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JULIEN C. YONGE, Editor **EMMA ROCHELLE PORTER**
Pensacola *Assistant Editor*, Jacksonville

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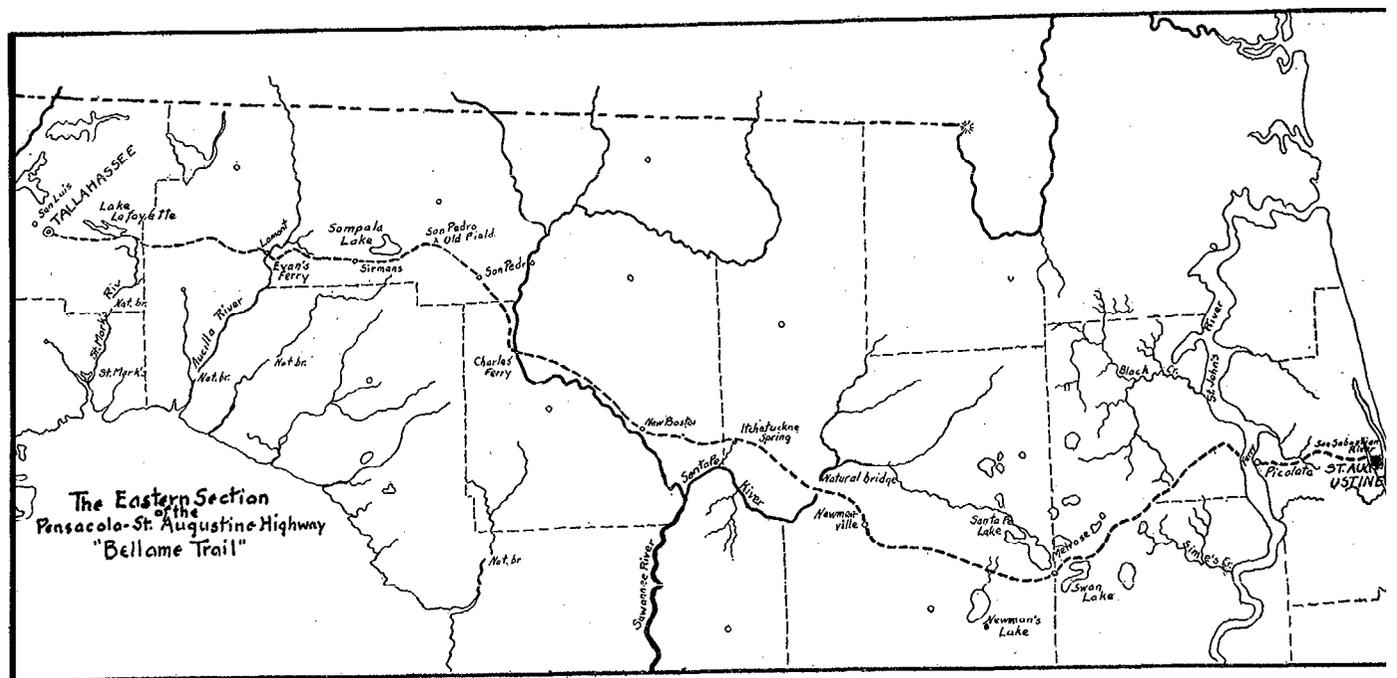
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THE FIRST AMERICAN ROAD IN FLORIDA

PAPERS RELATING TO THE SURVEY AND CON-
STRUCTION OF THE PENSACOLA ST.
AUGUSTINE HIGHWAY*

PART II

To Jesup from Burch

Pensacola, November 6, 1824

I had the honor to receive on the 4th inst. your letter of the 7th ulto. authorizing me to issue proposals for certain portions of the road to St. Augustine to be opened by contract.

It would take a long period of time to open this road with the very small force that can now be placed on duty in the Quartermaster's department and I see no probability of its being materially increased. It is very important that the completion of the road should not be deferred, hence it is decidedly my opinion that the interests of the territory and of the government will be advanced by opening that part designated, and even more if the appropriation will justify it by contract. Negroes will be employed by contractors on this work, and as they do not require a tenth part of the transportation necessary for troops, I am of opinion that it will cost less actual money to the government by opening that part from the seat of government to St. Augustine by contract than if soldiers were employed on it. The stores for the troops while at work between that place and the St. John's river would have to be carted from St. Marks, and it is

*An Introduction by Mark F. Boyd, with a map of the western section of the highway, was published in the last (October) issue of the Quarterly.

twenty miles from that post to the intersection of the road for which distance a road would have to be opened before these stores could be carted out. There would be one way of obviating a part of this difficulty; after the troops had arrived at the St. Fe, 136 miles from St. Marks, they could be transported around to the St. Johns, and work westwardly from thence—from the St. Johns to the St. Fe is 69 miles.—The road crosses the Suwannee river 90 miles from St. Marks and 44 west of the St. Fe but this river cannot be depended on for transportation, because, on account of the shoals at its mouth, vessels must lay off outside the bar and discharge their cargoes into barges. From the mouth of the river to the crossing of the road, I suppose it to be upward to 200 miles and besides I should have to build barges on the river expressly for the purpose, there being none on the river, no settlement having as yet been formed on it.—The cost of transportation on this part of the road will be great and attended with difficulty, whether entirely by land or by navigating this river :-

I lost no time in issuing the proposals, a copy* of which is enclosed and which I earnestly hope may be conformable to your views and meet your approbation. I divided the route into two sections, believing that contracts could be obtained on better terms in that way. The route from the St. John's to St. Augustine is short but it is very low and wet ground, and will require a great deal of labor in making causeways. The chief difficulty however is the bridge over the St. Sebastian's river. This creek is fordable at low water, but at high tide spreads to a great extent over the flats and is impassable for horses or carriages. It is two miles from the town, and is about three miles from the

*See enclosure with Rodman's letter of 4-4-26.

junction of this road with the "King's Road" leading from the St. Mary's, Ga. - consequently the bridge will be common to both roads, and is absolutely necessary even if the road from Pensacola was not about to be opened. There is another ford, a few miles higher up, but it is so far out of the way, that persons usually await the favorable time of tide for crossing at the lower ford. A ferry could not well be established here because it would not support itself over a creek fordable for near half of each day. A certain passage without regard to time or tide can only be secured by a bridge. Thinking it more than probable that after making the first contract, the funds would not allow of opening the road and building the bridge too, I have called for two sets of proposals for this part of the route, as you will see by reference to the advertisements. In case the bid for the road with a bridge should be reasonable, but added to the other contract exceeds the appropriation, will I be authorized to close the contract and have it built? I consider the bridge so absolutely necessary that I think nothing ought to prevent it being built and I shall have no mechanics who could construct it properly, for owing to the worm, arches of timber will not answer under the water.

I have also called for proposals for two other sections of the road, which when received if the terms are reasonable and there should be any funds applicable to the object, I think it will be to the interest of the Government to accept-at least the second, from the Appalachicola to the Ockolockony river. On, this subject allow me to request your instructions.-

That section of the road upon which the troops are now at work requires the most labor to open

properly, but on account of the facilities of water transportation is more favorable for them to work than any other part of the whole route. And when it is opened as far as to the Choctawhatchie river and a ferry established there, a direct communication can be had from Pensacola to almost every part of the territory by tolerable cart roads or Indian trails. My arrangements are now all made to work upon this end of the road, the detachment is advanced forty miles on it and could not now change the troops to work at the seat of Government, without losing nearly the whole winter's work and incurring very considerable extra expense, besides before I could commence on the leading road, I should have to open a road from St. Marks to the seat of Government, a distance of twenty miles, to cart out our supplies, moreover when the road is advanced as far as the Choctawhatchie the work can be continued during the summer months as the remainder of the route as far as the seat of Government is high pine barrens or oak land.-It is with diffidence that I venture to act contrary to even a suggestion of yours, but in this case I am convinced from my local knowledge of the country, that I am consulting the true interests of the territory and of the Government, and also practising economy in the expenditure of labor, time, and money. I beg leave respectfully to remark that there can be no object in having the troops near to the seat of Government on account of the Indians, for excepting the few who have reserves on the Appalachicola river, they will be by the end of this month on their lands, at least 200 miles distant. The numbers, spirit and property of the Florida Indians are so much depressed and reduced by their wars with the whites, that they now only desire to

cultivate friendship with them, and they require only the presence of an agent, firm and uniform in his conduct towards them, to restrain all their war-like propensities or evil excesses. The knowledge that troops are in their vicinity is sufficient to ensure lasting peace with them.-

I have advertised to receive the proposals in person at Tallahassee and at St. Augustine, that being on the spot I may be a better judge of the ability of persons offering to fulfill a contract, and also in case of the contracts being taken and the bids accepted, I may be at hand to execute the necessary bonds and give such directions as will enable the contractor's to commence and continue the work without delay. I have given myself sufficient time to return to this place from Tallahassee and be at St. Augustine by the 10th of Feby-traveling from this to Fort Hawkins on horseback and thence to St. Mary's by stage.-The detachment at work on the road will be during my absence under the command of Lieut. Mountz an active and efficient officer, and all my other arrangements then will be such that the work will continue to go on properly and without interruption. My office here will be left in charge of the clerk, in whose attention to business and to the interests of the Govt I can implicitly confide.-

Permit me to request the favor of you when replying to this letter to address the original to me here, and a duplicate of the same to me at St. Augustine.-

It is perhaps not strictly within the province of a subordinate officer to obtrude information upon his chief unasked, but as the road about to be laid out from Tampa Bay to intersect the one I am now at work upon is in some measure connected with it,

there being no road of any kind to Cant. Brooks and the survey not likely to take place in time for you to notice it in your report, I have relied upon your friendly feelings towards me to mention the subject to you and to offer some remarks relative to it. While surveying the road to St. Augustine, aware that a military post would shortly be established at Tampa Bay, consequently a road to it become necessary, I took especial care to ascertain precisely where such road ought to intersect the one I was marking out, and also to obtain a general knowledge of the entire route. The law provides that it shall intersect at the Suwannee, but this owing to the natural course of the river and of the road after crossing it, is impossible. The road should be laid off on the best route possible from Cant. Brooke to Wanton's, or near to it, which you will find noted on the map, in Alachua. Here it ought to fork, the right in a north-easterly direction to intersect the road towards St. Augustine, and the left in a northwest course to intersect it towards Pensacola, which it will do at a point about six miles east of the St. Fe, being fifty miles east of the place where the road crosses the Suwannee. It is said to be about 140 or 150 miles from Cant. Brooke to Wanton's, and it is 30 miles from Wanton's at the proposed fork of the road to each point of intersection, and about the same distance between those two points - hence it is evident that if the intention is to open a communication generally with the east and west and with the south, the road must necessarily fork at Wanton's and I think its utility and necessity will be apparent to all. There is a cart road now travelled from Wanton's to St. Augustine, crossing the St. John's river many miles higher up than Picolata, but I am informed from

the best authority that it is through a country extremely low and marshy, moreover it is no nearer than by the one I propose from Alachua to St. Augustine. The chief advantages of this road however will be lost unless the right hand fork from Wanton's be extended after the intersection directly towards Georgia, to intersect the "King's road" leading to St. Augustine, at or near where it crosses the St. Mary's river. This will open a communication from the state of Georgia direct into the center of Florida. From information and my general knowledge of the country, I suppose this distance to be about 85 or 90 miles. All of these routes of which I speak are Indian trails, and as they have been always travelled by people on horseback there can be no doubt but that they may be easily made good carriage roads. The only possible obstruction will be savannahs or low-grounds-and the trails avoid these as much as possible-for being in a direction from north to south, no streams of consequence intervene on any part of the route. Indeed I am informed that since I was along there last winter, several carts and wagons have travelled from the St. Mary's along this very trail into the Alachua. I beg leave therefore most respectfully to propose for your consideration the following mode of opening this road-that the troops at Cantonment Brooke be employed to open it as far as Wanton's only, that the distance from Wanton's to each point of intersection be opened by citizens under special contracts, and that the right hand fork be extended to the St. Marys river, and also be opened by contract. My duties, with the other contracts and road will necessarily carry me into that section of country, and if my views in relation to the other are approved, it would be but very little

additional trouble to me to superintend the making of these contracts, and their execution also.-The Quartermaster at Can. Brooke would of course have charge of opening that part done by the troops. I do not think that any survey north of Tampa Bay is at all necessary to have the appropriation made and the work: commenced, because the country itself and the general route are sufficiently known and ascertained already-the selection of ground for the road to pass over could be made as it advanced. If I was about to make the contracts however, I should myself ride over the whole. route so as to be a competent judge of the reasonableness of the bids. In ease such appropriation is now made and the work actively commenced these roads would be completed by the 1st of June 1826, probably earlier, and the territory of Florida opened to travellers and settlers, and to the operations of the Government. It cannot at the present moment be so much an object to the Government or the territory to extend the road southwardly from Tampa Bay, although the survey ought doubtless to be made with a view to the future. I have no map of Florida at hand, or I should have accompanied letter with one having these routes marked out on it. But at the request of Gen'l Call I wrote to him on this subject, giving him such information as I possessed and enclosed to him a map of Florida, on which I traced the route from Pensacola to St. Augustine in connection with these routes, which map I request you will be pleased to obtain from him and examine, it will serve to make you better acquainted with my views and meaning than I can by description alone.

I estimate the expense of opening these roads as follows, viz: From Cant. Brooke, to Wanton's \$10800.-from Wanton's to the west point of inter-

section \$4000.-from Wanton's to the east point of intersection \$4000.-and from this last point of intersection to the St. Mary's river \$7000. Total \$25800.-

* * *

To Jesup from Burch

Tallahassee, December 21, 1824

I have the honor to report that I have this day received and accepted proposals for opening the road from Appalachicola to the St. John's river. I have also an offer for that part lying between the St. John's and St. Augustine, so reasonable, including the building of a bridge over the St. Sebastian's river, that I shall accept it unless a lower bid be made at St. Augustine. These three contracts* (Nos. 1 & 2 and "second" as in my proposals, a copy of which was forwarded to you from Pensacola) will amount to \$18000.-the distance contracted for 243 miles-leaving a balance of \$2000.-on account of the appropriation. From this statement it will be perceived that an additional appropriation will be necessary to meet the expense of opening the road unless it be the intention of the department to charge the expenses attending the labor of the troops on the Quartermasters department, in which case no appropriation will be necessary. The contracts have been taken by men of standing, wealth and efficiency of character. Copies of their proposals and bonds will be forwarded to you as soon as possible. I have an offer for that part between the Choctawhatchie and Appalachicola ("first" in my proposals) for four thousand dollars, which I could not accept because it exceeded the balance of the appropriation, and also it was higher in pro-

*See enclosures with Burch's letter of 3-14-25.

portion than the other offers made and accepted. Consequently the troops will open it as far as the Appalachicola and will I think have it finished by the first of August next. From that river to the Suwannee River will be opened by the first of May under the contracts. My arrangements are made with a view to have the road opened through the lands now surveying before the sale actually takes place and while the land is public property. I am fully satisfied that if any roads are to be opened in Florida under the superintendence of the Quartermaster's department contracts can be had at the present moment so as to cost less money that would be expended in the extra pay and other expenses attending--the employment of troops excepting a hundred miles north of Tampa Bay and also south of that post (should it be extended southwardly) on which section the troops can be employed to most advantage. Experience has taught me that troops cannot be employed to advantage on public works except within a reasonable distance of their regular stations. I should have experienced great difficulty in opening the road east of the Appalachicola, and more especially east of the Ockolockny with the troops. Extensive means of transportation would have been necessary. Corn is very scarce and selling now in some parts of the settlements for \$1.50 per bushel--it sells for \$1. at Pensacola. It would have cost me at least \$1.75 per bushel by the time I had got it from thence, via St. Marks (the nearest port) on to the section of the road towards the Suwannee and \$2.50 between that and the St. Johns, not counting in the charge for transportation from Pensacola to St. Marks in the public transport. I mention these circumstances so much in detail to demonstrate the propriety of my having

made these contracts and to strengthen my reason for recommending that contracts be made for the other roads, if they are to be opened at all.-

The order I received relative to contracts for the road having limited me to the sum appropriated, I conceived that it gave me authority to come up to that amount in my contracts, and if I have unfortunately mistaken the meaning and intention of the order, I trust it will be taken into view that I have acted in. this duty under the impression that the Government considered it important to open the road at all events, and at as early a date as practicable, and in such a manner as would be least expensive. Therefore I earnestly hope that the necessary funds to close my Quarter-master's accounts and defray all expenses chargeable on the road will not be withheld from me. I have expended \$5000. on the, road, there is \$2000. remaining of the appropriation after deducting the existing contracts. To enable me to meet these contracts with good faith, and to defray promptly all other expenses of. the road occasioned by the labor of the troops, it will require an additional appropriation of eight thousand dollars, if that mode of providing for the deficiency is adopted, and which, if given by Congress, will be amply sufficient to meet all contracts and expenditures chargeable on the road. As it regards the width of the road I consider that it will be an useless waste of time and money to increase it beyond the sixteen feet. It is chiefly through an open pine barren and cannot be populated thickly, and it will be travelled for the most part by people on horseback-almost the only mode of travelling known in the south. In this opinion I am supported by the most intelligent men of the country.-

In the whole extent of road from Pensacola to

St. Augustine there will be no communication from it to the sea coast. Fort St. Marks is a central and prominent point, both as it regards the coast and the intersection of the road itself between its extremes. Hence I deem the subject of opening a road from St. Marks to intersect this at the town of Tallahassee, which lies in a direct line nearly due north, to the deserving of your attention in reference to a time of war, as a measure of indispensable necessity. I beg leave therefore most respectfully to suggest the propriety of employing a part of the troops now under my direction so soon as they shall have finished the other road, and the expenses to be charged on the Quartermaster's department. If confided to me (and my duties on this section of country will enable me to superintend it without difficulty) I should select 50 men, five non. com. officers, and two or more officers, and in less than one month after their arrival at St. Marks a good and permanent road twenty feet wide would be completed. The whole distance is twenty-two miles, the first three miles is marshy and will require to be causewayed, the remainder is high, dry pine barren. I should put the detachment with the whole of their baggage, provisions, and other supplies on board the public schooner at Pensacola and transport them to St. Marks without one cent extra expense attending their transportation from and to Pensacola.. Teams sufficient for the purpose will be on hand without resorting to new purchases and will also be transported on board the Transport. The extra pay of the men during the time they are at work & some little hired land transportation, in all say \$1000. will embrace the whole expense. If it be determined to open the proposed road, I request you will be pleased to notify me at as early

as date as convenient in order that I may make my arrangements accordingly.-

* * *

To Jesup from Burch

St. John's River, February 12, 1825

I regret to have to state that my journey to St. Augustine has proved fruitless in its object inasmuch as I was unable to close the contract for that part of the road, owing to some communications made to me by the citizens of St. Augustine. They want the road to enter the city by a particular route, and a bridge to be built over the St. Sebastian's river at a point which I had not contemplated, and for which I knew there was neither funds, nor had I sufficient authority, for so doing even if funds had been at my disposal. On my arrival there, Mr. Mitchell (a member of the last legislative council for Florida and resident of St. Augustine) called upon me with a communication from the Mayor of the City covering sundry documents, all which I transmit herewith, numbered from 1 to 3. At his request I accompanied him to the city council and informed them that I had neither funds nor authority to build a bridge where it would be so expensive, that the most I could do was to bring the road into the city by the way of Pepinos' ferry establishing it as such and leaving the building of a bridge for future instructions from you, with which I then thought were perfectly satisfied. They however mentioned that they had it in contemplation to extend a street from the public square in that direction about three or four hundred yards above Pepinos' at which they would prefer the bridge to be built. But on the evening of the 9th I received the letter which I enclose, together with my reply, numbered 4 and 5. - It seems that in this

they have misunderstood me, for the idea I intended to convey to them was, that the road being the intended general channel of communication for all travellers as well as the inhabitants of the interior of Florida, it must be considered of primary importance to be completed to the exclusion of building bridges, where ferries would answer the purpose and there was not funds sufficient to build the bridges, and upon which principle I should govern myself in opening the road. As Mr. Mitchell has handed me the first communication, I made it a point to speak to him respecting the letter of the 9th and he stated to me that the City Council were of opinion it was my duty to expend the funds on the bridge in any event and if any part of the work was neglected or delayed it ought to be the road.- Confirming the impression I had received from the letter in question. I however had no further communication with the city authorities, for having understood that they were to address the department themselves, I determined, rather than close a contract and commence a work which might possibly be countermanded, to request your instructions on the subject. It followed that I released Mr. Bellamy from all obligation to continue his proposal, at which I am rejoiced as he is a worthy citizen and must have lost money largely by an honorable adherence to his word. In truth I am much afraid he will find the contract he has already taken to prove a very hard one, nothing but the best possible management and extreme economy, added to the employment of his own hands will enable him to save himself on the contract. I had myself no conception of the situation of the country over which the road passes until now that I have examined it in the wet season. It is literally under water for miles through the

low country between St. Fe and St. John's rivers. The Suwannee has its course through a high pine woods country without swamps on its margin, yet it is now overflowing in places for two or three miles back, and the Ausilee, in common times only a small fordable stream, now presents the appearance of a large river, being full half a mile wide over the low grounds. Copies of the proposals and of my answers thereto are enclosed herewith, numbered from 6 to 11.-

As neither of the communications by the citizens contain a clear and full view of the subject, and moreover state facts in such a manner as would lead perhaps to wrong conclusions, I have sketched a rough map of the immediate vicinity of St. Augustine comprising an extent of about five miles from north to south and four miles from east to west. The principal facts set forth in that of the 1st of Jan'y (No. 3) as it regards the communications to the city from the country, are correct, but as it regards the expense of labor of building a bridge either at Pepinos' ferry or at the Estacada (stockades) it is not. The St. Sebastian's river is more properly speaking an arm of the sound or inlet, upon which St. Augustine is built extending but a short distance, say six or seven miles. At Pepinos' (called also Viel's ferry) the main river is about 250 yards wide and fifteen feet deep at low water, (being full 300 yards wide at high water) over to a small marshy Island which is separated from the main land or rather marsh, by a lagoon or branch of the river, shoal at low water and about sixty yards wide. The Island is about 150 yds wide and the marsh bordering on the shore about 300 yards wide. There is a fine open street leading to this ferry, in fact it is the only street leading back

from the city, and it is either here or at the new street which they propose to open just above, that the bridge is wanted by the citizens.-The expense of building the bridge and causeway will be much the same at either place. The small creek spoken of, is an arm of the main river lying between it and the city, is about 250 yds wide and is dry at low water. In the street leading to Pepinos' there is a causeway through it about four feet high with a bridge in the centre, but all in a dilapidated condition, the one requiring to be repaired and the other to be built anew. On the new street, if opened, an entire new causeway and bridge will have to be made. It is requisite however for me to mention that the incorporated limits of the city extend to three miles, having jurisdiction over the road &c and including the place where the bridge is required, and it is possible that if it was built within those limits it might become necessary for me to consult with the city authorities before I should be suffered to proceed with it unless placed where they might see proper to have it located. The marshes on the St. Sebastian's are very low and require a causeway to be raised at least three feet on an average to be above spring tides. Two miles north of Pepinos' is the stockade, where the river becomes very shoal, being nearly dry at low water, with a good ford. The extent of causeway would be about the same here as at Pepinos' but it must be obvious on the smallest consideration of the subject, that there would be a great difference in the expense and labor of building a bridge at a place over a wide channel where the water is fifteen feet deep at low tide, and at another where the channel is narrow and shoal, and the foundations could be laid almost as conveniently when the tide is out as if upon the

main land. A bridge at Pepinos' must be built upon piles, for the expense of sinking piers of stone in such deep water would be enormous. Within less than 400 yards wide above the stockade, the river and marsh are both contracted to a comparative small extent and it was here that I intended to have bridged the river when I surveyed the road. About a mile and a quarter above this the "red house branch" trail from Picolata crosses, where neither the stream nor marsh are of any consequence, but as this route increases the distance near four miles into town, it would not answer at all for the road. Half a mile further up the road to the Cowford on St. John's crosses where it is nothing more than a small spring branch. Reference to Mr. Bellame's letters of 9th and 10th Feby (Nos. 8, 9, & 11) will give you the best idea of the difficulties and expenses attending each route, as they contain specific offers for each. I deem it to be of considerable importance that the road from the south, now surveying by Colonel Gadsden, and the road from Picolata should cross the St. Sebastian's at the same point, and this could be best effected at Pepinos' ferry, because the inducements offered by the travelling on both roads would be sufficient to cause a good ferry to be kept up, which would not probably be the case with either separately. It would be somewhat more convenient for travellers from the southern road to cross at Solanas, on the English ferry, on account of a small creek between those and Pepinos' ferry, but it is not of sufficient consequence to render it any object to them to cross below it. Those who travel from the north would cross the St. Sebastian's where they now do, unless a bridge was to be built at or near the stockade, or at Pepinos' ferry in which case the "Kings Road"

from the Cowford would be extended down the west side of the river to such bridge and there cross. To Travellers from, or to, the south or west, entering or leaving the city, the only inconvenience attending a ferry would be the trifling expense of ferriage. Yet I am decidedly of opinion (the expression of which opinion I trust will not be deemed indecorous in me when referring the subject to you) that as the bridge will be common to and used for all public roads leading into the city, north, south, and west-and at the same time be a great accommodation and of real utility to the citizens of the place, that it ought to be built, provided the funds will admit. It is my determination-to have this road completed under my personal inspection and direction, without regard to the fatigue and private expense I shall be exposed to, in the best manner the means and funds at my disposal will admit, and in making it I wish not only to give satisfaction to you, but to the citizens also, hence another reason why I am particularly desirous to build the bridge in conformity with the wish of the citizens of St. Augustine. I will however require an additional appropriation to my previous estimates of \$8000.00 to carry the road into the city of St. Augustine by this route as it should be done, and build the bridge. It is however to be considered that this bridge, if built, will constitute a part of the expense of completing the southern road whenever an appropriation is made for the object, and will also be used for the northern or "Kings Road". If however the bridge is not built I think it most advisable that, the road should be completed into the city by the way of Pepinos' and a ferry established there, as being common to both the southern and western roads, leaving the route by the stockade out of the

question altogether. I mentioned Pepinos' particularly for the ferry, because I am of the opinion that unless a bridge be built, the city authorities will not extend the new street back, and even if they do, from a full knowledge of the ground, I consider Pepinos' as being the most suitable & convenient place for the ferry, indeed I think it is the best place for the bridge in any event. The difference of expense between opening the road into town by the way of the stockades and building a bridge there (which would be absolutely necessary since no ferry could be established there, as I have mentioned in one of my former communications, because of its being fordable at low water) and at Pepinos, is as you will observe by the bids made, but \$2000.-hardly, an object as it regards expense. You may perhaps be surprised that the road from Picolata to St. Augustine should cost so much when compared with other sections of the road. The country between the St. Johns and St. Sebastian is very low and pondy. There is between Picolata and the city five miles of the seventeen to ditch and throw up, besides causewaying with timber a great portion of that distance, and there are also four creeks to be bridged, one of them of considerable size. In addition to which are the bridges over the lagoon at the river and the small creek described in the foregoing part of this letter. I have myself made a close calculation of the expense of opening the road according to the value of labor in the country and find it to be \$4300. though it might perhaps be done for less by the labor of the troops-the bridges at the lagoon and at the small creek however could not be built by them without the assistance of other mechanics. But if the expense and inconvenience of marching them over from Pensacola

be considered it will be seen that money would be saved to the U. States by accepting Mr. Bellame's offers for the contract. Besides I have no wish if it can be avoided, to employ soldiers so near to a town where they would have every facility of getting liquor, and whatever irregularities they might be guilty of in consequence, our military code admits of no punishment being inflicted adequate to restrain them. I have also made a calculation. founded upon the cost of materials and hire of workmen for building a bridge at Pepinos and estimate it at \$7500.-The gentlemen however who offer for the contract would employ their slaves and thus be enabled to build it much cheaper than by hired laborers. The mayor and aldermen are mistaken in their statements respecting the facilities of obtaining materials for the bridge. There is no saw mill at which to obtain sawed lumber, nor is there any timber in the low country between St. Johns and the sea coast that would answer at all for the bridge. being altogether low, scrubby sap pine of stunted growth, hence the navigation of the St. Sebastians, limited as it is, would be of but little or no advantage in floating the timber to the spot. The plank and scantling for the bridge must be obtained from sawmills on the St. Mary's or St. Johns and the heavy long stocks of timber from the cypress swamps of the St. Johns or of the heart pine on the high lands north and east of that river.-

I have been informed and it is evident from their letter to me of the 9th Feby (No. 4) that the citizens of St. Augustine retain an opinion that I had the power to make contracts in anticipation of appropriations and that they would be paid for, if made, although I had in conversation assured them of the contrary.-In case however you deem it ad-

visible to have the bridge built, no delay need occur on account of there not being funds enough appropriated this session of Congress for the road, to meet the whole cost, as Mr. Bellame has stated to me that he will undertake to build it, on my assurance that an effort will be made to get the appropriation hereafter, -the road however to be paid for, that is, to receive \$5400. when it shall be finished, and the balance of \$5500. for the bridge to be paid when the money shall have been appropriated. I request you will be pleased to address me your orders on this subject at Pensacola. I am exceedingly desirous to have the whole road completed this year, and if it is laid out into St. Augustine by the way of Pepinos' ferry, with or without a bridge, it will be necessary for me to visit St. Augustine again to close the contract and to lay it out within their incorporated limits in conjunction with the city authorities, which I wish to have done at as early a date as practicable.

I have written in great haste and also very prolix, but I trust you will attribute that to the true cause-my anxiety. to make you as perfectly acquainted as I am able to do by description, with the subject submitted to your decision, although I am aware that it is very difficult to convey an adequate description of any particular section of country by writing. In fact I had it for a moment in consideration to continue my route from Savannah to Washington and explain these and other matters touching the road to you personally, as it would not have caused me to be absent from Pensacola more than twenty days longer than I shall now be, but I feared I might incur your displeasure by so doing without previously obtaining permission. I had also some private business at the north than requires my atten-

tion sooner or later for a day or two which would have been one inducement for me to have made the journey, for I do not want to ask for a furlough for so small an object.* * *

To Jesup from Burch

Pensacola, March 14th, 1825.

Enclosed are the original contracts for opening parts of the military road with the offers made, also the original contract with Captain Baker for sailing the Transport, *Florida*.

(Enclosure)

To Burch from Bellame, John,

Tallahasse, 18th Dec., 1824

I will undertake to open the road from Ocklockony to the St. Johns river as noted in your proposals (No. 1) for thirteen thousand five hundred dollars according to the terms and manner therein specified.

* * *

(Enclosure)

To Burch from Robinson, John

Tallahasse, 18th Dec., 1824

I will complete the road from the Appalachicola river to the Ocklockony river agreeable to the requisitions in your advertisement by the first day of May next for three thousand dollars. Should my proposal be accepted I will give you such security as will be satisfactory.* * *

(Enclosure)

To Burch from Bright, Jas.

Tallahassee, 20th December, 1824

I am willing to contract for that part of the road from the east bank of the Choctawhatchie river to

the west bank of the Appalachian river for the sum of four thousand five hundred dollars. - I shall be able to give such security as may be required, but it is probable I may have to apply in Jackson county for that purpose, I should be desirous to have as early information as to the acceptance or non acceptance of this proposition* as possible.

(Enclosure)

To Bright from Burch

Tallahassee; Dec. 20, 1824

I have the honor to acknowledge the receipt of your letter of this date and believing it to be more for the interest of the U. States to open that part of the road by the labor of the troops than to accept the proposal made I think it proper to decline acceding to your proposition*.

(Notation on copy of foregoing)

On the 21st Dec. Mr. Bright reduced his proposition to \$4000. having understood from me that there was no bridge to be built over the Chippoola river -the troops are now at work upon and will complete that section of the road.

*(Signed) Dan'l E. Burch.

To Jesup from R. K. Call

Pensacola 28th April, 1825

On my arrival at this place I was pleased to find that the progress made by Capt. Burch in opening the road from this place to St. Augustine had greatly surpassed my most sanguine expectations. The road is not nearly completed by the troops as far as the Appalachian, and I am told by those who have travelled it that the work is admirably executed. In the performance of this duty he has

encountered many embarrassments but they have been always overcome with the promptness and decision of a soldier. His economy and indefatigable exertions in the discharge of every duty, merits the highest approbation of the Department. While at Washington you mentioned a proposition from Capt Burch to open a road from St. Marks to Tallahassee. If you will approve of the plan you would confer an obligation on that section of the county by giving the necessary orders for its accomplishments. I can add nothing to what has been said by Capt. Burch relative to the importance of this object and the ease with which it may be effected, as he has examined both with great attention. Please present me most respectfully to Mrs. Jesup and accept for yourself sir the best wishes of your friend,

* * *

To Jesup from Burch

Pensacola, June 17, 1825

I have the honor to report that on my arrival at the Appalachian river in May last I found that Mr. Robinson had not completed his contract nor was likely to do so in any reasonable time--the continued high waters in the winter and spring he assigned as the cause of the delay--a cause which I knew myself to have existed. As the troops had arrived at the Appalachian more than a month earlier than I had calculated upon, I deemed it to be indispensable to the convenience of the public that the road should be opened forthwith through the swamp of that river by them, to enable travelers to use the road. In consequence of which I made an agreement with Mr. Robinson by which he relinquished the contract into my hands, and I paid him for the work actually done--having regard to the work remaining to do and the amount of the

contract. I paid him \$1000. and he relinquishes the remaining \$2000. The troops then opened the road through the swamp and ten miles east of it to a point where it intersects a cart road leading from the Appalachicola river towards Tallahassee,-The remainder of the road specified in the contract having been opened by Robinson with the exception of not having bridged the creeks on his part of the route. The opening of this part of the road by the troops did not cause an additional expense of one hundred dollars to the U. States, as they were upon the spot with their supplies. The bridges however on the part of the road opened by Robinson are only temporary such as will answer the purpose for the summer, but in the fall I expect to complete this part of the road by erecting new and permanent bridges which will probably cause an expense of \$1000. or more. From this statement you will perceive that by the arrangement with Robinson, the road was not only opened for the accommodation of travellers at once, but that near \$1000. will be gained to the U. States on the contract.-this saving however was altogether accidental and arose solely from the circumstance of the troops having been upon the ground with their supplies ready to commence without loss of time or extra transportation. I consider that Mr. Robinson has lost in the payment made to him for the work he had done, although he was allowed all that could have been equitably given under his contract. He was unfortunate too in having had a bridge swept away at Little River by a heavy freshet, which had been built by him on the road, and which must have cost him from four to five hundred dollars, but which was not taken into consideration, of course, in the settlement made. I hope that you will approve of the course I pursued

in relation to him and his contract, though I myself felt doubtful how far I had authority to release him from the penalty contained in it. I am conscious that in this affair I did only what common justice required towards him and at the same time consulted the pecuniary interests of the U. States.-

I have deemed it advisable not to continue the troops at work on the road during the heat of the summer and they are now on their return march to Pensacola. On their return they are making some improvements in their former work and will be here in about ten days.-If nothing should occur to prevent, I shall recommence the work by the first of October next and after completing the bridges and causeways on the route opened by Mr. Robinson, march the detachment to the St. John's river and open the road from thence into the city of St. Augustine. The whole of this will be accomplished by the first of December if the season is favorable and the troops being in that part of the country will commence without delay on the road to Tampa Bay. This arrangement will have economy of time and expenditures in regard to both roads for its primary object, and will have that effect.-

The contractor for that part of the road from Ockolockony to St. John's is progressing well with his work and calculates to be ready to deliver it over to me by the first of December next. I have made him a payment of near \$8000. on his contract. This sum is not in proportion to the work actually done and for which I was held bound to pay from time to time according to the terms of the advertisement, but I knew that in a short time he would have work done equal to the sum paid him, and moreover I am myself perfectly and fully secured against eventual loss from any difference that ex-

isted at the time between the work done and the sum paid.-

I beg leave respectfully to represent that in consequence of my not having received the sum \$5000. -estimated for on the 8th February last on account of the military road, I find myself greatly embarrassed in my money arrangements Believing it would arrive so that I could meet my private engagements I have greatly exceeded the sum I had on hand in my payments on account of the military road, as will appear on my monthly statement for June when it is forwarded. I have therefore earnestly to solicit that if it is not already remitted, it may be soon sent on, and also that the second appropriation of \$8000. may be remitted to me immediately after.

* * *

*From Rodman, John to Barbour, James, Sec. of War
St. Augustine, 4th April, 1826*

Feeling a deep interest in the welfare and prosperity of this territory, I hope you will excuse the liberty I take in addressing you on the subject, of the public road which was to be laid out and opened between this city and Pensacola, in virtue of the acts of Congress of the 28th Feb'y 1824 and 3rd March, 1825.

I find that a notice for proposals for making a part of this road, to-wit, from the Ocklockny river to this city, was published by Capt. Burch in the East Florida Herald in January and February 1825, a copy of which publication I beg leave to send you enclosed.

In consequence of this advertisement, a contract was made with Mr. John Bellamy, of Tallahassee for the construction of this part of the road. It appeared from the publication for the contract that

the road was to be made only sixteen feet wide, where by the above mentioned act of Congress of 28 Feb'y, 1824, it is expressly required to be made twenty five feet wide. I am ignorant of the cause of this discrepancy. Sixteen feet is certainly much too narrow for any public road in this country.

The advertisement for the contract states, that. it is required that the road, causeways, and bridges must be made in substantial manner; and the stumps cut down as even to the ground as possible.

Under this contract Mr. Bellamy has indeed opened the road as far as the St. John river, and I understand that he pretends it is thus far complete. But sir, I am sorry to inform you that it is in no respect made according to the terms of the publication for the contract.

All travellers agree in stating that the work is done in the slightest manner possible; that the road cannot possibly last a twelve month: that even in its present state, travelling in any kind of wheel carriage is extremely difficult. The stumps of the trees on the road are left standing to a great height, instead of being "cut down as low to the ground as possible". An ordinary rain must make the road absolutely impassable. No part of the road from the St. John river to this city had yet been opened. The causeways and bridges constructed on this road, from the Ocklockny to the St. John, are absolutely good for nothing.

I sincerely hope that, the sum stipulated in the contract for this road has not yet been paid to the contractor; for if the contract was made in conformity with the advertisement for proposals, it certainly has not been faithfully performed.

* * *

(Clipping enclosed with Rodman's letter of 4-4-26)

THE SUBSCRIBER,

Will receive proposals to open by contract the following named parts of the road laid out from Pensacola to St. Augustine, under the orders of the Department of War, during the winter of 1823-'24, viz: No. 1.-From the landing at "Murray's Ferry" on the east bank of the Ocklockny river, to the landing on the West bank of the St. John's river, opposite to Picolata.

No. 2.-From the landing on the east bank of the St. John's river at Picolata to the city of St. Augustine.

The proposals for No. 1 will be received by me in person at the seat of government for Florida between the 15th and 20th of December next; and opened and replied to on the last day.

The proposals for No. 2 will be received by me in St. Augustine between the 5th and 10th of February next; and opened and replied to on the last day; but in the case of any accident preventing my being there at that date through the medium of the Post Office, addressed to me at St. Augustine, when no avoidable delay in acting on them shall occur.

The lowest responsible bid in each case will be accepted, reserving to myself the privilege of rejecting the whole if the terms do not appear to me to be such as are reasonable. Bond with penalty, and with satisfactory security, will be required of contractors for the faithful and correct performance of each and every part of the contract.

Contractors are to be entirely under my direction, and subject to my orders in everything relating to the road.

Both of these contracts if taken must be completed by the 31st of December 1825.

The first, that is from the Ocklockny to the St. John's river, must be commenced on the first day of January next, or sooner if practicable. But if either of the contracts shall be completed before the stipulated time, such part of the road as it calls for will be received by me and promptly paid for.

No advances can be made, but if it desired, certain payments will be made by me from time to time, having special regard to the work actually done and remaining to be done, according to the contract.

Persons proposing for that part of the road comprised in No. 2 are requested to make two sets of proposals, one for the road independently of a bridge over St. Sebastian's river and the other to include the bridge. This bridge must be 18 feet in the clear and if the worm is known to destroy timber in that river, to be built on stone columns—the shellstone of the country such as is procured near St. Augustine. It is expected that plan of the bridge will accompany the proposal.

The road is to be opened, sixteen feet wide throughout, and all timber, brushwood and other rubbish to be removed from it. The stumps are to be cut down as low on the ground as possible. All marshy, miry swampy ground must be causewayed with poles from 5 to eight inches in diameter, at the smallest end, laid down close and permanent. The causeways are to be fifteen feet wide, and secured at each end with heavy riders, firmly staked down. Ditches four feet wide, and three feet deep are to be dug on each side of the causeways and the dirt thrown up on them, leaving the highest in the centre. At proper intervals, in long causeways, or through very wet ground, open log bridges must be constructed in them, to let the water pass

through. Where any one causeway shall exceed one hundred yards in length, it will be opened in the centre, or at each distance of 100 yards as the case may be, to the width of 20 feet for a distance of at least 40 feet. When the swamps or other ground causewayed shall be of such a nature as not to afford dirt sufficient to cover the causeways, it must be carted on to them.

It is contemplated to establish a ferry to the Suwannee river as it will be required to build a flat there 45 feet long and 11 feet wide according to a plan which shall be furnished to the contractor. All the other branches, streams, creeks, lagoons or rivers are to be bridged.-If such stream shall be less than ten feet wide, with staunch frame bridges built upon the trestles or arches none of which are to be more than 14 feet apart. None of the main timbers of the bridge are to be less than 12 by 12 inches square and hewed excepting the mud sills which must be of logs hewn on the upper and lower side the bark taken off of the other sides, and the log itself not less than two feet in diameter and to extend at least four feet at each end beyond the exterior sides of the uprights at the cap sill. The flooring of the frame bridges is to be of sawed plank three inches thick. The other bridges may be covered with puncheons hewed to the three inches in thickness, the whole to be pinned firmly to the beams at each end. No other timber will be admitted in the construction of bridges except "light wood" or heart of pine, or some other wood known to be equally hard durable and lasting. The bridges must be built so high as that no part thereof from bank to bank shall ever be exposed to danger from the effect of the highest freshets. Good and staunch hand rails will be required to the bridges. Such

small branches as are never deep enough in freshets to obstruct carriages in passing, and halve firm sandy bottoms, with firm banks, may be cut down and left as fords, but in this I reserve to myself the right, when reviewing the road to decide whether they ought to be bridged or not. Special instructions to the manner of opening the road &c and more particularly plans and descriptions of the bridges will be furnished to contractor, no deviations from which will be allowed. Any information respecting the country that I can give, will be communicated by me to any person wishing to make proposals, while I am at the seat of government and before the last day of receiving said proposals. The distance from the Ocklockny to St. John's river, is about 185 miles, and from the St. John's river to St. Augustine is seventeen miles.

When either of these parts of the road is reported ready for delivery and is about to be received by me, should any difficulty respecting it arise between the contractor and myself, such difference shall be decided by some disinterested third person chosen by us jointly; and all expenses attending such references shall be at the cost of the contractors.

The privilege likewise to examine the road as it progresses will be reserved by me at all times before its completion; when, in my judgment the contractor is not proceeding in his work according to my instructions and his contract, and shall refuse to obey or disregard my directions, I shall then be empowered to annul the contract forthwith he forfeiting all claims for compensation for work done.

I will also receive at the same time with the others, at the seat of government for Florida, proposals for opening the following named parts of the same road; but as such proposals cannot be definitely acted

upon by me at this time, it will only be necessary to forward them to me by letter: via:

1st. From the East Bank of the Choctawhatchie river to the West Bank of the Appalachian river.

2nd. From the East Bank of the Appalachian river to the West Bank of the Ocklockony river.

The same directions as to opening this part of the route will govern, as are prescribed for the others.

D. E. Burch, Asst. Qr. Master

To Jesup from Smith, H., Lieut. and A. Q. M.

Savannah, Ga. May 15, 1826

I had the honor to receive your communication of the 21st of April, at St. Augustine-and the evening before our departure from that place.

In obedience to its tenor, I called on Maj. Pierce and examined Mr. Rodman's letter. As the time would not admit of my personal inspection of the road in question, I proceeded to obtain such information in relation to the manner of its completion as could be procured. After consulting Mr. Rodman, as to his authority, I made many and minute inquiries of several of the most respectable inhabitants of St. Augustine and officers of the Army, who had travelled over the whole or a portion of the road from Tallahassee to St. Augustine. The result of this investigation leaves little doubt of the general correctness of Mr. Rodman's letter. All concur in representing the road as a very indifferent one, and at seasons nearly (if not quite) impassable. Its faults are said to be-that it is, most of the way much too narrow, often not exceeding in width from 12 to 15 feet: that, the causeway is very insufficiently made, and is in some places omitted, even where the ground is, in wet seasons,

under water, that this evil is increased by the want of proper depth and width of the ditches; that, the stumps of trees are left much too long, in very many cases being nearly a foot above the ground, instead of being cut very close or (which would be better) dug out; it appears that, tho' a portion of the road is thrown up in the middle the residue has had little other labour bestowed on it, than in imperfectly cutting away the trees to mark the course. It also appears to have been much better made in the vicinity of Tallahassee, than within 60 or 70 miles from St. Augustine, and particularly between the latter place and St. (blank) river. The prevailing opinion is that a sufficient road could not be made by any individual, agreeably to the terms of the contract, but that the present one will not be found, by any means to have fulfilled these terms.

I regret, sir, that I had not received your instructions a day or two sooner, that I might have examined the above work myself: Major Pierce has, however, promised me that he will on his first leisure, personally inspect that portion of it, nearest his command and make, to you, a more particular report thereupon.

I cannot close my letter without tendering you my sincere thanks for the interest you have taken in procuring my appointment in your department, and I need not add that I shall accept it with very great pleasure.

Gen. Scott desires to be warmly commended to you. We sail. today for ~~New~~ ~~York~~.

To Jesup from Bellame

St. Augustine, May 19, 1826

As contractor for opening a road, from the east bank of the Ocklockony river, beginning at Mur-

ray's landing on said river, to the west bank of St. Johns river, and also for the opening of a road from the east bank of St. John river to St. Augustine, which contracts were entered into by me, with Daniel E. Burch, Asst. Qr. Mr. U. S. Army, and agent for the United States of America: and as I am informed, acting under your superior orders, I have thought both prudence, and my interest required I should address a letter to you, which Major Pierce, stationed at this place, has had the politeness to offer to enclose-

It may be necessary, to apprise you, that very lately Capt. Burch, has married in my family, and now assumes to me, the relationship of son-in-law-

By the contracts between him and myself, of which I presume you have been furnished with copies; it will be seen he has stipulated, when the road is reported ready for inspection, and delivery, that he (Capt. Burch) shall immediately thereafter inspect and receive it.

It is true sir, the unparalleled wetness of the season, last year, prevented me from being able to tender the road as soon as I supposed I should have been able to do. But I now conceive it completed, and ready to deliver-I even think I have done much labour upon it, not required by my contract-Capt. Burch who a few days ago, passed over the road with me, had however pointed out some amendments which he thinks are required by the contract: altho we differ in opinion, I shall not hesitate, but with all convenient dispatch, shall do what he considers necessary to be done, or what any authorized agent of Government can reasonably require.

But sir, the captious, the idle, the profligate, and besides those possibly, some well disposed people in

this Territory, who really are entirely unacquainted with the road, or the contract, undertake to decry the one, and decide the other not complied with and even pronounce against me, an unqualified decision without any better testimony than mere rumor: from such a tribunal under any circumstances, but particularly as I did not contract to submit to it, I must appeal and beg to be shielded-

Under these circumstances should Capt. Burch inspect, and receive the road it may be the subject matter of insidious remarks against him, as well as against me.-I should therefore prefer- greatly prefer, your releasing him from this responsibility and imposing it upon any other intelligent, and impartial man whom you may think proper to appoint for that purpose, who together with a man selected by me, and in case of disagreement an umpire chosen by them, shall inspect and receive the road, or point out to me, what is further necessary to be done, which I will forthwith do; and when done that they, or a majority of them be authorized to receive the road.-

Already one of my important bridges has within a few days past been destroyed by fire from an Indian encampment adjoining it, which because the road is not received (to save controversy) I am about to rebuild.

I will only trouble you further to remark, the season is now remarkably fine, should it be decided, any additional ditching, or causewaying, is necessary to complete my contracts, it would be most desirable to me to do it whilst the country is not inundated, and. when my negroes would not be immersed in water-besides it is important to me, to be at liberty to appropriate my force to other permanent objects as speedily as possible.-These mo-

tives make me anxious to deliver the roads, and be discharged from my engagements to the Government; and must be my apology for begging you to attend to, and answer this communication as early as your convenience will permit.

Please address me at Tallahassee.

To Clark, Capt. Isaac, Ass't Qrmr, U. S. Army, Tallahassee from Burch

Tallahassee, July 21, 1826

I enclose herewith the contracts made with Mr. Bellamy for opening certain roads in Florida. By the contract of 21 December 1824, you will perceive that he was expressly required to work under my direction; I therefore enclose herewith a copy of such as were given at various times to govern him in particular places as to the manner of opening the road.-The contract is itself I believe sufficiently clear in most things else, but as the stumps have been complained of as to height I have to remark in relation to them, that my directions were to cut them where the level of the roots joint on to the trunk of the tree. This is not in the *strictest* sense of the word "as low as possible", yet such was the explanation I gave to that part of the contract; intending by it that the stumps should in all cases be cut so low as to offer no obstruction to the passage of the lowest constructed description of carriages in use. Before the signing of the contract much conversation took place relative to the meaning of the "marshy, miry, swampy, ground to be causewayed with timber", whether it included low flat piny woods, to which I expressly stated that it did not. The question was also put whether the ditches were to be in all cases of the required dimensions, and the causeways laid down with timber.

-To this I referred in explanation to the stipulation contained in the latter part of the second provision in Article 2d of the contract stating that in lands or places covered with water I knew it was impracticable to ditch to any extent; that the object of ditching at all was to drain the water from off the road so much as it was to obtain dirt sufficient to cover the poles of which the causeways were to be made, as I knew well that in all ordinary cases of wet weather the ditches as well as the surface of the ground itself would be wholly under water. These two last particulars have never been made a subject of complaint or notice in any way whatever; and yet they were the very points upon which in my opinion the completion of the work rested-after the inspection of the road shall have been made I request you will return to me the contracts.

* * *

To Jesup from Burch

Pensacola, August 31, 1826

I enclose herewith a copy of an agreement between Mr. Bellamy and myself according to your order of the 10 June last. It was impracticable for me to have it made with the securities also, as they now reside widely separated from each other, most all of them having removed from the St. John's since the original bond was signed, and one of them into the state of Alabama. But I considered himself alone responsible enough for the amount of damage; especially as he had declared at once his intention not to leave anything whatever to an umpire, but rather to abide by the decision of Capt. Clark and to perform any additional work he might require. His hands were not taken off the road until the 17th July having worked until that time under my direction, when it was in such a situation

that I deemed it ready for inspection. Capt. Clark arrived at Tallahassee and relieved me in the duty of receiving it on the 21 July when I delivered to him the contracts as per the enclosed copy of my letter to him. I did not accompany him in the inspection of the road throughout to St. Augustine, finding that it was unnecessary for me to do so; and delaying my time when I felt great anxiety about my accounts & business at Pensacola for which place I set out without a moment's delay after I separated from Capt. Clark. During the present month I have had a party of 21 men employed under the direction of Lt. Shannon in building a bridge over a creek on the road about 65 miles from here, which had been taken out of the stream entire, floated up like a raft and lodged a hundred yards off in the pine woods. This was caused by an extraordinary freshet and which the inhabitants say rose three or four feet higher in the creeks than had ever been known to them before. It happened after the Editor of the Pensacola Gazette travelled the road and made the observations which produced the paragraph, in his paper, and was the only real deficiency in the road after being subjected near two years to the effects of freshets. It appeared that at the time he travelled it there were two small bridges (made over inconsiderable branches that did not require to be bridged at all) deranged by the freshets, and these two I have repaired and raised higher. The Editor has again noticed the road in an expository note, which I enclose herewith. This was done by him at the representation of some persons who did not altogether agree with him in the statement first made. It was not my intention to have asked him to contradict, nor to reply myself in a newspaper to anything he might choose

to state in his paper, whether false or true. If such had been my practice I should long since have made the Editor of the St. Augustine Herald contradict, or have done it myself, his first false statement; that "Major Pierce and Lt. Smith had been appointed to inspect the road" and his second paragraph headed the "Clipping system" which I enclosed to you on the 9th. July last. These statements injured me in a much greater degree than that of the Pensacola Gazette. For from the first it was inferred that either my neglect of duty or misconduct had rendered it necessary for an inspection to be made, and from the second that my views were to keep the proposals secret to favor friends in the contract, but so far from that I would have advised them against such a measure, for if I really wished an enemy injury I would advise him to engage in contracts with the Government. For my own part, I perfectly understand the paragraph, the paper it is well known is managed, in fact edited by Mr. Rodman, and the meaning intended to be conveyed to public was, that by my management the contract was to be thrown into Mr. Bellamy's hands as he was my father-in-law. But if such had been my views should have met but indifferent support from him in carrying the measure into effect. For long before the contract was offered at all (the evidence of which is contained in one of my enclosures to you on the 10th of Feby last) I have heard him declare that he would not again engage in a contract of the kind under the Government if he was to receive five dollars per day for each one of his hands, so much had he suffered in mind from the idle clamors of persons who had nothing to do with his contract or the work done under it. And when he was first informed of the measures taken in con-

sequence of the complaint of Mr. Rodman he resolved to abandon the road as it was, to the Government, without further effort-although so nearly completed, but was prevented from doing so by the persuasion of friends who induced him to continue to work on it. When he did publish the proposals he honored me with a second notice which I enclose. It would be a matter of great pleasure and relief to him if his paper have the same circulation in the country that my hand-bills had and I will venture to say that if I put it into his paper only, not twenty persons in the county of Duval and Alachua of Florida and Camden in Georgia, would have had it at all, and it was from Duval county only that bidders likely to get the contract were to be expected as the route of the road lay directly through it, meeting the lines of the adjoining counties of Camden, in Ga. and Alachua in Florida, the one on the north, and the other on the south. I have enclosed one of these advertisements to a gentlemen having experience in work of this kind, residing in Camden county of my acquaintance, who had a large force of negroes, who I thought possibly might wish from its being in his vicinity to engage on the road; but in a private letter to me, after declining it altogether on any terms whatever, he adds "I most candidly declare to you that I have never yet seen any appropriation made by Congress which would enable a contractor to make twenty-five cents per day for each of his laborers."-The contracts taken by men residing in Duval County directly on the line of the road and the very great difference between their bids and those of persons more or less remote can be seen by reference to the copies of the proposals forwarded to you on the 9th day of July last with the contracts. When I first issued pro-

posals for opening roads in Florida the contract was like to be of very considerable amount and I availed myself of all neighboring papers as well as those of Florida. And in the second instance of one of the papers of Florida in addition to the hand bills, but these publications did not produce the least beneficial effect nor in fact attract the least attention. In the last case I did not think it worth while in making so small contracts to incur the extra expense of publishing in the papers, and the not getting some thirty or forty dollars for the same was one of the sore points with the Editor of the Herald. When I am assailed by men, either Editors of newspapers or other, whom I deem worthy of notice at all, I know how to resent insults, or punish the authors of falsehoods affecting my character, in a personal and I believe in an effectual manner.-

Yesterday I received a letter from Capt. Clark informing me that he had passed Mr. Bellamy's road, and as I have made such repairs as were wanting on this end of it I consider all my duties in relation to roads in Florida with the exception of receiving the two contracts for the Colerain road, nearly brought to a close:-And I hope that I may never again have similar duties to perform. Not that I am at all averse to employment, and I would with pleasure undertake the performance of any work of the kind that was strictly military, done by the troops with the proper funds of the Qr. Masters Department, such as the military communication between this place and Mobile point, thence to Blakely in Alabama and from this place to Blakely, should such roads be deemed necessary. But where special appropriations are made for roads passing anywhere at all, having relation to the settlements,

the people of the country deem it a matter exclusively their own and no military officer can expect either to give satisfaction or be free from open censure. Moreover, both officers and soldiers, and more especially the former are decidedly averse to working upon roads where military movements are not immediately concerned, deeming it to be a degrading and unmilitary employment. And if my duties had never been directed in that way, I should have escaped many mutually bitter feelings with my brother officer, caused by this very working upon roads; with men too who were my intimate friends, much to my regret.

The following extract of an unofficial letter to me from Capt. Clark gives a clear idea of the country in which both him and myself have been engaged :- "I arrived here (Cant. Brooke) last evening (23 May) from St. Augustine after swimming near half the way. My bridges have had a severe trial, I swam my horse over many of them, they are all safe but one seven miles from here over a creek; the country is so much under water I cannot tell whether the bridge is there or not, I am in hopes it is still standing." This very same country last spring and early in the summer would have scarcely afforded water for the traveller and his horse to drink, so that persons unused to such a country or bred in towns would take their ideas of any road in it according to the season when they happened to be travelling.

So much has been said and written about the duties I have discharged in relation to these roads, that I am procuring some testimonies from some intelligent gentlemen of respect and character which I shall lay before you in another communication, and shall take the same occasion to correct some er-

ronious impressions I had entertained respecting the opening of roads in this country resulting from a better knowledge of it and from my own experience and reflection.

My reports and returns up to this date, and my amounts and vouchers for the last quarter, will be forwarded by the next mail, they are now made out but not in complete readiness to be mailed by this mail.

(Enclosure)

Article of agreement made and entered into this 21st day of July 1826 between John Bellamy of the county of Leon in the Territory of Florida, and Capt. Danl. E. Burch, Asst Q. M. U. S. Army, agent for the United States of America of the other part, witnesseth : --

That the said John Bellamy agrees with the said Dan'l E. Burch for himself and others associated with him in said contracts, that Capt. Isaac Clark, Asst. Q. M., U. S. Army shall be and is said hereby substituted, having been appointed by the government of the United States for the purpose, to inspect and receive certain roads opened by him in Florida under contracts made with said Burch dated the 21st day of December, 1824 and 28th day of September, 1825, hereby binding himself to accept and receive, and abide by such decisions as may be made by the said Clark in the course of his inspection, in the same manner as if made by the said Burch, having reference always to said contracts and instructions given thereon by said Burch during the progress of said work.-

In testimony whereof we have hereunto signed our

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names and affixed our seals the day of year above written.-

(signed triplicate)

Dan'l E. Burch
Asst. Q. M.
John Bellame.
* * *

Pens. Gazette, Aug. 18 (Clipping enclosed with Burch's letter of 8-31-26)

St. Augustine Road. - We are informed that a detachment is soon to be sent from Cantonement Clinch, under the direction of the Quarter Master's Department, to make the necessary repairs on the St. Augustine road between this place and Tallahassee. We take pleasure in noticing this fact and in so doing we embrace the opportunity to observe that we have been informed, by those well acquainted with the subject, that the part of the military road over which we travelled in January and February * * * contained in our paper of 17th * * is worse than any other portion of the road and we are also informed that most of the bridges and causeways are made in the best manner that the materials would permit and that no pains were spared to make the road safe, convenient and permanent. It is true that we travelled the road at a most unfavorable season and it would appear were peculiarly unfortunate in seeing only the worst parts of it, where the country is low and flat, but our former remarks were not predicated on our own observation alone, and while we make the foregoing statement, in justice to the officer under whose superintendence the road was cut, we once more express our satisfaction that the road is shortly to be put in proper repair and hope that no complaints will in future be considered necessary, as it is only a conviction

of their necessity which prompts us ever to make remarks calculated to reflect in the slightest degree on the conduct of any one.

A copy of a letter from, the Quarter master general has been put into our hands, by which it would appear, that Maj. Pierce was only required to ascertain the correctness of statements made, in relation to a part of the road, and contained in a letter from St. Augustine addressed to that officer, whether they were founded on the writer's personal knowledge of the facts or upon representations of others and if the latter who his informants were, and that Maj. P. - was not directed to inspect the road, as we had been led to suppose from the notice in the East Florida Herald of 9th May.

* * *

To Jesup from Burch

Washington City, December 23rd, 1826

Conforming to your instructions I have the honour to make the following report respecting the roads which have been surveyed and opened in Florida under my superintendence. -

My appointment in your department was made in the fall of 1822, with orders to repair to Pensacola, where I arrived in January following. The acting Governor, Colo. Walton, called upon me by direction of the Secretary of War, for a report and estimate for opening a road from Pensacola to St. Augustine. I accordingly made one on the general information which I had respecting the interior of Florida, derived from others, but more from having been through it myself in the Seminole War. Shortly, afterwards, I received your instructions to report upon and furnish estimates for several military communications to be opened through Florida, viz :-From Pensacola to St. Augustine ; -to Bar-

rancas ; -to Mobile and Mobile Point ; -and in a direction north into Alabama. Reports with estimates were accordingly made, and in addition I recommended that a road should be opened, or rather extended, as there was a road part of the way from Pensacola to Fort Mitchell. - I was immediately instructed to open the road to Barrancas, which was done, excepting the bridge across the "Big Bayou" (a fordable inlet in general, though too broad for convenience) which I have not been able to construct as yet by reason of having been called upon to perform other duties with such workmen as were to be drawn from among the soldiers of more immediate consequence. Under my orders, in the fall of 1823, to make an actual survey and furnish estimates for the road from Pensacola to St. Augustine, and from Pensacola to Fort Mitchell, I accomplished the former; and recommended that the latter should be opened at once without any special survey or appropriation. This plan was approved, and the road opened at an expense of a fraction over one thousand dollars by the labor of the troops, and now constitutes one of the most useful communications in that part of the country; independent, of having been of essential importance in a military point of view for the movement of the troops into the Creek country in the summer of 1825. The survey of the road from Pensacola to St. Augustine was agreeable to your orders commenced at Deer Point opposite to Pensacola and continued thence in the most direct line that the localities of the country would permit. - The interior of Florida was at that time a wilderness, its particular localities unknown to the whites, and with but a few families settled in it, only one of them being on the line of road; hence the necessary information was derived

from Indians and Indian guides. From a full knowledge of the country obtained by personal travel and observation since that period, it is known to me that the road is carried over as good ground from Deer Point to the Apalachicola river, on a much nearer route too, as can be selected in that part of Florida; but it passes over the poor and unsettled lands, the rich lands of that district being north of the route on the head branches of the small streams with which that country abounds. From the Apalachicola to St. Augustine the road passes over not only the nearest route, but by far the best that can possibly be selected. Of this road that part from Deer Point to the Apalachicola has been opened by the labor of the troops stationed at Pensacola, and from thence to St. Augustine, by contracts. It may be recollected that the troops were ordered from Pensacola to the Creek country about the time they had completed the road to the Apalachicola, after which period their services were no longer available in opening roads. The law contemplated that this road should be opened twenty-five feet wide and it has been opened sixteen feet wide. This width is amply sufficient for all the purposes of a military communication between these two points, which appears to have been the primary object in making the road, and it is certainly so for the travelling and other purposes of the country when used by the inhabitants of Florida. Moreover the experience of the southern country shows that wide roads are not necessary, for if opened to the influence of the air and sun an almost impenetrable growth of oak bushes springs up in the first season afterwards. Width in a road in a country, chiefly a pine forest, as is the case in Florida, can be of but little consequence because of the facility

with which wagons can turn out at any place whatever to pass each other, hence throughout the southern country, the roads are all narrow, being mostly confined to a single track, excepting in the vicinity of cities and the larger commercial towns. The general practice of opening roads in the new southern states is to trace out a road by blazing the trees, on the most eligible ground, and clear away the immediate track for the road, without cutting away any of the largest timber. Whereas in opening the road from Pensacola to St. Augustine it has been staked out in straight reaches, each one extending as far in a direct line as the country would permit, of sixteen feet wide, and all timber &c cut down and removed therefrom. Although this road does not pass through the settlements of the country generally (settlements which have been formed since the road was surveyed and laid out, and mostly since it was actually commenced) yet their proximity to it enables them all to use it, or such portions of it as suits their convenience, by intersecting roads, all of which can be so laid off as not to cause them to travel out of their way in doing so, in any perceptible degree. When this road was surveyed, the country was remarkably dry, and the streams low, and I had not then anticipated it possible that so much difficulty could occur in opening the road by reason of the water, which I subsequently found flooded the flat pine woods, & swelled the creeks into rivers. My estimates was therefore one-fourth lower than I should otherwise have made it. Indeed I do not know that but under different circumstances I should not have reported it to be an impracticable undertaking. -And during the whole time the road was making, unprecedented rains and wet weather

opposed every difficulty to its proper construction and retarded its progress.-Yet notwithstanding these difficulties, a road of more than four hundred miles has been constructed in a wilderness country, where supplies of forage &c were very scarce and excessively dear, the numerous small creeks and streams bridged, swamps causewayed with timber and many miles of low pine woods ditched and thrown up for a cost not exceeding one-half of my original estimate, underrated as it was in comparison with the actual situation of the country and the extent of road to open.-If with the sum given to me I had only blazed out and opened a road in the usual manner of the country, provided footways across the creeks, and rendered passable the boggy ground only, by causewaying it, I should have thought my duty to the Government would have been fulfilled by my exertions in completing the work assigned to me.-

Believing it to be essential to the interests of the Government that a military communication should be opened by a road across from the St. Mary's river in Georgia to Tampa Bay, I reported on the measure in the fall of 1824, and which was subsequently authorized by law. The south end of this road (from Wanton's to Tampa Bay) being assigned to Capt. Clark to open with the labor of the troops, left me the north end, that is from Wanton's to Colerain to open.-My estimate for this road was very low and the appropriation having been made only to one half of the estimate, it followed that the north end could not be opened by contract as soon as was proposed, the bids having in the first instance exceeded the means at my disposal-But in the last summer new arrangements having been made by which Capt. Clark was to extend the road

by the labor of the troops from Wanton's, north to Black Creek; and thence to the St. Mary's being put under contract by me, the whole is now in progress and it is to be presumed is by this time, completed. The route that this road pursues embraces a large part, and by far the most difficult to repair, of the "King's Road" from the St. Mary's to St. Augustine. It intersects that road six miles north of the St. John's river from whence it is forty-six miles to St. Augustine. The whole distance from the St. Mary's to St. Augustine is eighty miles and the work now done on this road not quite half the distance, embraces much more than half the labor necessary in completing the repair of this road. South from St. Augustine, the want of proper communication having been reported on fully by Col. Gadsden shews the necessity of continuing the military communication by reopening the King's Road to New Smyrna as therein recommended. The road from Tampa Bay to Coleraine has been opened twenty feet wide until it intersects the "King's Road", and thence twenty-five feet wide. -In making this road that width I did not deem it to be at all necessary, but only in order that it might not hereafter be objected to on account of its width and additional appropriations required to increase it. -

I beg leave to submit for your consideration whether it would not be expedient so so& as convenient to connect Pensacola with Mobile Point and Blakely, and the latter places with each other, by roads, which in a state of war will become very important, and even in the present state of peace will be very useful. Between Pensacola and Blakely there is already a good natural road, formed entirely by the travelling of carriages on an Indian

trail without any labor whatever. This route might be much improved and shortened, but a personal examination of the country would be necessary for me to determine the most proper direction on which these roads should be opened if ordered to be done. The whole of these routes is open pine woods and the expense of opening the roads would be inconsiderable.-

It is also submitted whether the bridge over the "Big Bayou" on the road between Pensacola and Barrancas ought not yet to be built. The navy yard being below it, and having necessarily much more communication over it than the military would have, it is probable they would aid by sending a detachment of workmen to assist in constructing it.-

At the cession of Florida to the United States the population was confined to the cities of Pensacola and St. Augustine, and a scattering population along the seaboard between the St. Mary's and the St. John's Rivers, and on the banks of the said rivers. The interior being a wilderness in the occupancy of the Indians. But few settlements were made before the beginning of 1824, and at the same time improvements by roads were commenced, until which there was but one regularly laid out road, the "King's Road" from the St. Mary's to St. Augustine which was greatly in want of repair. The approach to Pensacola was by a road which had been formed only by wagons following along on the Indian trail which communicated with it from the State of Alabama. Since that period the interior of the country has measurably filled with population, the roads spoken of above laid out, and either in part or entirely completed, and besides the individual necessities and enterprize of the inhabitants has caused them to open numerous roads for the con-

venience of particular neighborhoods, and also to communicate with the sea coast at St. Marks, and at St. Andrews Bay. The soil of Florida being sandy, and the peculiarly open nature of the pine woods, present great facilities for opening roads, and in a direction from north to south where the ridges universally extend to the coast parallel to the course of the large water-courses, no obstacle is interposed. It is only such directions (from east to west) as cross the streams and rivers that difficulty in opening roads is to be found. In other cases but little is required than to blaze the trees and by a little use the road is improved into a good road. A military force with a few pioneers in advance, in ordinary seasons would effect a common day's march through Florida on any of its roads, and even through the forest itself, pursuing only an Indian Trail merely as a guide for the direction.

There is one remark to be made respecting roads in Florida, that owing to the general poverty of the soil, and the scattered and detached situation of its settlements, it cannot be expected that the inhabitants will apply much of their labor to keeping these roads in repair. The roads used altogether for the business of the country are in a direction towards the sea coast and along the ridges where neither labor or repair are hardly ever wanting on them. The road from Pensacola to St. Augustine is opened in a direction necessarily crossing all the streams and their swamps in the country. It is of consequence more liable than any other to receive injury in the bridges and causeways from constant freshets, and will require more attention to keep *it* up and in repair, in its bridges more particularly, as timber in that climate is sub-

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ject to a speedy decay when exposed, and as it is not in the route to be used for the business transactions of the country, it will be more neglected than any other road.-

Circumstances of my duties have rendered it necessary for me to communicate so frequently and fully on the subject of roads in Florida and of the general face of the country itself, that I beg leave respectfully to request that they may be referred to in conjunction with this report when reviewing what has been done and what remains yet to do, and also in comparing the present situation of that country in regard to its means of military communication, to what it was when I was assigned to the duty of Quarter Master at Pensacola in 1823. And if I have not done all that I was ordered to do, or all that was expected of me, I trust that the failures will not be attributed to any wilful neglect of mine, or want of zeal on my part.

EAST FLORIDA SEMINARY - MICANOPY

By C. L. CROW

University of Florida

For some eight years there existed in Florida, less than thirty miles apart, two schools founded at approximately the same time and bearing similar names: the one, "East Florida State Seminary, located in Ocala and controlled by the State; the other, "East Florida Seminary", established in Micanopy and, at least nominally, under the care of the Florida Conference of the Methodist Episcopal Church, South. This Conference, it may be said in passing, extended at the time from Key West to Albany and from the Atlantic to Apalachicola, thus covering all Middle and East Florida and that part of Georgia lying south of Fort Gaines, Albany and the Altamaha River. In spite of the vast area over which it had jurisdiction, it had, however, in February, 1845, only thirty-one ministers.

In this connection it is well to remember that at the time of the founding of the two seminaries the advantage of location was with Micanopy, which was then the largest settlement in that part of Florida, whereas, in 1850,-and there is no reason to believe that conditions changed greatly during the next two or three years-Ocala numbered only "from twelve to fifteen families and had a court house built of pine poles, