those within in the meantime preparing refreshments for the serenaders. Frequently the presence of some "love-sick" person would be evinced by the notes of his guitar, as he stood singing softly outside the home of his "lady-love". More boisterous was the custom of charivari, or "shiveree", a hideous clamor of tin pans, horns, whistles, and other disagreeable noises, indulged in outside the home of a newly married widow or widower. The hilarious amusement always provoked anger on the part of the groom, but it would not cease until the participants were refreshed with cake and wine.

This lightness, vivacity, love of pleasure, marks clearly the impress of the Spanish character upon the community.

The English occupation also left some of its staunch, staid customs, such as strict attendance upon the Church services; financial provision for the future; propriety the requirement of society's inner circle; and a rigid obedience to set customs, a disregard of them being considered an evidence of ill-breeding.

All forms of affliction met with the profoundest sympathy. Notice of funerals was written on a sheet of letter paper through which a wide black ribbon was inserted, and taken from house to house by a servant, attendance being considered a mark of respect for the living, as well as for the dead. There were no trained nurses and it devolved upon some member of the family, usually the mother or oldest daughter, to perform such duties in case of sickness. When members of a household were unable to provide the necessary attention for its sick, neighbors volunteered. It was nothing out of the ordinary for those occupying the highest social

position to nurse the poor night and day, or to shroud the dead. Sorrow and sickness obliterated the social boundary line and affliction became public property.

Public out-of-door functions, barbecues, patriotic celebrations, and the like were of frequent occurrence. Every town improvement, or the inauguration of anything that had as its object the public weal, met with immediate popular favor, and the occasion was usually made one of public celebration, with speech-making and a grand, good time for all. Such a thing as a circus coming to town was sufficient to cause unbounded enthusiasm, and the songs and jokes could be heard on the streets long after its departure.

In general, the people were kind-hearted, generous, and hospitable. They were happy and contented, with a profound fondness for recreation and pleasure; yet they were sympathetic and patient under affliction, and at all times were united in the interest of the town's improvement. The community was prosperous, and the citizens possessed a business judgment that enabled them to overcome seemingly insurmountable obstacles, and to provide bountifully for the present, and accumulate for the future.

Bibliography, Chapter XII

First-hand story of old residents of Jacksonville in what they called the "happy days before the war".



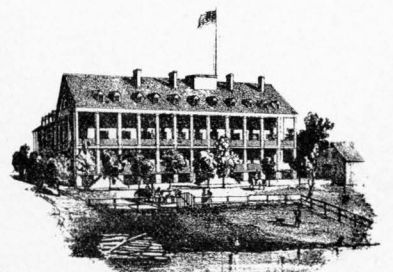
MAP
OF THE CITY OF
JACKSONVILLE
EAST FLORIDA.



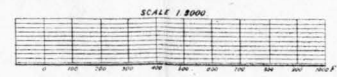
SAMMIS' BUILDINGS



BUFFINTON HOUSE



JUDSON HOUSE



Map of Jacksonville of 1859

*No written record applying to the foregoing map of Jacksonville has been found, but its face bears testimony that tends to place its date in 1859. The shading in the lower center is the area covered by the devastating fire of 1854. The Judson House was built in 1854. The plank road was built in 1856-7. The map bears the title "City": Jacksonville was created a "City" by change from "Town" class by the charter of January, 1859. The Buffington House was burned late in 1859, and it probably would not have been shown as an illustration and located on the map had the map been prepared at a later time. Therefore it is assumed that the map was prepared in 1859 with some relation to the new charter and change of designation; and also that it was based on a previous map, presumably Hart's map of about 1857.

The corporate limits indicated are those of March, 1842, remaining unchanged by the new charter, in fact they so remained until 1887. The unnumbered blocks in the upper portion of the map lie between Hogans Creek and the South Branch of the creek; the south branch has since been filled in and does not appear on late maps. I. D. Hart acquired all of the Taylor grant except ten acres; the unnumbered blocks referred to comprise about ten acres.

In the early days the river was not bulkheaded and almost every severe northeaster backed the water into the stores on Bay Street. Apparently I. D. Hart in his survey attempted to correct this and at the same time increase the value of a larger section of his property by shifting the business center of the town from Bay Street between Market and Ocean to a black-jack ridge, where he provided a public square (now Hemming Park), doubtless intended as a market and general gathering place; and laid off the lots facing it on Duval, Hogan and Monroe Streets and the diagonal corners as half lots for store and business purposes. Hart never donated this square to the city, but the executors of his estate did in 1866. It is not known why the block numbered 63 was not divided into lots, unless the purpose was to reserve it for the free negroes settled in that locality.

CHAPTER XIII

THE WAR BETWEEN THE STATES
(1861-1865)

Florida withdrew from the Union January 10, 1861, whereupon the Jacksonville Light Infantry offered its services to the governor and was ordered to the mouth of the St. Johns River to garrison a post at that point.^a Soon afterward a company known as the Duval County Cow Boys took up a position on St. Johns Bluff. These posts were maintained until the approach of the Federal squadron under Commodore DuPont in March, 1862.^b

Mayor's Proclamation

Early in March, 1862, rumors reached Jacksonville that a Federal expedition, with a large number of troops, was about to embark for the occupation of this town. The mayor then published this proclamation, for the information of the citizens:^c

TO THE CITIZENS OF JACKSONVILLE.

Fellow Citizens:

In the present trying crisis, much thought and anxious inquiry have been devoted by the City Council, the citizens, and several of our friends from the country, including Gen. S. R. Pyles and Staff, to ascertain and determine what, under all the circumstances, is best to be done, and will best promote the safety, comfort, and happiness of the people.

On yesterday evening, a portion of the City Council held an interview with Gen. Pyles and his Staff, and after full discussion and patient deliberation, it was unanimously determined that inasmuch as all the Confederate troops, arms, and munitions of war upon the St. Johns river and in East and South Florida generally are to be abandoned, it is useless to attempt a defense of the City of Jacksonville, and therefore upon the approach of the enemy it should be surrendered. This having been decided upon as the sound and proper course to be pursued, Col. M. Whit Smith suggested that the Mayor should make it known to the citizens by proclamation and this suggestion being fully concurred in by all present,

I therefore, in conformity thereto, make known to you that all defenses will be immediately withdrawn from the city and the St. Johns river and no military force will be kept on duty, except for Police pur-

poses, and such force will be supplied by details drawn from our citizens.

I advise and earnestly admonish our citizens to remain at their homes and pursue their usual avocations, and I call upon all good citizens to give their aid and counsel for the preservation of good order throughout the entire community. It is the opinion of our most experienced and intelligent citizens (and I think a correct one) that if the enemy meet with no resistance, private property will be respected, and unarmed citizens will be allowed to pursue their usual occupations. I trust, therefore, that our whole population will act with becoming prudence, and that no unnecessary provocation may be given that may furnish a reason for violence from any quarter; and if after we have offered no resistance and given no just provocation, violence should be committed, the whole blame will rest on the aggressors. Every citizen able to perform police duty is hereby required to hold himself in readiness to go on duty, upon receiving notice from the Chief of Police.

H. H. Hoeg,
Mayor.

March 7, 1862.

This proclamation not only did not produce the desired effect, but on the other hand greatly intensified the alarm. The residents were panic-stricken, and two or three days later, when news was received that Fernandina had been occupied by Federal troops, all the Southern sympathizers who could go away left Jacksonville. Business along all lines was entirely suspended. The one railroad out of the town was taxed to its utmost capacity, carrying refugees to Lake City and other points in the interior of Florida. Others left with their belongings in wagons, some of them, women and children, having no destination and guided and protected only by faithful servants. A recital of the hardships that many of these women and children suffered during the next few years would soften the most callous heart. Numbers of them found refuge with relatives or friends in the interior, but there were some who suffered terrible hardships and were subjected to all the horrors incident to war.^d

When the city offices were closed the records were secretly buried for safe-keeping. After the war, when these records were exhumed, it was found that they were practically worthless because of illegibility due to decay.^e

First Federal Occupation^f

Four Federal gunboats, Seneca, Pembina, Ottawa, and Isaac Smith, and two transports of Commodore DuPont's squadron, crossed St. Johns bar March 11, 1862, and anchored

in the river. On the same day the Confederates came to Jacksonville, and under orders from the commander of the district, General Trapier, burned all the mills, except one (Scott's), and 4,000,000 feet of lumber. Mr. Scott saved his mill by raising the British flag over it. They also burned the foundry, and a gunboat on the ways. But this was not all. That night a mob of men composed of refugees from Fernandina and Jacksonville came in and from pure malignity fired the Judson House and two or three other buildings in the town.^s

The next day, March 12th, the Federal squadron came up the river and anchored off Jacksonville. The capitulation of the town is described by a resident, Frederick Lueders, in the Immigration Edition of the Industrial Record (Jacksonville) of July, 1907, as follows:

"One day (March 12th), as I was standing on the river bank at the foot of Laura Street, I saw four gunboats come steaming up the river and drop anchor off the foot of Pine (Main) Street. I was getting pretty well scared, when the thought flashed through my head, 'If they bombard Jacksonville, it will be nothing short of murder'. At that time I happened to have a stick in my hand, and noting the guns were turned toward Jacksonville, I took out my handkerchief, tied it to the stick, and waved it vigorously over my head. The commander of the fleet saw the peace signal and with his aides came ashore. Upon landing, I told him the existing circumstances and begged him not to open fire upon the town. He said he would not, and for me to go on board. After I had explained that I was the only officer in the town (he was sheriff) he requested me to sign the surrender papers, which I did. He said his mission here was one of peace and that he hoped Florida would not suffer the havoc of war. Upon my return I found to my surprise that troops had been landed and pickets were out."

It was six companies of the Fourth New Hampshire Regiment, under the command of Colonel T. J. Whipple, that Mr. Lueders found in possession of Jacksonville. The occupation was quietly performed on March 12th. The Confederate troops were encamped in the vicinity of Baldwin, but they were more or less disorganized and poorly equipped, and they made no attempt at contesting the landing of the Federal forces here.

The original plan of the Federal expedition was to occupy Jacksonville for only a few hours, for the purpose of reconnaissance; but the representations of the "loyal" residents of the town caused Colonel Whipple to abandon the idea of immediate evacuation. Pickets were stationed and the troops went into camp or were quartered in the vacant buildings. On March 19th, General T. W. Sherman† (U. S. A.), commander of the department, arrived. He came for the purpose of personally acquainting himself with the situation here, and in his report he stated that the act of Colonel Whipple in regularly occupying Jacksonville was a wise one.

In the meantime, the Confederate troops in the vicinity of Baldwin, under the command of Colonel W. S. Dilworth, were recruiting and otherwise preparing to resist any attempt of the Federals to march into the interior of the State.

Proclamation of the Loyal Citizens

As soon as Jacksonville was thoroughly in the hands of the Federal army, a meeting of the "Loyal Citizens of the United States", was held, at 10:30 a. m., March 20, 1862, C. L. Robinson, chairman; O. L. Keene, secretary; John S. Sammis, S. F. Halliday, John W. Price, Philip Frazer, and Paran Moody, being the committee appointed to draft resolutions to lay before said meeting. The following is a true copy of these resolutions:§

We, the people of the city of Jacksonville and its vicinity, in the county of Duval, and State of Florida, embraced within the territory and jurisdiction of the United States of America, do hereby set forth our declaration of rights and our solemn protest against the abrogation of the same by any pretended State or other authority.

First. We hold that government is a contract, in which protection is the price of allegiance; that when protection is denied, through weakness or design, allegiance is no longer due.

Second. We hold that an established form of government cannot be changed or abrogated except by the will of the people, intelligently and willingly expressed and fairly ratified.

Third. We hold that no State of the United States has any legal or constitutional right to separate itself from the government and jurisdiction of the United States.

Fourth. We hold that the act of the Convention of the State of

†Do not confound with W. T. Sherman.

§War of the Rebellion—Official Records of the Union and Confederate Armies. Series 1, Vol. VI, Page 251, 252.

Florida commonly known as the ordinance of secession, is void, being in direct conflict with the Constitution of the United States, in never having been submitted to the people for ratification.

Fifth. We hold that the State of Florida is an integral part of the United States, subject to the constitutional jurisdiction of the same, and we have reason to believe that thousands of her citizens would hail with joy the restoration of the Government, bringing deliverance from the terrors of unrestrained popular and military despotism. We solemnly protest against all the acts and ordinances of the Convention of the State of Florida, which were designed to deprive us of our rights as citizens of the United States. We protest against the despotism fostered by the State and other authorities claiming jurisdiction over us, which has denied us the rights most dear to freemen—freedom of speech and a free press. We protest against the exactions which have been imposed upon us—forced contributions of money, property, and labor; enlistments for military service procured by threats and misrepresentations. We protest against the tyranny which demands of us as a measure of revolutionary policy abandonment of our homes and property and exposure of our wives and children to sickness, destitution, gaunt famine, innumerable and untold miseries and sorrows. We protest against that mad and barbarous policy which has punished us for remaining in our own homes by sending a brutal and unrestrained soldiery to pillage and burn our property, threaten and destroy our lives. We protest against the denunciation of the governor, who threatens to hang us because we do not tamely submit to such indignities and “lick the hand just raised to shed our blood.” From such a despotism and from such dangers and indignities we have been released by the restoration of the Government of the United States, with the benign principles of the Constitution. The reign of terror is past. Law and order prevail in our midst.

It belongs now to the citizens of the State who hold to their allegiance to the United States to raise up a State government according to those provisions of the State which are not in conflict with or repugnant to the provisions of the United States:

Be it therefore resolved, That we adopt the foregoing protest and declaration of rights, and recommend that a convention of all loyal citizens be called forthwith, for the purpose of organizing a State government of the State of Florida.

Be it further resolved, That the chief of the military department of the United States be requested to retain at this place a sufficient force to maintain order and protect the people in their persons and property.

Philip Frazer, Chairman.

A true copy of the resolutions as passed at said meeting and adopted as their own act.

C. L. Robinson,
Chairman;
O. L. Keene,
Secretary.

On the same day, General Sherman issued a proclamation to the "Loyal People of East Florida", confirming and commending the foregoing resolutions and stating that the troops of the United States "had come amongst you to protect loyal citizens and their property from further molestation by the creatures of a rebel and usurped authority, and to enable you to resuscitate a Government which they have ruthlessly endeavored to destroy", etc. Another meeting of the "loyal citizens" was held on the 24th of March and a committee of five was appointed to take steps toward obtaining the co-operation of other counties in the State in the effort to organize a state government under the jurisdiction of the United States. To this end a convention was called to meet at Jacksonville on April 10, 1862.

In the afternoon of March 24th, General H. G. Wright and the 97th Pennsylvania regiment arrived, General Wright assuming command of the troops in Jacksonville. The Confederates had by this time moved nearer the town and occupied a position at McGirts Creek, about 10 miles west in the direction of Baldwin. On the night of March 24th, a Federal picket of two men that had gone beyond the lines was captured, and at 3 a. m. March 25th, the Confederates attacked a picket at the old brick yard in West LaVilla, killing four and capturing three of them. Lieutenant Strange (C. S. A.) was mortally wounded here. This was the first blood of the war spilled in this vicinity.

On the night of March 27th, a Federal picket fired upon a party approaching them in what they thought a suspicious manner, and of the two in advance, one was killed and the other wounded. They proved to be a party of negroes that had escaped from their masters at Lake City. The next day, General Wright, hearing that the Confederates were contemplating an attack upon Jacksonville, sent to Fernandina for two sections of Hamilton's battery. Its arrival brought the Federal force in Jacksonville up to 1,400 men. No attack was made, however, and a few days later the evacuation of the town was ordered.

The Evacuation

General Wright, in his official report, describes the evacuation as follows:

On the 7th (April, 1862) preparations for withdrawing were begun by embarking the public stores, and on the 8th, at 12 noon, the troops were marched on board and the embarkation was completed by 2 p. m. the same day. Owing to the heavy wind which had sprung up during the morning, it was impossible to get all the transports clear of the wharf until near sunset—too late to move safely very far down the intricate channel of the river that night—and it was therefore determined to lay off the town until morning. This I was more willing to do, as it took from our movement all appearance of a hasty retreat. At 6 a. m. of the 9th, the transports, convoyed by the gunboats, proceeded down the river.

It is said that General Wright notified the Confederates of the intended evacuation and requested them to resume their occupation of the town, whereupon a detachment of the First Florida calvary rode in and stood on the wharf watching the gunboats sail away.

The evacuation of Jacksonville by the Federal forces was unfortunate for "loyal" citizens, the bona-fide ones as well as for those who, supposing the occupation would be permanent, sought to further their personal interests by disclaiming all connection with the Southern cause and remained within the Federal lines. When it became known that the town was to be evacuated, the greatest excitement prevailed among the people; their principal desire now was to get out of Jacksonville, for fear of vengeance. The morning of April 8th was very hot. There was the greatest confusion, as the loyal citizens hurriedly tried to get their goods, furniture, and valuables on board of the transports.^h They embarked with the Federal fleet and were carried to Fernandina and Brunswick and quartered in the vacant buildings there. Most of them had to rely on rations issued from the United States stores.

Just before the evacuation, General Wright was directed by the general commanding the department, T. W. Sherman, to issue the following notice:

HEADQUARTERS THIRD BRIGADE

Jacksonville, Fla., April 7, 1862.

(NOTICE). In accordance with an order issued by the general commanding the Department of the South the troops will be withdrawn from this place, and I am directed by him to notify the people of Jacksonville that it is his intention to have all the aid and protection afforded the loyal inhabitants of the interior of Florida that is practicable for the security of their persons and property, and for the punishment of

outrages, and that he holds all persons in that vicinity responsible for the preservation of order and quiet, being fully determined that any outrages upon persons or property contrary to the laws and usages of war shall be visited fourfold upon the inhabitants of disloyal or doubtful character nearest the scenes of any such wrongs, when the actual or known perpetrators cannot be discovered.

The undersigned trusts that inasmuch as the unoffending citizens of this place have been treated with the utmost forbearance by our forces, it will not be necessary to carry out the intention in the last clause of the above notice.

H. G. Wright,
Brigadier-General Commanding.

The following is the report of Colonel W. S. Dilworth (C. S. A.) commanding the district of East and Middle Florida, dated April 15, 1862, regarding the operations of the Confederate troops in front of Jacksonville during the occupation of the town by the Federal forces:

When the enemy first occupied Jacksonville and while all the Florida troops were retreating in confusion and disorder, I, as colonel of the Third Regiment Florida Volunteers, ordered a part of my regiment to advance in the direction of Jacksonville and take a position within ten miles of the city, with only 250 effective men. Soon I had eight companies of my regiment with me. After making a thorough reconnoissance of the city, I became convinced that I could not attack the city without heavy loss and could be driven out by the enemy's gunboats. I then determined to commence a system of annoyances, by attacking their pickets, foraging parties, etc. I made a successful attack on the picket near the city of Jacksonville, killing four and taking three prisoners, when I was ordered to take command of the district. Colonel Davis was then ordered to the command of the forces near Jacksonville, and has most successfully carried on the system which I commenced and which has resulted in their evacuation of the place. I have further to report that after the evacuation the enemy returned under a flag of truce and were permitted to land 52 negroes, which were taken in charge by the commander of the post.

The Yacht America^m

It was at the time of the first Federal occupation of Jacksonville that the incident of the capture of the famous yacht *America* occurred.

The career of the *America* was a notable one. She was built by George Steers for Commodore J. C. Stevens, founder of the N. Y. Yacht Club, and launched in March, 1851. She was a schooner-rigged racing yacht of unusual design and registered 170 tons.

In 1851 the first world's exhibit ever held was opened at Crystal Palace in London, and as a sort of culmination of the ceremonies attending the opening there was a great international assemblage of yachts at Cowes. Many races were on the program, chief of which was an international race open to the yachts of all nations for a cup offered by the British Royal Yacht Squadron, the course to be around the Isle of Wight, 81 miles. Commodore Stevens sent the *America* over for this race, the first ever participated in by American and British yachts. From the moment of the *America's* arrival at Cowes she was an object of curiosity and apprehension and on one pretext or another the British yacht owners hesitated to accept the challenge that Commodore Stevens issued to the world. Finally the challenge was accepted and the race was sailed on Friday, August 22, 1851. The New York Herald correspondent on the spot described it as follows:

Shortly after nine o'clock on Friday morning the yachts were at their stations off the club house, the *America* lying considerably astern. She was a strange-looking craft enough with her long, low, black hull, her breadth of beam, and her thick, stiff-looking, rakish masts. Pitted against her were fourteen yachts, of which six were schooners and eight cutters. Among these were the flower of the English sporting navy, the choicest products of shipbuilding skill. At ten o'clock the signal was fired from the club house. Before the smoke had cleared away, the fleet was under way, moving steadily to the east with the tide and gentle breeze. The only laggard was the *America*, which did not move for a second or so after the others. Steamers, shore boats, and yachts of all sizes buzzed along on each side of the course and spread away for miles.

If the British heart leaped with momentary exultation over the slowness of the *America* in getting under way, it was only momentary. She began to creep up on her opponents, passing some of the cutters to windward. In a quarter of an hour she had left them all behind, save only the *Constance*, the *Beatrice* and the *Fairy Queen*, which were well together and went along smartly with the light breeze. In another quarter of an hour the *America* was clear of them all. Off Sandown Bay, the wind freshening, her jibboom was carried away, but she was well handled and the mishap produced no ill effect, her competitors gaining a trifle, but not approaching her. From the moment she rounded St. Catherine's Point the race was practically over. When the *America* finally reached the starting vessel at twenty-five minutes to nine p. m., there was no competitor in sight.

The news reached Her Majesty the Queen on board of her yacht. "Who is second?" asked the Queen. "Your Majesty there is no second,"

replied the messenger. This was true for the moment, but twenty minutes later the Aurora arrived at the stakeboat and was awarded second honors.

The America brought the cup home and Commodore Stevens afterward gave it to the N. Y. Yacht Club, where it has since remained. Some time after the race the America was purchased by an Englishman and flew the Union Jack instead of the Stars and Stripes, until the opening of the War Between the States, when a syndicate, tempted by her sailing qualities, purchased her for use as a blockade runner for the Confederacy.

As a blockade runner the America's rendezvous was among the Florida Keys, whence she made flying trips to Nassau and Bermuda. In March, 1862, she entered the St. Johns River while the Federal squadron was lying off the bar. An old resident who was an eye-witness to the occurrence published this account of it:

One moonlight night at Mayport, when the Federal gunboats were just far enough outside for their black hulls to be faintly visible, there came up out of the east on a wholesale sailing breeze a yacht with every stitch of canvas set and drawing. The foam was cut from her bows like a knife would do it and was thrown high over her deck and on her sails. There came a flash and a boom from a gunboat and a shot ricocheted across her bow, followed by more flashes and shots; but on the gallant craft came, spar and rigging untouched, heeling over now and then and righting herself gracefully. She passed inside the bar safely and when she went by the point (at Mayport) seemed to be flying. She went up to Jacksonville. There being no chance to run the gauntlet again the America was taken to Black Creek when the Federal gunboats entered the river, and was there scuttled, being thus saved from capture as a prize.

When the Federals occupied Jacksonville they soon discovered the situation of the America and utilizing the old St. Johns River steamboat Darlington, which they had previously captured at the drawbridge near Fernandina, raised her and towed her to Jacksonville. Temporary repairs were made upon the America and she was taken along when the Federal squadron left in April, 1862. She was afterward assigned as a training ship at Annapolis.

In 1870, there came from England Mr. Ashbury's challenge for the America's cup. It was the unanimous desire of the country that the America be allowed to compete for

the defense of the cup she had originally won; she had won it against a fleet, and now in 1870 a fleet was to be sent out to defend it against the British challenger Cambria. In the race the America beat the Cambria, but herself was beaten by three other American yachts—the Magic, the Idler, and the Silvie. The America then returned to Annapolis and resumed her position as a training ship. In 1873 she was condemned by the Government and sold to Gen. B. F. Butler.

Second Federal Occupation

Following the first Federal occupation Jacksonville was not regularly occupied by Confederate troops. Confederate detachments occasionally came into town, however, just to see how things were getting along, but after a short time withdrew.

In the summer of 1862, batteries were erected by the Confederates on the St. Johns River below Jacksonville, at Yellow Bluff and St. Johns Bluff, on opposite sides of the river. For some time these batteries kept the Federal squadron, comprising the gunboats Paul Jones, Cimarron, Water Witch, Hale, Uncas, and Patroon, from coming up the river. The ineffectual effort of the gunboats to reduce these batteries, resulted in an expedition of four transports, carrying 1,573 men, which left Hilton Head, S. C., on September 30th, for the purpose of co-operating with the fleet. This expedition landed near Mayport Mills during the afternoon and evening of October 1st.

Colonel C. F. Hopkins, commanding the battery at St. Johns Bluff immediately requested reinforcements, and the garrison at Yellow Bluff crossed over to reinforce him, bringing his available force up to about 500 men. The next day the Federal forces, increased by men from the gunboats, began a movement by land against St. Johns Bluff, the fleet co-operating with the land forces. Late that afternoon, Colonel Hopkins had a conference with his officers, at which it was decided that his force was insufficient to hold the position. It was therefore quietly abandoned at 9 p. m., October 2d. All the guns and a considerable amount of ammunition fell into the hands of the Federal forces.

On October 3d, the Paul Jones steamed up to Jacksonville, for the purpose of destroying all boats and otherwise intercepting the passage of the Confederate troops across the

river. In this it was unsuccessful and returned the next morning to join the fleet anchored off St. Johns Bluff.

On October 5th, Jacksonville was occupied the second time by the Federal army. A small Confederate force was stationed in the outskirts of the town, for the purpose of observation, but retired when the gunboat Cimarron opened fire upon them. The landing of the troops was completed in the afternoon of the 5th, and the next morning the gunboats went in search of Confederate steamers which rumor said were secreted in the creeks up the river. The fleet returned on the 9th, with the steamer Governor Milton, captured in a creek near Enterprise in a disabled condition, her boilers being entirely worn out. Jacksonville was evacuated on the afternoon of the 9th, after an occupation of just four days.

General J. M. Brannan, commander of the Federal expedition, said in his report of October 13, 1862:

On the 5th (October) I proceeded up the river as far as Jacksonville in the transport Ben DeFord, with 785 infantry. I observed a large quantity of corn and other crops on the banks of the river which it was at first my intention either to remove or destroy. This purpose I afterward abandoned as impracticable. Jacksonville I found to be nearly deserted, there being but a small portion of its inhabitants left—chiefly old men, women and children. From this town and neighborhood I bring with me several refugees and about 276 contrabands, including men, women and children.

The purpose of this expedition was not mentioned in the reports, but, evidently, it was to keep the St. Johns River open up to Jacksonville.

Third Federal Occupation

Jacksonville was occupied by Federal troops the third time March 10th, 1863, this time by negro troops commanded by white officers, namely, First Regiment of South Carolina Volunteers (negro), Colonel T. W. Higginson, and a portion of the Second Regiment of South Carolina Volunteers (negro), Colonel Montgomery. These troops were later reinforced by two white regiments, Eighth Maine and Sixth Connecticut.

On March 13th, General Finegan (C. S. A.), commanding near Jacksonville, issued the following proclamation:

HEADQUARTERS DISTRICT OF EAST FLORIDA

Camp near Jacksonville, March 13, 1863.

I feel it my duty as brigadier-general commanding this district to inform the people of the district and of the State that our unscrupulous enemy has landed a large force of negroes, under command of white officers, at Jacksonville, under cover of gunboats. He is attempting to fortify the place so as to make it secure against attacks. The purpose of this movement is obvious and need not be mentioned in direct terms. It is sufficient to inspire the whole body of the people with a renewed and sterner purpose of resistance. I therefore call on such of the citizens as can possibly leave their homes to arm and organize themselves into companies without delay and report to me. * * *

Jos. Finegan,
Brigadier-General Commanding.

Whether General Finegan was correct in his supposition, hinted at in his proclamation, is answered in the report of General R. Saxton (U. S. A.), dated March 14, 1863, as follows:

The object of this expedition was to occupy Jacksonville and make it the base of operations for the arming of negroes and securing in this way possession of the entire state of Florida. It gives me pleasure to report that so far the objects of the expedition have been fully accomplished. The town is completely in our possession and many prisoners. * * * It is my belief that scarcely an incident in this war has caused a greater panic throughout the whole southern coast than this raid of the colored troops in Florida. The negroes are collecting at Jacksonville from all quarters.

Immediately upon landing the Federals began to erect fortifications as though for permanent occupation. To guard the terminus of the railroad where it entered the town, Colonel Higginson caused two forts to be erected, one on the right of the railroad, named Fort Montgomery, and one on the left, Fort Higginson. The gunboats, being provided with heavy guns of long range, commanded the country for several miles around. The Confederate troops, under General Finegan, were stationed a few miles west of Jacksonville. They consisted principally of cavalry, or mounted infantry, and were poorly provided with artillery.

Skirmishing began on the day following the landing of the Federal troops, and continued more or less until Jacksonville was evacuated. General Finegan made no general attack upon the town, but confined his operations to a system

somewhat similar to that followed during the first occupation—attacking outposts, pickets, foraging parties, etc. There was some loss of life on both sides. Surgeon Meredith (C. S. A.) was killed on March 11th.

On March 17th, Colonel McCormick (C. S. A.), by direction of General Finegan, notified Colonel Higginson to remove the women and children from Jacksonville within 24 hours, or that after that time they would remain in the town on his (Higginson's) responsibility. Colonel Higginson immediately ordered his wagons to convey all those who wished to leave to the brick yard church, where they were met under a flag of truce by a Confederate escort. Thus all the women and children, except a few families, were removed from Jacksonville and sent to Lake City.

March 22d and 23d two white regiments arrived, Eighth Maine, Colonel John D. Rust, and the Sixth Connecticut, Colonel John L. Chatfield. Colonel Rust being the ranking officer took command of the troops here.

Skirmishing now became more frequent and heavier. About this time Lt. T. E. Buckman devised the plan of mounting a cannon on a flat car, coupling on a locomotive and running it down the track to within range of Jacksonville. The railroad battery became celebrated for its effectiveness. Francis Soillee, of Jacksonville, commanded this gun, and he was commended in the highest terms for bravery and skill in serving it. This battery figured also in the battle of Olustee afterward.

The medical officer of the Eighth Maine describes the damage done by the railroad battery of the Confederates as follows:

Wednesday, March 25, 1863: At 3:30 this morning the rebels came down on the railroad and opened on the town with an 8-inch rifled gun. The first shot went through an unoccupied house next to our medical headquarters and exploded, turning us all out in a hurry. Just as I got out of doors the second one broke over our heads. The third one struck the roof of a house where a Union man and his wife were sleeping; the shell passed through the side of the house and imbedded itself eight feet in the ground without exploding. Several of us dug out the shell and found it to be an 8-inch rifle of English manufacture. They got seven of these shells into the town before our gunboats got a range on them, when they beat a retreat.

After guard mounting this morning four companies of the Eighth Maine, three of the Sixth Connecticut, and three of the negro regiment started out to tear up the railroad track to prevent the rebels from

getting near enough with their steam gun to shell us. We had a 4-inch rifle gun mounted on a small flat car and shoved it by hand. When four miles out we began to tear up the track and just then the rebels made their appearance down the track with an engine and a large 8-inch gun on a flat car and they at once opened on us. The first shot struck in the center of the track just short of where Captain McArthur and myself stood, exploded and a large piece of the butt of the shell ricocheted to the right, making a high curve, cut off the top of a tall pine tree, and fell into the ranks of Company I, Eighth Maine, who were marching in four ranks by the right shoulder shift on a piece of plank road. It struck the musket barrel of Thomas Hoole of Brunswick, Me., taking off his head. Passing to the next rank it took off the shoulder of Joseph Goodwin, of Lyman, Me.—he lived two hours. Passing to the next rank it took off the leg below the knee of another man. I soon had the ambulance at work. Hiding the piece of shell under the plank road, turning over all the planks that had blood on them, and scattering soil over the spot, we very quickly obliterated all signs of anyone being hurt. We got back to town at 3 p. m., with no further loss.

Evacuation and Burning of Jacksonville

The Federal troops were withdrawn from Jacksonville for the purpose of taking part in the operations against Savannah and Charleston. Describing the evacuation, the correspondent of the New York Tribune, writing from Jacksonville under date of March 29, 1863, said:

Before entering upon the details of this lamentable destruction of property, allow me to return to Hilton Head, which place I left last Thursday morning. At that time at an early hour, it was whispered around headquarters, although the utmost secrecy had been enjoined, that Jacksonville was to be evacuated by the soldiers of the National army, who had promised the loyal inhabitants protection and had assured them that the city would be held by our troops during the war. Desiring to visit this portion of the Department of the South before the grand expedition set sail, and also to witness the evacuation, I took passage on the steamer Boston and arrived here with the accompanying transports, the Convoy, the Delaware, the Cossack, and the Tillie, on Friday evening.

At Hilton Head much surprise, indeed much indignation had been expressed the moment it was made known that we were to abandon this important point; not perhaps so much because it was important, but because so many loyal people would be utterly ruined by the movement. Arriving at Jacksonville, I called upon the leading officers and found that they, too, could scarcely restrain their indignation. It is an outrage, it is villainous, it will injure our cause terribly, were the most frequent expressions. It was in vain that one tried to demonstrate that

it was of the greatest importance at this moment that all the troops in this department should be concentrated for the grand conflict in Charleston or Savannah harbors. Either of these important cities taken, the whole state of Florida would be, as it were, flanked and the enemy compelled to abandon it instantly.

Jacksonville was occupied on the 10th of March by a negro brigade, under the command of Colonel Higginson. What they achieved, and how admirably, I have already written you, up to as late a date as the 25th instant. Before alluding to the events of today, it remains for me to fill up the interval from the 25th to the 29th. Ten days ago General Hunter, upon representations made to him, not by Colonel Higginson, but by several loyal men of much influence, long residents of Florida, decided to reinforce Colonel Higginson with two regiments of white infantry—the Eighth Maine, Colonel Rust, and the Sixth Connecticut, Colonel Chatfield. Colonel Rust, outranking Colonel Higginson, took command of all the forces in Jacksonville. Colonel Higginson had, by the severest labor his black troops could endure, so strengthened his position that he deemed himself sufficiently strong to hold Jacksonville against all the forces the rebel General Finegan could bring to bear against it.

The natural defenses of Jacksonville are very considerable. The only weak point was on the southwest, or in that portion of the city where the railroad enters it. To guard this point, Colonel Higginson erected two forts. To give range to the guns from these forts, a large forest of pine and oak trees had to be cut down and about fifty dwellings, mostly of an inferior class, destroyed. Fort Higginson not only commands the left of the railroad, but the approach on the south to Jacksonville, by the St. Johns River. All the work upon these forts was done by the black troops. I have seen about all the earthworks in Virginia, and do not hesitate to say that these hastily constructed works compare very favorably with the best ever thrown up by the Army of the Potomac.

* * * * *

I am now writing on the deck of the fine transport ship, Boston. From this upper deck the scene presented to the spectator is one of most fearful magnificence. On every side dense clouds of black smoke are seen. A fine south wind is blowing immense blazing cinders right into the heart of the city. The beautiful Spanish moss, drooping so gracefully from the long avenues of splendid oaks has caught fire, and as far as the eye can reach, through these once pleasant streets, nothing but sheets of flame can be seen, running up with the rapidity of lightning to the tops of the trees and then darting off to the smallest branches. The whole city is being lapped up and devoured by this fiery blast.† One solitary woman, a horse tied to a fence between two fires, and a lean, half-starved dog are the only living inhabitants to be seen

†From his position on the river, this correspondent quite naturally obtained an exaggerated view of the fire. Fortunately, it was not as extensive as it appeared to him.

on the streets. Is this not war, vindictive, unrelenting war? Have we gotten up to the European standard?

* * * * *

There must have been some understanding among the incendiaries with regard to the conflagration. At 8 o'clock the flames burst from several buildings in different parts of the city, and at a later hour still more were fired. The wind then rose to a stiff gale and the torch of the incendiary became unnecessary to increase the fire. * * *

* * * The Sixth Connecticut charge it upon the Eighth Maine and the Eighth Maine hurl it back upon the Sixth Connecticut.

Six o'clock p. m. Mouth of the St. Johns—a fierce northeast storm is raging upon the ocean. Gunboats and transports are lying here in safety waiting until it abates. Again we are witnessing a conflagration. Some of the soldiers have gone ashore and found a fine steam sawmill at Mayport Mills, said to belong to a Union man in Maine. Much indignation is expressed on board.

In regard to the burning of the city, Dr. Alfred Walton, medical officer of the Eighth Maine regiment, wrote in his diary:*

Sunday, March 29, 1863: Before we were ready to embark the boys began to set fire to the city and soon we had to hurry up for the smoke was getting rather uncomfortable. On my way down (to the wharf) I ran into St. Johns church and groping through the smoke and fire I took from the altar a large guilt-bound prayer book with the inscription on the cover "St. Johns Episcopal Church, Jacksonville." Farther down on Market Street I entered a building that appeared to be some kind of office (probably the Clerk's office) and from the table or desk I took a manuscript map of the city of Jacksonville. Farther down I saw some negro soldiers setting fires and from their songs and shouting they appeared to be having a good time.

*Dr. Walton returned the prayer book to St. Johns Church in 1866. The manuscript map he returned to the city in 1893.

About six blocks was the area burned over, destroying in the neighborhood of 25 buildings, including the Episcopal Church and the Court House. While reconnoitering from a position on the river, General Finegan saw that Jacksonville was on fire in several places and that the transports were being loaded with troops. He pushed on into the town, arriving just after the departure of the last gunboat, but in time to extinguish the fire in some valuable buildings.

Fourth Federal Occupation

On January 13, 1864, President Lincoln wrote General Q. A. Gillmore (U. S. A.), commanding the Department of the South as follows: "I understand an effort is being made by some worthy gentlemen to reconstruct a loyal State government in Florida. I have given Mr. Hay a commission of major and sent him to you with some blank books and other blanks to aid in the reconstruction."

Elaborate plans were made, and an expedition of more than 20 vessels, gunboats and transports, carrying in the neighborhood of 7,000 troops, under the command of General T. Seymour, left Hilton Head, S. C., for Jacksonville before daybreak, February 6, 1864. This expedition arrived at the mouth of the St. Johns River early on the morning of the next day, crossed the bar and proceeded to Jacksonville. The transport *Maple Leaf* was the first vessel to reach the dock, and at 3:40 p. m. (7th) began landing troops. In a short time the other transports came up. There was a small Confederate picket, 20 men, in the town and they fired on the *Hunter*, one of the transports, and killed one man, but were immediately forced to retire by a cavalry company that had been hastily landed from the *Maple Leaf*. Later in the afternoon, the U. S. gunboat *Norwich* went up to McGirts Creek to capture the *St. Marys*, a river steamer being loaded with cotton consigned to Nassau, N. P. Finding himself hemmed in, the commander of the *St. Marys* sank his vessel in McGirts Creek, and two days later it fell into the hands of the Federals. There was considerable friction between the Federal army and navy officials as to who should claim the prize, the army or the navy; the official reports do not indicate how the question was settled.

In his official report, General Gillmore states that the object of this expedition to Florida was:

1. To procure an outlet for cotton, lumber, timber, turpentine and other products of the state of Florida.
2. To cut off one of the sources of supplies for the Confederates.
3. To obtain recruits for his colored regiments.
4. To inaugurate measures for the speedy restoration of the state to her allegiance.

For the purpose of carrying out these plans, the bulk of the Federal army set out on the afternoon and evening of

February 8th, on the march westward to Baldwin and Lake City. This movement culminated on February 20th, in the famous battle of Olustee, or Ocean Pond, where General Seymour was defeated by the Confederates under Generals Colquitt and Finegan. Thus it seems that two clauses of General Gillmore's plans, namely 2d and 4th, were practically annulled in the very beginning, General Seymour having reported a day or so before that "I am convinced that what has been said of the desire of Florida to come back now is a delusion."

After its defeat at Olustee, the Federal army returned to Jacksonville. The churches and some of the largest houses were used as temporary hospitals. The floors were strewn with hay and on this the wounded soldiers were placed in rows, white and black side by side, as they were brought in from the front.^b

Fortifications were erected to strengthen the town against attack, and soon the arrival of reinforcements brought General Seymour's army up to 12,000 men, splendidly equipped in every department. Among these troops were six negro regiments.

The Confederate forces on February 26th occupied a position on McGirts Creek at a point where the wagon road and the railroad crossed the creek, ten or twelve miles west of Jacksonville. They were now under the command of General W. M. Gardner, who, outranking General Finegan, took command after the battle of Olustee. Breastworks and stockades were erected at McGirts Creek, the post being named Camp Milton. Afterward, when the Confederates abandoned these works, the Federal officers spoke of them as magnificently constructed fortifications, beautiful in detail. March 6th, General J. Patton Anderson assumed command of the Confederate army near Jacksonville. At that time it numbered about 8,000 men, some of them poorly equipped.

On March 1, 1864, General Henry (U. S. A.), with 500 cavalry and 2 pieces of artillery, left Jacksonville for the purpose of making a reconnaissance in the direction of Camp Milton. The movement developed into quite a skirmish at Cedar Creek,† six miles west of Jacksonville, lasting from 10 a. m. until 3 p. m. The Federal loss was one killed, four

†There are several creeks near Jacksonville called Cedar Creek. The one here mentioned is a branch of McGirts Creek.

wounded, and five prisoners. The Confederates lost Captain Winston Stevens, killed; other casualties not reported.

During March, Palatka was occupied by a strong force sent from Jacksonville, estimated by General Anderson at 1,500 men. St. Augustine and the eastern side of the St. Johns were also in possession of the Federal army, together with the north side of the river below Jacksonville, with a battery at Yellow Bluff. There was constant and uninterrupted communication between these posts and the base at Jacksonville until the navigation of the St. Johns River was made extremely hazardous by the Confederates, who, on the night of March 30, 1864, placed 12 torpedoes, each containing 70 pounds of small-grain powder, in the river channel near Mandarin Point.

At 4 a. m., April 1st, the U. S. transport *Maple Leaf*, returning to Jacksonville from Palatka with the camp equipment of three regiments, struck one of these torpedoes and sank in seven minutes. The Confederates then boarded her and burned her to the water's edge. On April 16th, the *Hunter*, another U. S. transport, returning from Picolata with quartermaster stores, struck a torpedo and sank immediately, near the wreck of the *Maple Leaf*. One man was drowned. Again, on May 9th, the U. S. armed transport *Harriet A. Weed* was destroyed at the same place, with the loss of five men. Thus within 40 days three vessels were destroyed at this point, with nine torpedoes still in the river. Farther up the river, at a place called Horse Landing, Lieutenant Letford, of Captain Dickison's command, captured and burned the U. S. steamer *Columbine*, killing 25 and capturing seven commissioned officers, 9 seamen, and 47 enlisted negroes, himself sustaining no loss whatever.

On April 2, 1864, General Henry made another reconnaissance in the direction of Cedar Creek, and in the skirmishing that followed had 8 men wounded. The Confederate casualties were not given in the reports.

These forces, the greatest number mobilized in Florida during the war, remained facing each other until the middle of April, when heavy drafts were made on both Federal and Confederate armies in this vicinity, for service in the armies of Sherman and Grant, Lee and Johnston. Beginning with the 8th of April and continuing thereafter until the middle of May, transports loaded with Federal troops left Jacksonville almost daily. The Federal forces in this vicinity were

finally reduced to about 2,500 or 3,000 men, largely negroes, the bulk of which occupied Jacksonville. Afterward, reinforcements came, but did not remain long. The Confederate troops began leaving April 14th, for assignment elsewhere, until only one regiment and two battalions of cavalry and three companies of artillery remained in East Florida. General Anderson then changed his headquarters to Lake City, leaving in front of Jacksonville the Second Florida Cavalry and four companies of the Fifth Battalion Florida Cavalry, to oppose the overwhelming force in the strongly fortified position at Jacksonville.

On the night of May 31-June 1, a force of 2,459 Federal troops left Jacksonville in two columns, to attack Camp Milton. The small Confederate detachment occupying the post at that time was surprised and driven from Cedar Creek and Camp Milton back upon Baldwin. A portion of the works at Camp Milton was burned or otherwise destroyed, but the next day the Confederates advanced, skirmishing with the advance guard of the enemy, and reoccupied Camp Milton.

Overwhelmingly outnumbered, this remnant of Florida cavalry performed miracles. It met and defeated raiding parties, one of which was almost annihilated in the streets of Gainesville by Dickison and his men, aided by citizens of the town; attacked and captured outposts and pickets; threatened the Federal communications on the St. Johns River, and was nearly successful in the attempt to obstruct the navigation of the river below Jacksonville in the vicinity of Yellow Bluff, by placing torpedoes and mines in the channel. That these harassing tactics came near causing the evacuation of Jacksonville by the Federal army is indicated in the following communication from Federal headquarters at Hilton Head to General William Birney, commanding at Jacksonville, dated July 16, 1864, to-wit:

I am instructed by the major-general commanding to inform you that the number of troops now in your command is considerably greater than that section of the department demands in a military point of view. If you cannot properly guard the St. Johns River you must prepare to make St. Augustine your base, keeping Jacksonville and Picolata as advanced posts, if practicable. In case of immediate danger of the St. Johns River being rendered impracticable for navigation by reason of the enemy gaining possession of points along the banks or by reason of their planting a great number of torpedoes in the river, the communication from Jacksonville to St. Augustine must be by ferry across

the river, which you must provide in season, and by land across the country.

All of this was in face of the fact that Jacksonville at that time was protected by inclosed works, redoubts and lunettes, connected by rifle pits and manned with eight batteries of the most improved artillery.

There was considerable skirmishing during the latter half of July in the neighborhood of Trout Creek, and near Baldwin and Camp Milton, which the Confederates again evacuated and reoccupied. By this time they had dwindled to 216 cavalry, 40 mounted infantry, and a battery of 4 guns. When a force comprising 3 negro regiments and 1 white regiment of infantry, 1 cavalry regiment, and 4 pieces of artillery was sent out from Jacksonville against Camp Milton, the remnant of Florida troops permanently evacuated that post; this was on July 26th, 1864. Insofar as armed opposition was concerned, this ended the war in the vicinity of Jacksonville, but occasional Federal raiding parties continued to be sent down the State until the surrender in the spring of 1865.

In the meantime, the question of Florida's return to the Union was revived, although nothing ever came of it further than the calling of a convention by Unionists within the Federal lines, to be held in Jacksonville in May, 1864, for the purpose of selecting delegates to the national convention soon to be held in Baltimore. Two delegates were appointed from St. Augustine, one from Fernandina, and three from Jacksonville. The Jacksonville delegation was: John W. Price, Paran Moody, and John S. Sammis.^a It will be remembered that a similar convention was held during the first Federal occupation of Jacksonville when the drastic "Declaration of Rights" was directed against the Southern people.

Bibliography, Chapter XIII

^aMemoirs of Florida, Fleming; ^bO. L. Keene in published account; ^cRecords of Florida Historical Society; ^dStated by residents who were here at the time; ^eBook of Jacksonville, Paul Brown; ^fWar of the Rebellion—Official Records of Union and Confederate Armies, Series 1, Vol. VI; ^g"Old Citizen" in Jacksonville Tri-weekly Sun, Jan. 27, 1876; ^hNewspaper clipping; ⁱWar of the Rebellion, etc., Series 1, Vol. XIV; ^jDo, Vol. XXXV; ^kFlorida Gazetteer, Hawks, 1871; ^lDiary of A. Walton, medical officer 8th Maine Reg., pub. in Jacksonville Evening Telegram, Oct. 30, 1893; ^mFrom accounts published in the early local newspapers.

CHAPTER XIV

REORGANIZATION AND RECONSTRUCTION

(Political)

Effort to Restore Civil Government

(1865-1866)

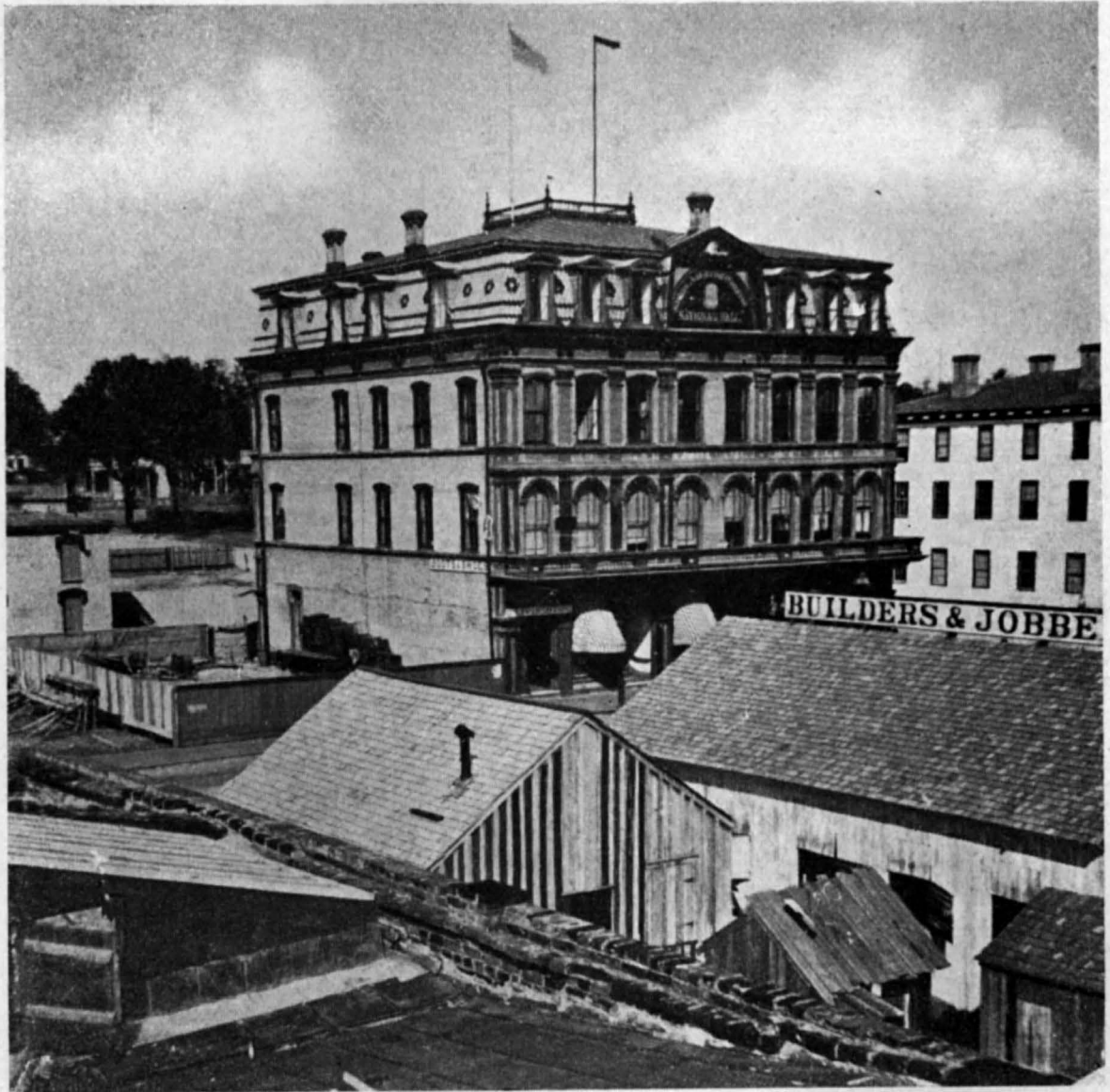
Judge William Marvin was appointed provisional governor of Florida by President Andrew Johnson in July, 1865. On August 2, Governor Marvin addressed a meeting at Jacksonville and the next day issued a proclamation, calling an election of delegates to a convention which would be empowered to establish a new State government for Florida in accordance with the President's amnesty proclamation. Some of the Southern people took the oath required and others secured the special pardons offered by it, so that the class of people entitled to vote in this election comprised Southerners as well as those that had sympathized with the North throughout the war; many were Republicans, but all were bona-fide white residents of Florida, as one of the requirements of the President's proclamation was that the applicant for registration must have had the qualifications to vote at the time the State withdrew from the Union.^a

The oath was taken by 7042 persons in Florida. The election was held in October and the convention of 56 delegates assembled at Tallahassee late in that month. The constitution adopted by this convention provided for an election in November following, for governor and other State and County officers, legislature, judges, and members of Congress. In the November election David S. Walker, of Tallahassee, was elected governor.^a

The Legislature elected in November met at Tallahassee in December, 1865. It was composed of the same class of citizens as those of the convention. Governor Marvin addressed it with an appeal to lay aside revengeful feelings and institute a just and reasonable policy in the re-establishment of the State government. He was opposed to granting suffrage to the negro so soon after emancipation.^a

Governor Walker was now inaugurated, and in addressing the Legislature he recommended a policy of conciliation similar to that of Governor Marvin. He, too, was opposed to

1874
FREEDMEN'S BANK BUILDING
(S. W. corner of Main and Forsyth Streets)



The location is now occupied by Furchgott's annex. The bank building faced Main Street, then called Pine. To the right a glimpse of the three-story Tremont Hotel (where the Williams building is now) is obtained. Both buildings were destroyed in the fire of August 18, 1891. The oak trees at the left are at Forsyth and Laura Streets and the buildings beyond are dwellings where the Barnett National Bank is now situated.

granting suffrage to the negro at this time. The Thirteenth Amendment was ratified and the negro was granted certain civil rights, but the Legislature did not enfranchise him.^a

The vital question before the Legislature in 1866 was the Fourteenth Amendment, which had already passed the national Congress. Governor Walker recommended its rejection, as it virtually disfranchised most of the intelligent people of the South. The Legislature refused to ratify it.^b

The record left by this body of men stands out against the screen of subsequent events as a conscientious effort to bring about the reorganization of the State government in the only sensible way. They saw with unclouded vision the chaos that would result if the negro were given the vote at this time, and their logic and foresight were thoroughly verified later. What they did was in accordance with the policy outlined by Abraham Lincoln and followed by Andrew Johnson, as was repeatedly pointed out by President Johnson in his numerous vetoes of Congressional Bills designed to bring about political upheavals in the South.

The people of Florida were just becoming reconciled to the new state of affairs, when the State was invaded by the Freedmen's Bureau under the protection of the armed forces of the United States.

Freedmen's Bureau (1865-74)

The Federal Congress passed an act establishing the Freedmen's Bureau in March, 1865, before the close of the war. The purpose of the legislation was to furnish provisions, clothing, shelter, and fuel to the needy and dependent freedmen and their families. One of the provisions of the act was the allotment of abandoned or confiscated land, 40 acres, under special conditions, to worthy freedmen.^a Out of this grew the famous "Forty acres and a mule" lure that was so often dangled before the eyes of the bewildered negro by his so-called benefactors, and always to his undoing. This act was to remain in force one year.

Nothing much was done by the Bureau the first year; but in the meantime the halls of the Federal Congress were reverberating with the thunder of radical leaders, who saw in this legislation the groundwork on which to build their efforts to force their doctrines on the South. So in February,

1866, just before the expiration of the original act, a Congressional amendment extended it indefinitely until repealed and also vastly enlarged the field of operations by the Bureau. It was made a branch of the War Department, with instructions to establish military sub-districts in command of army officers to enforce its dictates. When the Bill was sent to President Johnson for signature, he vetoed it. He called attention to the fact that the South was making good progress in re-establishing law and order, and he could see no necessity for virtually a military dictatorship here at that time, but Congress passed it over his veto.^a Thus was the South launched upon her decade of troubles, which were imposed upon her, as we shall see, not in the spirit of patriotism, but purely from partisan motives.

Among the added functions of the Freedmen's Bureau was the establishment of Churches, schools, and other institutions for the freedmen in the South. On the face of it this was a worthy move, but it developed that these institutions became the means for the spread of pernicious social doctrine among the negroes. The ministerial brethren and the school teachers that came down from the North to minister to the moral and educational welfare of the freedmen, were, most of them, over-zealous people who lacked the ability to foresee the certain result of radical teachings at a time like this; and it was their work of attempting to put the negro on an equal social basis with his former master that produced the bitterest and most dangerous influences of the time.

As early as 1866, Jacksonville had three negro schools, four teachers and 530 pupils; and there was established at Magnolia Springs a hospital with a staff of several physicians and a number of nurses.^b

Operation of banks to care for the freedmen's savings and teach them thrift, was another phase of the Bureau's added activities. To start with, these banks were operated along legitimate lines with safe securities, but these were soon replaced by worthless stocks and valueless mortgages. The Freedmen's banks became the beacon lights that drew the unsuspecting darky into the fold, where he became the prey of the political machine officially called the Freedmen's Bureau. The whole fabric degenerated into a wildcat scheme to defraud the negro, and it collapsed in 1874, when popular clamor in the North demanded an investigation of its affairs.^c

The larger of the two Freedmen's banks in Florida was at Jacksonville—the other was at Tallahassee. The Jacksonville bank opened its doors in March, 1866,^b occupying offices at the corner of Bay and Ocean Streets, in the Hoeg building. In 1870 it was moved to a new four-story brick building at the southwest corner of Pine (Main) and Forsyth Streets. This was ever afterward known as the Freedmen's Bank building, until destroyed in the fire of 1891. About the time of its removal, the name was changed to National Savings and Trust Company. N. C. Dennett was the first cashier; he swindled a colored man, James Aberdeen, out of some of his money and was removed for incompetency. W. L. Coan was bank manager. Coan was continuously active in local politics and held a number of city offices.^d This bank failed in June, 1874, with \$39,400 on deposit and 1608 depositors, nearly all negroes.^b

The Freedmen's Bureau was the clearing house through which radiated most of the activities of the radicals. The failure of the Freedmen's bank had an important bearing on the political situation here, since the unsophisticated negro then awakened to the fact that he had been swindled by an institution organized, as he supposed, for his protection and welfare.^b So increased the growing tide that came to flood in 1876, when George F. Drew was elected governor, and the State returned to home rule.^d

This record of the Freedmen's Bureau overlaps two other regimes, that, although backed by the same influences, and interwoven in a tangled maze with the activities of the Bureau, as well as with each other, were yet distinct political phases and should be considered as such; namely, the so-called "reconstruction period" (1867-8) and the "carpet-bagger" regime (1868-76).

The "Reconstruction" Period^a (1867-8)

The act known as the "Reconstruction Act" was officially entitled "An Act to provide for the more efficient government of the rebel States". Alleging that no legal State governments or adequate protection for life and property existed in ten Southern States, including Florida, it provided for the division of those States into five military districts, under the command of army officers assigned thereto by the President,

with undefined powers to reconstruct the State governments. When so appointed, these commanders were empowered with unlimited and absolute authority. They were endowed with legislative, judicial, and executive power. The President himself could give them no instructions. They could abolish charters, extend franchises, stay the collection of debts, levy taxes, impose fines and inflict penalties, authorize the issue of bonds and the contraction of State indebtedness, set aside the decisions of the courts, remove all officers and fill all vacancies without the form of an election, and try persons by commissions selected by themselves.†

President Johnson vetoed the Bill in toto, pointing out that it was an unconstitutional, unnecessary, and vicious piece of legislation. His criticism of it was a masterpiece of logic and truth. It was passed over the President's veto March 2, 1867, thereby becoming an act of Congress. The iron heel was presumably now firmly upon the South, but Congress in its haste had not reckoned with the effect of placing the appointment of the district commanders in the hands of an honest man and true patriot. President Johnson selected the fairest men in the Federal army to fill these posts.

An act amendatory of the original act, likewise passed over the President's veto March 23, 1867, defined the methods of reconstructing the State governments. Before registration the applicant must have subscribed an oath that he had not participated, either directly or indirectly, in any rebellion against the United States, nor given aid or comfort to its enemies. This, of course, debarred most of the Southern white men, and at the same time admitted the freedmen to registration. After the completion of such registration an election should be held prior to September 1st, 1867, of delegates to a convention, the duty of which was the framing of a constitution for the establishment of civil government in the State. Provision was also made for the usual machinery of an election. Inspectors were required to take the "iron-clad oath".^a

In Florida the registration showed 11,148 whites and 15,434 colored entitled to vote in accordance with the rules prescribed.^c The Convention met at Tallahassee January

†"Union-Disunion-Reunion", Cox, p. 480.

20, 1868. Of the 46 delegates comprising it, 43 were Republicans, and of these 18 were colored.^b As might be expected, the delegates soon split into factions, when there came about a "serio-comic presentation of politics" the record of which makes history ludicrous.

The constitution, known as the constitution of 1868, eventually framed by this convention, granted universal suffrage. It provided for election by the people of governor, lieutenant-governor, legislature, and constables; the judges and all other State officers were to be appointed by the governor and confirmed by the State senate. The legislature elected under the provisions of the constitution, met in June and ratified the Fourteenth Amendment. On July 4th, 1868, the ceremony of the transfer of government was accomplished, from the military into the hands of the civil authorities, which proved to be the agents of the Freedmen's Bureau, and a class of persons newly arrived from the North and called by the Southern people "Carpet-baggers".^b

Florida was a sub-district of the Third Military District as constituted by the "Reconstruction" act. Colonel John T. Sprague was appointed the military governor of the State. His headquarters were in Jacksonville most of the time. Colonel Sprague was a gentleman of pleasant manners and conservative views, and though invested with autocratic power, he sought no opportunity to exercise it in a harsh or oppressive manner. He was not a stranger in this community, for he had been here before as an officer in the Seminole war, when he became acquainted with many of the residents. And now, when he saw the injustice heaped upon the Southern people, he did everything that he could to lessen their burdens. Florida, indeed, was fortunate in having him as the military governor. The character of this officer was the softening factor in the relative lack of animosity of the local people toward the military, in contrast with their utter distrust of the Northern political forces operating here after the war. When the time came for the U. S. troops to leave Jacksonville, the Southern people here, sent a petition to Washington asking that they be retained for the purpose of protection.^d

**The "Carpet-Bagger" Regime
(1868-1876)**

From the pen of Judge Jeremiah S. Black,† of Pennsylvania, comes this description of the "carpet-bagger", who he was and what he did:††

The people (Southern) would not have been wholly crushed (politically) either by the soldier or the negro, if both had not been used to fasten upon them the domination of another class of persons which was altogether unendurable. These were called carpet-baggers, not because the word is euphonious, but because they have no other name whereby they are known among the children of men. They were unprincipled adventurers who sought their fortunes in the South by plundering the disarmed and defenseless people; some of them were the dregs of the Federal army—the meanest of the camp followers; many were fugitives from Northern justice; the best of them were those who went down after peace, ready for any deed of shame that was safe and profitable. These, combining with a few treacherous 'scalawags',§ and some leading negroes to serve as decoys for the rest, and backed by the power of the general government, became the strongest body of thieves that ever pillaged a people. Their moral grade was far lower, and yet they were much more powerful than the robber bands that infested Germany after the close of the Thirty Years' War. They swarmed over all the States, from the Potomac to the Gulf, and settled in hordes, not with the intent to remain there, but merely to feed on the substance of a prostrate and defenseless people. They took whatever came within their reach, intruding themselves into all private corporations, assumed the function of all offices, including the courts of justice, and in many places even 'ran the churches'. By force and fraud, they either controlled all elections, or else prevented elections from being held. They returned sixty of themselves to one Congress and ten or twelve of the most ignorant and venal among them were at the same time thrust into the Senate.

This false representation of a people by strangers and enemies, who had not even a bona-fide residence among them, was the bitterest of all mockeries. There was no show of truth or honor about it. The pretended representative was always ready to vote for any measure that would oppress and enslave his so-called constituents; his hostility was unconcealed, and he lost no opportunity to do them injury. Under all these wrongs and indignities, the Caucasian men of the South were prudent, if not patient. No brave people accustomed to be free ever

†Judge Black was a Union statesman and jurist, of the time and of the same State as Thaddeus Stevens.

††"Union-Disunion-Reunion", Cox, p. 624-5.

§A Southern native white man who bolted the Democratic party and became a Republican after the war for the sole purpose of a selfish gain from politics, was called a "scalawag", and in the eyes of the true Southerner he was a turncoat, a recreant to his race.

endured oppression so peacefully or so wisely. * * * Southern men 'made haste slowly' to recover their liberties. They could not break the shackles of usurped control; some of the links gradually rusted and fell away of themselves. The gross impolicy of desolating the fairest half of the country impressed itself more and more upon the Northern mind, with the result that an investigation was demanded of the Freedmen's Bureau and its activities—

which ended in the collapse of this political machine, the power that gave the carpet-bagger life.

The following is only an incident, but it is typical:

Yellow Bluff Fraud†

Osborn, who was anxious to be returned to the United States Senate, determined to leave no stone unturned to secure as many members of the State Senate as possible, preparatory to the expiration of his term. Duval County, as well as Leon, had heretofore opposed from the beginning of reconstruction, Osborn and his whole gang. A Senator must be had from this county at all hazards, the will of the majority to the contrary notwithstanding, and this request of the chief was urgent and mandatory. The ring assembled in secret conclave in Jacksonville and discussed the probabilities and improbabilities of securing a nomination at the hands of the Republican nominating convention, by a free use of money and bad whiskey; and if that should fail, the next step was to secure John R. Scott, colored, who was one of the leading lights among the colored men of that county, and have him to understand that they were in favor of him, in order that if he was nominated for the Senate, they could more easily make a combination with the Democrats to defeat him and elect one after their own heart, Horatio Jenkins, Jr. Should they fail in this, or should the canvass look squally for them, then fraud upon the ballot box was to be committed and Jenkins counted in; and should they fail in this, Jenkins was to contest the seat of Scott by making a combination with the Democrats in the Senate, touching the safety of their minority in the Senate, and thereby oust Scott and seat Jenkins. As to the true intention of the conspirators, Scott was unaware. Let us see if they were successful in any of these propositions.

John R. Scott, now ambitious for Senatorial honors, was worked up to fever heat to secure the prize. The convention met, and it was at once observed that W. H. Christy, white Republican, who did not belong to the Osborn gang, was the choice of the convention. The anti-ring delegates held a caucus, which was attended by Scott as one of them. Scott talked and advised with the other delegates, and assured them that he was with them for the nomination of Christy. He begged the caucus to make him chairman of the convention, which was done, and in

†"Carpet-Bag Rule in Florida", John Wallace, p. 128-30.

a few minutes the convention was called to order. Scott, as prearranged, was made chairman. Christy was nominated by one of the anti-ring delegates, and instantly the carpet-baggers Dockray, Jenkins, and Cheney presented the name of Scott as Christy's opponent, as agreed upon before. The anti-ring delegates were astonished, and rushed to Scott to have him withdraw his name, but he did not seem to understand what they meant. Balloting commenced, and resulted in the nomination of Christy by a large majority, but Scott ruled that the resolution was unintelligible, and ordered a new ballot, which was had, and again Christy received a large majority. Some informalities, which Scott contended compelled him to rule that the first ballot was unintelligible, happened this time all right, but he ruled just the opposite to what he did before, so that a third ballot was ordered, which again resulted in the nomination of Christy. The ring now gave up the ghost and abandoned their proposition. Scott and Dan McInnis (both colored) were nominated for the Assembly.

The ring, expecting that they would have Scott to deal with, when it turned out that they had Christy, hesitated for a while to attempt to defraud him at the ballot box, and invented another plan, and that was to get Jenkins to the lower house, which would give him influence to be returned to the Legislature two years hence, and also to lead in the impeachment of Harrison Reed. A few days after the convention one of Osborn's friends said to Dan McInnis, 'McInnis, I am authorized by Colonel Osborn to say to you that if you will simply withdraw from your place on the Legislative ticket and let Jenkins go in your place, he will give you five thousand dollars, and give you also the regular pay; we do not ask you to take an active part in his favor.' McInnis replied, 'Tell Osborn to go to h—l with his money; I have my trade to make my living from'. Having failed to defeat the will of the majority in these two efforts, they resorted to the Democrats for success. They entered into an arrangement with H. H. Hoeg and Miles Price, who were ambitious for Legislative honors, and members of the Democratic party, Hoeg and Price being backed by a very small minority of the Democrats of the county in the arrangement, to the effect that a ticket with Horatio Jenkins, Jr., for Senator, and H. H. Hoeg and Miles Price for the Assembly, should be run in opposition to the regular Republican ticket, Hoeg and Price to furnish the money to run the campaign, except \$1000, which Jenkins was to contribute, which, according to the statement afterwards of Hoeg's accountant, they did to over \$4000. The Democrats, on the day of the election, pretty much all voted for Christy, as did the (conservative) Republicans; and according to the count, Christy, Scott and McInnis were elected by more than two-thirds vote of the county. The county board of canvassers (judge of probate, clerk, and a justice), after throwing out irregularities, etc., certified to the Secretary of State that the Christy ticket was elected by 825 majority. The day of the election, the ring, with what following they could muster, went down to Yellow

Bluff‡ precinct, an obscure little village, to vote, thus laying the foundation for the fraud afterwards perpetrated. Yellow Bluff proper had about 80 votes, but the ring had invented a method by which a minority could be transformed into a majority without votes or the knowledge or consent of the voter. They waylaid the Inspector from this precinct, who had been intrusted with the ballot box to deliver to the County Clerk's office, and getting him drunk, broke it open, took out and destroyed the returns made by the Inspectors and substituted one of their own manufacture, with votes for the other ticket to correspond with the return—the same being made to give Jenkins, Hoeg, and Price small majorities. Re-sealing the box, it was conveyed to the Clerk's office, and the demand made for its count; but the canvassers failed to see it, and threw it out.

When the legislature met, Christy took his seat, but he was permitted to hold it only three days, when he was ousted and Jenkins seated in his place.^e

The Osborn referred to was Thomas W. Osborn, who came to Florida as the head of the Freedmen's Bureau in this State. He was the originator of the notorious "Lincoln Brotherhood" among the negroes.^e

Florida had her share of "carpet-baggers" and Jacksonville her full quota. Most of them arrived between 1868 and 1870, with military prefixes to their names, though many of them hardly knew the difference between a cartridge and a cannon ball. Some came as "professional" men. As a class their activities here were within the meaning of Judge Black's general description. When it was clear that their day was drawing to a close most of the "carpet-baggers" packed their luggage and disappeared in the direction of the northern horizon. Some lingered awhile and then left. But few remained permanently.^d

All Northerners Not Carpet-Baggers

To leave the mind impressed with the idea that every Northern man in Florida during this period was a carpet-bagger or an attache of the Freedmen's Bureau would be gross injustice to those representing the conservative and best element of the North who came down seeking bona-fide residence and legitimate investment and pursuit; some of them were wealthy people seeking health. This type is

‡Now New Berlin.

usually lost sight of in the overwhelming preponderance of political adventurers and fanatics; but it was here and the thread of its helpful influence is found woven into many of the enterprises that contributed heavily to the recovery of the State from the depression following the war.

Bibliography, Chapter XIV

a"Union-Disunion-Reunion, Three Decades of Federal Legislation", S. S. Cox, 1885. The author of this work was a member of the U. S. Congress before, during, and after the war between the States; his information was first-hand and he writes from personal knowledge. *b*"Civil War and Reconstruction in Florida", W. W. Davis, 1910. *c*"History of Florida", G. R. Fairbanks. *d*Statements of old citizens who passed through this period in Jacksonville and Florida. *d*"Carpet-Bag Rule in Florida, The Inside Workings of the Reconstruction of Civil Government in Florida after the Close of the War", John Wallace (colored), 1885. Though crude in expression this is a remarkable book; it covers in detail the subject indicated in the title.

CHAPTER XV

REVIVAL OF BUSINESS
(1865-1875)

Let us go back to the end of the war and follow the progress of the old residents of Jacksonville in the revival of their pursuits of life amidst the distracting influences of the "Reconstruction", of which the preceding chapter is only an outline and a brief one at that.

Upon the formal surrender of the Florida troops on May 20, 1865, the different organizations of Confederates disbanded and those that had enlisted from Jacksonville and their families began to return. The railroad from Baldwin to Jacksonville had been torn up and from that point many of them had to walk, ladies and children as well as men. To these returning citizens Jacksonville presented a heartrending sight, as the desolating effects of war and decay were apparent on every side. The streets were littered with the trunks of trees that had been felled as a barricade against the Confederate cavalry which now and then came in close to the town. Ruins of buildings burned; broken-down fences and neglected yards; dilapidated appearance of once neatly painted dwellings—all were depressing to those who sought their former homes. And worst of all, the best and largest dwellings that had escaped the Federal burning in 1863, were occupied by United States officers and troops, in some instances by negro troops, and when the owners applied for possession, many of them learned that their property had been confiscated and sold, the purchasers in some cases being their former neighbors and false friends. Few of the ex-Confederates could provide for the immediate redemption of their property; with the most of them it was a question of keeping body and soul together, and they set to work building cheap shelters for themselves and their families. There was but one sawmill in operation in this vicinity and lumber was sold at an exorbitant price; there was only one store in the town besides the suttlers' stores. The former stores and warehouses on Bay Street were occupied for Federal army purposes as supply depots and some of them as barracks for the troops.^o

Jacksonville had been occupied continuously by Federal forces since February 7, 1864, and under their protecting wing many negroes had collected here from surrounding districts, expecting to be fed and clothed at the expense of the general government.^b The former residents on their return found their ex-slaves and servants walking the streets of Jacksonville imbued with the idea that they did not have to work. Their demeanor had changed, too, from one of respectful obedience to that of insolence, especially on the part of the women—not all, for some of the older generation remained faithful to their former masters and as elsewhere in the South were cared for through the coming years.^a

Confronted by all these conditions, business destroyed, property gone, and denied the rights of citizenship, these war-worn residents did not sink into a state of lassitude. In a patient, manly way they set to work to obtain a living and to collect what little remained to them after a desolating war. Little by little they got together what they could. In time a few of the old merchants brought in goods and opened stores. Business revival crept slowly onward during 1866 and into 1867. With the peace the privately owned steamboats that had survived crept from their hiding places and again appeared on the St. Johns. Several sawmills were now in operation, and here and there the hum of small industry could be heard.^a Northern capital had already arrived seeking legitimate investment in lands and sawmills;^b tourists, too, braved the tedious journey south and began to come in numbers.^a So it may be said by the fall of 1867, Jacksonville had started on the road to business revival.

Military Occupation of Jacksonville

After the close of the war the Federal troops were retained at Jacksonville for the purpose of maintaining order during the process of re-establishing the civil government in Florida. This had been practically accomplished when the amendment to the Freedmen's Bureau act provided for their retention, and in 1867 the "Reconstruction" act delayed their withdrawal until the spring of 1869. Jacksonville, therefore, was continuously occupied by armed forces of the United States for four years after peace.

The close of the war found principally colored troops here. The earthworks at the brick yard in West LaVilla were gar-

risoned by a negro guard. These negroes were zealous and pompous in challenging all comers that had to have passes; but their education was limited and an old Confederate pass or paper after "wise" scrutiny would usually be effective. There was a large garrison of white and colored troops in the southwestern edge of Brooklyn and companies of soldiers were also stationed in the city. Gradually company after company of the colored troops was withdrawn, until practically none but white troops remained to patrol the town.^c

The white soldiers not only were not disposed to annoy or irritate the ex-Confederates, but in time seem to have developed a dislike for the colored citizens hereabout. On the night of February 26, 1869,ⁱ United States white troops formed into squads under sergeants and corporals and marched into town of their own accord. Wherever negroes were seen on the streets the command, "Halt; Ready; Aim; Fire!" was given. Within a short time the volleys could be heard in many places in the then small city. The frightened and fleeing negroes sought refuge in the woods and under the wharves, and the streets during the remainder of the night and the next day were bare of colored citizens.^c The patrolling and shooting caused intense excitement. A negro was found dead on the sidewalk on West Bay Street near Hogan Street, but the soldiers said their cartridges were blanks and denied killing him. Sensational accounts were sent north about the affair^c and soon afterward the military occupation of Jacksonville ceased, the last of the United States troops being withdrawn April 6, 1869.ⁱ

Jacksonville in 1869

The estimated population of the town was about 6,000, not including the suburbs. Riverside had just been platted and that with Brooklyn were the suburbs southwest of the city. LaVilla was immediately west, situated on an island formed by the courses of two creeks. East Jacksonville was then called Scottsville, and beyond that Wyoming. The hotels were St. James; Taylor House, corner of Market and Bay Streets; Price House, close to the railroad depot; Cowart House; Union House; Florida House; Rochester House; St. Johns House, together with four or five large boarding houses. These were all filled to overflowing in the winter months.^d

In the period 1868-70, a great deal of building was done. The St. James Hotel was built. New railroad depot and wharves were erected, together with a number of dwellings of the better class. Besides these, many cheaper houses were built in LaVilla and Brooklyn. The river was beginning to look like old times with vessels at the lumber docks and steamboats coming and going. On the whole the fall of 1870 found Jacksonville going ahead in a business way.^e

Fire of December 19, 1870

About 7 p. m. December 19, 1870, fire broke out in a wooden building on the wharf back of Fairbanks's store on the south side of Bay Street between Pine (Main) and Laura. The lower portion of the building was occupied by M. W. Drew as a grain and hay warehouse and the upper part by R. W. Davis who conducted a mattress factory. The fire started in the mattress factory and the building was soon a burning mass. The flames spread rapidly to the nearby buildings and with the exception of the Hazeltine building at the southeast corner of Bay and Laura Streets and the eastern half of a building at the southwest corner of Bay and Pine, everything from the south side of Bay Street to the river between Pine and Laura was destroyed. In the meantime the fire jumped across Bay Street and reduced to ashes everything in the block bounded by Bay, Laura, Forsyth and Pine (Main), except the new Freedmen's bank building at the southwest corner of Pine and Forsyth and one or two small houses at the other end of the block. Among those burned out were the "Florida Union" newspaper plant, C. Drew's book store and printing plant, S. B. Hubbard's and R. T. Masters's hardware stores.^f Jacksonville's Volunteer Fire Department, comprising several companies, had just been organized; this fire furnished a real test and it got away from them.

The Fagan-Carlin Murder

One Saturday night in the winter of 1871-2, Mr. and Mrs. Fagan left their home three miles northeast of the city to come into town for groceries, leaving their two little girls with Mrs. Fagan's sister, Miss Rosa Carlin. Two young men, William C. and Henry Scott, boarded with the Fagan family.

That night after the Fagans left the house the two little girls and Miss Carlin were murdered with an axe, for the purpose, it was supposed, of robbing a drawer of money secreted by Fagan, but known to the murderers. The Scott boys were arrested on circumstantial evidence. Blood spots on their clothing were analyzed by Dr. A. S. Baldwin and pronounced human blood. The trial lasted three weeks; every day the court room on the third floor of the Freedmen's bank building was crowded with spectators, for this murder had created a profound sensation throughout the community. J. P. C. Emmons, J. B. C. Drew, and B. B. Andrews were the prosecuting attorneys, while defending the case were J. J. Finley and W. R. Arno. These old-time lawyers were then in vigorous manhood and their arguments before the jury won wide distinction, especially that of Mr. Drew. T. T. Long was the judge, and H. H. Hoeg was foreman of the trial jury. The Scotts were convicted; William was hanged and his brother Henry was sentenced to life imprisonment, but he died in less than two years after the sentence. For many years this stood as the most sensational murder case in Duval County.^g

*In the past 60 years, record to 1924, there have been four legal executions of white men in Duval County, namely:

William C. Scott, as recorded above.

William Keen, hanged February 27, 1874, for the murder of William Valentine. The murder took place on a boat near Mandarin, Keen's motive being robbery.

Otis D. Smith, hanged July 11, 1909, for the murder of his sister in Jacksonville during a quarrel.

Will Alexander, hanged May 3, 1912, for the murder of Jack Sumner in a barroom in Jacksonville.

1872-1875

Jacksonville in the period 1872-75 was described as a thriving little city. Bay Street was lined a portion of the way with creditable brick stores, two, and in a few cases, three stories high, and the merchants carried good stocks. The principal industry was the lumber business. Except hay, grain, and lime nearly all of the goods sold here at that time came from New York.

*A friendliness has always existed between Jacksonville and New York, both in business and in sentiment. When Jacksonville appealed for help in the yellow fever epidemic of

1888 and again after the fire that destroyed the city in 1901, the people of New York City responded with an open-hearted generosity that should never be forgotten by the people of Jacksonville—even in the years to come when the generation that knew those distressing calamities will have passed away.

By 1875, three large hotels had been built here and about every fourth house was a boarding house. The railroad accommodations were two incoming and two outgoing passenger trains daily. Published here were two weekly, one semi-weekly and two tri-weekly newspapers. A lot on Bay Street in the business part of town was valued at \$10 a front foot.^g

The financial panic that swept the country in 1873 was felt in Jacksonville and there was a slowing-down in business for a while, but principally in the lumber business. The mills did not close, but their output was much reduced. Though building on a small scale continued, capital held back awaiting the restoration of confidence.^h This came in 1874-75 when began the remarkable era of hotel building to care for the constantly increasing tourist travel. In this period new industries were introduced and wholesale houses carrying large stocks of groceries, provisions and dry goods were established.

At the close of 1875 most of the Southern residents had gotten on their feet again in a business way; the prostration following the war had about disappeared in this respect, but the political situation was still controlled by alien politicians. The Congressional election of November 3, 1874, shows how Jacksonville stood politically at that time, when Joshua T. Walls (negro) polled 956 votes against 492 for J. J. Finley, Southern Democrat and prominent Floridian. This vote included East Jacksonville and LaVilla. The final awaking of the negro with respect to the Freedmen's Bureau activities and his consequent waning interest in political matters furnished an opening for the Democrats for the restoration of home rule.^a This was accomplished in large measure by the elections in 1876.

Bibliography, Chapter XV

^aAs stated by residents whose information was first-hand; ^bReports of Col. John T. Sprague; ^cW. W. Douglass, resident of Jacksonville; ^dFlorida and the South, Brinton; ^ePublished account by "Old Citizen" in 1876; ^fRecords of Dr. A. S. Baldwin; ^gNewspaper account; ^hLocal press of the period; ⁱDate furnished by U. S. War Department.

HISTORY OF JACKSONVILLE, FLORIDA

PART II

CHRONOLOGICAL RECORD 1876 TO 1924

The importance of a local event is largely relative to the population of the place; occurrences that 40 years ago shook the town with excitement would maybe pass today without general notice by the city.

Part II is a chronological record of outstanding events in the life of the town and the city; it is not a parade of excitements, calamities, fires, and set-backs, but a record of those unusual events and epochs that cannot be assembled under subject heads for chapter order, though of sufficient importance to the period in which they occurred to become a part of Jacksonville's history.

This record, except where otherwise indicated, was extracted from the local newspapers forming almost a complete chain from 1876 down to date, all of which have been examined, namely:

Tri-weekly Sun, January to July, 1876.

Sun and Press, June, 1877, to May, 1878.

Florida Dispatch, January, 1879, to November, 1881.

Daily Times, November, 1881, to February, 1883.

Times-Union, February, 1883, to June, 1887.

News-Herald, July to December, 1887.

Times-Union, January, 1888, to January, 1892.

Evening Telegram, February, 1892 to March, 1894.

Evening Times-Union, March, 1894, to September, 1897.

Evening Times-Union and Citizen, September, 1897, to January, 1898.

Times-Union and Citizen, January, 1898, to January, 1903.

Times-Union, January, 1903, to December, 1924.

The dates in the following pages are those of *occurrence*, and not of the newspaper from which the account was taken; the published account will usually be found in the first issue afterward.

1876

February 4: Lloyd Brown (colored) was legally hanged for wife murder. He was captured at Baldwin after the murder and brought to Jacksonville. The day he was brought in the streets were lined with excited negroes, who united in shouting threats against the prisoner, and some went so far as to try to drag him from the hack that was taking him to the jail. It was an exciting demonstration and the officers had a difficult time in landing Brown safely behind the bars.

February 22: First State fair ever held in Florida opened in Jacksonville. The fairgrounds were two miles northeast of the city. Ferry boats carried the crowds to and from the exhibition. It was a success from every standpoint and did much toward advertising Florida products.

April 1: A negro barber by the name of DeLyon attempted to cut Officer Nolan with a razor, and the officer shot him in self-defense. The negroes about town became excited over the affair and began to congregate in large numbers on Bay Street near Ocean. Several serious rows occurred during the day, in one of which a white man was severely beaten. The police finally arrested about a dozen of the ringleaders, together with many others and both the city and the county jails were filled with prisoners. That night was one of much concern, as the negroes threatened to burn the town. Members of the fire companies and scores of determined citizens stationed themselves in different buildings prepared to meet an emergency, but the night passed without serious consequences and no further demonstrations of a threatening character were made.

April 4: John Dunn, a white boy 17 years old, was arrested as the firebug that had been active in the city for some time, setting fire to residences, outhouses, etc. He was tried, convicted, and sentenced to 12 years at hard labor in the State penitentiary.

May 27: A plot to defraud the city by means of reissue of canceled coupon bonds was revealed. A Dr. Koch obtained

1876

access to a safe containing the coupons and secretly took \$1,600 of the canceled paper. He erased the cancellation marks so completely that it was only by accident and through the aid of a magnifying glass that the fraud was detected. These coupons he sold to different parties in the city. When the plot was discovered Koch fled, but was afterward captured in Gainesville.

July 4: With the firing of 37 cannon-rounds at sunrise, representing the number of States then in the Union, the city began a day of hilarity and patriotism characterized by street parades, patriotic speeches, and sports, followed at night by dancing, fantastic parades and general jubilees. Thus Jacksonville celebrated the 100th anniversary of the Declaration of Independence.

Writing in 1876, the editor of the Jacksonville Tri-weekly Sun and Press published the following editorial in his paper:

"The past three years have not been very prosperous to business men or the country at large. They have been distinguished by panics in the money market and depressions in all kinds of business; by failures, and by want of confidence in moneyed institutions. But this city shows a steady growth in spite of the hard times north. To supply the demand for additional accommodations on the river, two new steamboats were put on for the winter. The Pastime, a nice river steamer, came here from the North and ran regularly to Toco to connect with the St. Johns railway to St. Augustine. The David Clark was built two years ago and is now of Brock's line. The manufacture of lumber during the hard times has been less than formerly; besides one mill was burned last summer—that of Eppinger, Russell & Co. Still the local trade has been sufficient to keep most of the mills running during the dull sale of lumber north. Many places on Bay Street where unsightly old rattle-traps stood have yielded to the progress of events and brick buildings have been erected on the ground where they were so much of a nuisance."

Yellow Fever Epidemic of 1877

Rumors of a suspicious fever in Fernandina reached Jacksonville in August, 1877, whereupon the authorities sent a representative there to ascertain the facts. He was told

that no suspicious cases were under treatment, but the information he gained was sufficient to arouse his suspicion and upon his return to Jacksonville a quarantine was declared against Fernandina on August 31. Yellow fever was declared prevalent in Fernandina the first week of September. Some of the more timid people left Jacksonville at that time. The fever spread rapidly in Fernandina, thence along the coast of Georgia and South Carolina, and to Baldwin and other towns near Jacksonville. Armed guards were placed around Jacksonville on September 17, to prevent people coming in from the infected districts. The health authorities issued daily bulletins stating that no case of yellow fever existed in the city and the extreme nervous tension of the residents was relieved somewhat. Early in November Jared H. Keen died, when it was publicly charged that yellow fever existed in the city, and on the 15th the Board of Health issued this bulletin:

Jacksonville, Fla., Nov. 15, 1877.

Hon. W. Stokes Boyd,
Mayor and Pres. Board of Health.

Sir:

Within the last two weeks a number of cases of fever have occurred in and around the city, principally in the western suburb south of the "Pond", and in the neighborhood of the Waverly House. Several of these have proved fatal. Drs. Mitchell, Sabal, Knight, Holt, Fernandez, and myself have had one or more cases.

Our duty to the authorities, the community, and ourselves compels us to recognize the undoubted features of yellow fever in these cases. We have conscientiously withheld this fact from the public up to this time, earnestly hoping and trusting that the late period of fall would give us such a temperature ere this as would have stamped out all fevers, and feeling that a few additional days of exposure would by no means jeopardize the health of this community as much as would the probable panic and its consequences if our convictions had been made public.

And now whilst we have no right longer to withhold the truth we still sanguinely hope that a few additional days of risk will carry us out of danger.

R. P. Daniel,

Pres. Duval Co. Medical Society.

This bulletin appeared in the local newspaper on the following day, and it caused a wild panic among the people. All who could, left the city. Intense excitement and confusion prevailed, and only the lateness of the season pre-

vented a complete paralysis of business. Fortunately the demoralization did not last long as the temperature fell to freezing on November 30—in those days it was thought that freezing weather killed the yellow fever microbe. Then the people returned and resumed their usual occupations. The Board of Health recorded 22 deaths from yellow fever in this epidemic.

1877

December 10: Jacksonville Lodge No. 287, Order of Benai Bareth installed by Isaac Steuerman of Eufaula, Ala., with P. Walter, president; Jacob Huff, vice-president; H. Weiskopf, treasurer.

December 30: Destructive fire at the corner of Union and Hogan Streets. Six dwellings were destroyed and for a time it was feared that all that portion of the town would burn.

1878

January 18: The first telephone in Jacksonville and probably in the State of Florida, was put in operation. It was a private line connecting the office of A. M. Beck at Bay and Pine (Main) Streets with the Inland Navigation Company at the foot of Laura Street.

January-March: A band of swindlers and bunco men infested the city, fleecing strangers at every opportunity. They established headquarters in various buildings and the city authorities seemed unable to break them up. The newspapers warned the public and published columns concerning their operations. Owing to this publicity they finally left, but returned each winter for several years.

March 11: Daring robbery at Carleton Hotel. Considerable money and a large amount of jewelry was stolen from guests' rooms. On the next night the St. James was robbed in a similar manner and on the night of the 22d Wm. Mack was caught trying to rob the Windsor. He was fined \$50 and 29 days in jail.

March 25: Captain James B. Eads entertained at a banquet at the Yacht Club. He was here to confer with the

1878

citizens in regard to the building of jetties at the mouth of the river.

October 24: State Park Association incorporated with a capital of \$100,000. Stock was subscribed by 41 prominent citizens. Articles of incorporation approved December 2, 1878. The purpose of the association was to promote the agricultural, horticultural and industrial interests of the State of Florida and to prepare and keep in order suitable buildings and grounds in the vicinity of Jacksonville for the permanent exhibit of the products of Florida.

1879-1881

This was an epochal period in the history of Jacksonville, for it was the beginning of the transportation development that made this city the gateway to Florida. Two main causes attracted this development, namely, the tourist travel and the orange industry of the St. Johns River section.

The Tourist Travel

The tourist travel to Florida had grown constantly during the decade 1870-1880, each winter season showing a large increase in visitors. The journey south was a tedious one and when the final change of cars was made at Live Oak and the last lap finished over the Florida Central into Jacksonville, the tired tourist breathed a sigh of great relief. The hotels were here to take care of him, but even in that day they were often filled to overflowing. Jacksonville was headquarters. The side trips were up the St. Johns and Ocklawaha Rivers, or to Tocoli, thence to St. Augustine. The circuit was a small one and he soon returned to Jacksonville for the winter.

Jacksonville was a winter city four times its summer size; it was known in those days as "The Winter City in Summer Land". Its municipal attractions were few and the whole interest of the tourist seemed centered in the climate and the fact that he was in Florida. The hotels and the steamboats got a considerable portion of the tourists' spendings, but they did not get it all. The figures are not available, but large sums were spent here in what may be called the romance trade. On Bay Street were bazaars and stores filled

with souvenirs—ornaments and jewelry of alligator's teeth, coral and seabeans; sea-shells in their natural and polished state; palmetto products, wood carvings and canes, and every other thing of strange and grotesque fashion. It was the age of souvenirs and the tourists bought them freely.

Florida even then was America's playground, for this was some time before California appeared as a competitor. The only drawback was getting here and H. B. Plant was the first to hear the cry.

The Orange Industry

Orange trees were planted by the early settlers of the lower St. Johns country years before the thought of putting the business on a commercial basis arose. Orange trees, grown from seed, were planted around the homes more especially for ornamentation and the fruit for home consumption. By 1835 a number of small groves had come into bearing when the severest freeze ever known in Florida (February, 1835) "destroyed the trees so completely that every one was disgusted". However, "in 1838-39-40, a widespread orange craze broke out along the lower St. Johns, but the fever was killed out by an insect". No further attempt at orange culture was made until after the War Between the States.

Between 1868 and 1873, quite a number of wealthy Northern men came to Florida and developed estates on the St. Johns River as winter homes. Most of them planted orange trees and some set out extensive groves. Among these was Frederick DeBary, who afterward established the DeBary Line of river steamboats famous in its day. A succession of favorable winters enabled these trees to come into bearing without setback and in the period 1879-81 the orange industry along both sides of the St. Johns had grown to considerable proportions. The means of transportation of the fruit was out of Jacksonville by the line of railroad to Live Oak, thence in a roundabout way under conditions of great uncertainty and delay; or by small steamer to Savannah or Charleston.

The first direct line of railroad from the North was the "Waycross Short Line", built in 1881 by H. B. Plant. At the riverfront terminus east of the present Broad Street viaduct a spur was run out on a wharf where fruit was loaded directly into the cars from the river boats; this was an advantage that

was extensively advertised at the time. Likewise in 1881, the Jacksonville & Fernandina Railroad was built to connect Jacksonville with the deep-sea port of Fernandina as a bid for some of this river trade. The Mallory Steamship line had been operating a vessel to Jacksonville for two years; this service was discontinued with the opening of the Fernandina Railroad.

This was the beginning of the competitive railroad construction that afterward made Jacksonville one of the most famous railroad terminals in the United States.

Along with the coming of the railroads the preliminary work for deeper water was started at St. Johns bar when the jetty work began. Thus both rail and water transportation to Jacksonville grew side by side under the same impelling circumstances—trade and tourist travel.

Mill Riot of 1880

On June 23, 1880, a labor disturbance broke out at Alsop & Clark's mill on East Bay Street near Hogans Creek, among the negro hands who demanded shorter hours of work. That night five extra policemen were sworn in and sent to the mill to protect the property from firebugs, and on the 25th two more were added. On the 26th Joe Nelson, a negro policeman, was killed by Ben Byrd, one of the negro strikers, and the situation assumed a serious aspect. Following the shooting of Nelson, W. C. Cooper, captain of the city police, and John Keefe, a patrolman, went on duty at the mill. They remained all night. Early the next morning a mob began to mass at the bridge farther up Bay Street. Keefe saw Captain Cooper advancing alone toward the mob and at once determined to share the danger with him. Upon the approach of the two officers the mob fell back from the bridge and took shelter in the weeds and behind slab piles. The moment the officers reached the bridge the negroes opened fire upon them with pistols, rifles and shotguns. One of the mob had a Spencer rifle, but the man had his sights too high and the bullets went over the officers' heads. Keefe saw a negro drop to one knee and let drive both barrels of a shotgun at him. Half a dozen buckshot struck his shirt aslant, made black dints in it and glanced off; however two buckshot penetrated the flesh and came out two or three inches beyond. The charge of buckshot spun Keefe around and burnt him

like fire, but he charged on the man with the shotgun, knocked him down with his club and carried him to jail—the negro afterwards got five years. The negroes fled before the advancing officers. There was no more bloodshed, and quiet was restored and the negroes went back to work on June 30th.

During this trouble the First Florida Light Artillery (Wilson's Battery), the only military organization in the town, was held in readiness at its armory; however the emergency passed without its services being needed. The reorganization of the Jacksonville Light Infantry in the following September was the outgrowth of this riot.

Ben Byrd, who shot Officer Nelson, was hanged.

In the period 1879-81, the first steps were taken in municipal improvements—waterworks and sewers. The foundations of some of Jacksonville's present important institutions were laid. Politically there was a recrudescence of local Republican rule when Peter Jones was elected mayor in 1879, though it was not as bitter as in the "carpet-bagger" days.

1882

The year 1882 afforded much in the way of political excitement. The existing Sunday closing law (referring to saloons) was the bone of contention in the municipal election, when, according to the editor of the Daily Times, "the Churches and temperance people of the town exerted their utmost strength to elect the present city government. After the election a repeal of the Sunday law was proposed in the council and the Churches united in a grand mass-meeting to denounce the attempt. The bill was defeated and the excitement abated", but was revived again in the fall.

Trouble started when the Republicans attempted to secure the appointment of Lemuel W. Livingston (colored) as cadet to West Point from Florida. A wave of indignation swept over Jacksonville, and there were numerous rallies by the Democrats, the Republicans, and the negroes. The Democrats denounced the attempt in strong language and for a time the incident threatened serious consequences. Livingston failed in his preliminary examination, however, and his appointment was not confirmed.

Yellow fever broke out in Galveston, Pensacola, New Orleans, Memphis and other places during the summer,

1882

necessitating the establishment by Jacksonville of a rigid quarantine. Quarantines in those days were serious handicaps to the business of a place, and its effect in Jacksonville in this case was especially felt in the delay of incoming shipments of building material for the construction work under way. The brick supply became exhausted and all work on brick buildings ceased for some time.

Evidently the editor of the Daily Times was not satisfied with all of the conditions in Jacksonville, for he wrote in December: "Outside of our hotels there is nothing in Jacksonville exceedingly attractive. We have a barn of an opera house; our roads are not as good as they were ten years ago; we have a yacht club without yachts, the requisite of becoming a member of which is not to understand how to sail a yacht, but to know how to dance the latest dances. Bay Street is the same old mud hole in wet weather that it always was, and our sidewalks are still marvels of dangerous contrivance. If we are not sleeping, let us wake up and do something to retain for Jacksonville its popularity as a 'Winter City in Summer Land'."

December 2: River steamboat Volusia destroyed at her dock at the foot of Newnan Street as a result of boiler explosion. The force of the explosion was so great that buildings in the business section rocked and hundreds of windows in the neighborhood were shattered. The disaster created intense excitement. Several persons were injured, but no one was killed. The Volusia was built in Jacksonville in 1872, at a cost of \$11,000. She was owned and commanded by Captain T. W. Lund.

1883

February 12-17: Florida State Fair held at the fair grounds in Fairfield.

February 17: Wrestling match between D. C. Ross and Thiefaud Bauer, for the Graeco-Roman championship of the world and for a medal offered by the Police Gazette. The decision was to be for the best two out of three. Ross was victorious in 45 minutes. The second bout took place on

the 21st. Ross was victorious in 29 minutes and was awarded the laurels.

Smallpox Epidemic, 1883

March-June: About the middle of March, a negro sailor from New Orleans came ashore and stopped at a tenement house at Cedar and Forsyth Streets. He was sick at the time with smallpox, but before a diagnosis was made several colored people visited the place and contracted the disease. It spread and became a serious epidemic.

The first bulletin of the Board of Health appeared in the newspapers of April 7th; it stated that smallpox existed in this city, and that up to that time there had been 25 cases, all among colored people. The disease continued to spread and the Board of Health ordered compulsory vaccination April 11th, when hundreds of people were vaccinated. Within a few weeks there had been 45 cases (only three of whom were white) and 24 deaths, which represented a mortality of 53 per cent. During the first few weeks the disease was confined almost entirely to the colored people, but then it got a foothold among the white people. Rumors, some true, some partly so, but the majority false, were circulated about the conditions existing in Jacksonville, alarming the surrounding towns to such an extent that they quarantined rigidly against this city. Criticisms of the methods of the Board of Health and suggestions on the part of laymen complicated the situation.

The epidemic abated somewhat in the early part of May, but a cool spell about the 23d was followed by a fresh outbreak, and it was not until the first week in June that the epidemic was considered at an end. During the latter part of the epidemic the mortality was not as great as it was at first. In all, 180 cases were treated, with a mortality rate of over 30 per cent.

1883

July 19: At noon, the telegraph operators in this city walked out on strike. The entire force of six operators and one clerk went out, leaving only the manager. They were striking for more pay and shorter hours. It lasted several weeks and the operators derived but little benefit from it.

1883

The agitation concerning the Sunday closing law was brought over into 1883. In February, the editor of the Times-Union wrote:

“For months the saloons in this city have been reaping their great Sunday harvests, open to the eyes of all the world. Within a few weeks gulled Church people who have vehemently denied the palpable fact have been led to make for themselves the discouraging discovery”. The editor then goes on with a list of saloons found open and publicly doing business on the preceding Sunday, and concludes: “and the solemn chime of Sabbath bells mingles in unison with the gurgle of whiskey decanters and the chink of busy glasses; while the sun shines down upon worshippers thanking God that the Sunday law is obeyed, and upon scenes of Sunday violation and debauchery. Happy liquor dealers! Happy city government! Happy people!” On October 21, 1883, there was a wholesale raid by the police on the violators of the Sunday law. Many arrests were made and the violators were brought before the mayor and fined, generally \$10 each.

The agitation of the Sunday closing law was extended to include the city’s affairs in general. Criticism and comment on the part of citizens and newspapers were so persistent that an investigation was ordered by the council.

The financial report of the investigating committee revealed facts as follows:

DR.	
Sanitary Improvement Bonds (1878).....	\$230,000.00
Old Railroads (F. A. & G. C., 1857).....	12,400.00
Old Warrant account	5,985.00
New Warrant account.....	19,373.11
J. M. Schumacher judgment.....	1,975.00—\$269,733.11
CR.	
Cash on hand.....	\$ 11,393.65
Taxes and other sources.....	90,868.21
City property	3,000.00—\$105,261.86
Balance	\$164,471.25

A separate report was made for the waterworks:

“Our unpaid bills on the 30th of June (1883), amounted to \$1,511.46. They now (Nov. 15th) amount to \$2,102.05. If

1883

the receipts and expenses are the same for the current year as last, the deficiency on the 1st of June, 1884, will be \$4,146.31. There were, however, some extraordinary expenses incurred the past year which we hope to avoid the present year, and the receipts are steadily increasing, so that we may be able by close economy and an appropriation of \$2,500 from the city, to operate to July 1, 1884."

The result of all this agitation was to create a spirit of retrenchment in the city's finances, and the retrenchment began as usual by reducing the police force.

Although the year was a most disturbing one for the politicians, private enterprises and business in general went right ahead. The movement of real estate was rather active. The Times-Union in November, published the following: "The number of buildings completed since June, or now in course of construction is 83; rooms added, 404; one paint shop; one blacksmith shop; one palmetto factory; one library; one school house, barns, stables, etc., in the construction of which \$178,860 was expended. The statement includes all buildings within the territory bounded by Hogans Creek on the east and north, west by Clay Street, and south by the river. If the suburbs were added the list would be almost double. Yet with the increase, we have not enough accommodations even for our own people. Last winter saw people begging shelter at any price, and even now houses for rent or lease can scarcely be found."

In October, the contract was awarded for building the Jacksonville and Atlantic Railway to the Beach, the prime movers in the enterprise being Jacksonville men.

1884

January 23: Opening reception of the Jacksonville Club, one of the principal social events of the year. The club was incorporated during the preceding summer and purchased the Christy property at the northwest corner of Laura and Adams Streets as a club house. The Jacksonville Club went out of existence in November, 1886.

February 12: Opening of the 9th annual State Fair at the fairgrounds in Fairfield. The fair this year was not a financial success.

Park Opera House

Prior to 1884, the theatricals that came to the city gave their performances in different halls, principally in Metropolitan Hall on East Bay Street. The demand for a regular theatre had been growing for some time, when, in 1883, plans were made by local citizens for building one. The lot at the southeast corner of Laura and Duval Streets was procured by lease from William Astor, of New York, and the erection of the theatre was begun. It was a frame structure of heart pine. The seating capacity was 1,200. On February 22, 1884, Minnie Hauk and her company playing "Faust" dedicated the new theatre and an account of the opening was telegraphed to all parts of the Union. On May 14, 1887, at 1 a. m., the building was destroyed by fire, said to have been the work of an incendiary. Several nearby dwellings were also burned and for a time it was feared that the St. James Hotel and all that part of town would go.

After considerable discussion the stockholders decided to rebuild and a new lease was made with Mr. Astor. Ground was broken the first week in July, 1887, and the opera house was completed and dedicated by home talent in a minstrel show, November 10, 1887. This was a modern brick building with large orchestra and a balcony all the way round to the stage; the seating capacity was 1,100. The Park opera house was destroyed in the fire of May 3, 1901, and was not rebuilt.

The former was called the Park theatre and the latter the Park opera house. In both of them Jacksonville witnessed many nationally famous plays and players of the time, including a season of grand opera.

1884

March 24: Fire, starting at 3 a. m. destroyed the Holmes Building on the south side of Bay Street between Laura and Pine (Main). Those occupying the building were: V. Botto, liquors; E. Hopkins & Co., grocers; J. Slager, auctioneer; John Dzialynski, cigar manufacturer; Ashmead, Marshall & Dobbins, photographers; Ashmead Brothers, storehouse. Loss including the building, \$45,000.

May: "Rotten Row" was torn down to make way for other buildings. After the War Between the States, a row of low wooden buildings was built on the north side of Bay

1884

Street from Julia to Cedar. Occupied at first as stores and shops, which moved when better buildings were built, these shanties degenerated into dives of vice and crime that became a serious menace to the welfare of the community.

June 30: Organization of the Jacksonville Driving Association with a capital of \$50,000. W. T. Forbes, president; Dr. J. D. Fernandez, vice-president; J. P. Varnum, secretary; M. L. Hartridge, treasurer.

October 18: New steam ferry boat Mechanic for service between Jacksonville and South Jacksonville, arrived amidst the tooting of many whistles. This boat was 140 feet long and 50 feet wide, having capacity for 1,800 passengers. The Armsmear, then in use as the ferry boat, could accommodate only 200. Popularly, these boats were called the Elephant and the Shoo-fly.

October 24: Hal B. Smith and Miss Alice George were drowned while sailing on the river near Panama. These were extremely popular young people of Jacksonville and the accident cast a gloom over the entire city. The obsequies were attended by a large concourse of residents and it is said that the floral contributions of respect were greatest in the history of the community.

November 12: Pablo Beach opened up and lots put on the market. Quite a large number of people attended and the sale of lots was active. This was the first development of Pablo as a resort, and it was brought about by the expected early completion of the Jacksonville & Atlantic Railway. The enterprise was financed principally by the parties who were building the railroad.

November 28: J. E. Hart's elevator and hominy and feed mills, on the river bank at the foot of Liberty Street, were destroyed by fire with a loss of \$60,000. This was one of Jacksonville's largest manufacturies. It was the most destructive fire since 1870, and a general conflagration was narrowly averted.

The May panic in Wall Street caused considerable uneasiness here in financial circles and timid depositors made a run on the local banks, but confidence in these institutions was quickly restored.

1884

Building operations continued to go forward. The five lumber mills kept working and their output for the year amounted to \$500,000. Two brick yards produced \$73,000; 14 cigar factories, \$200,000; two wagon establishments, \$40,000. Two new street carlines were contemplated. The J. T. & K. W. Ry. was completed to Palatka. A large increase in the wholesale trade was noted during the year.

The turmoil about the Sunday closing law quieted somewhat as local politics drifted more especially toward the coming presidential and gubernatorial elections. When Cleveland was nominated for President a great Democratic mass-meeting was held at the Park theatre July 15, to support the nomination. According to the Times-Union it was the largest and most enthusiastic gathering of patriotic men and women ever held in this city and perhaps in the State of Florida. At 7 p. m. the booming of a cannon on Astor's wharf notified the citizens that all the preliminary arrangements for the great demonstration had been perfected. Bonfires were kindled in front of the theatre and the immense room was soon packed to overflowing, while hundreds congregated outside unable to gain entrance. The principal speakers were Governor Bloxham, Milton H. Mabry, Charles Dougherty, and John E. Hartridge. The Cleveland-Perry Democratic Club was organized and the political pot kept boiling, until on November 8 the club celebrated Cleveland's election as President and Perry's as Governor in a final grand jubilee the like of which Jacksonville had never seen before.

The Republicans also held meetings during the summer, but their old-time enthusiasm seemed to have waned. The negro politicians held rallies, too; they were a farce and usually terminated in a free-for-all row.

1885

January 19-20, and February 24: Blind Tom, the celebrated negro pianist, performed to large audiences at Library Hall. Blind Tom had been here before, December 9 and 10, 1881, when he was heard by immense audiences in Metropolitan Hall.

1885

February 3: Tenth Annual State Exposition opened at noon, under the joint auspices of the State Park Association and the Florida Fruit Growers' Association. The inaugural ceremonies were elaborate, with music by three bands. The display of Florida fruits was unusually large. The fair remained open until the 7th, and was the most successful undertaking of the kind in the history of Florida fairs.

February 5: Meeting of Florida Fruit Growers' Association. A permanent organization was perfected March 11, 1885.

February 15: Early morning fire, said to have been incendiary, destroyed the Percival three-story, five tenement house on Union Street between Hogan and Julia. The inmates barely escaped with their lives. The fire spread to a near-by cottage on the corner of Union and Hogan, thence to the stables and carriage house of W. D. Barnett and to the Barnett mansion; all were destroyed as was also a cottage occupied by T. T. Stockton. It was a \$50,000 fire.

March 17-20: Spring race meet of the State Park Association at the fair grounds in Fairfield.

April 1-4: Southern Press Association convention.

May 19: Cigar makers in El Modelo factory struck on account of a reduction in wages.

Telephone Controversy, 1885

In May, 1885, the Southern Bell Tel. & Tel. Co. announced that it would increase the rate for phones from \$51 to \$60 a year. The announcement brought forth a storm of protest. The Board of Trade called a special meeting and addressed a note to the telephone company protesting against the increase in rate. The local manager of the company replied to this note in a stern, and, as considered by the Board of Trade, insulting manner. Indignation meetings at the Board of Trade followed. Steps were taken to invite a competitive company to come to Jacksonville and inaugurate a new system. A boycott of the telephone company was then put into effect. Business men took the matter up, working in harmony with the Board of Trade. The telephone company stood

firm and as the leases expired took the telephones out. The superintendent of the company arrived about this time and a compromise was effected pending an investigation. The investigating committee of the Board of Trade reported:

That the Board and business community have been contemptuously treated by a scornful small agent of an autocratic monopoly is an unpleasant fact. That we are being discriminated against and heaped with more than our share of a much resented burden seems plain. Such redress as lies within our power, however, should not be neglected. If we cannot save a part of the new extortion to our private pockets, we may nevertheless direct it from the coffers of a foreign corporation to the pressing needs of our city treasury.

A copy of this report was sent to the city council, with a recommendation of imposing a license tax of \$500 on the telephone company. The council took the matter up and finally an ordinance was passed imposing a tax of \$300 a year on the company. There were 170 telephones in operation in Jacksonville at this time. The Southern Bell Telephone Company entered Jacksonville in 1880.

1885

June 3: Florida Camp No. 1, Confederate Veterans, organized. June 10, the by-laws were accepted. June 20, first officers elected: Wm. Baya, commander; John Dodds, first lieutenant; A. E. McClure, second lieutenant. Name of the camp changed to R. E. Lee Camp June 11, 1889.

July 15: Ponce de Leon Council, American Legion of Honor, instituted at Masonic hall by Dr. A. B. Harrison, deputy supreme commander of Monticello, with 52 charter members. J. Huff, commander; George E. Wilson, vice-commander.

August 8: The booming of "Betsy", a gun of Wilson's Battery, coming at regular intervals, announced to every one the funeral of General U. S. Grant. General Grant's death and funeral were generally observed in this city; mourning draperies were displayed, and solemn and impressive ceremonies were held in the Park theatre at the hour of the funeral. These ceremonies were attended by the local camp of Confederate Veterans.

September 10: Jacksonville Gun Club organized. T. H. Livingston, president; John E. Hartridge and John L. Marvin, vice-presidents; W. L. Gibson, secretary; Bion Barnett, treasurer.

December 27: Steamer "City of Nassau" bound for Florida reported off Delaware Breakwater; she was never heard of again. A number of people were aboard bound for Jacksonville.

Fire of December 16, 1885

A \$200,000 fire occurred on the south side of Bay Street between Laura and Pine (Main). The fire started in the four-story warehouse back of S. B. Hubbard's hardware store and destroyed that structure, together with the three-story warehouse back of the McConihe building. The flames spread to the stores on the south side of Bay Street and destroyed the Hubbard hardware store, the McConihe building, the Abell block, brick warehouse of C. B. Benedict, and the freight wharf and warehouse of the DeBary-Baya steamboat line. One or two other buildings were badly damaged. A colored fireman was killed by a falling wall. This fire showed plainly the necessity of a regularly organized paid fire department and it was authorized by the city council several months afterward.

Jacksonville Crowded with Tourists

The arrivals at the principal hotels and large boarding houses, during the season of 1884-85, numbered 60,000. It was with the greatest difficulty that the tourist trade could be accommodated and many were actually forced to go to other towns on that account. At the close of the season work was started on additions to a number of hotels and boarding houses. The Everett spent \$100,000 in an addition, now the Aragon; the Windsor, \$75,000; and the Duval, \$25,000. Other hotels and boarding houses spent considerable money in enlargements and improvements, so that the winter season of 1885-86 found Jacksonville well prepared to accommodate all those who wished to come. That winter was the banner one.

The St. Johns now was teeming with steamboats of every description from the small, odd-looking craft running to the

places far up the river to the fastest and most modern passenger boats to be found anywhere. Most of them were sidewheelers. Above Orange Park on both sides of the river were regular landings every few miles for the freight boats bringing oranges from the different groves. A novelty in the fleet was a floating packing house that stopped at the different landings and packed the oranges on board. The part these river boats played in the development of Jacksonville entitles them to a place in the history of this city.

1886

January 11-12: Severe freeze. The temperature on the 11th fell to 19 and on the 12th to 15 degrees. There was a general destruction of growing crops and young orange trees, while the old trees set out after the war were killed to the ground. Much damage was done to the water system as a result of broken pipes.

January 27-30: Emma Abbott, English Opera Company in grand opera, at the Park theatre, playing "La Traviata", the "Mikado", "Mignon", "Il Trovatore". The Company played to packed houses.

During this winter a number of players of world-wide fame gave performances here and were greeted with capacity houses.

February 16-20: State Fair and State Park associations gave joint exhibitions. Some of the best known horses in the country were sent here from the North.

March 20-21: Moody and Sankey, the noted evangelists, preached to immense congregations.

April 6: Printers in the newspaper offices in Jacksonville walked out on strike for higher wages. Outside printers were brought in and the papers were published without much inconvenience. The strike lasted two months, but there was no violence. The striking printers made an unsuccessful effort to institute a boycott of the newspapers by the merchants.

May 13: Organization of the first regular baseball club in Jacksonville, with A. W. Barrs, President; Lawrence Haynes,

1886

Secretary-Treasurer, and M. Jacoby, Manager. Games were played here and elsewhere during the summer.

July 5-10: Encampment of State troops at Pablo.

Earthquake

August 31, 1886: It is safe to say that Jacksonville never before turned its people into the streets so quickly as it did at 8:52 p.m., when buildings rocked and doors and windows rattled by earthquake. Intense excitement prevailed and the streets were filled with frightened people. No material property damage was done in this city, further than the cracking of wall plaster and in a few instances the settling of buildings. The vibrations were from east to west and had the effect of the swaying of a train on a straight track with several sudden jerks as rounding a curve. The first vibrations were slight for about a minute, followed by three or four heavy shocks in quick succession. The disturbance lasted 11 minutes, the last tremor being felt at 9:03 p.m.

The main destruction in Charleston occurred within these limits of time, when several hundred buildings were destroyed in that city; scores of people killed, and a property damage estimated at \$8,000,000 done. It was the heaviest earthquake ever recorded in the United States up to that time. Jacksonville raised by popular subscription \$3400 for relief work in Charleston.

Distinct earth tremors were felt in Jacksonville on September 1, at 3:30 a.m. and 3 p.m.; 3d, 10:03 p.m.; 5th, 10:15 a.m. and 10:18 p.m.; 8th, 12:35 p.m.; 9th, 12:47 p.m.; and on October 22, there was a shock at 4:25 a.m. of sufficient energy to rattle dishes, windows, etc.

With a continuous record since 1829 to draw from, there have been but two other instances when earth tremors have been felt in Jacksonville: January 12, 1879, at 11:40 p.m. a slight tremor was felt; and on June 20, 1893, at 10:07 p.m. there was a slight shock lasting ten seconds.

1887

The year 1887 was one of public agitation and considerable excitement. In the early part of the year the propa-

1887

ganda of California to divert the tourist trade from Florida, and the question between the lawyers and the business men of Jacksonville as to the location of the proposed government building, brought the citizens together in a number of mass-meetings.

The new charter of May 31, so drafted as to strike out from the charter the provision for registering voters and holding the first election, resulted in political turmoil that lasted exactly two years, with a lull during the yellow fever epidemic of 1888. It finally ended by taking the elective franchise away from the people.

There appears to have been an unusual wave of crime in the city and county in this year, judging from the number of hold-ups and shooting scrapes mentioned in the newspapers, coupled with frequent robberies and a large number of incendiary small fires. This crime wave seems traceable to no specific cause, although whiskey figured heavily in it and was the direct cause of the killing of two citizens on the streets of Jacksonville.

June 24: At 11 p.m. fire broke out in the three-story brick block at the corner of Bay and Clay Streets, owned by Geo. R. Foster, and occupied principally by Clark & Loftus as a furniture store and warehouse. The building and most of the contents were destroyed; loss \$30,000.

October 7: Jacksonville quarantined against Tampa owing to yellow fever at that place. It was a modified quarantine, but lasted several weeks.

November 6: Probably the first prohibition meeting ever held in the State was held here for the purpose of organizing for a campaign against liquor. W. B. Owen presided.

1888

The Sub-Tropical Exposition

During the winter 1886-7, California appeared as a competitor of Florida for the tourist business. Attractive rates to the West were secured from the railroads and organizations of that State sent representatives here, opened tourist bureaus, and flooded the country with California literature. In many ways they sought to divert the tourist travel from

1888

Florida, and the success of their intensive campaign was evinced by a perceptible decrease in the tourist travel to Florida in that winter. The citizens of Jacksonville became aroused over the seriousness of this movement and in the Spring of 1887, met in mass-meeting to devise means to combat it. Here began the rivalry between the two States that exists today.

It was decided to establish at Jacksonville, for the interest and instruction of tourists, a great exposition, to be held annually during the winter months, of sub-tropical and tropical products and resources, embracing in its scope the entire State of Florida, the Bahamas, and the West Indies, and if possible, Mexico and Central America. An association was formed and capitalized at \$100,000. That part of Waterworks Park at the corner of Pine (Main) and First Streets was leased from the city, for \$1.00 annual rental, as a site for the exposition buildings. Their erection began in the fall of 1887. The main building was 325x152 feet over all, including transepts. It was sheathed and lathed, then stuccoed, which gave it the appearance of stone construction. A smaller rustic building was erected near it, also for exposition purposes.

The opening of the exposition on January 12, 1888, was auspicious, and great crowds visited it although all of the exhibits were not in place. It was generally pronounced a most creditable display of Florida's resources, and by far the most pretentious undertaking of the kind ever attempted in the State. It had been advertised daily for eight months and numbers of people came from distant States to see it.

President Cleveland Visits Sub-Tropical

President Grover Cleveland accepted an invitation to visit the Sub-Tropical, and his arrival on February 22, 1888 (Washington's Birthday), was marked by the most brilliant pageant and parade ever staged here. The presidential train arrived amidst the roar of Wilson's Battery and the party was greeted at the station by cheering thousands, playing bands, and boom of cannon. With the President came Mrs. Cleveland, Secretary Whitney and wife, and a party of Congressmen. The President's coach was specially made for

this occasion, an exact counterpart of the one used by him in Washington, made by the same manufacturers, and was drawn by six magnificent black horses. In the parade from the depot to the St. James Hotel were military, city and civil organizations of every character. The cheering en route was deafening at times.

At 3:30 that afternoon, the parade was resumed from the St. James to the exposition grounds, and was a repetition of that from the depot. The address of welcome in the Sub-Tropical building was made by Col. J. J. Daniel, to which the President replied in a pleasing and happy strain amidst tumultuous applause.

At night there was a grand reception in the parlors of the St. James Hotel. The crowds were so great that the streets were blocked with a mass of people. Mrs. Cleveland's grace and beauty were remarked upon by everyone, and the spontaneous enthusiasm was for her almost as much as for the President himself.

The presidential party again visited the exposition on the following morning, then crossed the river to take the train for St. Augustine to become the guest of the Ponce de Leon.

Every important county of the State had an exhibit at the Sub-Tropical exposition. The County Commissioners of Duval County at first refused to make an appropriation for an exhibit by Duval County; but a mass-meeting of indignant citizens caused them to change their views, and the necessary appropriation was immediately forthcoming. Besides the county exhibits there was a creditable art showing and numbers of individual exhibits and attractions. The grounds were beautifully laid out with trees and shrubs, among which the most admired was a blooming century plant. The principal public events during the exposition were: President Cleveland's visit, February 22-23; the Levy concerts, March 3-5; Gilmore's Band concerts, April 16-17.

The Sub-Tropical officially closed for the season April 20, but it was visited by a great number of people for several months afterward.

The financial report of the Association for the first season was: Total receipts, January 12 to April 20, \$21,013; total operating expenses, \$12,134. Total assets, including buildings and grounds, \$50,581; liabilities, \$15,325.

1888

March 18: Fire broke out at 8 p.m. in the paint and oil storage warehouse of Geo. L. Drew & Co., at the foot of Laura Street, east side. It spread to the warehouse of Geo. E. Wilson, in which was stored \$40,000 worth of fertilizer materials; thence to the new Hazeltine building, all of which were destroyed. This fire was between the alley back of the present West building and the river and did not reach Bay Street. It was a \$100,000 fire.

March 21: First game of professional baseball here. Washington vs. New York. Score: Washington, 6; New York, 5.

April: Rumors of a suspicious fever at Plant City and other South Florida places.

June-July: Continued rumors of suspicious fever in South Florida localities. The local Board of Health preparing sanitary measures, but no quarantine declared.

YELLOW FEVER EPIDEMIC, 1888†

In the early spring of 1888, a peculiar fever, the nature of which baffled the physicians somewhat, was prevalent in Jacksonville and several persons died of it. Early in the summer some of the cases had well pronounced symptoms,†† but it was not officially proclaimed yellow fever until some time later. The case that brought out the announcement was that of a man named McCormick, who had come here only a few days before from Tampa, and who was first reported sick on July 28. On August 8, the populace was thrown into frantic excitement by the announcement that four new cases had been found, and two days later the Board of Health issued a proclamation that the yellow fever was tending to assume an epidemic form. Many persons had already left the city, and this proclamation intensified the alarm to such an extent that all outgoing trains and boats were crowded to their full capacity, while the public roads were congested with terrified people, fleeing in every conceivable conveyance and on foot, scores of them having no destination in particular and uncertain as to where they were going. Many of those who were unable to pay for transportation to the few places which generously opened their gates to them, suffered great hardships, as a rigid quarantine was immediately declared against Jacksonville by nearly every community south of the Mason and Dixon line, and these unfortunate people were driven from town to town in their search for shelter. The intense excitement that prevailed throughout the surrounding country is indicated by the act of the citizens of Waycross, Ga., in threatening to tear up the railroad tracks if refugees were permitted to pass out of Jacksonville by way of Waycross, even in locked cars and passing that town at a high rate of speed. As a protective measure, the authorities at St. Augustine turned back all mail matter from Jacksonville, although it had undergone thorough fumigation; and other places in the State refused to allow merchandise of any description to come into their respective communities from the infected district, while some local Boards of Health went so far as to exclude such things as machinery, wagon wheels, railroad iron, ice, and even silver dollars. To enforce these regulations armed guards surrounded nearly every hamlet

†From the reports of the Jacksonville Auxillary Sanitary Association, 1889.

††So stated by many residents.

in Florida and southern Georgia. The natural result of this "shot gun" quarantine, as it came to be known, was that business in Jacksonville was completely paralyzed, in fact practically ceased. The Clyde Steamship Line discontinued its service, and then soon followed the discontinuance of all up-river boats. The States north and west brought such pressure to bear upon the U. S. Marine Hospital Service, that the Surgeon General ordered a camp of detention near Boulogne, on the St. Marys River, afterward called Camp Perry, where all refugees bound north or west by rail must remain ten days before proceeding. Thus every avenue of escape was closed to the remaining residents of the city, except through a detention camp where accommodations were exceedingly meagre, consisting of well-worn tents that were of little or no protection against rain; coarse food; insufficient bedding; no hospital accommodations; and where, at first, ladies and children had to eat at the same table with negroes. Such was Camp Perry during the early stages of the epidemic, and numbers of our people preferred to remain in Jacksonville amid all the horrors of the yellow fever rather than subject themselves and their families to these vicissitudes. The conditions at Camp Perry were later greatly improved.

Towns and cities all over the country, though fanatical in their efforts to prevent the arrival of refugees, yet generously offered money and supplies to the unfortunate community; but it was decided that, for the time-being at least, Jacksonville could care for herself out of the donations of her own citizens, therefore these offers of outside assistance were at first politely though firmly declined. The first donations were \$100 by the State Bank of Florida, and 1000 pounds of beef by Adams and Smith. It was not until the 22d of August that a formal request was made for assistance, and it was addressed only to the citizens of Jacksonville, those here and away. The constantly increasing need, however, made a general appeal necessary, and on the 5th of September notice was sent out that money and supplies would be received from the country at large. Contributions immediately began pouring in from corporations, benevolent societies, mayors of cities, boards of trade, chambers of commerce, banks, and individuals all over the United States. The great American nation responded to the appeal with the utmost sympathy and generosity, and when the final ac-

counting was made there had been received in cash donations \$331,972, and supplies, the estimated value of which was \$13,467. These figures do not include the amount received indirectly from the United States government through reimbursements, amounting to about \$175,000. New York City alone sent \$108,199; next came Philadelphia, with \$18,085; Boston, \$13,876; Chicago, \$13,436; Brooklyn, \$10,836; St. Louis, \$6,959; Savannah, \$6,455; Charleston, \$5,928; New Orleans, \$5,903; Memphis, \$5,247; Kansas City, \$5,134; and hundreds of cities and towns with contributions less than \$5,000. Individual contributions ranged all the way from \$12,000, given anonymously by a resident of New York City,† to 2 cents, a widow's mite.

Jacksonville during the progress of the epidemic was a place of utter despair. Hundreds of men were at work cleaning up the city and suburbs, burning trash, and disinfecting; every able-bodied man who applied for work was given something to do, at a nominal salary, the authorities believing that this was the best method to handle the situation as to idleness, and at the same time bring the sanitary conditions to the greatest perfection. But with all this activity, the deserted stores and residences and the serious countenances of the citizens, told plainly the story of the calamity; and at night there settled over the city an uncanny stillness, broken only by the occasional rattle of the death carts or the muffled noises of those whose duty called them out after dark. The odors arising from the free use of disinfectants surcharged the atmosphere, and furnished the basis for the statements of the negroes that they could "smell the yellow fever in the air". It was a situation well calculated to crush the stoutest heart. At that time people thought the best way to escape the yellow fever was to remain indoors from sundown to sunrise; but they were utterly in the dark as to how to combat the disease, as is evinced by the experiments conducted for that purpose. One of the first was the concussion experiment, the theory being that the concussion caused by the firing of heavy cannon charges would kill the yellow fever microbes. The only result attained, however, was the breakage of windows in several churches and numerous other buildings.

†This gentleman later became the benefactor of Daniel Memorial Orphanage, likewise anonymously.

*The concussion theory was first advanced in the fall of 1877, by Mrs. H. K. Ingram, of Edgefield, Tenn., in the publication of a paper entitled "Atmospheric Concussion as a Means of Disinfection". She claimed that the explosion of gunpowder in a room would kill mosquitoes and other insects by concussion and that the same principles were applicable to the destruction of microbes in the air. (Published in Jacksonville Sun and Press, Sept. 13, 1877).

At one of these experiments, a negro walking down the street failed to notice the cannon until it was fired within fifty feet of him, when he was heard to exclaim, "Good Lawd, how thick dey falls", thinking the grains of dust thrown in his face were yellow fever microbes falling out of the air. Huge fires of pine and tar were kindled at night in different sections, to purify the air and prevent the spread of the infection; tar was supposed to possess great virtue in this respect. Depopulation was finally decided upon as a means of bringing the epidemic to an end, and for this purpose the people were requested to go to the camps provided for them. Camp Mitchell, named for Dr. Neal Mitchell, was established about seven miles west of the city. Camp Howard, another refugee camp, was located in North Jacksonville, about two miles from the city limits and just beyond was the Sand Hills Hospital. Several hundred people went to these camps. In the meantime two or three special refugee trains were run out of Jacksonville. One of these trains, bound for Hendersonville, N. C., by reason of unavoidable delays, was two days in reaching destination and five cases of yellow fever developed en route. A panic ensued among the passengers, while a rigid quarantine was maintained against the infected cars by the other cars of the train. Upon their arrival in Hendersonville, the patients were taken to the hospital, where every attention was accorded them. Hendersonville threw wide her doors to the people of stricken Jacksonville from the very first, and kept them open until the last.

A strict requirement was that all mail matter should be thoroughly fumigated. Two fumigating stations were maintained, one at LaVilla Junction, near town, and the other near Waycross, Ga. The Waycross fumigating car, from August 1 to December 1, handled 2,536,845 pieces of mail matter, and each piece had to be handled four times in the process of fumigation.

Those who applied for work to the relief association represented only a small percentage of the idle who would not or could not leave the city. When it became known that an appropriation of \$200,000 had been made by Congress, a rumor spread among the negroes that this money was intended for their benefit. The prospect of being fed without having work to do lured many to the infected district, and the checking of this inflowing tide necessitated the placing of a cordon of armed guards around Jacksonville and the suburbs, including South Jacksonville. In the early part of September a house to house canvass was made, which census showed 3,945 white and 9,812 colored then in the city.

The stupendous undertaking of providing for the needy and worthy poor devolved upon the relief association formed early in the epidemic. After investigation rations were issued to those in actual need of them, a ration for an adult for one week being: 2 pounds of bacon, 3 pounds of meal or 2 pounds of flour, 3 pounds of grits or two pounds of flour, 1 pint of molasses, $\frac{1}{2}$ pint of salt, $\frac{1}{4}$ pound of coffee, $\frac{1}{2}$ pound of sugar, and 1 bar of soap. The total number of rations issued in this way during the epidemic was 196,538. In special cases certain delicacies were issued to the sick on the order of a physician. A physician had written an order, but inadvertently left a space above his signature. In this space a thirsty patient inserted the words "one case Mumm's quarts; 6 bottles claret". Another patient, by adding the figure 2, raised his order for 1 chicken to 12 chickens. The system was changed. One sad case will illustrate the distress prevalent before systematic relief measures were adopted. A gentleman walking down the street met a boy crying bitterly. The little fellow said he was hungry; that his mama was lying in the house there dead, and that his sister and himself had had nothing to eat for over a day. Investigation revealed the mother lying in the room where she had died 24 hours previously and the father just breathing his last when relief arrived.

On November 26, when the temperature fell to freezing, the epidemic was generally considered at an end, although occasional cases continued to be reported from the suburbs until December 6. The last death from yellow fever occurred December 5. The Board of Health issued a proclamation that December 15 should be the day when refugees might be

allowed to return to Jacksonville; but those who would not remain at night might come in on December 10, the penalty for disobedience of these laws being \$500 fine or 30 days imprisonment. On December 15 hundreds of citizens arrived by trains and boats, many reaching the city late the previous night by conveyance or on foot. Extra trains were run on all the roads and they came into Jacksonville filled to capacity. With 4704 cases and 427 deaths (324 white and 103 colored) charged to its account, the great epidemic became a matter of history.

The Jacksonville Auxiliary Sanitary Association, an organization of citizens, was the medium through which contributions were received and disbursed; it had full control of relief measures; supervised the sanitation of the city; and through its Relief Committee was associated with every detail bearing upon the epidemic. Day after day these men met for the purpose of handling the daily developing stages of the crisis. There were 282 of them, who, with death staring them in the face and without the promise of reward, did all that they could for the stricken city and sister communities. Sixty-seven of them had the fever, and the supreme sacrifice fell to those in the following list:

W. N. Baker,	Ezra Gray,	Frank Marvin,
Wm. L. Baldwin,	Charles Hinkley,	R. Mulroy,
J. J. Daniel,	H. A. L'Engle,	C. Peters,
C. G. Elliott,	J. H. McGinnis,	Theo. M. Smith,
J. M. Fairlie,	Edwin Martin,	A. O. Whitner.
L. I. Fleming,		

In a business way Jacksonville recovered quickly from the epidemic. By the first of the year scores of residences and stores had been opened and trade resumed. But the characteristic greeting "Good-morning, John", or "Good-morning, Jim", was heard no more from many of the old familiar figures upon the streets.

*Forever this shall be recorded as the last yellow fever epidemic in Jacksonville's history. This terrible distress might have been saved had the medical world considered seriously the mosquito theory of the Cuban physician, Dr. Carlos Finlay, advanced in 1881 and ignored until 1900, when the Reed commission at Havana demonstrated without a doubt that the mosquito was the carrier of the yellow fever germ.

At the close of the yellow fever epidemic the supplies on hand were distributed among the local charitable institutions. Funds amounting to \$24,750 remained on hand and were deposited in the banks at interest. These funds were eventually distributed as follows: June, 1889, \$2000 to Johnstown flood sufferers; February, 1892, \$2500 to famine-stricken Russians; August, 1893, \$1800 to Brunswick yellow fever sufferers; October, 1896, \$5000 to storm sufferers in the State. In the meantime it was decided by the Association to thereafter distribute the interest on the fund to the local charitable institutions, which was regularly done. At the time of the Jacksonville fire in May, 1901, the fund amounted to \$19,880. The old Relief Association, desiring to turn this fund over to the Fire Relief Association, petitioned Judge Call for authority to do so; the authority was granted, the fund was transferred, and the affairs of the yellow fever Relief Association finally closed under court authority, May 21, 1901.

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Second Sub-Tropical Exposition

Soon after the close of the yellow fever epidemic the directors of the Sub-Tropical Association held a meeting, at which it was decided to again open the exposition that winter. It was a magnificent example of pluck and hope for the future. True to schedule, the second Sub-Tropical Exposition opened February 20, 1889. The exhibits, though not as elaborate as before, were yet most creditable, considering the circumstances resulting from the demoralization caused by the yellow fever epidemic. With a year's growth, the grounds had become a garden of much beauty.

Grover Cleveland again visited the exposition, April 4, as the guest of a party of Plant System Railroad officials. Fred Douglass was here at the same time as the guest of the colored branch of the Association, but it is not shown that the two met.

Interstate Drill April 10-12, 1889

The closing attractions at the Sub-Tropical were the maneuvers and competitive drills staged by military companies from Florida and nearby States. Taking part in these maneuvers were:

Carolina Rifles, Charleston, Capt. K. S. Tupper.
 German Fusileers, Charleston, Capt. Henry Schachte.
 Montgomery Guards, Charleston, Capt. F. J. Devercux.
 Southern Cadets, Macon, Capt. Roff Simms.
 Gate City Guards, Atlanta, Capt. Lyman Hall.
 Oglethorpe Light Infantry, Augusta, Capt. E. C. Coffin.
 Clark Light Infantry, Augusta, Capt. H. K. Lowry.
 Clinch Rifles, Augusta, Capt. J. C. Levy.
 Sumter Light Infantry, Sumter, S. C., Capt. R. A. Brand.
 Gatling Gun Company, Charleston, Capt. F. P. Winthrop.
 Metropolitan Light Infantry, Jacksonville, Capt. J. E. McGinnis.
 Jacksonville Light Infantry, Jacksonville, Capt. C. W. Stansell.
 Bartow Rifles, Bartow, Capt. J. E. Dickens.
 Cadet Company E, E. F. S., Gainesville, Capt. E. F. Burrows.
 Orlando Guards, Orlando, Capt. R. S. Allen.
 Cadet Company, F. A. C., Lake City, Capt. R. H. Oleman.
 Island City Guards, Key West, Capt. F. C. Brosier.
 Halifax Rifles, Daytona, Capt. J. W. Douglass.
 St. Augustine Guards, St. Augustine, Capt. Wm. Moody.

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Most of these troops arrived on the 10th.

April 11. The State competitive drill was held on the special drill ground that had been prepared near the Sub-Tropical. This contest was open to all Florida companies, the two Jacksonville companies and the Orlando company entering it. The judges' award in percentage was: M. L. I., 86.2; Orlando Guards, 83.5; Jacksonville Light Infantry, 79.1. Following this drill was an individual contest for the best drilled soldier open to all; it was won by Private H. H. White of the Carolina Rifles.

April 12. The crowning event was the interstate drill of this date for a first prize of \$1,000 and a second prize of \$500, open to all companies. The Southern Cadets won first prize and the German Fusileers the second. The companies entering this contest and the final award of the judges were as follows: Southern Cadets, 79.1; German Fusileers, 78.9; Gate City Guards, 76.8; Carolina Rifles, 74.2; Orlando Guards, 72.1; Metropolitan Light Infantry, 54.5; Jacksonville Light Infantry, 49.7. The drill was witnessed by 3,000 people and the companies as they came upon the field were greeted with tremendous enthusiasm, especially the M. L. I. in its strikingly unusual uniform of bottle-green coats, white pants, and hats with long white flowing plumes for the officers and green plumes for the men. There were many incidents connected with the interstate drill that were the subject of discussion among military men for a long time afterward.

April 6: Answering a call for help from Savannah, where a great conflagration was in progress, the old Mechanics Volunteer Fire Company boarded a special train and was carried there at the rate of 65 miles an hour.

June 5: Large fire at the foot of Bridge (Broad) street; 65 buildings burned and an area of 5 city blocks swept clean; loss about \$135,000. The fire started at 1 a.m. at the foot of Bridge Street near the railroad tracks. It swept north along Bridge Street to Adams Street, and burned all buildings except two on Adams Street, in the area bounded by Bridge, Adams, Hawk (Jefferson), and McCoys Creek. South of Bay the fire crossed Bridge Street and burned most of that block. The buildings were principally frame.

1889

July 5: City Board of Health created by ordinance of City Council; approved July 13th. Dr. C. J. Burroughs was the first city health officer.

November 28: Pavilion and two hotels at Burnside Beach destroyed by fire. The Palmetto was a new four-story hotel; the Burnside House was an old building built before the War Between the States.

House Bill No. 4

There were two main features of the legislation passed in May, 1889, known as House Bill No. 4: One providing for the appointment of officers to constitute the city government of Jacksonville (see page 300); and the other authorizing the city to issue bonds to the extent of \$750,000.

The purpose of the bond issue was for municipal improvements and the redemption of \$210,000 outstanding bonds (Sanitary Improvement Bonds of 1878). At the election held December 10, 1889, for the purpose of taking the sense of the voters upon the bond issue, the result was: For Bonds, 653; Against Bonds, 1091. The defeat of the bond issue was attributed to the newly acquired suburbs, where property owners claimed there would be an increase in taxes without any benefit from the issue; and also to the vote of the non-property owning class. It was pointed out that practically all of the large property owners were in favor of bonds.

1890

The Sub-Tropical Exposition opened January 9, 1890, with a two-day celebration and carnival. The first day was given over largely to parades, in which floats of local business concerns appeared as a marked feature. On the 10th there was an elaborate display of fireworks at night, followed by a grand masked ball. The exposition was on the order of previous displays though not so elaborate; but it continued to attract the attention of tourists. It closed April 12 after a week of military festivity and another interstate competitive drill that became famous in local military history.

The Interstate Drill, April 10-12, 1890

Four companies entered the contest: Southern Cadets of Macon, Captain R. Simms; Gate City Guards of Atlanta, Captain A. C. Sneed; Atlanta Rifles, Captain M. B. Spencer; a composite local company entering as the Metropolitan Light Infantry, commanded by J. L. Doggett. The companies appeared in the competitive maneuvers separately and were so judged, the Atlanta Rifles appearing first and the Metropolitan Light Infantry last on the field. The enthusiasm was intense; and when the M. L. I. appeared, their plumes waving in a heavy wind, there was an ovation.

*Profiting by the experience of the year before the M. L. I. discarded white pants as a part of its uniform and at this drill appeared in dark blue pants, black coats with braid facings, and black caps with white flowing plumes.

The grand prize of \$2000 was awarded to the Southern Cadets, on a technicality, much to the surprise of military men, for it was the consensus of opinion that the Atlanta Rifles was the best drilled company of them all and was entitled to the first place. The award of the judges was: Southern Cadets, 95; Atlanta Rifles, 94; Gate City Guards, 91; Metropolitan Light Infantry, 83. The Edgefield Rifles of Edgefield, S. C., was here, but did not enter the contest.

Only two companies entered the State competitive drill—the M. L. I. and the Gainesville Guards. The award in this drill was: M. L. I., 80; Gainesville Guards, 75. A prize of \$100 was offered for the best drilled individual; Cadet Arthur W. Pye, of the East Florida Seminary Cadets, won it.

1890

March 20: Fire started at 2 a.m. in Lillenthal's dry goods store on the north side of Adams Street, between Clay and Bridge (Broad). It spread rapidly east and west and destroyed all the buildings in the block bounded by Adams, Clay, Monroe, and Bridge, except a small house or two on the south side of Monroe Street. It crossed Bridge Street and burned a store on the corner. The heaviest losers were Henry Lillenthal, who owned the entire row on the north side of Adams Street between Clay and Bridge; J. E. T. Bowden, new brick colosseum and swimming pool, together with

1890

other houses; Porcher L'Engle. Total loss, including stocks, \$75,000.

July 4: Largest crowd in history of Pablo Beach, estimated at 1500, assembled to witness the first exhibition of professional bicycle racing in this section.

August 7: Jacksonville Driving Park Association organized for the purpose of promoting amateur horse-racing. P. McQuaid, President; J. R. Tysen, Vice-President; J. F. Nichols, Secretary; H. T. Baya, Treasurer.

October 26: Two warehouses belonging to Dr. W. M. Bostwick, on the river front at foot of Pine (Main) Street, were destroyed by fire.

1891

January 15: Sub-Tropical opened its 4th annual exhibition. There were no elaborate opening exercises. That night a display of fireworks was given, followed by a ball in the fair building.

With each year's added growth of shrubbery the grounds had become more attractive, and the setting for the exposition was most pleasing; but it was soon evident that interest in the fair was waning. It closed on February 14. The outstanding special features for the month were the Kirmess folk dances, staged by local talent, and the 5-day revival of Sam Jones, the evangelist.

The Sub-Tropical was not opened again as a State fair. The lease and buildings were sold to a private company of local citizens, when an attempt was made the following year to open it as a County fair. Afterward the buildings became useful as a place for holding conventions and local celebrations of all kinds, until 1897, when they were torn down to make way for the waterworks reservoir on the site.

Of the numbers of fairs and exhibitions held in Jacksonville, the citizens that remembered it always emphasized with pride and pleasant recollection the Sub-Tropical, its attractive surroundings and pleasurable incidents.

March 27: Grand Union Hotel at the northwest corner of Forsyth and Cedar Streets destroyed by fire at 9 a.m. This was a three-story brick and frame building, 75x125 feet in dimension.

1891

March 29-April 5: Sam Jones, the evangelist, again held a revival in Jacksonville. He preached a sermon to the colored people entitled, "Quit Your Meanness".

February 26: Heavy gale did considerable damage in the city. The western end of the Sub-Tropical building was blown in.

Mohawk Block Burns

May 18, 1891. At 11:30 p.m., fire was discovered in the brick, stone and iron building at the southwest corner of Market and Bay Streets, known as the Mohawk Block, considered Jacksonville's finest business building, owned by the Schumacher estate and valued at \$100,000. Occupying the ground floor were the U. S. Post Office; James Douglass, books and stationery; Church Anderson & Co., wholesale commission merchants; George F. Drew Hardware Company. Above were the U. S. Court rooms, and U. S. Marshal's offices; Railway Mail service; and a number of lawyers' offices. The Mohawk building was destroyed, as were the adjoining Santo building (small), and a building occupied by John Clark, Son & Co., valued at \$35,000 and in which were stored 250 bales of high-grade tobacco. In the rear an "L" occupied also by the Drew Hardware Company, was destroyed; here occurred a moderate explosion of dynamite followed by the popping of small ammunition. Glass on the Bay Street side of the Carleton Hotel across the street was cracked and ruined by the heat.

The total loss was in the neighborhood of \$400,000, with insurance of \$230,000.

July 5: A large livery stable and 9 houses were destroyed in a fire on the east half of the block bounded by Ashley, Church, Laura and Hogan Streets. The houses were mostly small dwelling houses. The St. James hotel caught, but the fire was immediately put out.

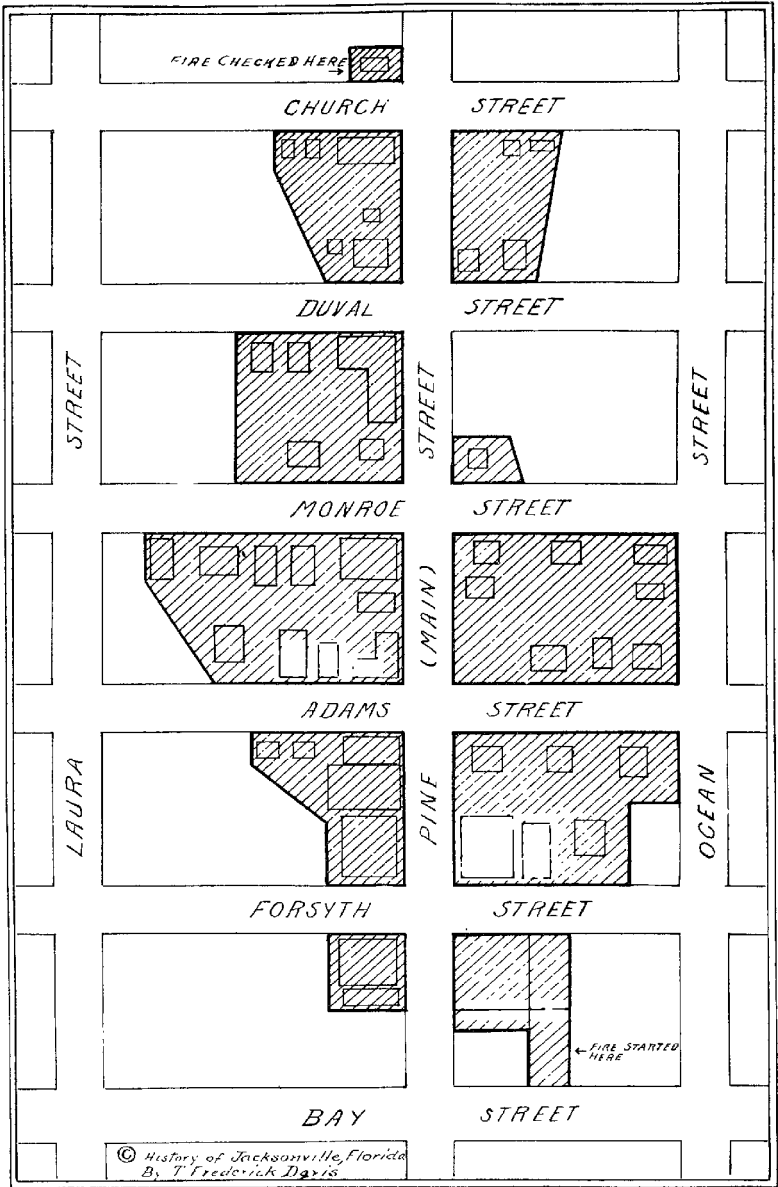
Pine (Main) Street Conflagration

(August 18, 1891)

At 5 minutes before midnight on August 17, fire was discovered in the Bay Street store of R. D. Knight & Co.'s crockery store. The flames spread from the Bay Street store to the Knight annex in the rear, extending to Forsyth Street,

PINE (MAIN) STREET CONFLAGRATION

August 18, 1891.



Area burned over shown by shading.

both buildings being gutted. Thence it spread to the adjoining Hubbard block on the west, extending to Pine Street. The Hubbard building was a new 4-story brick building, occupied by the S. B. Hubbard Hardware Company, Western Union Telegraph Company, Southern Bell Telephone Company, Southern Savings & Trust Bank, with offices, and the Jacksonville Light Infantry armory above. While this building was burning, the DaCosta Printing office, adjoining on Pine Street, was burned. The L'Engle building at the northeast corner of Pine and Bay Streets miraculously escaped destruction.

From this corner (southeast corner of Pine and Forsyth Streets) the fire crossed Pine Street to the 4-story brick Freedmen's Bank building on the southwest corner of Pine and Forsyth, which was soon ablaze. Adjoining on Pine Street were a billiard saloon and the shoe store of Simmons & Scott; these also burned.

While the Freedmen's bank building was burning the Burbridge building at the northeast corner of Pine and Forsyth Street, occupied by the Seminole Club, caught and burned. This was a 3-story brick building, and just east of it was a brick-veneer building owned by C. B. Smith (where the Windle Hotel is now). Both were destroyed.

The large 3-story brick and frame Tremont Hotel on the northwest corner of Pine and Forsyth Streets became involved in the meantime, so that now all four corners at Pine and Forsyth Streets were on fire and burning fiercely.

When the fire reached the Smith building at 1:45 a.m. (18th), there was a terrific explosion of dynamite stored there, that rocked every building in Jacksonville, and caused a wholesale destruction of plate glass show windows and panes of glass for blocks around. At least a dozen people were injured by flying glass and scores of persons were knocked to the ground by the force of the explosion. No one was seriously hurt, however.

The 5-story brick Placide Hotel stood on Pine Street just back of the Tremont; the explosion had broken every pane of glass in it and it soon became a roaring shaft. The adjoining building on the southwest corner of Adams and Pine (where Kress' store is now) caught from the Placide and was quickly destroyed, as were two small dwellings immediately west of it.

The wind, shifting between southwest and southeast, carried the flames up Pine Street. On the east side, the fire swept from the Seminole Club building to the Bogue residence on the southeast corner of Adams, thence east on south side of Adams Street to a two-story brick dwelling and a one-story brick-veneer dwelling near Ocean Street. The Mattair house, next to the Smith building, was also destroyed in this block. Two small frame buildings at the northwest corner of Forsyth and Ocean Streets escaped destruction.

On the north side of Adams Street, in the opposite block, several houses caught, but the flames were put out; they burned later, as did every house in this block. West of Pine, on the north side of Adams Street, the L'Engle building on the corner, and the Dey building adjoining, caught from the Placide; then the Mechanics fire hall and D. U. Fletcher's residence. All of them burned to the ground. In this block on Pine Street, Julius Slager's dwelling burned, as did the 3-story frame boarding house called the Chelsea, at the southwest corner of Pine and Monroe. On the south side of Monroe, west of the Chelsea, the two Emery tenement houses, Ritzewoller's dwelling, and a tenement near the southeast corner of Laura and Monroe, in turn were destroyed. This last was the nearest point that the fire approached Laura Street.

In the opposite block, east side of Pine Street, between Adams and Monroe, W. M. Ledwith's dwelling was the first to burn; this was near the northwest corner of Ocean and Adams Streets. Two houses owned by Jacob Huff, on Pine Street, after repeatedly catching, were finally destroyed, as was the residence of George S. Wilson facing Adams Street. At the northeast corner of Pine and Adams was the Wilson orange grove; it was greatly damaged by the heat. On Ocean Street, a dwelling occupied by Perry Holland, and one by Dr. A. J. Wakefield burned, which, with the destruction of two other dwellings in this block, swept it clean.

A perfect sea of flame arched Monroe Street from the Chelsea and the dwellings on the south side of the street, igniting the dwelling of J. D. Bucky on the north side. This burned and the flames spread to a dwelling at the northwest corner of Pine and Monroe used by the convent, thence to the large frame building of the convent itself, at the southwest corner of Pine and Duval, both of which were destroyed, as

was the dwelling of Judge W. B. Young, and another dwelling west of the convent on the south side of Monroe Street.

In the opposite block, at the northeast corner of Pine and Monroe, a building was burned. At the southeast corner of Pine and Duval was Dr. R. P. Daniel's residence; this dwelling escaped and was the only building that was not burned on Pine Street between Forsyth and Church Streets.

Crossing Duval Street, the fire swept practically all of the east half of the block on the west side of Pine Street to Church Street, including the Smith boarding house and McMurray & Baker's carriage factory. In the opposite block two houses and two stables were burned.

The flames crossed Church Street at the northwest corner of Pine Street and burned a building; it was checked here, just before it reached Avery's livery stable.

The property loss was not less than \$750,000. The fire originated in the center of the business district, sweeping the area shown in the accompanying chart. As it progressed up Pine Street, residents moved their personal effects into the street in advance of the flames, until the streets were littered with furniture. The water pressure was low and it was soon seen that a conflagration could not be averted. The newspapers of the following day asked the people to be brave, forecasting that a new and greater Jacksonville would arise from the ashes, that where dwelling houses were before, business houses would now be built.

1891

November 17: Excitement in Criminal Court during the trial of Andrew Lightbody, when Louisa C. Stevens whipped out a derringer and attempted to shoot Lightbody. A bystander struck her hand up and the ball was deflected. Officers of the court, lawyers, witnesses, and spectators made a wild break for the door and it was some time before quiet was restored.

1892

January 16: Steamer John G. Christopher was greeted with an enthusiastic celebration on her maiden arrival inaugurating a new steamer service to New York.

January 20: Cornerstone of the new Masonic Temple at

1892

the northeast corner of Forsyth and Bridge (Broad) Streets laid with elaborate Masonic ceremonies.

May 11: Camp of Sons of Confederate Veterans organized with 25 members. Officers elected: Captain, D. U. Fletcher; first lieutenant, S. C. Boyleston; second lieutenant, J. E. T. Bowden; secretary, F. B. Matthews; treasurer, C. N. Welshans.

May 15: Fire originating in a house on the south side of Adams Street between Second (Davis) and Third (Lee) Streets, LaVilla, destroyed eight dwellings and two stores in that block.

Riot of 1892

July 4: During a controversy over a trivial matter a fight ensued between Frank Burrows, a young white man, and a giant negro named Ben Reed. Reed struck Burrows on the head with an oak standard, crushing his skull. Reed was soon captured and taken to the city jail at the foot of Liberty Street. When the news spread that Burrows had been killed feeling ran high and there was talk by indiscreet persons of lynching. Early that night negroes began to congregate around the county jail at the other end of Liberty Street, to which Reed had been removed, and by 10 p. m. a mob of 500 or more had gathered to protect the prisoner. They placed sentinels at every corner in the vicinity and armed negroes patrolled the streets leading to the jail. That part of the city was entirely in their control. When a white man appeared, they surrounded and questioned him. A whistle signal was then given to the next corner and the pedestrian would be followed; if he went in the direction of the jail, he was surrounded and covered with cocked pistols and Winchester rifles and turned back. A number of prominent white citizens fell into this situation during the night. There was no hostile demonstration, however, when 20 policemen came up and went into the jail. Just before midnight a dispatch was received from the Governor ordering the three local military companies (Jacksonville Light Infantry, Metropolitan Light Infantry, and Wilson's Battery) to mobilize at their armories and hold themselves ready to resist any attack on the jail. In an hour they were under arms. The night passed without bloodshed, but was one of the utmost tension.

All during the day of the 5th, there was a feeling of unrest throughout the city as to the eventualities of the coming night. The military remained under orders, and during the day a meeting was arranged with several leading negroes for a consultation at 8 p. m., when it was explained that the military was ordered out to protect the prisoner Reed and to repress mob violence. In the meantime a great mob of negroes had collected around the jail and were armed to the teeth. After the meeting at 8 o'clock, the mob was addressed by both white and colored speakers and the situation as to the purpose of the military explained to it. The military now moved in and took full charge of the squares around the jail. The mob broke up somewhat in front of the troops and shifted in its relation to the business end of the Gatlin gun of Wilson's Battery, but it did not entirely disperse and at midnight the marshes, shanties, yards, and trees within three blocks of the jail were full of armed negroes apparently waiting for a war to begin. The strain of the second night was no less than the first, but it passed without serious consequences and at sunrise the mob had about disappeared.

On the 6th, a large number of men from surrounding towns and from southern Georgia came in and offered their services to the sheriff and the military. At 6 p. m. the St. Augustine Rifles and the St. Augustine Guards arrived and immediately marched to the jail and assumed duty. Considerable desultory firing by individuals during the night kept the excitement at the highest pitch. Policeman Jones was fired on at Beaver and Newnan Streets by a negro, and the officer shot him in the legs with a double-barrelled shotgun: this was the first incident of the kind up to this time.

The Gainesville Guards, Gem City Guards of Palatka, and Bradford County Guards of Starke, were in the city on the 7th. At 4:30 p. m., the eight military companies now in the city had a battalion drill in the vicinity of Market and Bay Streets, staged for the purpose of effect on the negroes. The Gainesville, Palatka, and Starke companies and Wilson's Battery went on duty at the jail soon after dark. There was no outbreak during the night and on the 8th quiet had been restored and the visiting companies departed, having rendered Jacksonville a valuable service.

This was a dangerous demonstration. The incendiary talk by crowds of negro women was one of the most disturb-

ing elements throughout the trouble and gave rise to the rumors that an attempt would be made to burn the city. For three days and nights the tension was so great that the slightest untoward incident would have started a terrible catastrophe. That it was avoided was due to the good judgment of the military and civil officers and a few leading negroes.

Ben Reed was tried for murder December 2d, but the jury failed to agree; he was afterward tried, convicted, and sentenced to four years' imprisonment.

1892

September: Work on a wagon road to Pablo Beach was begun, with convict labor. The editor of the Jacksonville Evening Telegram published that it was hoped the county commissioners would improve the road and not leave it merely as an opening cut through the woods.

November: New public school building in Riverside was completed and occupied. This was a frame school house.

1893

January 18: New Masonic temple at Bridge (Broad) and Forsyth Streets was dedicated.

January 24: Answering a call from St. Augustine for help on the Casino fire, apparatus was put on a special train that made the run to St. Augustine in 35 minutes.

April 6: Confederate Home for Aged Soldiers and Sailors of the Confederacy was dedicated at noon. Col. James Armstrong of Charleston delivered the oration. (The association was organized in August, 1888.)

April 11: Corner-stone of Good Shepherd Episcopal church in Riverside was laid.

July 4: "Villa Maynard", a bicycle racing park, was opened; there were 2,000 spectators.

August: The Sub-Tropical changed hands again and was renamed the Florida Zoological Gardens and Exposition.

A severe epidemic of yellow fever raged at Brunswick, Jesup and other southeast Georgia towns in the late summer and fall. Jacksonville instituted a rigid quarantine.

November 15: The pier at Pablo Beach was burned.

Corbett-Mitchell Prize Fight

(January 25, 1894)

When it was published that an effort was being made to arrange a prize fight between J. J. Corbett, of the United States, and Charles Mitchell, of England, for the championship of the world, a club was organized here in October, 1893, known as the Duval Athletic Club, composed of local people, for the purpose of securing the fight for Jacksonville. Immediately arose the question of the legality of such an exhibition under the State laws, while considerable public opposition was voiced with respect to having it here. An offer was made by the club acceptable to the principals and the preliminary arrangements were being made, when the governor issued notice that force would be used, if necessary, to prevent the fight. The purse offered was \$20,000, the winner to receive all. When it became known generally that the authorities were planning to stop the fight, other places over the country sought to obtain it, among them Cripple Creek, a mining town in Colorado, which offered \$40,000 for it.

Corbett arrived in Jacksonville about the middle of December and went into training at Mayport. Mitchell came two weeks later and was arrested upon arrival, to test the law; he gave bond for \$1,500 and established training quarters at St. Augustine. The governor ordered Sheriff Broward of Duval County to use force to prevent the fight, and finally ordered the second battalion of State troops to Jacksonville to assist him. The Duval Athletic Club played its trump card the day before the fight, when it secured an injunction against interference by the authorities.

The fight occurred on the afternoon of January 25, 1894, at the old fairgrounds in Fairfield. The betting at the ring-side was 100 to 40 in favor of Corbett. The gong sounded at 2:30 p. m. Referee: Kelly.

ROUND ONE

Corbett led off with a left to Mitchell's chin. They clinched. Exchange of body blows. Corbett reached Mitchell's eye heavily. Mitchell reached Corbett's ribs. Another exchange of body blows and Mitchell clinched. Mitchell got one to Corbett's neck and Corbett landed a right. Just before time was called Mitchell landed a heavy body blow. Honors about even.

ROUND TWO

Opened with wild exchange and clinch; Corbett upper-cut Mitchell as they came together. Mitchell landed hard on Corbett's ribs, and as Mitchell came in Corbett caught him on the head, staggering him. Corbett upper-cut Mitchell again and landed a right on Mitchell's chin. Mitchell reached Corbett's chin. A sharp rally with Corbett having the advantage. Mitchell got in twice on Corbett's neck. Corbett floored Mitchell cleanly and knocked him down again as he essayed to rise. Gong.

ROUND THREE

Mitchell rather groggy. Corbett rushed at him swinging right and left to the neck. Mitchell went down. Mitchell took full time to rise. Corbett rushed at him like a tiger. Mitchell clinched. Corbett threw him off and floored him with a stiff facer. Again Mitchell took full time to rise and when he advanced toward Corbett, the latter swung his right with deadly effect to Mitchell's nose. Mitchell reeled and fell on his face, helpless—knocked out.

Such was the newspaper report of the fight. It was witnessed by 1800 people, including the sporting element of the country, who paid \$31,000 to see it. No attempt was made to stop the fight during its progress, but both Corbett and Mitchell were arrested immediately afterward. Each was released on \$5,000 bond. Both departed the next day for the North and both returned to Jacksonville the last of February for trial. Corbett was acquitted of the charge of assault and battery. Judge Christie, when asked if he was going to proceed against Mitchell, remarked that if Corbett could not be convicted of assault and battery he hardly thought that Mitchell could, and nol prossed his case.

1894

Crime Wave

In the last week of January a crime wave broke out in Jacksonville. Burglaries, robberies and hold-ups, evidently by professionals, were of frequent occurrence. Some of these criminals were captured, but most of them were too shrewd for the local police and "got by" with their jobs. This seemed to be an inducement for the criminally inclined to become active. That year was the worst crime year that Jacksonville had ever known up to that time. There was a shake-up in the police department and a change of chiefs, but with little

effect; murder after murder occurred, among them Mrs. Grace Hayes and her mother, Mrs. Nason, on September 4. Three white suicides; the accidental drowning of a young man and young woman while rowing off the foot of Laura Street; a number of spectacular knock-down, drag-out fights on Bay Street were incidents of that memorable year.

Along with the police shake-up came a revival of war on open saloons on Sunday. It waxed warm for awhile. The municipal judge was asked to resign, but he informed his accusers that he knew as much about how to run a court as they did, and continued to function. The legislative election in the fall was full of promise for some more excitement. A species of propaganda was started against the railroads, charging them with an attempt to control the election by use of money. The feeling was worked up to fever heat. On the day of the election the local military companies were held under orders to suppress any disturbance. When the voters went to the polls that morning they found them closed. However, later in the day the polls were opened and the election was held without serious disorder.

There was another side to Jacksonville's history in 1894. The program of improvement under a \$1,000,000 bond issue was begun. Bay Street was paved with brick from Bridge (Broad) to Market—the finest street in Florida at that time. Main Street was paved to Hogans Creek. Just as Main Street was finished a circus parade passed over it and the heavy wagons did serious damage to the thoroughfare. Other streets followed in turn. Riverside Avenue was provided for from McCoys Creek to Rossell Street. Ground was broken for the City Hall and Market. An electric light plant was authorized. Here trouble began with private lighting interests, who filed an injunction against the city, seeking to prevent the establishment of a municipal light plant. The city won the suit that followed. Added to these improvements \$1,000,000 was spent in privately owned buildings. Jacksonville now advanced from the large town to the city class.

1895

January 13: Ferryboat "Ravenswood" destroyed by fire at her slip in South Jacksonville.

February 18: Ferryboat "Idaho" purchased in the North

1895

to take the place of the "Ravenswood" was lost off Hatteras on her way here.

February-March: New York "Giants" trained at Jacksonville.

April 27: Greeted by a royal welcome from river craft the Commodore Barney arrived from New York to become the ferryboat between Jacksonville and South Jacksonville. She was originally built in 1858 as a government boat named Ethan Allen; but before coming to Jacksonville had been running as a ferryboat at New York.

May 20: In the bicycle races held at Charlotte, Geo. N. Adams of Jacksonville won the championship of the South, riding a Stearns one mile in 2:37.

September 10: News Item: Three weeks ago there was not a bloomer in the city; now there are five that are known of and perhaps more that have not come to light. The owners of the five bloomers have not yet ventured to ride (their bicycles) in open daylight, but usually wait until after 9 p. m., when there are few people on the streets.

1896

March 6: New York Giants (baseball club) arrived for spring training.

July 17: George N. Adams established a world's record for 3 to 10 miles bicycle racing at Panama Park.

September 11: Club house and quarters at Panama Park burned.

September 23: Clyde steamer Frederick DeBary wrecked at Kitty Hawk, N. C. Was later floated, repaired and put into service.

1897

February 12: Jacksonville Bar Association organized at a meeting of lawyers in the court house: D. U. Fletcher, president; C. D. Rinehart, vice-president; E. J. L'Engle, secretary; T. M. Day, Jr., treasurer. The Association held its first banquet at the Windsor Hotel February 26, 1897.

1897

*The foregoing was a reorganization of the old Jacksonville Bar Association, which was originally organized May 5, 1887.

March 2: Jacksonville City Council passed resolutions condemning Spain for the cruelties in Cuba. This was said to be the first official action of the character in the United States.

Gato Murder

Miss Louise Gato, a beautiful young woman, was shot as she was entering the gate of her father's home in North Springfield (Laura and Eleventh Streets) about dusk April 20, 1897. She died within 24 hours and in her dying statement accused a friend, Edward Pitzer, of doing the shooting. Pitzer was arrested and his trial was one of the most sensational in Jacksonville's history. It lasted nearly two weeks amidst many spectacular incidents and court excitements. Morning, noon, and night the court-room was crowded with interested spectators and general interest prevailed throughout the city. The lawyers in the case were, prosecuting, State's Attorney A. G. Hartridge assisted by D. U. Fletcher and A. W. Cockrell; defense, Alexander St. Clair Abrams with D. C. Campbell and F. W. Pope as associates. Judge R. M. Call was the trial judge and D. Plummer foreman of the jury. In his concluding argument for the defense Mr. Abrams made a heart-appealing speech which ended dramatically as he fainted and fell into the arms of a deputy sheriff. The defense was based on an alibi. The jury was out 22 hours and returned a verdict of acquittal. Pitzer left Jacksonville soon afterward to make his home in the North. An outstanding feature of this case was the interest taken in the prisoner while in jail, mostly by women, who loaded his cell with flowers and kept him supplied with every delicacy. Another feature was the prompt trial of the case, May 26 to June 5, 1897.

June: Gardner building, Jacksonville's first sky-scraper of six stories, was completed. (This building was on the north side of Bay Street between Main and Laura. It was destroyed in the fire of May 3, 1901.)

July 2: First moving picture shown in Jacksonville, called then an Edison Projectoscope. The picture was shown

1897

at the Park Opera House and was claimed to be a moving picture of the Corbett-Fitzsimmons prize fight. The reel broke in half soon after the picture started and the subject proved to be a fake, nevertheless it was the forerunner of motion pictures in Jacksonville.

July 26: Long distance telephone service with Savannah inaugurated; day rate, 85 cents for three minutes; night rate, 45 cents.

September: Jacksonville quarantined against New Orleans and other yellow fever infested places in the lower Mississippi Valley. Quarantine in force until November.

November 9-12: Inauguration of a festival of fun called Gala Week, during which Jacksonville was given over to whole-hearted recreation and play. The city was crowded with visitors from all over the State. Fire companies from other places were here in competitive drills; there were semi-professional bicycle races, military maneuvers, fantastic parades, trades display embracing 170 floats, and numerous other attractions of all kinds. At night the carnival spirit was uncurbed; there were fireworks and confetti throwing and a good, wholesome time for everybody and Jacksonville turned out en masse. It was as an old negro said: While watching a passing parade a visitor set down a jug, which promptly foamed over and left a little pool of Florida syrup where it stood. Soon a foot was in it, followed by the testy inquiry, "What is that stuff? The old darkey replied, "Boss, dis town is so full of fun dat it biles out 'bove de sidewalk".

*Gala Week proved to be such a success that an association was formed to perpetuate it by making it an annual affair. It was held yearly until 1904, increasing in magnitude until it became a State affair which was widely advertised. The carnival of 1903 was the most elaborate ever held in Florida. Gala Week as a distinct celebration ceased with the Trades Carnival of 1904. Even now one sometimes hears the remark, "Have you seen George? You'd better hurry, hurry, hurry", all of which carries the memory back to old Gala Week in the days before the fire.

SPANISH-AMERICAN WAR

*The U. S. battleship "Maine" was destroyed in Havana harbor February 15, 1898. War was declared against Spain April 25, 1898. Treaty of peace at Paris December 10, 1898.

In 1896, when the Cuban revolution was at the height of its military success the romantic and hazardous business of filibustering men and arms from the Florida coast to Cuba reached considerable proportions. There were several local boats engaged in this occupation; their names were often in the press dispatches of the time and were familiar to the American public. There was one the fame of which extended throughout the civilized world, the St. Johns River tugboat "Three Friends".

Filibustering

On the dark, raw night of March 11, 1896, the Three Friends made her first get-away as a filibuster. Loaded with arms and ammunition for the Cuban insurgents she drove rapidly down the river toward the bar, with such speed that the small fishing craft along the river were thrown up on the banks by the swell she made. The revenue cutter Boutwell was lying off Jacksonville at the time and immediately started in pursuit of the Three Friends. A fisherman at New Berlin trying to launch his boat from the platform where it had been thrown, was asked if he had seen a boat pass that way; his reply was, "Some d—— boat passed here throwing my boat up on the platform, and if she kept on at the same rate of speed she will by now have reached a place too hot for you to catch her in". At the mouth of the river the commander of the Boutwell enquired of the pilot if the Three Friends had passed during the night. The reply was, "God knows what passed here; something the color of blue dawn, with her forward deck piled high with boats and her after deck filled with boxes. The swell she made in passing washed our decks and floated our boats". The Boutwell then returned to Jacksonville.

Out at sea the Three Friends turned toward the south and at dawn was far down the coast driving full speed toward the Florida Keys. Her coat of white had been changed to gray and in great white letters she bore the name

"The Ox". The day passed without incident and night came on. While off Canaveral at 9 p. m. the lights of three vessels were seen ahead; it proved to be a tug boat with a tow, but it was sufficient to cause a scare. Onward the Three Friends sped; the night passed and the greater portion of the following day. That afternoon she anchored behind one of the Florida keys, near the Stephen R. Mallory, a filibuster from Cedar Keys, likewise loaded with arms and patriots for the Cubans.

At daylight the Three Friends started south for safer anchorage among the keys. Near Turtle Harbor a strange steamer put out to sea fleeing like a startled bird. It was the famous filibuster Commodore, which, mistaking the Three Friends for a revenue cutter, headed for the Bahama Banks. The crew of the Three Friends was likewise frightened at the strange event and believed for a time that it was a Spanish gunboat bent on capture. Near Indian Key the schooner Ardnell transferred her Cuban patriots to the Three Friends and the latter headed for the open sea, passing out over Alligator Reef just as the sun was rising. At 9 o'clock that night the light at Cardenas was sighted. It soon clouded up, became very dark and began to rain. The Cuban pilot, who had now taken charge, missed the place previously agreed upon as a landing place by two miles and before anyone was aware of it the Three Friends was among the breakers. With great difficulty the filibuster backed into deeper water, threw out her cable and began landing her cargo of Cubans and munitions of war, unaware that she was off a Spanish town and not more than a few hundred yards from a Spanish fort.

The last boatload of Cubans had scarcely been launched when the searchlight of a small Spanish gunboat was thrown on the beach, revealing the presence of those on shore engaged in burying their arms and ammunition. The Spaniards opened fire on the Cubans on the beach and they in turn fired at the searchlight on the gunboat and the light went out. All of this was exceedingly interesting to the crew of the Three Friends lying close by awaiting the return of the last boat from shore. The crew had their guns ready to repel boarders from the gunboat, when by the aid of a spy-glass a large Spanish warship was detected less than a mile away. The captain of the Three Friends gave the order, "Do not use your guns as it will attract the attention of the large gunboat on our port side. Get your axes and lie under the

bulwarks and if the small gunboat tries to board us, use them". Just then the boats returned from the shore, the men pulling with all their might. The boats were made fast instantly, the anchor cable cut, and the Three Friends started ahead full speed on her race for life.

The first streak of light was visible along the eastern horizon, but overhead hung dark clouds from which a light mist was falling. The tug was running parallel to the line of the coast while the gunboat was headed across her bow—the Three Friends had been discovered. Nearer and nearer the two steamers approached each other, but the Spaniard having the shorter course to run held his smaller opponent an easy prey. Then came the order, "Line all the men up on the port side and have them ready to get into the boats. We shall run into the Spaniard as we head and both may be sunk, but we will have the advantage of having our boats overboard and our men ready; he will have to lower his and we can get the start and beat them back to the Cubans we have just landed". On getting nearer the Spanish cruiser the wheel of the Three Friends was put hard a-starboard and she turned at right angle and headed west. The wind blew her smoke back upon her track and the Spaniard, thinking she had doubled, turned his bow toward the rear. In another moment they were lost to each other in the darkness and rain. The Three Friends made straight for Key West where she arrived at noon. Here ended her first trip as a filibuster. Seven more she made, everyone as hazardous and exciting as the first, but the Three Friends was marked with a lucky star and passed through them all unscathed.

Among the other boats well known in these waters that became famous for their filibuster expeditions to Cuba were the Dauntless, the Commodore and the Bermuda; these with the Three Friends were known as the "Cuban fleet". The Bermuda made a number of trips to Cuba, but was finally detained at Jamaica by the British authorities. The Commodore foundered under suspicious circumstances off the Florida east coast January 2, 1897; her cargo of arms and several of the Cuban patriots aboard were lost. The fame of the little Dauntless was almost as great as that of the Three Friends; she was once captured by the U. S. S. Marblehead, but later got out of the scrape and though under constant

surveillance continued to make an occasional get-away for Cuba.

*The Three Friends and the Dauntless were fast boats for their day. Soon after war was declared the Three Friends was chartered by the New York World and used as a dispatch boat between the war zone and Key West. The Dauntless was the dispatch boat of the Associated Press in Southern waters during the war.

The Bermuda sank in Delaware River in 1900. The Dauntless is now in service running on Chesapeake Bay, and the Three Friends still plies the waters of her home, the St. Johns River.

By the summer of 1897 the Cuban revolution had reached a low ebb as a result of the inhuman policy of the Spanish Governor Weyler. Day after day for months the American people had read about the horrible conditions in Cuba and public sentiment had reached a state that the United States was about ready to intervene when the announcement came in January, 1898, that Weyler had been recalled and a new form of limited self-government promised the Cubans. The Cubans rejected it and the fire of revolution broke out afresh. Gen. Fitzhugh Lee, U. S. Consul-General at Havana, asked that an American warship be sent to Havana to protect American interests if necessary. The battleship Maine was sent and while anchored in Havana harbor was destroyed by an explosion at 10 p.m. February 15, 1898, resulting in the death of 2 officers and 264 men. The finding of the board of investigation that the explosion originated on the outside of the ship made war with Spain unavoidable, and on April 25, 1898, President McKinley issued a proclamation that war with Spain existed.

In less than a week after the Maine was sunk, and two months before war was declared, Florida began her preparations for war. On February 20, 1898, among the first, if not the first order of a military nature, bearing on the impending crisis, was issued from Tallahassee to the Jacksonville Naval Militia in part as follows:

Lt. A. R. Merrill, Lt. J. H. Bland, Ensigns Miller and Gibbons, with such petty officers and signalmen from the Third Division of Florida Naval Militia, Jacksonville, as may be necessary, are detailed to make a reconnaissance of the Atlantic coast as far as practicable with a view to locating proper sites for signal stations and to secure such other data as may be obtained and be of value from a military standpoint.

Immediately upon receipt of these orders the survey began at the mouth of the St. Johns and it was the first in this part of Florida in relation to the Spanish-American war.

**War Chronology
1898**

March 6: Gen. J. M. Wilson, Chief of U. S. Engineers, made a military inspection at the mouth of the St. Johns.

April 4-10: Local military companies recruiting to war strength.

April 15: Two companies of negro troops under white officers passed through en route to Key West; first troop movement through Jacksonville.

April 18: Jacksonville Naval Militia offered its services to the Government; services accepted and unit ordered to recruit to war strength. Officers: A. R. Merrill, lieutenant commander; J. H. Bland, lieutenant; Cromwell Gibbons and F. D. Miller, ensigns.

April 23: Jacksonville Naval Militia called to the colors; ordered to establish signal stations at the mouth of the St. Johns River.

May 3: Jacksonville Light Infantry and Jacksonville Rifles, having volunteered, were called to the colors; ordered to hold themselves in readiness.

May 12: Practically the entire white population of the city turned out to wish Godspeed to Jacksonville Light Infantry and Jacksonville Rifles, entraining for Tampa. The roster of the Rifles at this time was 106 officers and men, and that of the Jacksonville Light Infantry 91.

May 26: Wilson's Battery volunteered for service.

June 1: Censorship of troop movements inaugurated.

June 12: Full roster of each company of the First Florida Regiment appeared in the Times-Union and Citizen of this date.

June 18: Jacksonville designated as the commissary depot for the Seventh Army Corps.

1898

August 2: Convalescent hospital was opened at Pablo Beach.

October 15: Company E (Jacksonville Light Infantry) 1st Florida, arrived from Tallahassee. An immense assemblage was at the depot to greet the company and included the 4th Illinois regiment of Camp Cuba Libre and the band of the 161st Indiana. When the procession started up-town, the band played "Dixie" and the crowd went wild.

November 14: Company E (J. L. I.) entrained for Tallahassee, having been ordered back to be mustered out.

December 4: Company E (J. L. I.) mustered out at Tallahassee. Each man was given a blue satin badge with a spread-eagle in the center, and inscribed, "Mustered in May 23. To hell with Spain. First Florida Regiment, 1898. Mustered out December 4".

January 27, 1899: Company F (Jacksonville Rifles) was mustered out at Huntsville, Ala.

Duval County's Honor Roll

Spanish-American War

John J. O'Rourke of Jacksonville, and E. W. Houston of Mayoport: Killed by the accidental explosion of a dynamite mine under test at the test station at St. Johns Bluff, July 10, 1898.

Private Franklin B. Willard (J. L. I.) of Jacksonville, died at Camp Wheeler, Huntsville, Ala., September 20, 1898, of typhoid fever.

Lieutenant J. Hugh Stephens (Rifles) of Jacksonville, died in hospital at Savannah, October 27, 1898, of typhoid fever.

Private William Jones of Jacksonville (mustered out with J. L. I. and joined Co. D, 9th Illinois), died in camp near Havana January 7, 1899, of spinal meningitis.

Camp Cuba Libre

Ten days before war with Spain was declared C. E. Garner advanced the idea of an army camp for Jacksonville. Mayor R. D. Knight then became active in his official capacity, and

the proposition was developed through a joint mass-meeting of citizens and Board of Trade on April 29. Maj. Gen. J. F. Wade arrived on a tour of inspection for camp sites May 18, and recommended Jacksonville for a camp. On May 21, Brig. Gen. H. W. Lawton, of General Shafter's staff, came to Jacksonville to select the site. After visiting several proposed sites, one in East Springfield was selected, located between Ionia Street and the Fernandina railroad, and Third and Eighth Streets, the main factor in the selection being the transportation facilities. The Second Illinois and the First Wisconsin regiments, the first troops to arrive here, came in on the evening of May 22; the next morning the tented city of volunteers in East Springfield began to rise, and by night the white canvas gave evidence that a considerable body of troops was already in camp, the First North Carolina having arrived during the day. General Lawton was in command until succeeded by Brig. Gen. A. K. Arnold on May 28. Maj. Gen. Fitzhugh Lee arrived the next day. On June 4, General Lee designated Jacksonville as headquarters of the Seventh Army Corps and officially named the camp here "Cuba Libre".

Early in July an epidemic of typhoid fever started in Camp Cuba Libre. This was in the day when the treatment of the disease and the cause of its spread were not well understood, and scores of men died before the epidemic closed. Screening was not used, and it is remembered that flies swarmed in the tents and mess places. Heavy rains in June and July kept the locality wet, as city drainage had not been extended to the camp, and there was not enough natural fall to carry the water off. A great deal of complaint arose about it and many unfavorable reports were published in the Northern papers.

*An interesting feature in this connection was that the Government had general and thorough tests made for malaria and found that the camp was entirely free of it.

The original camp site in East Springfield was finally abandoned. This first change was made by the Wisconsin regiment which moved to the vicinity of Fifth and Silver Streets July 29. One by one the other regiments were moved to the high ground north of the cemetery, near Phoenix Park and Cummer's mill, or Panama where Torrey's Rocky Mount-

ain cow-boys (Second Wyoming Cavalry) had pitched their camp in the beginning.

The greatest number of men here at one time was 29,000. All were white volunteers, and all infantry, except Torrey's rough riders. The first to leave Camp Cuba Libre was the First Wisconsin, which entrained for home September 6, to be mustered out. The following is a complete list of the regiments in camp here, with their commanders, together with the dates of arrival at and departure from Jacksonville:

Arrival	Departure
May 22.... Second Illinois, Col. G. M. Moulton.....	Oct. 24
May 22.... First Wisconsin, Col. S. P. Schadel.....	Sep. 6
May 23.... First North Carolina, Col. C. F. Armfield.....	Oct. 24
May 24.... Fifteenth Iowa, Col. D. V. Jackson.....	Sep. 13
May 29.... Fourth Illinois, Col. Casimer Andel.....	Oct. 24
June 3.... Second Virginia, Col. J. C. Baker.....	Sep. 19
June 3.... Second New Jersey, Col. E. W. Hine.....	Sep. 22
June 6.... Fourth Virginia, Col. G. W. Taylor.....	Oct. 26
June 14.... Forty-Ninth Iowa, Col. W. G. Dows.....	Oct. 25
June 21.... Second Mississippi, Col. W. A. Montgomery.....	Sep. 12
June 28.... Second Wyoming (Cavalry), Col. Jay L. Torrey..	Oct. 24†
July 22.... Third Nebraska, Col. Wm. Jennings Bryan.....	Oct. 23
July 30.... First South Carolina, Col. J. K. Alston.....	Sep. 23
Aug. 3.... Second Louisiana, Col. Elmer E. Wood.....	Oct. 22
Aug. 5.... Second Alabama, Col. J. W. Cox.....	Sep. 16
Aug. 7.... Second Texas, Col. L. M. Oppenheimer.....	Sep. 20
Aug. 8.... Ninth Illinois, Col. J. P. Campbell.....	Oct. 28
Aug. 10... First Texas, Col. W. H. Mabry.....	Oct. 22
Aug. 11... First Louisiana, Col. W. L. Stevens.....	Oct. 3†
Aug. 13... First Alabama, Col. E. O. Higdon.....	Sep. 16
Aug. 13... One Hundred Sixty-First Ind., Col. W. T. Durbin..	Oct. 23
Aug. 15... Sixth Missouri, Col. Letcher Hardeman.....	Dec. 9
Aug. 19... Fourth Immunes, Col. James S. Pettit.....	Oct. 10
Aug. 28... First Ohio, Col. C. C. Hunt.....	Sep. 13
Sep. 16... Second South Carolina, Col. Wm. Jones.....	Oct. 21

The departure of the First Wisconsin on September 6 was followed at irregular intervals by other regiments for mustering out, until eleven had gone, including the First Louisiana, which was mustered out at Jacksonville. On October 4, the Fourth Immunes entrained for Fernandina en route to Cuba. About this time the Government ordered the transfer of the camp from here to Savannah, and the first to leave for

†Mustered out at Jacksonville.

the new camp was a battalion of the Fourth Illinois, the balance of the regiment following a few days afterward. The Sixth Missouri was the last to leave Camp Cuba Libre, a battalion of that regiment remaining here until December 9, to guard property. The final closing of Camp Cuba Libre was on January 11, 1899, when the last soldier departed; by a strange relation of names he was Capt. R. E. Lee, of the Sixth Missouri.

St. Johns River Fortifications

The survey of the river made by General Wilson in March, 1898, resulted in a decision to erect emplacements for 8-inch breech-loading rifles at St. Johns Bluff, and the construction of these works was begun early in April. On April 15, the United States flag was hoisted there, to speak defiance to the Spanish, who from this same elevation made the charge upon the French fort, Caroline, 333 years before. St. Johns Bluff had now witnessed the flags of five nations flying over nearby fortifications, in turn French, Spanish, English, Spanish, Confederate, and United States—a historic spot indeed.

Great difficulty was experienced in getting the big guns to the top of the bluff. A "tram road" was laid up the slope and they were pulled up by power. The works were completed about the time Cervera's fleet was destroyed, the event which made it plain that no heliograph or wig-wag message would ever be sent from the signal station on Mt. Cornelia, Fort George Island, to the battery on St. Johns Bluff that a Spanish fleet was off the bar.

*The battery at St. Johns Bluff was dismantled in October, 1899, and the guns sent to Pensacola; but the concrete works and ammunition bomb-proofs still remain in almost perfect condition. The position is accessible for automobiles and is well worth a visit, not only for the historic interest, but also for the magnificent view obtained of the St. Johns River; for today, as Laudonniere said in his time, "A man may behold the meadows divided asunder into isles and islets, interlacing one another, a place so pleasant that those who are melancholic would be enforced to change their humour".

In July, 1898, the channel between St. Johns Bluff and the mouth of the river was mined with dynamite mines, and navigation practically closed for a while. The test station

where the mines were tested before placing in the river, was at the base of the bluff. A distressing accident occurred here; while undergoing test, a mine exploded, killing two men and seriously wounding an officer. The mines in the river were exploded late in September, 1898, and the channel cleared.

Local Conditions During the War

When General Lee designated Jacksonville as the commissary depot of the Seventh Army Corps, and issued notice that so far as practicable supplies would be purchased locally, it meant a great deal to the merchants carrying the necessary lines. The wholesale provision and hay houses reaped a harvest. During the five months the troops were here, they were paid \$2,160,000 and this too in large measure was spent in Jacksonville. It has been said that some valuable business property in the down-town section represents profits derived from concessions at the camp. In a business way the camp did much for Jacksonville.

Barring the wave of typhoid that swept Camp Cuba Libre, the service of the volunteers here was not an unpleasant one. The men, of course, were under military discipline, but "off duty", and that was often, they flocked to the city, bent on having a grand, good time. Unfortunately there was considerable drunkenness among the soldiers, as Jacksonville was a wide-open liquor town in those days. It was considered only a prank when one day an officer rode his horse into a saloon, up to the bar and took his drink on horseback. And another, as Mary and Martha, the police-patrol horses, galloped by in answer to a call, a squad of soldiers jumped aboard and broke "Black Maria" down. Again when a company swooped down upon a squatter commissary near the camp, and with kind consideration left the proprietor the remnants of pasteboard boxes and paper sacks. So the camp news day by day was filled with echoes such as these. It did not seem like war, but more like a large body of troops off on a frolic.

This body of men was made up of the flower of young manhood of their respective States, as volunteers for war usually are. A strong attachment grew up between them and the people of Jacksonville. The residents invited them freely into their homes. During the sickness at the camp delicacies of all kinds were sent out to them; many ladies of

the city volunteered their services and assisted the Red Cross nurses in the work, while in numbers of cases convalescents were transferred to the homes here, and nursed back to health by members of the family. Lasting friendships and some happy marriages resulted. When the time came for the soldiers to go, Jacksonville saw them leave with regret. They did not forget; when the city was burned in 1901, expressions of sympathy came from all over the country from them and contributions to the relief fund too, the New Jersey regiment, as a body, contributing substantially to the fund.

1898

March 25: Stonewall Jackson Camp, Sons of Confederate Veterans, organized at preliminary meeting. Permanently organized April 1, 1898. Officers: T. T. Stockton, commandant; Jack Maxwell, first lieutenant commander; F. P. Fleming, Jr., second lieutenant commander; C. N. Welshans, adjutant.

May 6: F. C. & P. through passenger train from Pensacola ran into an open switch in the terminal yards; engineer Amos Roberts was killed and fireman J. Sewall died from injuries.

June 16: The Confederate monument in St. James Park (now Hemming Park) was unveiled by Miss Sarah Elizabeth Call, accompanied by a salute of thirteen guns by Wilson's Battery. This was during the Spanish-American war, and taking part in the ceremonies were regiments of both Southern and Northern men of Camp Cuba Libre. General Fitzhugh Lee was in the reviewing stand, while on the piazza of the Windsor hotel stood a grandson of General U. S. Grant. Thus both the North and the South were represented in the unveiling of this monument to the valor of the Confederate soldiers of Florida, a gift to the State by Charles C. Hemming, a former resident of Jacksonville and a private in the Jacksonville Light Infantry in the War Between the States.

July 9: Clyde Line steamer Delaware was burned off Barnegat, N. J.; passengers and crew were all landed safely.

December 22: The Mayport, new steamboat built to ply between Mayport and Jacksonville, caught afire at her dock in Mayport, was cut loose and drifted out to sea burning.

1899

Severe Freeze

February 12-13: The afternoon and early evening of the 12th were rainy and very cold. About 9 p.m. rain changed to sleet and an hour later turned into snow. It snowed nearly all night, and by sunrise of the 13th, the ground was covered to a depth of two inches, not considering drifts, and the temperature stood around 10 degrees F. The temperature con-

1899

tinued below freezing all day of the 13th, not rising above 27 degrees; snow remained on the ground all day, and in sheltered places for several days afterward. The vegetable crops were destroyed, fruit trees killed and some forest trees hurt beyond recovery. Widespread damage resulted to the plumbing of the city and plumbers were kept busy for two months making repairs. This was the coldest weather since the freeze of 1835.

March 12: The plant of the Cummer Lumber Company northeast of the city was destroyed by fire. The loss was estimated at \$253,000.

April 14: Joseph Jefferson opened an engagement in Jacksonville with "What Shall We Do With Her". This was followed by the other plays that had made him famous as an actor, including "Rip Van Winkle".

May 20: Cigar factory of G. H. Gato in North Springfield burned.

September: Jacksonville quarantined against South Florida on account of yellow fever there; it was a modified quarantine.

October 5: The first wireless message received in Florida came to the Florida Times-Union and Citizen reporting the progress of the yacht race between the Columbia and the Shamrock. The Marconi system was used. The service was satisfactory and frequent bulletins were posted from wireless reports.

November 18: The wholesale grocery house of Baker & Holmes Co., and the supply house of E. O. Painter & Co., together with considerable surrounding property in the viaduct section, were burned in a fire that resulted in a property loss of \$100,000.

1900

March 2: Fire destroyed McMurray & Baker's wagon factory at Main and Church Streets; three firemen injured; property loss \$20,000.

March 24: Admiral and Mrs. George Dewey visited Jack-

1900

sonville. They were entertained at the Windsor hotel and given a royal reception here.

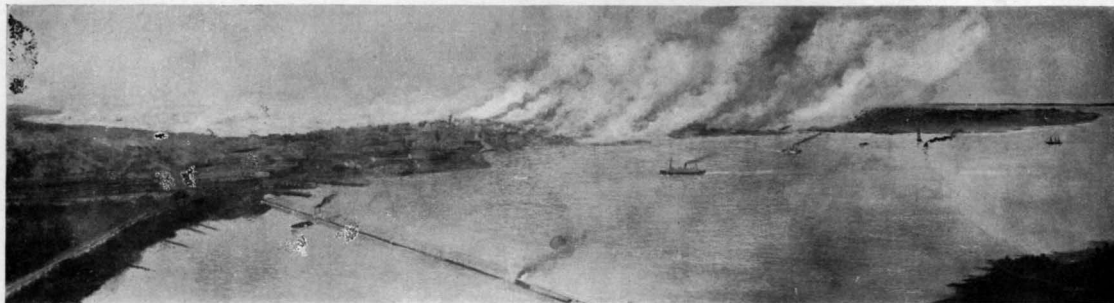
June 7: Lightning struck the ferryboat Commodore Barney while she was on the ways in South Jacksonville undergoing repairs, and killed four negro laborers and severely shocked eleven other men.

June 19-22: Last Democratic State convention was held at Jacksonville. It was a memorable one, not only because it was the last convention of the kind held in the State, the system being changed afterward to the primary system, but also for the number of ballots necessary for a nomination for Governor. The candidates were, W. S. Jennings, Fred T. Myers, W. H. Milton, D. H. Mays and J. D. Beggs. All withdrew except Jennings and Milton, and on the 44th ballot Jennings was nominated, receiving 192 votes and Milton 90.

August 21-25: Jacksonville Light Infantry and Atlanta Artillery on encampment at Pablo Beach, named "Camp Wheeler".

December 27: Dr. Neal Mitchell purchased the Forsyth Street side of the Everett hotel (now the Aragon) from the Penn Mutual Life Insurance Co., for, according to the local news item, \$30,000.

MAY 3, 1901
When "Old Jacksonville" ceased and "New Jacksonville" began.



From a remarkable painting by Harp. Bond.

The fire started at the extreme left about 12:30 p. m.; the dense smoke shows the fire burning the down-town business district six hours later.

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CITY DESTROYED BY FIRE†
(Friday, May 3, 1901)

Shortly before 12:30 p.m., May 3, 1901, sparks from a nearby negro shanty ignited particles of fibre laid out to dry on the platform of the Cleaveland Fibre Factory, located in LaVilla, at Beaver and Davis Streets. Watchmen soon noticed the jets of flame and poured bucket after bucket of water on the burning mass, but other fragments of this highly inflammable material took up the flame and carried it into the factory building. The immense room was at once a roaring furnace. In the meantime an alarm had been sent in, at 12:35 p.m., but when the firemen arrived with their horse-drawn apparatus, the building was already doomed. A fresh west-northwest wind was blowing, and when the roof of the factory fell in, particles of burning fibre were carried away and fell upon neighboring buildings, whose wooden roofs were as combustible as tinder, owing to the prolonged drought. The fire then spread from house to house, seemingly with the rapidity with which a man could walk.^a

Progress of the Fire

By one o'clock, Hansontown, a suburb of pine shanties, northwest of the city, was all on fire, and not long afterward the flames spread eastward to Bridge (Broad) Street. The wind had gradually increased, and burning shingles were carried into the city proper; the firemen, standing under a canopy of smoke and flame, were even now powerless to cope with the conflagration. About this time telegrams were sent to St. Augustine, Savannah, Fernandina, Brunswick, and Waycross, for assistance. The Fernandina company was the first to arrive, and two hours and thirty minutes after the message was sent to Savannah most of that department was at the union station here. These companies performed valuable services.^a

The following account of the progress of the fire was given in the Florida Times-Union and Citizen, May 4, 1901:

With incredible speed the fire spread, continuing to widen its devastating line of march. By 2:45 o'clock (p.m.) the handsome residences in the vicinity of Julia and Church Streets were blazing, the

†Bibliography: ^aFlorida Times-Union and Citizen, May 4, 5, 6, 7, 1901; ^b"Acres of Ashes," by Benjamin Harrison; ^cFinal Reports of the Jacksonville Relief Association.

flames in the meantime having converted into smoking piles of ashes the thickly built portion of Ashley Street, between Cedar and Hogan. The vast majority of these houses, as indeed are most of the residences in Jacksonville, were frame structures. They burned like cigar boxes, like chaff, as the thundering, mighty, lurid storm-wave of fire rolled to the east, ever to the east, and swept the area bare.

At twenty minutes past 3 the Windsor Hotel was in a blaze. This great box-like building, covering the entire block bounded by Hogan, Duval, Julia, and Monroe Streets, burned with awful fury. Fortunately all the guests had warning and the building's upper floors were empty when the fire came. The burning of a hotel like the Windsor would ordinarily be regarded as a disaster in itself, but yesterday it lapsed into relative insignificance, even though alone its destruction involved a loss of \$175,000.

A few minutes later the St. James, which has been closed since April 19, was a mass of flames. Although partly a brick structure, it, too, burned like tinder. By this time, in the general cataclysm of destruction the loss of individual buildings was lost sight of. Isolated houses, one and two hundred yards to the eastward, were burning, and fresh nuclei of flame were being added. Still progress was steadily to the east. Twenty minutes prior to the ignition of the St. James, houses here and there east on Duval from Laura were burning. All in a moment a blinding typhoon of smoke and dust came with overwhelming power, blowing eastward, and it was necessary for those in the street to run to escape it.

For a time it seemed that the fierce advance was straight to the east. House after house succumbed. No effort was made to save buildings now. Every one knew that to save any building in the track of the fury was impossible, and on and on it sped. Churches, public buildings, and shops were destroyed.

At 4:30 o'clock St. John's Episcopal Church neighborhood was the center of the conflagration. It lived but a few minutes. The Catholic Church of the Immaculate Conception, St. Joseph's Orphanage and the Convent soon fell prey to the devourer. Now the blazeraged along Duval and Adams, but the wind changed and the conquering blaze veered to the south. The armory was burned. In the space of a few minutes the fire crossed blocks southward, and beautiful home after home became a torch, its light lost in the monstrous mass of red illumination. The Duval Street viaduct was on fire at 5 o'clock. The vacant meadow over which it passes was covered with furniture and household goods.

The fires were raging all this time in the section north of Adams and east of Laura. The Massey Business College building became ignited on Main Street, and irresistibly the flames swept toward Bay Street.

Until now it was thought that Bay Street would escape, but the thought was in vain. The terror was bending in a fatal embrace to the South. The roar and the crackle resounded as the great pinions of flame moved skyward, sending showers of cinders far into the St. Johns. The Emery Auditorium was a victim. Then the Board of Trade building,

the Seminole Club, the Metropolis publication building, the City Hall building and market, and the Hubbard building in turn were burned. In the last were great stores of dynamite, powder and ammunition, and there was explosion after explosion, adding to the dangers that surrounded the firemen on every side.

Then to Bay Street the flames ate their way. The new Furchgott building was in a few minutes blazing, and the leap to the Gardner building, towering six stories high, was easy. The heat was intolerable. Building after building on the opposite side of the street was soon a mass of flames.

Night had fallen. Looking east from Hogan, Bay Street from Laura and beyond, showed only the reddened scene of fire. From the windows of the Commercial Bank Building (southeast corner of Bay and Laura), the serpentine tongues were shooting. It was soon a skeleton. It seemed that there was nothing to prevent the fire's advance westward. All the afternoon, the Western Union offices, corner Laura and Bay, were crowded with people sending messages. The Western Union force stood to their posts nobly. The young ladies of the force, cool and calm, were standing to their posts, even when the building forty feet across the street was crumbling.

It was feared that the flames would creep westward, burning the dockage and entire water front and the Bay Street buildings west of Laura, wiping out the buildings between. But the fire department was making a gallant stand. Engines were placed at Hogan and Bay, playing steadily on the buildings at Laura and Bay.

About 7:30 o'clock the wind died. It was a blessed relief. The flames had lapped up everything in their way from the Cleaveland factory to the Duval Street viaduct, and back on Bay to Laura. The flames were under control at 8:30 p.m.

The rapid on-rush of the flames caught many people in a trap at the foot of Market Street. This was called the Market Street Horror, because for a time it was thought that there was a heavy loss of life at this point. But all escaped except Henry Bounetheau and an unknown negro man.^a

Spirit of the People

During the progress of the fire a blanket of smoke and flame covered the city, almost shutting out the light of day. Persons of every class and condition struggled in the streets, but the rough were tender now and the strong supported the weak. Kindly, brave, heroic deeds were done on every hand. Fainting women and terrified children were rescued from burning buildings by men whose all, except the clothes they wore, was even then being consumed. In the storm of fire,

friends and relatives became separated; some one would take a child from its mother's arms and proceed until a wave of humanity forced the two apart—then the mother's voice would add a new terror to the uproar. When the churches caught, frenzied negroes yelled, "De Lawd am angry wid us, O, people, prepare to die!" and some would rush toward the flames, only to be caught and dragged away. Wagons piled high with household goods threaded their way through the crowds; then sparks would ignite the bedding, and a wild horse and a burning wagon would rush madly along the streets. Exhausted, one would drop a burden and another would take it up. From a flaming house furniture and bedding were taken by willing hands for some old lady, simply to gratify her, as everyone knew that wagons could not be had to move the things away. A gentleman hurrying down the street with a bundle of precious articles, overtook an aged couple pushing a sewing machine. "Madam, you must leave this and save your lives," he said. "How can I, sir", sobbed the old lady, "This machine is the only support of my poor husband". Without a word the gentleman threw away his bundle, raised the machine to his shoulder, and staggered on down the street, with the old couple at his heels.^b

The human tide struggled on, whither no one knew. Then came the report that a new fire center had started ahead, cutting off retreat. Caught in a fire trap, the stream of humanity turned in the direction of Springfield, or to the docks along the river. At Market Street bridge over Hogan's Creek, the jam of people made passage like that of swimming against the tide. Into this mass passed the whisper that the gas works nearby must soon explode. The struggle became fiercer, but at its fiercest a woman fell, and there was a general pause until she was lifted to her feet. By this time families in Springfield were loading their effects on wagons. Some had sent the women and children of their families to the suburbs, but now became uneasy about their fate, as the wildest rumors were afloat as to occurrences everywhere. Others wandered in front and around the flaming district seeking the lost—highly excited, but peaceable and helpful. Meanwhile, tugs and rowboats, launches and vessels of every kind were busy in removing those who had sought the wharves as a place of safety. There were thousands of narrow escapes. Sick people were carried to places of supposed

safety time after time, only to find yet another removal necessary. Men would shoulder a trunk and start down the street with it, but before going far the flames would overtake them, and they would drop the weight and run for life. Ladies left home and were hurried away by anxious friends, but the fire would catch their dresses, and urge them on with pitiless lashing. A young lady hurrying down the street had her hat roughly pulled from her head; looking around in astonishment, she was met with "Madam, excuse me, but your hat is on fire."^b

That night the inhabitants settled in vacant lots and under the trees of the surrounding territory. Here the families were camped, with no attempt at separation; friends were twenty feet away and mourned for one another during all those terrible hours. Some had piled furniture so as to support bedding or rugs for a canopy, and so made an excuse for a tent and a pretense of privacy. In many cases a few trunks became a little house for a baby; from other little shelters issued the moans of the feeble and sick. But there was sympathy of the sweetest and dearest kind. Someone had brought a frying pan, another a coffee pot; there was a little money with which to buy food from the stores around. One woman had left her purse and all the belongings of a comfortable home, but she had carried eight eggs in a small basket for hours. All these were shared. All shared what was the common stock, though none knew where he would find his breakfast. Penetrating these groups came those whose houses in the suburbs had been spared. "Come with me", said a lady to a friend just found; "my house is safe." "Have you room?" "I have a crowd, many of whom are strangers to me, but I shall find a place for you." All through the dreadful night parties and individuals, many of whom had likewise lost their homes, went among these groups, seeking to comfort and encourage them.^b Such was the spirit that animated the people.

Relief Measures

The morning after the fire the citizens assembled in mass-meeting in the U. S. Government building, to consider relief measures; a committee was appointed to act as a temporary relief committee. Among them were men who had gained experience in the yellow fever epidemic of 1888, and subse-

quent measures were based largely upon this experience. At this meeting over \$23,000 was pledged for relief purposes, and before noon food supplies were being issued to those in need of them. The next day, Sunday, the Jacksonville Relief Association was formally organized.^a On May 13, an appeal for assistance was sent out, followed two days later by a statement to the American people concerning the situation here. The generosity with which its own citizens and the people of the country at large dealt with the stricken city, is indicated by the report of the Association, as follows: Cash donations, \$218,489.87; from other sources, \$6,423.85; total, \$224,913.72. The amount of supplies received outside of the cash contributions, such as food, clothing, tools, sewing machines, etc., approximated \$200,000. The various transportation companies hauled these supplies free of charge, as did the express companies also. The Western Union Telegraph Company transmitted messages to and from the Association without charge.^c

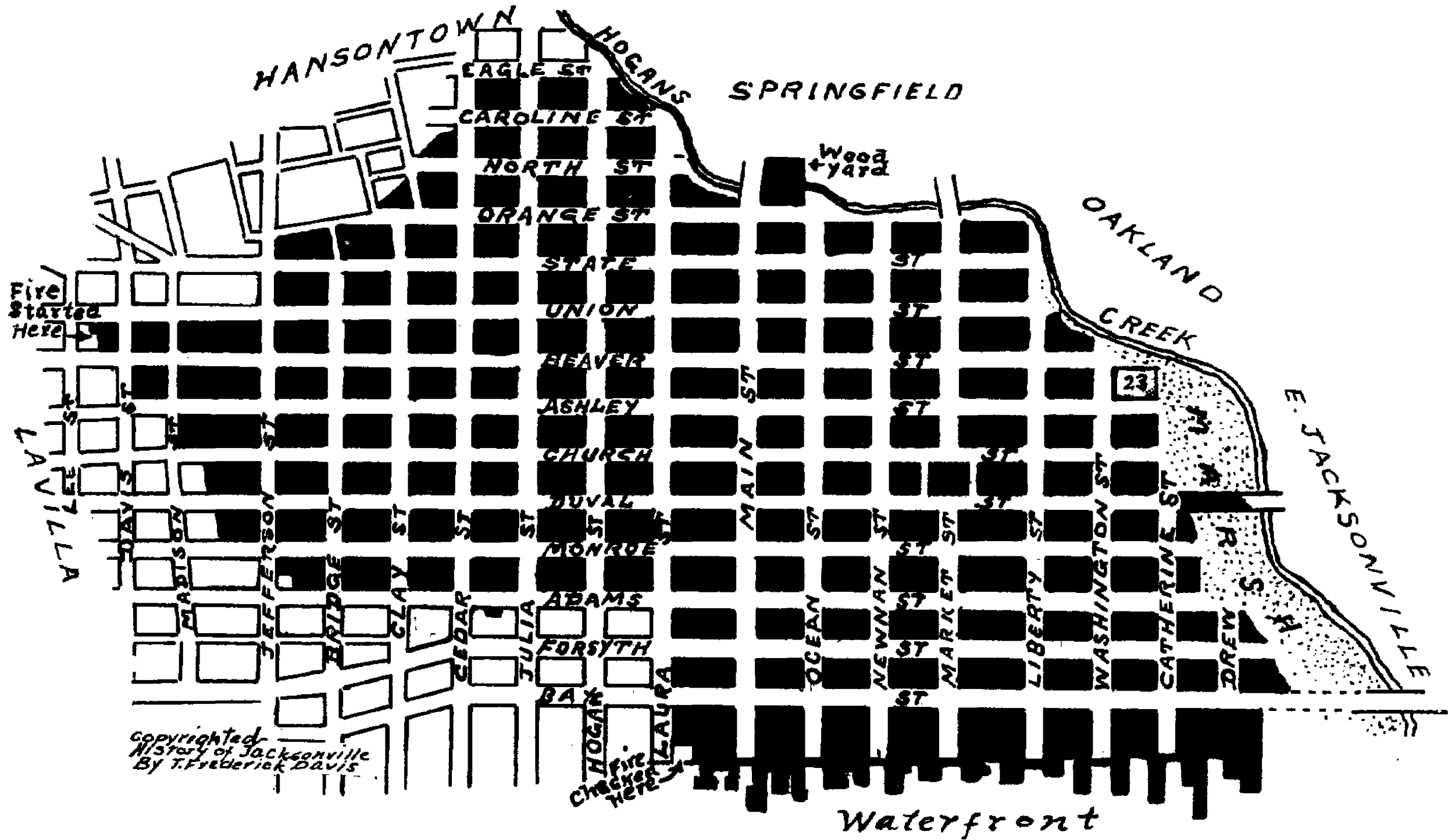
In the distribution of supplies, eleven commissaries were established in different parts of the city, from which, in the beginning, ten to twelve thousand people were fed daily; the numbers were gradually reduced as the people became self-sustaining. The total number of rations issued was 200,242; pieces of clothing, 89,985; articles of bedding, 5,767; pairs of shoes, 2,728; sewing machines, 477, besides sundry articles of household supplies, and 172 sets of carpenters' tools.^c

For the purpose of giving employment to the idle, and at the same time to clean up the burned district, work was given to 1,673 persons and 113 teams. These cleaned more than 22 miles of streets, filled up low and insanitary places, cut down thousands of tree trunks and telephone poles, dug up and hauled away over 3,000 stumps of trees, and removed debris from church, school, and hundreds of other lots in the burned district.^c

The work of the sanitation committee was devoted to removing dead animals and other noxious substances, repairing broken sewers, and maintaining sanitary conditions in the various relief camps. Through the labors of the lodging committee, within a short time after the fire, every homeless person in the community was provided with a temporary, but comfortable shelter. Twelve thousand tents were sent here by the U. S. Government. This committee distributed

MAP OF DISTRICT BURNED MAY 3, 1901

(Burned area in black)



7,483 articles of bedding, besides articles of furniture and household utensils to those who had no means of providing these necessary articles for themselves. The transportation committee provided over 5,000 persons with transportation to all parts of the country. In most instances transportation was furnished free by the railroads and the steamboat lines. Appeals for help were referred to the emergency committee, for investigation; over 3,000 appeals were made in writing and thousands in person.^c

Women's Auxiliary

A women's auxiliary was organized soon after the organization of the relief association, and a great deal of suffering was relieved through the efforts of these ladies. They had a bureau of information, to which all women came and made known their needs; commissaries of food and supplies; a receiving station; a dispensary, where medicines were kept; nurses were provided when necessary. They had a sewing tent, and many needy women were given employment making sheets, pillow cases and other articles, which were distributed among the fire sufferers. They also had a purchasing department, an employment bureau, and a medical department.^c

Notes on the Fire

In 8 hours the fire swept an area $\frac{5}{8}$ mile from north to south and $1\frac{2}{3}$ mile from west to east, embracing 466 acres in the oldest and most populous portion of the city.

City blocks to the number of 146 were burned over, and 2,368 buildings destroyed. Every public building, except the U. S. government building, was burned, together with the public records, though those of the county judge's office in the court house went safely through the fire. Twenty-three churches and ten hotels were burned.

Within the fire area only three buildings escaped—one at the northeast corner of Adams and Jefferson, another on the river front at the foot of Laura Street (the fire was checked here and the building is still standing, in the rear of the West Building, southeast corner of Laura and Bay Streets), and the third a small novelty works at Beaver and Washington

Streets—all at widely separated points at the very edge of the fire.

The monument in Hemming Park, although centered in the hottest part of the fire, went through it all unscathed. About its base had been placed pile upon pile of household goods, and when these burned, fury and heat were added to that of the surrounding burning blocks; but only the cement at the base of the monument showed a reddened glow. The bronze soldier at the top stood firm amidst the withering torrent of fire about him.

The fire crossed Adams Street at only one point west of Laura Street—between Cedar and Julia, where a small building and some lumber were burned. It crossed Hogans Creek at one point, immediately east of Main Street, and burned Hammatt's wood yard. The west half of Duval Street wooden viaduct over Hogans Creek, East Jacksonville, was burned.

When the wind changed and blew from the north for a short time, the swirl of heat carried over the river caused a perfect waterspout to form and travel along the water front. No damage resulted from it, though several boats narrowly escaped destruction. Some of the excited citizens shot rifles at the waterspout in an attempt to break it up. Perhaps this is the only instance of record of such a phenomenon developing from artificial heat.

From a careful compilation, 9,501 people were directly involved in the fire, in business or otherwise; 8,677 resided in the burned district and were rendered temporarily homeless. It was estimated that 15,000 were present in the burned area; that only 7 lives were lost was remarkable. Lives lost: White, Henry D. Bounetheau, Mrs. Waddy Thompson, William Clark, Mrs. Solon Robinson, and Mrs. Grace Bradley; colored, March Haynes and an unknown.

The city and the county jails were burned, but the prisoners were taken to a place of safety in advance of the fire. As a precautionary measure martial law was declared on May 4. Besides the three local companies, troops from Starke, Tallahassee, Gainesville, Palatka, Live Oak, St. Augustine, Lake City, Orlando, and Jasper, and for a time detachments from the U. S. revenue cutters "Forward" and "Hamilton" were on duty in the city. The troops remained on duty three weeks, and a provisional company, formed from the three local companies, until July 13.

The total value of all the property destroyed by the fire was approximately \$15,000,000, of which \$4,000,000 was uninsured. Upon the remaining \$11,000,000 there was insurance of \$5,650,000. The net loss to property owners was therefore \$9,350,000. It was the largest fire, both in area and property loss, ever experienced by any Southern city of the United States, record to 1924. The flare of the great conflagration was visible in Savannah, and its smoke was seen at Raleigh, N. C.

Rebuilding

The fire was on Friday afternoon.

Saturday, the people spent in recovering from the daze of the appalling catastrophe. Those who had lost their homes set about finding shelter for their families or in locating missing members and friends. The streets were still too hot to travel, but here and there where there was no brick paving people could be seen poking into the ruins in an effort to recover some lost possession. Even now the narrow fringe of blocks south of Adams Street west of Laura was being made ready for the business of Jacksonville, with partitions and shelving going up. (Here for several months merchants, bankers, doctors, lawyers, real estate agents, contractors, saloon keepers and others of every line of business elbowed their way in and out of this congested district.)

Sunday, worship was held in the parks or under the trees outside of the fire district. A shower of rain had cooled the streets somewhat and property owners were everywhere looking the situation over. Some could be seen stepping off or measuring as a preliminary thought to rebuilding. Relief measures were taking form and by Sunday night the people had pretty well collected themselves.

Monday, May 6, the rebuilding of Jacksonville began. Building permit No. 1 was granted to Rudolph Grunthal for a temporary shack at the northwest corner of Main and State Streets, but a mile away, at the Merrill-Stevens plant, sills were already laid for the first structure to come under shed in the burned area. In a few days temporary shacks were springing up everywhere. The first brick for a permanent structure in the fire district was laid May 21 for a building at the corner of Adams and Bridge (Broad) Streets owned

by Porcher L'Engle. Henceforth the rebuilding of Jacksonville was upon a scale too extended to follow in detail. By the end of the year 1901 the number of building permits for permanent structures in the burned area represented nearly one-half the number of buildings destroyed in the fire.

The labor situation during this time was, as a whole, satisfactory. The building trades immediately after the fire issued notice that there would be no advance in their wage scales. At first there was some complaint that laborers were leaving their jobs and subsisting upon the relief commissaries, but the system of distribution was soon changed so as to prevent this. There was a flurry in the lumber mills caused by a demand for a 10% raise in wages. All in all, however, there was no serious set-back in the first year of Jacksonville's rebuilding; the people were not in a humor to put up with wrangling or strife, and when labor agitators appeared here in connection with a cigar strike at Tampa they were run out of Jacksonville.

1901

June 17: Fire in the Foster building at the northwest corner of Bay and Clay Streets resulted in a property loss of \$40,000.

July: The Clark building, better known as Castle hall, on West Forsyth Street near Laura, was sold for \$25,000; and the vacant lot 107x120 at the southeast corner of Main and Forsyth for \$30,000.

September 9: Henry Clark's sawmill on East Bay Street was destroyed by fire; loss \$45,000.

September 21: Main Street car line extended to Phenix park and park opened. The name "Phenix" was suggested by Mrs. F. Q. Brown, wife of the president of the street car company, in commemoration of Jacksonville's rise from its ashes.

November 6: City council passed an ordinance designed to separate white and colored passengers on street cars; contested by the negroes.

November 19-24: Florida State fair held in a tent 150x300 feet; located at grounds of Jacksonville Driving Club at Hogan and Eighth Streets, Springfield.

December: Full lot, 105 feet square, at the southeast corner of Hogan and Forsyth Streets (where Seminole Hotel is now), including wooden store buildings sold for \$48,000.

1902

February 16: Jacksonville Lodge, Knights of Columbus, instituted with 50 members by D. J. Callahan, Territorial State Deputy of Virginia. Officers: J. D. Burbridge, grand knight; P. A. Dignan, deputy grand knight; J. F. Meade, chancellor.

July 18: Carpenters' strike; demand 8-hour day and wage scale of 25 cents. A general strike in building trades in Jacksonville was called the next day, and practically all work upon construction under way was stopped. Estimated that 2,500 men were out. The strike lasted officially nearly a month, but the backbone was broken long before when

1902

many men returned to their jobs upon the 9-hour day plan, but with a slight increase in the wage scale.

July 27: Pier and warehouse at the foot of Catherine Street used by the Clyde Boston Line was destroyed by fire; loss \$30,000.

October 1: Consolidated Naval Stores Company organized in Jacksonville with a capital of \$3,000,000; W. C. Powell, president.

1903

February 11: Florida Automobile Association organized: W. W. Cummer, president; Charles A. Clark, Fred E. Gilbert, John G. Christopher, vice-presidents; F. P. Hoover, secretary; M. Hoover, treasurer. This was the first automobile club in the State and its purpose was to create interest in automobiles and good roads generally.

April 17: Organization of the first Mothers' Club in relation to the schools of Jacksonville: Mrs. W. W. Cummer, president; Mrs. R. Pollard, secretary. This was the start of the Mother's Clubs that were afterward united in the federation.

May 13: A week of heavy rains terminated on May 13th in a downpour that lasted several hours and covered all low places with a sheet of water. From Bridge (Broad) Street to the union depot and throughout the railroad yards was a lake, caused by the overflow of McCoys Creek. Row boats were used in that locality and a naphtha launch crossed Bay Street near the depot. Springfield park and the waterworks grounds were flooded. It was the worst flood in Jacksonville's history and damage to railroad trackage was heavy. There was no flood-wash, however, and no loss of life.

September 8-16: Encampment of State troops at Camp Jennings at the old fairgrounds in Fairfield.

November 2-7: Gala Week and Trades Carnival, the most elaborate carnival ever held in Jacksonville. The United States Government cooperated by sending a troop of the famous Seventh Cavalry, a battery of artillery from Fortress Monroe, and the warship "Newport", and the British sent

1903

the warship "Alert". The city was fully decorated. The stage lay between the St. Johns River and the carnival grounds on Eighth Street, and for five days the crowds surged back and forth with a spirit of fun and frolic and such good nature that during the week the police made only 75 arrests. Each night the festivities closed with a spectacular display of Pain's fireworks. There were elaborate coronation ceremonies: W. F. Coachman was King and Mrs. W. Pruden Smith Queen of the Carnival.

1904

April 29: First games of the South Atlantic Baseball League: At Macon, Macon 10, Jacksonville 2; at Augusta, Augusta 7, Columbia 8; at Savannah, Savannah 0, Charleston 3.

August 30: The new Duval theatre was christened by Jacksonville Rifles' Home Minstrels.

September 20: New ferryboat Duval, built at Jacksonville, made her first trip on regular run between South Jacksonville and Jacksonville.

October 24-29: Trades Carnival. The carnival this year was successful, but not as elaborate as that of 1903. Rain interfered considerably with the festivities.

October 25: Fire in the E. O. Painter fertilizer plant in the viaduct section caused a damage of \$30,000.

1905

March 5: A boiler explosion in the city electric light plant in Springfield at 4:45 p. m., caused the death of Fred W. Ellis, chief engineer; L. N. Cairo, a visitor, and John Davis, negro fireman at the plant. A part of the building was wrecked by the explosion.

March 16: The owners of the old St. James hotel property (the entire square bounded by Duval, Church, Laura and Hogan Streets) offered to convey the property to the City of Jacksonville for the sum of \$75,000 if the city would accept the same and forever maintain it as a public park to be known as St. James Park. There were no strings tied to

1905

the proposition and the city was given the privilege to pay for it in installments. The city turned the proposition down.

April 3: F. E. Gilbert, driving a Victoria touring car, made the first through automobile trip from Jacksonville to the beach. He described it as a "terrible journey".

July 1: "Jim Crow" law passed by the last Legislature became effective in Jacksonville. The negroes boycotted the cars and contested the law, which was later declared unconstitutional by the Supreme Court.

August 22: Cashen's sawmill in East Jacksonville was destroyed by fire.

October 17: City Council passed a new "Jim Crow" law, effective November 7, 1905.

October 21: President Theodore Roosevelt visited Jacksonville.

1906

April 12-13: Automobile races at Atlantic Beach. Joe Lander, of Atlanta, drove a Thomas car 5 miles in 4 minutes 55 seconds and 1 mile in 57 $\frac{1}{2}$ seconds, breaking the existing world's record for stock cars.

April 28: City cremator in Stewart's Addition destroyed by fire.

May 7: Naval stores yards of Wernicke-Mariner Chemical Co., in the western part of the city, suffered a \$65,000 fire loss.

October 9: Fire gutted J. D. Horn's Department Store at 7-9 E. Bay Street; loss \$35,000.

December 26: Wilson Dry Goods Co., Bay and Hogan Streets, burned out with a loss of \$25,000.

The year was marked by general building activity in all parts of the city and suburbs. Among the larger business buildings completed were the Consolidated and the Realty Buildings. Murray Hill subdivision was put on the market.

Ice Trust Cases, 1906

Charging combination in restraint of trade and extortion in the price of ice, W. J. Bryan, county solicitor, worked the case up against the local ice companies into many counts and started suit. The companies were acquitted on the first count, and there was a mistrial on the next; but there were twenty-odd more to come. After the second trial the ice companies agreed to the demands of the attorney and dissolved the combining agreements, lowered the price of ice, offered better service and equipped their wagons with scales. These suits gained wide publicity.

1907

January 10: Ralph Owen, driving an Oldsmobile, reached Jacksonville from New York, having made the run in 15 days. First through trip by automobile. Owen was accorded a great reception by automobilists here.

March 9: Dixieland Amusement Park along the river-front of South Jacksonville opened. This was an attempt to afford a place of general amusement for the people of Jacksonville and vicinity, a place where entertainments, fairs, theatricals, athletics, and contests of every character could be held. When finally completed it was an attractive resort and was well supported for a time; but when the novelty wore off it began to go down and finally collapsed.

April 18: Severest hailstorm in the history of this section swept over the vicinity at 3:45 p. m., accompanied by a terrific wind. Much damage was caused in Dixieland Amusement Park. A tug boat was sunk and its captain drowned and another man was blown from a pile-driver and drowned. No serious damage resulted in the city, except a wholesale breakage of glass by hail. The hailstones in some instances were two inches in diameter and in sheltered places remained unmelted until the next day.

June: First officers of the Town of Pablo appointed by the governor: Mayor, H. M. Shockley; treasurer, J. Denham Bird; clerk, G. W. Wilkerson; city council, J. E. Dickerson, E. E. Willard, William Wilkerson, E. E. Suskind, Alexander Stevens, W. H. Shutter, C. M. Greiner, T. H. Griffith, C. H. Mann.

1907

June: First officers of Town of South Jacksonville appointed by the governor: Mayor, S. M. Scruggs; clerk and assessor, J. F. White; treasurer and collector, W. W. Swaim; marshal, Percy Bowden; council, H. B. Philips, E. C. Broward, O. H. Buchanan, W. P. Belote, E. A. Pabor.

August 4: Armour fertilizer factory struck by lightning, caught afire and was destroyed.

August 12: Union operators in the telegraph offices left their keys under general strike orders.

December 20: The building No. 421-27 W. Forsyth Street destroyed by fire at 2 a. m.; loss \$60,000. Occupied by a vehicle company and for storage purposes.

Money Panic of 1907

Starting with the failure of a brokerage concern in New York on October 22, a frenzy of fear spread like wildfire over the country, and immediately banks everywhere began fighting one another to secure and hold as large a supply of currency as possible. They could not issue additional bank notes to meet the emergency because in order to do so they would have had to purchase government bonds which would have depleted their funds still further. Many of them issued substitutes for cash, such as clearing-house certificates, and it was afterward ascertained that \$500,000,000 of this "panic money" was issued in the United States during the last three months of 1907. Savings banks usually availed themselves of the 60 days' notice provision. In many instances continuous holidays were declared, especially noticeable being the instance of California when October 31 to December 31 was declared a continuous holiday, in order to enable the banks to decline payment and to prevent the forcing of collections that would have driven many business houses into bankruptcy. Numbers of large business establishments in different parts of the country went into the hands of receivers, while railroads suspended improvements and threw their stocks on the market.

During all of this confusion and fear it speaks well for Jacksonville's banking institutions that they issued no clearing-house certificates and did not limit withdrawals. There

was no bank failure here. Considerable labor unemployment resulted from the curbing of building operations during the panic, principally in city improvements. Work on the new Seaboard shops was stopped for a while. New construction plans were temporarily abandoned. But the storm soon blew over and Jacksonville emerged without an important business failure, perhaps as few cities of its size had done, due, it was said, to some extent to the fact that the people had been made calamity proof by the trying times of 1888 and 1901, and knew how to keep their heads.

1908

Jacksonville recovered rapidly from the business depression of the preceding fall and general building operations and improvements were soon under way again, showing plainly that the progress here increasing year after year since the fire of 1901, was substantial and legitimate.

The bridge over McGirts Creek to Ortega was built and soon afterward an extension of the street car line made that subdivision accessible. Street car lines in Springfield were also extended and made possible the development of the western part of that suburb. In the summer work started on Jacksonville's first ten-story building and this marked the beginning of a five-year epoch in which all of the skyscrapers forming the skyline of the city today were either completed or commenced.

All in all it was the most prosperous year Jacksonville had ever experienced up to that time, notwithstanding the so-called panic of 1907. There were unusual events, plenty of them, during the year, but they were of a nature properly belonging to other chapters and are recorded there.

1909

February 24: Fire destroyed the Taylor block, south side of Forsyth Street between Main and Laura. The building was occupied by Jacksonville Electric Co.; offices, and lodge rooms. Loss including contents about \$75,000.

March 27-April 17: Spring meet (horse racing) at Moncrief race track.

1909

August: First pneumatic cash system in Florida installed in Cohen's department store on Bay Street.

September 25: Jacksonville-Miami Steamship line opened with the departure of the steamer "Magic City". The line did not prove a success. The Magic City was sunk in a collision near Mayport February 16, 1910.

September 25: Dutch S. S. Zeeburg was driven on the south jetty by high winds. Became a total wreck.

October 3: First taxi service in Jacksonville was inaugurated by a company headed by J. E. T. Bowden. The fleet numbered fifteen, all Fords. A week later the cab drivers went out on strike because an employee had been discharged.

October: A \$40,000 fire on Bridge (Broad) Street between Forsyth and Adams. A building owned by J. E. T. Bowden was destroyed with heavy damage to the Newport hotel.

November 20: First wireless commercial message received in Jacksonville; it came from the Clyde steamer Huron out at sea to the wireless station on the Aragon hotel, making reservations for passengers aboard.

November 25: Race meet opened. St. James stables and other well-known horses here.

December 5: Warehouse fire; occupied by West, Flynn, Harris Co., and C. W. Bartleson Co.; \$50,000 damage.

December 20: High pressure fire service in the business district put in operation.

1910

March 15: Fountain memorial to Mrs. B. F. Dillon unveiled in Springfield Park. The memorial was erected by the Springfield Improvement Association in appreciation of Mrs. Dillon's efforts for the civic improvement of Springfield.

March 18: The launch "Dispatch", owned by Capt. Seth Perkins, came through the inland waterway from St. Augustine to the St. Johns; opening of the canal and the first boat to make the trip.

1910

April 1: Boat house of the Florida Power Boat Club in Riverside destroyed by fire and along with it 13 locally owned power boats, among them several fast racing boats.

July 4: When the result of the Jeffreys-Johnson prize fight in Reno became known in Jacksonville bands of negroes assembled in the western part of the city and rumors of trouble began to spread. Crowds of whites patrolled the down-town section and as might be expected there were frequent disturbances. Brickbats were used in some cases and at one time it appeared as though serious rioting could not be avoided. The saloons were ordered closed and the police took extra precautions. The event passed over without anyone being killed.

July 28: Formal opening of Atlantic Boulevard, South Jacksonville to Mayport road.

History of Atlantic Boulevard

Soon after the Jacksonville & Atlantic railroad was completed to Pablo Beach (1884) E. F. Gilbert acquired a tract of land at the beach for development purposes. He promoted the idea of a road from South Jacksonville to Pablo, a wagon road, for this was long before the appearance of the automobile. At his own personal expense he engaged a surveyor, Francis LeBaron, to lay off a route and after severe hardships in the swamps and marshes they finally completed the survey. Mr. Gilbert now got up a petition signed by prominent people, requesting the County Commissioners to build a road using convict labor. This they finally agreed to do and the work started in September, 1892. About two-thirds of the distance was graded and the first bridge to span Pablo Creek was built when there was a change in the membership of the board and the work was soon afterward abandoned.

In 1902, the question of an improved road to the beach was revived by Fred E. Gilbert, pioneer automobile dealer of Jacksonville, who took up the work started by his father. It was a long fight with much opposition from various sources and it was not until the spring of 1906, when the first automobile races were held at Atlantic Beach, that the appeal for a hard road to the beach became generally accepted as a necessity. The matter was frequently before the board of

County Commissioners, but no agreement could be reached as to what kind of material to use. It was at this stage when the panic in the fall of 1907 spread over the country and the whole matter was temporarily dropped.

Again the road question was revived soon after the first of the year (1908) and the matter definitely decided to build the road, a part of it shell and the balance brick. Actual work started in May, 1908. On December 13, 1908, though the road was only partially completed, an automobile party headed by Charles A. Clark passed over it, making the run from South Jacksonville to Pablo Beach in 1 hour and 45 minutes. These were the first automobiles to pass over the future Atlantic Boulevard.

The road continued in a partially completed condition for another year and a half and it was not until July 28, 1910, that the formal opening of the highway was celebrated. A hundred or more decorated cars moved in parade through the down-town streets, then crossed over on the ferry and assembled in South Jacksonville. The christening took place at the new concrete bridge over Little Pottsburg Creek, when Miss Marie Hyde broke a bottle of champagne over the north approach and officially christened the road "Atlantic Boulevard". The assemblage then drove to the beach to witness automobile racing by local drivers. The ceremonies ended with a brilliant banquet at the Continental Hotel. This celebration marked the completion of the road from South Jacksonville to the end of the Mayport road. Some months later the boulevard was extended to Neptune and a big celebration of the event was held at Pablo.

The building of Atlantic Boulevard was the beginning of highway development in Florida and it started the agitation for highways in the Southeast, for as soon as it was completed scouts were sent out to blaze the way for what then became highly advertised as a prospective Atlanta-Jacksonville highway. This agitation eventually resulted in the construction of the highways out of Jacksonville northward.

The increasing travel over the road to the beach finally began to tell upon its construction and in 12 years it became a patch-work of repairs showing stretches of at least five kinds of paving material. With the growing popularity of the beaches after the Jacksonville-St. Johns River bridge was built the road became entirely inadequate.

In May, 1923, a county bond issue of \$2,550,000 was authorized for building highways, including the construction of a first-class concrete highway from South Jacksonville to the beach, a distance of 15.8 miles. After considerable discussion it was decided to construct two one-way roads, each 16 feet wide, and the contract therefor was awarded to C. F. Lytle in January, 1924, for \$786,600. The highway is now in course of construction, being (Dec. 31, 1924,) about two-thirds completed. When completed it will be a magnificent boulevard, following the route of the old road, except that some of the curves have been flattened out. Provision has been made for lighting Atlantic Boulevard all the way to the beach, and it is said that it will be one of the longest "white ways" in the world. From the fact that Atlantic Boulevard was the parent of the highways in this section and has held the interest of Jacksonville for so many years as the connecting link to its playground, its history may well be perpetuated.

1910

During the summer of 1910, burglary upon burglary was reported from every section of the city, principally from the residential districts. The police made many captures, but the burglaries continued, all chargeable to the work of a fictitious character called "Barefoot Bill". People got out their old shotguns, polished up rifles, put their pistols in shape, and for two or three months nearly every dwelling was a modified arsenal. The burglaries ceased in August, but it was never known whether the real Barefoot Bill was ever put behind the bars.

October 23: Cashen's mill in East Jacksonville destroyed by fire.

November 8: The vote on the adoption of a State-wide prohibition amendment resulted in Duval County: For 1,742; against 5,003. In Jacksonville the vote was: For 1,424; against 4,232.

1911

January 11: Fire gutted the warehouse of the Hubbard Hardware Company in rear of the retail store on south side

1911

of Bay Street between Main and Laura; property loss \$40,000.

January 22: Large warehouse fire in the wholesale section east of Broad Street viaduct; property loss estimated at \$60,000. W. B. Johnson Grocery Company, E. Bean & Company, and Flynn-Harris-Bullard Company were the firms that suffered.

March 31: Automobile races at Atlantic Beach. Louis Disbrow driving his Pope-Hartford "Hummer" broke four world's records for speed and won a cash prize of \$1,000. His average for 300 miles was 77.08 miles an hour.

April 1: Derby at Moncrief race track; final day of the annual meet and the last of professional horse-racing at Jacksonville.

Effect of the Races

There were three meets held here—the first in the spring of 1909, and the others in the winter and spring months of 1909-10 and 1910-11. The effect of the races on Jacksonville and its people was nowise good. The increase in crime as an attendant feature and the methods pursued by the criminals told plainly that the most dangerous criminal element of the country was attracted here. "Stool-pigeons" hovered around the local sports and professional gamblers fleeced them. "Playing the ponies" was a temptation that many residents, including women, could not resist—and they lost, numbers of them all they possessed. The moral and financial wreckage in the wake of the races was plainly evident. The races were held at a season when the hotels customarily were filled anyway and the high-class restaurants usually had all they could do. It was only a substitution of one class of visitors for another, to the detriment of Jacksonville. The money that passed from local hands to the bookmakers was bundled up and shipped by express out of Jacksonville. The local banks handled little of it. Banking records of the time indicate nothing in this respect; while the business of the banks showed a substantial increase over former years, it was not due to the races, but to the legitimate money being used in pushing Jacksonville's skyline upward.

1911

The Florida Legislature in 1911 passed anti-racing laws prohibiting professional horse-racing in this State.

April 19: Destructive sawmill fire in the western part of the city; Doscher-Gardner and Jacksonville Lumber companies involved. Property loss in the neighborhood of \$70,000.

October 26: Arrival of the Glidden automobile tourists from New York. The tour started from New York City October 14, and its progress southward was followed with wide publicity. Upon its arrival in Jacksonville a holiday was declared and a celebration took place. The tour was under the auspices of A. A. A.; it was a good-roads path-finding affair as well as an advertising proposition. The Maxwell team won the prize, being the only team to finish the run from New York with a perfect score. Some well-known people joined the tour, among them the governor of Georgia.

December 11: Fire destroyed the stables at Moncrief race track.

1912

January 9: Canning factory of C. B. Gay Company destroyed by fire; property loss about \$20,000.

January 25: Warehouse and foundry of McMillan Brothers and warehouse of South Atlantic Blow Pipe Company on East Bay Street burned.

January to March: Smallpox scare. On January 30th, the local Board of Health issued an order for general vaccination as a means of preventing a spread of the disease and the development of a serious epidemic. It was estimated that 30,000 persons in the city and vicinity were vaccinated. To March 15th, 149 cases had been reported but no deaths. The danger was considered at an end about the middle of March.

April 1: Serious fire on W. Bay Street near Main; R. J. Riles, and the Great A. & P. Tea store suffered heavy losses, and water and smoke damaged Furchgott's men's store considerably.

1912

April 18: Woodrow Wilson, candidate for President, spoke to an immense audience that packed Duval theatre and overflowed far into the street.

Street Car Strike

October 28-November 19: Motormen and conductors of the Jacksonville Traction Company suddenly walked out on strike October 28th, completely tying up the street car system of Jacksonville. A feeble attempt was made to operate the cars during the day by the office force of the traction company, and likewise on the 29th. On the 30th strike-breakers were imported, whereupon rioting and violence began. Some of the strike-breakers were severely beaten and the situation became so serious that the local authorities were unable to cope with it. A request for military protection was sent to the governor and on the night of the 30th four military companies were mobilized. By the evening of November 1st, two regiments of infantry, a company of coast artillery, and a cavalry troop, 21 companies in all, practically the entire military force of the State, were on riot duty in Jacksonville. Serious rioting continued, although the cars were operated under military escort. This situation prevailed for a week or more. Everywhere, not only in the outlying sections, but in the center of the city also, acts of violence were committed, the lives of passengers on the cars endangered by missile-throwing and in several instances by shooting into the cars. Attempts were made to tear up the car tracks. On November 11th the general trades issued a call for a sympathetic strike in Jacksonville, giving five days' notice, unless the business men of the city forced the traction company to accede to the demands of the strikers, their demands being that it recognize the recently formed carmen's union. This the traction company refused to do. By this time, however, the striking employees were tiring of the strike and public sentiment had become pretty well crystallized against it. Conditions had improved decidedly by the 12th, and the last of the troops left for their homes. Striking employees were beginning to apply for reinstatement and the traction company took them back without prejudice. The strike was officially declared off by the carmen on November 19th.

This was the most serious labor disturbance in Jacksonville's history. It was said that many of the older employees morally opposed the strike and condemned the violence.

1913

January: Brentwood subdivision in North Jacksonville put on the market by C. W. Bartleson, B. F. Hampton and associates; and Neptune subdivision at the beach by the Atlantic Seashore Company, G. A. Carroll, president. Murray Hill Heights brought prominently forward by the Jacksonville Development Company. Pronounced activity in all outlying subdivisions around Jacksonville and at the ocean-side.

January 20: Florida Cotton Oil Company suffered a fire loss amounting to \$45,000.

March 27: Halsema's planing mill in East Springfield destroyed by fire; loss \$45,000.

April 6: Life-saving Station No. 1 established at Pablo Beach by the U. S. Life-saving Corps. Service comprised 19 volunteers equipped with the surf boat "Patrol" and life-lines. Moving pictures were taken of the ceremonies.

April 22: St. Johns River Terminal Company's pier at the foot of Washington Street burned; property loss \$30,000. This fire brought a recommendation by Chief Haney for a fire-boat.

June 13: A \$20,000 fire in the Astor Building, corner Hogan and West Bay Streets.

June: A city planning commission was advocated by the Jacksonville Real Estate Exchange.

July 13: First trip of the ferryboat "Arlington" inaugurating the ferry service between East Jacksonville and Arlington.

July 14: A \$15,000 fire in the Holmes building on the west side of South Main Street.

July 17: South Jacksonville voted a bond issue of \$65,000 for improvements. Qualified voters at this time 96; vote for bonds: For, 62; Against, 14.

1913

August 1: Juvenile court held its first session.

August: Arden subdivision put on the market by Raley-Hamby Company. Advertising slogan, "In the Forest of Arden".

1914

January 17: Fire swept the Atlantic Coast Line export docks in Fairfield; loss \$100,000.

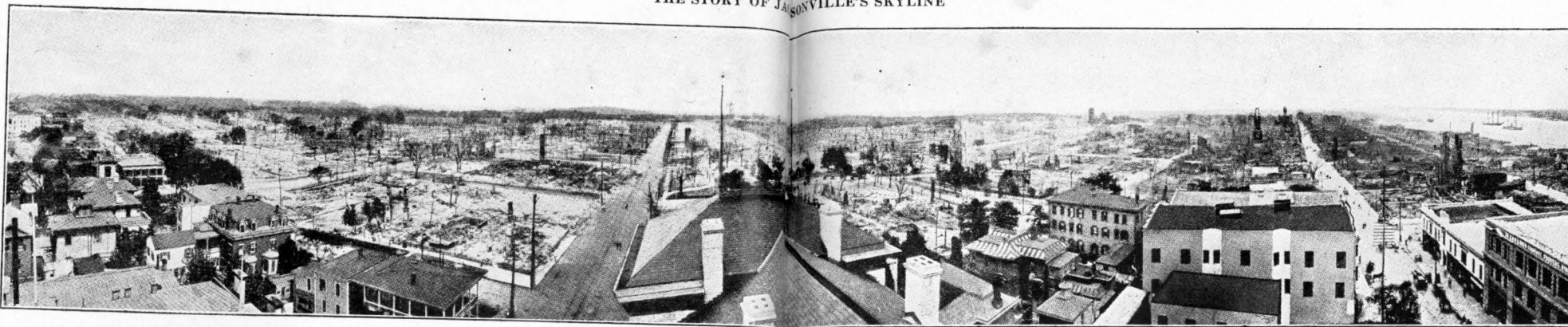
April: Last of the tall buildings comprising Jacksonville's present (1924) skyline was completed.

Story of Jacksonville's Skyline

The wonderful way that Jacksonville weathered the frenzied financial panic of 1907 had much to do with the most remarkable building period in the city's history, by attracting the attention of capital on a large scale. Prior to the panic the scars and vacant places in the down-town section had largely disappeared; but the business blocks were mostly of the three and four-story type, with several five-story, and two six-story buildings looking down upon them, while the seven-story Consolidated building on East Bay Street loomed above them all. The tower of the U. S. Government building at Hogan and Forsyth kept watch over the city towering far above everything else.

There had been a rumor before the panic of a taller building than seven stories to be constructed, but it was generally considered "street talk", and it was not until June, 1908, that a skyscraper for Jacksonville became an assured fact when ground was broken for it on the north side of Forsyth Street between Main and Laura. And so the ten-story Bisbee building was the pioneer skyscraper here. As originally designed it was only 26 feet in width; but just as it was being completed and almost ready for occupancy the owner suddenly decided to double the width, tore down the east wall and increased the width of the building to 52½ feet.

In the meantime two other ten-story buildings were rushing toward completion, for following closely the announcement of the Bisbee building ground was broken in August, 1908, for the Atlantic National Bank building immediately east of the U. S. Government building, and soon after that



Fire-swept Jacksonville in May, 1901.

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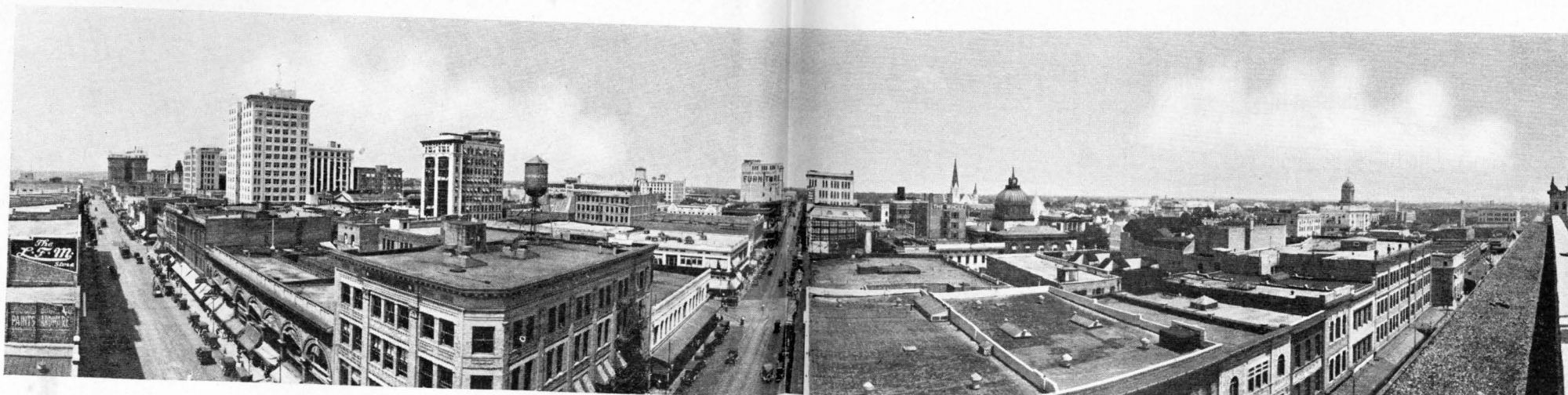
Panorama view from tower of U. S. Govt. Bldg.



Jacksonville's Skyline in 1908.

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View from Dyal-Upchurch Bldg., S. E. corner Main and Bay.



The Skyline in 1914-1924.

View from same point as above.

for another building advertised at the time as the Commercial Bank building, but which developed into the Seminole hotel at the southeast corner of Hogan and Forsyth. The Atlantic National Bank building was completed in October, 1909, and the Seminole hotel on January 1, 1910. Of the three skyscrapers, the Atlantic National Bank building was the tallest, owing to the greater height of its ceilings; still the tower of the Government building close by looked down upon it. But the Government building by this time had surrendered its guardianship over the city, for on September 18, 1909, the solid copper cross washed in pure gold was permanently placed on the steeple of the Catholic church 178½ feet above the sidewalk and ten feet higher than the pinnacle of the Government building.

Jacksonville now paused in tall construction to catch its breath. In the spring of 1911, an office famine set in and to meet it the Florida Life Insurance Company broke ground in July, 1911, on the east side of Laura Street between Forsyth and Adams for the narrow eleven-story building that stands there today, now known as the Florida National Bank building. It was completed in August, 1912, and for a short time held the honor of being the tallest office building in Florida.

Down in Arcadia resided a capitalist and while Jacksonville was resting after its first spurt skyward, he came here to look the situation over. The courtesies accorded him by the business men on every side pleased him; he was impressed with the city and the splendid progress it had made, and straightway he made up his mind to convert his holdings and invest them here. And he did; he gave the city a building that pushed the skyline upward to a height unbelievable for Jacksonville. The beautiful building at the southwest corner of Forsyth and Laura Streets was what he erected. Work on the foundation for the Heard building began in October, 1911. Reinforced concrete piles, 650 of them, were sent down by a water jet to solid rock. The foundation work was slow and tedious and required four months of day and night labor to complete. Work on the superstructure commenced in February, 1912, and on June 21st the American flag was tied to the first column of the last tier of uprights and raised with a hurrah—a little ceremony customary with steel workers. In April, 1913, the Heard building was completed and occupied. It is 105x81

feet ground dimensions, built of steel, tile and brick, fifteen stories and basement. In height, balance, and beauty of architecture it continues unsurpassed in Florida; for years it was the central figure for every advertisement of Jacksonville.

The Mason hotel at the northwest corner of Bay and Julia Streets, the dominating skyscraper in the western part of the business section, occupies the site of the old Acme hotel, which was torn down to make way for its modern successor of twelve stories. The Mason was completed and thrown open to the public December 31, 1913.

The last of the tall buildings contributing to the skyline of Jacksonville as we see it today, the Rhodes-Futch-Collins eleven-story building on the west side of Main Street between Monroe and Duval, was completed in April, 1914.

So Jacksonville's skyscraper skyline was produced within a period of about five years. But construction here during this time was far from being confined to the tall buildings. The enormous St. James building occupying the entire block north of Hemming Park, 315x210 feet, was completed in October, 1912, and the Union Terminal building on East Union Street in June, 1913. A number of five, six and seven-story buildings were erected also, but their prominence was hid by the taller construction—Jacksonville had pointed its guns high and was shooting for elevation in the business section.

*Perhaps the highest point of construction in Florida at present is the Weather Bureau arrow on top of the Heard building, 248 feet above the sidewalk. The lift-span of the Jacksonville-St. Johns River bridge reaches a height of 228 feet above the water.

The remarkable building prosperity was apparent everywhere in the suburbs by the erection of hundreds of homes. This led to new subdivisions in all directions, many legitimate, some too far in advance of necessity, and a few were "wildcat". By the close of 1913 there had been issued since the fire of 1901 permits for buildings within the city limits with a total valuation of \$38,872,000. Evidences of over-construction began to appear in the spring of 1914, and Jacksonville did the sensible thing to do, she slowed down in her building activities.

1914

April 9: Fire, originating in the Pablo hotel at Pablo Beach, destroyed the hotel and also eleven houses in the heart of the town.

May 6-8: Twenty-fourth annual Confederate reunion held in Jacksonville. The veterans were splendidly taken care of and there was only one death among them while here. It was estimated that sixty thousand visitors, including veterans, were in the city.

June 1: The so-called restricted or "red-light" district in LaVilla was closed by the mayor supported by the city council.

July 1: John B. Gordon Camp, U. C. V., No. 1794, organized. M. R. Tutt, commander; F. M. Ironmonger, first lieutenant; P. M. Jamison, chaplain; W. H. Lucas, adjutant.

August 26: Home Telephone Company started service.

September 15: Pablo Beach voted a bond issue of \$35,000 for sewerage and electric lights. The vote was: 68 for; 10 against.

November 14: Jacksonville-Orange Park highway opened with the completion of that part from the county line along the river in front of Orange Park. This highway was built at intervals: First to the Jacksonville city limits at Donald Street; then to Ortega; and to the Duval County line in 1912.

1915

January 3: Serious fire in the six-story Dyal-Upchurch building at the southeast corner of Bay and Main Streets. The roof was burned off and the upper stories gutted. The total property loss from fire, water and smoke was in the neighborhood of \$60,000.

January 15: The American Trust Company was held up at 2 p. m. by bank robbers. They forced the president, F. W. Hoyt, and the office force into the vault and locked them in, and made their get-away with \$1,500. One of the bank officials returning from lunch a short time afterward released the prisoners from the vault.

March 11: A \$25,000 fire in the Bowden building at the southwest corner of Bay and Broad Streets.

1915

April 9: Ortega sawmill and electric light plant burned; loss \$25,000.

May 3: Union Lumber Company plant on the south side of the river below Jacksonville burned with a loss of \$25,000.

May 4: Fire on the south side of Bay Street between Cedar and Clay gutted a brick building occupied by Tyler Grocery Co., Jacksonville Supply & Grocery Co., Thos. Nooney & Sons, and Atlantic & Gulf Grocery Co.. The property loss was \$40,000.

July 19: Arcade moving-picture theater opened.

October 1: Charles E. Davis package law prohibiting the sale of liquors in less than half-pint packages went into effect.

October 1: Fire, caused by the explosion of a gasoline tank, destroyed the plant of the Palmetto Machinery and Boat Works on the pier at the foot of Ocean Street.

October 22: Warehouse of H. L. Sprinkle & Co., on the south side of Bay Street near Ocean, was destroyed by fire; loss \$35,000.

October 26: In the presence of a throng of people the memorial to the women of the Confederacy in Dignan Park (now Confederate Park) was unveiled by Miss Jessie Partridge. The memorial is constructed of granite and bronze; it is 47 feet in height and cost \$25,000, of which one-half was given by the State and the remainder by popular subscription. The figure on top represents a woman clasping a half-furled Confederate flag; and that beneath the canopy another teaching the children of the South the true story of the war. "Florida's Tribute to the Women of the Confederacy" is a masterpiece of artistic beauty and Southern sentiment. It is generally considered one of the most beautiful memorials in the South.

October 27: City storeroom, building and contents, Pearl and Fifteenth Streets, destroyed by fire; loss \$20,000.

October 31: Ten dwellings burned in a sweeping fire at Pablo Beach.

October: National rifle matches held at State Camp, Black Point.

December 9: Church of the Good Shepherd (Episcopal), Oak and Gillmore Streets in Riverside, destroyed by fire.

1916

January 28: Attempt to burn the union depot apparently in an effort to cover up a safe robbery in the baggage room; many trunks were damaged or destroyed. The fire loss was \$34,000.

February 17: Guests of the Windsor hotel heard the roar of the Pacific ocean over the telephone, marking the inauguration of long distance telephone service to San Francisco.

February 19: The old Atlantic hotel on the hill back of the south jetty was destroyed by fire. This hotel was built in 1874 by Capt. W. A. Jameison and in the early years was a popular seaside resort for the people of northern Florida. It was a frame building of 25 rooms.

April 14: Lumber plants of Rentz Lumber Co., and the Gress Manufacturing Co., on McGirts Creek were burned; loss about \$75,000.

May 7: Train shed and docks of the Florida East Coast Railway Co., in South Jacksonville were burned; loss \$65,000.

June 8: Fire in the Stuart-Bernstein clothing store on the south side of Bay Street between Main and Laura damaged stock to the amount of \$37,000.

June 17: Lumber shed and four million feet of lumber were burned at Carpenter & O'Brien's mill at Eastport; loss about \$70,000.

June 24: Second Florida Infantry mobilized at State Camp (Black Point). The regiment remained in camp here until October 2d, when it entrained for Texas frontier service. It returned to Florida from this service March 15, 1917.

July 5: Murray Hill elected its first town officials; Hugh Lauder elected mayor.

August 15: A \$30,000 fire on the south side of Bay Street between Cedar and Clay, in a brick block occupied by

1916

Tyler Grocery Co., Nooney & Co., Farmers' Produce Co., and United Produce Co.

September 22: Fire destroyed the plant of the Florida Cotton Oil Co., on the western edge of the city; loss \$85,000.

October 11-25: National rifle tournament at State Camp (Black Point).

December 1: Planing mill of the Gress Manufacturing Co., on McGirts Creek opposite Ortega, burned with a loss exceeding \$50,000.

December 5-9: Duval County fair.

Business Depression, 1914-16

The general business conditions just before the European war started in August, 1914, were such that the supply and demand of commodities contributing to the means of living were close together. The margin of profit in most lines was small and wages were likewise low, but in relation to both the purchasing power of a dollar was one hundred cents. This was the situation when Jacksonville in the spring of 1914, finding itself fully rebuilt, began to slow down in construction which resulted in considerable labor in the building trades being released and becoming idle. Then came the bursting of the bubble of paper speculation that had developed and attached itself to the legitimate activity of the rebuilding era. So there was already complaint of "hard times" in some quarters here before the World war broke out, but it was of a nature to gradually adjust itself, had it not been for the war.

The South with its large cotton crop on hand was immediately affected by the war; within a month firms and individuals everywhere were appealed to to "buy a bale of cotton and help the farmer out", and as a further aid it was recommended that all shipments so far as possible be made in cotton sacks. Florida was doubly affected, because her chief export business—naval stores, fertilizers, and to a certain extent lumber—practically ceased, and as Jacksonville was the principal export point for these the effect here was immediate and serious, for the curbing of these industries threw many people out of work. The question of providing for the

city's unemployed became a vital one. Both City and County were doing work under bond issues, which gave employment to a fraction of the unskilled labor; and in the winter 1914-15 the Real Estate exchange started a "Build Now" movement to help the idle in the building trades. Several other plans were devised for the same purpose; all of them were helpful, but the situation was too broad in scope to be materially relieved by sporadic local efforts.

The year 1915 was a hard one for everybody—business man, property owner, and wage-earner. Money was tight; those that had it did not turn it loose, and those that did not have it lived largely on credit. This was a condition that drove many firms out of business. Two local banking institutions closed their doors. Taxes and interest on mortgages remained unpaid—on July 1st less than 50% of the city budget for the preceding year had been collected. It was the same with the county, or worse, for county affairs were in such a state at the end of the year that it was necessary to float a bond issue of \$299,000 to meet outstanding indebtedness. It was even seriously suggested that a receiver be appointed for Duval County. During the summer and fall of that year it was estimated by rental agents that one-third of the stores, one-half of the dwelling houses, and 60% of the office space in Jacksonville were vacant, although rents had been greatly reduced. In some cases owners offered their property practically without rent to desirable tenants to prevent deterioration. The North at this time was enjoying an era of extravagant prosperity, having converted its factories, mills and industries to war-time production; large salaries and high wages were offered both skilled and unskilled labor and the employed as well as the unemployed, farm labor and city labor, were drawn out of the South by this magnet. In a way it helped the unemployment situation here, and contributed to the vacancies referred to above. All of this was not purely a local condition, however; it was the general condition of most of the South, through which Jacksonville fought its way.

While it cannot be said that local business conditions showed a marked improvement during the winter 1915-16, still they were certainly no worse than they had been and the tendency was better. Several moving picture studios had located in Jacksonville and others were making inquiries

with a view to moving here; this was pointed to as a favorable sign for an upward trend of business.

*Some years later the moving picture industry did reach considerable proportions in Jacksonville and plans were drawn for quite an art city near Camp Johnston; but public sentiment turned against the business and those that were here picked up and moved away.

The business of the port increased considerably, especially as an oil terminal. Nevertheless properties continued vacant and taxes were a burden. Labor recruiting agents persisted in their activities to drain the South of its remaining labor content.

In the fall of 1916 the increasing cost of living became the topic of public discussion in Jacksonville. Mass-meetings were held to devise means for combatting it and general boycotts were suggested. The charge against merchants of profiteering was often heard, but in most cases the charge was unjust, for their troubles were as great as others and their struggles just as hard. The real causes of the burden were two-fold. By this time the food stocks of Europe had become exhausted as a result of the war and America, hardly raising enough to supply its own needs, was called upon to feed the Allies, who offered high prices for foodstuffs. This, of course, influenced prices at home, white flour being the principal item affected. Decreased incomes in the South magnified the rise in prices beyond the actual increase and the merchant got the blame.

*The decade beginning in 1914 furnishes a valuable record for the study of business extremes, and indicates that the safest and happiest position of the business pendulum is neither at the point of lowest margin of profit nor at that of big profits and high wages, but swings in a decidedly smaller arc between the two.

1917

February 12: University club formally organized: Cecil Willcox, president; M. H. Long and Fons A. Hathaway, vice-presidents; H. Ulmer, secretary; F. C. Reese, treasurer.

February 18: Plant of the Gibbs Gas Engine Co., on the South Jacksonville waterfront, was burned with a loss of \$30,000.

1917

February 28: Duval County Federation of Women's Clubs was organized.

April 8: Fire of unknown origin destroyed Clyde Line pier No. 1, between Market and Liberty Streets; total loss \$189,000.

April 19: Memorial to Governor N. B. Broward was unveiled in Waterworks park.

April 28: Steamer "Rosalie Mahoney", loading cross-ties at Eppinger-Russell docks in Fairfield, was destroyed by fire.

May 14: Destructive fire in Mayport; fourteen buildings, including two hotels and the post office, were burned.

July 6: Fire at the mill of the Gress Manufacturing Company on McGirts Creek; damage \$25,000.

August 30: Seventy clerks in the offices of the Seaboard Air Line Railway struck for a 20% raise in pay. They were out until September 18, agreeing to submit the question to a commission.

September 26: Fire destroyed the plant of the Metal Products Company in northeast Springfield.

October 30: Fertilizer plant of E. O. Painter Co., in South Jacksonville, was damaged by fire to the extent of \$25,000.

December 12: One hundred girl operators of Southern Bell Telephone Co. struck; they remained out until the 28th and returned at their original status.

JACKSONVILLE AND THE WORLD WAR

*The United States severed diplomatic relations with Germany February 3, 1917. The Senate passed war resolutions 82 to 6 April 4th, and the House 373 to 50 April 6th; the President signed the resolutions April 6, 1917. The war ended with the armistice of November 11, 1918.

The first indication in Jacksonville of the impending crisis was on March 20, 1917, when the port commissioners placed the German steamship *Freda Leonardt* under surveillance for an alleged statement by her crew that in the event of war they would blow up the municipal electric light plant here. The vessel was moved upstream and anchored off Commodore's Point. The nation even now was quietly preparing for war. On March 27 the local battalion of Naval Militia was ordered to recruit to war strength, and the local Red Cross, which had been preparing for a week or more, reported that it was ready.

In the week preceding the declaration of war general mass-meetings of the citizens were held and public safety committees were organized; the city council joined in by passing a public safety act appropriating \$2,000 for immediate use and \$3,000 more if needed. The Government had already opened a recruiting station here and had begun to list local industries convertible for war purposes. April 5, the Jacksonville Real Estate Exchange passed a resolution requesting the Government to designate Jacksonville as a mobilization point for troops in the event of war. So the public mind was well prepared to receive the news that war had been declared, and when it came there was a spontaneous outburst of patriotic demonstration amidst a then unique, but very inspiring feature—the whir of aeroplanes over and around the city, from Earl Dodge's aviation training camp at Black Point. The *Freda Leonardt* was immediately seized by the Government and her officers and crew removed (they were later sent to New Orleans). The local battalion of Naval Militia was called to the colors and mobilized at once. Recruiting for military service was active.

War Chronology 1917

April 7: Preparations under way for safeguarding municipal plants. The Germans of this vicinity were notified that they would not be molested as long as they obeyed the laws.

April 8: Local battalion of Florida Naval Militia, 18 officers and 324 men under command of Louie W. Strum, entrained for Charleston, S. C., where they arrived late that night. This battalion was the first to arrive at that concentration point.

*The battalion was held together at Charleston for a short time and then abolished as a unit, its officers and men receiving specific assignments.

April 13: The local infantry battalion was mobilized at the Duval County armory. In a few days it was sent to State Camp at Black Point, where it formed the nucleus for the formation of a Florida regiment. These men were soon assigned to duty guarding public properties in this section and performed this duty for two months.

June 12: The first Jacksonville man, and so far as known the first Florida man in uniform, gave his life to his State and country—Private Arthur R. Cartmel, Jr., of Company A (Jacksonville Light Infantry), First Separate Battalion, N. G. F. He was killed by a passing train while on guard duty at the railroad trestle over Nassau River near Fernandina.

August 5: Two units of the newly organized First Infantry, N. G. F.—Machine Gun Company and Sanitary detachment—were mobilized at the Duval County armory and sent to State Camp at Black Point to join the balance of the regiment.

September 3: Company D (Metropolitan Grays) and the Field Hospital unit, First Regiment, N. G. F., entrained for Camp Wheeler at Macon. These were the first local troops off for the war. Company D, 140 men, was under the command of Capt. George R. Seavy; First Lieut. Otis E. Barnes; Second Lieut. John C. Byrne, Jr. The Field Hospital unit

1917

was commanded by Maj. L. A. Green; Capt. William J. Buck; Lieutenants Daniel Campbell and John Hawkins.

*The Field Hospital unit under the command of Maj. R. C. Turck saw service along the Mexican border in 1916-17. It was the only local unit that went there.

September 14: A great throng of people was at the union depot to say good-bye to the First Florida Infantry entraining for Camp Wheeler at Macon. The companies were: A (Jacksonville); B (Tallahassee); C (Lake City); E (Live Oak); F (Jacksonville); G (Marianna); H (Chipley); I (Pensacola); K (Milton); L (Apalachicola); M (Millville); Headquarters (Jacksonville); Machine Gun (Jacksonville); Sanitary (Jacksonville). The local companies were commanded as follows:

A (Jacksonville Light Infantry), A. Wright Ellis, captain; R. R. Milam, first lieut.; W. S. Blackmer, second lieut.

F (Jacksonville Rifles), George J. Garcia, captain; S. B. Kitchen, first lieut.; Benjamin F. Stone, second lieut.

Headquarters Company, Harry F. Conley, captain.

Machine Gun Company, W. D. Vinzant, Jr., captain; W. A. Gatlin, first lieut.; B. A. Heidt, second lieut.

Sanitary, James A. Livingston, major-surgeon.

The regiment was commanded by Col. S. C. Harrison, Jr., and the first battalion (comprising the Jacksonville companies) by Maj. Henry L. Covington, Jr.

*We must here leave the First Florida Infantry; it was disbanded at Camp Wheeler and its officers and men were assigned to other regiments. Most of them were sent overseas.

September: Quotas called to the colors under the draft of June 5, 1917, began leaving daily for Camp Jackson at Columbia.

December 1: Secretary of War Newton D. Baker visited Jacksonville and was given a rousing reception.

1918

January 19: United States soldiers from Camp Johnston took up the duties of guarding public utilities.

April 6: Mammoth parade commemorating entrance of

1918

the United States into the war. In it were companies of soldiers from Camp Johnston, home guards, workers in the shipyards, city departments, civic and patriotic organizations of every character, forming a line estimated to be five miles in length.

April 11: Secretary of the Treasury William G. McAdoo visited Jacksonville; marched on foot in a parade held in connection with the third Liberty Loan.

April: City of Jacksonville invested \$120,000 in Liberty bonds and \$1,000 in war-savings stamps—bond money held inactive by request of the Government not to carry on municipal improvements. Jacksonville was the first city in the United States to invest as a corporation in Liberty bonds.

April 26: An ordinance of the city council went into effect requiring all traffic to stop for one minute upon the sounding of "Big Jim", the waterworks whistle, at 6 p. m., and all persons to stand with bared heads for the same length of time, in honor of the American flag.

November 11: From the first blast of "Big Jim" (the waterworks whistle) at 3 a. m. of the 11th, announcing the signing of the armistice, until early morning of the 12th, Jacksonville reveled in continuous celebration. Parades without number formed and marched, merged with other processions and disbanded from exhaustion, only to rest and form again. Every noise-making instrument in the city worked over-time. Whistles of the mills, the river craft, Big Jim, and the South Jacksonville siren rent the air at irregular intervals; automobiles tore through the city streets each dragging from one to six garbage cans, dish pans, tin buckets—anything to heighten the clatter. The 11th was declared a holiday by the city, county, and every business firm in the locality. Throughout the day enthusiastic crowds thronged the streets. Soldiers from Camp Johnston were everywhere, as a holiday had also been declared by the commander of the camp. A great organized patriotic parade was held on the 12th. Companies from Camp Johnston, the Duval County home guards, civic organizations, shipyard workers, any body of people that could be assembled, joined in. There may have been larger demonstrations in the centers of greater popula-

tion than Jacksonville, but for all-round enthusiasm the celebration here could not have been exceeded and the residents of Jacksonville at the time will never forget it.

Duval County's Honor Roll (White)

This list comprises the names of those in the military, naval, or marine service of the United States or the Allies in the World war who were killed or died in the service or as a direct result of such service, including those engaged in war work of a self-sacrificing nature, claiming residence in Duval County or residing here at the time of enlistment.

Arnold, Albert C.	Hall, John	Pearce, Louis A.
Assidy, Mostafa	Hamm, Arthur E.	Perkins, Clarence E.
Baker, Wm. Pratt	Henry, Lanson E., Jr.	Perry, Virgil
Barkley, David	Hernandez, Theo. H.	Pierce, Henry K.
Barrett, John W.	Hill, Raynor M.	Pinnell, Wesley P.
Bartholf, Harry G.	Hindelly, John S.	Pons, Donald O.
Bell, James H.	Jabbour, James B.	Pope, Geo. Erskine
Bleight, John C.	Johnson, Wm. H.	Post, Charles
Blevins, Charles E.	Jones, Eugene Lee	Powell, James R.
Brittain, James	Kennedy, Roy C.	Quinn, Thomas H.
Brock, Bernard G.	Knight, Carl W.	Ramsaur, Stewart D.
Brown, Joseph C.	Knight, Percy	Richards, Ralph E.
Bryan, David S.	Langford, Neal	Rodriquez, Frank T.
Bussey, Allen G.	Lee, Benjamin II	Safay, Fred
Butler, Arthur	Lewter, Robert D.	Silcox, George E.
Caine, John S.	Lloyd, Lee Roy	Simpson, Franklin D.
Cameron, Bonar C.	Lockey, Addinell H.	Singleton, Samuel
Caldwell, Clinton C.	Losco, Marion J.	Small, Benjamin
Calhoun, James F.	Lumsden, William M.	Smith, Thomas B.
Cartmel, Arthur R., Jr.	McClure, Fred L.	Spratt, William P.
Crow, Charles C.	McClure, William B.	Stanton, John W.
DeSaussure, Edward C.	McCormick, James P.	Stockton, Charles A.
Dobbs, Clarence H.	Martenson, Martin P.	Stockton, Wm. M., Jr.
Dorr, Nathan D.	Mitchell, Albee L.	Stone, Benjamin F.
Duncan, Charles B.	Monteith, Walter	Stone, Frederick
Duncan, Claude F.	Moore, Lester L.	Stribling, Roy A.
Eldridge, Chester O.	Moore, Wilbur E.	Thompson, Clifford H.
Ellis, Lester	Mott, T. Sinclair	Tyson, Clement M.
Fonseca, Maurice	Murchison, B. C.	Vansickle, Daniel H.
Foote, George B.	Murdock, Mearl L.	Walker, Sidney J.
Gale, (Miss) Bessie	Narin, Julian	Webster, Elmer
Giles, Peter	Nettles, William	White, Robert L.
Girardeau, Hamlin T.	Newell, Wm. Foster	Whitlock, Fred
Glassbrenner, Fred L.	Norris, Joseph	Wilcox, Harvey A.
Goodwin, Dorsett G.	Parrish, Edward W.	Williams, Ernest C.
Grier, Tom Watson	Parsons, Jos. Burke	Witt, Levy O.

Colored Honor Roll

Will Armstrong, Atlas Bradshaw, Doll Brown, General Brown, Nathan Brown, T. A. Butler, G. W. Calhoun, T. D. Clark, Frank Connor, Cleveland Cook, Will Cross, Walter Dixon, Henry Dozier, Claude Echols, Campbell Fairly, Rufus Grant, Marvin Gray, A. A. Hart, Richard Hicks, Adolphus Hightower, James Hooks, Sam Howard, Dave Jackson, Matthew Jenkins, Johnnie Jones, James Kelly, Wm. Martin, Ed Matthews, Albert May, Albert Miller, W. O. Norton, E. A. Nellicliff, Wm. Norton, Tom Pierce, Arthur Pruden, W. A. Robinson, Geo. Sampson, J. H. Savelle, C. Shell, Herbert Small, G. W. Starke, I. P. Starling, Alex Thomas, Henry Thomas, Will Warren, J. W. Williams, Wm. Woods, Mose Wright, W. B. Young.

**Draft Registrations—Jacksonville and Duval County
(Irrespective of color)**

	City	County	Total
June 5, 1917, ages 21-30.....	9,428	2,719	12,147
June 5, 1918, and Aug. 24, 1918, age 21.....	753	259	1,012
Sept. 12, 1918, ages 18-21 and 32-45.....	14,474	4,297	18,771
	<u>24,655</u>	<u>7,275</u>	<u>31,930</u>
Accepted at camp by certification from local boards.....			3,730
Volunteered without certification, all branches.....			1,212
Total men in the service from Duval County.....			4,942

Financial Drives—Duval County

	Quota	Subscribed
June, 1917 First Liberty Loan.....	\$ 2,000,000	\$ 2,159,000
June, 1917 American Red Cross.....	100,000	76,200
September, 1917 Army Library Fund.....	1,000	1,200
October, 1917 Second Liberty Loan.....	3,000,000	3,200,000
October, 1917 Y. M. C. A. War Work.....	35,000	18,400
December, 1917 Army Camp Activities.....	30,000	26,500
April, 1918 Third Liberty Loan.....	3,024,350	5,167,600
May, 1918 American Red Cross.....	100,000	170,000
June, 1918 War Savings Stamps.....	2,221,870	1,460,000
October, 1918 Fourth Liberty Loan.....	6,704,800	8,678,450
October, 1918 United War Work.....	175,000	176,100
January, 1919 Near East Relief.....	35,000	23,000
May, 1919 Victory Loan	5,094,850	5,233,800
May, 1919 Salvation Army Fund.....	10,000	12,600
Total	\$22,531,870	\$26,402,850
Thrift and war savings stamps.....		190,000
Silent contributions and drives, local (estimated).....		65,000
Duval County's total subscription.....		\$26,657,850

Launching the Government Ships

The Government's pre-war survey of the possibility of ship-building in the Jacksonville vicinity resulted favorably and within a few weeks after war was declared several firms had received ship-building orders. Some time was required to prepare the plants for the work, but when this was accomplished the local shipyards went to work with a vim that broke several world's records for speed. By the summer of 1918 the work had reached a stage where it was not considered an unusual occurrence for a new ship to slide from the ways into the St. Johns River. Four steamer types were built here—"composite", part steel and part wood; "Ferris type", wooden cargo carrier; all-steel type; and concrete, hull of reinforced concrete. Their launchings as reported in the newspapers occurred as follows:

May 30, 1918—While the band played "Star Spangled Banner" and while hundreds of people waved their hats or handkerchiefs and cheered, the 3,500-ton "composite" steamer "Red Cloud", the first Government ship to be launched at Jacksonville and the first of the type in the South for the Emergency Fleet Corporation, was launched by the Merrill-Stevens Shipbuilding Corporation at 1 o'clock in the afternoon. As soon as the ship left the ways the keel for another was laid in the same place in exactly nine minutes, breaking the American shipbuilding record.

June 24, 1918—Steamer "Dancey", 3,500 tons, Ferris type, built entirely of pine cut in Florida, was launched by J. M. Murdock Co.

July 4, 1918—As a part of the national patriotic program three steamers were launched at Jacksonville. All were of 3,500 tons, namely: "Apalachee", composite type, launched by Merrill-Stevens Corporation; "Baxley", Ferris type, launched by U. S. Shipping Board; "Bedminster", Ferris type, launched by Morey & Thomas.

August 3, 1918—Steamer "Botsford", 3,500 tons, "composite" type, launched by Merrill-Stevens Corporation.

August 24, 1918—Steamer "Kanabec", 3,500 tons, "composite" type, launched by Merrill-Stevens Corporation.

September 2, 1918—Steamer "Harish", 3,500 tons, Ferris type, launched by J. M. Murdock Co.

September 10, 1918—Steamer "Bogosa", 3,500 tons, Ferris type, launched by Morey & Thomas.

September 19, 1918—Steamer "Caribou", 3,500 tons, Ferris type, launched by St. Johns River Shipbuilding Co. (formerly Hillyer-Sperring-Dunn Co.)

November 11, 1918—Steamer "Tyee", 3,500 tons, Ferris type, launched by Morey & Thomas.

November 16, 1918—Steamer "Mayport", 3,500 tons, Ferris type, launched by St. Johns River Shipbuilding Co.

December 24, 1918—Steamer "Kusdeca", 3,500 tons, Ferris type, launched by Morey & Thomas.

December 31, 1918—Steamer "Wayhut", 3,500 tons, Ferris type, launched by St. Johns River Shipbuilding Co.

January 30, 1919—Steamer "Fort George", 3,500 tons, Ferris type, launched by J. M. Murdock Co.

February 20, 1919—Steamer "Ashbee", 6,000 tons, all-steel type, launched by Merrill-Stevens Corporation; this was the first vessel of the type launched in the South.

April 8, 1919—Steamer "Chion", 3,500 tons, Ferris type, launched by Morey & Thomas.

April 10, 1919—Steamer "Fort Lauderdale", 3,500 tons, Ferris type, launched by J. M. Murdock Co.

July 16, 1919—Steamer "Fort Pierce", 3,500 tons, Ferris type, launched by St. Johns River Shipbuilding Co.

August 2, 1919—Steamer "Wekika", 6,000 tons, all-steel type, launched by Merrill-Stevens Corporation.

October 4, 1919—Steamer "Jacksonville", 6,000 tons, all-steel type, launched by Merrill-Stevens Corporation.

December 24, 1919—Steamer "Chickamauga", 6,000 tons, all-steel type, launched by Merrill-Stevens Corporation.

March 2, 1920—Steamer "Pinellas", 6,000 tons, all-steel type, launched by Merrill-Stevens Corporation.

June 30, 1920—Steamer "Dinsmore", concrete tanker, 7,500 tons dead weight, launched by A. Bentley & Sons Co.

September 28, 1920—Steamer "Moffitt", concrete tanker, 7,500 tons, sister ship of the "Dinsmore", launched by A. Bentley & Sons Co.

This completes the list of steamers constructed at Jacksonville for the Government under the war-time contracts.

Camp Joseph E. Johnston

*Acting upon a recommendation of Gen. J. C. R. Foster, adjutant general, the Florida Legislature authorized the appointment of a commission with powers to select and recommend suitable ground for a permanent State Camp. This commission after careful investigation and full consideration with respect to transportation, physical lay-out and general suitability recommended in May, 1907, that a tract of land at Black Point (then known as Philbrofen), comprising 1,300 acres, or as much thereof as necessary, be acquired by the State for a camp site. The commission stated in the recommendation that it held an option on this property for \$20 an acre; that the citizens of Jacksonville had already raised \$6,000 toward the purchase of the site; and that \$8,000 was available from Federal funds for the purchase of a portion to be used as a target range.

The recommendation of the commission was approved, whereupon the city of Jacksonville purchased and presented 300 acres of the tract to the State. This was the nucleus about which the reservation was built. Purchases were subsequently made from Federal funds until approximately 1,000 acres were secured. The first encampment of State troops at Black Point was June 8-15, 1909.

There was constructed on this reservation the second largest rifle range in the United States, only Camp Perry, Ohio, being larger. This range was twice used for National matches, in 1915 and 1916.

Both Federal and State governments contributed to the development of the reservation and its appointments. More than \$250,000 was spent in establishing it prior to 1917.

The Federal government took over the reservation for war uses in September, 1917, and greatly expanded it by leasing land from private owners. It was used during the World war as a quartermasters training camp under the name Camp Joseph E. Johnston.

The pre-war resolution of the Jacksonville Real Estate Exchange, that Jacksonville be selected as a point for the

mobilization of troops in case of war was immediately taken up by prominent citizens, and as soon as war was declared Florida's representatives in Washington were requested to look after Jacksonville's interest. The struggle to procure one of the original sixteen cantonments authorized by the Government began at this time and it developed into a hard fight, which resulted in a decision by General Leonard Wood to send his aide here to make an inspection of Black Point. This officer came and went over the site on a rainy day; went back to Washington and made an unfavorable report, as follows: First, defective terrain; second, inadequate water supply; third, mosquito-ridden and malarious. When this report became known here it created indignation. Headed by W. R. Carter, editor of the "Jacksonville Metropolis", Jacksonville rolled up its sleeves and began the fight for a camp in earnest. Finally General Wood came down himself to look the situation over (June 25, 1917). His inspection was made on a normal day and he was so impressed that he went back to Washington with a recommendation that Jacksonville be given a camp. Everything seemed settled now and Jacksonville was joyous. Suddenly there came a report from Washington that on account of military reasons involving the I. W. W., in certain sections, the camp-site had been changed from Jacksonville to another point. This produced great disappointment, but the reasons were good and Jacksonville patriotically surrendered. Not long after this word came that the Government was about to establish a quartermasters' training camp; here was another chance for Jacksonville and the fight was started again. Jacksonville seemed destined to lose, for Washington was selected as the site upon the recommendation of the quartermaster-general. But the question arose as to the advisability of an inland site for such a camp and the matter again hung in the balance.

*Once upon a time there was a Jacksonville youngster who made up his mind that he wanted to go to West Point and become a military man. Like many deserving boys he was ambitious, but poor. Skipping a period of struggle—hard work and preparation—we see him, grown to manhood, entering West Point as a cadet. While the matter of finally selecting the site for the quartermasters' camp was swinging in the balance, Gen. Francis J. Kernan was called to the War Department for his views. The Jacksonville cadet, now a major-

general in the army, recommended Jacksonville and his recommendation prevailed.

Notice that Black Point had been selected was given out from Washington about the first of September, 1917. It was stated that the camp would be placed here if the authorities would keep liquor away from the soldiers. The Government being promised that its demands would be met promptly, at once sent out bids to Florida contractors for building the camp, which was estimated would cost two and a half million dollars. Wrangling among the contractors about some provisions of the bids caused an annoying delay, but it was finally straightened out and on October 1, 1917, actual work commenced on the camp under the supervision of constructing quartermaster Maj. Frederick I. Wheeler, U. S. A., and constructing contractors A. Bentley & Sons Co. On October 13, Lieut. Col. Fred L. Munson and staff arrived and a few days later assumed formal charge of Camp Joseph E. Johnston (named for the Confederate general who before the War Between the States was quartermaster of the U. S. army).

*On the morning of October 16, 1917, a soldier in uniform appeared at the office of the contractor at Camp Johnston and said he had arrived to report for duty. The contractor was astonished and did not know what to tell him as work on the camp had just started and it was not ready to receive recruits. Colonel Munson was hunted up and it was decided to provide quarters for the lone soldier and fix him up a mess. So Private Barclay, sent here by mistake from Camp Custer at Battle Creek, was the first private soldier to enter Camp Johnston.

Workmen swarmed over the grounds at Black Point and the camp rose like a mushroom. The first batch of officers and enlisted men for training arrived at the camp November 19, 1917; two weeks later the first detachment left Camp Johnston for duty overseas.

In December, 1917, Camp Johnston was selected as a remount station, officially known as Auxiliary Remount Depot 333. One hundred and sixty acres were allotted for it and as completed the depot comprised 16 buildings for the men, and 14 stables with accommodations for 4,000 horses and mules.

In June, 1918, an enlargement of Camp Johnston was authorized at an expenditure of \$1,700,000 and the work was in progress when the war closed. Under the enlargement program 50,000 men could have been accommodated. The greatest number of men at Camp Johnston at any one time was about 27,000.

Notwithstanding the unfavorable report of General Wood's assistant, Camp Johnston proved to be one of the healthiest camps, with a pro rata sick and death rate as low as that of any camp anywhere in the whole country. It was entirely satisfactory in every other way with the single exception of the failure at first to keep "the lid down tight". War-workers who came here in the early stages in public speeches stated that there was more drunkenness among the soldiers in this camp than in any of the others; this question became a very serious one and the commanders of the camp on several occasions threatened to "quarantine" Jacksonville. The situation however was cleared by Duval County voting "dry".

From first to last the people of Jacksonville did everything in their power for the entertainment and comfort of the "boys" at Camp Johnston. In a score of ways the local camp activities committees strove to keep them smiling. Weekly boat rides were provided for the convalescents at the base hospital. A service club was established in the city, open to any who wished to come.

*Here they found in a little room one of Jacksonville's dearest old ladies, a "mother" for them, to whom they could go with their confidences; for comfort and cheer; for the picture that every man, rough and tender, carries in his heart, and especially at times like this.

With the proverbial hospitality of the South the homes of Jacksonville were opened to these young men. "Invite a soldier to dinner" was a standard slogan; and they came in unselected lots. Few betrayed the trust. Overseas, they sent back to Jacksonville greetings and souvenirs. Postal cards and letters came from over-there, often with regularity; but sometimes these suddenly ceased—and the reason was revealed in the lists published afterward.

Demobilization began at Camp Johnston the first week in December, 1918. By the following February there were but a few soldiers left, principally for the purpose of guard-

ing the property. The Remount Depot had been closed and the stock sold at public auction.

The final disposition of Government property at Camp Johnston was made in 1921. A great deal of surplus personal property was given to the State, much of which was stored in a large warehouse at Yukon Station near the camp and was totally destroyed by fire June 22, 1921, the loss approximating \$150,000 in value without a dollar of insurance. Full possession of 682 acres of the cantonment site together with 154 buildings was returned to the State military authorities June 25, 1921. The remaining property, comprising 458 buildings and a wealth of supplies, was sold a few days later at public auction for a mere song. The buildings were torn down and the lumber carted away. Once the pride of a nation Camp Johnston today is but a dingy skeleton tenanted by bats and owls, except once a year when the State encampment is held there; but it did what it was intended to do—help win the war.

*The State is now making plans to relay the entire plant at Black Point with a view of providing not only a thoroughly equipped training camp for the National Guard, but also an attractive State park.

The war-time commanders at Camp Johnston were: Col. Fred L. Munson until April 8, 1918; Col. Charles L. Willard, April 8 to September 29, 1918; Maj. Gen. William P. Duvall, September 29, 1918, until the close of the war. The demobilization and subsequent sales of property were accomplished under the supervision of various officers.

Duval County Home Guards

On April 7, 1917, the day after war was declared, a body of citizens met to discuss the advisability of organizing a battalion of home guards to furnish protection for the community, as it was certain that the local companies of State troops would be called to the colors. The Mayor's committee on Public Safety, composed of the heads of various civic organizations and other prominent citizens, took the matter up and on April 19 the battalion was organized, the first, it was said, in the United States. On June 1, the County Commissioners officially accepted the battalion, and on August 7, 1917, it was mustered into the service of the County. The officers

at this time were: J. L. Doggett, major; H. R. Payne, captain, Company A; A. G. Hartridge, captain, Company B; C. W. Tucker, captain, Company C; B. F. McGraw, captain, Company D. The muster roll comprised 468 officers and men.

*The personnel of the battalion, both in officers and enlisted men, changed considerably during the course of the war. It was composed mostly of men who had had military training before, either in the Spanish-American war or at military colleges, but who for one reason or another were exempt from service in the present war. Many of them volunteered later and were accepted.

The home guards quickly became a well-drilled, effective military force. In the beginning there was some difficulty in establishing its status in regard to furnishing it with equipment and supplies, but the Legislature in 1917 legalized the organization and placed it on a military basis, subject to the call of the County of Duval. The Guards were armed with Kraggs and Springfield rifles; they wore the regulation uniform—khaki, and service hat. The battalion was twice called out to meet emergencies.

In October, 1917, Governor Catts, taking notice of rumors that violence was contemplated against officials of a defunct Live Oak bank who were to be tried in Madison, ordered a company of the Duval County Home Guards to Madison, as a protection for the court and the defendants during the trial. Being a County organization, the question arose as to whether service outside the County was legal; it was settled by a call upon the battalion for volunteers for this special duty, and enough men responded to make up two provisional companies, aggregating 12 officers and 137 men. The commanding officers were: J. L. Doggett, major; A. G. Hartridge, captain, Prov. Co. F; C. W. Tucker, captain, Prov. Co. G. On Sunday night, October 7, 1917, this force left Jacksonville for Madison by special train, the defendants in the case being aboard, while the trial judge was picked up en route. Arriving at Madison, it was a novel sight for a judge of the court and the defendants in a civil suit, to be marched through the streets, closely guarded by two companies of militia with fixed bayonets, like prisoners of war. The "Battle of Madison" was a bloodless one, for the violence did not materialize.

*On one occasion, however, great excitement prevailed in the camp (Merchants Hotel). The time was around midnight, soon after relief of sentries. It was one of those cool, still nights, when sounds carry loud, in fact, seem magnified. Suddenly an explosion, like the roar of a 12-pounder rent the air. The cadence of the heavy sleepers ceased forthwith, and the night sounds of the camp changed as if by magic into the clatter of bayonets, as side-arms were hurriedly buckled on. All stood ready for the order. Into this state of suspense crept the word that a deputy sheriff, with his ancient 44-Colt, had shot a dog.

Returning from Madison on October 12, the Guards were met at the depot by a brass band, by the City Commission, in a body, and platoons of the Police and Fire Departments. The streets were lined with people, and the march up-town was almost a continuous ovation.

On January 17-18, 1918, the Guards were on duty at and in the vicinity of the armory, as a result of rumors that enemies were going to dynamite the armory. They were relieved on the 19th by soldiers from Camp Johnston.

The battalion of Duval County Home Guards participated in every patriotic parade held here during the war, and it always received a spontaneous outburst of applause in appreciation of its service to the community. It was invariably complimented by the officers of Camp Johnston for its military perfection. The ladies of the city presented the battalion with a stand of elegant silk flags, the ceremonies taking place in Confederate park December 16, 1917, in the presence of several thousand spectators, following which the battalion was reviewed by the commander and other high officers of Camp Johnston. The Rotary Club gave the Home Guards an elaborate and long-remembered banquet at the armory; this endorsement by this important civic club typified the feeling of Jacksonville for the home militia.

The Guards kept well recruited until after the armistice, when interest naturally began to wane. The emergency that brought it into existence having passed, the organization of Duval County Home Guards was officially disbanded in March, 1921.

Civilian War-Work

First in responsibility and greatest in mental strain of all the home war-work, were the duties of the Local Boards. These boards of local citizens were constituted in every community of the country for the purpose of classifying the men registered for the draft. In Duval County there were four—three for the City of Jacksonville and one for the County at Large. The matter of classifying the 31,930 men registering in the County, reading the lengthy questionnaires and establishing the status of each, was a stupendous undertaking by itself; but added to it was the nerve-racking duty of hearing the claims for exemption, many of them under conditions that made a decision like splitting a hair, whether some mother's boy should be classified for civil duty or sent off, maybe to the front-line trenches. The personal responsibility of these "Dollar a Year" men was very great. They were the civilian generals of America's armies and they nobly performed their duties.

The war developed numerous activities of a self-sacrificing nature, and to all of them the patriotic men and women of Jacksonville gave their time and money freely. They drove all of the war bond loans beyond their quotas; oversubscribed to others and contributed well to the balance. Day and night they worked in the interest of the soldiers through the many radiating lines of war activities. They heard the call of local charities multiplied as a result of the war, and met it. Everywhere, and in everything, they worked for the advancement of the cause, and they made for Jacksonville a record that stands well above the average for the country.

Living Conditions During the War

The selection of Jacksonville as a shipbuilding point and war campsite affected local business, living and social conditions in a number of ways. As soon as the shipyards were opened, labor flocked to them, attracted by the relatively enormous wages offered almost any and everybody. Local business concerns were hampered, being unable to meet the wage scale of the shipyards, notwithstanding the fact that the tide that set in for the North in 1915-16 was now beginning to flow homeward. Nearly all the vacant office space in Jacksonville was taken by the Shipping Board, Emergency

Fleet Corporation and allied interests. Other vacant property filled rapidly. It was a quick shift from slow to war-time activity.

The tremendous wages paid by the shipyards induced extravagant living among Government workers, and naturally this had an effect upon all lines of local business. Rents advanced; the cost of living continued to rise, and the charge of profiteering was frequently heard. The high cost of living fell heavily upon the lower-salaried employees, men and women, not engaged in Government work. The cost of commodities continued to rise until it was checked with respect to food essentials by the Federal Food Administration, which began to function in September, 1917; but not before food prices had reached a 60% rise above those of 1914. In November, 1917, a food-pledge campaign was started; 16,500 Jacksonville families signed pledge cards, promising conservation of food by the use of substitutes, mainly for white flour and granulated sugar, in order that the "boys" in uniform might not be denied these. Most families conformed to the pledge strictly, and their tables were supplied with no white bread, and but little white sugar, for a year. The hotels and high-class restaurants did likewise. The stores had white flour for sale, but they could not sell it without an equal amount of some substitute to be used with it. Many combinations of part flour and part substitute were tried with success. It has been proven since that this change in diet produced no ill effects upon health, and in fact, the tendency was otherwise.

The "wheatless" days (when no flour at all was sold) and the "meatless" days, the "heatless" days and the "lightless" nights (to conserve fuel) were familiar terms in Jacksonville during the war; they were not local, but a part of the national program. The Federal Food administration, beginning in September, 1917, and the Federal Fuel Administration, in the following December, were important factors in keeping prices regulated, as is shown in the Government's report of October 1, 1918, for Jacksonville, namely:

Based on prices of December, 1914, the cost of food in Jacksonville has increased 60%; fuel and light, 27%; clothing, 128%, furniture 131%.

Upon the release of the Government's administration, late in 1918, the prices of foodstuffs again began to rise, reaching the peak in the summer of 1920.

Retail Food Prices in Jacksonville

Average as advertised by reliable firms.

Standard Grades	1914		1915		1916		1917		1918		1919		1920	
	Jun	Dec	Jun	Dec	Jun	Dec	Jun	Dec	Jun	Dec	Jun	Dec	Aug Peak	Dec
Flour, 12-lbs	.40	.50	.50	.47	.50	.65	.90	.85	#	.85	.90	.95	1.00	.80
Meal-Grits, lb	.03	.03	.03	.03	.02	.03	.05	.06	.06	.05	.04	.05	.06	.03
Rice, lb	.08	.07	.05	.08	.06	.06	.08	.10	.10	.12	.10	.15	.10	.08
Potatoes, lb	.02	.02	.02	.02	.04	.04	.05	.03	.03	.03	.05	.04	.06	.03
Butter, lb	.35	.38	.35	.37	.35	.45	.45	.52	.50	.75	.65	.75	.65	.58
Coffee, lb	.32	.30	.29	.29	.29	.29	.29	.30	.30	.35	.47	.50	.45	.37
Sugar, lb	.05	.06	.06	.06	.08	.08	.09	.09	.10	.11	.10	.20	.30	.09
Br. Bacon, lb	.25	.24	.20	.22	.25	.25	.30	.40	.50	.60	.55	.40	.45	.45
Sir. Steak, lb	.18	.16	.20	.25	.20	.20	.22	.25	.35	.35	.30	.28	.35	.33
Pork Ham, lb	.18	.15	.15	.18	.17	.16	.20	.30	.30	.38	.33	.27	.35	.33
Live Hens, lb	.23	.21	.18	.18	.22	.21	.24	.35	.34	.40	.40	.38	.40	.35
Fresh Eggs, dz	.23	.30	.20	.30	.25	.35	.35	.58	.40	.85	.45	.65	.60	.65

Not advertised.

1918

February 16: L'Engle building, at the northeast corner of Bay and Main Streets, badly damaged by fire. Loss to building and stocks amounted to about \$80,000.

February 26-March 9: Florida State Fair; 22 Counties represented.

March 23: Fabricating building of Merrill-Stevens ship-building plant in South Jacksonville burned; \$60,000 damage.

March 25: Dry kiln at the plant of Gress Mfg. Co. on McGirts Creek destroyed by an explosion.

May 14: Duval County was swept into the "Bone Dry" column by a vote of 3136 to 2386. Refers to intoxicating liquors.

*When Camp Johnston was given to Jacksonville in 1917, it was with the understanding that Duval County would keep liquor away from the soldiers. A great deal of complaint arose that this was not done, which resulted in agitation that

1918

developed two parties, known as "Drys" and "Wets", the "Drys" seeking to make the County "bone dry" and the "Wets" to prevent it. The "Wets" strove in every way to prevent or delay an election by counter-petitions and injunctions, the Government all the time complaining about the failure to "keep the lid down". On one occasion \$100,000 worth of liquor was seized by the Government, and Jacksonville came to be known as a "booze oasis". The commander of Camp Johnston issued an order prohibiting soldiers to visit Jacksonville on Saturdays, with a promise of making it seven days in the week. The election was held four days afterward with the above result.

May 24: Main's foundry in South Jacksonville, engaged in filling Government orders, was destroyed by fire; loss \$20,000.

June: Strike of carmen of the Jacksonville Traction Company for recognition of the union and increase in pay. It was a partial strike, as many employees remained loyal. As a patriotic move women of the local Liberty League acted as conductors on the cars for several days, the first instance of the kind in the history of Florida. Considerable violence was directed against the loyal carmen; several of them were shot with bird shot. On one occasion a lady passenger, Mrs. G. D. Grant, wife of Captain Grant of Camp Johnston, was struck in the face by a brick thrown at the car, and very seriously injured.

July 16: Fire destroyed the entire plant of the American Agricultural Company in the Talleyrand section. The loss approximated \$1,000,000.

August 11: The paint and oil building of the Hubbard Hardware Company, of the south side of Bay Street between Main and Laura, was gutted by fire. The loss exceeded \$100,000.

November 27-December 7: Florida State Fair.

Influenza Epidemic, 1918

In his report to the City Commission, December 31, 1920, the City Health Officer, Dr. Wm. W. MacDonell, said:

On September 18, 1918, influenza, or grippe as it is sometimes called, was first brought to our attention as occurring in prisoners at the city farm. The disease gained a momentum all over the city, so that by October 1st it was reported to the City Commission as being epidemic in Jacksonville. Warning notices were inserted in the newspapers with directions as to symptoms and what to do if taken sick. On October 4, a call was issued for volunteer nurses. On the 7th, cases and deaths had become so numerous that the schools were closed by the Superintendent of Public Instruction, after conference with the City Health Officer. The motion picture shows closed their doors voluntarily upon the informal request of this department. The City Commission, on October 8, by order, closed all amusement places and soft drink parlors, and placed a ban on indoor public gatherings; and on October 10 ordered all retail stores opened at nine a.m. and closed at four p.m., so as to limit street-car congestion. A soup kitchen, for those unable to secure nourishment, was opened on October 10, in the basement of the Union Congregational church by the Sunday School. Deliveries were then made by citizens in automobiles, and over one hundred cases were served the first day. St. John's Parish guild took over some of the work on the 11th, and a kitchen was also opened for negroes, in Stanton school. Following this a diet relief organization was formed, and all of these activities were grouped under systematic management, funds being contributed by many citizens. On October 12, General Duvall, commander of Camp Johnston, tendered the use of four army portable soup kitchens, which was accepted. This relief organization served 5709 white and 11,084 colored cases from October 10 to October 22, when the necessity for such relief no longer existed. Emergency hospitals were opened at the Y. M. C. A. and the Y. M. H. A. buildings, at Stanton school, and at St. Luke's Hospital. The local Red Cross stood sponsor for the hospital at Stanton school, and their ambulance and the sanitary detachment were on the job night and day.

The peak of the epidemic was reached about the 13th of the month (October), on which day there were 39 deaths. New cases apparently ceased to develop by the 22nd (October), and at the end of the month there had been 464 deaths from influenza or complicating pneumonia. The disease ran through all the susceptible material before it died down. It is estimated that there were nearly 30,000 persons infected with the disease and that none of our published precautions had any effect on the disease.

In January, 1919, there were 471 additional cases reported, and for the year 1919 there were 621 cases with 64 deaths.

In 1920, during February and March, there were 2,541 cases, with 79 deaths. A large number of physicians reported in 1920 that about one-quarter of their cases had had a previous infection, in 1918.

The foregoing tells the official story of the epidemic of 1918. There was no panic among the people like that of the yellow fever epidemic of 1888, for the "flu" was everywhere,

all over the world, and there was no place to go to escape it. Yet the same dreadful hush hung over the community during those four weeks of October; the same resignation to the inability to combat the spread of the disease; the same serious countenances and indications of mourning—all served to remind the old citizen of the terrible time thirty years before. The business thoroughfares of the city looked deserted, and many of the stores were closed, with a sign "All sick", hanging on their doors. As the Health Officer says, the precautions recommended had no effect, and doctors and nurses suffered even in greater proportion than the layman, perhaps because of the superhuman demands upon them.

While the 427 deaths during the yellow fever epidemic of 1888 were stretched over a period of 4 months, the 464 deaths from the "flu" of 1918 occurred within a period of about 4 weeks. The rattle of the death carts of 1888 was supplanted by the whir of the motor in 1918, as the trucks took their loads away.

It is well to note that the complicating pneumonia which caused most of the deaths from influenza, developed in nearly every case from a relapse, as the result of the patient's getting out of bed and becoming chilled while the fever of the first attack was on him, or too soon after it had left him.

1919

February 14: Halsema's planing mill in Springfield was destroyed by fire; property loss about \$129,000.

April 3: Palace theatre at southwest corner of Forsyth and Ocean Streets formally opened.

April 18: Maj. T. C. McCauley landed at Camp Johnston, having completed a cross-continental flight by aeroplane from San Diego, Cal., in 25 hours and 45 minutes, flying time.

June 3: Business and Professional Women's Club organized. Officers: Dr. Julia Larmoyeux, president; Miss Louise Pinnell and Miss Isabel Odiorne, vice-presidents; Miss Margaret Behr, recording, and Miss Hortense Broward, corresponding secretary; Mrs. Charles Davies, treasurer.

September 8: Soon after dark a band of determined white men appeared at the County jail, overpowered jailer

1919

Tucker, and took out Bowman Cook and John Morine, two negroes, charged with the murder of a local white man. The negroes were taken to the vicinity of the cemetery and shot to death. One of the bodies was tied behind an automobile and dragged into the city and cut loose in front of the Windsor Hotel. This is the only record that has been found of an actual lynching in Jacksonville.

October 28: A large portion of Jacksonville's population lined the waterfront from Market Street to Commodore's Point, while hundreds more were crowded on box cars and other vantage points, to witness the arrival of Lt. Commander A. C. Reed and the famous NC 4, the first heavier than air craft to cross the Atlantic in flight. The airship arrived at 5 p.m., circled once or twice over the city, and made a perfect landing in the St. Johns River fifteen minutes later. The NC 4 was accompanied by two smaller air craft. They remained here until 30th and then left on their way down the coast to Miami.

November 22-29: Florida State Fair.

Strikes of 1919

The inevitable readjustment of working conditions after the war produced unrest among the workers, and the situation in 1919, in Jacksonville, was not a serene one. The year was characterized by frequent walk-outs, some in protest of wage readjustments, others with a demand for higher wages, and still others for recognition of their unions by the employers.

In March there was a strike of workmen in the plant of the Merrill-Stevens Corporation over the disregard of the seniority plan in the promotion of an employee.

In June the operators and office force of the Western Union Telegraph Company went out on strike for higher pay. This strike lasted a month and was not without violence. Assuming a threatening aspect, the strike was practically ended June 25, when Judge Rhydon M. Call handed down a restraining order against the striking employees.

On June 11, the entire body of city firemen, about 100 men, left their station houses, the City Commission having ignored their ultimatum for the reinstatement of a dis-

1919

charged employee. The organization of a new fire department was begun at once, and until it was completed, prominent citizens acted as volunteers, sleeping in the station houses. During the progress of the strike it was attempted to bring about a recall of the City Commission, and upon failure in the Council the only instance of violence during the strike occurred, when an individual made a personal assault upon an elderly Councilman. At the end of six weeks practically all of the old men returned and were reinstated. The striking firemen issued notice that in cases of threatening fires they would volunteer their services during the danger.

In August there was a strike of railroad shopmen for increase of pay. This strike lasted two weeks, during which time the railroads declared embargoes and curtailed train service.

In August the cigar makers at the Gonzalez & Sanchez factory struck; they were out two weeks.

In September there was an echo of the strike of the girl operators of the Southern Bell Telephone Company that started in the spring, but which had not entirely ceased. For several months it had been the habit of the striking girls to picket the locality of the telephone building and tantalize the loyal employees as they went back and forth to work. Finally, September 11, the loyal girls in a body turned upon their tormentors, and the people in that locality that day witnessed the most spectacular exhibition of scratching and hair-pulling ever staged in Jacksonville.

In October there was a strike of the workers in the Merrill-Stevens South Jacksonville plant; they were out a week.

1920

January 3: Formal opening of the Jacksonville Tourist and Convention Bureau at No. 8 West Duval Street.

January 19: Southern Bell Telephone & Telegraph Company bought out the Home Telephone Company (automatic), following an ineffectual attempt of the latter to sell its plant to the city.

January 14: As an outgrowth of the local war camp community activities, the Jacksonville Community Service held

1920

its preliminary organization meeting. The permanent organization was formed afterward and its first public effort was the city-wide clean-up movement of April 5-17, 1920.

April 14: Eamon DeValera, so-called president of the "Irish Republic" spoke to a packed house at the Duval theatre in an appeal to the American public for recognition of the republic of Ireland.

April-May: Serious congestion in the local freight yards; temporary embargoes inaugurated by the railroad and express companies.

May 28: Sixty clerks in freight offices of East Coast and Atlantic Coast Line railroads strike; they returned to work on June 4.

June 6: Strike of 75 workmen in Murphy Iron Works; spread next day to the Merrill-Stevens Corporation. The demand was for 90 cents an hour and closed shop.

June: City-wide campaign for the extermination of rats as preventive of introduction of bubonic plague prevalent elsewhere. The campaign was carried on until the end of August; no plague rats were found.

September 1: Reorganization of the Jacksonville Community Service upon a permanent basis; Lee Guest, chairman.

September 7: Registration of women entitling them to vote under the suffrage amendment started. Miss Helen Hunt was the first woman to register in Duval County. The registration continued until October 16, and in the 15 city wards 8702 white women and 7309 negro women registered.

October 4: Fire destroyed the main plant of the Wilson & Toomer Fertilizer Co., and seriously damaged the plant of the Mason Forwarding Co., entailing a property loss close to \$1,000,000.

November 7: Rev. "Billy" Sunday, the evangelist, opened his revival in Jacksonville. He preached here until December 19th.

November 18-27: Fourth annual State Fair.

1920

November 24: A committee appointed by the Duval County Council of Social Workers to investigate the success of the community chest idea in other cities, met at the Seminole hotel, Rev. Milton E. Worsham, chairman, presiding. The sentiment voiced at this meeting was that the plan should be adopted in Jacksonville.

*Then followed several years of preliminary work, which finally crystallized in a permanent organization January 14, 1924. The first officers of this organization were: F. C. Groover, president; A. G. Cummer and Mrs. W. B. Young, vice-presidents; F. P. Dearing, treasurer; J. B. Williams, secretary. In April, 1924, the first annual campaign for funds was made, from which the sum of \$208,795 was subscribed by 9203 contributors. The estimated budget was oversubscribed \$7,000. This was the start of the Jacksonville Community Chest, including in its scope the first year twenty-one local charities.

December 14: The Jacksonville Community Players organized, at a meeting held in the parlors of the Windsor hotel. Officers elected: M. B. Stephenson, president; Miss Tracy L'Engle, Mrs. E. R. Hoyt and Miss Eleanor Rawson, vice-presidents; Mrs. E. H. Emery, secretary; Miss Gertrude Jacobi, treasurer. Their initial performance was "Suppressed Desires", a one-act comedy of two scenes, given at the Woman's Club, January 3, 1921.

December 19: Automatic telephone service in Riverside was inaugurated by the Southern Bell Telephone Co.

The High Cost of Living

Upon the release from the controlling influences of the Federal Food and Fuel administration, late in 1918, the index marking the cost of living began to click upward in violent fluctuations until August, 1920, when the peak was reached. Flour sold here, retail, for \$1.00 for a 12-lb. sack, sugar for 30 cents a pound, dairy milk for 25 cents a quart; men's clothing was 199% and women's apparel averaged 226% above the 1914 prices—and Jacksonville, according to the Government's report, rose to the rank of 5th in the list of American cities with respect to the high cost of living at that time. There was a precipitous drop in prices after Au-

gust, from causes that are not well defined, although the fact that a presidential election was approaching had something to do with it.

1921

January 6: Formal opening of "Avondale", a property subdivision adjoining "Riverside", by Telfair Stockton & Co., and E. V. Toomer.

February 16: Two masked men entered the apartment of W. H. Burden at the Lenox Hotel (Newnan and Adams Streets) while he and his wife and daughter, with G. A. Goodrich, were playing cards, and shot Burden and Goodrich, both of whom were killed. The murderers escaped in an automobile and the mystery was never solved.

February 24: Lt. Wm. DeVoe Coney, in a transcontinental flight from San Diego, Cal., landed at Pablo Beach, having made the flight in 22 hours and 17 minutes, beating the record made by Maj. McCauley in April, 1919, by 3 hours and 32 minutes.

*In an effort to lower his own record, Lt. Coney, after many delays, hopped off from Pablo Beach at 1:40 a.m., March 25, 1921, for San Diego. He drove a DeHaviland with Liberty motor. He was forced down at 7:30 a.m. of the same day at Crowville, La., and crashing into a tree, sustained injuries from which he died five days later. Jacksonville was deeply grieved over the accident.

March 6: Fire in the Ellis-Elder Storage warehouse on Broad Street resulted in a loss of \$26,000.

July 12: Plant of Swift & Co., on the south side of Bay Street, between Clay and Broad, was gutted by fire. Property loss \$39,000.

July 27: Bank of South Jacksonville held up and robbed of \$3800 by five unmasked gunmen at 10 a.m. One of the most daring robberies in the history of Duval County. The robbers made a clean get-a-way in broad daylight and none was ever captured.

September 4: While the Palace theatre was packed with a Sunday-night audience, a gunman appeared in the doorway of the office of the manager of the theatre, Geo. H. Hickman,

1921

and demanded the box receipts. Manager Hickman and an employee were seated at a table. They thought a joke was being played on them and laughed at the stranger, whereupon the gunman made a dash for the money. A scuffle ensued; Hickman was shot and killed and the other employee was stunned by a blow on the head. Frank Rollins, the gunman, hastily gathered up \$800 and fled, but was captured before he had gone a block. Planned as a "Wild West" hold-up and developing into murder, this affair brought to light a "master mind" in the person of a well-known local character, John H. Pope, and the resulting trial was a sensational one. Both Rollins and Pope were convicted and sentenced to life imprisonment.

November 5: The Daniel Boone tablet on the courthouse lawn was unveiled with ceremonies. The tablet contains some of the metal from the U. S. Battleship Maine, destroyed in Havana harbor just before the Spanish-American war. It was a gift from the Daniel Boone Trail Highway Association, and was erected to mark the Jacksonville end of the trail that winds through Georgia, North Carolina, Tennessee, Kentucky, and on to Kansas City, Mo.

November 12-19: Fifth annual State Fair.

December 22: "Marse" Henry Watterson, famous newspaper editor, died at the Seminole hotel.

Crime Wave

As an aftermath of the war and true to prediction, a crime wave swept over the country in 1920 and 1921. In Jacksonville it reached noticeable proportions early in the winter of 1920-21, and for two years murders, hold-ups and robberies, safe-cracking and thievery of every character were in full swing, accompanied by numerous suicides. A police force three times as large as Jacksonville had at that time, could not have stopped it, but, as usual under such conditions, there was a shake-up and a change of chiefs. Nevertheless, the crime wave continued and the record shows frequent murders, numerous suicides, hundreds of arrests, few convictions, and nobody hanged. The criminals were mostly white strangers, and they did their jobs in professional style.

The wave gradually subsided and the city returned to its normal crime rate, though for another year there was an occasional flare-up in petty crime.

1922

March 9: The Putnam Lumber Company on McGirts Creek suffered a \$100,000 fire loss.

April 2: The "South Jacksonville", ferry-boat between Jacksonville and South Jacksonville, with just one toot of her whistle, said farewell to her home waters and departed for Philadelphia to be used as a ferryboat there.

Florida Historical Pageant

April 20, 21, 22, 25: Reproducing in dramatic and spectacular form the early history of Florida, the Florida Historical Pageant Association of the Jacksonville Community Service, after several months of preparation and rehearsal, presented the largest and most beautiful pageant ever seen in the Southeast. Nineteen hundred people in costume took part in it. The stage was a rare natural location of several acres on the bank of the St. Johns River in "Riverside", now known as Ribault Place; here the scenes moved all over the State, St. Johns River, St. Augustine, Tampa, Pensacola—a vivid portrayal of Spanish, French, English and American events and customs, in color and pantomime, from the time of Ponce de Leon's landing in 1513, to that when Andrew Jackson and Governor Duval played their parts for the United States. From the moment that Ponce de Leon put his foot ashore, planted the standard of Old Spain, and took possession, to the ensemble of groups and characters three hours later, there was a continuous procession as each group, dressed in the costume of the day it represented, came on the field from behind brush screens, performed its part and went away. Many child groups, representing inanimate Florida, its legends, flowers, trees, rivers, and springs, were used as interludes. Four performances were given, that of the 25th being a night performance, under specially provided electric lights. The pageant was a refined, educational production of immense proportions, and it impressed upon the minds of everyone that saw it the history of the most historic State in the Union, and especially the school children, hundreds of whom took part in it.

1922

June 2: City sub-electric light and power building in waterworks park was damaged by fire to the extent of \$24,000.

July 1: Railroad shopmen, 1000 strong, walked out on strike upon call from headquarters. The strike was orderly for two weeks, but in the third week intimidation began, and drifted into more or less violence. On August 25, an attempt was made by unknown parties to dynamite the southbound A. C. L. train near the city, and in view of the prevailing disorder, the shopmen were charged with the job. On September 2, picketing of the railroad shops ceased by reason of a Federal restraining order. September 12 another attempt was made to dynamite a railroad trestle near the city, at Six-mile creek; the perpetrators in this case were captured near the scene by the authorities, who had received advance notice of the attempt. September 16 the third and last attempt to dynamite a trestle of the A. C. L. near the city was made; the striking shopmen likewise got the blame for it. The strike practically ended on September 18, when many shopmen returned to work.

July 6: Reid Brothers' furniture storage warehouse at Forsyth and Jefferson Streets gutted by fire. Property loss in this fire \$75,000.

August-November: An epidemic of dengue fever swept Jacksonville. It was first noticed on August 5. From August 19 to September 2 the disease spread by leaps and bounds, reaching the peak during the last week of September and gradually diminishing thereafter until November, when the epidemic closed. There were 2486 cases reported, with no deaths directly from the disease. Mosquitoes were charged with the spread of the disease.

September 4: Lt. James H. Doolittle hopped off from Neptune Beach at 10:03 p.m., on a trans-continental air flight to San Diego. He arrived at San Diego at 5:34 p.m. Pacific time (8:34 p.m. Jacksonville time) making the 2275 miles in 21 hours and 18 minutes, actual flying time, beating Lieutenant Coney's record of 1921 by 59 minutes.

October 3: Moosehaven Home for the Aged opened at Orange Park.

November 12-25: Florida State Fair.

Radio popularity in Jacksonville began in the fall of 1922, as the result of a radio fair given at the Windsor Hotel.

1923

January 1: A \$30,000 fire at the southwest corner of Bay and Broad Streets; occupancy, Max Reuben, public auction and junk house.

April 4: Plan to consolidate City and County proposed by Telfair Stockton.

April 10: April Follies inaugurated; a very creditable trades display. At night was the Jesters' Ball, at which King James I (J. Y. Wilson) and Queen Ada (Miss Ada Cummer) were crowned.

April 19: Spectacular oil fire at Pearl and 13th Streets; property of Petroleum Oil Products Company.

June 29: The building originally built as the Flagler Open Air School at Sulphur Springs, near the city, was destroyed by fire.

July 12: Formal opening of the Jacksonville-Lake City concrete highway; celebrated at Lake City. The contractors that built this road were B. A. Inglis and C. F. Lytle. Built under State supervision.

July 7: Sixty-one automobiles were either destroyed or greatly damaged by fire in the B. & P. garage at Duval and Davis Streets; loss estimated at \$40,000.

August 10: Jacksonville's residents thronged the vicinity of Hemming Park at 4 p.m., as a united expression of sorrow at the death of President Harding.

August 25: Clyde steamer Apache rammed and seriously damaged the tramp freighter Springfield, at Eastport, below Jacksonville.

September: Jacksonville subscribed \$5,265 to the Japanese earthquake sufferers.

November 15-24: Florida State Fair.

December 12: City Planning Commission organized. (Held its first meeting January 3, 1924.)

1924

January 6: "Gypsy" Smith, evangelist, opened a three weeks' engagement in Jacksonville.

February 6: More than 7000 people assembled at the old tabernacle in Confederate Park to pay tribute to the memory of Woodrow Wilson, during the hour of his funeral. The principal address was made by H. L. Smith, president of Washington and Lee University, who happened to be in the city at the time.

April 23: April Follies celebration.

June 4: Fire in the Service Warehouse in the viaduct section destroyed \$50,000 worth of property.

June: First concrete safety zones built, at southwest corner of Forsyth and Main and southeast corner of Bay and Broad.

June: Plant of the Independent Fisheries Co., at Mayport, burned; loss \$125,000.

June 30: Warehouse and dock fire east of the foot of Main Street; loss \$70,000. For a time this fire threatened the entire down-town business section. This was the fire-boat's first real test, and it proved an invaluable aid.

July 25: Acid plant of the Armour Fertilizer Co., in Fairfield, burned as a result of being struck by lightning; loss \$200,000.

August 4: Fire in Morris & Co.'s packing house on West Bay Street resulted in a loss of \$50,000.

November 20-29: Florida State Fair.

December 3: San Jose Boulevard paving completed and accepted by the County Commissioners.

December 25: Memorial to the Florida dead of the World war unveiled in Memorial Park, Riverside, by two little girls, Mary Bernard Burroughs and Mary Danto Bedell, amidst solemn ceremonies. The memorial was executed by C. Adrian Pillars of St. Augustine, and interpreted by him as allegorical in type, being "a visualization of humanity's ceaseless endeavor to rise above things earthly, and to attain im-



Central Retail Business Section.

1924

mortality through self-sacrifice and spiritual triumph. The memorial represents a world encircled in a mad maelstrom of earthly passions—hatred, selfishness and greed. In the maelstrom are figures of men, women and children, fighting furiously against submergence. Rising triumphantly above the chaos is the winged figure of Youth, his brow encircled by a laurel wreath, and his arms outflung, one hand holding aloft an olive branch, emblem of peace. Youth has won immortality through forgetfulness of self in service to others, and his victory is spiritual rather than one of brute force.”

The memorial was the result of a movement started by the Jacksonville Rotary Club, November 12, 1918, the day after the armistice was signed, for the erection by popular subscription of a suitable memorial for Florida's dead of the World war. The amount raised was \$49,000. Sealed in the cornerstone are parchments upon which are written in India ink the names of nearly 1200 of Florida's dead.

Among the notable features for Jacksonville in 1924 were:

The establishment of the Ford automobile assembling and distributing plant, marking the advantages of Jacksonville as a distributing point for big business, and a recognition of its transportation and port facilities in a material way.

The sudden awakening of realty activities with the placing upon the market of fifty or more new residential subdivisions in outlying districts, and a promise that the business section sky-line of 1914 would be materially changed in 1925-26.

HISTORY OF JACKSONVILLE, FLORIDA

PART III

History of Jacksonville's development along specific lines, each chapter a history within itself of the subject indicated, namely:

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CHAPTER XVI

MUNICIPAL GOVERNMENT

Charter Changes Affecting Government

Act No. 70, approved February 11, 1832

Original charter of the Town of Jacksonville; published in full on pages 70-74.

Act No. 44, approved March 2, 1840

Repealed all Acts and parts of Acts incorporating the Town of Jacksonville. (Jacksonville was without a government for a year.)

Act No. 12, approved February 10, 1841

Provided for a town government composed of Intendant (Mayor) and six Councilmen, all of whom must be property owners in the town. Elected annually by the qualified electors; first election on March 8, 1841, and thereafter annually on the first Monday in April.

Act No. 84, approved January 13, 1859

Municipality of Jacksonville created. Governing body: Mayor, eight Aldermen, Marshal, Treasurer, and Clerk, all of whom must be property owners in the City. Elected by the qualified electors annually on the first Monday in April.

Act No. 4, approved February 4, 1869

Provided a uniform system of government for all Towns and Cities in Florida. Government to consist of Mayor, a Council of not more than nine nor less than five Aldermen, Clerk, Marshal, Treasurer, and Collector, elected by the qualified electors. No specific date for holding election. No property qualifications required. All Towns and Cities must reorganize within nine months or forfeit their charters.

Chap. 3775, Laws of Florida—1887

Abolished the Towns of LaVilla and Fairfield and extended the limits of Jacksonville to include them. Corporate government composed of Mayor, City Council of two members from each ward (nine wards created), Board of Public Works of three members, Comptroller, Recorder, Treasurer,

Board of Police Commissioners of three members, Municipal Judge, Marshal, to be elected as follows:

Mayor: To be elected by qualified electors on the second Tuesday in December, 1887, and biennially on the same date thereafter.

City Council: To be elected by qualified electors on the second Tuesday in December, 1887; two Councilmen to be elected from each of the nine wards as constituted, the one receiving the highest vote holding for four years and the next highest for two years, their successors to be elected biennially on the second Tuesday in December.

Comptroller, Recorder, Municipal Judge, Marshal: To be elected by the City Council at its first meeting in January, 1888, their successors to be elected by the Council at its first meeting in June, 1889, and biennially thereafter.

Board of Public Works: To be elected by the City Council at its first meeting in January, 1888, successors to be elected by the Council at its first meeting in June, 1889, for one, two, and three years, respectively.

Board of Police Commissioners: To be elected by the City Council for a term of three years and until their successors be elected and qualified. (No specific time for election.)

Treasurer: To be elected by the City Council at its first meeting in June, 1888, successor to be elected at the first meeting of the Council in June, 1889, and biennially thereafter.

Chap. 3952, Laws of Florida—1889

(Usually known as House Bill No. 4)

Provided for appointment of the City Council by the Governor, and the Mayor by the Council; no change in other officers and boards as to method of election; specific time of election of Police Commissioners designated.

City Council: Composed of eighteen members, two from each election district (ward); appointed by the Governor for term of three years each; appointment of first Council to be made "as soon as practicable after the passage of this Act".

Mayor: To be elected by the City Council at its first meeting in June, 1889, and biennially thereafter.

Board of Police Commissioners: To be elected by the City Council at its first meeting in June, 1889, and triennially thereafter.

Chap. 4301, Laws of Florida—1893

Provided for a government composed of Mayor, City Council of one member from each ward and seven at-large; Board of Public Works of three members; Board of Police Commissioners of three members; Comptroller, Treasurer; Recorder, Municipal Judge; Marshal.

Mayor, Councilmen-at-Large, Comptroller, Treasurer: To be elected by qualified electors-at-large; Ward Councilmen by the qualified electors of their respective wards; election by qualified electors Tuesday, July 18, 1893, and biennially thereafter on the fourth Tuesday in May.

Board of Public Works, Board of Police Commissioners, Municipal Judge, Recorder, Marshal, and all other city officers not provided for, to be elected by the viva voce vote of the City Council.

Ordinance, October 3, 1893

Board of Bond Trustees of the Waterworks and Improvement Bonds of City of Jacksonville created; composed of nine members.

The Board of Bond Trustees was made an executive board and its powers greatly enlarged by Ordinance July 24, 1894.

Chap. 4498, Laws of Florida—1895

Provided for a government composed of Mayor, City Council of two members from each ward; Board of Public Works of three members; Board of Election Commissioners of five members; Comptroller, Treasurer, Recorder, Municipal Judge, Marshal. Terms of all to be for two years. (Board of Bond Trustees not affected.)

Councilmen to be elected by the qualified electors of their respective wards; Board of Public Works by the viva voce vote of the Council; all other officers by the qualified electors of the City at large.

Board of Police Commissioners abolished and its duties assigned to the Board of Election Commissioners (created).

First election on the third Tuesday in June, 1895, and biennially thereafter.

Chap. 4872, Laws of Florida—1899

Board of Election Commissioners abolished and its duties assigned to the Board of Bond Trustees.

Chap. 6357, Laws of Florida—1911

Duties of the Board of Public Works and the City Board of Health assigned to the Board of Bond Trustees. Term of office of the Bond Trustees changed to four years each.

Office of Comptroller abolished and in lieu thereof the offices of Assessor and Auditor created, effective July 1, 1911. Assessor to be elected by electors biennially; Auditor to be appointed by the Council biennially.

Office of City Marshal abolished, effective June 15, 1913.

Chap. 6415, Laws of Florida—1912

Special session of the Florida Legislature, called at the expense of the Jacksonville Board of Trade, to authorize a bond issue for the purpose of constructing municipal docks and terminals. Board of Port Commissioners composed of 15 members created to supervise the construction.

Chap. 6702, 6703, Laws of Florida—1913

Wards 10 and 11 created. Ward 10 formed by a division of Ward 9; Ward 11, by a division of Ward 1. Council to be composed of 22 members—two from each ward—effective in 1915.

Chap. 7659, Laws of Florida—1917

City Commission of five members created; first set of Commissioners to be appointed by the City Council—two for a term of two years and three for a term of four years—their successors to be elected by the qualified electors for terms of four years each.

Board of Bond Trustees abolished, its duties to be assumed by the City Commission.

Office of Mayor abolished, effective in June, 1919, one of the Commissioners then to assume the duties as ex-officio Mayor.

Port Commission abolished and its duties assigned to the City Commission.

City Council to be composed of one member from each ward and seven at large, effective in June, 1919.

Board of Charities created; to be composed of seven members, three of whom must be women; appointed by the City Commission and confirmed by the Council.

City Auditor to be appointed by City Commission biennially.

Chap. 8281, Laws of Florida—1919

Office of Mayor re-created by amendment to be accepted or rejected by the electors. (This amendment was adopted at the election of June 17, 1919.)

Ordinance P-18, October 28, 1919

Wards 12, 13, 14 and 15 created. Four Delegates were admitted to the Council, one from each ward. Council increased thereby to 22 members—one from each ward and seven at large.

Chap. 8979, Laws of Florida—1921

Provided for a City Council to be composed of one member from each ward and six at large, effective June 21, 1921.

Chap. 9788, Laws of Florida—1923

Playground and Recreation Board created; to consist of five members serving without pay; appointed by the Mayor biennially. (Became a law without the approval of the Governor.)

Growth of the City Government

The evolution of Jacksonville's government through its various stages is a story full of interest. Before the War Between the States the Mayor and the City Council served without compensation—for the honor of the office. The blanket charter of 1869 changed it all, for coming into the hands of outsiders, the city government was operated with a high hand and without regard to expenses. When the home people gained control again in the election of 1876, they were confronted by a depleted treasury and the accumulated waste of half a dozen years. It took some time to build it up again.

Ward representation was created by the Charter of 1887. The Board of Public Works was created at the same time, an infant that grew into a powerful board in after years. The board commonly called the Board of Bond Trustees was created by the City Council in 1893. Its powers were enlarged from time to time, until, by its absorption of other boards and finally the Board of Public Works in 1911, it became the city governing board in fact.

The appointment of the Bond Trustees by the City Council instead of by the electors was a question that was agitated for a long time, and a number of efforts were made to change the form of government. Manager, commission, and other forms were drafted, taken to the Legislature for approval and were lost there or defeated by the voters here. The Bond Trustees continued to run the city until July, 1917. Most of the important city improvements were completed or started under their jurisdiction and stand today as testimony of what they did. The Chairmen of this board during its lifetime were: G. R. Foster, December, 1893, to January, 1895; B. F. Dillon, 1895 to November, 1907; Bion H. Barnett, 1907 to April, 1910; W. M. Bostwick, Jr., 1910 to October, 1913; F. Richardson, 1913 to October, 1914; G. M. Powell, 1914 to February, 1916; Gus Muller, February to May, 1916; W. M. Bostwick, Jr., 1916 to July, 1917.

The present form of government comprises five Commissioners; Mayor; twenty-one Councilmen; Assessor, Treasurer and Collector; Recorder, Municipal Judge, elected by the qualified electors.

SEAL OF JACKSONVILLE



Authorized by the Florida
Legislature in 1887.
The figure is that of Andrew
Jackson on a horse rampant.

Mayors of Jacksonville

The first Mayor of Jacksonville was William J. Mills, who moved to Jacksonville from Amelia Island; he was elected under the charter of 1832. The designation of the chief executive was Mayor until 1841, when a new charter changed it to Intendant and it continued thus until 1859, when it was changed to Mayor again. The following record of Mayors of Jacksonville was compiled from various publications, largely from the newspapers of the time:

1832—William J. Mills	1847—Oliver Wood
1833—William J. Mills	1848—
1834—William J. Mills	1849—Rodney Dorman
1835—	1850—J. McRobert Baker
1836—	1851—Rodney Dorman
1837—	1852—Henry D. Holland
1838—	1853—Isaac Swart
1839—Stephen Eddy	1854—F. C. Barrett
1840—None	1855—Philip Frazer
1841—	1856—F. I. Wheaton
1842—	1857—George C. Gibbs
1843—	1858—John S. Murdock
1844—Obediah Congar	1859—Holmes Steele
1845—	1860—Halstead H. Hoeg
1846—Joseph B. Lancaster	1861—Halstead H. Hoeg

(No elections were held in 1840, 1862, 1863, and 1864)

1865—Halstead H. Hoeg (Dem.)

After the close of the war a feeble effort was made to establish a municipal government. Halstead H. Hoeg, who had been Mayor of Jacksonville two terms before the war, was induced to act as Mayor in 1865, for one year. Although this government consisted of Mayor, Marshal, Clerk of Council, six Councilmen, and three Policemen, it was one in name only, as the actual control of affairs was in the hands of the U. S. military.

1866—Holmes Steele (Dem.)

Dr. Holmes Steele followed Hoeg as Mayor in 1866. Dr. Steele had likewise been Mayor of Jacksonville before the war. He was a highly educated man and Southern to the

bone, having served through the war. As before, there was not much for this administration to do.

1867—Holmes Steele (Dem.); John Clark (Dem.)

The negroes under radical Northern white leaders began to experiment with politics even before they were enfranchised. Immediately upon the report that Congress had passed the "Reconstruction Acts", they met in the negro Baptist church here, chose a ticket for city elections, and adopted resolutions reading, "Resolved, That we have become bona-fide citizens of Florida and the United States; that there is now no distinction between the white and black man in political matters", etc. Their election did not take place, as it was prohibited by military order of Colonel Sprague, commanding the U. S. troops at Jacksonville.

Dr. Holmes Steele was appointed to succeed himself as Mayor. He died in office, May 7, 1867.

John Clark was unanimously elected by the City Council May 14, 1867, to fill the vacancy created by the death of Dr. Steele. Mr. Clark was a merchant and respected citizen; it was said that the selection was made at the suggestion of Colonel Sprague. Wm. Grothe was the Acting Mayor in the interim between Mayors Steele and Clark.

1868—Edward Hopkins (Dem.)

In the spring of 1868, Edward Hopkins was either elected or appointed, it is not clear which, to the position of Mayor. The Southern residents took no active part in it, as they had been practically disfranchised under the "Reconstruction" Acts of 1867.

1869—Edward Hopkins (Dem.)

Edward Hopkins was elected Mayor in 1869. The Constitution of 1868 had made suffrage universal, and the Southern residents were now entitled to vote. The freedmen showed little interest in this election; their efforts now were directed more especially to State offices and the "fundamental foolishness" at Tallahassee.

1870—Peter Jones (Rep.)

The administration of local government by radicals began in 1870, when alien politicians marshalled their forces and gave battle to the Hopkins party. Peter Jones, a newcomer

from the North, was selected as a fit candidate in full sympathy with their principles. Edward Hopkins was the candidate of the Democrats and the conservative Republicans.

Several weeks prior to the election political meetings were held in an open oak grove near the corner of Laura and Forsyth Streets, where crowds, nearly all freedmen, assembled at the sound of fife and drum, to listen to the white and the colored orators, who spoke loudly and long. These were boisterous scenes amidst great confusion, vehement hand-clapping and frequent "Amens" on the part of the negroes. They were Jones's meetings.

The election was on April 5th. There was only one ballot box for the entire city. The voting place was a small two-story brick building situated in the middle of Newnan Street, south of and facing Bay. The election for Mayor resulted: Jones, 322; Hopkins, 293.

Elected with Jones was the following administration, all Republicans: Roy P. Moody, Marshal; C. W. Blew, Treasurer; J. C. Greeley, Collector; W. M. Ledwith, Assessor; George W. Frazier, Clerk. Aldermen: J. L. Requa, Thos. Eells, Perez Fridenberg, T. A. Willson, W. L. Coan (manager of the Freedmen's bank), S. N. Williams, C. B. Simmons (colored preacher), and W. T. Garvin (colored). The Southern white men were Williams, Ledwith, Moody, and Frazier.

1871—Peter Jones (Rep.)

Peter Jones measured up to all the requirements expected of him and he gained strength during his first administration with his party. The Democrats realized that it was useless to attempt to regain local government as they were hopelessly outnumbered. F. I. Wheaton, a lawyer and once Mayor of Jacksonville before the war, however determined to make the attempt. The election was held on April 4, and resulted: Jones, 539; Wheaton, 140.

1872—Peter Jones (Rep.)

Peter Jones had little difficulty in securing the nomination from his party. Jones was opposed by Paran Moody, also a Republican. This contest is said to have been a spirited one. The election was held April 4th, resulting in the election of Jones as follows: Jones, 444; Moody, 328.

1873—J. C. Greeley (Rep.)

In the election this year, the Democrats and the conservative Republicans united for the purpose of defeating Peter Jones and his ring, and centered on J. C. Greeley. Mr. Greeley was a conservative Republican. The election was held April 1st, and Greeley was elected, but by what majority is unknown.

1874—Peter Jones (Rep.)

J. C. Greeley and Peter Jones were opposed again this year. Jones was elected by a small majority, the vote on April 4th being: Jones, 398; Greeley, 344.

1875—Peter Jones (Rep.)

The Southern residents now took up the fight in earnest to wrest the city government from the Northern politicians. They nominated Thomas E. Buckman, prominent citizen, Democrat, and ex-Confederate officer. Peter Jones was again a candidate. This was a square party fight, and although Captain Buckman was defeated, he made a strong showing and paved the way for the Democratic victory the following year. The election on April 5th resulted: Jones, 518; Buckman, 418.

1876—Luther McConihe (Dem.)

There were four candidates in the race for Mayor this year, namely, Peter Jones, radical Republican; Luther McConihe, Democrat; J. R. Dey, independent Republican; Edward Hopkins, Democrat.

The campaign started in earnest when W. Stokes Boyd, of Philadelphia, a man of means and political strategy, entered the contest as McConihe's political manager. Boyd was spending the winter here and said he wanted some fun. April 3d was a red-letter day for the Democrats, as McConihe was elected, the vote being: McConihe, 448; Jones, 243; Dey, 109; Hopkins, 92.

McConihe was a Boston capitalist, prominent Free Mason, and an all-round good citizen. There was great rejoicing among the Democrats over this election, for it was generally considered a return to home rule.

Elected with McConihe was the following body of men, the first entirely white city government in eight years: John Tyler, Marshal; J. B. Crabtree, Clerk; M. A. Dzialynski,

Assessor; B. A. Thebaut, Collector; H. M. Moody, Treasurer. Aldermen: T. E. Buckman, J. H. Burton, A. Doggett, J. C. Greeley, J. E. Hartridge, G. R. Jones, Gus Muller, A. E. Sawyer, B. H. Webster, all Democrats except Greeley and Sawyer, who were conservative Republicans.

1877—W. Stokes Boyd (Dem.)

April 2d: W. Stokes Boyd (Dem.) defeated J. H. Abbott (Rep.), the vote being: Boyd, 647; Abbott, 589. Abbott was said to be a bitter partisan. The Democrats celebrated the victory by an enthusiastic gathering at Polk's hall on the following night.

1878—Luther McConihe (Dem.)

April 1st: Three candidates were in this race, namely, Luther McConihe, Peter Jones, and J. H. Abbott. The vote was: McConihe (Dem.), 557; Jones (Rep.), 518; Abbott (Rep.), 56. The election was a quiet one.

1879—Peter Jones (Rep.)

July 17th: Owing to some legal snarl the election this year did not take place in April. A writ of mandamus was sued out in the circuit court and an election was ordered for July 17th. Luther McConihe (Dem.) and Peter Jones (Rep.) were the candidates for Mayor. Jones was elected.

1880—J. Ramsey Dey (Rep.)

April 5th: J. Ramsey Dey of New Jersey, a livery stable man, defeated Damon Greenleaf, a jewelry merchant. Dey was a Republican and Greenleaf ran as an Independent. The Democrats and conservative Republicans supported Greenleaf. Vote: Dey, 648; Greenleaf, 597; Peter Jones, 1; Ellis Moon (negro), 1.

Peter Jones again was a candidate in the Republican nominating convention, but Dey secured the nomination. The names of Jones and Moon were written in at the election.

1881—Morris A. Dzialynski (Dem.)

April 4th: Morris A. Dzialynski, Democrat, and an ex-Confederate soldier, defeated Horatio Jenkins, Republican, by a vote of 559 to 529. This was the same Jenkins that figured so prominently in the Osborn political machine during the "Reconstruction" period.

1882—Morris A. Dzialynski (Dem.)

April 3d: The campaign issue in this election was the question of open saloons (liquor) on Sunday.

The vote for Mayor was: M. A. Dzialynski (Dem.), 693; William H. Ledwith (Rep.), 428; J. R. Dey (Ind. Rep.), 91.

1883—W. McLaws Dancy (Dem.)

April 2d: For Mayor the vote was: W. McLaws Dancy (Dem.), 837; P. E. McMurray (Rep.), 529.

Open saloons on Sunday and the city's affairs in general were pre-election questions in the campaign.

1884—W. McLaws Dancy (Dem.)

April 7th: The two tickets in the field this year were known as the Democratic-Conservative and the Citizens'. The Republicans were affiliated with the Citizens' ticket. The result of the election was: W. McL. Dancy (Dem.-Cons.), 649; C. B. Smith (Cit.-Rep.), 566.

1885—M. C. Rice (Dem.)

April 6th: The vote for Mayor in this election was: M. C. Rice (Dem.), 761; C. B. Smith (Citizens'), 656.

Remarking on this election the Times-Union said: "The young Democrats turned out and worked with a will and to their efforts to a great extent is due the success of the ticket. The friends of the Citizen or Smith ticket also worked hard and money is said to have been freely spent. One thing above all others was noticeable and that was the increased price of purchasable votes. Last year the price ranged from 25 cents to \$2.50; but this year the average was \$7.00, the range being from \$5.50 to \$12.50."

1886—Patrick McQuaid (Dem.)

April 5th: Patrick McQuaid (Dem.) was victorious over J. R. Dey (Rep.) by a vote of: McQuaid, 767; Dey, 333.

At the Democratic convention Dr. W. McL. Dancy received the nomination for Mayor, but he decided not to run for the office. Patrick McQuaid was then asked to head the Democratic ticket.

1887—(April election) J. Q. Burbridge (Dem.)

The young men's Democratic club started early for the April election and endorsed J. Q. Burbridge for Mayor. At the regular Democratic convention W. McL. Dancy was nom-

inated, but the young Democrats would not withdraw their support from Burbridge with the result that there were two Democratic candidates in this election. The Republicans did not enter a candidate in this contest. The election was held April 4th, and resulted: Burbridge, 854; Dancy, 644.

1887—(December election) C. B. Smith (Rep.)

The charter of May 31, 1887, abolished the towns of La-Villa and Fairfield, and extended the limits of Jacksonville to include these and the most of Springfield. The term of City officials was increased to two years. The charter was so drafted as to permit the interpretation that it included no provision for the registration of voters for the first election. Legal opinion was divided on the subject and the question was carried to the Supreme Court for decision. The decision was that an election would be legal. In the meantime the districting of the city into 9 wards was accomplished. The new registration indicated a majority of 364 colored voters for the entire city.

There were two tickets in the field for this election—one called the Citizens' ticket with Frank W. Pope for Mayor, and the other the Composite ticket headed by C. B. Smith. There was no Democratic ticket. Supporting the "Composite" or Smith ticket were the Republicans and the large negro vote brought in with the absorption of the suburbs.

The election was held December 13, 1887. Smith received an overwhelming majority, the vote being: Pope, 736; Smith, 2,394. Of the 18 Aldermen elected with Smith, 13 were Republicans and five of these were negroes.

The question of the legality of this election was immediately revived and the matter was again carried to the Supreme Court. Pending the decision a peculiar situation prevailed. The newly elected officials met and organized; but Mayor Burbridge and the old Council continued to function until March 28, 1888, when upon the decision of the Supreme Court they surrendered the government to the newly elected officials.

In the Smith administration five Aldermen, the Municipal Judge, fifteen of the twenty-three Policemen, two Sergeants of Police, and the Chairman of the Board of Police Commissioners were negroes.

This administration was entirely distasteful to the majority of the white people of Jacksonville and it was fre-

quently linked with the "carpet-bagger" regime of former days. During the yellow fever epidemic of 1888, the white portion of the city government only in part remained in Jacksonville, which resulted in a great deal of inconvenience and embarrassment. Finally, with the charge that the existing municipal government had proven itself incapable of the functions necessary for a judicious administration of the City's affairs, and that it was calculated to destroy the standing and credit of Jacksonville as a municipality, the Democrats, supported morally it was said by conservative Republicans, applied to the Legislature for a change of charter designed to correct the evil complained of. The result was a drastic change in the charter, by which the election of all City officials by electors was abolished and the method changed to one of appointment.

1889—Patrick McQuaid (Dem.)

House Bill No. 4 (Chap. 3952) was approved May 16, 1889. It provided for the appointment of the City Council of Jacksonville by the Governor, and when so appointed the Council became the appointing board for all of the other City officers including the Mayor.

Under the provisions of House Bill No. 4, Governor Francis P. Fleming appointed a Council of 18 members, two from each ward as the city was then constituted. Eleven were Democrats and seven were Republicans as indicated in the following list:

Ward 1—B. F. Dillon, (D)†	L. C. Emery (R)
Ward 2—A. W. Cockrell, Jr. (D)†	C. W. Kinne (R)†
Ward 3—Frederick Pasco (D)†	F. W. Mumby (D)
Ward 4—D. U. Fletcher (D)†	C. S. Adams (R)†
Ward 5—T. W. Roby (D)†	O. L. Keene (R)
Ward 6—T. J. Boyd (D)†	J. W. Miller (R)
Ward 7—J. H. Stephens (D)†	W. A. McDuff (R)†
Ward 8—E. E. Belisario (D)†	Oscar Neunert (D)†
Ward 9—C. B. Rogers (D)†	D. T. Gerow (R)

Those marked (†) in the above list met at 3 p. m. June 3d, and organized. D. U. Fletcher was unanimously elected President. Council then adjourned until 9 p. m. At the night session the name of Patrick McQuaid was put in nomination for Mayor; he was unanimously elected to serve for

two years. He was present at the time and immediately took the oath of office.

The Council proceeded with the other elections as follows: W. C. West, Recorder; E. F. DeCottes, Comptroller; W. A. Bisbee, Treasurer; S. Wiggins, Marshal; W. A. McLean, Municipal Judge; W. B. Young, George O. Holmes, H. S. Ely, Board of Police Commissioners; J. C. L'Engle (3 years), J. M. Schumacher (2 years), G. A. DeCottes (1 year), Board of Public Works.

On the day following (June 4th) the new government assumed its duties. Several of the Republicans appointed by Governor Fleming failed to qualify and their places were later filled by other appointees.

June 17, 1890, Marshal Wiggins made a murderous assault on Mayor McQuaid and fled from the city. The Council offered a reward of \$400 for his arrest. Several months later he was arrested, tried and acquitted; afterward he was again tried, convicted, and sentenced to pay a small fine.

Harry Squires was appointed Marshal in Wiggins's place. Squires absconded in December, 1890, with \$1,400 of the city's funds. He was never heard of afterward. J. A. Vinzant was appointed to fill the vacancy.

1891—Henry Robinson (Dem.)

June 9th: The City Council met to elect city officers under the provisions of House Bill No. 4, which were still in force. C. S. Adams nominated J. C. Cooper for Mayor; J. H. Stephens nominated D. U. Fletcher. The result of the ballot was: Cooper, 10, Fletcher, 7. Notice of his election was given Mr. Cooper, but he declined the office.

June 12th: Council met in special session to elect a Mayor. R. D. Knight nominated D. U. Fletcher; C. B. Rogers nominated Henry Robinson. Ballot: Robinson, 10; Fletcher, 7. Dr. Robinson was sent for; he came before the Council that night and took the oath of office.

1893—Duncan U. Fletcher (Dem.)

The elective franchise was restored to the qualified electors of the city at large by Senate Bill No. 3, approved May 16, 1893. Primaries were held in the nine city wards early in July, and the general election on July 18th. The Australian ballot was used in this election for the first time in Jack-

sonville. There were two candidates for Mayor, both Democrats: D. U. Fletcher heading the "Straightouts" and M. A. Dzialynski the "Fusionists". The election on July 18th resulted: Fletcher, 759; Dzialynski, 552.

1895—William M. Bostwick (Dem.)

Two months before the election of 1895 an association of citizens was formed with the object of building up a ticket that would harmonize the various political factions of the city. The conservative Republicans were affiliated with it and the negroes under the leadership of Joe Lee supported it. The choice of the association for Mayor was Dr. William M. Bostwick, an old and respected resident, life-long Democrat and an ex-Confederate. The regular or "Straightout" Democratic nominee was Wiley G. Toomer. The Populists entered the contest under the name "Progressive"; its ticket was headed by Wm. Clarke. The election was held June 18th and resulted for Mayor: Bostwick, 1,517; Toomer, 1,184; Clarke, 88.

1897—Raymond D. Knight (Dem.)

This election was pointed out as being the most quiet and business-like of any municipal election in the history of the city—no bands and spell-binding speeches as formerly. Three Democratic tickets were advanced: Straightout headed by R. D. Knight; Business Men's League, by J. G. Christopher; Young Men's Liberal League, by Dr. W. McL. Dancy. At the request of Dr. Dancy the last withdrew just before the election. The election was held June 15th, and resulted for Mayor, R. D. Knight, 1,472; J. G. Christopher, 1,308.

The other city officers were elected from both tickets, the Straightouts electing Treasurer, Comptroller, Marshal, four Election Commissioners and six Councilmen; the Business Men's League, Municipal Judge, Recorder, and five Councilmen, while the names of seven successful Councilmen and one Election Commissioner appeared on both tickets.

1899—J. E. T. Bowden (Dem.)

June 8th: Primary. Terminating a bitter fight that started with five candidates in the field for Mayor, but narrowed down to two, the election resulted: J. E. T. Bowden (Dem.), 907; R. D. Knight (Dem.), 687. This was an informal primary and the first in the history of the city.

June 20th: General election: J. E. T. Bowden, 1,154; E. G. Blair (Ind.), 366; August Buesing, 17.

1901—Duncan U. Fletcher (Dem.)

The official Democratic primary plan was inaugurated with this election.

First Primary, June 6th: D. U. Fletcher, 959; J. D. Burbridge, 425.

General Election, June 18th: D. U. Fletcher, 1,271; I. Grunthal (Rep.), 625.

1903—George M. Nolan (Dem.)

First Primary, May 28th: J. E. T. Bowden, 830; J. D. Burbridge, 572; G. M. Nolan, 650; J. S. Hollingsworth, 225.

Second Primary, June 3d: G. M. Nolan, 1,084; J. E. T. Bowden, 995.

General Election, June 16th: G. M. Nolan, 1,203; F. H. Barnard (Soc.), 487.

The Socialists had a full ticket in the field; their maximum strength was their vote for Mayor.

1905—George M. Nolan (Dem.)

1906—William H. Baker (Dem.)

First Primary, June 1st: G. M. Nolan, 1,148; W. G. Toomer, 1,029; E. G. Blair, 243.

Second Primary, June 7th: G. M. Nolan, 1,203; W. G. Toomer, 1,166.

General Election, June 20th: G. M. Nolan, 1,337; Thomas Hickling (Soc.), 136.

The Socialists entered candidates for all municipal offices; all were overwhelmingly defeated.

Mayor G. M. Nolan died in office November 9, 1906. Judge W. H. Baker, president of the Council, was appointed to fill the vacancy.

1907—William H. Sebring (Dem.)

First Primary, May 7th: W. H. Sebring, 1,107; J. D. Burbridge, 879; W. B. Clarkson, 731.

J. D. Burbridge withdrew from contest, making second primary for Mayor unnecessary.

General Election, June 18th: W. H. Sebring, 1,627; Thomas Hickling (Soc.), 89.

The Socialists entered candidates for the other city offices also, but their highest vote was 115.

1909—William S. Jordan (Dem.)

First Primary, May 11th: W. S. Jordan, 1,481; W. H. Sebring, 1,214; G. T. Christie, 301.

Second Primary, May 25th: W. S. Jordan, 1,644; W. H. Sebring, 1,320.

General Election, June 15th: W. S. Jordan, 871; T. W. Cox (Soc.), 76.

There were Socialist candidates for the other city offices, but none received as many as 100 votes.

1911—William S. Jordan (Dem.)

First Primary, April 18th: W. S. Jordan, 1,518; P. A. Dignan, 1,087; St. Elmo W. Acosta, 642; W. H. Sebring, 504.

Second Primary, May 2d: W. S. Jordan, 2,357; P. A. Dignan, 1,478.

General Election, June 20th: W. S. Jordan, 2,570; W. E. Alexander (Soc.), 537.

1913—Van C. Swearingen (Dem.)

First Primary, February 25th: Van C. Swearingen, 2,056; W. S. Jordan, 1,354; J. J. Ahern, 691; S. T. Shaylor, 267; G. T. Christie, 187.

Second Primary, March 18th: Van C. Swearingen, 2,492; W. S. Jordan, 2,142.

General Election, June 17th: Van C. Swearingen, 1,364; T. W. Cox (Soc.), 112.

1915—J. E. T. Bowden (Dem.)

First Primary, January 26th: Van C. Swearingen, 1,541; J. E. T. Bowden, 1,360; C. W. Johnson, 1,123; Rudolph Grunthal, 255.

Second Primary, February 23d: J. E. T. Bowden, 2,655; Van C. Swearingen, 1,888.

General Election, June 15th: J. E. T. Bowden, 2,172; I. C. Baldwin (Soc.), 758.

The Socialists had candidates for the other city offices, but all were defeated by about seven to one majorities.

1917—John W. Martin (Dem.)

First Primary, February 6th: J. W. Martin, 2,890; J. E. T. Bowden, 2,056.

Second primary for Mayor not necessary.

General Election, June 19th: J. W. Martin elected without opposition.

1917—City Commission Created

First Commissioners (all Democrats) appointed by City Council under provisions of new charter: For 4-year term, John S. Bond, C. B. Rogers, John A. Futch; for 2-year term, Horace Drew, W. H. Dowling.

Commission met July 3d and organized; J. S. Bond elected Chairman.

Horace Drew resigned October, 1917; R. E. Wheeler appointed.

W. H. Dowling resigned January, 1919; W. A. Evans appointed.

1919—Commissioners (4 yrs.): Wm. A. Evans (Dem.), St. Elmo W. Acosta (Dem.)

Mayor (2 yrs.): John W. Martin (Dem.)

First Primary, May 20th—Commissioners: St. E. W. Acosta, 1,485; J. T. Alsop, Jr., 1,452; C. T. Paxon, 1,292; W. A. Evans, 1,213; P. A. Dignan, 561; A. E. Adamson, 430.

Second Primary, June 3d—Commissioner: W. A. Evans, 1,659; St. E. W. Acosta, 1,650; J. T. Alsop, Jr., 1,479; C. T. Paxon, 1,401.

General Election, June 17th: Evans and Acosta elected without opposition.

Mayor: An amendment to city charter re-creating the office of Mayor carried by a vote For, 2,539; Against, 987, at the general election. It was stipulated that candidates for this office should run at this time and if the amendment carried the candidate receiving the greatest vote would be declared elected. There were two candidates, both Democrats, and the vote for Mayor was: John W. Martin, 2,349; J. E. T. Bowden, 1,164.

1921—Commissioners (4 yrs.): Frank H. Owen (Dem.)

Mark B. Herlong (Dem.), Thomas C. Imeson (Dem.)

Mayor (2 yrs.): John W. Martin (Dem.)

First Primary, May 10th—Commissioner: T. C. Imeson, 4,371; F. H. Owen, 4,318; M. B. Herlong, 4,219; Rudolph Grunthal, 3,559; G. E. Brown, 3,086; G. R. Paschal, 2,097; J. D. Burbridge, 1,881; D. A. Mayfield, 1,878; W. H. Herndon, 1,865; Mrs. Florence M. Cooley, 1,854; R. E. Wheeler, 1,106.

For Mayor: J. W. Martin, 8,409; J. E. Matthews, 2,207.

Second Primary, May 24th—Commissioner: F. H. Owen, 5,848; M. B. Herlong, 5,816; T. C. Imeson, 5,764; G. E. Brown, 3,828; R. Grunthal, 3,702; G. R. Paschal, 1,432.

General Election, June 21st: Owen, Herlong and Imeson for Commissioners and Martin for Mayor elected without opposition.

Negroes ran for Councilmen from Wards 6, 8, 9, 13, and two at large, but all were overwhelmingly defeated.

1923—Commissioners (4 yrs.): St. Elmo W. Acosta (Dem.),
Fred. M. Valz (Dem.).

Mayor (2 yrs.): John T. Alsop, Jr. (Dem.)

First Primary, April 17th—Commissioner: St. Elmo W. Acosta, 3,797; Fred M. Valz, 3,589; A. E. Adamson, 1,890; T. J. McGiffin, 1,836; J. H. Patterson, 1,517; W. T. Cowles, 970.

For Mayor: John T. Alsop, Jr., 4,412; J. E. T. Bowden, 2,725.

Second Primary for Commissioners and Mayor unnecessary.

General Election, June 19th: Acosta, Valz, and Alsop elected without opposition.

The Police Department

The Marshal constituted the active police force of Jacksonville in the days before the War Between the States. His duties were manifold and varied, for it was for him to see that all of the town ordinances were carried out and obeyed. He had the authority, nevertheless, to call upon any citizen of the town to help him when force was necessary, and a citizen refusing such assistance was liable to fine or imprisonment. The Marshal's was a day-time job. At night after 9 o'clock the Patrol went on duty in compliance with the Curfew Law. The Patrol consisted of two of the town's citizens selected in their turn. The fire bell was rung every night at 9 o'clock as a signal for the negroes to be in their quarters. If found on the streets after that hour, or out of bounds, without a written pass signed by their owners, or if free negroes, without a legitimate reason, they were arrested by the Patrol and locked up for the night to be taken before the Intendant (Mayor) the next morning for trial. Usually the owner paid the small fine; it was only for the most serious offenses that the slave was whipped, and usually by his owner.

The town had no regular whipping-post, where the slave was beaten into unconsciousness and left with his head hanging upon his chest to be viewed by the passing residents. All that sort of thing is fiction. The negro was property in those days and to maim or injure him bodily was not the purpose of the punishment. That there were cruel masters there is no doubt, but they were no more representative of the slaveholding Southerner than the cruel parent is of the American people today. The town, however, did possess a pillory and stocks outfit for white thieves, but its use was seldom needed as there was little thieving in those days. On the rare occasions when it was used the culprit was never known to remain in the community afterward.

Every citizen of age, excepting clergymen and doctors, was subject to Patrol duty. An exemption for one time could be obtained by the payment of \$3 and providing a substitute, but not twice in succession. Midnight usually found the Patrol slumbering serenely in their homes. The negroes corrupted Patrol into "patteroller", and a familiar medley among them was:

Run, nigger, run, the patteroller'll ketch yer,
 Run, nigger, run, it's almost day;
 I run, an' I run, till I los' my way;
 I run, an' I run, an' I run my bes',
 Till I run my head in a hornet's nes'.

In the beginning the Marshal received only fees for his services, but later, in the 1850's, he was allowed a specific salary besides, to wit: Annual salary, \$150; of taxes collected, 5%; of money collected for swimming or flatting cattle across the St. Johns River, 5%; of fines collected, 50%; and allowed the same costs as a constable.

The names of only a few Marshals before the war have been found. One of them was a hero; his name was Yeomans.

It was in the 1840's, when two men from Tallahassee came to Jacksonville and started in to paint the town red. They put a beam under the market building and turned it over on its side, then started in for a high time in general. Yeomans, the Marshal, ran to his home, buckled on his big sabre, and with a belt full of pistols swore he would arrest the two men or lose his life in the attempt. McMullen and Bryant, the men from Tallahassee, heard of this threat and went in search of the Marshal. Yeomans was standing in the door-

way of a billiard room when McMullen and Bryant appeared and without warning shot him down with a load of buckshot. A bystander named Huffham, who was inside the building, rushed to the aid of Yeomans and was also shot down. Yeomans died, but Huffham recovered. Bryant escaped. McMullen was captured and put in jail in Tallahassee. His mother was allowed to visit him in jail and on one of these visits she and her son exchanged clothing and McMullen walked out and escaped. Neither Bryant nor McMullen was ever brought to trial, and one of them afterward came to Jacksonville and made this his home.

After the war Jacksonville was continuously occupied by Federal troops until April, 1869. In this period, while there seems to have been a sort of civilian police patrol, the military Provost Marshal and Guard were really in charge of the town and it was not until the second term of Mayor Hopkins, in 1869, that police protection became altogether a civilian matter. Until 1888 the Marshal was the head of the Police Department; his services, however, included duties connected with nearly every department of the town government. In 1871, the position of Captain of Police was created. This officer was directly in charge of the police force. The Marshal was elected yearly by the electors, and the Captain of Police was appointed by the Mayor and confirmed by the Council.

List of Marshals and Captains of Police

Mayor in Office.	Marshal (Elected)	Capt. of Police (Appointed)
1869—Hopkins	W. S. Rawson
1870—Jones	R. P. Moody
1871—Jones	R. P. Moody	I. N. Divine
1872—Jones	E. Fortune†	I. N. Divine
1873—Greeley	E. Fortune†	James Hoey
1874—Jones	E. Fortune†	James Hoey
1875—Jones	John Tyler	James Hoey
1876—McConihe	John Tyler	James Hoey
1877—Boyd	P. E. McMurray	W. S. Rawson
1878—McConihe	G. H. Mays†	W. S. Rawson
1879—Jones	G. H. Mays†	W. C. Cooper
1880—Dey	G. H. Mays†	W. C. Cooper
1881—Dzialynski	G. H. Mays†	John Tyler
1882—Dzialynski	John Tyler	W. D. Vinzant
1883—Dancy	John Tyler	W. D. Vinzant
1884—Dancy	W. D. Vinzant	John Tyler
1885—Rice	W. D. Vinzant	W. F. Ivers
1886—McQuaid	John Tyler	John Keefe
1887—Burbridge	T. B. Hernandez	G. M. Brittain

The charter of 1887 created the Board of Police Commissioners and the designation Captain of Police was changed to Chief of Police. The office of Marshal was retained, but the duties were more of a civil nature and not immediately associated with the Police Department. The operation of the Police Department under the new charter began in April, 1888, when James Hoey was appointed the first Chief of Police. At this time the Police Department was virtually under the control of negroes and it was a situation that had a great deal to do with the legislation of 1889 known as House Bill No. 4, by which the Police Department for the first time since the war became entirely white. The Police Commissioners appointed under the provisions of House Bill No. 4 appointed Paul G. Phillips Chief of Police. Jacksonville's present Police Department really dates from that time, June, 1889.

On October 19, 1895, the first patrol wagon was put into use. It was drawn by Mary and Martha, two fine black mares. This wagon was used until August, 1897, when "Black Maria" was revived and put into service.

*"Black Maria" was bought by the Police Commissioners in 1891. It was built to be pulled by one horse, but at that time the only paving was the old worn-out cypress blocks and it was found that the wagon was entirely too heavy for the work. It was never used to haul a prisoner to the police station and the only time it had ever been seen on the streets was when it was bought and Chief Phillips drove it on Bay Street one day and then put it away in the City Building at the foot of Market Street, where it remained for years entirely forgotten. "Black Maria" was fitted up and covered and put into service August 18, 1897.

The first auto patrol was put into use in 1911. The first mounted police was a bicycle squad that went on duty September 5, 1897. The first regular traffic squad at street intersections went on duty October 1, 1919. The signal lights at street intersections were first used in August, 1924. The Police pension law was passed by the Florida Legislature in 1915.

After the War Between the States and until 1876, Police Headquarters was in the little brick building that blocked the foot of Newnan Street. The Department then moved to a building in the rear of the County courthouse on East For-

syth Street; thence to the foot of Pine (Main) Street, and finally to the east side of Ocean Street between Bay and Forsyth. It remained there until December, 1890, when it was moved to a warehouse that had been fixed up for its occupancy at the foot of Liberty Street. In April, 1900, the City bought the old Togni hotel property near the southwest corner of Forsyth and Newnan Streets facing Newnan and converted it into a police station; the Department was moved there in April, 1900. This building was burned in the fire of May 3, 1901. After the fire the Department occupied a wooden building near the Union Depot, formerly used as a negro boarding house, and it remained at this location until April 26, 1902, when it occupied its present station rebuilt after the fire on the former site, to which the southwest corner of Forsyth and Newnan, comprising about 52 feet, had in the meantime been added by purchase. This property was sold to S. A. Lynch June 20, 1924, for \$90,000, the agreement containing a time clause to enable the city to select and build upon another site.

Raspberry Park was a name familiar for a long time in connection with the Police Department. It was located on Hogans Creek between Julia and Cedar Streets and was the home for the City's convicted prisoners. Its history may well be omitted here. The Board of Bond Trustees, realizing that the conditions under which city prisoners were being handled was the worst possible method, in April, 1912, purchased 640 acres about seven miles north of the city, ditched and drained the tract, and converted it into the present City Prison Farm.

Chiefs of the Jacksonville Police Department: James Hoey, April 5, 1888, to June, 1889; Paul G. Phillips, June, 1889, to July, 1892; John Keefe, July, 1892, to February, 1894; Paul G. Phillips, February, 1894, to May, 1895; John Keefe, June, 1895, to July, 1897; W. F. Ivers, July, 1897, to January, 1898; W. D. Vinzant, February, 1898, to April, 1913; F. C. Roach, May, 1913, to March, 1921; W. D. Vinzant, April to June, 1921 (temporarily recalled from retirement); A. J. Roberts, July, 1921 to date.

Fire Department

In the original charter of the Town of Jacksonville was a provision pertaining to sweeping chimneys and other safe-

guards against fire, and among the earliest ordinances of the Town Council were those fixing severe penalties for carelessness in the use of fire. About 1850 the first effort was made to provide means for fighting fires in the town. Wells were dug at street intersections, namely Forsyth and Washington, Forsyth and Newnan, and Newnan and Adams. The town fire bell hung from a tower built over the well at Newnan and Adams Streets. Ladders were kept under sheds near the wells. Upon the discovery of fire the citizen rushed to the middle of the street and headed for the fire bell, yelling "Fire" at the top of his voice at every jump. The clanging of the fire bell brought out the entire male population of the town and a line was formed to pass buckets of water from the nearest well to the burning building; Bay Street received its supply from the river. Usually one man assumed the role of director and gave the orders, which amounted to "Water, water; hurry up there, more water". Not long after the wells were provided, the first fire apparatus was acquired; it was a water pump worked by handles on each side, negroes furnishing the power. In the big fire of April 1854, quoting from a local newspaper of the time, the "fire apparatus unfortunately fell into a situation which brought it into contact with the flames, and it was lost". So ended the history of Jacksonville's first fire "engine". There was no organized fire-fighting force in Jacksonville before the War Between the States.

On January 10, 1868, a volunteer company, called the Friendship Hook and Ladder Company, was organized to afford protection to the town in case of fire. This was Jacksonville's first organized fire company. The Mechanics Steam Fire Engine Company was organized February 3, 1870, and soon afterward the Aetna Steam Fire Engine Company supplanted the old Friendship Company. Four other companies were organized in 1870, making six in all, and these composed the Jacksonville Volunteer Fire Department, which early in 1871 was officered as follows:

Chief Engineer, A. J. Russell.

First Assistant, Theo. H. Willard.

Aetna Steam Fire Engine Company, J. J. Holland, Foreman.

Mechanics Steam Fire Engine Company, T. E. Buckman, Foreman.

Alert Hose Company, Byron Oak, Foreman.

Phoenix Hose Company, H. A. L'Engle, Foreman.

Americus Hook and Ladder Company, J. Marzyck, Foreman.

Mechanics Hose Company, William Marzyck, Foreman.

The foregoing includes the names of some of Jacksonville's foremost citizens. A number of these companies developed considerable political influence; at one time the Mayor, Chief of Police, Marshal, and several City Aldermen held membership in the Mechanics, and it is said owed their political positions to that fact. In social life several of the companies held the highest place, and their annual hops were considered the most important social function of the year. When the fire department gave its annual parade, it was witnessed by the entire population of the town. The make-up of one of these (in 1882) was:

Americus Hook and Ladder Company; 16 men; uniforms, red shirts, green helmets, and black pantaloons; they drew a fine new truck.

Mechanics Steam Fire Engine and Hose Company; 22 men; uniforms, red shirts, red helmets, and black pantaloons; brightly polished Silsby engine and hose jumper.

Jacksonville Cornet Band, 12 pieces.

Alert Hose Company; 14 men; uniforms, blue shirts, red helmets, and black pantaloons.

Aetna Hose Company; 16 men; they drew a new Silsby hose carriage.

Duval Fire Engine and Hose Company (colored); 22 men; uniforms, red shirts, red helmets, and red pantaloons; they drew an old-fashioned hand engine and nearly new hose jumper.

On account of the failure of the city to provide proper quarters for some of the fire companies, interest in the organization began to wane. In September, 1883, the Americus Company threatened to disband and did withdraw for two months. On January 6, 1884, the Alert Company was disbanded by the City Council for the refusal of the company to respond to a fire call, but within a week the Cleveland Hose Company was organized and took over the apparatus of the Alert Company. An effort was then made to increase interest in the department by putting it on a partially paid basis, and by providing more satisfactory quarters, and there was to a certain extent a revival of interest, until a disastrous fire in December 1885, showed plainly that the time had come for a regularly organized paid department.

After weeks of discussion the City Council, on May 4, 1886, authorized the establishment of a paid fire department. A Board of Fire Commissioners was constituted, a special tax levy of 5 mills was authorized to perfect the establish-

ment of a paid department, and the reorganization was accomplished on July 16, 1886. Thus passed out of existence the volunteer fire department of Jacksonville, an organization so intimately associated with the life and history of the city, that the citizens really regretted to see it go. The Mechanics Company, however, maintained its organization separately, and volunteered its services whenever there were serious fires; upon these occasions, as the company came up on the run, the spectators waved their hats and cheered with the enthusiasm of former days. The old bell in the hall of the Mechanics, on the north side of Adams Street, between Main and Laura, spoke to the men of the company for the last time at 1:20 a.m., August 18, 1891, when they were called out on the big fire that swept up Main Street that night. They placed their engine at the foot of Main Street and saved the property on Bay. Their hall was burned; after the fire they sold their engine to the city, and disbanded.

It would seem that the Fire Commissioners made rather a peculiar selection when they appointed Peter Jones the first chief of the paid department, for Peter Jones was known as the "Carpet-bagger" Mayor of Jacksonville, which office he had held six terms; and there was decided objection to the appointment at the time.

The first call of the new department was on July 21, 1886—it was a false alarm. The first actual fire call came in on August 10. The first Gamewell Fire Alarm system was installed in August, 1886. Increase in territory, provided by the charter of 1887, necessitated a great extension of water mains, many new hydrants and much additional apparatus. Since then, from time to time, further extensions have been made, and numerous hydrants installed to meet the growing needs of the city.

The paid department, after its establishment in 1886, comprised a central station and three sub-stations; their locations then and subsequent changes were:

No. 1 (Central Station)—South side of Forsyth Street between Ocean and Newnan; moved to its own building, northwest corner of Ocean and Adams Streets, September 21, 1897; burned out in the fire of May 3, 1901; rebuilt on same site and occupied February 1, 1902.

No. 2—West side of Main Street between Church and Ashley; moved in 1898 to west side of Main Street between

State and Orange; burned out in the fire of May 3, 1901; rebuilt on same site; moved April 28, 1909, to southeast corner of 4th and Main Streets, Springfield.

No. 3—E. Bay Street between Washington and Catherine; moved to E. Bay near Railroad Avenue; burned out in the fire of May 3, 1901; rebuilt on its present site, 14 Catherine Street, and occupied March 4, 1902.

No. 4—East side of Bridge (Broad) Street, near northeast corner of Adams; moved October 1, 1896, to its present location on the south side of Adams Street between Broad and Jefferson; was not burned out in 1901.

No. 5—Established in January, 1897, in a neat frame building on Riverside Avenue, at the head of Forest Street; rebuilt as a brick station in 1908.

No. 6—Established June 30, 1907, on east side of Florida Avenue between Union and Pippin Streets.

No. 7—Established July 1, 1911, on south side of Kings Road between Davis and Johnson Streets.

No. 8—Established in April, 1923, at the northeast corner of Rossell and Stockton Streets, Riverside.

High pressure system, protecting business district, inaugurated December 20, 1909; station at the foot of Newnan Street.

First auto equipment, combination chemical and hose apparatus, put into service May 2, 1912. Aerial motor truck, September, 1912.

Two platoon system effective January 6, 1920.

Fireboat John B. Callahan, named for the councilman who had fought a losing fight for it in 1914, was officially accepted by the city September 14, 1922. It was converted from a Government sub-chaser.

The Florida Legislature of 1915 authorized pensions for city firemen for superannuation or disability in service.

Chiefs of the Jacksonville Fire Department: Peter Jones, July, 1886, to his death January 22, 1891; he was succeeded by J. H. Stephens, who resigned in 1892. The present chief, T. W. Haney, assumed his duties September 5, 1892.

CHAPTER XVII

PUBLIC IMPROVEMENTS

Changes in Town and City Limits

1822, June. (As originally surveyed). **Boundaries:** East, Catherine Street; North, Duval Street; West, Ocean Street; South, St. Johns River.

1832, February: (Incorporation). Beginning at a point on the South bank of the River St. Johns, opposite Hogans Creek, on the North side, running North half a mile up said Creek; thence West one mile and a half to McCoys Creek; thence South to a point on the South side of the River St. Johns, opposite McCoys Creek; thence East to the point of beginning.

1837, January: Boundaries changed. Beginning at the mouth of McCoys Creek on the St. Johns River, running thence up said Creek to a point where John W. Richard's fence joined said Creek; thence in a North course to the first branch North of the Kings Road leading to St. Marys; thence down said branch to Hogans Creek; thence down said Creek to the mouth where it empties into the St. Johns River; thence across said river to the South side; thence up the South side of said river to Hendricks' Point; thence across St. Johns River to the mouth of McCoys Creek aforesaid.

1841, February: The boundaries of the town were reduced to identically the same limits as in the original incorporation of 1832.

1842, March: Limits extended. Beginning at a point on the South bank of the St. Johns River directly South from the mouth of Hogans Creek, thence North to the mouth of Hogans Creek aforesaid; thence along said creek, ascending with the meanders of the South branch of said creek to a point near the public road, called the Kings Road, where said creek takes a direction from nearly Southwest (Southeast) to nearly Northwest (Northeast); from said bend† by a direct line in nearly a Southeasterly direction to the mouth of Mc-

†This bend was near the intersection of the present Broad and Beaver Streets; the south branch of Hogans Creek was filled in years ago and does not now appear on the map of the city.

Coys Creek; thence across the St. Johns River by a direct line to Hendricks' Point; thence Eastwardly along the bank of St. Johns River to the point of beginning.

1887, June: City limits extended. Towns of LaVilla and Fairfield abolished, the limits of Jacksonville, as extended, including them. The official description of the limits was in terms of surveyors' measurements, and unintelligible to the average layman. Approximately the line ran from a point on the East edge of the river channel West to 13th Street in Fairfield; thence West following the line of 13th Street $4\frac{1}{2}$ miles to a point where the West line of North LaVilla S/D joined the South line of Grand Boulevard S/D; thence South $\frac{1}{2}$ mile to a point 600 feet South of Kings Road; thence West to the Atlantic Coast Line tracks; thence South in a straight line $3\frac{3}{4}$ miles to the bank of the St. Johns River at a point near and East of the foot of Donald Street; continuing thence to the East edge of the river channel; thence down channel to the point of beginning. As thus defined, Jacksonville embraced $10\frac{1}{4}$ square miles of land area.

1919, December: Boundaries of Jacksonville extended. (For exact description see Ordinance P-18, Bill P-40). Approximately the line is: Beginning at a point on the West edge of the St. Johns River Channel, thence Northwesterly along the Northeast line of Arden S/D to the center of Little Fishweir Creek; thence up said Creek to a point 155 feet Northerly of the center of Herschell Street; thence North-easterly parallel to Herschell Street to a point 130 feet West of Talbot Avenue; thence directly North cutting diagonally across Avondale S/D to a point 130 feet West of McDuff Avenue and continuing North, parallel to McDuff Avenue, to the track of the St. Johns Terminal Company one mile north of the Seaboard Shops; thence East to the Atlantic Coast Line tracks and continuing East $\frac{1}{2}$ mile along the line of the old city limits to a point about 600 feet South of Kings Road; thence North $\frac{1}{2}$ mile along the old city limits to the South line of Grand Boulevard S/D and continuing North through Grand Boulevard S/D to a point 100 feet north of 21st Street; thence East parallel to 21st Street to a point 100 feet West of Myrtle Avenue; thence North parallel to Myrtle Avenue to 33d Street; thence East, South of the Municipal Golf Course and State Fair Grounds, to Brentwood Avenue; thence North-easterly and then Southeasterly following the line of Brent-

wood S/D and including that sub-division, and continuing Southeasterly to the Cemetery Road where it joins Main Street; thence along the Southern side and following that side of Cemetery Road to Talleyrand Avenue and back on Talleyrand Avenue to the center of Long Branch; thence down said Branch to the East edge of river channel; thence up said channel to the point of beginning. The land area embraced within these limits is 15½ square miles.

City Bond Issues

1857—\$50,000 Florida, Atlantic & Gulf Central Railroad Bonds.—In 1855 the question of bonding the Town of Jacksonville for \$50,000 to assist in financing the building of the railroad from Jacksonville to Alligator Town (now Lake City) was suggested. To test the sense of the voters upon the matter, an election was held May 15, 1855, and resulted: "For", 97; "Against", 65; "Taxation", 1. The bonds were authorized and issued January 1, 1857, one-half payable in 10 years, and the remaining half in 15 years, interest at 8 per cent. These were Jacksonville's first bonds. After the War Between the States, the citizens of Jacksonville were called upon to decide whether these bonds should be repudiated; impoverished as they were, they decided to carry the issue to preserve the standing of the town. On December 11, 1866, the Legislature authorized the City of Jacksonville to issue new bonds to the amount of \$30,000 to take care of the first installment of the "Old Railroads" and the accrued interest. It was not until about 1877, after the City government had passed from the control of the "Carpet-baggers" to that of the home people that these bonds were called in, little by little, and retired. In 1883, only \$12,400 face value remained outstanding; these were retired in the three or four following years.

1878—\$250,000 Sanitary Improvement Bonds.—This issue was a direct result of the yellow fever epidemic of 1877, when the people became aroused to the necessity of better sanitation, and the establishment of waterworks and sewerage systems in Jacksonville. On January 15, 1878, \$250,000, 20-year, 8 per cent bonds were issued. These were called the Sanitary Bonds. The expenditure of the money was placed in the hands of a Board called the Sanitary Bond Trustees, composed of five prominent citizens, namely: A. S. Baldwin,

Dr. T. Hartridge, J. J. Daniel, S. B. Hubbard, and M. W. Drew. The money provided by this issue was used in a thorough cleaning-up of the vicinity; filling in and disinfecting low places, drainage, improvement of Hogans and McCoys Creeks, establishing the present waterworks and constructing a system of sewers. The interest on the bonds was met by special tax levy, and small payments were made from time to time on the principal. In this way \$50,000 worth of bonds were retired. In the bond issue of 1894, there was a provision for the redemption of all outstanding Sanitary Bonds, and the last of them were called in and paid August 16, 1895.

1894—\$1,000,000 Waterworks and Improvement Bonds.—On May 30, 1893, the Legislature authorized an issue of \$1,000,000 Waterworks and Improvement bonds of the City of Jacksonville. The issue was approved by the voters October 17, 1893, specifically as follows:

- \$200,000 for the redemption of outstanding Sanitary Bonds
- 225,000 for extending and improving the waterworks system.
- 175,000 for extending and improving sewerage and drainage.
- 175,000 for opening and improving streets and parks.
- 100,000 for purchasing location and erecting city building.
- 75,000 for erecting electric light plant.
- 25,000 for bulkheading street fronts.
- 25,000 for enlarging fire department.

This was Jacksonville's first bond issue for general city improvements. Considerable annoyance and delay in validating certain of these bonds resulted from injunctions brought by private corporations that would be affected by the improvements. Of the authorized issue, \$972,000 was used. They were 30-year, 5% bonds, dated May 15, 1894, and maturing May 15, 1924. Bonds of this issue, amounting to \$38,500, were retired before maturity, and the remainder at maturity.

1901—\$400,000 Improvement (Fire) Bonds.—Authorized May 30, 1901; issued November 15, 1901, 5%, maturing May 15, 1924. This issue was the outgrowth of the fire of May 3, 1901, and was used in paying judgments against the city; for the construction of public buildings destroyed by the fire, and replacements for municipal plants. Bonds of this issue paid before maturity, \$4,000; balance paid at maturity through a refunding issue of April, 1924.

Tabulation of Outstanding Bonds†

Date Issued	Outstanding Amount	Dec. 31, 1924	Due	Int.	Purpose of Issue.
Jan. 1, 1906	\$ 400,000		1936	5	Municipal Improvements and Park Lands.
	\$400,000				
Oct. 1, 1910	100,000		1936	5	Paving.
	\$100,000				
Nov. 1, 1911	220,000		1936	4½	Municipal Improvements and Park Lands.
	\$250,000				
Feb. 1, 1912	250,000		1937	4½	Paving and Park Lands.
	\$250,000				
Mar. 1, 1913	1,339,000		1943	4½	Municipal Docks and Terminals.
	\$1,428,000				
Nov. 1, 1915	250,000		1945	5	Sewers and Drains.
	\$250,000				
Feb. 1, 1916	248,000		1946	4½	Sewers and Paving.
	\$250,000				
Sep. 1, 1919	600,000		1949	5	Sewers, Paving and Viaduct.
	\$600,000				
Apr. 1, 1921	1,000,000		1931	5	Municipal Improvements and Paving.
	\$1,000,000				
Apr. 1, 1921	1,000,000		1931	5	Municipal Docks and Terminals.
	\$1,000,000				
Sep. 1, 1923	400,000			5	Incinerator, Paving, Sewers and Drains.
	\$ 25,000		1925		
	25,000		1926		
	25,000		1927		
	25,000		1928		
	50,000		1933		
	50,000		1938		
	100,000		1943		
	100,000		1948		
Apr. 15 1924	400,000		1954	5	Refunding (issue of 1901).
	\$400,000				
	\$6,207,000		Total outstanding General Issues.		

Special paving, sidewalk and improvement bonds fully secured by liens against property affected: Total outstanding December 31, 1924, \$1,918,000.

Total bonded indebtedness, all classes, \$8,125,000.

†Data furnished by J. E. Pace, City Auditor.

City Taxes

Jacksonville operates on the budget system. The expenses for the year are estimated; the expected revenues are deducted, and the balance is supplied by the taxpayers within the city limits. Property is assessed at a certain percentage of its market value; from the roll so determined by the Tax Assessor, the City Council makes up a tax levy sufficient to meet the expected balance. The tax levies, in mills, since 1885, have been as follows:

1885	20.00	1895	15.80	1905	16.10	1915	12.80
1886	25.00	1896	14.75	1906	16.10	1916	12.80
1887	23.00	1897	18.00	1907	16.10	1917	15.50
1888	28.00	1898	15.00	1908	17.10	1918	13.80
1889	16.25	1899	15.20	1909	15.00	1919	18.00
1890	11.00	1900	16.00	1910	15.00	1920	17.00
1891	16.50	1901	16.00	1911	17.00	1921	21.00
1892	15.20	1902	16.00	1912	11.50	1922	20.90
1893	13.80	1903	16.20	1913	11.80	1923	22.90
1894	11.80	1904	16.20	1914	13.80	1924	21.90

Waterworks

There being no suitable spring or stream near the city from which to obtain a supply of good water for the establishment of the waterworks system, provided for in the Sanitary Bond issue, exploration for water from underground sources was begun August 1, 1878. The point selected was on low ground in the suburb then known as "Springfield," on the north side of Hogans Creek, west of Pine (Main) Street. Two-inch pipes were driven at different places in the locality, to a depth of 30 to 38 feet and tried with hand pumps; these showed considerable water at 30 feet below the surface. These experiments being considered satisfactory, 5½ acres of land (now Waterworks park), were purchased for \$3300. Dr. J. A. Cloud of Philadelphia, was awarded a contract for establishing the waterworks, a system of sewers, and other public work. The plans contemplated a reservoir built down to rock bottom, and work on it was begun July 16, 1879. During the progress of the excavating work, a number of subterranean streams were opened. The reservoir was carried down to a depth of 31 feet; it was 48 feet in diameter at the bottom and 51 feet at the surface. The walls were bricked, and pipes were built-in to bring in water from the subterranean streams intersected. When completed, the depth of water in the reservoir averaged 27

feet, and the amount 375,000 gallons. The well was protected by an octagon building; the pump house was built of gray Florida brick with stone trimmings. The pumping machinery comprised two Worthington Duplex engines with a capacity of 1,500,000 gallons daily. The waterworks as thus constructed was accepted by the Sanitary Bond Trustees July 6, 1880, and Dr. Cloud was paid \$89,725, in Sanitary Bonds, for the job.

The original system was in use until the fall of 1882, when there was an irruption of salt water into the streams supplying the reservoir, and the water became unfit for use. It was then found necessary to look elsewhere for a supply until a better solution could be reached. A temporary supply was obtained by throwing a dam across Hogans Creek, 500 yards above the plant, opposite Hansontown, and water from the pond thus created, was conveyed to the reservoir by means of a trunk 10x20 inches, constructed of 2-inch plank, and which was provided with a series of filters. At the same time the lateral pipes in the reservoir were sealed. The existence of numerous springs in the "valley" of the north branch of Hogans Creek induced further explorations for underground water, and by sinking wells to a depth of 75 feet, flowing wells were produced. This water was directed into the creek to augment the volume for use at the waterworks. The water was generally considered unfit for drinking purposes, and the residents of Jacksonville, after a great deal of complaint, went back to the old system of cisterns and surface wells for drinking water.

Explorations for underground water closer to the waterworks plant were started in 1884. A 4-inch well was driven to 490 feet and it produced a flow of 180 gallons a minute. As soon as this well was finished, a 6-inch well was started and carried down to 637 feet, producing a flow of 650 gallons a minute. The amount of water now procured was considered sufficient for the needs of the town at the time, and on November 24, 1885, the creek supply was shut off and the artesian water turned into the reservoir. On March 12, 1886, another 6-inch well was completed near the plant. The total flow from the three wells at that time was 2,400,000 gallons daily. A large fire in the down-town district in March, 1888, resulted in draining the reservoir of its water supply, and this fact led to the sinking of a fourth well, which was driven to a

depth of 1020 feet and produced a flow of 3,350,000 gallons daily; this was a 10-inch well, completed in June, 1889. About this time private corporations began to sink wells in different localities, and it was noticed that in each case there was a reduction in the flow at the waterworks, besides a natural gradual decrease. The decrease in the original flow had reached 50% when the fifth well was driven at 7th and Silver Streets, about ten years later. Subsequent history of the water supply is the same—a gradual decrease, due to increasing consumption, and a slow natural exhaustion, which has been compensated by sinking more wells, until now (1924), there are 15 wells in use, producing a flow of 13,000,000 gallons daily.

The first structural improvements at the plant were made in 1896, when the pumping station was enlarged somewhat, whereupon portions of the old walls were torn out and the brick used in the construction of an aerating basin 50 feet in diameter and 5 feet deep. In 1897 the Sub-Tropical Exposition building was removed, and on the site near the northeast corner of the waterworks grounds a reservoir 200x160 feet and 13 feet deep was constructed, having a capacity of 2,400,000 gallons. This reservoir was covered over a year or so ago. In July, 1905, the City bought the land between Main and Laura Streets, north of Orange, and in the southwest corner of the plot built a covered reservoir with a capacity of 3,000,000 gallons, completed in 1911, at a cost of \$54,000.

In the beginning the waterworks did not pay expenses, but it gradually became self-supporting, and is now a valuable income producing plant for the City.

Big Jim and Old Joe

*Big Jim is the chime whistle at the waterworks and Old Joe was a 10-foot alligator whose home was a small artificial pond in the waterworks grounds.

Big Jim was the invention of John Einig of Jacksonville, who made it with his own hands out of sheet copper. It was installed at the waterworks in the early 1890's with a Trades Council ceremony. It was named "Big Jim" in honor of "Jim" Patterson, brother-in-law of the inventor. Mr. Einig afterward secured a patent on this style of whistle. Although parts of the whistle have been replaced, most of the original metal is still in use, and the pattern has not been changed.

Old Joe's early history will never be known. His first appearance in Jacksonville was as an attraction at the Sub-Trop-

ical Exposition in 1887, where he became a celebrity that often figured in prose and poetry written by tourists from everywhere. He continued to be an attraction at the waterworks plant for many years, until one day word was spread that Old Joe was dead. Big Jim had lost a life-time companion, but Old Joe's hide was stuffed and placed in the waterworks building beneath the friend that had spoken to him daily in life, and which he seemed to have grown to know and understand.

Electric Lights

Electricity for lighting purposes was introduced into Jacksonville in 1883, when J. R. Campbell installed a plant to light the St. James Hotel.

In the latter part of 1884, H. Wadsworth came to Jacksonville for the purpose of installing a system of electric lights. In order to warrant him in establishing the plant, he required 50 subscribers; he soon had the required number and 10 more. Just as he was ready to proceed with the erection of the plant, he sold out to a stock company, afterward known as the Jacksonville Electric Light Company. The plant was erected under Wadsworth's supervision and lights were turned on in the stores on Bay Street, east of Ocean, January 10, 1885. In the same year (1885), Dr. J. A. Cloud, who had originally built the waterworks, started the erection of a plant for the purpose of lighting hotels and private houses by electricity. His lights were turned on January 19, 1886. He sold his plant to the Citizens Gas Light Company of Jacksonville, May 27, 1886.

The City Council watched the progress with interest for two or three years, and then proceeded to discuss the question of lighting the streets with electricity, three years more, finally coming to the conclusion in November, 1892, to enter into a contract with the Jacksonville Electric Light Company for supplying ten arc lights on Bay Street, from Bridge (Broad) to Liberty. These were soon placed and were the first street arc lights in the city.

In 1894 the city and its inhabitants were dependent for gas and electricity upon the Citizens Gas and Electric Light Company, which owned the only gas plant, and also a majority of the stock of the Jacksonville Electric Light Company, which operated the only electric light plant in the city. The Citizens Gas and Electric Light Company therefore controlled absolutely the gas and electric light business of

Jacksonville, and fixed the prices therefor. Its price for gas was then \$3 a 1000 cubic feet, with some discounts for large customers; and for electricity \$15 a month for 1200 c.p. arc lights, and 28c a kilowatt for incandescent lights.

In the bond issue of 1894, provision was made for the erection of a municipal electric light plant. Some delay in commencing the work was caused by injunctions brought by private parties, but when these matters were settled in favor of the City, the plant was erected next to the waterworks in Waterworks park. City lights were turned on for the first time March 7, 1895, and on the 25th of that month the plant was turned over to the City for operation. The plant was erected at a cost of \$76,675. The prices fixed by the City at the time were: \$7.50 a month for all-night 2000 c.p. arc lights; \$6.25 a month for 12 o'clock 2000 c.p. arc lights; and 7c a kilowatt for incandescent lights.

Important line extensions were made in 1898, 1901 (including replacements costing \$46,000 as a result of the fire of May 3, 1901), 1903 and 1908. On January 18, 1911, the lighting franchise, hitherto held by the street railway company, passed to the City. The demand upon the municipal plant now became so great that a new and larger main station of the most modern type became an urgent necessity. The site selected for it was on the river front in the Tallyrand section. The plant was completed at a cost, including equipment, of about \$635,000, and put in operation October 12, 1912. The original plant then became a transformer station known as sub-station No. 1. During the World war, sub-stations were established in the shipyards in South Jacksonville and at Camp Johnston. In October, 1924, an important sub-station was completed in Riverside, at McDuff and Post Streets. There is also a special sub-station at the municipal docks. The underground electric work in the business section was done in 1913-14-15, at a cost of \$500,000.

Pablo Beach was "cut in" on the Jacksonville current March 14, 1923. The service to Orange Park began February 28, 1924.

It has been 30 years since the original plant was constructed; in that time the cost of maintenance, replacements and extensions has continued to mount higher and higher, but the cost of electricity to the resident of Jacksonville has remained unchanged from that day to this. Nevertheless,

beginning in 1900, the plant, year by year, has shown an increase in profit. It is the most valuable financial asset of the City, and yet it furnishes light and power at a rate among the lowest in the United States.

Paving the Streets

The first paving project in Jacksonville and Duval County was in the 1850's, when a company of enterprising citizens was formed to construct a plank road from Jacksonville to Alligator Town (Lake City), following the route of the western branch of the old Kings Road. Eight miles of the plank road were completed, when the railroad (Florida, Atlantic & Gulf Central) became assured, whereupon the plank road construction was abandoned, leaving the stockholders of the enterprise responsible for debts that resulted in numerous lawsuits. The route of the plank road was from Bay and Newnan Streets north on Newnan to Duval; west on Duval, crossing what is now Main Street over low wet land near a pond, to Laura; north on Laura to Church; thence west to "Cracker Swamp", a farm owned by I. D. Hart. Remnants of the plank road were still in existence after the War Between the States.

In 1882, the Jacksonville Daily Times, in a long editorial describing Bay Street as a chain of lakes and mud-holes, started the question of paving the streets of Jacksonville. The Board of Trade, after its organization in 1884, took it up, and the matter was frequently before the City Council; but beyond an extended discussion of the subject, wherein every phase of the situation was gone over again and again, nothing was done toward getting down to actual work, until 1886. The citizens were divided as to the kind of paving to use. The Wyckoff cypress blocks, laid on 1-inch planks, were selected. The contract was let, but considerable further delay was experienced in starting the work, as the street railway company refused to share its proportionate part of the expense. The F. R. & N. Ry. at first agreed to pay for its part of the paving in front of its property on the south side of Bay Street, from Hogan west to about the middle of the block, but at the last moment refused to do so. However, the work was started, and Bay Street was leveled and rolled from Market to Julia, and laying the blocks commenced March 18, 1886. The question had been agitated so long that

a crowd was on hand to watch the proceedings. Comments ran about as follows: That the pavement wasn't worth a d—n; that it would rot out in two years and cause all kinds of sickness from yellow fever and cholera down to whooping-cough and measles; that in case of fire on either side of the street, it would spread over the paving and clean out the town. The paving was completed the first week of June 1886, and included Bay Street from Market to Julia, except the strip in front of the F. R. & N. Ry. property. Market Street from Duval to the river, and the river-front portion of Hogan Street were then paved, followed by the paving of Pine (Main) Street. After a year's test, the block paving was considered satisfactory, and by October, 1887, Forsyth, Market to Laura; Laura, entire length; and Pine, entire length, had been paved with cypress blocks. In the spring of 1888, Julia was paved from Bay to Ashley; Cedar, Bay to Forsyth; and Church, Cedar to Julia. In September, 1889, a torrential rain scattered pell-mell the blocks on Bay Street between Pine and Newnan and washed many of them away, but they were relaid. In 1890, Bay Street, Market to Washington, was paved with blocks. The last wood block pavement was laid in February, 1892, as a replacement on Bay Street between Main and Ocean. In the meantime, confidence in the class of paving being used in Jacksonville had suffered a great back-set. In the case of the wood blocks, the surface became uneven and rough and hollowed in the center, uncomfortable to ride over and impossible to keep clean by sweeping; and in the fire of 1891 along Main Street, the center of the blocks burned out, leaving only the rims intact. Considerable stretches of some of the streets had been paved with Alachua rock, and here developed another source of paving worries for the citizens of Jacksonville about this time, this "improvement" becoming known as "mud" and the streets so paved being called "a mortar bed". Serious matters at the time, they now appear in a humorous light in comparison with modern street improvement. The last relic of wood block paving was removed from Cedar Street in December, 1897.

In 1892 the first idea of brick paving was advanced, and early in 1893, an ordinance was passed by the City Council for the paving of Bay Street, from Bridge (Broad) to Hogans Creek, and property owners in the business section were

notified to pave in front of their property by April 1st, following; this caused a great deal of confusion and complaint, and led to a general contract with the Tennessee Brick Paving Company of Chattanooga, for a paving of vitrified brick on a foundation of shell and cement, at a cost to property owners of \$2.41 a square yard. The work of removing the wooden blocks started in June, 1893. As a safeguard against sickness, the blocks were heavily coated with lime and sent to the cremator for destruction. The first brick was laid June 30, 1893, near the corner of Bay and Hogan Streets, and the block between Hogan and Julia was completed in two weeks. The work progressed under difficulties and delays, and it was not until June 1, 1894, that Bay Street was finished and opened, from Bridge (Broad) to Market Street—the finest paved street in Florida at the time. It was a grouted brick pavement throughout, with the exception of the intersections at Bay and Main, and Bay and Ocean, which had been paved in January, 1893, with asphalt blocks, as an experiment. This was the first brick paving in Jacksonville.

Considerable brick paving was done under the bond issue of 1894. By the end of 1896, the paving in the city amounted to 6.8 miles of vitrified brick; 6.7 miles marl and rock, and 3.5 miles shell.

The subsequent history of street paving is written in the terms of bond issues and more miles of paving—and politics. The system of apportioning the paving schedules among the various wards not only produced bitter fights in the Board of Public Works and the Council, but contributed immensely to defeating any general, well-laid plan to develop thoroughfares. The matter of selecting streets to be paved caused more wrangling in the past than all other public improvements combined. The development of well-defined arterial roads and streets is a matter of comparatively recent years. In 1924, the City of Jacksonville had 350 miles of streets laid out, of which 106 miles were improved.

An active City Planning Commission is of great advantage to a growing city like Jacksonville, in the matter of correcting the evil of helter-skelter street lines in abutting subdivisions, frequently laid out without any definite idea as to future requirements and often acting as a block to natural thoroughfares leading outward from the City.

Viaducts and Bridges

Bridge (Broad) Street Viaduct.—Prior to 1890 there was a wooden bridge across McCoys Creek at the foot of Bridge Street and the railroad tracks were flush with the street. Several people were killed at this point by trains. In 1888 the question of a viaduct over the railroad tracks was strongly advocated, but the yellow fever epidemic delayed the matter and it did not assume concrete form until December 19, 1889, with a formal agreement entered into by the City, the County, the S. F. & W., J. T. & K. W., and F. C. & P. Railroads and the Jacksonville Street Railway Co., each agreeing to pay one-sixth of the cost, estimated at \$9,000 each. The contracts for the substructure were awarded to W. A. McDuff and for the superstructure to Groton Bridge Co. Actual work began in March, 1890. Rapid progress was hampered by property owners, who claimed injury on account of changing the street grades. The work was completed and the viaduct opened for traffic in December, 1890. This was a steel viaduct supported by steel supports with a floor of wood. The total length was 1,100 feet, and that of the main bridge 834 feet.

This viaduct became too light for the traffic and was demolished in July, 1903, to make way for its modern successor (the present viaduct), built by the railroads and street car company. The new viaduct was completed in January, 1905. In three weeks it was noticed that a portion of the span was settling; here a wonderful engineering feat was performed—the whole end of the reinforced concrete structure was raised to the proper level by jacks and built up to. The viaduct is maintained at the expense of the railroads and street car company.

Duval Street Viaduct.—The original Duval Street viaduct was a wooden structure built by the Atlantic, Valdosta & Western Ry., in 1899, in consideration of certain rights granted it by the city. The A. V. & W. Ry. was required to keep the bridge in repair. The bridge was 17 feet above ground; had a 30-foot driveway and six-foot sidewalks on each side. Practically all of the structure was destroyed in the fire of May 3, 1901.

The present Duval Street reinforced concrete viaduct was also built by the Atlantic, Valdosta & Western Railway

in replacement of the one destroyed in the fire. It was built in 1902. Its length is 624 feet.

Adams Street Viaduct.—The Adams Street viaduct over Hogans Creek was built in 1909 by the Seaboard Air Line Railway and the St. Johns Terminal Company, in consideration of privileges granted them to operate trains across Adams and Bay Streets. It is a reinforced concrete structure of floor girders and columns, with a 40-foot roadway between curb lines and sidewalks on each side eight feet wide. The superstructure is built on pile foundations with concrete footings. Including the five approaches—two on Adams, two on Catherine, and one on Palmetto Street—the length is 1,400 feet. The roadway is paved with 9,000 yards of vitrified brick paving laid on crushed sand. The viaduct was built by Phillips and Turnbull of Jacksonville for \$90,000. It was accepted by the city August 3, 1909. The first street car crossed August 10, 1909.

Lee Street Viaduct.—At a Council meeting October 11, 1911, Councilman J. M. Peeler introduced a resolution to investigate the need for another viaduct over McCoys Creek to Riverside. Following this every now and then the question bobbed up and gained a momentum that ended in a bond issue September 1, 1919, in which there was a provision for building the Lee Street viaduct. It became necessary for the city to institute condemnation proceedings against a number of property owners on Park Street in Brooklyn, some of whom were negroes, in order to widen the street to furnish a proper approach; this occasioned considerable delay in starting the construction. The viaduct is a reinforced concrete structure 537 feet long, and with the approaches 1,056 feet. The roadway is 40 feet wide laid with vitrified brick, and 10-foot sidewalks on each side; width over all 60 feet. The north approach has a 5.8% grade up and the south approach slightly less. The viaduct was completed and opened for traffic November 4, 1921. It was built by C. H. Hillyer at a cost of \$270,900, of which \$89,000 was paid by the Terminal Company.

Jacksonville-St. Johns River Bridge.—On July 10, 1917, the voters of Duval County went to the polls and voted 3,405 for and 2,586 against a bond issue of \$950,000 for building a highway bridge across the St. Johns River at Jacksonville.

The fight that had been in progress with its lulls and fresh outbreaks for a quarter of a century now neared an end. Interests antagonistic to the enterprise made a final struggle in the courts; were defeated, and the bonds were issued and sold July 22, 1919, just two years after they were voted. Contracts were awarded to the Missouri Valley Bridge and Iron Company for the substructure and to the Bethlehem Steel Bridge & Iron Company for the superstructure. The first shovel of dirt was thrown September 25, 1919, by St. Elmo W. Acosta. Erection of the steel superstructure began in July, 1920. There were no serious delays during the progress of the work. Amidst a three-day celebration the bridge was thrown open to traffic on the afternoon of July 1, 1921, the event being marked by the christening ceremonies when the sponsor, Miss Katherine Wilson, christened it the "Jacksonville-St. Johns River Bridge." It was advertised far and near at the time as "Duval County's Gift to Florida."

The total length of the bridge, including approaches, is three-fourths of a mile, and the part over the water is slightly less than half a mile. The roadway is 30 feet wide between curbs and has double street car tracks; there is a seven-foot sidewalk on each side—width over all 45 feet. The "down" position of the movable span in the center gives a clearance of 57 feet for navigation; when raised there is a clearance of 165 feet. The elevation of the lifting towers above the water is 228 feet. There are 20 piers, their footings varying from 30 to 91 feet below water level and their sizes from eight feet in diameter to 18 feet square. The materials for the bridge came from 12 different States and if all had been hauled at one time it would have required a train 12 miles long. The total cost of the bridge was \$1,193,000, or \$243,000 above the estimate; the extra cost was provided by another bond issue.

City Buildings

The first building owned by the town of Jacksonville was a diminutive one at the river's edge at the foot of Market Street. It was a fish market and was built during the Seminole Indian war. About 1840 another small building was built for a meat market at the foot of Ocean Street; this was probably the building overturned by McMullen and Bryant when they made their notorious raid upon Jacksonville. The

meat market was provided with a bell, which was rung to notify the people that meat and produce had arrived for sale. Some years later the two markets were consolidated at Ocean Street, and the Market Street shanty was moved up near Bay and used as a jail, popularly called "The Jug". The Ocean Street market was burned in April, 1854, and was rebuilt at the foot of Newnan Street.

After the War Between the States the site of the market was again shifted to Ocean Street and a small two-story brick building was built in the middle of Newnan Street south of and facing Bay Street. This building was the court room, jail, fire headquarters, polling place for elections, in fact the hub of municipal affairs. It was torn down about 1876.

The market on Ocean Street was built over the water and the refuse was dumped into the river through a hole in the floor. There was not enough tide to wash the decaying animal and vegetable matter away and the odor about the place was often far from pleasant. The butchers were frequently sick and several of them died of what they called the "market fever". The market was eventually condemned and torn down on account of the sickness among the butchers and the insanitary condition in which it was kept. An editorial in the Jacksonville Tri-weekly Sun of February 10, 1876, referred to this market as follows:

What reminiscences linger around the old market building and how many spirits of gaunt grunTERS—lean, lank, long-haired and wedge-shaped bodies—are now hovering around that crumbling public edifice as it goes down under the stalwart arms of day laborers? And the dying echoes of a Saturday night's closing scene, when the odds and ends of the week were sold to the anxious and eager citizens of Hansontown for a song, for soup and steak until Monday, still linger in our memory. Good-bye, old building, with all thy good and bad reminiscences. 'When beckoning ghosts along the moonlight shade invite our steps' the old citizen as he passes the vacant lot will muse.

The market was rebuilt in 1878.

In 1889, the Board of Public Works leased a site on the river, on the west side of Market Street in the rear of the Mohawk building, on which was erected a large two-story brick-veneer building. All of the second floor and part of the ground floor were cut up into offices for the city officials. The greater part of the ground floor, though, was left open for market stalls. The City Departments moved from their

quarters on Ocean Street, between Bay and Forsyth, to the new City Hall, as it was called, in August, 1889. City Hall miraculously escaped destruction when the Mohawk building burned in May, 1891.

In the bond issue of 1894 there was a provision of \$100,000 for the purchase of a site and the erection of a city building. On April 19, 1894, the city purchased for \$40,000 the east 150 feet of Block 22, on the west side of Ocean Street running through from Forsyth to Adams. Here a handsome two-story red brick City Hall and Market building was erected, and occupied in June, 1896. This building covered an area 150x204 feet, and its graceful tower on Ocean Street, rising 95 feet high, was a conspicuous object to anyone approaching the city. The first floor was devoted largely to use as market stalls and stores, which, though fronting on the street, also opened into a cemented court designed so that it could be flooded and thoroughly cleansed. On the second story were the Council chamber and city offices. The building was built by the Knoxville Building & Construction Company for \$49,000, and the total cost of the improvement, including site and furniture, was \$97,000. This building was destroyed in the fire of May 3, 1901.

The city had only a small amount of insurance on its public building at the time of the fire and it was necessary to float a bond issue to procure the money for the replacement of city property destroyed. The present City Hall occupies the site of that destroyed by the fire. It was erected by Contractor W. H. Harris at a cost of \$74,000, and was completed and thrown open to the public March 3, 1903. The feature of interior decoration is the painting in the dome, which was executed by a New York artist at a cost of \$1,200. The building becoming inadequate to house the growing municipal departmental force, the Engineer building at the northwest corner of Main and Orange Streets was erected in 1912 at a cost of \$40,766, and some of the city departments were transferred to it. These buildings have now become overcrowded and further extensions or enlargements will soon be necessary.

City Parks

Hemming Park.—Square No. 39 was reserved as a public square when that part of Jacksonville was originally

platted some years before the War Between the States, but it was not deeded to the city until January 23, 1866, when the executors of the estate of I. D. Hart conveyed it to the city of Jacksonville for a consideration of \$10. Upon the completion of the St. James Hotel (where Cohen's store is now), interest in the park developed and it was improved by private exertions by building a fence around it and a bandstand in the center. Nothing was done toward keeping up these improvements and the park soon became an eyesore. A local editor wrote in 1873: "A good suggestion has been made to turn this plot of ground (the park) into a cemetery, for by this means in the course of time we may have a few handsome monuments and sorrowing relatives will plant around them a few flowers." Likewise another editorial in 1882: "Our city park is a municipal eyesore. The fence that once surrounded it has rotted down and has been carted off; the old pavilion is a trap that ere long will fall and kill someone."

The first appropriation by the city for improving the park was in 1887, when \$700 was set aside for the purpose. Walks were laid and a well sunk in the center for a flowing fountain. The fountain remained in the center until 1898, when it was changed to the northwest corner to make way for the Confederate monument. For a time the park had no name, being called simply City Park; then by common consent it was called St. James Park. As a memorial to Charles C. Hemming, who gave the Confederate monument in this park, the name was officially changed to Hemming Park by city ordinance October 26, 1899. Hemming Park contains about two acres.

Riverside Park.—In the Forbes plat of "Riverside" in 1869, a provision was made for a park of 14 acres. The Land Mortgage Bank of England afterward acquired the property and in 1893 offered to donate it to the city, with the provision that it be improved and kept up as a park. The donors further agreed to build a fence around the park if the city would lay sidewalks. The offer was accepted and the improvements were made. When the park was enclosed turnstiles were provided at the corners. Cattle roamed over that section and the fence was designed to keep stock out. The work of clearing the ground of underbrush was commenced in the autumn of 1893, city prisoners being used for the purpose.

By the summer of 1894 the two artificial lakes had been constructed and the landscaping completed. In the course of time the fence surrounding the park rotted down and was not replaced.

Springfield Park.—In 1898 the Springfield Company offered to deed to the city about 40 acres of land on the north side of Hogans Creek, comprising mostly low land along the creek from Laura to Tenth Streets, if the city would improve the land as a park and open and maintain a paved boulevard along its northeastern border. The offer was accepted by the city in May, 1898, and the work of improvement was started in the winter of 1899-1900. Hogans Creek was improved, and sanitary garbage was dumped on the low land and covered with soil. By the summer of 1901 the improvement work was practically completed.

Confederate Park.—The 20 acres comprising this park were acquired by the city to form a link with Springfield Park and the waterworks grounds in the development of a continuous park along the north side of Hogans Creek. Like Springfield Park, it was low land and had to be filled in, by hauling in sanitary garbage and covering over with sand, which work was begun in August, 1907. It was originally named Dignan Park, but it was changed to Confederate Park October 15, 1914, in view of the erection of the beautiful memorial to the women of the Confederacy.

Fairfield Park.—The tract now comprising Fairfield Park, 18 acres, was acquired by the city while it was low, wet land. The work of filling in was done in 1915-16, but in 1916 the ground began to settle and a considerable amount of filling in had to be done over again. The Fairfield Improvement Association was largely responsible for the improvement of this park. The site has been strongly advocated as one for a municipal stadium and athletic field.

East Jacksonville Park.—This park comprises three acres, bounded by Adams, Monroe, Van Buren and Georgia Streets. It was acquired by purchase from private lot owners the first lot, No. 3, Block 16, being purchased in September, 1910, for \$2,500.

Memorial Park.—In response to a sentiment for a memorial to those who lost their lives as a result of the World

war, the city in June, 1919, purchased the $5\frac{3}{4}$ acres in Riverside, now known as Memorial Park, for \$125,000. This land had already been bulkheaded along the riverfront and filled in by private parties, by pumping in sand from the river, for development purposes. The preliminary improvement of the park began in October, 1922, when soil to raise the level and furnish a body for the planting was hauled in and oak trees planted. The walks were laid and the memorial gates built in the winter of 1923-4. The landscaping was done in the following spring at a cost of \$10,000.

Willowbrook Park.—In February, 1916, the Council passed an ordinance for the purchase of about 14 acres along Willow Branch in Riverside for park purposes. The Mayor vetoed the ordinance because of the prevailing business conditions of the country, but the ordinance was eventually passed over the Mayor's veto and the land was purchased for \$36,000. About two acres adjoining, and the narrow strip to the St. Johns River were acquired soon afterward. The park is maintained largely in its natural state, only the underbrush having been removed. The azalias were planted in the spring of 1924 and were a gift to the city from Harold H. Hume; in time these may become a rival of those in the famous azalia gardens of Charleston.

Including the foregoing prominent parks, the city of Jacksonville owns in parks, playgrounds, and park lands a total of approximately 278 acres.

Municipal Docks and Terminals

Little by little private corporations acquired control of the docking facilities at Jacksonville until this feature of the port was entirely in their hands. Becoming alarmed at the situation the Jacksonville Board of Trade in 1912 paid the expense of a special session of the Legislature in order to have passed an enabling Act for a bond issue to construct municipally owned docks and terminals. The Act was passed; the question was submitted to the voters, and a bond issue of \$1,500,000 was authorized. A Port Commission composed of 15 local citizens was elected to handle the expenditure of this money.

The Port Commission perfected its organization early in 1913. Several months were consumed in adopting the type of terminals to be constructed and in selecting a site for

them. The matter of the site quickly simmered down to two—Commodore's Point and what was known as the Old Soldiers' Home site; the latter was selected. Here 144 acres of land were acquired by purchase. Much of it was low land and was reclaimed by dredging and filling in from the river, which also served the useful purpose of deepening the water in front of the proposed docks. This preliminary work was in progress a year, and practically all of the land between Talleyrand Avenue and the river, with a river frontage of one mile, was reclaimed.

Actual work on the docks was commenced in October, 1914. The plan carried out embraced two piers, each 260 feet wide and extending into the river 1,000 feet, at an angle of 60 degrees with the channel in order to facilitate approach to the piers and also to counteract the silting-up of slips. These piers were constructed by sinking steel piling tied and braced by heavy rods, and after this "form" was completed by filling-in to grade by dredging from the slips and the river. In this way a depth of water equal to that of the channel, 30 feet, was provided up to the docks. Along the bulkhead line of the piers an apron wharf 30 feet wide was provided for service as railroad approaches to the ship's side, and also for cargo-handling appliances. On the south pier two steel warehouses, each 73x800 feet, were built, together with two reinforced concrete cotton compresses; double railroad tracks were provided between the warehouses as well as along the apron wharves on each side. The north pier was designed for a lumber wharf and other commodities not requiring housing, and equipped with suitable railroad trackage.

To facilitate the rapid interchange of rail and waterborne freight it was necessary for the city to own and operate a terminal yard. The yards were located near Evergreen Avenue, where there was easy connection with the railroad lines; this was $1\frac{1}{4}$ miles from the docks. Six miles of trackage was laid with 75-pound steel rails, with the best frogs and switches that could be bought. With its shifting engines, these municipal terminals were complete and in conformity with the best practice of terminal requirements.

Supplementary to the main docks in Talleyrand, the Port Commissioners acquired by lease the municipal dock frontage at the foot of Market Street and built the pier for use more especially for local purposes.

The municipal docks and terminals, as originally contemplated, were practically completed in the fall of 1916, when, on September 1, 1916, the Port Commissioners issued the first tariff sheet. The total cost of the project was in the neighborhood of \$1,350,000, or considerably less than the amount authorized in the bond issue. It was an undertaking of great magnitude and will stand, regardless of subsequent enlargements, as a monument to the Jacksonville Board of Trade for inspiring it; to the judicious and economical handling of the project by the Port Commissioners, and to the engineer that designed the improvement.

The municipal docks began to show a profit in 1917, really sooner than anticipated. The rapid increase in domestic demands made necessary the building of an additional pier (No. 3), for which purpose a bond issue of \$1,000,000 was authorized in 1921. In November, 1922, preliminary work upon the new pier was started and at the close of 1924 was in course of completion.

Municipal Golf Course

The necessity for a municipally owned golf course was stressed at a luncheon of the Jacksonville Real Estate Exchange August 28, 1919. As an outgrowth of that meeting committees were appointed and other meetings were held, terminating in a plan being presented to the City Commission for the purchase of land near the State Fair grounds for a golf course. Progressing through the preliminary stages, 146 acres of wild land were purchased by the city in April, 1922, from the Hall estate for \$61,600. The work of clearing the property of underbrush was commenced at once, city prisoners from the Prison Farm being used for the purpose. Donald Ross, a well-known golf course architect, was then employed to lay out the course. The course was officially opened November 8, 1923.

The municipal course extends 3,040 yards out and 3,242 yards in. It is an 18-hole course; tees No. 1 and 10 are within 30 yards of each other in front of the club house. The total cost of the improvement, including the land and the club house, was about \$112,000. A fee was instituted of 50 cents a day, which included locker, shower and a towel; a book of 30 tickets cost \$10.

The course became extremely popular from the day it was opened, being generally considered an excellent one.

Postoffice

Jacksonville was established as a postoffice March 24, 1824. The mail was carried on horseback once a week to the St. Marys River and likewise to St. Augustine, with a weekly mail to Tallahassee during the sessions of the Legislative Council. There were few settlements in the country north and west of Jacksonville and the post-riders experienced many difficulties and dangers, though they were seldom molested by the Indians. The first contract for carrying the mail between Jacksonville and Tallahassee was awarded to Albert G. Philips. Sometimes Mr. Philips carried the mail himself and camped wherever night overtook him. He was more or less familiar with the language of the Indians and could talk with them. Often as he slept in the woods he would awake in the night and find Indian braves gathered around his campfire. They never molested him and never took one thing from him, but frequently brought him dried venison and wild honey, and he would give them coffee and tobacco in exchange. He would then go back to sleep and when he woke up again they would be gone. A regular mail-rider was Green Bush, famous as a coon and squirrel hunter and generally considered the best shot in the county. This early mail service from Jacksonville by post-riding was clothed in the romance of the wild. When steamboat schedules became established, between Charleston, Savannah and Jacksonville in the 1840's, the mail from the North was received in this way. As early as 1835 there seems to have been a stage line between Jacksonville and Tallahassee (probably in operation only during the sessions of the Council) and the mail no doubt was also carried. In 1839, the Territorial Legislature sent a resolution to Florida's delegate in Congress seeking an appropriation of \$5,000 in order to repair the road from Jacksonville to the St. Marys (Kings Road), as in wet weather it was almost impassable, which caused great delays in the mails. Until 1860, when the first railroad was built into Jacksonville, the mail to West Florida was carried by stage. There was a semi-weekly stage between Jacksonville and White Sulphur Springs (now White Springs) which at that time was a famous resort for the people of Florida and

Georgia; this stage connected at Alligator Town (Lake City) with one from the West.

The location of the first postoffice was in a store. It was then moved to the basement of the courthouse when that building had reached a state that it afforded some protection against the weather, and remained there for some time. Then it was moved again to a store. As a matter of fact during these early days the postoffice location changed with a change of postmasters, for the income derived from it was not sufficient in itself to make the position desired, though store-keepers were willing to distribute the weekly mails in order to draw the patronage that usually results from the postoffice when it is located in a town or country store. For years William Grothe was postmaster, merchant, jeweler and watch-repairer in a little building about 20 feet square located at the northeast corner of Forsyth and Newnan Streets.

Following the War Between the States the business of the postoffice increased with the growth of the town and the development of the transportation service, when it became of sufficient importance to justify a salary for the postmaster that made the position worth while. On January 1, 1884, during the term of Wm. M. Ledwith as postmaster, a carrier service was inaugurated with four men. This was the real beginning of the modern mail service in Jacksonville. When the Mohawk building was built at the southwest corner of Bay and Market Streets in the winter of 1884-85, the postoffice was moved there from the corner of Bay and Newnan, and here for the first time it became a separate business of its own. The postoffice was burned out in the fire that destroyed the Mohawk building in May, 1891. The Mohawk building was immediately rebuilt, the finest business building in the city at that time, and the postoffice was returned to its former location, having occupied temporary quarters in the meantime. This was its location until the U. S. Government building at Forsyth and Hogan Streets was built.

The inauguration of the carrier service in 1884 was the subject of many advertisements of the town's growth and furnished the Board of Trade, organized soon afterward, an opportunity to start the agitation for the erection of a Government building here, which was eventually successful. In 1887 the Federal Government notified property owners to

submit prices on suitable locations. Responses from every section of the down-town district were sent in, and the question of the location became a matter of considerable feeling between the lawyers and the business men, the former seeking a site near the court house on Market Street while the latter wanted it closer to the business section of the city. General mass-meetings of citizens were held upon the matter and it was not finally settled until the Government announced the purchase of the lot at the northeast corner of Forsyth and Hogan Streets.

Work on the U. S. Government building started in September, 1892. It was in course of construction three years, being finished and officially occupied in August, 1895. The walls are of Tennessee marble. The floors are laid in black and white Vermont marble mosaics. The ceiling heights of the three floors are 19, 18, and 14 feet respectively, attic 12 feet. The pinnacle of the tower was 168 feet above the sidewalk, higher than the highest lighthouse in Florida at the time. The Government appropriated \$250,000 for this improvement and it was expended as follows: Lot, \$43,000; structure, \$134,000; interior finish, \$42,000; heating, furniture and elevator, \$31,000.

In 1905 the addition reaching to Adams Street was constructed together with some changes in the tower part.

Jacksonville's Postmasters†

Name.	Appointed.	Name.	Appointed.
John L. Doggett.	Mar. 24, 1824	John S. Adams.	July 3, 1874
Isaiah D. Hart.	Jan. 19, 1827	Manuel Govin	July 21, 1876
William B. Ross.	July 7, 1837	Hamilton Jay	Mar. 16, 1877
Rufus B. Gregory.	July 1, 1841	Wm. M. Ledwith.	Sep. 1, 1882
John M. Pons.	Sep. 20, 1841	Harrison W. Clark.	Oct. 6, 1885
Mark Butts.	June 2, 1849	Patrick E. McMurray,	June 4, 1889
Chas. M. Cooper.	Apr. 12, 1853	Harrison W. Clark.	May 23, 1893
William Grothe.	Apr. 19, 1854	Dennis Eagan	Sep. 21, 1897
Calvin L. Robinson.	Apr. 9, 1862	Daniel T. Gerow.	June 24, 1902
Edward H. Reed.	Feb. 15, 1864	Peter A. Dignan.	July 6, 1914
Chas. M. Hamilton.	July 27, 1871	George L. Drew.	July 28, 1919
Edward M. Cheney.	Mar. 1, 1872	Herbert E. Ross.	Sep. 5, 1922

†This list was compiled in the Postmaster-General's office at Washington.

CHAPTER XVIII

THE RAILROADS

A book of many pages could be written on the subject of railroad projects in Florida; how a few progressive, far-seeing men struggled with Territorial Councils and State Legislatures for the passage of railroad legislation; how laws were made, repealed, and made again; how seemingly insurmountable obstacles were met and overcome; and finally when construction actually commenced, how slowly it progressed, inches on the map representing years of difficulty.

The Early Projects

As early as 1834, an attempt was made to organize a company to build a line of railroad from Jacksonville to Tallahassee and later extend it to some point on the Gulf coast. The name of the railroad was to be the Florida Peninsular & Jacksonville Railroad. The capital stock of the company was limited to one million dollars. Among the directors were J. B. Lancaster, I. D. Hart, F. Bethune, W. G. Mills, and Stephen Eddy, all of Jacksonville. The Seminole Indian war and the panic of 1837 caused the abandonment of the enterprise.^a

In the 1840's, a survey was made for a railroad from Jacksonville to Cedar Key, and another from Jacksonville to the Suwanee River. Then matters were allowed to rest and powerful opposition arose with the organization of a company, of which David Levy Yulee was the head, to build a railroad from Fernandina to Cedar Key. Yulee successfully carried out his project and the proposed railroads from Jacksonville were abandoned.^a But there were progressive citizens in Jacksonville, and a company, headed by Dr. A. S. Baldwin, was organized in 1852, to build a railroad from Jacksonville to Lake City, then called Alligator Town.[†]

Jacksonville's First Railroad

It was named the Florida, Atlantic & Gulf Central Railroad, and it was financed through bond issues, including a

[†]Name changed to Lake City in 1859.

\$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

nearly 24 hours on account of the schedule of some competing or antagonistic railroad. In 1875, a ticket from Jacksonville to New York cost \$36.75; the time was 66 hours according to the printed schedule, but the actual time usually consumed in making the trip was between 75 and 90 hours. In 1880 there was a general shaking-up of railroad managements in the South that resulted in shortening the schedule from Jacksonville to New York from 12 to 16 hours, but even then travel to Florida was tedious and slow.^s

The Southern roads maintained costly car hoists and extra sets of trucks and wheels for through freight shipments; this was expensive maintenance and freight rates were necessarily high, while great uncertainty prevailed as to time of transit. Improvement of this condition was started in 1886, when an agreement was reached among the prominent Southern roads to change their gauges to standard, 4 feet 8½ inches. With respect to Jacksonville it was completed in 1888, when on January 10, 1888, the first through vestibuled train from New York came in over the Savannah, Florida & Western, having made the run from Jersey City in 29 hours and 30 minutes. Henceforth there was noticeable improvement in travel conditions generally. Time of freight shipments was greatly lessened and the rates were reduced. Modern railroad service to and in Florida dates from this period.^s Jacksonville at this time was the terminus of the important railroads in the State and they were the means by which this city became the wholesale distributing center for Florida, a position it has held ever since. Henry B. Plant was the father of the railroad construction that produced this result for Jacksonville.

Seaboard Air Line

Florida Central Railroad.

After the war the track of the Florida, Atlantic & Gulf Central Railroad was described as two streaks of rust running through the wilderness. Nevertheless, on March 4, 1868, William E. Jackson and associates bought the property, or what remained of it, for \$111,000.^a A special act of the Florida Legislature July 29, 1868, incorporated the new owners as the Florida Central Railroad Company. It was so operated until January 6, 1882, when it was sold at public auction to Sir E. J. Reed, representing foreign interests, for

\$395,000, the deed being executed and the purchaser given possession January 18, 1882.^e

Florida Central & Western Railroad.

Six weeks after E. J. Reed bought the Florida Central he conveyed it on March 4, 1882, to the Florida Central & Western Railroad Company, which had obtained letters patent on February 26, 1882, for the purpose of operating the Florida Central and its connection, the Jacksonville, Pensacola & Mobile Railroad,^e that by this time had been completed from Lake City to the Apalachicola River.

Florida Railway & Navigation Company.

In March, 1884, a number of Florida railroads entered into an agreement to consolidate. They were:

Florida Transit & Peninsular,
Fernandina & Jacksonville,
Florida Central & Western,
Leesburg & Indian River.

The consolidation was perfected January 9, 1885, as the Florida Railway & Navigation Company.^e

The Florida Railway & Navigation Company afterward went into the hands of a receiver. The Western Division (comprising the former Florida Central and Jacksonville, Pensacola & Mobile Railroads) was sold at public auction in Jacksonville February 6, 1888, to W. Bayard Cutting, Agent, for \$1,210,000.^g Two or three months later the remaining property and the franchise of the Florida Railway & Navigation Company were sold at public auction to the same party.^g

Florida Central & Peninsular Railroad.

On July 12, 1888, W. Bayard Cutting transferred the properties formerly operated as the Florida Railway & Navigation Company to interests representing the Florida Central & Peninsular Railroad Company. Possession was given the new owners July 21, 1888.^e

From July 1, 1900, to August 14, 1903, the Florida Central & Peninsular Railroad was operated under stock ownership by the Seaboard Air Line Railroad Company; on August 15, 1903, it was merged with and became a part of the Seaboard Air Line^e and still forms a part of that system.

Fernandina & Jacksonville Railroad.

The Fernandina & Jacksonville Railroad Company was incorporated in 1874, although actual construction did not commence until 1880.^e On April 6, 1881, it was completed from Jacksonville to Hart's Road, now called Yulee. At Hart's Road it connected with the Atlantic, Gulf & West India Transit Company's line from Fernandina to Cedar Key.^e The Fernandina & Jacksonville railroad came into the possession of the Seaboard Air Line through the chain already described, F. R. & N.—F. C. & P.—S. A. L.

The Florida Central & Peninsular Railroad Company built the line from Yulee to Savannah in 1893, which furnished a northern outlet from Jacksonville.^e

Great Southern Railway

An effort was made to build a railroad from Jacksonville to the St. Marys River as early as 1870, when the Great Southern Railway was incorporated to build to a point near Kings Ferry. Considerable work was done on the roadbed,^e but the panic of 1873 came on and the project was abandoned.

Atlantic Coast Line**Savannah, Florida & Western Railway.**

Chartered as Atlantic & Gulf Railroad, the line was completed before the War Between the States from Waresboro on the Satilla River to Thomasville, Georgia, and soon after the end of the war, extended to Bainbridge. Failure of the cotton crop in 1871 and the panic of 1873, involved the Atlantic & Gulf Railroad to such an extent that a receiver was appointed for it in April, 1877, and a bill filed in the United States court for the sale of the property to satisfy a second mortgage. The sale was held in Savannah November 4, 1879, when H. B. Plant purchased it and immediately reorganized the company under the name of Savannah, Florida & Western Railway Company.ⁱ

East Florida Railway and Waycross & Florida Railroad.

Chartered as separate companies in February, 1880, the East Florida to build from Jacksonville to a point on the St. Marys River near Traders Hill, a distance of 37 miles, and the Waycross & Florida from that point to Waycross, the

real promoter of these roads was the Savannah, Florida & Western Railway Company. The two lines were built simultaneously. The first shovel of dirt was thrown June 21, 1880, and the last spike was driven April 23, 1881, at the 27-mile-post from Jacksonville; it was a silver spike made in the S. F. & W. shops in Savannah. Actual operation of the line which was called "The Waycross Short Line", began on April 30, 1881. This furnished the Savannah, Florida & Western Railway a terminus at Jacksonville and enabled it to operate, via Waycross, the first through trains between Jacksonville and Savannah.^b These roads were operated under lease until March 10, 1884, when they were made a part of and operated as the Savannah, Florida & Western Railway,^f which was the most important link in the subsequent "Plant System".

Speed Record

*On February 23, 1901, the Plant System set a record that has never been equalled by Southern railroads. A train consisting of engine No. 111, one 60-foot vestibule postal car and one standard sleeper ran from Fleming, Ga., to Jacksonville, a distance of 148 miles, in 134 minutes. The fastest time on the run was from Screven, Ga., to the 74-mile siding, a distance of 4.8 miles, which was covered in exactly 2 minutes and 40 seconds, or at the rate of 108 miles an hour. The time between Jesup and Waycross, 40 miles, was 30 minutes; Waycross to Folkston, 34 miles, in 28 minutes; Waycross to Callahan, 55 miles, in 48 minutes; Waycross to Jacksonville, 75 miles, in 69 minutes. The train stopped for water at Jesup and Waycross; stopped at the S. A. L. crossing at Callahan; and slowed down twice, at the A. V. & W. and the J. & S. W. crossings between Callahan and Jacksonville.

This record was made under the observation of the U. S. Postal authorities in a series of tests by the Plant System and the Seaboard Air Line as to which could handle the Florida and Cuban mails with the greater dispatch. It was the last test of the series. Engineer Albert H. Lodge, in charge of engine No. 111, was instructed by the railroad officials to open the throttle wide. The engine was brand new from the factory and Engineer Lodge did as instructed; the train fairly flew over the track. Ever afterward the Plant System track between Savannah and Jacksonville was known among railroad men of the Southeast as the "Speedway". The old engine is still in service and is now known as A. C. L. No. 210.

Jacksonville, Tampa & Key West Railroad.

The Jacksonville, Tampa & Key West Railroad Company was chartered in 1875, but actual construction of the Jacksonville-Palatka division did not commence until March, 1883. Robert H. Coleman, millionaire coal operator of Cornwall, Pa., was the principal promoter of the enterprise. The line was completed in one year, the first train leaving Jacksonville for Palatka on March 6, 1884; the engineer was Daniel Preston and the conductor Dennis Mahoney.^s

In 1885 the Jacksonville, Tampa & Key West Railroad Company began the construction of a line from Palatka to Sanford over the right-of-way of the Palatka & Indian River Railway Company, by arrangement and proper transfer. This link was completed February 26, 1886, and furnished through connection with the South Florida Railroad at Sanford, the first direct rail route from Jacksonville to Tampa.^s A year later, in April, 1887, the Jacksonville, Tampa & Key West Railroad Company acquired outright the ownership of the Palatka-Sanford division of the Palatka & Indian River Railway.^t

As the outgrowth of a suit by the American Construction Company, which had originally the contract for the construction of the J. T. & K. W. R. R., Mason Young, on August 4, 1892, was appointed receiver of the road. Then followed a great deal of wrangling among the directors who soon split into two factions called the "ins" and the "outs". The court proceedings wore on for seven years, during which time there were several different receivers. After a number of attempted public sales with restrictions, the court finally issued an order for the sale of the property without restrictions. At the sale, April 3, 1899, the Plant Investment Company bought it for \$600,000 and at once merged it with the Savannah, Florida & Western Railway system.^s Long before this, in the early 1880's, Mr. Plant had acquired a controlling interest in the South Florida Railroad and extended it to Tampa;^m thus with the purchase of the Jacksonville, Tampa & Key West Railroad, the Plant Investment Company had brought together the various links to form a trunk line from the North through Jacksonville to Tampa, comprising the Florida railroads as originally built under the names:

Waycross & Florida (Waycross to St. Marys River),
East Florida (St. Marys River to Jacksonville).

Jacksonville, Tampa & Key West (Jacksonville to Palatka),
 Palatka & Indian River (Palatka to Sanford),
 South Florida (Sanford to Tampa).

Mr. Plant lived to see this great system built up, but his death occurred soon after the accomplishment, at New York City, June 23, 1899.

Merger of S. F. & W. and A. C. L.

Practically all of the stock of the Savannah, Florida & Western Railway Company was owned by H. B. Plant at the time of his death, and in his will he provided that there be no partition of his property until his great-grandson, then four years of age, reached his majority. To accomplish this, Mr. Plant tried to become a citizen of Connecticut, the laws of which State would permit such an arrangement. In the contest of the will by his widow he was declared a citizen of New York and the provision was annulled. After these matters were settled an agreement was reached between the Savannah, Florida & Western and Atlantic Coast Line Railway companies to consolidate. This agreement became effective May 16, 1902,ⁱ and provided for the operation under lease by the Atlantic Coast Line until June 30th; on July 1, 1902, the properties were merged, taking the name of Atlantic Coast Line.^f

Jacksonville & Southwestern Railroad.

The southwestern outlet of the Atlantic Coast Line traces back to the Jacksonville & Southwestern Railroad, incorporated in February, 1899, by the W. W. Cummer interests. This company was organized to build a railroad from Milldale (Cummer's mill) near Jacksonville to the timber holdings of the company around Newberry, Alachua County. Construction was started at once. While primarily designed as a lumber road, the roadbed was well constructed and 60-lb. rails laid, standard gauge. A regular passenger and freight schedule was opened November 13, 1899. The property was sold to C. W. Chase in 1903, a unique feature being no outstanding obligations against the road and no bonded indebtedness.^j The Atlantic Coast Line Railroad company purchased this property July 28, 1904,^k laid heavier rails and made it a part of the main line.

Florida East Coast Railway

Jacksonville, St. Augustine & Halifax River Railroad.

The original charter for building this railroad was granted in March, 1879, but before construction began the Florida Legislature passed certain land grant laws that were favorable to railroad companies and in order to procure the benefits of these inducements the company obtained a new charter on February 28, 1881. Grading for the road was started immediately and the line was completed and put in operation in two years. It was a narrow gauge railroad and ran from South Jacksonville to St. Augustine.^s

January 1, 1886, the railroad changed ownership. A circular published in the local press stated that the Jacksonville, Tampa & Key West Railroad company had bought it. Henry M. Flagler, who at that time was president of the J. T. & K. W., was the real purchaser of the Jacksonville, St. Augustine & Halifax River railroad, but it was known to the public and operated as the St. Augustine Division of the Jacksonville, Tampa & Key West Railroad for a number of years. The steam ferry between Jacksonville and South Jacksonville was also purchased and operated in connection with the railroad; this too was publicly called the J. T. & K. W. ferry.^s

Mr. Flagler immediately rebuilt the Jacksonville, St. Augustine & Halifax River railroad, changed the gauge to standard, and equipped it with the best rolling stock obtainable. It is said that he bought the railroad for the purpose of hauling material for the Ponce de Leon hotel which was then under construction. However, he soon embarked in railroad enterprises upon a great scale and ultimately developed the entire Florida east coast from St. Augustine to Key West. The building of the over-sea railroad to Key West was the world's romance in railroad construction.

Henry M. Flagler rode into Key West January 22, 1912, on the first through train from Jacksonville over the completed line. Peculiarly similar to the case of H. B. Plant, he died soon after the fulfillment of his greatest desire—at West Palm Beach on May 20, 1913.^s

The poorly constructed little 3-foot railroad between South Jacksonville and St. Augustine was the parent of the Florida East Coast Railway System of today. Its history after Mr. Flagler bought it is largely one of maintenance, as

it was not affected by the financial storms that beset most of the railroads in the South late in the 1880's and the early 1890's. It was included in the incorporation of the Florida Coast & Gulf Railway of May 28, 1892, which was changed to Jacksonville, St. Augustine & Indian River Railroad October 31, 1892, under a new charter granted H. M. Flagler for the purpose of extending the railroad down the coast from Daytona; and again September 13, 1895, when the Florida East Coast Railway Company was chartered to include the entire system from Jacksonville southward.^w

The general shops of the Jacksonville, St. Augustine & Halifax River Railroad were located in South Jacksonville until 1889, when they were moved to St. Augustine.^e

Jacksonville & Atlantic Railway.

The Jacksonville & Atlantic Railway Company was chartered in 1883, to build a line of railroad from South Jacksonville to Pablo Beach. The contract was awarded in October, 1883, for a narrow gauge railroad, and grading commenced soon afterward. The road was completed in December, 1884. All of the parties to the enterprise were local people; the original officers were: J. Q. Burbridge, president; H. S. Ely, vice-president; J. M. Schumacher, treasurer. The company acquired 1,700 acres of land along the right-of-way as a land grant and it also owned a large tract at the ocean terminus. Its beach property was platted into lots and put on the market in November, 1884. This was the first development at Pablo Beach, and the Jacksonville & Atlantic, completed a month later, was the first railroad to the Jacksonville beaches.^e

Considerable impetus was given to Pablo as a resort in 1886, by the building of Murray Hall hotel. About this time a competitor arose in the building of the Jacksonville, Mayport & Pablo railway that had in view the development of Burnside Beach several miles north of Pablo. Both places suffered set-backs when the hotels at Burnside burned in 1889 and Murray Hall a year later. The Jacksonville & Atlantic lost its depot and other property in the Murray Hall fire.^e

In the years following its completion officers and directors of the Jacksonville & Atlantic Railway Company changed a number of times. It had its financial difficulties, but its operation was continued. The Florida East Coast Railway

Company acquired the Jacksonville & Atlantic railway in September, 1899, immediately changed the gauge to standard and extended the line from Pablo to Mayport. The first Florida East Coast Railway train arrived at Pablo March 8, 1900.

Railway Bridge Across St. Johns River.

Surveys for a bridge over the St. Johns River at Jacksonville were begun in January, 1888; the newspapers here noted the fact, although they could not find out why the survey was being made. Then came despatches from Washington that parties unknown in Jacksonville were asking authority of Congress to bridge the St. Johns here. Nearly a year afterward announcement was made from St. Augustine that the Jacksonville, Tampa & Key West Railroad was the promoter and the J. T. & K. W. got the credit for a long time. H. M. Flagler was the actual builder of the bridge.^s

Preliminary work for the substructure began in February, 1889. Steel drums filled with concrete were sent down to rock bottom, in one instance 80 feet below water level. The plans called for an all-steel bridge costing \$1,000,000. It was completed within a year, the first train crossing on January 5, 1890. Many people were on the wharves for the novel sight of a train crossing the St. Johns River. The first through vestibuled train from the North (New York) crossed January 14, 1890. The opening of the bridge was not celebrated in Jacksonville; St. Augustine, however, was agog over the event.^s

After 33 years of constant use the bridge was still serviceable, but the requirements of the Florida East Coast Railway demanded a double-tracked bridge and the railroad is now building one. The permit called for a \$2,000,000 structure. The first shovel of dirt for the new bridge was thrown in September, 1923; at the close of 1924 the work of construction was still in progress.

The new bridge is a separate construction and when completed the pioneer will be demolished.

Southern Railway

Georgia, Southern & Florida Railway.

The Georgia Southern & Florida Railroad Company was voted a charter by the Georgia Assembly September 28, 1881,

to build a railroad from Macon to the Florida line. Nothing was done immediately under this charter, but when a rival company was organized which secured a Florida franchise, the two enterprises were merged and construction was begun in 1887. The route was from Macon to Palatka, and the line was completed and opened March 1, 1890.^b Before this, however, the line had been completed between Macon and Lake City and a schedule opened to Jacksonville, the first train arriving here December 1, 1889.^c From Lake City to Jacksonville the Georgia Southern & Florida operated over the tracks of the Florida Central & Peninsular Railroad. It was called the "Suwanee River Line to Florida".

The Georgia Southern & Florida Railroad was built by the Macon Construction Company. After completing the line to Palatka this company embarked on other ambitious enterprises and met financial reverses, carrying the Georgia Southern & Florida down with it. The company went into the hands of a receiver on March 10, 1891, and was reorganized May 22, 1895, as the Georgia Southern & Florida Railway Company. The trains of this road continued to come into Jacksonville over leased trackage until November 1, 1902, when as a result of the purchase by the Southern Railway of the property of the Atlantic, Valdosta & Western Railway the Georgia Southern & Florida, now a part of the Southern Railway system, was enabled to operate through trains from Macon to Jacksonville over its own tracks.^b

Atlantic, Valdosta & Western Railway.

In 1896-7, G. S. Baxter & Company acquired by purchase approximately 150,000 acres of timber lands in Clinch and Echols counties, southern Georgia. In order to develop these lands, it was necessary to build fifty miles of tram-road, which Baxter & Company proceeded to do, starting at a point on what was then the Plant System ten miles south of Dupont. Here a station was erected and given the name Haylow. Ten miles of tram-road were built from this point to the operations of the company in naval stores, cross-ties and lumber, but when the first shipment was offered to the Plant System at Haylow, that company demanded higher rates for hauling to different ports—Jacksonville, Fernandina, Brunswick and Savannah—than Baxter & Company could afford to pay. Failure to secure more favorable rates resulted in

the organizing and chartering of what afterward became the Atlantic, Valdosta & Western Railway.⁹

Upon the failure of the negotiations with the Plant System, Walton Ferguson, father of the junior partner of Baxter & Company, offered to furnish the money to build a railroad from Haylow westward to Valdosta, 22 miles, and extend it easterly 88 miles to Jacksonville, and for the equipment of the same. Construction of the road was placed in the hands of the resident partner of the firm, E. C. Long. It was completed from Jacksonville to Valdosta in 1899, and opened for passenger service July 13, 1899. This was usually considered the best built and equipped road in Florida up to that time, and it was the first in the State to lay 70-lb. steel rails. Its rolling stock was first-class in every particular and thoroughly up-to-date. The engines were equipped with electric headlights, among the first, if not the first, used in this section of the country.⁹

This road was named the Atlantic, Valdosta & Western. It proved to be a successful enterprise and opened a new field to both Valdosta and Jacksonville. The A. V. & W. Railway was sold to Samuel Spencer, president of the Southern Railway, in May, 1902, for an amount that was entirely satisfactory to the promoters of the enterprise. That part of the road between Valdosta and Grand Crossing (near Jacksonville) was conveyed by Mr. Spencer to the Georgia Southern & Florida Railway Company, the Southern Railway gaining control of the G. S. & F. in the transfer. The balance of the property, from Grand Crossing into and around Jacksonville, was transferred to the St. Johns River Terminal Company.⁹

Jacksonville, Mayport & Pablo Railway^s

With an idea of creating a fish and phosphate business from Mayport and at the same time develop a seaside resort at Burnside Beach (just north of the present Manhattan Beach) a company headed by Alexander Wallace as president and chief owner was chartered in 1886 to build a narrow gauge railroad from Arlington to Mayport and Burnside Beach. It was chartered as the Jacksonville, Mayport & Pablo Railway and Navigation Company.

Grading for the roadbed began early in 1887. While this was in progress it was decided to change the gauge to standard; the part between Burnside Beach and Mayport had al-

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-

tical existence of the Jacksonville, Mayport & Pablo Railway & Navigation Company. After thirty years of abandonment the roadbed is still discernible and in places is in remarkably good condition.

Waterfront Franchises—Downtown Business District

Step by step, under various rights and franchises granted by the city, the Florida, Atlantic & Gulf Central Railroad and its successors gradually pushed their tracks eastward and by 1878 they had reached Hogan Street.⁸ Since then Hogan Street has remained the eastern boundary of the railroad tracks in the viaduct section.

An ordinance of the City Council, dated October 10, 1890, granted the proposed Santa Fe & St. Johns Railway a franchise to lay tracks along the entire length of waterfront from the western edge of the city eastward to Hogans Creek and beyond if desired. In order to avail itself of these privileges the railroad was required to complete the laying of these tracks within a period of six months. Owing to the condition of the money market at that time the railroad could not finance its proposition and although an extension of one year was granted the franchise was allowed to lapse.⁸

By ordinance of the city council November 26, 1900, Walton Ferguson et al., owners of the Atlantic, Valdosta & Western Railway, were granted a franchise to lay tracks along the waterfront from Catherine Street westward to Hogan Street and as a consideration they were required to bulkhead and keep in repair the foot of the streets crossed by the tracks. This franchise was granted for 50 years.⁹ The tracks were laid between Catherine and Main Streets. When the A. V. & W. Railway Company sold its holdings to Samuel Spencer, president of the Southern Railway, in 1902, this franchise was included in the sale; it was then transferred by Mr. Spencer to the St. Johns River Terminal Company,⁹ a holding of the Southern Railway, and the tracks from Grand Crossing into and around Jacksonville and along South Bay Street to Main Street are still operated by the same interests.

With the exception of the two blocks between Main and Hogan Streets, practically the entire riverfront from Hogans Creek to McCoys Creek is affected by railroad tracks and franchises.

Railroad Depots

The depot of the old Florida, Atlantic & Gulf Central Railroad was on the western edge of town near the intersection of the present Adams and Clay Streets. It was not a depot, but only a platform without even a shed, and the officials had no trouble in keeping it clear of freight and baggage, for there was but one arrival and one departure of trains in 24 hours.^b After the War Between the States the railroad terminus was extended and a small depot erected at the foot of Julia Street. When the S. F. & W. came into Jacksonville in 1881, its terminus and depot were near the waterfront east of the present Broad Street viaduct with a spur out on a dock where oranges and other fruits were loaded directly into the cars from the river boats.^h About this time the F. & J. was built and its depot was on East Bay Street a little west of Hogans Creek. The J. T. & K. W. depot was near the mouth of McCoys Creek, as was that of the J., St. A. & H. R. after the railroad bridge was built. The depot at Julia Street was moved to the foot of Hogan Street and the F. R. & N. built a cut-off or belt line from the F. & J. so that the passenger trains of the F. & J., which was then a part of the F. R. & N., could come into the Hogan Street depot; this belt line was opened September 27, 1886. This was the depot situation when the union depot was built.^s

The movement for a union station in Jacksonville was started by H. M. Flagler when on July 24, 1890, he bought the property then known as the Burch property from John Bensinger. The public did not know of this purchase until May 5, 1893, when the deed was filed for record and after the railroads had united in an agreement to build a union depot on the site.^s They secured a charter in 1893 as the Jacksonville Terminal Company: H. M. Flagler (J., St. A. & I. R.), president; H. B. Plant (S. F. & W.), vice-president; H. R. Duval (F. C. & P.), treasurer; J. R. Parrott, secretary. The J. T. & K. W. at this time was in the hands of a receiver.^s The location was low marsh land and 300,000 cubic yards of earth were hauled in to reclaim it. McCoys Creek was diverted by a great ditch. More than 2,100 piles were driven for a foundation, some of them to a depth of 70 feet. The cost of this preliminary work was \$100,000. Work on the train shed was begun in the summer of 1894, but when the framing was all up it was blown down during a hurricane on

REFERENCES.

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|-----------------------------|--------------------------------|
| 1. J. T. & K. W. Depot. | 22. Mattair House. |
| 2. S. F. & W. Depot. | 23. Florida Savings Bank. |
| 3. F. C. & W. Depot. | 24. Court Ho. and Records. |
| 4. Astor Building. | 25. South Presb. Church. |
| 5. Office of T. & K. W. Ry. | 26. North Presb. Church. |
| 6. Custom House. | 27. M. E. Church. |
| 7. Ambler's Bank. | 28. Windsor Hotel. |
| 8. Post Office. | 29. Congregational Church. |
| 9. Florida Y. C. House. | 30. St. James Hotel. |
| 10. F. & J. Depot. | 31. St. Joseph Convent. |
| 11. Carlton Hotel. | 32. Catholic Church. |
| 12. St. Mark's Hotel. | 33. Methodist Church. |
| 13. Metropolitan Hall. | 34. St. John's Episc. Church. |
| 14. First National Bank. | 35. St. Luke's Hospital. |
| 15. Disston Land Co. | 36. Baptist Church. |
| 16. Bank of Jacksonville. | 37. Ebenezer M. E. Church. |
| 17. Elmwood House. | 38. Cookman Institute (ol.). |
| 18. Everett Hotel. | 39. Lutheran Church. |
| 19. Jacksonville Hotel. | 40. Public School. |
| 20. Sunnyside Hotel. | 41. County Jail. |
| 21. Duval Hotel. | 42. African M. E. Church. |
| 22. Public Library. | 43. Synagogue. |
| 23. St. John's House. | 44. First Afr. Baptist Church. |
| 24. Tremont House. | 45. Gas Works. |
| 46. Grand View Hotel. | |
| 47. Park Theatre. | |



September 26, 1894, and the work had to be done over again. Though not entirely completed the shed was opened to trains February 4, 1895. It was an enormous structure one-fifth of a mile long by 520 feet wide, with a transept 168x40 feet. The contract for the brick depot was let in June, 1896, to S. S. Leonard for \$58,000. The building was completed January 15, 1897, and covered 325x120 feet. This station served the traveling public for nearly a quarter of a century and for many years had the distinction of being the largest depot in the South. The wear and tear of years began to tell on this pile of brick and our present station grew out of a public demand for a more presentable depot for Jacksonville, as well as a more commodious one.⁸

Considerable wrangling arose in connection with the location of the new depot, as the city tried to force the railroads to change the site to one west of Myrtle Avenue. The change would have entailed an enormous additional expense on the Terminal Company and the railroads and they fought the proposition in the courts and before the railroad commission, and won. When these matters were settled plans were drawn for the present station, which included the preservation of most of the old brick depot fronting Bay Street. The land now covered by the concrete approach was then owned by private parties and was built up with brick buildings to Lee Street; the Terminal Company purchased this land and tore down the buildings in order to provide a suitable approach for the new station. Work was then started on relaying the tracks and rebuilding the sheds, work on the new depot having started in the meantime. The completed station was thrown open to the public at 12:01 a. m. November 17, 1919, the occasion being marked by no celebration. The 14 sandstone columns in front form an imposing entrance to the main waiting room, which is 125 feet long by 80 feet wide, with a dome 70 feet above the floor. The main building is constructed of Tennessee marble and cost \$750,000. The total cost of the improvement including trackage, sheds and purchases was \$1,300,000.⁸

Bibliography, Chapter XVIII

^aMemoirs of Florida, F. P. Fleming, 1902; ^bDiary of O. L. Keene, resident of Jacksonville at the time; ^cDr. W. M. Bostwick, resident of Jacksonville at the time; ^dReports of Federal army officers; ^eCorporate history of S. A. L., C. R. Capps, vice-pres.; ^fJ. R. Kenly, president A. C. L.; ^gLocal newspaper account published at the time; ^hFlorida Weekly Dispatch, 1880-81; ⁱHistory of A. C. L., H. D. Dozier, 1920; ^jE. S. Spencer, Gen. Mgr., J. & S. W. Ry.; ^kCentennial Edition of Macon (Ga.) Telegraph; ^mJ. E. Ingraham, vice-pres. Florida East Coast Ry.; ^qE. C. Long; ^sPaul Brown's "Book of Jacksonville", 1895; ^tTerms of City ordinance; ^wScott Loftin, Gen. Counsel, F. E. C. Ry.

CHAPTER XIX

RIVER NAVIGATION

Early Steamboats

The first steamer to ply the waters of the St. Johns River and the first in Florida was the *George Washington*, in 1830.^a In 1834 the steamer *Florida* was running more or less regularly between Savannah and Picolata on the St. Johns.^c The *Essayon* carried troops and supplies up and down the river during the Seminole war.^b Along in the 1840's, the *Sarah Spaulding* plied between Jacksonville and Lake Monroe. This was a high-pressure boat and she made a fearful noise while in operation. She was often used for near-by excursions on the river, and occasionally went to Fernandina by the inside route. Her accommodations comprised eight berths, four on each side, opening into the saloon, but provided with curtains that could be drawn as a means of separation.^d The *General Clinch* ran between the St. Johns and Savannah in 1842.^b Then the *Thorn* made her appearance on the river, running to Palatka.^h

The *Darlington* came in 1852, and up to the time of the war was the regular boat between Jacksonville and Enterprise. The *Darlington* was perhaps the best known of the early river boats. She was built in South Carolina in 1849, and for a time ran up the Pedee river into Darlington District, hence her name.^b She was captured by the United States forces at the draw-bridge near Fernandina, in 1862, and remained in their possession until the close of the war, being used most of the time as a transport vessel.^e In 1857 the steamers *Hattie Brock*, *Zephyr* and *William Barnett* began running as up-river boats. The *William Barnett* met with disaster in about a year, when her boiler exploded, killing her captain and a number of other persons.^b The *Hattie Brock* was captured far up the river by a Federal gunboat in 1864; she was confiscated, and sold in 1866,^e but after the war she ran on the river as one of the Brock Line.

The Savannah Line

About 1845 a regular line between the St. Johns and Savannah was inaugurated. The pioneer vessels of this

service were the Ocmulgee, St. Matthews, and William Gaston.^b The William Gaston was taken off this run in 1854, and was then used as a river boat. She towed many rafts up and down the river, and it was a peculiarity of her captain, Charles Willey, as soon as he rounded Commodore's Point or Grassy Point, which was usually late in the night, to begin to sound his whistle and keep it blowing until he had reached his landing, to the great annoyance of midnight sleepers in Jacksonville.^f

In 1851 two new steamers were put on the Savannah run—the Welaka and the Magnolia. The Magnolia ran only a short time, when her boiler exploded while she was off St. Simon's Island, Ga., killing her captain, William T. McNelty. A few years later the Welaka was wrecked on the St. Johns bar. These vessels were replaced by the Seminole and the St. Johns, both of which likewise met with disaster, each in turn being burned at her dock at Jacksonville. The hull of the St. Johns was raised and rebuilt, and she ran on the same route until 1862; after the war she ran under the name of Helen Getty.^b

The last of the early boats built for this line was the St. Marys, in 1857.^b In February, 1864, the St. Marys, while loading cotton, was blockaded in McGirts Creek by the Federal gunboat Norwich, and to prevent capture was sunk there by her crew.^e She had escaped capture on a previous occasion by dodging into Trout Creek just as the United States gunboat that was looking for her came up the river. The St. Marys then came out, went down the river, and out to sea, bound for Nassau, N. P.^e The St. Marys lay buried in McGirts Creek until March, 1865, when she was raised, rebuilt,^e and eventually placed on her old run under the name of Nick King.

The Charleston Steamers

In 1851, the Florida began running regularly between Palatka, Jacksonville, and Charleston. Two years later the Carolina was put on, and in 1857, the Everglade, then the Cecile, and a short time before the war the Gordon and the Calhoun. The Gordon became famous as the vessel on which the Confederate commissioners ran the blockade at Charleston and proceeded to Havana.^b

In 1860 a party of Jacksonville people bought a steamer with the intention of starting a line between Jacksonville and New York. This vessel, the Flambeau, was bought in the North. She was put on the ways for repairs, but the war came on and the enterprise was abandoned, the stockholders losing what they had put into it.^f A Federal gunboat by this name operated in Southern waters during the war^e and it is not improbable that she was the same vessel that the Jacksonville people had bought in 1860.

In the early days, the steamers burned lightwood knots for fuel, and a great volume of dense black smoke was emitted from their stacks. Some idle person was generally on the lookout, and when the smoke of a steamer was seen, he would start the cry, "Steamboat, steamboat, coming round the point," when the inhabitants would collect at the wharf, to hear the latest news. The arrival of a steamer in those days was an event of much importance.^d

After the War

The Federal gunboats swept the St. Johns clear of river steamboats, but when peace was declared a few of the old-timers found their way back into the trade. The Darlington returned and was the pioneer boat on the river for many years. The Hattie Brock came back; likewise the St. Johns, renamed Helen Getty, and the St. Marys, renamed Nick King.^b The Robert Lear was the first boat to Enterprise after the war. Soon other boats made their appearance, gradually increasing in numbers until in the early 1880's the river fairly swarmed with them, carrying passengers up and down the river or loaded to the gunwales with freight. The orange trees set out after the war on the estates up the river had come into full bearing, and as there were no railroads south of Jacksonville, this was a lucrative business for the river boats.^c They played their part, and a most important one, too, in the development of Jacksonville, as they made the St. Johns River into a pulsating artery of trade, furnishing the only means of transportation for freight and passengers to a large portion of the peninsula.

The spirit of rivalry among some of the steamboat lines developed a number of passenger boats the equal of those anywhere in the United States. The John Sylvester and the Sylvan Glen were very fast boats belonging to different lines.

Their schedule to Palatka was the same and each round-trip was a race from which they frequently returned only a few minutes apart. The passengers entered into the spirit of these races with the greatest enthusiasm, and accounts of these exciting incidents, sometimes from the pen of nationally prominent people, often appeared in the Northern press.ⁱ We read "Hundreds of people go to the wharves to see the steamboats off. Strains of music fill the air and all is hurry and bustle. Just as the minute hand of the clock reaches the hour of departure, they are off; the music grows fainter and fainter as it recedes, and the crowds return to the fashionable promenade on Bay Street, to assemble again the next day".^j Everything was done for the interest and pleasure of the passengers, even the negro deck hands collected at night to sing their quaint, weird songs and lullabies for the entertainment of the tourists aboard.^k The Northern visitors returned to their homes carrying with them lasting dream-like recollections of these trips on the historic St. Johns.^l

With the building of the railroads southward from Jacksonville the passenger boats, one by one, were sent away to other waters.ⁱ

The D. H. Mount

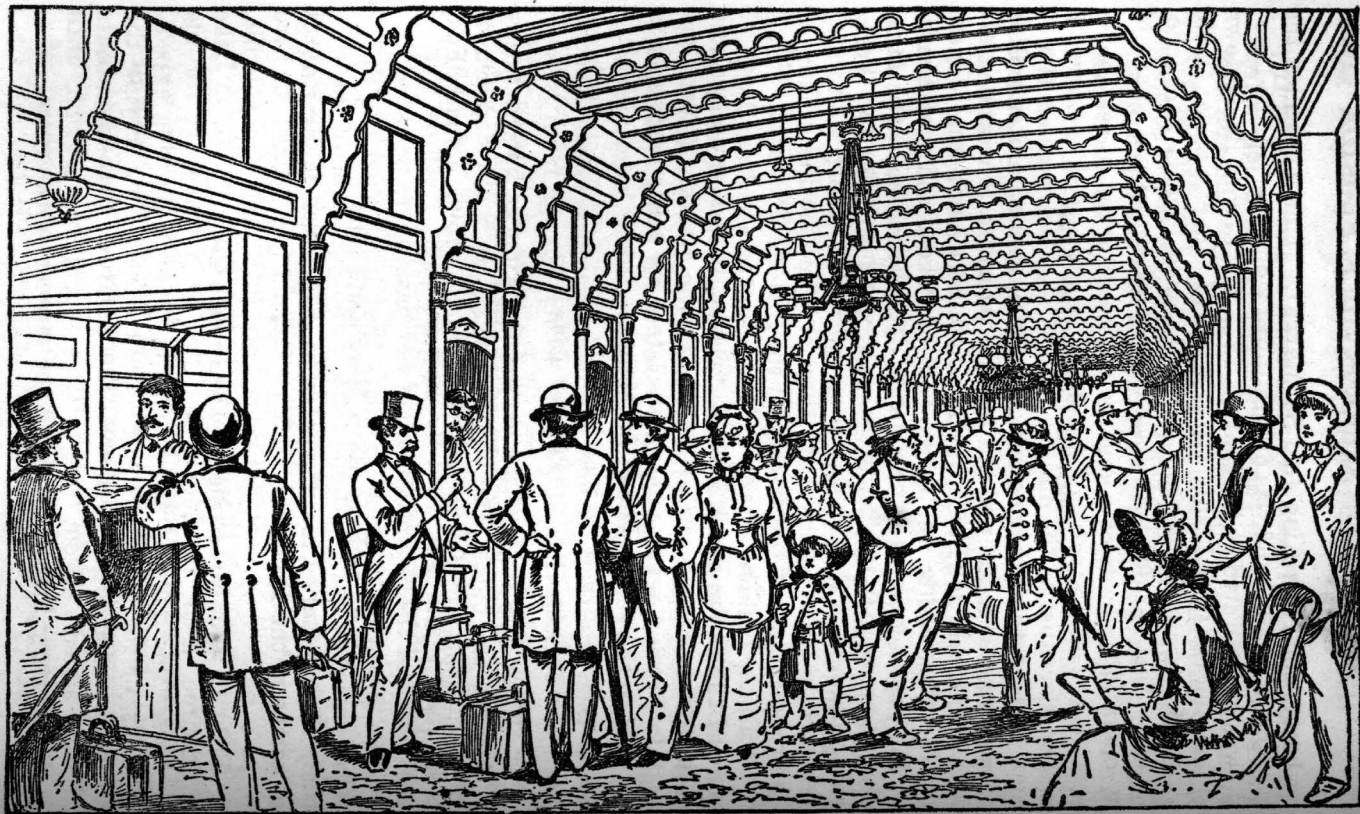
In 1865 the D. H. Mount started running between New York and Jacksonville, but on her second voyage from New York she was lost, presumably off Hatteras on October 23, 1865. There were 23 persons on board bound for Florida, among them some prominent Jacksonville people, including S. L. Burritt, and Mrs. J. C. Greeley and son. Nothing was ever heard of the Mount and all of her passengers perished.^h

The following is a list of boats that have plied the St. Johns since the war.[†] At one time or another, some of these boats were attached to different lines, hence the duplication of names in the list.

Jacksonville-Savannah Service

This service was resumed after the close of the war. The boats that ran on this line were Helen Getty (old St. Johns), Lizzie Baker, Sylvan Shore (New York-Harlem

[†]Credit to Captain H. D. DeGrove (President of Independent Line of Steamers) for the greater part of this information.



From a drawing in Webb's History of Florida.

Saloon of a St. Johns River Steamboat, 1864.

boat), and Nick King (old St. Marys).^b This was called the "Outside Line" and was discontinued when the "Inside Line" was inaugurated on October 19, 1877, the City of Bridgetown making the initial trip. Other boats of this line were: David Clark, Carrie, Darlington, Katie, Reliance, Florida, St. Nicholas. This service was discontinued after several years of operation.

Jacksonville-Charleston Line

About the time the Jacksonville-Savannah Outside Line was started a line was put on to Charleston. The first boats were: Lizzie Baker, City Point, Dictator, Charleston.^b These were followed by St. Johns, City of Palatka, City of Monticello (formerly City of Norfolk). The operation of the Jacksonville-Charleston line continued until the Clyde New York-Jacksonville service started in 1886.

Brock Line

In 1867 the Brock Line of river boats was organized and included: Florence, Darlington, Hattie Brock. After Captain Brock's death some years later, his boats were sold in 1881 in the settlement of his estate.^j

Pioneer Line

When the Brock Line ceased the Pioneer automatically became the oldest line on the river.^j It was composed of small boats for service up the river: Arrow, Volusia, Fox, and Daylight.

DeBary-Baya Merchants Line

The DeBary Line originated in 1876, when at the request of the public Frederick DeBary started the George M. Bird as a passenger boat between Enterprise and Jacksonville. Prior to this, Mr. DeBary, who owned a fine estate on Lake Monroe, used the George M. Bird as a transport for his horses and dogs up and down the river on hunting expeditions, or for fishing trips.^m The contract for carrying the mails was awarded to him in 1880, and two other steamboats were added.^j From time to time others were put on, until the DeBary Line constituted the largest on the river.

Captain H. T. Baya also had brought together a line of fine steamboats established in 1878, and the two lines came in close competition with each other. This brought about a consolidation in March, 1883, under the name of DeBary-Baya Merchants Line.

The DeBary steamboats: Geo. M. Bird, Rosa, Fannie Duggan, Welaka, Everglade, Anita (formerly Florence), Frederick DeBary, City of Jacksonville.

The Baya Line: Spitfire, Georgea, Gazelle, Water Lily, Pastime, Magnolia, Sylvan Glen, H. T. Baya.

In the consolidation some of these boats were released to other lines. The DeBary-Baya line was absorbed by the Clyde interests in June, 1889, and became the Clyde St. Johns River Line. The City of Jacksonville and the Frederick DeBary were retained for this service. The DeBary was replaced by the Osceola January 8, 1914.

Jacksonville-Palatka Daylight Line

Most of the boats of this line were fast boats for their day. The line was inaugurated in 1876, when the Hampton made the first trip. The boats from first to last were: Hampton, General Sedgewick, J. B. Schuyler, Cygnus, George R. Kelsey, John Sylvester, Eliza Hancox, H. T. Baya, Sylvan Glen, Vigilant.

People's (Plant System) Line

Inaugurated in 1883, by the Plant System of Railways to connect the terminals at Jacksonville and Sanford. It was a fine fleet comprising: H. B. Plant (first all-steel steamer built in United States); Margaret (formerly Geo. R. Kelsey), Chattahoochee, Jennie Lane, H. B. Plant No. 2. When the railroad terminals were later connected by rail the passenger boats of the People's Line were taken off the run and sent elsewhere.

Jacksonville-Green Cove Springs Line

Enterprise, Mary Draper, Euphemia, Port Royal, Flora, Captain Miller, Manatee, James E. Stevens, Florence Witherbee, May Garner, Magnolia.

Jacksonville-Crescent City Line

Flora, Euphemia, Erie, Crescent City (formerly Harry Hill), Governor Safford, Georgea, Pilot Boy, Crescent, Clifton, Cliveden, Attaquin, Star.

Palatka-Crescent City Line

Escort, Princess, Lavinia, Mary Draper, Harry Lee, Putnam, Comet, Eulalia.

Spring Garden Line

Clifton, Daylight, Picolata, City of Georgetown, Spring Garden.

Jacksonville-New Smyrna Line (Outside)

Greenwich, Fearless, Athlete.

Jacksonville-Middleburg Line

Twilight, Pioneer, Gertrude Dudley, Heck.

Jacksonville-Mayport-Fort George Island Line

Edith, Rockaway, Silver Spring, Mary Draper, City of Brunswick, Pope Catlin, Mayport, Kate Spencer, David Kemps, May Garner, Thos. Collier II, Mabel F., Gazelle, Water Lily, Falcon, HESSIE, Nell.

River Tugs and Tow Boats

Islander, Cracker Boy, Flora Temple, Rosa II, Mary Howard, Magnet, Louise, Homer, Twilight, Trojan, H. M. C. Smith, Philadelphia, Robert Turner, Ruby, Neptune, The Barnett, Sadie, Hoo-Hoo, Howland, Ruth E., L. H. Pelton, St. Johns, Volunteer, Lavinia, Bertha Ritta, Cadillac, Frank, R. L. Mabey, Oyster Boy, Seth Low, J. E. Stevens, Kate Spencer, Admiral Dewey, Three Friends (gained wide notoriety as Cuban filibuster), Mascotte, Biscayne, Godfrey Keebler, Billow, Annie H., Kate Cannon, Bullfrog, Arctic, I. R. Staples, Dauntless (famous filibuster), Alexander Jones, Harold, S. S. Brewster, Martha Helen, Bona Cord, Redwing, Katherine, Catherine G., Sadie, Tupper.

Independent Boats

Camusi, Chesapeake, Clayton, Belle of the Coast, Emmitt Small, Farmer, Governor Worth, Lawrence, Mermaid, Mystic, Missoe, Orange Maid, Queen of the St. Johns, Santee, Sappho, Swan, Thos. Collier I, U. S. Grant, W. T. Wheelless.

Ocklawaha River Boats

These were strange craft built expressly for navigation on the Ocklawaha River. They were propelled by a small recess wheel built in the stern to protect it from snags, and it is probable that no such construction was used anywhere else in the world. The boats were: Okahumkee, Forrester, Tuskawilla, Osceola, Marion, Ocklawaha, Alligator, Astatula, Lollie Boy, Mary Howard, Matemora, Silver Spring, Wekiwa, Waunita, Hiawatha.

Ferryboats at Jacksonville

The Topsy and the Fanny Fern were ferryboats running to different landings near Jacksonville in the late 1860's and early 1870's.^a The Louise was a ferry connecting railroad terminals at Tocol and West Tocol; afterward between Jacksonville and the J. M. P. Railway terminus at Arlington. Uncle Sam was the car ferry between Jacksonville and the terminus of the J., St. A. & H. R. Railway at South Jacksonville.^j

The regular steam ferry boats between Jacksonville and South Jacksonville in the order of their service were: Armsmear, Mechanic, Ravenswood, Commodore Barney, Duval, Dixieland (small naphtha), South Jacksonville.

Nearly all of the St. Johns River boats became famous locally in one way or another; some had a wider sphere of celebrity, and a few were known throughout the United States. The fate of a large number of them was one of disaster and their remains lie scattered from the bar to the far upper reaches of the river and along the coast from Brunswick to New Smyrna. When the waterfront of South Jacksonville was bulkheaded and filled in, the remnants of many of them were covered up, as that was a favorite dumping-ground for those worn out in service. All left a history interwoven with romance—the romance of the St. Johns River.

The Mallory Line

In 1878, the government began dredging work at the mouth of the river to deepen the channel at the bar. With this improvement the Mallory Line opened a steamer service to Jacksonville, on November 5, 1878, when the Western Texas came in. This was the largest vessel that had ever entered the river up to that time and her arrival was marked by a great celebration in Jacksonville. The completion of the Fernandina & Jacksonville railroad in 1881 caused the abandonment of the service in April of that year. The steamers engaged in the Jacksonville service were: Western Texas, City of Dallas, City of San Antonio.^j

Clyde Line Passenger Service^j

The first steamer of the Clyde Line, the Cherokee, Captain Leo Vogel, steamed up the river Thanksgiving Day, November 25, 1886, amidst the boom of Wilson's battery and a boisterous welcome by river craft. The arrival of the big steamer was celebrated by a banquet and a general jubilee. The line opened with one ship a week, the Cherokee and the Seminole being assigned for this purpose. The Seminole's first arrival was on December 1, 1886.

During the yellow fever epidemic of 1888, the Clyde service was discontinued for three months. At its close in December, the service was resumed and two new ships were added, the Iroquois and the Yemassee, with a schedule of two sailings a week. The Delaware was assigned to the Jacksonville service for the winter of 1889-90, and a schedule of three sailings a week was maintained during that winter. The Algonquin was built and placed in the service, her first arrival being on October 3, 1890. The Comanche arrived on December 7, 1895. These additions gave Jacksonville a permanent schedule of three sailings a week to Charleston and New York. In 1901, the Apache and the Arapahoe were both built and placed on the line, the Apache arriving on her maiden voyage June 22, and the Arapahoe on August 5. In 1905, the Huron was converted from a freighter and placed on the passenger run for a number of years. Then the Mohawk came, making her first entrance into port November 10, 1908, just 20 years after the inauguration of the service, and again the occasion was celebrated. Last in the list was

the Lenape, the queen of the fleet; her first arrival was on January 24, 1913.

For years the Clyde Line maintained two docks at Jacksonville, one at the foot of Hogan Street and the other at Washington Street. The Hogan Street pier was burned September 15, 1889, but was rebuilt and enlarged. These piers becoming inadequate, nearly two blocks of riverfront between Washington and Market Streets were acquired, and on July 7, 1910, the preliminary work on new terminals was begun. These piers, each 150x450 feet, were constructed at a cost of \$500,000 complete. They were opened May 15, 1911, with the docking of the Arapahoe. Docking for six ships at a time is afforded. Two of these piers were greatly damaged by fire April 8, 1917, entailing a loss of \$189,000; they were immediately rebuilt. The Clyde Line has been an important factor in the growth and development of Jacksonville.

Merchants and Miners Line

The announcement early in 1909, that the Merchants and Miners Transportation Company had decided to extend its Baltimore-Savannah line to Jacksonville, created a great deal of interest here. The service was opened with the arrival of the Merrimack on June 21, 1909. J. C. Whitney, president, and other high officials of the company were aboard; they were given a banquet by the Board of Trade, and the occasion was celebrated in other ways with much enthusiasm.

The service opened with three sailings a week, the first vessels arriving: Merrimack, June 21; Cretan, June 22; Indian, June 25; Chatham, June 27; Itasca, June 29. The Itasca was supplanted by the Parthian, which arrived on July 13, 1909.

A series of mishaps befell the M. & M. ships in 1910. The Chatham, while attempting to enter the river in a dense fog, went on the north jetty January 14, 1910, and became a total wreck; there was no loss of life. The Quantico, taking the place of the Chatham, ran on a sand-bar near Mayport on her maiden voyage January 26, 1910; she was floated off on the next tide without damage. On February 16, 1910, the Parthian rammed and sank the steamer Magic City off Pilot Town. There have been no accidents to the ships of this service since then.

Early in 1911 the M. & M. terminals on East Bay Street near Hogans Creek were enlarged and on May 27, 1911, the Jacksonville-Philadelphia line was opened with the arrival of the Berkshire. This service was opened with the Berkshire and the Lexington; in the winter the Indian was added, providing two sailings a week to Philadelphia, which in 1912 was increased to three, and with three sailings to Baltimore, the M. & M. provided six sailings a week from Jacksonville.

Among the ships that have had regular service between Jacksonville and Baltimore and Philadelphia may be mentioned: Merrimack, Cretan, Indian, Chatham, Itaska, Parthian, Quantico, Essex, Lexington, Suwanee, Somerset, Berkshire, Tucson, Frederick, Persian, Dorchester, Ontario, Nantucket, Powhatan, Gloucester, Juanita, Allegheny.

Fate of Some of the St. Johns River Boats^a

Alexander Jones—Wrecked on the Florida east coast. *Anita*—Went North in 1889 and was burned at Boston. *Armsmead*—Burned at Palatka, where she was running as a ferryboat at the time. *Arrow*—Sank at South Jacksonville. *Athlete*—Burned en route to New Smyrna February 12, 1886. *Belle of the Coast*—Burned at Carrollton, La., January 8, 1897. *Bertha Ritta*—Burned off Black Point February 25, 1911. *Cadillac*—Sank at Palatka. *Camusi*—Burned at Palatka, January 26, 1894. *Catherine G.*—Sank above Palatka. *City of Brunswick*—Caught fire at her dock at Mayport, 1898; was cut loose, drifted up to St. Johns Bluff, where she sank. *City of Jacksonville*—Wrecked at Portsmouth, N. C., September 19, 1899; was afterward reclaimed and put back into service. *City of Sanford*—Burned off Point LaVista at 4 a. m. April 24, 1882, with loss of eight lives. *Comet*—Sank at Crescent City. *Commodore Barney*—Sank at her slip at foot of Newnan Street in September, 1901; remained there several months; was raised, towed over to the railroad bridge, where her remains now lie. *Darlington*—Career closed by boiler explosion near Savannah. *David Clark*—Burned at Fernandina October 7, 1889. *David Kemps*—Burned on Black Creek June 18, 1897. *Escort*—Burned near Palatka. *Euphemia*—Stranded on shores of Dunn's Lake, where her hull was in evidence many years. *Everglade*—Burned at Jacksonville. *Fannie Duggan*—Stranded in Lake Monroe in 1885. *Florence Wiherbee*—Went to New Orleans; struck a snag, sank and was left on the bottom.

Frederick DeBary—Burned at her Laura Street slip December 3, 1883; was rebuilt; finally went to Tampa and renamed City of Tampa. *Gazelle*—Burned in 1877; rebuilt and went North. *Georgia*—Burned on St. Johns River. *H. B. Plant I*—Burned at Lake Beresford April 29, 1890; three negro deck hands drowned. *Hampton*—Started for South America and was lost in a storm. *Harry Lee*—Sank near Palatka. *Howland*.—Sank at South Jacksonville; never raised. *Isis*—Sank in Lake George November 6, 1882, with loss of three lives. *J. E. Stevens*—Burned at Mayport July 26, 1894. *Kate Spencer*—Foundered on Sapelo bar (Ga.) July 6, 1898. *Lizzie Baker*—Wrecked in north channel at mouth of St. Johns in April, 1880. *Louise*—Ferryboat; struck a snag and sank in St. Johns River February 16, 1890; negro deck hand drowned; was raised and afterward burned at Arlington. *Margaret*—Wrecked near Cape Henry September 29, 1895. *Mary Draper*—Was sunk in a collision with *Kate Spencer*; raised, went to Charleston where she was burned and rebuilt three times; a remarkable boat and is still in service. *Martha Helen*—Burned at foot of Ocean Street February 6, 1910; engineer burned to death. *Mascott*—Wrecked on Cumberland Beach March 29, 1893. *Mayport*—Caught fire at her dock at Mayport December 22, 1898; was cut loose and drifted out to sea burning. *Mechanic*—Ferryboat; wore out in service and lies buried under the South Jacksonville waterfront. *Mermaid*—Burned at Jacksonville. *Oyster Boy*—Burned at mouth of Trout Creek. *Pastime*—Sank at Tampa. *Pelton*—Lost in storm while at work on over-sea railroad at Key West. *Port Royal*—Sank at Green Cove Springs; was raised, towed to Jacksonville and burned here while undergoing repairs, October 31, 1887. *Ravenswood*—Ferryboat; burned at her slip in South Jacksonville January 13, 1895. *Red Wing*—Sank near Jacksonville. *Reliance*—Went down between Jacksonville and Savannah as a result of boiler explosion. *Robert Turner*—Lost at sea near Savannah. *Seth Low*—Burned at mouth of Trout Creek; her remains and those of the *Oyster Boy* lie side by side. *Star*—Burned on Crescent Lake. *Starlight*—Burned at Sanford May 11, 1878; her crew and passengers had a narrow escape. *Trojan*—Burned near Green Cove Springs March 2, 1903. *Twilight*—Sank in Black Creek July 31, 1887, Engi-

neer Grant Connor drowned; boat was raised and rebuilt in 1890. *Volusia*—Destroyed by boiler explosion at her slip at foot of Newnan Street December 2, 1882.

Bibliography, Chapter XIX

*a*Historical sketch in Jacksonville city directory, 1870; *b*Memoirs of Florida, Fleming; *c*St. Augustine Herald, published in 1834; *d*Mrs. W. M. Bostwick; *e*War of Rebellion, Official Records, etc.; *f*O. L. Keene; *g*Dr. J. C. L'Engle; *h*J. C. Greeley; *i*Capt. H. D. DeGrove; *j*Newspaper files; *k*Ancient, Colonial and Modern Florida, Welsh; *l*Records of the Clyde Line; *m*History of Florida, Webb; *n*Dates taken from notices in local newspapers.

CHAPTER XX

URBAN TRANSPORTATION

The first wheeled vehicles in this vicinity were the ox-carts and stage hacks of the pioneer period. The first wheeled vehicle that Jacksonville could claim as strictly its own was a dray driven by a venerable colored man named Sam Reed and drawn by as venerable a mule named John. This combination not only did the draying for the town, but it was also the town hearse in the early 1850's. Rowboats supplied the place of carriages; otherwise the people rode horseback or walked. The rowboat came into its own for marooning parties and picnics under the trees on the banks of the beautiful St. Johns. The sulky and the buggy were here before the War Between the States; but the saddle horse as a means of getting about never lost its prestige. There was a spirit of sport involved in this, too, which attained such popularity that we find the Aldermen of Jacksonville in 1857 promulgating an ordinance prohibiting horse-racing on the streets of the town.

The omnibus and the street hack made their appearance soon after the war. Then came wagons and drays in number, and buggies and carriages for pleasure driving were without novelty on the streets; but one day in the winter of 1869-70 there drove into town a vehicle that caused the people to stop and gaze. This outfit was a high two-seated surrey of the then latest type, drawn tandem by high-spirited perfectly matched bob-tailed bays whose harness shone with decorations like polished gold and was strung with bells like the sleigh-bells of the North. It was the hobby of Charles Maurice Camille, Marquis de Talleyrand-Perigord, who in 1869 bought the old Millwood place northeast of Jacksonville. He spent several winters here and always drove about in spectacular style. The Talleyrand section derives its name from him.

Street Cars

The Jacksonville Horse Railroad Company was chartered in December, 1875, for the purpose of inaugurating a street

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

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

Ortega line was acquired by the latter in March, 1911. The line was extended to Camp Johnston in April, 1918. The Lackawanna Avenue-Seaboard Shops line was opened in 1910. Street car service to Murray Hill began January 1, 1914.

The Main Street car line was extended to Evergreen Cemetery and Phenix Park in the fall of 1901, and to Cummer's Mill in 1910. The Pearl Street loop was completed in January, 1908. The Eighth Street extension through Glen Myra to Talleyrand Avenue was completed in July, 1917. The extension to the State Fair Grounds was made in February, 1918. The Pearl-Hogan Street line was opened in September, 1923.

The South Jacksonville line opened May 15, 1924. It is owned by the City of South Jacksonville and operated by the Jacksonville Traction Co.

The small "one-man" cars were first used July 23, 1922.

In 1919 the Jacksonville Traction Co., claiming that it was operating at a financial loss, appealed to the City Council for a change in its charter so as to permit an increase in fare. The Council called an election at the expense of the street railway company to decide the matter and the voters rejected it three to one. The case was taken before the State Railroad Commission and after a year's struggle the street railway company was authorized to increase the fare from 5 to 7 cents, which became effective December 15, 1920; the street railway company had two months before gone into the hands of a receiver. The present fare, 10 cents straight, or 5 tokens for 35 cents, became effective June 2, 1924.

The Ferry

A public ferry across the St. Johns River was mentioned by Bartram in 1774; it was probably used in connection with the Kings Road. This ferry was operated from the south side of the river and it would be interesting to know just how a traveler on the north side wishing to cross managed to attract the attention of the ferryman a mile away on the opposite side. It was said that hours of gesticulating, riding up and down the bluff (at Liberty Street) and firing of guns and pistols failed to attract notice.

The first ferry from the north side was John Brady's dug-out in Spanish times. Soon after Jacksonville was platted the matter of a ferry received Legislative action

and in December, 1824, a franchise was granted to John L. Doggett; this franchise was renewed in 1838 for seven years. The system of rowing passengers and flatting horses and cattle across the river prevailed up to the War Between the States. The service from Jacksonville was eventually placed under the supervision of the Town Marshal, who received a portion of the tolls collected for flatting cattle across the river.

After the war a system of steam ferries grew up, with calls at different nearby landings on both sides of the river. The small side-wheel steamers Topsy and Fanny Fern were engaged in this service for years. Upon the completion of the railroad from South Jacksonville to St. Augustine in 1883 a small steam ferryboat, the Armsmear, was put on to carry passengers across the river; she was the pioneer of the regular ferry service of subsequent years. In 1886, upon the purchase of the St. Augustine railroad by Henry M. Flagler, the ferry franchise was included, but for certain reasons Mr. Flagler desired that it be operated as the J. T. & K. W. ferry and it was so known while under his ownership. The railroad bridge across the river was completed in January, 1890, whereupon the service was discontinued as a railroad ferry and operated as a local ferry.

In March, 1892, J. A. Russell and associates leased the ferry to furnish a connection with the proposed extension of the J. M. & P. Railroad from Arlington to South Jacksonville. Archer Harman soon afterward became president of the ferry company as well as the railroad, and the suits against the railroad involved the ferry more or less. In the final disposition the property reverted to the J., St. A. & I. R. Railroad Co., and in 1895 was sold to Edward Morley. In 1897 the ferry was being operated by a company headed by H. H. Hoffman and it was so operated until 1901, when the Jacksonville Steam Ferry & Terminal Company took it over. In September, 1901, the ferryboat Commodore Barney sank in her slip at the foot of Newnan Street and remained there six months. Following this the ferry service became a makeshift with temporary boats, ending in the franchise passing to G. D. Jackson and Louis Barberie; but they also were unable to make a success of it on account of being hampered by injunctions when they attempted to make important improvements.

Interests headed by J. M. Barrs acquired the ferry franchise in 1904; built the ferryboat Duval, and placed her in service Sept. 20, 1904, her first trip being made from the foot of Main Street, which for the first time was used for ferry purposes. This change from Newnan to Main Street was made in the face of injunctions brought by private parties, it was said for business reasons; but the ferry company continued to use Main Street, built the slip and erected the present terminals in 1905. On March 15, 1905, the County Commissioners granted the ferry company, which had been incorporated as the South Jacksonville Steam Ferry Co., a franchise under which extensive improvements were made in South Jacksonville. The ferry company then bulkheaded the river front on the south side and improved it as Dixieland Park (see page 233.)

The South Jacksonville Steam Ferry Company sold out to the Ames Realty Company in July, 1912; the new owners changed the corporate name to Jacksonville Ferry & Land Company. With the growing popularity of the ocean beaches and the increasing use of the automobile the ferry became a bonanza for its owners. Before the Jacksonville-St. Johns River Bridge was built in 1921, it was not unusual on Sundays and special occasions, though two large ferry-boats were in use, for a line of automobiles awaiting their turn to cross the river to form reaching from Broad Street to the ferry slip at Main. On one occasion the line extended out East Bay Street to Florida Avenue, thence beyond St. Andrew's church in East Jacksonville; the last automobile of that line reached the ferry three hours later. Upon the opening of the highway bridge across the river July 1, 1921, the business of the ferry was reduced almost to the point of non-profit, which resulted in a curtailment of the ferry service and the sale of one of the boats, the South Jacksonville.

Bicycles

The bicycle is entitled to a place in history, not alone for the pleasure it gave during the twenty years of its popularity prior to the coming of the automobile, but also for its contribution to the development of sections adjacent to the city and its service as the pathfinder of most of the local improved boulevards today.

The first bicycle appeared in Jacksonville about 1885 and was said to have been owned by Harry Lampkin. It was an "Ordinary", the high kind with a 60-inch front wheel and a small wheel behind, metal tired and without chain gear. The owner of the next "Ordinary" here was Evelyn Sanderson, who afterwards became an expert rider and won most of the prizes in the early amateur racing contests in this section.

The low, diamond frame, solid rubber tired "safeties" with chain gear appeared in Jacksonville about 1888, when the "Ordinaries" soon became classed as curios. The first lady's bicycle in the State was a "Victoria", ordered for Miss Alice Robinson of Jacksonville, and it arrived in October, 1890. Then followed an epoch wherein the bicycle became an important factor in social life. There were fashionable bicycle parties and picnics, moonlight rides along the river out Talleyrand way, and along the railroad to Panama. Bicycle parties searched out the by-paths into the country and by popular usage blazed the way for most of our hard-roads. As a social feature the bicycle had its ascendancy and decline within the decade 1890-1900, the cause being ascribed by an authority to the fact that "They (the women) tired of it, as they do of every muscular sport, except when novelty gives a brief stimulus or social opportunity. The lamp laws nearly killed evening parties, the chief use they could make of the bicycle". It was not so with men, who continued to use the bicycle for both business and pleasure until the automobile came into more or less general use in 1906-7-8. Today the use of the bicycle is confined to light delivery and messenger service and to boys and girls for pleasure.

In the heyday of bicycle popularity the Wheelmen's Club of Jacksonville was an important organization. The first club was organized November 23, 1887, with J. H. Crosby, president, and L. A. Wilson, captain. The yellow fever epidemic of 1888 broke up the club, but it was reorganized afterward and was in existence until 1907, when it disbanded and sold its club house just west of the Law Exchange building to the Church Club for \$13,000.

Of those residents of Jacksonville before the fire who may read these lines, some will remember the donax speedway near the Old Soldiers' Home and a moonlight ride around the "belt" and back to town; some will muse—and close the vision with a sweitzer sandwich while Nick Arend "scraped the foam".

FIRST FACTORY-MADE AUTOMOBILE IN FLORIDA.



From a photograph

This machine was made by the Locomobile Company of America and shipped from the factory to Charles A. Clark of Jacksonville, arriving on January 4, 1900. It was a 5-h. p. steam-motor car capable of a speed of 40 miles an hour.

Automobiles

The first autocar in Jacksonville was devised and built by John Einig of this city in the summer of 1896. In general body appearance it resembled a narrow buggy with high iron-tired wheels. The motor was a small steam engine that threw out a blinding cloud of steam when running and made a noise that caused it to become known as "Einig's chug-chug wagon". Its mechanism confined it to the paved streets. The heat generated by the engine was so great that it was uncomfortable for long runs. Two single seats were provided. An illustrated description of this motor-buggy was published in the *Scientific American* and the publicity brought many inquiries to the inventor. Mr. Einig was finally induced to sell his machine to an Englishman for \$1,000, and it was crated and shipped to New York. Its subsequent history is unknown.

In 1899 Mr. Einig purchased an auto-carriage of French design and had it shipped to Jacksonville. It was equipped with a gasoline motor made in France. It arrived in sections and was assembled by its new owner, who made a number of refinements upon it. This machine was first seen on the streets here July 4, 1899. It did not prove entirely satisfactory and was eventually discarded.

Charles A. Clark was the first local resident to own a factory-made stock car. It was a locomobile known as Stanley No. 2, made by the Locomobile Company of America. It resembled a buggy of ordinary size, with wheels equipped with bicycle pneumatic tires. The motive power was a 5 h. p. steam engine capable of a driving speed of 40 miles an hour under favorable conditions. The machine weighed 450 pounds and cost at the factory \$650. It arrived in Jacksonville January 4, 1900, and was the first automobile in Florida and was said to have been the first in the Southeast.

The automobile as a business proposition saw its start in Jacksonville about 1903 and probably the first newspaper advertisement of an automobile dealer in the State was that of Fred E. Gilbert in the *Times-Union* of October 25, 1903. Mr. Gilbert opened the first garage here and was the pioneer of the business in Jacksonville; he was an enthusiast without a peer; Atlantic Boulevard to the beach was largely the result of his enthusiasm and persistent effort.

On November 3, 1903, the first automobile parade in Florida was a feature of the Gala-week carnival, there being 26 machines of various makes, types, and styles in line; at that time 32 automobiles were owned in Jacksonville, and the fact was highly advertised to stress the progressiveness of the city. The city then passed a speed-limit ordinance and the first arrest for exceeding the limit of six miles an hour in the down-town section was on April 30, 1904, when a prominent business man was haled into court. The next step was the organization of the first local automobile club on March 16, 1905, known as the Jacksonville Automobile and Motor Boat Club, with H. A. McEachern, president; Charles A. Clark and Fred E. Gilbert, vice-presidents; Herbert Race, secretary-treasurer. In the fall of 1905 the number of automobiles owned in Jacksonville had increased to 166, and again this fact became the subject for advertisement.

The automobile races at Atlantic Beach in April, 1906, aroused enthusiastic interest in automobiles generally, and a pronounced impetus to their popularity as a pleasure vehicle followed the completion of the hard road to the beach in 1910; in 1911, a checklist showed 1120 machines owned in Jacksonville.

March 6, 1916, Jacksonville's first automobile show opened, with a display of 29 different makes, ranging in price from the Cadillac, 7-passenger, standard, at \$2085, to the Saxon roadster at \$395, f.o.b. factory. The show was of great interest and a success in every way.

Up to America's entrance into the World war, the automobile was considered more or less a luxury, to be enjoyed by the well-to-do. With the opening of the Government shipyards here, where wages beyond the dream of former years were paid, the working man, who had hitherto ridden his bicycle or taken the street car, in many instances now drove to his job in his own automobile. After the war there was a partial recession, due to economic causes, but this was only temporary. Within the last three years automobile traffic conditions have grown to be a serious matter, with dangerous smash-ups occurring almost daily, and fatal accidents of such frequency as to receive hardly more than passing comment from the general public.

Air Craft

Elderly citizens of Jacksonville remember seeing balloon ascensions when they were children, and memory easily recalls the flight made here in 1905 by an air gas-bag propelled by oars; but the first flight in this vicinity without artificial aid, was that of a huge box-kite aeroplane at Atlantic Beach during the automobile races, April 9, 1906. Chas R. Hamilton was the aviator, and he attained a height of 250 feet, from which elevation he suffered a "nose" dive, escaping death by a miracle. On the 14th, Israel Ludlow in a similar accident sustained injuries that paralyzed him for life.

On February 1, 1908, Lincoln J. Beachey made the first flight in an airship propelled by motor, in East Florida. The flight was made in South Jacksonville, in what was known as Beachey Airship No. 6. This was a dirigible shaped like a cigar, with rudder behind and propeller in front. It was equipped with a 4-cylinder, 10 h.p. gasoline engine weighing 82 pounds; the total weight of the ship was 240 pounds. In this flight Beachey was in the air 12 minutes. On Feb. 3d, he crossed the river and flew over Jacksonville, circling with perfect control several times, to the great amazement of the inhabitants.

The first flight made in Jacksonville of a heavier-than-air machine was that of Charles K. Hamilton in a Curtiss bi-plane, May 21, 1910. The flight was made at Moncrief race-track and was the first of a series of exhibitions, one of which was a race between the bi-plane and a Cadillac-30, driven by Dexter Kelly. Owing to unfavorable wind conditions, the Cadillac won.

Earle Dodge's School of Aviation opened at Black Point (State Camp), December 4, 1916, and the Curtiss aeroplanes of modern type soon became familiar objects in the sky in this vicinity. This school for training aviators was in operation until the summer of 1917, and an outstanding feature connected with it was that no fatal accidents occurred.

Aeroplanes had now ceased to be a novelty to the people of Jacksonville, but the final word in spectacular air "stunts" was yet to come. It was during one of the Liberty Loan campaigns that an aerial circus, participated in by American, French and English planes, held spellbound the population of Jacksonville gathered on the housetops. No such exhibition of "air stunts" was ever seen here before, or since.

There is an Aero Club in Jacksonville, permanently organized December 4, 1924, under a charter from the National Aeronautic Association. Charter officers: T. C. Imeson, president; H. C. Bullard and John Wright, vice-presidents; Y. O. Brown, secretary-treasurer.

Bibliography, Chapter XX

This record was compiled entirely from the newspapers.

CHAPTER XXI

THE PORT OF JACKSONVILLE

The first aid to navigation at the mouth of the St. Johns River was not with respect to improving the bar, but to mark its location. A lighthouse was erected by the U. S. Government in 1830, but three years later it was taken down, as it became threatened by the sea.^a The location of this first lighthouse at the mouth of the St. Johns was not far from the south jetty, north of the fishing shacks.ⁱ The coastal beach in that vicinity was washed away, but since the jetties were built it is making up again, in the sand field to the left as you approach the south jetty on the beach.

The second lighthouse was built in 1835, about a mile farther up the river, on the south side, directly in front of what is now called the "White Heron Tea Room" on the "Wonderwood" property. This tower likewise became threatened by the wash of the river and by drifting sands, and it was abandoned upon the completion of the present lighthouse at Mayport in 1859.^a The remains of the second tower were visible until a few years ago; the site is now under water.ⁱ

The keepers of the light, from 1830 to 1852 (subsequent records were burned at Washington), were in the order named: William Livingston, Roque Leonardy, John Warren, Henry Maxey, Matthew H. Philips, W. H. Huston, G. C. Acosta, Josiah Fennimore.^a Most of these names are familiar as residents of Jacksonville before the War Between the States. While they were the official keepers, it is said that the actual keeper of the light was an old negro named Peter.^a Peter no doubt witnessed many a stirring scene at the mouth of the river, as some venturesome and impatient mariner attempted to navigate the shallow stretch, and afterward wrote in his log, "Got stuck on St. Johns bar".

The Jacksonville Courier, of August 6, 1835, published this interesting correspondence about St. Johns bar:

Mr. Editor. Sir—Herewith I send you a communication from Capt. Wightman, the head Pilot at the mouth of the River, stating some facts relating to the Bar, the publishing of which, I have no doubt, will be of considerable service to vessels bound to this port. For the gratification

of merchants, underwriters and mariners I would inform them that the pilotage is now better attended to, and is in better hands than it has been for many years.

Capt. Wightman and Capt. Kimmy are both good seamen and persevering men; they have both sailed vessels from this port for many years, and were considered good pilots before their appointment, but since that time they have taken great trouble to obtain every information possible concerning the state of the Bar. We have the assurance that vessels arriving off the Bar will not now be obliged to lay off and on for days, showing a signal for a Pilot, and even then being obliged to send in for one, as has been frequently the case within two years. (Signed) W. R.

Dear Sir: The Bar of St. Johns River is at this time at the North-east part of the entrance, and affords from 12 to 15 feet at high water, as the state of the tide may be, whether spring or neap tides. Vessels bound into the St. Johns River wishing a pilot should keep the Light-House bearing from SSW to WSW, and run into 4, 5, or 6 fathom water, as the weather may be; in running in for the Light-House in the night, bring it to bear as above, and anchor in 6 or 7 fathoms, if moderate and smooth. Masters of vessels may always know that their signal for a Pilot is seen by the Pilots on shore, by its being answered by a signal from the Light-House. The Pilots pledge themselves to give prompt attention to all vessels coming to this Bar and River.

St. Johns Bar, July, 1835. Timothy Wightman, Branch Pilot.

Preliminary Efforts for Bar Improvement

Dr. A. S. Baldwin, of Jacksonville, was the first to advance a theory and the first to become active for bar improvement. His theory was that by closing Fort George Inlet, less sand would collect at St. Johns bar, and the currents of the river would develop and force a channel there. A public meeting of citizens was called to take action upon his views, with the result that in 1852 he was sent to Washington to ask an appropriation of Congress to carry out this idea. In this he was successful, and Congress appropriated \$10,000, a considerable sum for that time. Soon afterward, Lieut. H. G. Wright was sent here by the Government to investigate and make a survey; this was in 1853. Lieut. Wright made a report that the difficulties at the bar could be largely overcome by the construction of a single pier or jetty on the north side of the main channel, across the bar. The appropriation never became available and the recommendation of Lieut. Wright was never acted upon, as it is said that parties having powerful influence at Washington, who were at that time interested

in the harbor at Fernandina, caused the abandonment of the contemplated improvements at the mouth of the St. Johns River. The war came on, and the chaotic conditions afterward prevented the revival of the question of bar improvement until late in the 1870's.^f

About 1877, Dr. Baldwin again became active in the matter of deeper water at the bar. Early in 1878, he went to New Orleans to confer with Capt. James B. Eads, who was then building the Mississippi River jetties. An agreement was made with Capt. Eads to come to Jacksonville, make a survey and report for a fee of \$1000. Dr. Baldwin returned to Jacksonville and soon raised the money by popular subscription. Capt. Eads arrived in March, 1878, and on the 29th submitted a report that there was no doubt of the success of a system of jetties; that by the construction of two converging jetties, from the mainland across the bar to deep water, a permanent channel of 20 feet, at average flood, could be secured, and that the total cost of the work would be about \$1,700,000. He recommended high jetties, i.e., above high water level.^f

Capt. Eads' report was approved by a committee of citizens, and a memorial to Congress was prepared asking for the appropriation. In this memorial it was stated that from 1866 to 1878, the loss of vessels and cargoes by shipwreck, between Cape Canaveral and Brunswick, approximated \$1,500,000, and that in 1872 alone, loss on the Atlantic coast of Florida north of Canaveral, was \$570,000, much of which might have been saved by a land-locked harbor at the mouth of the St. Johns River.^g The memorial was effective, for late in 1878, Capt. George Daubigny, under the direction of Gen. Q. A. Gillmore, made an exhaustive survey at the mouth of the river.^f On data thus obtained, Gen. Gillmore recommended a system of jetties as Capt. Eads had advised, only he recommended low or submerged jetties instead of high. Gen. Gillmore's plan was adopted June 30, 1879.^g

In the meantime, the Government had been engaged in a dredging project at the mouth of the river, in what was known as the south channel, but owing to the shifting nature of the sand, no permanent improvement was anticipated. However, while the dredge was kept going, the depth of water was increased several feet, and when the Western Texas, of the Mallory line, steamed in on November 5, 1878,

the event was celebrated at Jacksonville as a new shipping era for this city.^f On Christmas Day, 1878, something unexpected happened at the bar: A new channel suddenly broke out to the northward, in the path of an old channel, furnishing practically 11 feet at high water. This caused the Government to abandon the dredging work in the south channel.^h

*St. Johns bar, before the jetties were built, was fan-shaped, and extended practically from Talbot Island to Burnside Beach, a distance of more than two miles, at any point of which the channel was liable to break through. The channel would generally break out to the northward and gradually work its way to the southward, until it ran close along the south beach, when from different causes, as the varying stages of the river and storms, it would close up in the south beach channel, and open up again farther northward, and thus repeat its unique caperings.^f

The Jetties

The estimated cost of the jetty work under Gen. Gillmore's plan was \$1,306,000. Congress made the first appropriation to start the work, \$125,000, in June, 1880, and contracts were awarded to R. G. Ross & Co., and J. H. Durkee. Both of these contracts were completed before another appropriation became available, and the construction work ceased for a time. This was the history of the work all during the early years—appropriations became available in relatively small amounts, and separate awards were made under each appropriation, which resulted in considerable delay, and additional expense in repairing damage arising during the intervals.^f And so the work wore on. If the original estimate was an accurate one, the system of separate awards cost the Government \$200,000, for that was the amount in excess of the estimate when the work had progressed to the point of completion under the submerged plan. It had been decided, however, not to stop the work at that stage, but to build the jetties higher, which was in accordance with Capt. Eads' recommendation in the beginning.

The following reminiscences of Capt. R. G. Ross are here preserved as a valuable first-hand account of the work at the mouth of the river. No one knew more about the inside history of the jetty work than he, for from the award of the

first contract he was continuously associated with the improvement for 40 years.

Reminiscences of Captain R. G. Ross

In 1880, the depth of water on St. Johns bar at low tide varied between six and eight feet. There were two entrances, one close to the south shore and the other about a mile to the northward. Owing to the shifting nature of the sands, the depth of water varied at different times, and before vessels could enter, the pilots had to sound both channels in order to determine the deeper at that moment. So the most advantageous location for the jetties became a serious problem. Gen. Q. A. Gillmore, who designed the jetties and had general supervision of the work, Maj. J. C. Post, directly in charge, with headquarters at Charleston, and I made a number of visits to the mouth of the river, in conference as to where the jetties should be located. Gen. Gillmore favored locating the south jetty far inland toward Mayport. Maj. Post argued that it would be a great saving in expense, and serve the same purpose, to start it farther toward the mouth of the river. They finally compromised by splitting the difference and beginning on midway ground. I favored Gen. Gillmore's plan and still believe it the better. Considerable discussion arose as to the location of the north jetty, also. The present location was selected as the most feasible one, but Gen. Gillmore was of the opinion that it was too near Fort George Inlet. He said the Inlet would probably give trouble, though in that event it could be closed. The Inlet is still open, and as the General predicted, did, and is now giving more trouble than anticipated. The main trouble now is the continual washing of sand over and through the north jetty, thus feeding up Ward's bank and other places between the jetties, thereby causing the need for more or less dredging all the time.

Lieut. Fisk was sent down to assist Major Post locally, and established his headquarters on Fort George Island. We started the preliminary work on the south jetty December 14, 1880. As a foundation for the stone, a mattress was made of logs 9 inches in diameter at the smaller end, placed close together, spiked, and fastened with binders. On top of this raft a layer of loose brush, one foot in thickness, was placed and fastened down with poles and wire. The width of each mattress varied from 25 to 150 feet, according to the depth of water. The stone came from New York City by vessel, in small loads of not more than 300 tons to the vessel, as they could not come in drawing more than 11 feet. At that time great hills of rock were being cut down in New York to grade new streets, from 50th Street on toward Harlem, preliminary to the boom that followed. The contractors sold us this stone for 25c a ton, f.o.b. vessel. Thus New York City sent us the foundation for making Jacksonville the most prosperous city on the South Atlantic coast. It was impossible to regulate the arrival of the vessels bringing the stone, and usually they came in bunches in a "north-easter". I have known as many as ten to arrive off the bar at one time,

and it took some live hustling to discharge them all without having to pay demurrage.

A very annoying circumstance arose about 1885, when an individual stopped our work by an injunction, claiming that he had a patent on the log mattress that we were using. Fortunately, some time previously I had thought out a design of mattress, composed of fascines of brush and other small growth, that might answer the purpose just as well as the logs, and save a great deal in the cost. The opportunity to test it out was now at hand, and shortly afterward we laid the first fascine mattress foundation. It proved a perfect success, and from that time the Government used the design in all foundations for jetties thereafter, and the plan is now in universal use wherever jetties are built on sand or mud base.

About this time we made a change from New York stone to the hard flint-surface stone found around Ocala. It was hauled by teams to the various stations and shipped to Jacksonville, where it was loaded on the barges and towed to the jetty work at the mouth of the river. This stone was used for the submerged portion of the jetties and answered the purpose well. At this stage of construction, Capt. W. M. Black, engineer in charge of the work at that time, devised a plan of two ridges of stone with a space between, built up to the level of low water. The space between the ridges was then filled in with oyster shell and a layer of stone placed on top. The shell made a solid hearting when covered over with stone; being mixed with Florida limestone, they both found their natural element in the ocean where shell-fish had something to cling to, thus cementing the whole into a solid breakwater below the low water level. The oyster shell hearting was used only where the water was deep and still. This kind of construction has proven satisfactory.

The original plans were for submerged jetties (i. e., built up to the level of low water) and this phase of the work was practically completed in June, 1893; but in the meantime the plans were amended to include a superstructure seven feet higher. Work on this superstructure was commenced in 1893-4. Granite boulders, averaging five tons each, were brought down from South Carolina and placed on top of the submerged work. This building up of the jetties progressed satisfactorily, though it was slow work and took years to complete. The length of the jetties was extended from time to time, and there were some unforeseen developments that required attention. The western end of the north jetty was extended on the low beach back to high land, a distance of about 1000 feet. While this work was progressing, a heavy northeaster, attended by an unusually high tide, caused a serious washout and much damage. This extension was finished in the spring of 1921. So it may be said that the building of the jetties stretched over a period of forty years, not continuously throughout the last twenty years, but at irregular intervals, as necessity required.

It is interesting to note the changes that took place in the river,

as a result of building the jetties. When the work had progressed far enough to cause the breaking out of the channel at the mouth of the river, it was discovered that the current was increasing farther up the river. As the water deepened between the jetties and a rapid current developed, it was noticed that St. Johns Bluff was washing away at a dangerous rate. And the same condition developed as far up as Dames Point. The hundreds of thousands of yards of sand washed into the channel in this way necessitated the expenditure of a great deal of money in dredging work, and it was not until the retaining walls, ripped with stone, were built along exposed places that the erosion was permanently corrected.

The channel ran close to St. Johns Bluff, and the increasing current, together with the wave action created by passing steam vessels, undermined the bank, and we would occasionally see landslides carrying large and small trees into the river. Here the ebb tide was much stronger than the flood, in fact, it usually ebbed nine hours and flood only three. An enormous amount of sand was removed from the slope of the bluff by erosion and settled where the current left it toward the mouth of the river, thus making shoal places and forming sand banks that had to be removed by dredging and dumping into the ocean. So now the point of St. Johns Bluff sets back several hundred feet from where it originally was. All of this waste happened within a period of about ten years.

The army engineers and other officers, who from time to time were assigned in relation to these improvements, helped in their official capacities to put Jacksonville where it is today. It is not generally known that an effort to honor them was made in the early 1880's by naming some of the streets in "Riverside" for them. J. F. LeBaron, employed as an assistant engineer upon the jetty work, being also a capable surveyor, was asked by the owner of a tract of land in "Riverside" to make a survey of it and lay out streets. This tract is what is now known as Old Riverside, lying between Forest and Margaret Streets. LeBaron was accorded the privilege of naming the streets, and as the survey progressed he named them for the officers that had been engaged on the work at the mouth of the St. Johns River. Gillmore Street was named for Gen. Q. A. Gillmore, who designed the jetties and was chief engineer, in charge of the work. Post Street for Maj. J. C. Post, assistant to General Gillmore. Fisk Street for Lieut. W. L. Fisk, assistant to Major Post. Rossell Street for Capt. W. T. Rossell, successor to Major Post. Lomax Street for Gen. Lindsay Lomax, an ex-Confederate officer; he was inspector of jetty work. May Street traces to the same influences, its original name being Mayport Avenue. Capt. James B. Eads was also honored, Oak Street having originally been named Eads Street. It was LeBaron's idea to continue naming the streets in "Riverside" for the officers engaged upon the jetty work.

From time to time considerable replacements have been made of top boulders for the jetty work. The foundation has about settled permanently, having been welded into a solid mass by barnacles and other sea growth.^e

Suppose old Peter could come back now and sit on the rocks at the mouth of the river. His thoughts would be of the time when there were lamps to fill and wicks to trim, although his lighthouse home had been washed away. He would listen intently to the mellow cadence coming in from the bell-buoy out at sea—that rise and fall of sound which reminds you of Poe's famous poem, "The Bells". The line of inquiry in Peter's mind would run: Whence came these rocks? Why such a rapid current? Where is Pelican Bank, and what has become of the sea birds that had to fight for standing room? Where are the schooners, anchored for an entrance tide; and where are the hulls of wrecks that used to line the shore? What makes those rowboats go so fast, and what is that popping noise? What great ship is that coming in, and why the wires between her masts? These things explained to him he would stare in bewilderment and fright, and fade away—into the Past.

*Traditions handed down from a former generation of fisher-folk still cling to the mouth of the river—legends of romance, of pirates, and of buried gold. I have made an effort to trace some of them to a historical backing; but save those of hardship and danger, none seems to be verified by anything of record.

The south jetty, from end to end, is 2½ miles long, while the north jetty is half a mile longer or 3 miles in length. The distance between the outer or sea ends is 1600 feet. At the entrance the channel bears close to the north jetty, thence toward and along the south jetty, close to the shore. In a straight line, the mouth of the river is 15½ miles from the courthouse in Jacksonville and by channel, from the foot of Market Street, 27½ miles.

Channel Improvements

Long before the jetties were completed, it was evident that the depth of water at the entrance would be increased to approximately 20 feet, the estimate made by Capt. Eads. There were, however, some parts of the channel between

Jacksonville and the ocean with less depth than this, especially at Dames Point. So in order that Jacksonville might derive the maximum benefit from the improvement at the mouth of the river, the Board of Trade, in 1891, launched a movement for bonding Duval County for \$300,000 for channel improvement at Dames Point. The usual machinery was set in operation to legalize a bond issue; the issue was approved, and on December 3, 1891, Duval County voted 1450 for and 723 against bonds. This was Duval County's first bond issue after the War Between the States, and it sold at a premium of nearly two per cent.^f The river work was started in June, 1892, and exactly two years later it was completed. It was possible for ships drawing 20 feet of water to now dock at Jacksonville.

This project had hardly been completed when the question of still deeper water for Jacksonville arose. The Board of Trade was behind this movement also, and it finally reached Congress. Congress deliberated six years, and in 1902, made an initial appropriation of \$350,000 to start the work of dredging a channel 24 feet in depth and 300 feet wide, from Jacksonville to the sea. Two powerful dredges were built, the St. Johns, a sea-going dredge, and the Jacksonville, as an auxiliary. These dredges were familiar objects on the river for a long time. In four years the work was completed, and the 24-foot channel became a reality.^f

Ten years later, another dredging project was started that resulted in a 30-foot channel from Jacksonville to the sea. Vessels weighted to this depth can now come in and dock at the municipal docks at low tide.

Total Cost

The total expenditure for river improvement since 1880, including the jetties, but not including maintenance, and including also the bond money of Duval County, approximates \$7,000,000. Results fully justify the expenditure. Jacksonville has met the Government a part of the way by building the municipal docks, which have already become an important factor in South Atlantic shipping.

Engineers in charge of the bar and harbor improvements at the port of Jacksonville:^h Gen. Q. A. Gillmore (Maj. J. C. Post locally), 1880-84; Capt. W. T. Rossell, 1884-86; Capt. W. M. Black, 1886-91; Maj. J. C. Mallery, 1891-93; Lt. A. M.

D'Armit (ad interim), 1893-95; Maj. T. H. Handbury, 1895-96; Lt. Col. W. H. H. Benyaurd, 1896-99; Capt. C. H. McKinstry, 1899-1901; Capt. Herbert Deakyne, 1901-02; Maj. F. R. Shunk, 1902-07; Lt. Col. L. H. Beach, 1907-08; Capt. G. R. Spalding, 1908-11; Maj. J. R. Slattery, 1911-13; Lt. Col. W. B. Ladue, 1913-17; Maj. J. F. Bell, 1917; Col. John Millis, 1917; J. W. Sackett, 1917-18; J. M. Braxton, 1918-19; Col. G. E. Edgerton, 1919; Col. W. J. Barden, 1919-20; Col. Spencer Cosby, 1920; Maj. W. C. Lemen, 1920-22; Lt. Col. G. A. Youngberg, 1922 to date.

*All of the army officers were members of the U. S. Engineer Corps, and all were graduates of the U. S. Military Academy at West Point, except Major Lemen, who was appointed directly from civil life.

Bibliography, Chapter XXI

*a*G. R. Putnam, Com. of Lighthouses, Washington; *b*Data furnished by J. C. Yonge; *c*As published in early newspapers; *d*Webb's History of Florida; *e*Reports of Jacksonville Board of Trade; *f*Local press account; *g*Compiled by H. H. Richardson, Secy. of Board of Trade; *h*Data furnished by Col. G. A. Youngberg; *i*Location shown on a survey in 1852.

CHAPTER XXII

PARENT CHURCHES AND DENOMINATIONS

(In the order of their establishment)

So far as known, religious services were first held in Jacksonville over a store at the northwest corner of Bay and Newnan Streets; this was about 1825, and the services were general rather than denominational. Services were held irregularly at one place and another, and occasionally at the court house, until the block house was built, when that seems to have become the place for general worship, except for the Episcopalians, who continued to use the court house. Early in the 1840's the several denominations took steps to provide for themselves separate houses of worship. The first church building erected in the town was built by the Baptists, on the east side of the lot at the northeast corner of Duval and Newnan Streets in 1840. The Baptists sold this property to the Presbyterians in 1844, and two years later the Presbyterians sold it to the Methodists. This building stood on the site now occupied by the Methodist School of Christian Education.

Methodist

The Methodists seem to have been the pioneers in organized Church work in Jacksonville. In 1823-4, several missionaries were sent to East Florida with headquarters at St. Augustine, among them Rev. John Jerry. Jacksonville was on Mr. Jerry's circuit. "From St. Augustine to the Cow Ford he traveled on horseback, carrying his change of clothing, books, lunch, and sack of corn to feed his horse".^a

The following extracts taken from the diary of Rev. Isaac Boring^a indicate that there was a regularly organized Methodist society in Jacksonville in 1829:

Sunday, March 8, 1829. Preached at Jacksonville and dined with Mrs. Hart, and heard that some members of our church had been dancing.

Sunday, April 19, 1829. Preached at Jacksonville, filling all the appointments of the week.

Sunday, May 17, 1829. Preached at Jacksonville. For the first time I was allowed to preach in the court house. During divine services, a drunken man made so much noise that Mr. Hart very politely led

him out of the house. After preaching I met the Society, filling all the appointments of the week.

Very little data are obtainable regarding the Methodist congregation from this time till 1840; but without doubt it held together, worshipping in different buildings until the block house was built. When the Presbyterians bought the Baptist chapel at the northeast corner of Duval and Newnan Streets in 1844, the Methodists worshipped with them, and in 1846 they bought the property from the Presbyterians.^g

The custom in that day was to separate the congregation, the right-hand side of the building being reserved for women and the left for men. The pulpit was raised, but the minister sat behind a screen out of view of the congregation. The church was afterward provided with English pews, having doors that could be locked; these doors were removed at a later date.^d

The congregation finally outgrew the chapel. There being space on the corner, a larger church was erected in 1858, and was called St. Paul's. It was a wooden building, 41x60 feet over all, and had a tower in which was a bell. The first Methodist parsonage was built in 1867, through the efforts of Rev. F. A. Branch.^h

St. Paul's went safely through the war and served the congregation until 1890, when the building was sold to the Roman Catholics. The bell was included in the sale, and was consecrated according to the rites of their Church and sent to their mission at Pablo Beach. The church was moved to the Roman Catholic property across the street in February, 1890. As soon as the lot was clear, work on the foundation for a new brick Methodist church was begun. The corner-stone was laid August 27, 1890. This edifice was of pressed brick, heavily trimmed with Indiana limestone and finished off with iron cornice. The first service in the new church was held in the basement August 23, 1891, before the structure was completed. The church, as finally finished, cost about \$50,000. It was built through the untiring efforts of Rev. J. B. Anderson, and was the outgrowth of a promise made by him at the death-bed of his friend, Bishop McTyeire; and in memory of the Bishop it was named McTyeire Memorial.ⁱ The building was gutted by fire May 3, 1901.

In rebuilding the church after the fire, the foundation and a considerable portion of the old walls were retained; the architecture of the roof and tower was changed somewhat, but the base outline is practically the same. The first service in the rebuilt church was held April 20, 1902. The name was changed to First Methodist in 1906.

The School of Christian Education building, immediately east of the church, was completed in the fall of 1922. The parsonage formerly occupied the site, and it is the site, too, of the first church building erected in Jacksonville.

Pastors since 1846: J. N. Minor, 1846-47; F. A. Johnson, 1848; E. L. T. Blake, 1849-50; J. M. Valentine-J. C. Ley, 1851; J. C. Ley, 1852; T. W. Cooper, 1853; Thomas Gardner-O. B. Stanley, 1854; D. B. Lynne, 1855; R. McKenro Tydings, 1856; W. G. M. Quarterman, 1857; J. K. Glover, 1858-59; W. M. Kennedy, 1860; R. M. Tydings, 1860-61; Church closed 1862-65; F. A. Branch, 1866-68; Josephus Anderson, 1869-71; T. W. Moore, 1872-73; J. B. Fitzpatrick, 1874-75; H. B. Frazee, 1876-78; C. E. Dowman, 1879-80; H. B. Avery, 1881-82; E. H. Harman, 1883-84; H. E. Partridge, 1885; H. H. Kennedy, 1886-87; J. R. Sharpe, 1888 (died of yellow fever); J. B. Anderson, 1889-92; J. C. Sale, 1893; R. T. DuBose, 1894-96; T. J. Nixon, 1897-98; R. V. Atkisson, 1899-1902; W. M. Poage, 1903-05; J. B. Ley, 1906-07; J. W. Bingham, 1908-09; Andrew Sledd-I. C. Jenkins, 1910; I. C. Jenkins, 1911; W. J. Carpenter, 1912-15; J. B. Mitchell, 1916-22; L. M. Broyles, 1923-24.

Protestant Episcopal

Rev. Raymond A. Henderson, missionary at St. Augustine, held the first service of the Episcopal Church in Jacksonville, April 12, 1829; in 1834, the Parish was organized, under the general act of the Legislative Council of the Territory of Florida for the incorporation of religious bodies. The Episcopal congregation was incorporated by Act 28, of the Legislative Council, approved February 23, 1839, which provided as follows:

Be it enacted by the Governor and the Legislative Council of the territory of Florida, That William J. Mills and Samuel L. Burritt, Wardens, and Robert Biglow, Harrison R. Blanchard and such others as were elected Vestrymen of the Episcopal Congregation at Jacksonville, and their successors in office, shall be, and they are hereby declared to

be a body corporate, by the name and style of the Church Wardens and Vestrymen of St. John's Church at Jacksonville. * * *

The congregation began to raise funds for the erection of a church. The ladies of the Church added materially to the building fund by means of a sewing society, over which Mrs. Thomas Douglas presided for a long time. One-half of the square owned by St. John's Church, at the head of Market Street, was deeded to the Church September 17, 1842, by Mrs. Maria Doggett, as a donation; the other portion was acquired at a later date.^c

The corner-stone of the church was laid Sunday, April 24th, 1842, by Rt. Rev. Christopher Edwards Gadsden, Bishop of South Carolina. The structure was soon up and services were held in it, but it was not entirely completed until 1851, when it was consecrated by Rt. Rev. Stephen Elliott, Bishop of Georgia.^e The building was burned by Federal troops March 29th, 1863.

In building the first church, every person who contributed a certain sum of money was given a deed to a pew in his own right, and the same was entailed to his heirs. The early choir was composed as follows: Dr. A. S. Baldwin, leader, base viol; J. W. Bryant, first flute; William Lancaster, second flute. The singers were, Mrs. A. M. Reed, who also played on a melodeon which a servant carried on his shoulders to the church for each service; Miss Eliza Lancaster, and Mrs. William Douglas. The communion service consisted of two small waiters and two silver cups—family silver loaned by Mrs. Susan L'Engle. A burial plot was provided north of the church for members of the congregation, and the ashes of some of Jacksonville's early residents still occupy the original graves, although most of the bodies were removed many years ago to the old city cemetery on East Union Street.^d

In 1866, a temporary wooden church was erected and the congregation worshipped in it eleven years. The corner stone of a new church was laid April 7, 1874; there was considerable delay in completing it, and it was not until Easter Day, April 1, 1877, that the first service was held in the edifice.^e This was a handsome red brick church, costing \$27,000 and having a seating capacity for 800. It was consecrated May 7, 1882, by Bishop John Freeman Young.ⁱ This church.

together with the parish house and the rectory, were destroyed by fire May 3, 1901.

The ceremony of laying the corner-stone of the present church was performed February 18, 1903, by Rt. Rev. Edwin G. Weed, assisted by the rector, Rev. V. W. Shields. The first service in the new church was held on Easter Day, 1906. It was consecrated May 15, 1911, by Rt. Rev. Edwin G. Weed. The cost of this church was \$90,000.ⁱ

St. John's church occupies an elevated site at the head of Market Street at its intersection with Duval Street. By ordinance of the city council, published July 25, 1870,

The lots of land in possession of the vestry of St. John's Episcopal Church, fronting Market Street north of Duval, being 210 feet square, is and shall be held by said Church to have and to hold forever, Provided, always, That that portion of land which encloses the street shall be held by said Church exclusively for church and school purposes.

St. John's Parish also owns the former home of Mrs. Mary Packer Cummings, at Keystone Bluff on the St. Johns River, which she bequeathed to the Parish for the purpose of a home for children, with sufficient endowment for a limited number of children; it has been in operation for several years as a home for boys. In 1921, the Parish acquired by purchase the handsome dwelling at the southeast corner of Market and Duval Streets, which is now used as a community house, offices, and guild rooms. In May, 1923, ground was broken on the north side of St. John's church for the erection of a Church school and choir school, the building being a gift to the Parish by James P. Taliaferro and his daughters, Mrs. Jessie T. Hubbard and Mrs. Anna T. Lane, as a memorial to the late Mrs. Millicent J. Taliaferro; it was first used by the Sunday School October 5, 1924.

Mr. Henderson continued to hold occasional services in Jacksonville until the summer of 1834; in the fall of that year he was succeeded by a regular rector, Rev. David Brown. Mr. Brown remained for more than 10 years, he being succeeded in May, 1845, by Rev. John Freeman Young. Mr. Young was followed by Rev. Isaac Swart in 1848, and Mr. Swart by Rev. W. D. Harlow in 1851. Mr. Harlow was rector until Rev. W. W. Bours was called in 1855.^b In the memorable year 1857 (yellow fever epidemic) Rev. O. P. Thackara came to Jacksonville to do ministerial work in the stricken

community and was joined by Rev. F. M. McAllister of Georgia. The rector, Mr. Bours, was on a visit to his family in New York at the time the fever broke out, but when the sickness became serious he at once returned to his charge, and after a devotion that was unsurpassed in his attention to others he himself died of yellow fever. A marble tablet to his memory stood upon the interior wall of the church before it was burned during the war. Messrs. Bours, Thackara and McAllister were a noble christian band all through the terrible epidemic.^j In 1858, Rev. Samuel Kerr (pronounced Carr) was called to the Parish. Mr. Kerr was followed in 1861 by Rev. Horatio H. Hewett. Mr. Hewett was a Northern man and left with the Federal squadron in 1862, and the Parish remained vacant until after the war.^b

Rev. O. P. Thackara again came to St. John's and took temporary charge, in February, 1866, and remained until December of that year, when a permanent rector, Rev. W. Eston Epps was called. Mr. Epps was succeeded by Rev. R. H. Weller, June 18, 1869.^b Mr. Weller was the rector 20 years, during which time several missions, that have since grown to be large Churches, were established, among them Good Shepherd in Riverside. Rev. V. W. Shields succeeded Mr. Weller December 2, 1889. The Parish under Dr. Shields's charge continued its expansion and growth. With the approach of his 35th year of continuously active service, the longest in the history of any of Jacksonville's Churches, Dr. Shields wished to resign, believing that a younger man should take up the work; but his congregation refused to part with the loving influence that many of them had known throughout their lives, and elected him Rector Emeritus in order that they might have him with them still in actual contact. Dr. Shields was succeeded as rector of St. John's by Rev. M. Doswell October 19, 1924.

Roman Catholic

During the pioneer years services of the Roman Catholic Church were conducted at the home of some one of the Church members. The first purchase by the Church in Jacksonville was the lot at the northwest corner of Duval and Newnan Streets from I. D. Hart, the deed being made to Bishop Gartland of Savannah and the consideration mentioned being "one penny". The precise date of the erection

of the first church, which was built through the efforts of Father Edmund Aubriel, is not known, but it was certainly prior to 1847, as the map of Jacksonville of that year shows that the church was there at that time. Although the Parish had not been created, religious services were carried out with regularity and in accordance with the established rules of the Church.^f

Back of the altar was a beautiful painting of the Immaculate Conception of Our Lady, a gift from the French Government. It is an interesting fact that the church was dedicated as the Immaculate Conception several years prior to the time that the dogma was defined as an Article of Faith by Pope Pius IX in 1854.^f It is said that the painting was saved when the church was burned by Federal soldiers in 1863, but its history cannot be traced further.^d

Under date of March 29, 1863 (the day of the evacuation), the correspondent of the New York Tribune, with the Federal army at Jacksonville, wrote his paper:

Yesterday the beautiful little cottage used as the Catholic parsonage, together with the church, was fired by some of the soldiers, and in a short time burned to the ground. Before the flames had fairly reached the church, the soldiers had burst open the doors and commenced sacking it of everything of value. The organ was in a moment torn to strips and almost every soldier who came out seemed to be celebrating the occasion by blowing through an organ pipe.

Dr. Alfred Walton, medical officer of the Eighth Maine regiment at Jacksonville, wrote in his diary:

Saturday, March 28, 1863: At 9 a. m. some of the boys set fire to the Catholic church and it together with the parsonage, all furnished, was destroyed. Two other houses were also burned before the fire was put out.

The claim of the Church for recovery for this loss was denied by the U. S. Congress on the ground that no direct evidence was submitted that the soldiers burned the property.^h

In rebuilding the church after the war the site selected, though in the same block, was at the southwest corner of Newnan and Church Streets. The work of rebuilding was begun in 1871, and completed March 8, 1874, when the church was consecrated by Bishop Gross of Savannah.ⁱ This was a

plain brick building without spire or steeple. This church was destroyed in the fire of May 3, 1901.

The site for the new church was again changed, to the northeast corner of Ocean and Duval Streets, but still in the same block, all of which is now owned by the Church. Here on Sunday, April 7, 1907, the ceremony of laying the corner-stone of the present edifice was performed by Bishop Kenny of St. Augustine. The basement walls of the church are of brick and rest on a foundation of reinforced concrete; the superstructure is of Kentucky limestone. The style is Gothic, with a tapering main spire surmounted by a cross 178½ feet above the sidewalk.ⁱ The building represents nearly four years of continuous work and an outlay of \$160,000. This church was dedicated December 8, 1910, in the presence of 2,000 spectators of all denominations, by Bishop Kenny, assisted in the ceremonies by Bishop Foley of the Philippines, Very Rev. William McGinnis of Brooklyn, N. Y., and Rev. M. Maher, pastor of the church.ⁱ

The Roman Catholic Parish of Jacksonville was not established until 1857. Previously, the residents of the town of this faith, few in number, received the ministrations of visiting priests from St. Augustine and Savannah. Worthy of note among them for their zealous and arduous work were Fathers Claude Rampon and Patrick Hackett, who resided at St. Augustine and visited Jacksonville at regular intervals from 1836 to 1843; and Fathers Benedict Madeore and Edmund Aubriel, who likewise resided at St. Augustine and visited Jacksonville from 1843 to 1858.^f

In 1857 the former territory of East Florida, which had been included hitherto within the Diocese of Savannah, was constituted a separate ecclesiastical jurisdiction as Vicariate-Apostolic, with Bishop Verot in charge. The first resident pastor at Jacksonville was Rev. William J. Hamilton, who came from Savannah in 1857. He was a man of remarkable organizing ability. After establishing the Church at Jacksonville on a solid basis, he was transferred in 1861 to a more important field of work in the Diocese of Mobile, where he died in a few years. His successor in Jacksonville was Rev. M. Penough, who remained until 1864.^f

After the War Between the States, Father Chambon and the Very Rev. Father Clavreal had charge of all the missions in Florida for several years, Jacksonville being their head-

quarters. After Father Clavreal, Father Laudry was pastor for a short time. Rev. Charles Gaboury was pastor from 1869 to 1872. The Very Rev. Father P. Dufau, Vicar-General of the diocese, succeeded him and remained in charge until his death in 1881. After the death of Father Dufau, Father Bernard O'Reilly was in charge until 1884. In June, 1884, Father William Kenny (afterward Bishop of St. Augustine) was appointed pastor at Jacksonville and retained charge until his elevation to the Episcopate in May, 1902.^f Father Kenny endeared himself to the people on account of his great charitable work at the time of the yellow fever epidemic of 1888 and the fire of 1901. The present pastor, Rev. Dr. Michael Maher, was appointed to fill the vacancy created by the elevation of Father Kenny. Upon assuming charge he was confronted by the enormous task of restoring the church, orphanage, convent, schools, and priests' residence, all destroyed in the fire of May 3, 1901, which entailed a loss of more than \$200,000.^g The restored buildings stand today as a monument to his energy.

Baptist

The Baptist denomination was established in Jacksonville in July, 1838, by Rev. James McDonald and Rev. Ryan Frier. Mr. Frier was the State Missionary at that time. There were six charter members, namely, Rev. James McDonald and wife, Elias G. Jaudon and wife, and two colored persons—Peggy, a slave of Elias G. Jaudon, and Bacchus, a slave of William Edwards. Rev. James McDonald was the first pastor, and Elias G. Jaudon the first deacon.^c

The congregation increased, and in 1840, purchased the northeast corner at Duval and Newnan Streets, where a chapel was erected.^c This was the first church building erected in Jacksonville. It was a small wooden structure, with a seating capacity for about 100 persons. It had a square tower-like steeple in which was a bell. In front was a small piazza; there was but one entrance door. The Baptists sold this property to the Presbyterians^g in 1844, and then bought a plot of ground two miles west of the court house (Myrtle Avenue, between Adams and Duval Streets), on which they erected a small brick church.^c This building was partially wrecked during the War Between the States, as it was the scene of nearly all the fighting that occurred

near Jacksonville. The little brick church had a war history. Pickets and out-posts were stationed there whenever Jacksonville was occupied by the Federal troops and near it the first blood of the war in this vicinity was shed. Sentinel-like, it witnessed scenes that have never found a place in print. A few years after the brick church was built, Elias G. Jaudon bought a piece of ground adjoining the church and donated it to the Church for a burial ground.

Finding themselves too far from the center of the city, it was decided to make yet another change in location, and again Deacon Jaudon came to the assistance of the Church by buying and donating a lot on Church Street, between Julia and Hogan. Here a house of worship was erected, and dedicated February 23, 1861. Soon after this the war came on and disrupted the congregation. After the battle of Olustee, the building was taken possession of by the Federal army and used as a hospital for wounded soldiers, and from this time until the close of the war it was used as a military hospital. The building was left in a deplorable condition, scarcely a pane of glass remaining in the windows and very little plastering on the walls.^c The claim of the First Baptist Church for \$1,170 damages done to the building during the war was approved by the U. S. Congress in February, 1912.ⁱ

At the close of the war an effort was made to separate the white and the colored members of the congregation, but the colored members being in the majority refused to give possession to the white members. The colored members finally accepted an offer of \$400 for their interest in the property, withdrew, and built for themselves a new church, which they called Bethel Baptist, taking the original name. The church of the white congregation was then re-named Tabernacle.^c

In 1892 the church property on Church Street (the site is now occupied by the club house of the American legion) was sold. The present site at the northeast corner of Church and Hogan Streets was acquired in October, 1892, at a cost of \$9,000. A Sunday School building was erected on the inside of this lot facing Church Street, as a unit of the future church, then called First Baptist instead of Tabernacle,ⁱ but the fire of 1901 destroyed it before the church was completed.

The corner-stone of the present church was laid February 2, 1903. Appropriate addresses were made by D. U. Fletcher, and Dr. J. F. Forbes of Stetson University. The church was completed in one year. It is of Bedford stone and was erected at a cost, including furnishings, of about \$50,000. The church is 86x105 feet ground area.² Extensive repairs were made to the interior in the winter of 1923-24 when the auditorium was enlarged to a capacity of 1,200.

Rev. James McDonald was pastor from 1838 to 1846. From 1846 to 1850, there were several unimportant short pastorates, in which the Church seems to have been unfortunate in obtaining unworthy or incompetent men. In 1850, Rev. Joseph S. Baker became pastor and served four years, during which time the Church and Sunday School prospered. In 1859, Rev. E. W. Dennison was called. At this time the membership was 40 white and 250 colored. Mr. Dennison's pastorate closed in 1862, and there is no record to indicate that the Church had a pastor then until Rev. P. P. Bishop came in 1867. Mr. Bishop was followed in 1869 by Rev. Frank W. Johnson, and he in 1871 by Rev. W. W. Keepon, who was pastor one year; then Rev. B. W. Whilden from 1873 until 1875, followed by H. B. McCallum as supply. Rev. M. M. Wambolt took up the pastorate in 1876. In 1880, Rev. J. F. B. Mays came and remained two years; he was followed by Rev. George K. Allen, who in turn was succeeded by Rev. S. K. Leavett in 1884. Mr. Leavett was pastor until April, 1889, and was succeeded by Rev. L. B. Plumer, who served the Church two years. In 1892, Rev. Malcolm McGregor was called and was pastor until October, 1895, being succeeded by Rev. J. J. Parsons in February, 1896, who remained until December, 1899, and was followed by Rev. W. A. Hobson in May, 1900.^c Mr. Hobson's pastorate was the longest in the history of the Church, being continuous until his resignation in 1923. Rev. L. G. Broughton succeeded Mr. Hobson in October, 1923.

Presbyterian

Preliminary to the actual formation of the Presbyterian congregation at Jacksonville articles of incorporation were granted by the Legislative Council of the Territory of Florida, Act No. 51, approved March 2, 1840, which provided as follows:

Section 1. Be it enacted by the Governor and Legislative Council of the Territory of Florida, That from and after the approval of this act, the Presbyterian congregation at Jacksonville, in East Florida, shall be incorporated and be a body politic, by the name and style of the Presbyterian Church of Jacksonville, and by that name shall be capable and liable in law to sue and be sued, plead and be impleaded, defend and be defended, and to have, hold, possess, and enjoy real and personal estate; * * *

Section 2. Be it further enacted, That for the better government of said incorporation, O. Congar, O. M. Dorman, Harrison R. Blanchard, Stephen Eddy, and L. D. Miller, be, and they are hereby appointed Trustees of "The Presbyterian Church of Jacksonville", * * *

Section 3. Be it further enacted, That all the white members of said church shall be deemed qualified electors at any and every election for trustees of said church. * * *

The Presbyterian Church of Jacksonville was actually formed December 29, 1843, when five male members duly banded themselves together in connection with the Presbytery of Georgia, Rev. Mr. Baird being present with them as a delegate from that body. Obadiah Congar and William B. Barton were elected and ordained elders. On the Sabbath day following, being the 31st of December, 1843, the significant and touching rite of the Lord's Supper was administered and one new member was added to the Church by examination.⁵

In the following year (1844) the Baptists having decided to build in another locality (West LaVilla) offered their chapel at the northeast corner of Duval and Newnan Streets for sale. Captain Congar and two others purchased it. "We bought it", says Captain Congar, "to keep it from falling into the hands of some worldly persons for speculative purposes". This chapel was used by the Presbyterians as a meeting house for two years. Their first pastor, Rev. A. B. Burke, preached to them there, but only for several months as lack of funds made it impossible to retain him. Owing to the cost of upkeep the Presbyterians were compelled to dispose of the property and they sold it to the Methodists in 1846. Soon afterward, Captain Congar set about raising funds to build a small session house on a plot of ground belonging to himself (at the southeast corner of Ocean and Monroe Streets) for the purpose of holding prayer meetings and other religious services when they should have a minister. He solicited funds from friends and relatives in the North and began the

erection of the building about the first of the year, 1847. In February, 1847, it was under roof and the "glass in"; it was completed in March following. This was a plain one-story wooden building and seated about 60 persons. The other denominations were invited to use it and several of them did, and it was later used for school purposes also. Just before his death in 1848, Captain Congar deeded this property to the Presbyterian Church.^g

Captain Obadiah Congar was a pious sea-captain, born near Newark, N. J., in 1768, retired, settled at St. Augustine in 1831, and moved to Jacksonville in 1838, where he resided until his death in 1848. He died while on a visit to his old home in New Jersey and is buried there.^s The Presbyterian Church of Jacksonville was established and largely maintained in the pioneer years through his efforts and zeal.

In 1854 Miss Phoebe Swart gave \$100 to start a fund for building a church. Rev. A. W. Sproull, pastor at that time, visited the Churches in the South for the purpose of soliciting funds and he collected considerable money in this way.^h The church was completed in 1855, and dedicated in November of that year.^s Its location was on the corner just west of the conference house. This church went safely through the war. From the close of the war to July, 1866, it was used by the U. S. Government for purposes connected with the Freedmen's Bureau.^s

After the War Between the States serious dissensions arose among the members of the congregation. The pastors from the North who occupied the pulpit attempted to change the ecclesiastical relation of the Church from the Presbytery of Florida to which it was then attached, to that of Philadelphia of the Northern Assembly. This movement was opposed by the Southern element of the Church and when it prevailed nine members withdrew on March 6, 1867, elected new officers and continued to exist as the original Presbyterian Church of Jacksonville. The church and other property were held by the Northern members.^l

The little band of nine members soon increased to sixteen and on June 30, 1867, Rev. W. B. Telford preached to them in the Methodist church, then called St. Paul's. After worshipping in Hoeg's hall for some time the Southern congregation purchased a lot at the southeast corner of Monroe and Newnan Streets where in the latter part of 1870 they erected

a frame building for Church and Sunday School purposes. They worshipped here until May 1, 1900, when the Newnan Street Church having a membership of 237 and the Ocean Street Church with a membership of 119 were consolidated as the First Presbyterian Church of Jacksonville and the properties of the two Churches passed into the hands of the trustees of the consolidated Church. Thus the two Churches were again united at the original location on Ocean Street. The property on Newnan Street was afterward sold.^m The church on Ocean Street was destroyed in the fire of May 3, 1901.

Preliminary steps for rebuilding the church were taken in July, 1901, and actual work began in the following December. The corner-stone was laid January 22, 1902, with Masonic ceremonies conducted by Grand Lodge F. & A. M. which happened to be in annual communication here at the time. Rapid progress was made in construction and on June 1, 1902, the first service was held in the new church. The plans provided for an octagon-shaped auditorium with a seating capacity of 500, supplemented by two main galleries providing room for 50 more. In the arrangement of the interior the Sunday School room, with a capacity of 300, could be thrown open and used in connection with the auditorium.ⁱ

The growth of the Church made necessary the erection of the Sabbath School and Church activities building next to the church; this building was dedicated June 6, 1923.

After the departure of Mr. Burke in 1845, Obadiah Congar conducted the services until 1848.^z Rev. J. H. Myers (pastor at St. Augustine) occasionally preached to the Jacksonville congregation until the arrival of a regular pastor, Rev. A. W. Sproull, in 1854. Mr. Sproull was the pastor until the fall of 1856 and was followed by Rev. Donald Frazier, and Mr. Frazier by Rev. James Little in 1859. Mr. Little enlisted in the Confederate army and did not resume his pastorate at Jacksonville after the war.^l It is not known how long Rev. W. B. Telford, who was the first to preach to the Southern congregation in 1867, remained at Jacksonville. In January, 1869, Rev. Thomas L. DeVeaux of Madison, Fla., came as supply and was afterward installed as pastor; he remained until April 1, 1872. From this time until 1875, the Church had no regular pastor, but services were conducted at inter-

vals by Rev. David Wills, Rev. R. B. Anderson, Rev. Joseph Brown, Rev. Thomas Gilsay, Rev. Peter McKay, and occasionally by Rev. Frank Johnson of the Baptist Church. During the summer of 1873 and from April 1st to December 31st, 1874, Rev. William H. Dodge conducted the services; he was installed as pastor in January, 1875.¹ Mr. Dodge was the pastor until April 30, 1900. During the summer of 1900, Rev. W. A. Alexander served as supply. In September, 1900, Rev. W. E. Boggs came as supply and was afterward installed as pastor, remaining until November, 1908. Mr. Boggs was followed by Rev. J. W. Graybill in January, 1909. Mr. Graybill died in March, 1912, and the Church remained without a pastor until January 1, 1913, when Rev. J. B. French came as supply; he was installed as pastor in the following April. Dr. French served the Church until his death in February, 1918. Dr. Lindsay E. McNair, at the time a chaplain at Camp Johnston, accepted a unanimous call to the pastorate, vacant since the death of Dr. French. Dr. McNair held his first service as pastor November 10, 1918.²

Congregational¹

The Congregational Church of Jacksonville had its birth at a meeting held November 8, 1875, at the residence of William Stetson. At that meeting committees were appointed to select a location for a chapel, which resulted in the purchase of a lot 105 feet square at the southwest corner of Church and Hogan Streets from Solon Robinson for \$2,500 on ten years' time at 10 per cent interest. The chapel was started soon afterward. On December 8, 1875, a constitution was adopted; this was eight years prior to the organization of the General Congregational Association in Florida, in December, 1883. The Union Congregational Church of Jacksonville was organized January 9, 1876, with 19 members; on the same day the chapel was dedicated, by Rev. C. L. Woodworth, Secretary of the American Missionary Association.

In 1888 the question of a larger church was advanced and a building fund was started, but the yellow fever epidemic of that year, followed by other unfavorable circumstances delayed matters and it was not until 1898 that financial arrangements were perfected. The little chapel was moved and on its site the foundation for a brick church was

laid. The first service in the new church was held June 26, 1898, though the church was far from completion at the time; it was dedicated February 5, 1899, by Rev. A. M. MacDonald. The edifice was erected at a cost of \$10,000; it was Gothic in style and quite imposing. This church was burned in the fire of May 3, 1901.

With \$10,000 insurance money as a nucleus, funds for rebuilding the church were contributed and by the autumn of 1902 plans for its erection had been started. On April 12, 1903, the first service was held in the church, and regularly thereafter. This was a brick church erected at a cost of \$22,000. The style was Old English Gothic. It was dedicated January 17, 1904, by Dr. E. Lyman Hood. Three Congregational churches had now been built on that corner.

On account of street noises during service hours the trustees decided to sell the church property and rebuild elsewhere. They accepted an offer of \$80,000 for the holdings of the Church at the corner of Hogan and Church Streets in November, 1911. Pending the negotiations the selection of the present site on the south side of Church Street between Hogan and Julia was made and when the funds from the sale became available the lot was purchased and the erection of the church begun in June, 1912. The last service in the old church was held July 7, 1912; the congregation worshipped in the Jewish synagogue during the rebuilding. The new church was under construction exactly a year. On March 9, 1913, a service was held in the assembly hall, but the church was not permanently occupied until June 15, 1913. It was dedicated by Rev. A. M. MacDonald, a former pastor, January 17, 1904. The edifice is 102x80 feet over all, constructed of white brick and terra cotta and represented at the time of building an outlay of about \$90,000. The main auditorium is 60x60 and 26 feet high; as originally designed 30 rooms were provided to be used for Church purposes.

The struggles of the trustees all during the early years to keep out of debt and at the same time progress reveal a wonderful example of perseverance. They were frequently near the line, but seldom far below it. At one time a legacy of land at Panama almost forced them into the real estate business to dispose of it and did involve the Church in a law suit.^o

The work started by Rev. C. L. Woodworth was taken up by Rev. Henry F. Hyde, who remained during the most of 1876. Rev. Solon Cobb came in December, 1876, and served until June, 1878. Then in turn: Samuel Bell, 1878-79; H. L. Kendall, 1879-80; S. D. Paine, 1880-81; E. H. Curtis, 1881-82; S. F. Gale, May, 1883, to October, 1886. All of these were supply pastors. The first pastor regularly installed by the Church was Rev. Russell T. Hall in February, 1888, Dr. Lyman Abbott of Brooklyn taking part in the ceremonies. Mr. Hall resigned in December, 1891. Rev. C. L. Woodworth returned to the Church in 1892 and was its supply pastor until February, 1894. Rev. Angus M. MacDonald was installed in October, 1894, and he served the Church until January, 1903. The succeeding pastors were: Rev. F. A. Stevens (supply), 1903; Rev. E. Lyman Hood, January, 1904, to October, 1905; Rev. George L. Hanscom, April, 1906, to March, 1912; Rev. H. T. Sell, May, 1912, to May, 1916; Rev. F. R. Marsh, October, 1916, to November, 1920; Rev. E. C. Gillette, December, 1920, to date.

Lutheran

During the first week of December, 1877, a number of German residents held a meeting for the purpose of organizing a Lutheran Church in Jacksonville, to be known as the Evangelical Lutheran Church of St. John. Sufficient funds were soon raised to buy a lot at the northeast corner of Ashley and Laura Streets 52½x105 feet, facing Ashley. Work was begun on the church April 3, 1878, and the building was finished and dedicated May 19, 1878. The ceremony of dedication was performed in both English and German. This was a neat frame chapel costing \$1,700.† It was destroyed in the fire of May 3, 1901.

On May 15, 1901, services were held at a private residence, and afterward there was a meeting at which resolutions were passed to rebuild the church at the old site at once. In October, 1901, the Tabernacle Baptist temporary shack near Church and Hogan Streets was rented for \$12.50 a month; here regular services were held until the following July. In the meantime work on the new church at Ashley and Laura Streets was progressing, the corner-stone having been laid Māy 4, 1902, with regular ceremony and appropriate sermon by Rev. M. J. Epting of Savannah. Pastor Rahn preached

the opening sermon in the Sunday School room of the new church October 12, 1902. Services were held there until December 24, 1905, when the auditorium was dedicated by Dr. A. G. Voight of the Lutheran Theological Seminary of Mt. Pleasant, S. C. This church is a red brick building with slate roof, and was erected at a cost of \$12,000. It comprises a Sunday School room in the basement, auditorium, and a six-room parsonage built in. The equipment, including real stained glass windows, cost an additional \$6,000.^o

Originally the congregation was alone and independent, conducted by a few members and a pastor until 1889, when it joined the Synod of Georgia and adjacent States. Since May, 1918, it has been governed by the Model Constitution of the Synod, which is Apostolic in its sense. The congregation numbers about 290 members.^o

Pastors: Rev. C. F. Bansemer was the first pastor and remained until his death February 3, 1889.^p Rev. J. Reinhardt, May-July, 1889; Rev. A. G. Delfs, August, 1889-May, 1890; Rev. J. F. Probst, September, 1890-June, 1895; Rev. S. S. Rahn, January, 1896, to his death, July 1, 1911; Rev. T. G. Hartwig, October, 1911-July, 1915; Rev. W. H. Hiller, November, 1915, to date.^o

Congregation Ahavath Chesed

Several of the more prominent Hebrews of this city met in the circuit court rooms in the L'Engle building on January 18, 1882, and organized the Society Ahavath Chesed. M. A. Dzialynski was the first president. Steps were taken at once to raise funds to purchase the lot at the southeast corner of Laura and Union Streets. Soon sufficient funds were in hand to purchase the lot and commence the synagogue. The building was dedicated September 8, 1882, by Rabbi Marx Moses. There were 24 members at that time. The synagogue cost \$7,000. The seats were of maple, with framework of ash and mountings of black walnut. There were 28 seats in two rows, giving three aisles and a seating capacity for 400 persons. The chandeliers were novel and beautiful, with a central corona of 36 gas jets. The entrance was from a vestibule through three full swinging doors.ⁱ This building was consumed in the fire of May 3, 1901.

Immediately after the fire plans were laid for rebuilding the synagogue on the same site. The corner-stone of the new

building was laid November 15, 1901, and it was completed and occupied January 20, 1902. This was the first house of worship rebuilt after the fire. The needs of the congregation soon outgrew this synagogue, and it was sold to the Christian Scientists in January, 1908, who afterward sold it to the Greek Orthodox Church.ⁱ

After selling the synagogue Congregation Ahavath Chesed bought the southeast corner of Laura and Ashley Streets and began the erection of the present temple. The corner-stone was laid October 19, 1909, and the temple was dedicated September 23-24, 1910. Assisting the local rabbi, Pizer Jacobs, in the two-day ceremonies were Rabbi E. N. Calish of Richmond, Va., and Rabbi Harry Weiss.ⁱ

Rabbi Marx Moses was the first rabbi of the congregation and remained until 1885. Rabbi A. Rosenspitz followed Dr. Moses, but served less than a year. Dr. Ignatz Kaiser was rabbi from July, 1886, until the autumn of 1887. The congregation was without a rabbi from this time until July, 1888, when Rabbi J. Kahn was called. He was followed in 1890 by Rabbi S. Rosenberg. Then followed the Rabbis: B. Babbino, 1893 to 1900; David H. Wittenberg, 1900 to August, 1905; Pizer Jacobs, March, 1906, to January, 1912; Samuel Schwartz, September, 1912, to August, 1916; I. L. Kaplan, September, 1916, to date.ⁱ

Christian

In March, 1883, a society of about 35 members who had previously been worshipping with other Churches, was formed as the Christian Women's Missionary Society and money was donated for the purpose of establishing and maintaining a Christian Church in Jacksonville. The society met regularly and a permanent organization was perfected January 27, 1884. The lower room of the Odd Fellows' hall was rented; then library hall at the southeast corner of Laura and Adams Streets became their place of worship.ⁱ

On August 9, 1885, a Christian chapel was dedicated to the memory of Hal B. Smith, who the year before had been drowned while sailing on the river. It was located at the northwest corner of Charles and Rossell Streets in Riverside and was erected at a cost of \$800. This property was later sold.ⁱ

The parent Church continued to hold services in library hall in the morning and in Riverside chapel in the afternoon and evening,¹ until 1886, when a lot 42x60 feet at the southwest corner of Main and Beaver Streets was purchased and a small wooden church was erected on it. The congregation worshipped here several years, but the property did not prove satisfactory and was sold to a negro congregation on time payments. After the sale the Christian congregation held their services in various places, first in a hall over Randolph's restaurant, Main and Adams Streets; then in library hall; in the board of trade rooms; in the dining room of the Oxford hotel across from the St. James; then in the Union building at Adams and Main Streets. Finally they went back to the church at Main and Beaver Streets, the colored congregation having failed in their payments.² This church was burned in the fire of May 3, 1901. Shortly before the fire the Christian Church had bought the southeast corner of Monroe and Hogan Streets, its present location, and when the fire of May 3, 1901, came the foundation for the new church was being built.³

The Sunday School rooms of the present First Christian church were first used on June 1, 1902. The auditorium was completed a year later, the first services being held there June 7, 1903.⁴ A unique feature of the campaign for funds to complete the church was the selling of shingles to the public for 10 cents each, by which a substantial sum was raised. The cost of the completed edifice was in the neighborhood of \$45,000 and it is now practically free of debt. It is built of the so-called Miami rock, some of which was imported from Nassau, N. P.; this material has now hardened to the substance of granite.⁵

The services were conducted by Elder W. Bennett Young until the arrival of a permanent pastor, Rev. T. H. Blenus, in May, 1885. Mr. Blenus accepted a call to Savannah in June, 1888, and there was no permanent pastor until 1893, when Rev. John Friend was called;⁶ he however remained but four months. Rev. S. P. Benbrook was the pastor when the congregation went back to the church at Main and Beaver Streets. Rev. M. B. Ingle followed Mr. Benbrook and was pastor until November 1, 1895. Rev. J. J. Irvine was pastor from February, 1896, to June, 1898. During the intervals between these pastors, Elder Rufus A. Russell usually con-

ducted the services.⁹ Rev. J. T. Boone, the present pastor, held his first service here December 4, 1898, and his pastorate of a quarter of a century has been marked by great achievement, for from the parent Church have sprung three other Churches in the city and four in nearby settlements.

Christian Science¹

The first record of a Christian Science Society in Jacksonville was a notice in the local paper of October 1, 1892, as follows:

The Christian Science Bible Class will meet at the residence of Mrs. James Douglas, southwest corner of Liberty and Church Streets, at 10 a.m., Sunday. A lady from Atlanta is expected, who will lead the class. Seekers after truth are cordially invited.

Although increasing in membership very slowly, the society continued to hold meetings at the homes of its members. The First Church of Christ, Scientist, was organized in 1897, and incorporated in June of that year, with a mere handful of people. Membership now began to increase, and in the latter part of 1900 they purchased the property of the Presbyterian Church at the southeast corner of Monroe and Newnan Streets for \$5,000. The old building was repaired and put in good shape, and in January, 1901, the Christian Scientists held their first service in it. The fire of May 3, 1901, destroyed the building and scattered the congregation. Nevertheless, in the following September they built a small chapel on the lot and renewed efforts were made to reorganize and build up the congregation. This was their home until 1908. In January, 1908, the First Church of Christ, Scientist, bought the Jewish synagogue at the southeast corner of Laura and Union Streets and held their first service in it February 9, 1908. The chapel at Monroe and Newnan Streets was then used as a reading room until purchased by Morocco Temple in 1910.

The Christian Science congregation, having outgrown the accommodations afforded by their small house of worship at Laura and Union Streets, sold the property to the Greek Orthodox congregation in April, 1919. Until November, 1921, they had no permanent home and held their meetings principally in the Woman's Club rooms. In the meantime, plans were carried forward for the handsome \$80,000 house of

worship at Laura and First Streets, Springfield, ground for it being broken in May, 1921. Construction advanced rapidly and although the exterior and the auditorium had not been entirely completed at the time, the first service was held there November 24, 1921, and regularly thereafter.

Unitarianⁱ

Rev. A. J. Coleman of Boston, Secretary for Florida of the American Unitarian Association, held the first service of the Unitarian Congregational Church in Jacksonville at No. 23 West Adams Street on February 4, 1906. Mr. Coleman remained in Jacksonville, bringing together the congregation and preaching to them regularly in different halls in the city.

Early in 1908, plans were laid for a church and late in the spring ground was broken at the southeast corner of Hogan and Union Streets for it. Work progressed rapidly during the summer and fall, and on December 27, 1908, the first service was held in the vestry, as the auditorium was not entirely completed. The church was dedicated February 3, 1909, a feature of the ceremonies being the participation by pastors of other denominations.

The church is 72 feet long and 40 feet wide, with an auditorium having a seating capacity for 250 persons. The architecture is Roman Ionic and the construction concrete with copper trimmings.

Rev. A. J. Coleman was pastor until May 1, 1911. He was followed in 1911 by Rev. Samuel B. Nobbs, who resigned in 1913. Rev. W. C. Pierce came in 1914 and occupied the pulpit until 1919, and was succeeded by Rev. A. J. Coleman, who had served the church in the beginning. Mr. Coleman resigned in the summer of 1924, since which time the pulpit has remained vacant.

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^aFifty-two years in Florida, J. C. Ley; ^bHistory of Florida, Webb; ^cAnnual of First Baptist Church, 1909; ^dMrs. W. M. Bostwick; ^eHistorical Sketches of the Church, J. J. Daniel; ^fFather J. Veale; ^gAutobiography of Obadiah Congar, ed. by Rev. H. T. Cheever, 1851; ^hFrom the early newspapers; ⁱLocal press accounts; ^jRev. O. P. Thackara; ^kDr. M. Maher; ^lRev. W. H. Dodge; ^mManual of First Presbyterian Church, 1914; ⁿFrom the records of the Church; ^oL. W. Hanne, Secy. of Board; ^pRecords of the Congregation; ^qRufus A. Russell; ^rEsqate's History of Jacksonville, 1835; ^sDiary of O. L. Keene, old resident; ^tEvening Times-Union, Jan. 18, 1896; ^uFrom various published sources; ^vRev. H. E. Partridge.

CHAPTER XXIII

THE SCHOOLS

The first record of a school in Jacksonville was a notice in the Jacksonville Courier in 1835, that Alexander Graham was the conductor of a "Male and Female" school here at that time. Possibly Jacksonville's first-born white child attended it, for she was then ten years of age.

*A late biographer states that Ossian Hart, son of I. D. Hart, was born in Jacksonville, in January, 1821; convincing evidence points to this as an error. It was the general knowledge of the early residents, before the War Between the States, that the distinction of being the first white child born in the immediate vicinity of Jacksonville, belonged to Sarah Ann Hogans, daughter of L. Z. and Maria Hogans. She was born July 28, 1825, in the Hogans home situated near the present intersection of Hogan and Forsyth Streets. Sarah Ann Hogans married Uriah Bowden and lived and died in Jacksonville.

Maybe "Professor" Graham rodged "reading, writing and arithmetic" into the systems of a number of boys and girls who afterward became prominent in the business, professional and social life of the State. Unfortunately, there is not sufficient record to compile the complete history of this early school, but it seems to have been in existence for several years.

Fragmentary records of the system of local education begin again about 1845, following the ending of the first Seminole war.^a The Odd Fellows had built a two-story wooden structure at the southeast corner of Adams and Market Streets, hall below and lodge rooms above, reached by steps on the outside of the building. For years this hall was used as a school room, and there is much traditional history about it. It is said that the teacher took advantage of any noise up-stairs to remind the children that it was the Odd Fellows' goat, aroused by the racket they were making below; and this never failed to produce the desired quietude among the boisterous youngsters of early Jacksonville. The Presbyterian chapel, near the southeast corner of Monroe and Ocean Streets, was used for school purposes for a long time, and also a building that had been a ferry warehouse,

at the northwest corner of Bay and Liberty Streets. Connected with these schools as teachers, are the names Sam Doggett and Mrs. Hatch; and in the 1850's, Mrs. Daniel, Mr. and Mrs. DeCottes, Miss Phoebe Swart, and the Misses Kendrick, all kept schools for girls, while Mrs. Herbert and Mr. Sewell taught both boys and girls.^b There is also a trace of "LaVilla Institute", founded by J. McRobert Baker, son of a Baptist preacher and once mayor of Jacksonville. But an "Institute" of the 1850's was a school furnishing the barest rudimentary foundation for an education. The history of this school ceased with the beginning of the War Between the States.^c

Free public instruction (for white children only) had been advocated in the Territorial days, but the results achieved were discouraging. While not actively opposed to it, the people as a rule preferred to pay the moderate quarterly fee and send their children to a private school, and it was not until 1860 that an attempt was actually made to establish a public school in Jacksonville; this school, however, never reached a solid foundation, for the war came on and disrupted it.^d So it may be said that prior to the War Between the States, the system in Jacksonville was private instruction exclusively. It does not appear that the curriculum of any of these schools was higher than what we now call the grammar grades. Those citizens who could afford it sent their sons off to college. The girls do not seem to have had this advantage to any great extent, and the elementary education derived from the local schools served the most of them as a foundation for their future experiences in life. The usual school term in those days was nine months.^b

After the War

In the spring of 1864, a Mrs. J. M. Hawks opened in Jacksonville the first free public school in the State, attended by both white and colored children—the effort of a Northern society. It opened with an equal number of white and colored pupils, but by degrees the colored increased and the whites fell off, so that in three months only three white children remained.^e

^eAt this time, 1864, Jacksonville was occupied by the military forces of the United States and there were no Southern white families here.

After the return of the Southern families to Jacksonville at the close of the war, the old system of private instruction was gradually revived. In most cases, the people were too poor to send their children to pay schools, and they were taught at home or by some member of the family, who acted as tutor on the principle of community teacher. As the people became better off financially, the pay-school system again became established.^b

The State constitution of 1868 contained a provision for a system of public instruction, but provided no revenue for maintaining it. A school law was passed in 1869, taking care of the deficiency. The general situation in the following few years is described by T. E. Cochran, in Bulletin No. 1, History of Public School Education in Florida:

The State and County superintendents of schools were appointed by the executive heads of the State. Consequently, there was a temptation to play politics at the expense of the schools, and too often this temptation proved irresistible. Men were chosen not on the basis of fitness for service, but with reference to party affiliation, thereby working disastrous results in respect to the educational welfare of the youth of the State. This is especially true from June 8, 1868, until January 1, 1877, during which time the government of the State was in the hands of a political party that was neither elected by, nor in favor with, the majority of the intelligent voters and property owners of the State. Hence there were a great many who did not cooperate in the educational movements.

It is difficult to determine just what was done in the way of public instruction in Jacksonville during the period 1869-1875, as school records during this time were either not kept at all or were destroyed, and such as are preserved in fragmentary official reports are clearly "colored". Already taxed beyond their power to pay for the operations of the local government, the Southern people of Jacksonville were bitterly opposed to the additional school tax of 3 to 5 mills, especially as 80% of the revenue derived from it was devoted to negro schools.^d All that the white people of Jacksonville ever got out of this string of taxation for public education, was a small, two-story, plain, brick building, erected in 1871, on the lot next to the northwest corner of Liberty and Church Streets, facing Church. The school was labeled "Duval Graded and High School", but the courses of study were extremely elementary. This school afterward developed into

the Jacksonville Grammar School. The first thorough public school in Florida was opened in Jacksonville in the fall of 1875; from this evolved Duval High School, the history of which will be traced separately.

Local school affairs passed into the hands of the home people in 1877. The greatest difficulty confronting public school officials now, was to overcome the pronounced prejudice that existed among the people as a result of the system prevailing under the political influences of the so-called reconstruction period. Their first act was to erect a building for Duval High School; this they did without the knowledge of the general public, and few knew of its erection until it was completed. They knew that the public would "kick" anyway; but they decided that it was better for the "kick" to come afterward. What happened is not known, but this was the home of Duval High School until it was destroyed by the fire of 1901.

By 1885, public sentiment toward public schools had changed somewhat from opposition to lukewarmness. Schools for white children had been built in Brooklyn, LaVilla, East Jacksonville, and North Jacksonville (Springfield). Riverside school on Gillmore Street, facing Riverside Park, was built in 1891 and occupied in November of that year. As the years went by, other school houses were built in the different community centers in and around Jacksonville.^a In nearly every case these were plain, wooden buildings. To meet growing attendance, wings and extensions were added from time to time to many of the schools until some of them, especially Springfield (Fifth and Hubbard) and Riverside (Riverside Park) became great box-like structures, constituting an extremely dangerous fire hazard. That Jacksonville did not experience an appalling school fire in those days is certainly an example of genuine good luck.

Prior to 1914, there were eight brick, or partly brick, school houses in Duval County, namely: Duval High, Central Grammar, West Riverside No. 12, West Springfield No. 11, Fairfield No. 9, Northeast Springfield No. 8, Fifth and Hubbard (brick and frame), Lackawanna No. 10. In most cases, however, these schools were but a starting unit for the subsequent great enlargement.

The Modern Expansion

The decade 1914-1924 stands out as a distinct period in the history of public instruction in Duval County, and really embraces the complete history of the school work that advanced the County's position to the foremost rank. Three causes contributed to it, namely, the exceptional ability of the Superintendent of Public Instruction for the position, the constructive cooperation of the School Boards, and the increasing interest of the people in the work of the public schools.

The awakening came in 1914, when the program for the modern expansion was drawn up. This led to a favorable vote of the people in 1915, for a bond issue of \$1,000,000 to start the work. Then, one by one, most of the old wooden relics gave away to modern buildings, the small, brick units then in existence, were reinforced and greatly enlarged, and new school buildings erected in growing community centers. Two subsequent bond issues, \$325,000 August 1, 1919, and \$1,000,000 April 19, 1922, permitted the continuance of the program. There are, in and near the city, 24 schools for white children; all are brick and practically fireproof structures, fully equipped in a modern way. There are five first-class brick schools for colored children in or near the city, Stanton school being perhaps the finest negro school in the State; these schools are likewise fully equipped. Other schools have been built in the outlying settlements of the county.

Ten years ago the visitor to Jacksonville was driven six blocks out of the way to keep him from seeing our school buildings. Today he is driven ten blocks out of the way in order that he may see them. Duval County has a right to point with pride to the accomplishments in school development.

A program for further expansion to include high schools for Riverside, Springfield, and South Jacksonville, has been prepared by Professor Hathaway and accepted by the School Board.

In 1877, public instruction became an educational rather than a political matter; the list of Superintendents of Public Instruction for Duval County since that time follows:^a

A. J. Russell, 1877 to February, 1884; W. B. Clarkson (temporarily), 1884; W. H. Babcock, 1885 to October, 1888

(died in office) ; W. M. Ledwith, 1889 to (about) March, 1891 ; Joel D. Mead, 1891 to 1896 ; George P. Glen, 1897 to 1904 ; Frank Elzey, January to November, 1905 ; H. H. Palmer, November, 1905 to November, 1907 (died in office) ; James Q. Palmer, 1908 to November, 1913 ; Fons A. Hathaway, December, 1913 to 1924, inclusive.

Duval High School

In the fall of 1875, a public school, with a curriculum considerably higher than had previously been attempted in the State, was opened in Jacksonville in a small, two-story, wooden building, occupying the inside of the lot at the southwest corner of Laura and Monroe Streets, facing the park. Prof. M. F. Swaim was the principal and Miss Isabella Tredwell and Miss Anna Woods were his assistants. This school furnishing courses of study more advanced than any of the private schools of the city, many of the Southern residents, though greatly prejudiced against the system of public education as carried on at that time, sent their children to it. This was the beginning of Duval High School. Two terms were held in this building, 1875-6 and 1876-7. The first graduating class was that of 1877, and there were three graduates, all boys, namely, John C. Cooper, J. Murdoch Barrs, and Matthew Mahoney.^a

Early in 1877, A. J. Russell, who had just been appointed Superintendent of Public Instruction for Duval County, and L. I. Fleming, Chairman of the School Board, realizing the urgent need for a better High School building, quietly laid plans for one at the northwest corner of Liberty and Church Streets, next to the Graded School. Work was started in the spring and the building was completed in time for the fall term of 1877. No notice of its erection had been published and the building was completed before the public knew anything about it.^f Duval High School occupied the building in the fall of 1877, being the first, and for a number of years, the only high school in the State with a building and faculty its own. It was a small, two-story, brick school, providing two recitation rooms on the first floor, with one large room above, reached by covered stairways from the outside. This, with subsequent additions, was the home of Duval High School for nearly a quarter of a century. The first change was the partitioning off of the upper room to provide addi-

tional recitation rooms; then a small, two-story, brick wing was added to the west side, and finally a one-story, frame addition of considerable size, was erected in the rear for use as a study hall. Two-story, brick wings had likewise been added to the Grammar school nearby. There was no architectural beauty about these buildings. The conflagration of May 3, 1901, swept the entire nest away and closed the spring term for that year for Duval High School.^a

LaVilla Grammar School was the home of Duval High beginning with the fall term of 1901, until Central Grammar school, at Liberty and Church Streets, was completed in November, 1902, where it was assigned five rooms on the second floor. The arrangement was inadequate and unsatisfactory from the first and decided complaint arose about it. School funds at this time were at a low ebb, and the erection of a separate building for Duval High was delayed, as it was thought inadvisable to float a bond issue or increase the millage of taxation for the purpose, in view of the heavy losses sustained by the people in the conflagration of 1901. Nevertheless, D. H. S. Alumni Association became active in the matter and prepared a program to raise funds by its own efforts for the erection of a suitable High School building, and it was largely through the efforts of the Association, in keeping the matter alive, that the central unit of the present Duval High School on Ocean Street was built.^a

After two years of planning, the contract was awarded by the School Board December 26, 1906, to J. A. McDonald, for the erection of a brick and stone High School building on the east side of Ocean Street between Beaver and Ashley, for \$64,770, completely equipped. Work was begun in January, and on April 4, 1907, the corner-stone was laid with Masonic ceremonies, in the presence of school officials, faculty and pupils of Duval High School, and a large concourse of interested spectators. Sealed in the corner-stone as mementoes were:

Program of the ceremonies; constitution and roster of D. H. S. Alumni Association; roster of Board of Education; rosters and photographs of D. H. S. faculty and senior, junior, sophomore and freshman classes in 1907; photograph of High-Grammar School building at Liberty and Church Streets; Masonic rosters; No. 1 of Vol. 1, Oracle of March, 1907 (first issue); current issues of local newspapers.

Contractor McDonald gave up the job when the building was about two-thirds completed, and it was completed under the supervision of the School Board in time for the opening of the fall term of 1908. The dimensions are 123x82 feet. The basement is constructed of Indiana limestone and the walls of light, pressed brick, with heavy stone trimmings. As designed, the gymnasium grading, manual training and domestic science departments; boiler and ventilation rooms, and two shower baths, were in the basement. Eight class rooms were provided for the first floor, together with the library, office, reception and cloak rooms. On the second floor were chemical and physical laboratories, three class rooms, high school and reception rooms. The third story was the auditorium, 78x70 feet, with stage and dressing rooms. Such was the original plan of the central unit of Duval High School. The arrangement has since been changed somewhat, and two annexes have been built to meet growing attendance. The north (Beaver Street) annex was completed in January, 1920, and the south (Ashley Street) annex in February, 1922.^a

Duval High School started in 1875 with a two-year course. It was changed to three years in 1877, and to four years in the fall of 1886. In 1923, the school system of 8-4 was changed to the 6-3-3, but it did not become operative until March 3, 1924, when the Junior High schools, John Gorrie (Riverside) and Kirby Smith (Springfield) were opened. John Gorrie was named for the inventor of artificial ice, whose home was Apalachicola, and Kirby Smith for the famous Confederate general, E. Kirby Smith of St. Augustine; both buildings are precisely alike and their plants are the last word in school equipment.^a

Principals of Duval High School:^h M. F. Swaim, 1875-77; E. J. Hyde, 1877 until his death soon after the opening of the fall term of 1880; W. B. Clarkson, December, 1880 to January, 1884; W. C. Thayer, February, 1884 to 1886; Frederick Pasco, 1886 to February, 1897; W. T. Chapin, February, 1897 to 1898; W. E. Knibloe, 1898 to 1909; F. A. Hathaway, 1909 to December, 1913. R. B. Rutherford, December, 1913 to date.

Principal, Kirby Smith Junior High School, G. F. Sisson, March, 1924 to date.

Principal, John Gorrie Junior High School, J. S. Wheatley, March, 1924 to date.

Bibliography, Chapter XXIII

*a*Local newspapers of the time; *b*Mrs. W. M. Bostwick, old resident; *c*Published reminiscence of old citizen; *d*History of Public School Education in Florida, Bul. 1, T. E. Cochran; *e*Florida Gazetteer, J. M. Hawks, 1870; *f*Life and Labors of A. J. Russell, 1897; *h*Collected from various published sources.

FLAG OF JACKSONVILLE



Field white. In the upper left quarter is shown a gateway, from which diagonally across the field is projected a green pennon bearing in white letters the word "Jacksonville." In the center rising above the pennon is a brilliant red poinsettia with green foliage. In the lower left quarter the seal of Jacksonville is shown. The flag was designed by G. D. Ackerly and was adopted by the Council as the City's official flag January 15, 1914.

The design denotes, "Jacksonville, the Gateway to Florida."

CHAPTER XXIV .

PIONEER ORGANIZATIONS

St. Luke's Hospital, 1873

In the autumn of 1872, an invalid fleeing from the rigors of northern winter arrived at the depot in this city. He took an omnibus and went from hotel to hotel and from house to house, only to find that they were all too full to accommodate him. After hours of fruitless search the sick and wearied traveler did indeed find rest—in this city, on our streets, his spirit fled from Time to Eternity. A short while after this another invalid made weary by many hours of travel finally arrived and he, too, died without the ministrations of human hands. When these circumstances became known they deeply excited the sympathy of the community and offered a few noble women the opportunity of which they availed themselves in the institution of the charity that is now called St. Luke's Hospital.

The noble women referred to were Mrs. Theodore Hart-ridge, Mrs. Aristides Doggett and Mrs. J. D. Mitchell. They banded themselves together as the Ladies' Benevolent Society for the purpose of finding places that would accommodate the sick and destitute strangers that came to the city; but in a few weeks the demand became so great that it was decided to establish a hospital. In February, 1873, the society held a fair from which sufficient funds were raised to rent two rooms; these were opened March 11, 1873, and named St. Luke's.

The Jacksonville Tri-weekly Union of Tuesday, October 21, 1873, published this note:

St. Luke's

Pursuant to announcement previously made a number of ladies met at Odd Fellows' hall on last Thursday (Oct. 16, 1873) for the purpose of organizing a society to arrange for the holding of a fair sometime during the coming winter, the proceeds of which to be applied to the building of a hospital. The meeting having been duly organized, the following action was taken upon the formation of the society:

Presidents, Mrs. Hartridge and Mrs. Magruder; vice-presidents, Mrs. Burns, Mrs. Doggett, Mrs. Peck, Mrs. Mitchell, Mrs. Greeley; secretary and treasurer, Miss Freeland.

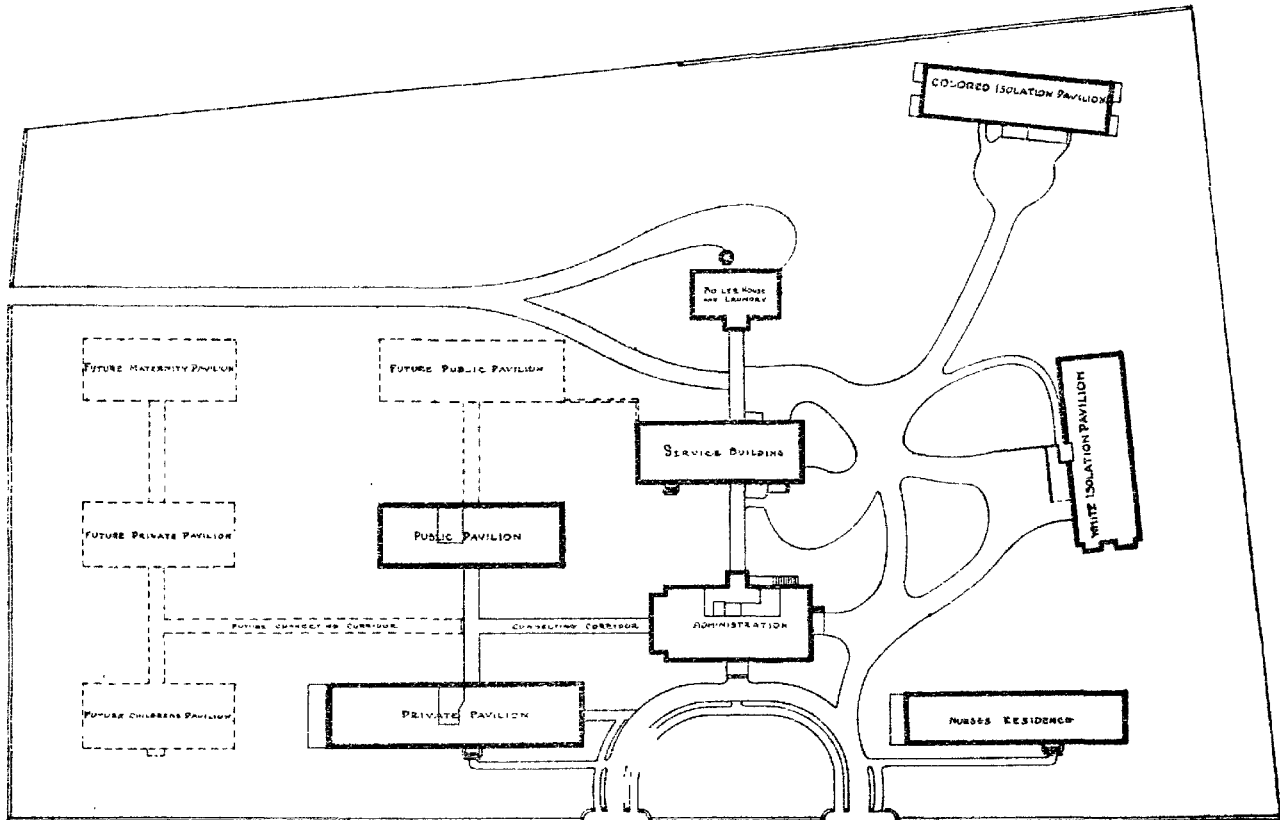
This was the organization of St. Luke's Hospital Association. The charity met with universal favor, both among the residents of Jacksonville and the tourists that came here for the winter. By successive fairs and generous contributions the association obtained enough money to buy a lot at the northeast corner of Market and Ashley Streets as a site for a hospital building; then the building fund was started. The association had \$687 in the Freedmen's bank, which failed in June, 1874, but the lady managers with renewed effort went ahead and by spring of 1876 had accumulated sufficient funds to build the hospital. Just as the building neared completion and before it was occupied, fire, said to have been of incendiary origin, destroyed it at 3 a. m. July 22, 1876.

After the fire a change of location for the hospital was decided upon. There was \$6,000 insurance on the building burned and this with \$800 derived from the sale of the lot enabled the association to start the work of rebuilding. The two lots in East Jacksonville near Hogans Creek (on the west side of Palmetto Street running through from Monroe to Duval) were purchased for \$800. Within a year the construction of a brick hospital building was begun. The yellow fever epidemic of 1877 interrupted the building operations, but it served to impress upon the people the need of a hospital here. The new St. Luke's was dedicated February 24, 1878, by Judge Thomas Settle; it was completed at a total cost of \$6,350, and opened to the public in December, 1878. So after five years of constant effort and hampered by a number of serious setbacks, St. Luke's became a firmly established institution of Jacksonville. The association was reorganized in 1882, at which time it adopted its first constitution; its first charter was granted June 10, 1885. In April, 1887, a wing was added to the main building in order to meet the growing needs of the institution. On January 12, 1900, a children's ward was opened in a small building in the hospital yard, by an organization of little girls known as the "Little Jewels".

Organized as a non-sectarian, non-sectional charity, St. Luke's was operated and maintained exclusively by popular subscription until 1908, when the City Council authorized an annual appropriation of \$5,000 to help with its support. On August 4, 1908, the City Council by ordinance donated in fee simple without restrictions to St. Luke's Hospital Asso-

Block plan of St. Luke's Hospital and proposed extension.

EIGHTH STREET



BOULEVARD

ciation about 8½ acres of land between Eighth and Tenth Streets west of Springfield boulevard. After the complaint that arose from property owners of that section was finally settled, the association started the preliminaries necessary for the erection of a modern hospital capable of supplying the needs of the growing city, which the old establishment in East Jacksonville had for years been unable to do. Up to this time the association had been composed entirely of women, but now that the work had become so great they felt that the men of the community should share it; this was in 1909. In February, 1911, the association put on a stupendous drive for funds for building a new plant in Springfield and \$225,000 was subscribed.

On July 1, 1911, the association was granted a new charter to meet the requirements necessary in the erection of the new St. Luke's. Plans were drawn for a modern hospital of the pavilion type with connecting corridors, comprising as a whole 12 units. Ground was broken for the first block of eight units in July, 1912, and on January 26, 1914, the patients were removed from the old hospital in East Jacksonville to the new one in Springfield. The eight units completed in 1914 were the administration and service buildings, public and private pavilions, nurses' home, power house, white isolation and colored isolation pavilions. The completion of these units represented an outlay of \$221,637, including equipment.

In October, 1923, a campaign was put on for funds for the erection of additional units and \$52,000 was subscribed. Work on the children-maternity unit to cost \$35,000 is about to begin, the remaining amount to be used for equipment.

Ever since that winter more than half a century ago, when one of the sick strangers died in a hack on the street and the other on the steps of one of our churches, St. Luke's has been a by-word with the people of Jacksonville. Two of its founders—its real originators—were ladies of the Old South who arose above the bitter feeling of the time and in the spirit of true Christian charity laid the foundation for this time-honored institution. Four generations of patients in every state of life and society and from all sections of the country have been cared for within its walls.

Presidents of St. Luke's Hospital Association: Prior to 1882 the Association was directed by its three founders who

signed reports as "Directoresses" invariably in the order, Mrs. Susan A. Hartridge, Mrs. A. Doggett, Mrs. J. D. Mitchell. Upon the adoption of a constitution in 1882, Mrs. Alexander Mitchell was asked to become president; Mrs. Mitchell served from 1882 to February, 1899, and was succeeded by Mrs. D. G. Ambler. Mrs. Ambler was active president about a year, when upon her removal from the city she became honorary president and Mrs. J. H. Durkee active president. Mrs. Durkee was elected president in April, 1902, and served until 1910, since which time the following gentlemen have served as presidents: A. W. Cockrell, Jr., 1910-16; E. M. L'Engle, 1916-19; J. H. McKinnon, 1919-20; Jay H. Durkee, 1920-21; J. H. McKinnon, 1921-23; E. M. L'Engle, 1923-24; H. P. Osborne, 1924—.

Free Public Library, 1878

In the fall of 1877, two young ladies of Jacksonville, Miss Florence Murphy and Miss May Moore, originated the plan of starting a free public library and reading room in this city. Soon many prominent residents, both ladies and gentlemen, became identified with the movement, with the result that the Jacksonville Library and Literary Association was formed, officered as follows: Miss Florence Murphy, president; Mrs. Aristides Doggett, vice-president; Miss May Moore, secretary; Miss Lizzie Clark, treasurer. The first regular meeting of the association was held January 22, 1878.

In order to provide funds for equipping and opening a reading room the association gave a number of entertainments, moonlight excursions, amateur concerts, lectures and plays. Among the last were "Pinafore", "Chimes of Normandy", "Pirates of Penzance" and "Sorcerer". These plays were the most popular social events of the time in Jacksonville. "Pinafore" made an especial "hit", being repeated several times and was long afterward referred to as the best local play of the decade. The cast in "Pinafore" was: Frank Ely—Sir Joseph Porter; Miss Lola Ochus—Josephine; Geo. M. Parker—Captain Corcoran; Miss Ida Griffin—Little Buttercup; J. C. Marcy, Jr.—Ralph; A. B. Campbell—Dick Deadeye.

Sufficient funds were netted from these entertainments to rent a room in the Astor building, southeast corner of Bay and Hogan, where in the winter of 1878-9 the first free public

reading room in Jacksonville was opened. Books, papers and periodicals were provided by purchase and donation and though the assortment was not extensive the class was the best. The room was cared for by members of the association the first winter, but in the following winter, 1879-80, a regular librarian was appointed at a small salary; James Douglass was the first regular librarian of the public library. After the establishment of the reading room on a firm basis the social and literary features of the association were gradually dropped and interest in the work then began to wane.

Taken at random from the secretary's minutes these names, besides those already mentioned, appear consistently in the roll of "present" at the meetings of the association during its formation and early growth: Rev. W. H. Dodge, Rev. Frederick Pasco, Mrs. J. D. Mitchell, Misses Elizabeth, Alice and May Long, Miss Belle Abell, Miss Eva Murphy, Miss Sue Patti Hartridge, R. H. Weller, Jr., H. H. Buckman, R. M. Call, Dr. H. R. Stout, B. H. Barnett, W. H. Ashmead, A. Doggett, Judge and Mrs. E. M. Randall, Miss Sue L'Engle, Julius Drew, Miss Lula Tucker, Mrs. F. A. Love, Miss Emma Hudnall, Miss Emmie Bours, Miss Lillie Hartridge, Dr. W. L. Baldwin, Misses Broward, and many others.

In 1883 the association was reorganized as the Jacksonville Library Association with J. Q. Burbridge, a generous patron of the library, as its president. The objects of the new association as stated were: "To provide a public library and free reading rooms, with museum and art departments". Membership fees at this time were: Life, \$25; ten years, \$15; annual, \$2. James Meegan was the librarian. In 1883 the Association, through the generosity of the citizens of Jacksonville, was enabled to lease a lot at the southeast corner of Laura and Adams Streets and erect there a neat one-story frame building having a steep roof and a small entrance porch in front facing Adams Street; the building was completed early in 1884. The Association was incorporated in May, 1885.

The library building in time came to be the community house for Jacksonville, where social meetings of all kinds were held, while on Sundays many denominations from time to time used it for their religious services. This was the home of the library for exactly ten years, and in that period the librarians were, following James Meegan: Mrs. James Meegan, Columbus Drew, and C. H. Smith.

In the summer of 1892, the Library Association, the Board of Trade, and the Elks Club entered into an agreement to combine in the erection of a suitable building adequate for the needs of the three organizations and on December 24, 1892, they were incorporated as the Union Building Association. In the arrangement the Library Association was to sell its interest in the property at Adams and Laura Streets and purchase the site for the new building called the "Union" building. This they did, buying the half lot at the northeast corner of Adams and Main Streets. Here the Union building was built at a cost of \$17,000; it was completed and occupied in the winter of 1894-5. As is usually the case in combinations of this kind it soon developed that the arrangement was not a satisfactory one. The secretary of the Board of Trade assumed the duties of librarian of the Public Library and the latter seemed to lose its separate identity to a certain extent. The widespread interest in the library while it owned its own building and had its own librarian had waned decidedly by 1901, when the fire of May 3d brought the history of the old institution to a close.

In less than a year after the fire steps were taken to procure a donation from the Andrew Carnegie fund for the purpose of building a library here. In February, 1902, Mr. Carnegie notified the local association that he would give \$50,000 for a building if the city would provide a site and appropriate not less than \$5,000 annually for the support of the library. Upon receipt of this offer, the library association held a meeting and unanimously advocated the acceptance of the offer, and agreed to buy the site for the building and give it to the city, if the city would meet the appropriation for maintenance. This offer was made to the city council and a special city primary was called for the public to express its desires in the matter; the primary was held November 4, 1902, and resulted 640 for and 625 against acceptance. The council then passed the resolution, accepting Mr. Carnegie's offer, all voting for it excepting one councilman. Fulfilling its promise, the Library Association sold its interest in the lot at corner of Main and Adams Streets and together with the insurance money collected from the fire bought the lot 80x85 feet at the northeast corner of Ocean and Adams Streets and donated it to the city as a site for the library. On January 6, 1903, the council created a Public Library Board composed

of E. J. L'Engle, C. D. Rinehart, C. E. Garner, J. R. Parrott, W. W. Cummer, D. U. Fletcher, A. F. Perry, C. Drew, J. W. Archibald. These were the first Library Trustees.

The contract for the library building was awarded to Owens Contracting Company for \$44,897, and on October 3, 1903, ground was broken for it. The library was opened to the public June 1, 1905. The balance remaining from the building fund was used in improvements and shelving. The building is practically fireproof, the only woodwork being the flooring, sash and doors. Most of the shelving is steel. The style of the building is Greek Ionic, similar to all Carnegie libraries. Its official name is Jacksonville Free Public Library.

George B. Utley, an experienced librarian of Baltimore, was appointed librarian of the new library here; he and Miss Elizabeth V. Long were the first officers and they prepared the library for its opening in 1905, at which time there were 6,600 volumes on the shelves and 50 periodicals on the subscription list. The first year or two the city failed to meet its appropriation in full and considerable embarrassment resulted, but public-spirited citizens came to the rescue by providing enough funds to tide it over. Secondary only to the schools in the work of education, the library stands today a monument to the citizens of Jacksonville who gave their time and money for the perpetuation of this valuable institution.

In December, 1924, the library's subscription list comprised 20 prominent newspapers and 254 periodicals and it had 69,940 bound volumes on its shelves. The total number of active borrowers holding cards was 18,881. A statement of the number of visitors to the library during the year would be only an estimate, for many thousands use it for reading and reference without taking cards. It is the same with the children's room; more than 5,000 active borrowers are recorded, but this represents but a small fraction of the young people that the library assists every year and especially during school terms.

Librarians of the Jacksonville Free Public Library: George B. Utley to February, 1911; Joseph L. Wheeler, March 1911, to October, 1912; Lloyd W. Josselyn, November, 1912, to December, 1919; Joseph F. Marron, January, 1920, to date.

Chamber of Commerce, 1884

There is a record of a Board of Trade in Jacksonville in 1856; it was an advertisement published that year, setting forth the advantages of Jacksonville as a place of residence. Dr. Theodore Hartridge was president of the organization and probably it was kept up until the beginning of the War Between the States. In 1866, an effort was made to revive the Board of Trade, and there are traces of it as late as 1872.

The present Chamber of Commerce dates back to January 31, 1884, when a meeting was held in the office of J. Q. Burbridge for the purpose of forming a permanent Board of Trade in Jacksonville. Mr. Burbridge presided and Henry S. Ely acted as secretary. Twenty business men attended that meeting, and after a general discussion of the necessity for such an organization a resolution was adopted declaring "the interests of Jacksonville demand the organization of a Board of Trade". At a meeting February 7, 1884, a constitution was reported and adopted. On February 18, 1884, ex-Governor George F. Drew was chosen president, and J. Q. Burbridge, J. E. Hart, J. M. Schumacher and M. A. Dzialynski were elected governors. These were the first officers. Forty names represented the first enrollment. The first secretary, J. P. Varnum, was appointed March 15, 1884. There were some defects in the original constitution and a new one was adopted May 14th and the by-laws May 21, 1884. The Board of Trade was incorporated July 8, 1893. The charter was greatly amended May 16, 1913, to meet the growing needs of the organization. The name was changed to Chamber of Commerce January 6, 1915, and it was incorporated under that name March 24, 1915. On October 25, 1921, a new constitution and new by-laws were adopted.

The record of the Chamber of Commerce since the organization in 1884, is a constructive history of many pages in itself. It was successful in its first year in securing an improvement in the rail and mail facilities for Jacksonville; and started the agitation for a Federal building; it immediately took up the fight for bar and harbor improvement, an activity that was never afterward allowed to wane. It was in all of the skirmishes and battles on the side of progress for Jacksonville when the place was developing from the town class into that of city. It advocated without exception the measures for local advancement in those days and originated many of

them. Usually its efforts were successful, though often not until after a long and hard struggle.

Years ago some statistical genius sat down before an array of figures which he added, multiplied, subtracted and divided and then drew a line on the map across the South. He called it the southern limit of profitable manufacturing enterprise. Waterpower, yellow fever epidemics and various other things were incorporated in the theorem. In the direction of Jacksonville this theoretical line dipped to Augusta, Ga., and to a certain extent there did grow up in the North an idea that big business enterprises would not be profitable in the far South as a year-round proposition, with the result that Northern capitalists were timid about investments here. In the years before the fire of 1901, the efforts of the Board of Trade hit this theoretical line and hammered it hard; since then its activities have swept it from the map.

Perhaps the greatest achievement of the organization in a specific line was the part it played in river and harbor work for Jacksonville. From the very beginning its full power was constantly exerted for river and harbor appropriations. It was the father of the county bond issue of 1891 for deepening the channel at Dame's Point so that the full benefit of the government work at the mouth of the river might be available for this city. It carried the agitation for deeper, and still deeper water for Jacksonville to a successful end. It originated the idea for municipal docks and advanced the money, \$8,300, for a special session of the Florida Legislature in 1912 to authorize a bond issue for their construction.

As to its other activities its committees are designed to cover all the phases of industrial activity. Welded together in one body the Chamber of Commerce is a powerful factor in the advancement of Jacksonville as well as the State of Florida. It is generally considered one of the most progressive organizations in the country. In 1924 a membership campaign was inaugurated which resulted in increasing the active membership to 3,100.

For the first ten years the Board of Trade had no permanent home, holding its meetings in rented halls in the business section. In 1894, what was known as the "Union Building" was built at the northeast corner of Main and Adams Streets for the joint occupancy of the Board of Trade, Library Association, and Elks' Club. The arrangement did

not prove satisfactory and the Elks' Club sold its interest and moved to another location. The Union Building was destroyed in the fire of May 3, 1901. After the fire the Board of Trade bought the interest of the Library Association in the property, which at that time comprised only the half lot, and acquired by purchase the other half of the lot, issued bonds and erected the present building. This building was occupied May 18, 1904.

Presidents: Geo. F. Drew, 1884-5; J. J. Daniel, 1886-7; J. E. Hart, 1888-9; J. N. C. Stockton, 1890; J. S. Fairhead, 1891-2; A. B. Campbell, 1893-4; A. S. Baldwin, 1895; R. B. Archibald, 1896; J. G. Christopher, 1897; J. S. Fairhead, 1898; C. E. Garner, 1899 to 1907; W. A. Bours, 1908-9; F. P. Conroy, 1910-11; G. L. Drew, 1912-13 (resigned); H. B. Race, 1913; C. H. Mann, 1914-15; F. C. Groover, 1916-17; J. D. Baker, 1918; A. W. Cockrell, Jr., 1919-20; H. P. Adair, 1921-2 (resigned); C. H. Mann, 1922; G. H. Baldwin, 1923 to date.

Managers: A. V. Snell, October 1921, to date.

Secretaries: J. P. Varnum, 1884-85; J. M. Fairlie, 1885-88 (died of yellow fever); C. H. Smith, 1889-95; T. H. Livingston, 1896-97; C. H. Smith, 1897-1908; H. H. Richardson, 1908-1913; W. N. Conoley, 1913-15 (died in office); H. S. Kealhofer, 1915; G. E. Leonard, 1915-16; B. R. Kessler, 1916-21; A. J. Stowe, 1921 to date.

The Junior Chamber of Commerce was organized January 6, 1922, with W. E. Arnold as president. It is composed of the younger business men of the city and is closely affiliated with the parent organization.

Daniel Memorial Orphanage, 1884

The first steps for the benefit of the orphan children of the city were taken late in 1883, at an entertainment given at the home of Mrs. A. L. Hungerford by the young people of the Sunday school of the Congregational Church, at which, partly from the proceeds and partly from private subscription, the sum of \$60 was raised. The movement was not allowed to retrograde and on March 28, 1884, a number of ladies met and organized an association as a non-sectarian charity with the object "To receive into a suitable home, orphans and friendless persons, and by the help of Divine Providence, to support and provide for all who shall come under the provisions of the constitution, as far as our means

and facilities will enable us". The name "Orphanage and Home for the Friendless" was adopted. The officers elected at this meeting were: Mrs. O. L. Keene, president; Mrs. Susan A. Hartridge and Mrs. A. L. Hungerford, vice-presidents; Mrs. W. B. Watson, secretary; Mrs. M. C. Washington, treasurer, together with a board of directors composed of nine members.

The ladies held regular meetings every month. Before the end of the year they had accumulated enough money to rent a small cottage of two rooms and kitchen at the corner of Liberty and Ashley Streets; articles were liberally given to furnish this little home. It opened January 8, 1885, and was maintained until April 17, 1885, when the cottage was given up and the furniture stored, as suitable arrangements had been made for each of the friendless ones (five children and several adults) cared for during that time. However it was decided to reserve all donations and moneys received by the association for use as a building fund. Within a year the fund grew to \$1,000 and the movement for a permanent home was started under the association's first incorporation of February 23, 1886. Messrs. Campbell and Griffin generously donated two lots in Campbell's Addition at the corner of Evergreen Avenue and Center (Third) Street as a site; here a neat, well-built two-story frame building was erected, comprising three rooms on each floor, but no kitchen and dining room. With the generous aid of lumbermen the home was built at a cost of \$1,250. It was dedicated March 29, 1887, Rev. S. K. Leavett (Baptist) presiding at the ceremonies, assisted by local pastors of other denominations. At the exercises the treasurer's report was read and showed a deficit of \$145; the amount to clear it off was raised on the spot. An addition to the original building of five rooms and bath was built later.

In the spring of 1889, the mayor of New York City, Mr. Hewett, notified the Jacksonville Auxiliary Sanitary Association that he still had on hand \$8,929 contributed to Jacksonville's yellow fever relief fund and wished to know what disposition to make of it. The Relief Association replied that there were sufficient funds in hand here. Mayor Hewett then suggested that the amount held by him be returned to the party who had made the largest individual contribution, \$12,000, when Jacksonville called for outside help during the epidemic. In reply the Relief Association wrote Mayor

Hewett that a memorial association had been formed here in honor of Col. J. J. Daniel, who had lost his life in the yellow fever epidemic; that the estate of Colonel Daniel owned property against which there was an equity; that this equity could be purchased; that the funds held by Mr. Hewett would help materially in purchasing it; and that if so purchased the property would be transformed into an orphans' home. Mr. Hewett conferred with the \$12,000 donor, whose identity was unknown in Jacksonville (and remains unknown to this day), and notified the association here that that gentleman volunteered if the association would raise by popular subscription \$10,000 of the \$25,000 required to purchase the equity, he would add enough from his own purse to the funds held by Mr. Hewett to supply the balance. The necessary \$10,000 was raised and on May 26, 1890, the association received a check from the Commercial Bank of New York for \$15,000. The home was purchased and the deeds recorded June 3, 1890. The property comprised 70 acres on the St. Johns River (where Cummer's mill is now) and included a large two-story house surrounded by a nice orange grove recovering from the freeze of 1886.

The Daniel Memorial Association now began to negotiate with the Orphanage and Home for the Friendless Association with a view of combining the two and transferring the institution to the old Daniel place on the St. Johns, thus firmly establishing the charity. The two associations finally reached an agreement and on March 28, 1891, they consolidated under the name "Daniel Memorial Orphanage and Home for the Friendless" and were so incorporated on September 20, 1893.

The orphanage was not moved to the Daniel home on the river on account of being too far in the country and too inaccessible at that time, though it was occasionally used for outing purposes for the children. It was finally decided to sell the property and invest the proceeds as an endowment. The sale was accomplished in December, 1896, to the Cummer Lumber Company.

The orphanage at Evergreen (Ionia) and Center (Third) Streets became inadequate and the opportunity arising for the purchase of a more suitable location the Orphanage Association purchased three lots at the northwest corner of Hubbard and Seventh Streets in April, 1905. There was already a small building on this property which could be utilized as a dining room in connection with the plans to build a home

costing \$10,000. The plans were successfully carried out and the orphanage was moved to its Hubbard Street location in November, 1905. The property on Ionia Street was sold, the purchaser cutting the building in half and making two dwellings out of it.

Presidents of the Orphanage Association: Mrs. O. L. Keene, 1884-5; Mrs. Susan A. Hartridge, 1885-1910 (died in office); Mrs. J. C. L'Engle, 1910-1914; then in sequence, Mrs. M. H. Haughton, Mrs. E. C. Munoz, Mrs. W. E. Cummer; Mrs. Fleming Bowden; Mrs. S. B. Hubbard.

Woman's Club of Jacksonville, 1897

After preliminary work of several months, about thirty ladies met in the parlors of the Windsor Hotel on January 20, 1897, for the purpose of organizing a woman's club in Jacksonville. On February 9, 1897, a permanent organization was perfected. During the first year the membership increased to ninety-one. The club was incorporated February 20, 1898; on May 20, 1910, the charter was amended to meet the enlargement of the club's activities to include literary, social, scientific, and philanthropic work and the improvement, benefit, and advancement of womankind in the directions named, and generally to give aid to all worthy objects.

A building lot was purchased in February, 1902, on the south side of East Duval Street, near Main, and two years later the club house was completed, and occupied February 8, 1904. It is numbered 18 E. Duval Street. From time to time interior decorations have been added, and while the building is complete in its appointments and clear of debt, the growth of the club membership has created the necessity for a larger building.

From the beginning, the Woman's Club of Jacksonville reached out for the welfare of the child. In April, 1900, it raised nearly \$1,000 by its own exertions and gave it to the local Board of Education for the purpose of keeping the schools from closing on account of lack of funds. It originated the movement for public playgrounds when, on April 22, 1907, it sent a petition to the Board of Public Works asking that playgrounds be provided in the parks for children; and later was instrumental in bringing representatives of the Playground Association of America here for a campaign, from which developed the system of today. The club has kept in

close touch with the schools and has often made substantial contributions, both financial and active, to the inauguration or perfection of some needed advance, such as the employment of teachers of physical culture and music; fire drills; and in matters pertaining to the cleaning and repairing of school houses—duties now performed in large measure by the Mothers' Clubs, which themselves originated through the efforts of the Woman's Club. The Woman's Club at first gave a scholarship to the Southern Educational Association. This was afterward changed to a four years' scholarship for a graduate of Duval High School to Women's College at Tallahassee. The Club now gives two full-course scholarships to Tallahassee, and a six weeks' course to girls of rural schools.

It has consistently worked hand-in-hand with local charities. It launched the Associated Charities upon its career December 8, 1909, and was a regular contributor to its maintenance. One of its committees is in charge of rest rooms at railroad stations, while another activity is the renewing of traveling libraries. The Club holds out a helping hand to the working girl; it sent a petition to the merchants asking that seats be provided for the girls in their employ and the petition was granted; it cooperated in securing the summer half-holidays, and it advocated the early Christmas shopping idea.

In health work the Woman's Club has been an important factor; it established the visiting nurses charity and set aside a fund for the support of the work; it helped in bringing to Jacksonville in February, 1909, the exhibition of the National Association for the Study and Prevention of Tuberculosis; and its committee on Public Health works in close touch with the City Board of Health in all matters pertaining to the public health.

Presidents of the Woman's Club: Mrs. J. S. Fairhead, 1897-99; Mrs. R. M. Pollard, 1899-01; Mrs. J. H. Durkee, 1901-02; Mrs. W. W. Cummer, 1902-04; Mrs. D. U. Fletcher, 1904-06; Mrs. A. G. Cummer, 1906-08; Mrs. Beulah M. Warner, 1908 (resigned); Mrs. G. R. Pride, 1908-09; Mrs. W. P. Corbett, 1909-11; Mrs. W. B. Young, 1911-13; Miss Louise C. Meigs, 1913-15; Mrs. F. E. Jennings, 1915-17; Mrs. F. P. L'Engle, 1917-18; Mrs. N. B. Broward, 1918-20; Mrs. Beulah M. Warner, 1920-22; Mrs. Matilda O'Donald, 1922-4; Mrs. M. M. Lander, 1924-.

Charter History of Some of the Others

(Alphabetically)

First in their respective fields in Jacksonville, many of them paved the way for similar organizations throughout the State.

American Legion, Edward C. DeSaussure Post No. 9.—On May 21, 1919, a number of ex-service men held a meeting for the purpose of organizing an American Legion post in Jacksonville. A temporary charter was signed by 164 members June 3, 1919. A permanent charter was issued from National Headquarters at Indianapolis August 2, 1923, and signed by the Department of Florida on the 16th of that month. W. D. Vinzant was the first Post Commander. The Home at No. 221 West Church Street was occupied November 5, 1923; it was dedicated November 12, 1923, by Admiral W. S. Sims, U. S. N. The Post is named for a Jacksonville young man who was killed at Sommerance, France, in the Argonne Forest drive.

American Red Cross, Jacksonville Chapter.—The Jacksonville branch was organized March 20, 1914, with a membership of 54. The first officers were: W. E. Cummer, chairman; Miss Louise C. Meigs and L. G. Haskell, vice-chairmen; R. T. Solensten, secretary; G. R. DeSaussure, treasurer. The first practical work of the chapter was in connection with the Confederate reunion in Jacksonville in May, 1914.

Benevolent and Protective Order of Elks, Jacksonville Lodge No. 221.—The Lodge was installed December 12, 1891, with 182 charter members, the largest initial membership of any Lodge in the country up to that time. A delegation from the Savannah Lodge conducted the ceremonies. John E. Hartridge was the first Exalted Ruler. The first club rooms were in what was then known as the Mohawk Block, southwest corner of Bay and Market Streets. This was the first and for a number of years the only Elks Lodge in Florida.

Boys' Home Association of Jacksonville.—Founded in April, 1914, through the efforts of J. C. Lanier. Chartered in August, 1914, with 220 members. First officers: F. O. Miller, president; H. H. Simmons, vice-president; R. T. Dewell, secretary; J. C. Lanier, treasurer. Opened a home at No. 25 East Church Street August 10, 1914. Incorporated

September 9, 1914. Moved to No. 33 West Sixth Street (Springfield) in May, 1920. Opened Boys' Club in old armory building in 1920. Based on the Big Brother movement.

Boy Scouts of America, Jacksonville Council.—The Boy Scout movement in Jacksonville was started in 1911 with the organization of three troops of about 20 boys each; but it was not until February 5, 1920, when the Jacksonville Council was formed and became directly affiliated with the National organization, that the movement was firmly established. In 1924 the local council was composed of 32 troops, totalling 1,289 Scouts. The Scout oath is: "On my honor I will do my best: To do my duty to God and my Country, and to obey the Scout law; to help other people at all times; to keep myself physically strong, mentally awake, and morally straight".

Children's Home Society of Florida.—Founded by Rev. D. W. Comstock, a retired Congregational minister of Chicago. Organized and incorporated as a non-sectarian charity November 2, 1902. The first officers: Rev. W. E. Boggs, president; Dr. R. H. Dean and D. U. Fletcher, vice-presidents; C. H. Smith, secretary; W. H. Baker and W. J. Bryan, counsellors, all of Jacksonville. First Receiving Home was opened at No. 2029 Main Street in January, 1910, in a building donated free of rent for two years by Frank Cary-Elwes. Known as "Florida's Greatest Charity" it has grown to be the largest of its kind in the South and the third in the United States under the splendid management of Marcus C. Fagg.

Civitan Club of Jacksonville.—Chartered December 15, 1920, with 50 charter members and installed the same date by Kenneth F. Smith, field representative of the International Association. Charter officers: Alfred C. Ulmer, president; Stockton Broome, vice-president; George H. Ford, treasurer; Lyman P. Prior, secretary. The club's motto is, "Builders of Good Citizenship".

Daughters of the American Revolution, Jacksonville Chapter.—Through the efforts of Mrs. John G. Christopher the members of the National D. A. R. residing in Jacksonville were brought together at a meeting held April 2, 1895, when the local organization was formed with 13 members. They applied for a charter and it was granted February 14, 1896.

The charter officers of the Jacksonville chapter were: Mrs. J. G. Christopher, regent; Mrs. Dennis Eagan, secretary; Mrs. H. H. Buckman, treasurer. This was the first D. A. R. chapter in Florida and is known as the "Mother Chapter" among the many since organized in the State.

Elizabeth Edgar Home for Working Girls.—Founded by Mrs. Joseph H. Smith in 1910, and opened that year in a two-story old-fashioned frame building at the northwest corner of Catherine and Forsyth Streets. Mrs. M. C. Drysdale was the first president and Bishop E. G. Weed the first subscribing member. Object: To provide a home with home influences for homeless working girls earning small salaries. Though beset by many financial storms in the early years, the institution proved its worth and was firmly established when, with the aid of generous citizens, it acquired the home at No. 119 West Beaver Street and opened it October 14, 1920.

Exchange Club.—Organized in November, 1923, and installed November 23, 1923, by R. C. Booth, with 25 charter members and the following officers: W. C. Cooper, Jr., president; H. R. Chapman, M. W. Pruitt, G. N. Patrick, vice-presidents; D. A. Deen, secretary; J. L. Odom, treasurer. The motto of the Club is, "Unity for Service".

Federation of Mothers' Clubs of Jacksonville.—The federation was formed April 28, 1913, at a meeting in the Board of Trade rooms, at which 8 local Mothers' Clubs were represented. The first officers of the Federation were: Mrs. J. A. Craig, president; Mrs. Frank Brown, Mrs. N. C. Wamboldt, Mrs. J. E. Merrill, Mrs. James McDonnell, vice-presidents; Mrs. C. I. Capps, recording, and Mrs. O. Brownell, corresponding secretaries; Mrs. W. A. Redding, treasurer.

Florida Country Club.—The St. Johns Golf Club was organized February 29, 1896, and was the first golf club in Jacksonville. The officers at that time were: E. Sudlow, president; T. M. Day, Jr., vice-president; W. Mucklow, secretary; B. H. Barnett, treasurer. This club was reorganized and chartered July 20, 1897, with J. G. Christopher, president; T. M. Day, Jr., vice-president; W. Mucklow, secretary; H. G. Aird, treasurer. The reorganized club leased the old fairgrounds in Fairfield, built a club house and laid off a 7-hole golf course. The club was reorganized again and incorporated as the Florida Country Club September 5, 1903. Golf

took hold slowly in Jacksonville and it was not until the club moved to Ortega that the game became established generally as a popular sport. The opening reception in the club house in Ortega was on June 4, 1910.

Florida Yacht Club.—Organized April 28, 1877, with 17 charter members. J. H. Crosby, Jr., was the first Commodore. The first club house was erected over the water east of the foot of Market Street; it cost \$3,500 to build it, of which amount William Astor of New York donated the first \$500. The first meeting was held in the club house December 19, 1877, and the first ball given there was on the 27th of that month. The club was incorporated March 5, 1879. The club house was burned in the fire of May 3, 1901. The club was without a permanent home for several years after the fire, when it acquired property at the mouth of Willow Branch in Riverside and built its present club house, which was opened with a reception November 28, 1907. This is Jacksonville's oldest social organization.

Garden Club of Jacksonville.—Organized by Mrs. A. G. Cummer March 25, 1922, with 20 members. First officers: Mrs. A. G. Cummer, president; Mrs. J. A. Ferguson and Mrs. Millar Wilson, vice-presidents; Mrs. Jonathan Yerkes, secretary-treasurer. The object of this organization is to encourage interest in gardens, their design and management; to cooperate in preserving wild flowers and native plants and trees; and to promote civic planting in general. In 1923 the Garden Club inaugurated the annual flower show held in Jacksonville. The numerous local garden and flower clubs are the outgrowth of this organization.

Home for Aged Women.—A number of ladies interested in establishing a home for aged and homeless women met in the parlors of the W. C. T. U. February 21, 1899, to discuss the matter. This meeting led to a permanent organization of the Home for Aged Women Association May 15, 1899, when the first officers were elected, namely: Mrs. J. D. Mitchell, president; Mrs. Dennis Eagan and Mrs. T. V. Porter, vice-presidents; Mrs. W. W. Cummer, treasurer; Mrs. Guy R. Pride, recording, and Mrs. Lawrence Haynes, corresponding secretaries. The Association on March 24, 1900, rented a 10-room house at No. 509 E. Duval Street. This was the first Home; it was burned in the fire of 1901. The name was

changed to Home for the Aged April 5, 1900, and incorporated under that name May 11, 1900.

Improved Order of Red Men, Seminole Tribe No. 29.—Organized and instituted February 7, 1902, by W. Harry Gage of Palatka. First officers: J. E. Johnson, sachem; R. P. Sheridan, senior sagamore; C. C. Blake, junior sagamore; J. W. White, prophet. This Tribe was the successor of Iroquois of 1892, Cherokee No. 8 of 1894, and Suwanee No. 20 of 1898, all of which in turn had become defunct.

Independent Order of Odd Fellows, Florida Lodge No. 1.—Organized at the town of Black Creek (Middleburg). Charter issued by the Grand Lodge of the United States March 9, 1841. This Lodge was moved to Jacksonville in 1844, and was the first fraternal order having a Lodge here. Soon after the removal to Jacksonville the Lodge bought the lot at the southeast corner of Adams and Market Streets and built a two-story frame building with lodge rooms above and hall below. Being the only hall in the town for a long time it was used as a school room and also as a sort of community meeting place. This Lodge is still active.

Junior League of America, Jacksonville Chapter.—Organized November 8, 1923, as the Day Nursery Aid by 20 young society women of Jacksonville for the purpose of caring for the children of working mothers during work hours. The organizing officers were: Mrs. John L. Doggett, Jr., president; Mrs. W. R. McQuaid and Miss Alice Jones, vice-presidents; Miss Marion Adams, recording secretary; Mrs. Linwood Jeffreys, corresponding secretary; Mrs. D. M. Barnett, treasurer. With a membership increased to 100, the Day Nursery Aid became affiliated with the Junior League of America March 13, 1924; this was the first chapter of the Junior League in Florida. It opened the Home at No. 225 East Church Street May 22, 1924.

Kiwanis Club of Jacksonville.—Chartered November 14, 1919, with 39 members, and installed the same day by A. J. Arrant, of Birmingham, Ala. First Officers: W. G. Stedeford, president; A. Y. Milam, vice-president; C. A. Tutewiler, secretary; D. M. Barnett, treasurer. The motto of the Kiwanis Club is "We Build".

Knights of Pythias.—The first lodge of K. of P. in Jacksonville was Myrtle Lodge No. 2, instituted April 9, 1873, by J. E. Elliott, Deputy G. C. of Florida, assisted by D. B. Woodruff, G. C., and Felix Corput, P. C., both of Georgia. A fire early in 1876 burned out and broke up this Lodge, but it was reinstated June 28, 1877, by Supreme Vice Chancellor Woodruff. The revived Lodge however ceased before the end of the year, and the K. of P. were without a Lodge here until October 7, 1885, when Montefiore Lodge No. 2 was instituted by Deputy Supreme Chancellor Cowan, with Jacob Burkheim, P. C.; O. Z. Tyler, C. G.; Philip Walter, V. C., and M. M. Belissario, M. A.

Lions Club of Jacksonville.—Organized and installed May 8, 1924, by A. R. Mundorff, field director of the National association. There were 50 members. The officers at organization were: J. R. Dunn, president; R. P. Marks and Burton Barrs, vice-presidents; A. E. Adamson, secretary; G. A. Kirk, Jr., treasurer. The Club slogan is derived from the letters of the name Lions—"Liberty, Intelligence, Our Nation's Safety".

Loyal Order of Moose, Jacksonville Chapter No. 455.—Instituted by Deputy Supreme Organizer W. H. Gage January 23, 1911, at which time the following officers were installed: J. W. White, past dictator; L. B. Bennett, dictator; S. T. Shaylor, vice-dictator; G. A. Maumon, prelate; C. A. Kelly, secretary; W. S. Jordan, treasurer.

National Society Colonial Dames in America in the State of Florida.—Organized in December, 1898, and incorporated January 31, 1899, with 16 charter members. Mrs. Robert H. Gamble was the first president. A provision of the charter is that the annual elections shall always be held in the City of Jacksonville. There are no local chapters of the Society.

National Society U. S. Daughters of 1812.—The Society is organized by States and the Florida charter dates from October 11, 1910, having been organized by Mrs. D. L. Gaulden of DeLand. The charter provides that the annual meetings shall be held in the residence city of the president; Miss Ella M. Rorabeck having held the office of president a total of eight years, the majority of the annual meetings have been held in Jacksonville.

Masonic, Solomon Lodge No. 20 F. & A. M.—First Masonic organization in Jacksonville. Organized in 1848 under the authority of a dispensation granted by Joseph B. Lancaster, G. M. The charter was issued January 10, 1849, and the Lodge was installed (probably) by Judge Thomas Douglas. The first officers were James W. Bryant, W. M.; Philip Cox, S. W.; Charles W. Downing, J. W. At the close of the first year there were 17 members. The lodge is still active and the largest in the State.

Rotary Club of Jacksonville.—Organized February 13, 1912, with 13 charter members. The Club was installed by E. R. Murphy of the Chicago Rotary Club. The first officers were: George W. Clark, president; H. B. Minium and F. O. Miller, vice-presidents; Clifford A. Payne, secretary; Myron L. Howard, treasurer. The local club was the first in Florida and the second in the South, New Orleans having organized previously. The slogan of Rotary is "He profits most who serves best".

St. Mary's Home for Orphan Girls.—Founded and opened May 7, 1886, in a small building at the southeast corner of Ocean and Church Streets, with Sisters Mary Ann and Maria in charge. A new and larger brick Orphanage and Home was built on this site and dedicated February 25, 1891, by Bishop Moore of St. Augustine. At that time the Home was in charge of Sisters Mary Ann, Jane Francis, and Avelhe, with 18 little orphan girls under their care. This building was burned in the fire of May 3, 1901.

Salvation Army.—The Salvation Army held its first street service in Jacksonville January 11, 1891, at the corner of Ocean and Bay Streets; Adjutant J. C. Smith was in charge. The first hall was on the north side of Forsyth Street between Ocean and Main. The Army's slogan is, "A man may be down, but he is never out"—a fact that it has demonstrated times without number.

Seaman's Institute.—Founded by Rev. Karl J. Frost May 1, 1915, and permanently established through the efforts of Mr. Frost and Bishop E. G. Weed July 27, 1915, when the Home at No. 423 East Bay Street was opened. The first president and chairmen of important committees were: Rev. W. A. Hobson, president; Rev. J. T. Boone, chairman of direc-

tors; A. D. Stevens, executive; A. B. Potter, finance; Rev. W. C. Pierce, social. Object: The spiritual and temporal welfare and uplift of seamen of whatever religion and nationality.

Seminole Club.—Organized April 19, 1887. Organizing officers: F. R. Osborne, president; J. M. Barrs, vice-president; A. C. Cowan, secretary; W. R. Hunter, treasurer. The Club secured temporary quarters in the Law Exchange building on Market Street. In July, 1887, the Randall house at the southeast corner of Monroe and Hogan Streets was leased, repaired and furnished; here the Club's first public reception was given in the fall of 1887. This was the Club's home until the spring of 1890, when it moved to the northeast corner of Main and Forsyth Streets. It was burned out in the Main Street fire of 1891, but returned upon the rebuilding of block after the fire, and was again burned out in May, 1901. The Seminole Club is next to the Yacht Club the oldest social organization.

Timuquana Country Club.—Organized January 11, 1923; chartered February 12, 1923, with John L. Roe, president; Archer S. Hubbard, vice-president; Joel H. Tucker, Jr., secretary; George J. Avent, treasurer. The membership is limited to 200; at the end of the first year the active membership was 195. Although promoting athletics in general, this is mainly a golf club. The club house was opened with a reception early in 1924. Derives its name from the Timuqua Indian tribe that inhabited this section in Ponce de Leon's day.

United Daughters of the Confederacy, Martha Reid Chapter.—Originally organized May 14, 1892, as the Woman's Confederate Home Association of Jacksonville, to aid in establishing a Home for destitute Confederate soldiers. It bore that name until 1894, when the general U. D. C. was founded for the purpose of combining all women's Confederate memorial associations in one confederation. The local association then applied for a charter, 31 members signing the application; a charter was granted November 8, 1895, as Martha Reid Chapter No. 19, U. D. C. It was the first chapter in Florida and 19th of the general organization now numbering almost 2,000 chapters, and the parent of the Florida Division U. D. C. The original officers of Martha Reid chap-

ter were: Mrs. Susan Hartridge, president; Mrs. M. C. Drysdale, vice-president; Mrs. J. O. Bessent, secretary; Mrs. F. P. Fleming, treasurer.

Woodmen of the World, Palmetto Camp No. 3.—Organized February 11, 1893; chartered April 22, 1893, with 17 members. The camp was installed by N. L. Bankroft, of Omaha. First officers: F. W. Ellis, consul commander; E. A. Ricker, advisory lieutenant; L. H. Green, banker; F. H. Hanne, clerk; C. D. Mills, escort; J. H. Krues, sentry; Fred Puckharber, watchman; J. F. Rhodes, Telfair Stockton and E. Tucker, auditors; Dr. H. R. Stout, physician.

Y. M. C. A. of Jacksonville.—The forerunner of the present Y. M. C. A. in Jacksonville was the organization of 1870, with J. M. Baker, president; A. J. Russell and J. J. Daniel, vice-presidents; A. M. Jones, corresponding secretary; D. V. N. Person, recording scribe; Rev. Frederick Pasco, treasurer. The history of this early Y. M. C. A. can be traced through 1876, but is lost thereafter. A. Y. M. C. A. (probably a reorganization) was formed January 10, 1886, and permanently established May 10, 1886, with 85 members: G. W. Garret, president; J. K. Williams and Ira Mowry, vice-presidents; S. O. Mitchell, secretary. At the end of the first year 225 names were enrolled. There have been several reorganizations since 1886.

Y. W. C. A. of Jacksonville.—Organized in February and chartered in April, 1911, with 960 subscribing members. Organizing officers: Mrs. B. H. Barnett, president; Mrs. W. B. Young and Mrs. J. H. Powell, vice-presidents; Mrs. F. N. Starmont, recording secretary; Miss Leola Ellis, corresponding secretary; Mrs. W. A. Lloyd, treasurer. Object: To furnish a safe and economical boarding home and lunch room for business girls where a general friendliness and sympathetic understanding of the problems confronting them may be acquired, along with instruction in the principles of health, recreation and amusement, together with opportunities for educational and religious training.

CHAPTER XXV

JACKSONVILLE NEWSPAPERS

Beginning in 1835, the record of local newspapers represents a chain, the links of which are years. Rust spots, meaning temporary suspensions, appear here and there in the early years, but only in two places are the links completely gone, in 1841 and 1862-3. A trace of a paper may yet be found for 1841.

Jacksonville Courier—This was the first paper started in Jacksonville, in January, 1835. It was a weekly paper published by Lorenzo Currier & Co., of Boston, with Elijah Williams, a lawyer, as active editor. Mr. Williams died in about a year,^a and after a temporary suspension the paper reappeared in the fall of 1836 under the ownership of Haslam, Dexter & Gregory.^b O. M. Dorman afterward became connected with the Courier, but in what capacity is not clear.^c On or before February 15, 1838, Weir & Richardson took charge of the Courier, with Rev. David Brown (Rector of St. John's Church) in the editorial chair. The editor of the Pensacola paper "took a fling" at Mr. Brown's poetry, stating that "he wrote poetry as the fellow in the play wrote prose; his sentences are inverted as we find them in blank verse, as thus—'inverted are his sentences all'."^b So it seems that even at this early day editors were in the habit of paying their "respects" to one another. Financial troubles, probably brought on by the Seminole war, beset the Courier and Jacksonville's first newspaper went out of existence in 1839.

East Florida Advocate.—The vacancy left by the Courier was filled by the Advocate, which appeared in 1839, Aaron Jones, Jr., editor. This paper was published until the end of 1840, Mr. Jones moving in January, 1841, to St. Augustine to accept a position with the News.^b

Tropical Plant.—George M. Grouard came to Jacksonville from Washington, D. C., and late in 1842 started the Tropical Plant.^d It may have been an agricultural paper carrying news items, for about that time there seems to have been a development scheme known as the Tropical Plant Nursery Development. This, however, is only an inference, as there

are no known copies of the paper in existence.^c The Tropical Plant was still going in December, 1844. Sometime after this Mr. Grouard changed the name of the paper to the Florida Statesman, and it was published under this name to at least September 13, 1845,^b the last definite record of it.

Florida Whig and People's Advocate—About April, 1845, T. T. Russell, formerly an editor of the St. Augustine News, came to Jacksonville to conduct a temporary political paper in the interest of I. D. Hart, who was running for public office. This paper was called the Florida Whig and People's Advocate, but the length of its name had nothing to do with the length of its life, for it was in existence only about a month. Temporary political papers were by no means uncommon in those days.^b

Florida News.—The News was moved from St. Augustine to Jacksonville in the autumn of 1845 and published by A. C. Gillett and A. B. Hazzard. It was an old, well-established paper, Democratic in politics and was the mouth-piece and did the newspaper fighting for the party in East Florida.^d Among the early editors after removal to Jacksonville were, George Powers, Dr. Charles Byrne, and J. F. Rogers.^e The News plant was burned out in 1854, but the paper was afterward reestablished, followed by a change of ownership and name.^d

Florida Republican.—This was a Whig paper established in 1848 by Columbus Drew, who was its editor until 1855. Mr. Drew was on the editorial staff of the American before coming to Jacksonville in 1848. With the establishment of the Republican the town of Jacksonville had two of the best newspapers in the State, one Democratic (News) and the other Whig; they were often engaged in bitter political controversies and fought a political war that was sensational in character. The editors, however, do not seem to have been involved in any duels. The Republican plant was also burned out in the fire of 1854,^d but was reestablished. For a few months in 1856 the paper was issued as a semi-weekly, possibly the first semi-weekly paper in Florida.^b Ownership changed to W. W. Moore,^e and about 1858 the name of the paper was changed to St. Johns Mirror.^d

Jacksonville Standard.—There is a record of this paper for the forepart of the year 1859; nothing further is known of it.^c

Southern Rights.—This paper appeared shortly before the outbreak of the War Between the States and was an advocate of Southern principles. It was conducted by (Holmes) Steele and (Aristides) Doggett.^d The foregoing is according to the recollection of an old resident. There is a positive record of the Southern Confederacy published at Jacksonville March 15, 1861; it was Vol. 1, No. 9, a four-page, six-column weekly published every Friday.^e It is possible that these papers were the same, with only a change of name.^c

After the War

Florida Times.—Started in 1865 and was published at least as late as May 16, 1867.^e

Mercury.—A semi-weekly paper started in October, 1867, by J. E. Frost & Co. Though a Republican paper it was devoted to conservative interests and according to the *Floridian* of Tallahassee, "on that account should become very popular in a section (Duval County) where the necessity of such a paper has been felt for some time".

Florida Courier.^c—Established in 1870 by William and J. P. Perry of Madison. In (probably) March, 1872, Harrison W. Clark gained control of the paper and changed its politics to Democratic; at that time it was the only Democratic paper in the County.

Jacksonville Press.^c—Established January 22, 1874, by H. B. McCallum and W. W. Douglass. In 1876 the circulation of the Press was 2,140. The paper was published as a semi-weekly, with a weekly edition also; it was combined with the *Jacksonville Sun* in June, 1877.

Jacksonville Sun.^c—The Sun was a tri-weekly paper established by N. K. Sawyer & Son, January 22, 1876. It was Republican in politics.

Jacksonville Daily Sun and Press.^c—The Sun and the Press were consolidated June 13, 1877, the paper being issued every morning except Monday. It was a good paper for its day and appeared to be independent in politics, though its leaning

finally became Republican. The last positive record of the Sun and Press is the issue of September, 1880; N. K. Sawyer was lessee.

Jacksonville Daily Chronicle.^e—This was an afternoon paper started July 24, 1877, by George F. Cubbedge and Harrison W. Clark. The owners sold the paper to the proprietors of the Sun and Press November 19, 1877. The new owners continued its publication for a month or so only. The time was approaching, but had not then arrived for the successful publication of an afternoon daily in Jacksonville.

The Breeze.^f—On November 15, 1878, the Breeze made its appearance. It was an afternoon daily published by Reuben and M. R. Bowden, with A. J. Russell as editorial writer. The opening salutation was: "We hope to make the Breeze a permanent institution in our midst by making it non-partisan, non-sectarian, open-faced, open-hearted, live, liberal, level-headed, luminary; not sufficiently brilliant to obliterate the Sun, nor "Breezy" enough to blind the wayside Traveler with the dust we raise". The Breeze ceased in 1880, being purchased by one of the larger papers.

Florida Daily Times.^e—The Daily Times was established by C. H. Jones November 29, 1881. It was Democratic and was ably edited by Mr. Jones. In May, 1882, a partnership was formed of C. H. Jones, his brother, George W. Jones, and J. P. Varnum, with the firm name Jones, Varnum & Co. In November, 1882, a weekly edition was started. The Daily and the Weekly Times were soon classed among the most important papers of the State. In February, 1883, the Times was consolidated with the Union under the name Times-Union.

Jacksonville Evening Herald.^e—Ashmead Brothers started the Herald on April 13, 1883. In October, 1883, John Temple Graves and Harrison W. Clark formed a partnership and bought the Herald; Mr. Graves was editor and Mr. Clark business manager. They continued the publication of the paper as an afternoon daily (except Sunday) at \$6.00 a year. Here it was that Mr. Graves established his reputation as a great editor and writer, for his editorials in the Herald gained wide notice. The Herald was sold to the Stockton Brothers (owners of the Jacksonville Morning News) in 1887, and the papers combined as the News-Herald.

Jacksonville Morning News.—Established February 2, 1886, by the News Printing and Publishing Company, composed of John P. Varnum and F. W. Hawthorne. Mr. Varnum was editor and Mr. Hawthorne business manager. It was a 4-page, 7-column morning paper, issued daily except Monday, subscription price, \$6.00 a year. The News was independent in politics. Early in 1887, Stockton Brothers (T. T., Telfair, and John N. C.) and a few associates, banded themselves together for the purpose of buying all of the daily papers in Jacksonville. Their first purchase was the Morning News; then they bought the Evening Herald. This was in May, 1887. These papers were combined and published as a morning daily, under the name News-Herald. The Stocktons published the News-Herald about a year, in the meantime incorporating as the Florida Publishing Company. The Florida Publishing Company purchased the Times-Union in 1888, and then discontinued the News-Herald.

The Daily Florida Citizen.—Established December 15, 1893, by Loretus S. Metcalf, a veteran New York journalist, nine years business manager of the North American Review and founder of the Forum. Henry George, Jr., son of the single-tax advocate, was managing editor. The Citizen was a splendid paper and at once took first rank in the State. Mr. Metcalf continued as editor until February 24, 1897, being succeeded by George W. Wilson. Gaining a controlling interest in the stock of the Florida Publishing Company (publishers of the Times-Union), the owners of the Citizen combined the papers September 9, 1897, as the Florida Times-Union and Citizen, with George W. Wilson as editor.

Of the many newspapers of Jacksonville that were started and ceased, the foregoing were the most important of their day. There were numerous other ventures into the newspaper field in Jacksonville, and among the dailies may be mentioned: Daily Journal, Harrison Reed, 1884; Opinion, Charles L. Fildes, December, 1885; ran about a week and closed up, the publisher stating that the A. P. went back on him; Daily Standard, C. E. Merrill, 1890-92; Daily Florida Republican, B. C. Drake, 1892; Evening Call, W. L. May & Co., 1899-1900; Daily Sun, Claude L'Engle, 1904-5; spicy afternoon paper; Jacksonville Star, R. I. E. Dunn, managing editor, winter of 1912-13; penny afternoon paper; Jackson-

ville News, C. B. & A. Hanson, 1913-14; last venture into the daily field in Jacksonville.

Florida Times-Union

The Times-Union traces back through merger and purchase to the Florida Union, a 4-page, 6-column, weekly war news sheet, started in Jacksonville by John K. Stickney, Saturday, December 31, 1864.^f Stickney published the paper until 1867, when he sold his plant to E. M. Cheney, a newcomer to Jacksonville, who enlarged both the plant and the paper. In the hands of the new owner it was a bitter partisan paper all during the "reconstruction period".^h Cheney advanced the paper to a semi-weekly, then to a tri-weekly, and for a short time he tried to make it a daily. The venture proved a financial failure and the paper was returned to tri-weekly. Peeved at his lack of success, Cheney sold the Florida Union early in 1873.^h For several months in 1873, Walton, Fowle & Co. published the Union as a tri-weekly, with also a weekly edition, J. S. Adams occupying the editorial chair. In October, 1873, C. F. Mawbey & Co. were the proprietors of the Florida Union, with J. S. Adams still listed as editor. N. K. Sawyer assumed control of the paper January 19, 1874,^e and we learn from the Floridian of Tallahassee of March 10, 1874, that "The Jacksonville Union now issues a half-sheet extra every Monday, Wednesday and Friday mornings, which, taken in connection with the regular tri-weekly edition on the alternate mornings, constitutes practically a daily paper. The Union now receives all the Associated Press dispatches, market reports, etc., up to 2 a.m." In 1875, Mawbey & Co. were again the proprietors of the paper. Early in 1876, the Daily Florida Union had an advertised circulation of 1,000, and the subscription price was \$10 a year.^e Throughout all of this time, the politics of the paper never changed from Republican. After the elections of 1876, when the Democrats gained control of the State, the Union collapsed as a daily, and then ownership passed to Stevens Brothers, who conducted it as a weekly for a number of months.^h

In 1877, Rev. H. B. McCallum and W. W. Douglass purchased the Union from Stevens Brothers; the politics of the paper was now strongly Democratic. Under this ownership the Florida Union was advanced to an afternoon daily, and

probably about November, 1879, to a permanent morning daily. In the meantime, W. W. Douglass had sold his interest in the paper.^b H. B. McCallum published the Daily Florida Union until February, 1883, when he sold the property to Jones, Varnum & Company, owners of the Florida Daily Times. The two papers were combined as the Florida Times-Union, the first issue under this name being that of February 4, 1883. The new owners continued to publish a weekly edition also, under the old name Florida Weekly Times. In 1884, C. H. Jones purchased the interest of J. P. Varnum and changed the firm name to C. H. Jones & Brother.^c

In 1888, C. H. Jones sold the Times-Union to the Florida Publishing Company, publishers of the News-Herald, and in the consolidation of the plants, the News-Herald was discontinued and the Times-Union retained.^c

The Florida Publishing Company, publishers of the Times-Union, entered the afternoon field also, on January 22, 1891, with the first issue of the Evening Telegram. On March 10, 1894, the name of the evening edition was changed to Evening Times-Union, and on September 9, 1897, to Evening Times-Union and Citizen, under which name it was published until January 6, 1898, when the evening edition was discontinued. Hamilton Jay was editor of the Evening Times-Union for a number of years, and to the time it was discontinued.^c

Obtaining a controlling interest in the stock of the Florida Publishing Company, publishers of the Times-Union, the owners of the Daily Florida Citizen consolidated the two papers as the Florida Times-Union and Citizen, the first issue under this name being that of September 9, 1897. The paper was issued with this title until January 19, 1903, and afterward as Times-Union, the "and Citizen" part being dropped to conserve unnecessary type-setting and also to make it easier for the newsboys to call.^c

The editors of the Times-Union, after it became the property of the Florida Publishing Company in 1888, were: Edwin Martin (died of yellow fever in 1888); F. W. Hawthorne, 1888 to 1893; various editorial writers, 1893 to 1897; George W. Wilson, September 9, 1897, until his death, June 2, 1908. Willis M. Ball succeeded Mr. Wilson as editor-in-chief of the Times-Union.^c

Jacksonville Journal

When the Morning News and the Evening Herald were combined in May, 1887, most of the employees of the Herald were thrown out of employment, among them W. R. Carter and Rufus A. Russell. Messrs. Carter and Russell formed a partnership for the publication of a Democratic afternoon paper to supply the field left vacant by the Herald. Gathering up some odds and ends of printing material, they made a start on July 2, 1887, with a 4-page, 8-column paper that they named the Florida Metropolis. Mr. Carter was editor and Mr. Russell business manager. Such was the birth of the present Jacksonville Journal, in a small plant of two rooms on Laura Street. The first week the receipts were sufficient to meet expenses—something unusual for a newspaper just starting with limited capital. From that time the paper was self-supporting, though the struggle at first was a trying one, owing to the yellow fever epidemic of the following year.⁴

For more than a quarter of a century, the original proprietors, Carter & Russell, were continuously at the helm. The paper was issued every week-day in the year, with the exception of about two weeks during the yellow fever epidemic; and on May 3, 1901, the day of the big fire by which the plant was burned. On the day after the fire the Metropolis appeared, having been printed on the press of the Times-Union and Citizen, and it was so printed until its own plant was rebuilt.⁵

The Metropolis was developed by its owners into a splendid investment, and when Carter & Russell sold it July 19, 1913, to George A. McClellan, the price agreed upon represented a comfortable fortune. The new owner was not able to carry out his contract, however, and the plant was returned to Carter & Russell, who resumed the publication of the paper May 27, 1916. They published the paper until May 10, 1920, on which date S. A. Lynch (of the Lynch moving-picture enterprises) acquired the Metropolis by purchase, and issued it with Quimby Melton as editor. The property changed hands again June 1, 1922, coming into the ownership of a newspaper syndicate, headed by J. H. Perry and R. L. Jones, with the latter as editor. On June 6, 1922, the name of the paper was changed to Jacksonville Journal. After a few months Mr. Perry acquired the interest of his associate and took personal charge of the paper as editor.⁶

A Sunday-morning edition of the Metropolis was started August 9, 1914, during the ownership of G. A. McClellan; the Sunday edition was discontinued with the issue of July 23, 1916, by Carter & Russell, who had in the meantime resumed the ownership of the Metropolis.^e

*In this record of Jacksonville's newspapers no attempt has been made to trace the history of agricultural papers or trade journals, nor that of the weekly newspapers after the dailies became firmly established. When the complete history of Florida journalism is compiled, and the first volume of it has already been written by Prof. J. O. Knauss in his "History of Territorial Florida Newspapers", all of them will be included, together with the important part they played in the history of the State's development.

Of the editors and editorial writers connected with the papers and periodicals of Jacksonville since the War Between the States, many died in this city. Among them may be mentioned: A. N. Adams, John S. Adams, S. A. Adams, W. H. Babcock, M. R. Bowden, Reuben Bowden, W. H. Christy, Harrison W. Clark, W. W. Douglass, John Frank, Albert Fries, Lionel Jacobs, Hamilton Jay (suicided), Claude L'Engle, H. B. McCallum, Edwin Martin, Samuel R. Mattair, F. C. Powers, Dennis Redmond, Harrison Reed, Solon Robinson, A. J. Russell, Willis M. Russell, N. K. Sawyer, E. M. Thompson (suicided), John D. Tredwell, W. S. Wagstaff, George W. Wilson. Those that died in other places: E. B. Barker (Alabama), B. M. Barrington (Alabama), S. T. Bates (Ohio), E. M. Cheney (Nebraska), C. C. Codrington (DeLand, Fla.), D. H. Elliott (Georgia), John E. Elliott (St. Augustine, Fla.), Hilton H. Helper (Washington, D. C.), Edwin Higgins (Washington, D. C.), Henry Jones (New York), Camillus L'Engle (Atlanta), W. W. Moore (Starke, Fla.), William and J. P. Perry (Madison, Fla.), John P. Varnum (Massachusetts), C. H. Jones (in Italy).

Bibliography, Chapter XXV

^aJacksonville Tri-weekly Sun, Feb. 19, 1876; ^bJ. O. Knauss, author "History of Territorial Florida Newspapers"; ^cAuthor's inference; ^dTimes-Union, Feb. 8, 1883; ^eEither directly from the paper being traced or from accounts published by other newspapers; ^fLife and Labors of A. J. Russell, 1897; ^gA copy is on file in Congressional Library; ^hW. W. Douglass, long connected with newspaper publication in Jacksonville; ⁱFlorida Times-Union and Citizen, Feb. 25, 1901.

CHAPTER XXVI

LOCAL MILITARY ORGANIZATIONS

In 1835, when it was apparent that there would be trouble with the Seminole Indians, a regiment of militia was organized in northeast Florida, composed of men from Duval, Nassau and probably St. Johns Counties. It was known as the Fourth Regiment of Florida Militia and was commanded by Col. John Warren, and the First Battalion by Lt. Col. Wm. J. Mills, both of the Jacksonville neighborhood. It is indicated that Company D, First Battalion, commanded by Capt. D. S. Gardner, was composed of local men, but its roster is not available. The Fourth Regiment was among the first to be ordered out, nearly three weeks before the actual outbreak of hostilities. It marched from Jacksonville for the frontier, December 9, 1835.⁴

The Legislative Council of 1844 authorized the organization of the Jacksonville Guards; for what purpose is unknown, as no further record or reference to the company has been found anywhere.

Duval County Mounted Volunteer Guard

The organization of the Duval County Mounted Volunteer Guard was authorized by the Legislature in 1849, for service on the Indian River frontier in connection with Indian troubles. This company was mustered into the service of the State August 7, 1849; the muster roll was as follows:⁵

Officers

Captain: Thomas Ledwith. Lieutenants: John Roberts, Jr., Ephraim L. Harrison. Sergeants: Aristides Doggett, A. J. Simmons, James Higginbotham, Redden Turner. Corporals: James W. Higginbotham, Benjamin Falana, Edward Mitchell, Nathaniel Wingate. Company Clerk: Isidore W. Garnie.

Enlisted Men

Aldrich, Whipple	Crocker, Henry	Hardin, James H.
Andrews, Joseph	Dooliff, Abner	Harrell, Maberry
Andrews, Thaddeus C.	Falana, Huster	Hodges, Samuel
Bass, Wm. H.	Geiger, Aaron	Hogans, Reuben
Codding, Geo. F.	Grisham, Jesse	Hogans, Washington

Hughey, George	O'Hearn, Joshua D.	Stewart, James
Hughey, John	Ortagus, Ignatio	Saurez, Rapheal
Hunter, William	Ortagus, John	Tanner, Asa
Hyne, Peter	Potter, Constant	Tanner, John
Lamar, John	Powers, Geo. C.	Thebaut, Bartolo
Long, Cornelius	Reyes, Claudius	Thompson, James F.
Mansfield, Joshua	Reynolds, William	Turner, Benjamin
Martin, Charles	Roberts, Cornelius	Turner, Cornelius
Masters, H. D.	Rose, Charles	Turner, James
McCormick, T. N.	Rowe, John	Turner, Lowell
Mitchell, William	Rowe, William	Turner, Wm. H.
Morrison, F. K.	Sauls, Allen	Warren, Thomas
Mur, Cecelio	Smart, James M.	Worley, Elias

Jacksonville Light Infantry

The Jacksonville Light Infantry was organized April 30, 1857, with the following roster:^b

Officers

Captain: Holmes Steele.

Lieutenants: F. C. Sollee, George Flagg, J. C. Buffington.

Sergeants: Wm. Grothe, S. B. Flinn, Wm. Houston, H. W. Fitch,
A. W. DaCosta.

Corporals: T. R. Webb, S. Buffington, Jr., C. H. Collins, L. Warrock.

Privates

Aberle, C. C.	DuPont, W. A.	Oak, E. A.
Ashurst, Watson	Fleming, L. I.	Ochus, A. A.
Aubert, E.	Haddock, W.	Pappy, F. B.
Brennan, P.	Hirtler, F. G.	Rushing, R. R.
Butler, J. G.	Houston, J. C.	Shad, J. D. M.
Burkheim, J.	Keene, O. L.	Smith, D. P.
Caulk, Wm.	Livingston, W. E.	Smith, Frank
Depue, F.	Moody, H. M.	Talle, P. H.
Doggett, A.	Moore, W. W.	Wilson, J. Y.
Doggett, S. F.	Oak, B. E.	Winter, J. I.

Soon after organization T. E. Buckman, J. J. Daniel and others joined the company. The first street parade was held July 4, 1859, when the company marched to the country, about where Florida Avenue is now, and had target practice for two hours. The armory was then in a hall in a frame building on the north side of Bay Street between Hogan and Julia. According to one of the charter members, they had elaborate uniforms—coats of blue cloth with three rows of

brass buttons down the front, high caps with pompons, pants of blue cloth and white pants for warm weather. In May, 1860, the ladies of the town presented the company with a silk flag, made by themselves, and a street parade was held in celebration of the event.^b

Upon the withdrawal of Florida from the Union, the Jacksonville Light Infantry offered its services to the Governor and was the first company officially accepted by the State. Detachments were sent to the mouth of the St. Johns River to erect fortifications at that point. Four cannon from Fort Marion at St. Augustine were put on log carts and hauled to the beach below Mayport, to a high sand dune west of the "Run". Here a fort of palmetto logs was built by the company under the direction of Captain John L'Engle, a retired U. S. Army officer. This post was named Fort Steele, in honor of Captain Steele;^b above it floated another flag, made and presented by the ladies of Jacksonville—the company's battle flag, inscribed "Let us alone".^c The company was ordered to Fort Steele in detachments, until April, when all were ordered there.^b About this time, a company known as the Duval County Cow Boys was formed and occupied St. Johns Bluff.

The long roll was sounded but once at Fort Steele. One night the sentinel observed an object coming in that he thought was a launch from a Federal gunboat. He gave the alarm and the company was hastily drawn up on the beach to repel the invader, but it proved to be a pile of brush floating in with the tide.^b

The Jacksonville Light Infantry was mustered into the Confederate service as Company A, Third Florida Infantry, August 10, 1861. It was stationed at Fort Steele until early in March, 1862, when on the approach of the Federal squadron, the guns were spiked and the company returned to Jacksonville under orders. Most of the companies comprising the Third Florida Regiment then went to Cedar Key, and in May, 1862, the entire regiment for the first time was brought together at Midway, Gadsden County, where it was reorganized and sent to Mobile for several months. Early in August, 1862, it went to Chattanooga. It went through the Kentucky campaign and was engaged in the battle of Perryville, October 8, 1862, where it lost heavily in officers and men. The First Florida was also engaged and the losses were so heavy

that the two regiments, First and Third Florida, were consolidated.^d

The consolidated regiment was in all of the subsequent movements of Bragg's army; was in the battle of Murfreesborough; at the siege of Jackson; and after the close of the Mississippi campaign, was engaged at Chickamauga and Missionary Ridge, and in the engagements with Sherman's army around Atlanta. The battle-scarred remnant of the Jacksonville Light Infantry was mustered out near Greensboro, N. C., April 26, 1865.^d

Beginning with August 10, 1861, the roster of the Jacksonville Light Infantry in the War Between the States was as follows:^d

Officers

Captains: Holmes Steele; resigned November, 1861.

John B. Oliveros; disabled at Perryville, October, 1862.

Aristides Doggett; promoted to Captain November, 1862.

1st Lieutenants: John G. Butler; John King.

2d Lieutenants: Wm. Caulk; Francis H. Sabal; Wm. Haddock.

Enlisted Men

Allen, W. H.	Fatio, L. L.	Keenan, John
Andrew, F. F.	Floyd, A. V.	Keenan, Peter
Andrew, Ignacio	Floyd, Francis	Keenan, W. A.
Biggs, Colin	Floyd, J. H.	Kill, John
Booth, Richard	Floyd, S. A.	Killer, John
Bowden, David	Gilbert, David	Lary, Joe
Bowden, Edward	Gilbert, Herrod	Livingston, T. H.
Bowden, W. R.	Grayner, J. A.	Lopez, Andrew
Brodnax, E. C.	Greek, Elijah	Lopez, Joseph
Brodnax, R. R.	Hall, R. D.	Lord, J. B.
Bryant, W. A.	Hamilton, Thos.	Madden, John
Canova, A. A.	Hanford, G. W.	Manusa, Mark
Clark, Jas.	Hansy, Alex.	Manusa, Philip
Collins, C. H.	Harvey, J. J.	Mather, Chas.
Cabbage, A. M.	Harvey, J. S.	Mitchell, Wm.
Curry, Robt.	Hemming, C. C.	Moody, H. M.
Davis, J. S.	Hernandez, A.	Moony, Hugh
Driver, John	Hernandez, Frank	Moony, J. J.
Driver, Leonard	Hopkins, Alphonzo	Ortagus, Predentes
Dunbary, Patrick	Houston, J. C.	Paterson, Thos.
Duval, Virginius	Houston, R. E.	Perpaul, Chas.
DeWaal, J. M.	Houston, W. H.	Perpaul, W. O.
Edwards, Jas.	Huchingson, M. M. T.	Pinkham, B.
Falana, Benj.	Jackery, Lewis	Ponce, John
Falana, Romain	Javnigan, D.	Redman, James

Richard, F. M.	Smith, H. M.	Wingate, Jerry
Robion, S. G.	Stewart, Robt.	Wingate, J. G.
Sallis, Domatio	Strausser, A.	Wingate, J. J.
Sheppard, W. D.	Sweet, H. M.	Wingate, J. W.
Shackelford, A. W.	Walker, G. A.	Wingate, N. M.
Smith, C. W.	Wasson, C. R.	Wilds, Phineas.

An attempt was made to reorganize the Jacksonville Light Infantry on July 30, 1875, and again on July 12, 1877, but not a great deal of enthusiasm was manifested in either of these attempts. The mill riot of June, 1880, induced the reorganization of the company, which was accomplished September 20, 1880, with an aggregate strength of 60 men. At this time W. B. Young was elected captain; A. W. Owens, 1st lieutenant; Charles Stewart, 2d lieutenant. The company was armed with improved Springfield rifles. The uniforms were U. S. regulation, with coat cut somewhat longer and three rows of buttons. The fatigue uniform was regulation pattern, with grey pants.^e

The Jacksonville Light Infantry volunteered for service in the Spanish-American war and was accepted. It left Jacksonville for Tampa, May 12, 1898, in command of John S. Maxwell, captain; Braxton B. McDonnell, 1st lieutenant; G. R. Weldon, 2d lieutenant. Arriving at Tampa on the 13th, it pitched camp at Ft. Brooke, where it was mustered into the U. S. service as Company E, First Florida Infantry, May 23, 1898, and on the 27th was transferred to Camp DeSoto. The company was not sent to Cuba, and on July 21, it entrained for Fernandina, thence on August 23, for Huntsville, Ala. It remained at Huntsville until October 9, and then went to Tallahassee. Soon after arrival at Tallahassee, practically the whole company was granted a 30-day leave and left for Jacksonville. On November 14, the men returned to Tallahassee and the company was mustered out there, December 4, 1898.^d

The Jacksonville Light Infantry was a company of the First Separate Battalion that entered the World war in 1917 and afterward sent to Camp Wheeler, where it was disbanded and its members assigned to other commands. Most of them saw service oversea.^e

The company was not reorganized after the World war. So passed out of existence the historic command that had served its State in three wars. Several meetings of the "Old

Guard" were held in the summer of 1923, for the purpose of reorganizing the company, to be made up of descendants of former members, but it was not perfected at that time. Jacksonville would be glad to see the Jacksonville Light Infantry reorganized under its old name, and the perpetuation of its long and honorable record.

*The figure in bronze standing guard on top of the monument in Hemming Park, represents a soldier in the uniform of the Southern Confederacy. He wears no insignia or device that can be detected from the sidewalk; but there is one, on his cap above the visor—the letters "J. L. I."

Captains of the Jacksonville Light Infantry since 1880:³ W. B. Young, September, 1880 to August, 1884 (commissioned major); R. M. Call, August, 1884 to February, 1889 (promoted to major); A. W. Cockrell, Jr., February, 1889 (elected but declined); C. W. Stansell, February to July, 1889; J. L. Doggett, August, 1889 to 1891; S. C. Boylston, Jr., July, 1891 to June, 1894; W. J. Driscoll, June, 1894 to May, 1897; J. S. Maxwell, May, 1897 to May, 1899 (promoted to major); A. G. Hartridge, August, 1899 to November, 1902; C. W. Tucker, November, 1902 to April, 1903; J. Y. Wilson, April, 1903 to July, 1905; H. R. Payne, August, 1905 to January, 1906; Cromwell Gibbons, February, 1906 to January, 1908 (promoted to major); M. C. Greeley, February, 1908 to January, 1909; G. R. Weldon, May, 1909 to December, 1911; A. W. Ellis, December, 1911 to 1917.

St. Johns Grays

July 13, 1861, ten companies were mustered into the Confederate service at their rendezvous near Jacksonville, to form the Second Florida Infantry. Among these was Company G, St. Johns Grays, organized by J. J. Daniel, the roster of which includes the names of many Jacksonville and Duval County men. Two days after the muster the regiment left by rail for Virginia. Its first battle was at the siege of Yorktown, and then at Williamsburg. After one year's service, the regiment was reorganized, on May 10, 1862. Captain Daniel resigned at this time and returned to Florida to become Colonel of First Florida Reserves.⁴

After reorganization, the regiment fought in the battles of Seven Pines, where it suffered a severe loss in officers and

men, Cold Harbor, Gaines' Mills, Frazier's Farm, and Malvern Hill; it was in the Maryland campaign, fought at Fredricksburg, Chancellorsville, and Gettysburg, and in the last battles of the war in Virginia. The skeleton of the splendid regiment surrendered at Appomatox—7 officers and 59 men.^d

Roster of the St. Johns Grays^d

Captains

J. J. Daniel: Retired at reorganization, 1862.
 Charles F. Flagg: Elected captain at reorganization; killed at Seven Pines.
 Thomas M. Brown: Killed in battle, June, 1862.
 C. Seton Fleming: Killed at Cold Harbor, 1864.

Lieutenants

Thomas M. Brown (promoted to captain), C. Seton Fleming (promoted to captain), M. A. Jones, A. J. Russell, A. J. Mickler (died in hospital), Matthew A. Knight, Clayborne L. Wright.

Enlisted Men

Abyr, Thomas	Corbyn, Roland	Jordan, M. C.
Ashurst, R. J.	Daniel, W. A.	Kennedy, James
Bachlor, C. H.	Davis, Charles	L'Engle, E. M.
Beardon, M. J.	Doyle, D. W.	L'Engle, J. C.
Beardon, S. R.	Duval, W. E.	Lawrence, Alex.
Beaty, John	Edmonds, Richard	Leary, J. W.
Berant, Miles	Farley, Matthew	Lee, John
Booth, W. J.	Farrell, John	Livingston, W. E.
Bowden, Charles	Farrell, J. C.	Long, H. V.
Bowden, Uriah	Ferguson, T. H.	Long, David
Brantley, J. A.	Ferguson, J. J.	Lumpkin, J. T.
Brantley, W. T.	Fernandez, E. A.	McCann, Frank
Brooman, G. R.	Flynn, W. H.	McClelland, Hiram
Brown, A. W.	Flynn, J. M.	McClelland, Robt.
Brown, G. R.	Fripp, A. D.	McMullen, Henry
Brown, M. J.	Gardner, Charles	Masters, Bartolo
Brown, S. W.	Goston, S.	Mickler, G. C.
Broxson, H. W.	Griffith, Samuel	Mickler, Jacob
Bryan, W. P.	Hardin, Wm.	Mixon, David
Callahan, Wm.	Harris, A. J.	Nichols, Newman
Canova, G. P.	Harris, Hugh	Parr, Henry
Carr, Allen	Harris, A. Jackson	Pendarvis, G. A.
Carr, D. L.	Higginbotham, Aaron	Raker, David
Carr, J. W.	Hogarth, R. S.	Register, James
Caruthers, W. R.	Hurlburt, D. S.	Reny, D.
Cason, J. B.	Johnson, James	Revel, John
Caston, Stockley	Johnson, C. W.	Richardson, Wm.

Robarts, Edgar	Swan, D.	Turney, W. T.
Robarts, James	Syms, Robt.	Urwich, Barnett
Sapp, J. J.	Syms, John	Williams, Peter
Small, James	Taitt, Robt.	Wilson, R. R.
Smith, Wm.	Turner, B. H.	Wilson, H. C.
Solayre, Antonio	Turney, Thos.	Wright, T. O.
Stewart, J. F.		

Duval County Cow Boys

The Duval County Cow Boys was organized and mustered in the Third Florida Regiment as Company F. At first it was stationed at St. Johns Bluff; it was withdrawn from that point at the same time as the Jacksonville Light Infantry from the mouth of the river, and after the regiment was brought together at Midway, the two companies fought together in the battles already mentioned in the history of the Jacksonville Light Infantry. The roster of the Cow Boys follows:^d

Captains

Lucius A. Hardee: Resigned at reorganization, May, 1862.
Albert Drysdale: Elected captain May, 1862.

Lieutenants

J. E. Mickler; J. C. King; W. H. Haddock; Elias Jaudon; H. B. Goode;
Thomas Stratton; J. C. West; S. H. Wienges

Enlisted Men

Allen, J. G.	Davis, W. J.	Hurlburt, Francis
Allen, L. D.	Donald, J. M.	Jamison, P. M.
Bardin, James	Dowell, Wm.	Jones, W. L.
Beggs, C. P.	Edwards, J. W.	Jordan, W. W.
Biggs, C. P.	Friar, John	King, P. R.
Bush, Clayton	Gardner, James	Linton, C. A.
Bush, F. F.	Garey, Love	Livingston, Joseph
Bush, J. C.	Garey, W. J.	McDowell, G. W.
Cain, Dempsey	Garrett, A. C.	Morgan, R. S.
Carter, Elijah	Hammond, John	Morris, J. S.
Carter, Joseph	Hanchey, D. A.	O'Neal, W. C.
Carter, L. H.	Hansler, F. J.	O'steen, Theo.
Clark, Stephen	Harris, J. J.	Padgett, Martin
Crews, Alexander	Harris, W. E.	Padgett, Stephen
Crews, H. J.	Harris, Z. T.	Pigg, J. W.
Crews, S. D.	Holmes, James	Quarterman, R. T.
Crow, S. H.	Hopkins, J.	Quarterman, W. G. M.
Daniels, J. M.	Hopkins, H.	Rainer, J. J.
Davis, T. T.	Huffingham, James	Rainer, Wm.

Richard, F. M.	Suarez, Rapheal	Walmsby, T. M.
Richardson, Edmund	Sweat, H. M.	Ward, Henry
Richardson, John	Thomas, Solomon	Ward, John
Roberts, F. M.	Thompson, Allen	Warren, Thomas
Roberts, M.	Thompson, I. L.	West, Robert
Roberts, R. Z.	Thompson, J. L.	Weeks, L. R.
Roberts, T. W.	Thompson, W. F.	Wiles, S. B.
Sams, F. W.	Townsend, B. F.	Williamson, Ivy
Sparkman, Wm.	Thymme, Bernard	Wingate, R. W.
Stansell, N. W.	Unges, Samuel	Withington, J. A.
Stratton, Samuel	Walker, Wm.	

Wilson's Battery

The First Florida Light Artillery was organized in Jacksonville July 17, 1877, with the following officers: Captain, George C. Wilson; first lieutenant, Franklin Jordan; second lieutenant, Theodore Ball; first sergeant, H. Ernest Murphy; second sergeant, Henry A. L'Engle; ordnance sergeant, W. A. Gilbert; first corporal, Byron E. Oak; second corporal, George R. Reynolds; secretary, Arthur T. Williams; treasurer, Bion H. Barnett; surgeon, C. J. Kenworthy, M. D. The company was organized with 30 enlisted men, but the roster was soon increased to fifty-five.^e

On July 4, 1878, the battery was presented with a handsome silk flag made by the ladies of Jacksonville. The ceremony of presentation took place in front of the Windsor hotel, in the presence of a throng of people. Major A. J. Russell presented the flag and in his speech drew attention to the fact that among the members were those who represented the gray and others the blue in the late conflict. The battery was well maintained, being armed with sabres and side arms and two 12-pounder brass pieces, with suitable harness, caissons, etc. Their uniforms were light gray; afterward the artillery uniform of the regular army was adopted. In 1884 it possessed the latest improved five-barrel, 45 calibre Gatling gun.^e

On April 1, 1884, the name was changed by unanimous vote to Wilson's Battery in honor of its commander, and ever afterward through the various reorganizations of State troops, though given an official letter designation and later called First Battery, Field Artillery, F. S. T., it was known to Jacksonville as "Wilson's Battery". Its guns spoke the welcome in all local celebrations and the booming of "Old Betsy"

was frequently mentioned in the newspapers of the time. The battery answered the call for thirty years, in riot, epidemic and fire. It offered its services to the Government for the Spanish-American war, but it was not fortunate enough to be called with the first quota and its services were never required.

A feud broke out at Baxter, Baker County, in September, 1904. Wilson's Battery was sent there to arrest the ring-leaders and it awed them into surrendering, for as one of them said: "I looked down the muzzle of a 38 revolver once and saw a hearse and four hacks; if I looked down one of them Gatlings I s'pose I'd see a whole cemetery full of dead men". Twenty of the feudalists were brought to Jacksonville and it was a sight to remember when they were marched up Bay Street from the depot under guard, headed by a battery of two Gatling guns.*

Wilson's Battery was an organization unique in the history of the city and the first of its kind in Florida. A great deal of sentiment clustered around this command; looking backward upon its career, the members of the old company point with pride to the position it held in the community. Wilson's Battery, then officially known as First Battery, Field Artillery, F. S. T., was disbanded March 24, 1906.*

Captains of the battery:^s George C. Wilson, July, 1877, to 1886; W. D. Barnett, 1886 to 1888 (promoted to major); G. R. Reynolds, 1889-90; M. P. Turner, October, 1890, to June, 1893 (promoted to major); George Emery, June, 1893, to March, 1894; Jacob Gumbinger, March, 1894, to August, 1899 (promoted to major of artillery); C. B. Duffy, August, 1899, to December, 1903; L. C. Moore, December, 1903, to February, 1904; W. J. Driscoll, June, 1904, to March, 1905; W. I. Lyman, September, 1905, to March, 1906.

Metropolitan Light Infantry

The Metropolitan Light Infantry was organized in April, 1883, with the following officers: Captain, O. J. Leite; first lieutenant, M. W. King; second lieutenant, George R. Foster. At organization there were 30 enlisted men. The uniforms of the company were blue sack coats and blue pants of a lighter shade with black side-stripe. It was armed with Springfield rifles.*

The history of the Metropolitan Light Infantry is interspersed with periods of lulls and fresh outbursts of enthusiasm among its members. Internal troubles produced rather a checkered career for the company. It did not re-enlist under the State military law of 1890, but was not officially disbanded and continued to exist, though in a badly disorganized state. It was reorganized after the law of 1891 was passed, requiring all military organizations to enlist or disband, but in the course of time the old troubles reappeared, and finally came to a climax on August 14, 1895, when all of the officers resigned. J. S. Maxwell, second lieutenant of the Jacksonville Light Infantry, was assigned by Major Turner to the temporary command of the M. L. I., and he was theoretically in command of the company until it was reorganized September 4, 1895, as the Jacksonville Rifles.^e

Members of the Metropolitan Light Infantry possessed a fund of interesting and amusing anecdotes of instances in its history. They discussed the happenings during the encampment at Pablo Beach in the Murray Hall days of 1886. With a twinkle in the eye they told of a momentous occasion when, spick and span in their white duck pants, they were ordered on dress parade and given the command to kneel and fire upon a dirty field; and further, as they executed that order, about the ripping sound akin to the parting of seams. And many other occasions of fun and frolic during the company's career. But history also points out that whenever emergency called them they were there, and for that reason the people of Jacksonville always had a kindly feeling for this company and viewed with regret the troubles that beset it from time to time.

The company changed its uniform several times. The most striking was the bottle-green uniform of 1889-90, militia days when a company could choose its own uniform. For the officers the coat was cut frock-style, three rows of brass buttons, with gold epaulets and trimmings; gold pants-stripe, and a helmet decorated with a flowing white plume. Enlisted men wore the same bottle-green; but their coats were cut "swallow-tail", silver decorations instead of gold, and plumes of green instead of white.^f

O. J. Leite was the first captain of the M. L. I. He was succeeded in 1884 by W. J. L'Engle, and Captain L'Engle by F. P. Fleming in 1885. Captain Fleming resigned in July,

1888, being engaged in a campaign for Governor; J. B. Morello was elected to fill the vacancy. J. E. McGinnis was captain in 1889 and the forepart of 1890. Failing to enlist under the law of 1890, the company was without a commissioned captain until it was reorganized under the law of 1891, when L. H. Mattair was commissioned captain; he commanded the company until August, 1895.

Jacksonville Rifles

The Jacksonville Rifles was a direct reorganization of the Metropolitan Light Infantry. This reorganization took place on September 4, 1895, with a new constitution and new by-laws, under the name Jacksonville Rifles. On September 18, 1895, the Rifles elected its first officers, namely, Wm. LeFils, captain; A. G. Hartridge, first lieutenant.^e

The company immediately took on new life and ever afterward was an important factor in the military life of the State. It was reorganized April 25, 1898, with 77 men, for service in the Spanish-American war and soon recruited to full war strength. Under the command of J. Y. Wilson, captain; C. H. Chesnut and J. H. Stephens, first lieutenants, and T. C. Watts, second lieutenant, the company entrained for Fort Brooke (Tampa) May 12, 1898, and was there mustered into the United States service May 27. It was then transferred to camp at Palmetto Beach. The company was not sent to Cuba. On July 21 it entrained for Fernandina and remained there a month, going thence to Huntsville, Ala. It was mustered out of the U. S. service at Huntsville January 27, 1899. Returning to Jacksonville, the Rifles resumed its former designation in the Florida State troops. Soon afterward its letter designation was changed from C. to F., as the latter was its war designation and it wished to retain it.

In the following years the company kept very well recruited and came to be one of the prize military companies of the State, and one of the most feared in competitive drills at State encampments. However, it felt the lack of interest that beset the other military organizations preceding the World war, though it was successful in recruiting to full strength as required by the National Defense Act of 1916, and was preserved as a full company of the First Separate Battalion. This battalion formed the central unit about which was built the Florida regiment that was sent to Camp

Wheeler and was there broken up to become amalgamated with other commands.

Captains of the Rifles: Wm. LeFils, September, 1895 to April, 1898; James Y. Wilson, April, 1898 to March, 1899; T. C. Watts, April, 1899 to March, 1901; Wm. LeFils, April, 1901 to March, 1906; F. G. Yerkes, March to October, 1906; W. D. Vinzant, Jr., November-December, 1906; George J. Garcia, June, 1907 to 1917.

Metropolitan Grays

This company was organized at a meeting August 3, 1905, when an application for muster into the State Troops was drawn up and signed by 32 men. On September 4, 1905, the company was mustered in as Co. D, First Regiment, F. S. T., Geo. L. Dancy, captain; S. C. Harrison, Jr., first lieutenant.

The "Grays" was brought to a high state of military perfection in the first years of its existence and won a number of prizes and two State penants for efficiency; but like the other companies of the old First Florida Regiment, it absorbed some of the feeling that disrupted the Regiment prior to the World war. It did not recruit to full strength as required by the Defense Act of 1916, but it was saved by uniting with a platoon of the St. Augustine company. In this way the company became a unit of the First Separate Battalion that went to Camp Wheeler during the World war.

Captains: G. L. Dancy, September, 1905 to January, 1906; S. C. Harrison, Jr., March, 1906 to June, 1910 (promoted to major); Reuben Ragland, June, 1910 to December, 1911; G. R. Seavy (assigned temporarily); A. E. Barrs, April, 1912 to April, 1913; C. B. Duffy, August, 1913 to March, 1914; W. M. McCrory, April to December, 1914; A. Y. Milam, January, 1915 to January, 1916; G. R. Seavy, 1916 to World war.

Dixie Guards

The company was organized June 19, 1908, and mustered into the State service as Company B, First Regiment, F. S. T., July 3, 1908, with a roster of 62 men. Its first officers were: R. F. Metcalf, captain; W. E. Sweney, first lieutenant, and A. J. Bassett, second lieutenant. There was not room enough in the armory and the company occupied a room at No. 120 W. Bay Street until December, 1914, when it moved to a

building at Orange and Main Streets. The Dixie Guards was a well-drilled company and won several competitive prizes. It served on riot duty during the street car strike in Jacksonville in 1912. The company was disbanded in November, 1916, for failure to recruit to full war strength as required by the National Defense Act; some of the members then joined the other local companies.

Captains: R. F. Metcalf, July, 1908 to November, 1909; W. E. Sweney, November, 1909 to August, 1910; H. L. Covington, October, 1910 to March, 1912; W. A. Daniel, May, 1912 to March, 1914; H. R. Payne, April, 1914 to November, 1916.

Jacksonville Blues

Jacksonville already had four infantry companies when this company was organized. To meet the requirements of the War Department that the First Regiment be increased to 12 companies, the Blues was the first of the extra companies to organize. It was mustered in with 62 men on September 12, 1913, as Co. E, First Regiment, N. G. F. The company was composed largely of young Hebrews of the city. Its history is short, as the company failed to recruit as required by the National Defense Act, and was disbanded in November, 1916, some of its members going to the other local companies in order to save them.

Captains: Lewis Landes, September, 1913 to January, 1914; G. R. Seavy (detailed), January to June, 1914; B. F. McGraw, June, 1914, to November, 1916.

National Guard of Florida

Prior to 1884, the military organizations of the State were detached, but in February of that year they were brought together in a battalion formation under the name First Florida Battalion. An encampment was held at Magnolia Bluff, near Pensacola, in the summer of 1884, with Captain W. B. Young, of the Jacksonville Light Infantry, in command. Shortly afterward Captain Young was commissioned major of the battalion.

June 8, 1887: A military law was passed by the legislature creating the Florida State Troops, dividing them into three battalions. The Jacksonville companies were assigned to the First Battalion: Co. A, Jacksonville Light Infantry;

Co. B, Metropolitan Light Infantry; Co. F, Wilson's Battery. The term of enlistment was three years. The first encampment of Florida State Troops was at "Camp Pablo", Pablo Beach, August 23-30, 1887.

At the end of the three-year enlistment, in 1890, some of the companies of the First Battalion refused to re-enlist, among them Jacksonville Light Infantry and Metropolitan Light Infantry. These, however, though disorganized, were not officially disbanded and continued to exist under the old volunteer enlistment act. Wilson's Battery re-enlisted in July, 1890.

In 1891, another military law was passed, increasing the military companies of the State to twenty, divided into five battalions. Under this law all other military organizations in the State were required to disband. The First Battalion as thus created, comprised Co. A, Jacksonville Light Infantry; Co. C, Metropolitan Light Infantry; and Co. F, Wilson's Battery, and two companies of St. Augustine troops.

In August, 1899, soon after the Spanish-American war, the Florida State troops were re-organized with two regiments of infantry and a battalion of artillery. The Jacksonville infantry companies were assigned to the First Battalion, First Regiment, as Co. A, Jacksonville Light Infantry; Co. C, Jacksonville Rifles; two St. Augustine companies completed the battalion. Wilson's Battery became Co. A, Battalion of Light Artillery, Co. B being at Pensacola. The designation of Jacksonville Rifles was soon afterward changed to Co. F, that being its official letter in the Spanish-American war, and it wished to retain it.

May 18, 1903, a brigade was formed of the Florida State Troops and the State was divided into regimental and battalion military districts.

The designation Florida State Troops was changed to National Guard of Florida June 7, 1909.

The local battalion first appeared in olive-drab uniforms in November, 1909.

The National Defense Act of June 3, 1916, required military companies to recruit to a minimum strength of 65 men. An earnest effort was made by the five local companies to meet these requirements, but without success, and in order to save some of them, it was decided to merge the personnel of the Dixie Guards (Co. B) and the Jacksonville Blues (Co. E)

with the older companies. By this method the Jacksonville Light Infantry (Co. A), the Jacksonville Rifles (Co. F) and a platoon of the Grays (Co. D), were preserved. The other platoon of Co. D (Grays) was formed from Co. G of St. Augustine. These, with Co. H (Blountstown and Chipley), were retained as the First Separate Battalion. All the other companies of the old First Regiment were disbanded as of November 29, 1916. Ten days after war was declared with Germany the First Separate Battalion was mobilized at State Camp at Black Point, where it became the nucleus for the formation of the Florida regiment that went to Camp Wheeler and was there broken up and its men assigned to other commands for the World war.

After the World war the National Guard of Florida was re-formed, but more on the order of a Federal National Guard, supported largely by the Federal Government. Several local companies have grown out of this reorganization. Though they stand ready, as in times past, to protect the community in case of need, the lack of a local name somehow seems to take away the sentiment clustering around the old commands. The booming of "Betsy", a gun of Wilson's Battery, as it spoke the greeting in some important event; the street parades of the J. L. I. and the M. L. I., the Rifles or the Grays; their battalion drills, and encampments, where fun and frolic crept in to ease the strain of discipline; their football games and baseball games, "cake-walks" and quadrilles; thought of them as they stood shoulder to shoulder in the serious times of riot and fire, and some of them in war—all lead the memory back to them under their local names, and not as Co. A or Co. B of such-and-such an infantry.

Aid to Civil Authorities^e

1880, June 26-28: First Florida Light Artillery (Wilson's Battery) held under orders; strikers' riot at Clark's mill; service not needed.

1881, February: Jacksonville Light Infantry went to Madison to protect prisoners in jail there and remained on duty four days; then went to Tallahassee as a guard to the sheriff and his prisoners.

1881, July: Jacksonville Light Infantry went to Fernandina to restore order—strikers' (longshoremen's) riot.

1888, August: Wilson's Battery carried out the concussion tests during yellow fever epidemic at Jacksonville.

1890, March 1-3: Jacksonville Light Infantry, Metropolitan Light Infantry and Wilson's Battery on duty at Jacksonville protecting prisoner.

1892, July 4-9: Jacksonville Light Infantry, Metropolitan Light Infantry, Wilson's Battery (and other State troops) on riot duty at Jacksonville.

1894, January 23: Jacksonville Light Infantry, Metropolitan Light Infantry and Wilson's Battery under orders to prevent Corbett-Mitchell prize-fight; no service, enjoined.

1894, October 2: Jacksonville Light Infantry, Metropolitan Light Infantry and Wilson's Battery; at Jacksonville; election troubles.

1901, May 4-22: Jacksonville Light Infantry, Jacksonville Rifles, Wilson's Battery (and other State troops); at Jacksonville; fire duty.

1904, September 16-17: Wilson's Battery (and Live Oak company) arrested twenty prisoners at Baxter, Baker County, and brought them to Jacksonville; Baker County feud.

1904, September 26-28: Jacksonville Rifles took the prisoners mentioned above to Macclenny; guarded them through the trial; brought three prisoners back to Jacksonville.

1908, April 11-20; Jacksonville Light Infantry and Jacksonville Rifles (and other State troops) at Pensacola; street car strike.

1912, October 30 to November 12: Jacksonville Light Infantry, Jacksonville Rifles, Metropolitan Grays and Dixie Guards (together with seventeen outside companies—practically the entire military force of the State) at Jacksonville; street car strike.

Armories

Prior to 1897 the local military companies occupied different halls in the city as armories. The serious situation developed by the riot in 1892, served to convince the County

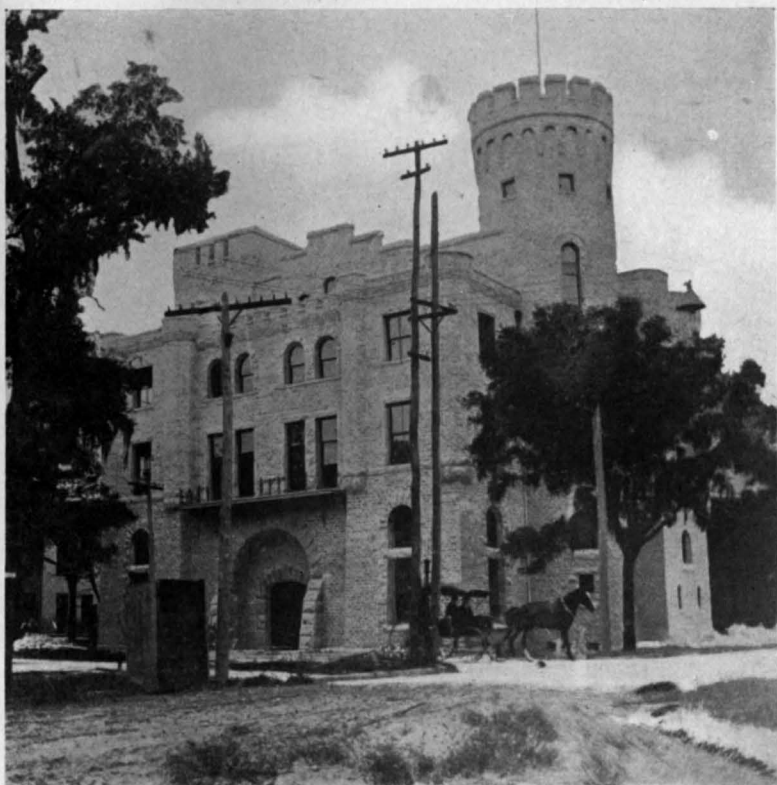
Commissioners of the necessity of a permanent home for the local troops. The lot at the southwest corner of Adams and Market Streets was purchased, and after months of discussion and delay, construction began in October, 1896, and the local companies occupied the completed building July 30, 1897. In style the armory was Romanesque with battlement cornices. It was 70x70 feet, 3 stories high, built of Georgia granite rock by T. S. Leonard for \$24,000. The third floor was the infantry drill hall, 26 feet in the clear. On the second floor were club rooms and quarters. The ground floor was the drill hall of Wilson's Battery, company rooms, magazine, and rooms for storage. Although supposed to be fireproof, the armory crumbled like an eggshell in the fire of May 3, 1901.

After the fire the former courthouse at the northeast corner of Forsyth and Market Streets, the walls of which remained intact, was reconstructed and turned over to the military for an armory. The building was not suitable for the purpose and became entirely inadequate later, when two of the local companies were compelled to find quarters elsewhere. Again the question of a larger and better armory for the local troops arose and again it went through a lengthy discussion, ending finally in floating a bond issue for \$150,000 in January, 1914. From these funds the present armory was built by F. W. Long & Co. It was completed and accepted by the County March 28, 1916; the troops moved in April 20, and it was formally opened with a public reception May 2, 1916. The building is absolutely fireproof in every particular, well arranged and adequate, and a credit to the County.

Bibliography, Chapter XXVI

*a*Evening Times-Union, Jan. 6, 1896; *b*From diary of O. L. Keene, charter member; *c*John L. Doggett; *d*Soldiers of Florida, official State publication; *e*Record from local newspapers; *f*J. B. Morello; *g*Head dates are usually those of election by the company as noted in the local newspapers at the time; commissions followed later; *h*Florida Historical Society Quarterly, Jan., 1925.

DUVAL COUNTY ARMORY.



Courtesy of Geo. M. Chapin

Built in 1897 at the southwest corner of Market and Adams Streets.
Crumbled like an eggshell in the fire of May 3, 1901.

CHAPTER XXVII

LOCAL BANKING INSTITUTIONS

(In the order of their organization)

Before the War Between the States

Bank of Jacksonville.—Early in 1835, Wm. J. Mills of Jacksonville presented a petition to the Legislative Council praying the establishment of a bank at Jacksonville. The Bank of Jacksonville was authorized February 14, 1835; nominal capital, \$75,000. Books were opened for subscription of stock, but it does not seem that the subscription was sufficient, for the Legislative Council, February 12, 1837, renewed the authority for stock subscription. The bank opened in 1837, its condition soon afterward being reported as follows:

Resources	Liabilities
Loans\$25,000	Capital\$37,500
Due by Banks 15,000	Circulation 7,000
Notes of Banks ... 24,951	Deposits 31,471
Specie 11,550	Profit & Loss 1,430
<u> </u>	<u> </u>
\$76,501	\$77,401

The officers at that time were J. B. Morgan, president, and J. Gutterson, cashier. The bank continued to do a small business until 1839, when it entirely “exploded” and its bills sold at 10 cents on the dollar. As to its failure, the St. Augustine Herald of April 4, 1839, had this to say:

Another Morgan Abducted

The Bank of Jacksonville is “fail”—the President flown. His disappearance, if not so exciting, is quite as mysterious as that of his New York namesake. Whether the “masonry” of the Bank still contains the \$132 of specie capital, deponent saith not. To give honor where honor is due we must admit that the Jacksonville Bank made an honest statement to the Legislature before it failed. We never before knew a Bank exhibit so small a specie capital as \$132 until after it failed.

A Resolution was passed by the Territorial Council in February, 1841, to revoke the authority for the Bank of Jacksonville to do business and directing its affairs closed. Here

developed an exceedingly interesting phase in connection with an attempt by "shinplaster" bankers to perpetrate a fraud under the name of the Bank of Jacksonville, exposed by the New York Herald in November, 1841, and re-printed in the St. Augustine News of December 3, 1841, in part as follows:

We mentioned yesterday the revival of the old affair, the Bank of Jacksonville, East Florida. The parties engaged in the reorganization of it, it appears, are a confederation of red-dog bankers of this State (New York), and shinplaster bankers of Maine and Maryland. * * * The man at the "Sun" office had employed an individual named Kean to go down to Maine and look out for some small banks that would "answer for an operation". While that agent was absent the Florida affair offered itself. He then bought up a few liabilities of the Bank and \$2,000 of the Southern Life and Trust certificates. Thus prepared he went back to start the Bank and the parties were advertised to redeem the circulation in Wall Street. The only object seems to be like that of all other such operations, to get up a meretricious reputation temporarily, until a sufficient quantity of the bills are got into circulation, and then allow it to explode. (Ibid.) A clique of currency doctors who move around the penny "Sun" here, purchased this Bank, galvanized its remains, had a new set of plates made in this City—and are now ready to throw \$100,000 of this Florida money upon the builders, bakers, and mechanics of this city. For the present it is announced that the money will be redeemed at 1½ per cent at the brokers' offices, but who are the brokers? Is it the Sun office? This hopeful concern is said to have resumed specie payment. Specie payments in the swamps of Florida where Col. Worth is fighting the Indians! Who will go there to have the notes redeemed, when the brokers refuse them? Oh! Gullibility, how far will you go?

From the St. Augustine Herald, December 24, 1841 (Correspondence from Jacksonville):

The people here are wide-awake as to the Jacksonville Bank. Bennett's (N. Y.) Herald is taken here and has made the people fully aware of the whole scheme.

Bank of Charleston Agency.—There is no record of a bank in Jacksonville after that of the Bank of Jacksonville until 1849, when an agency of the Bank of Charleston appears under the management of A. M. Reed. The banking room was a small space boarded off in Mr. Reed's store. This agency was in existence at least as late as 1856 and maybe

until 1858, when the legislature passed a law affecting bank agencies of other States doing business in Florida.

Bank of Jacksonville (No. 2).—With no record whatever of such a bank, there is yet one of its dollar bills in existence (in the possession of B. H. Barnett), signed by John Clark as president, and George Washington as cashier, and issued July 7, 1851. This bill is an interesting specimen of the engravers' art as well as being the only known item in the bank's history.

*There is without doubt some interesting banking history connected with this one dollar bill. It was repeatedly stated in the old accounts of Jacksonville that the agency of the Bank of Charleston held the banking field here during its lifetime, yet this dollar bill of the Bank of Jacksonville is certainly evidence of some sort of banking institution by that name, either contemplated or actual, during that period.

Bank of St. Johns (1858-1861).—This bank was organized by A. M. Reed in 1858, possibly as a successor to the Bank of Charleston Agency. Little is known of its corporate history, as it does not seem to have figured in any of the Legislative Acts of the period, although it was said to have been one of two banks in Florida at the end of 1860 doing business under the general banking laws of the State. The Bank of St. Johns went out of business upon the breaking out of the War Between the States and was not afterward revived. It held a considerable amount of bonds of the Florida, Atlantic & Gulf Central Railroad (the first railroad built to Jacksonville), and after the war these were productive to a certain extent. Most of the foregoing is "memory" record of old citizens, who always said that the Bank of St. Johns was conducted in a capable way by Mr. Reed.

After the War

Freedmen's Bank: Jacksonville branch (1866-1874).—The following is a copy of an advertisement in Hawks' Jacksonville Directory for 1870: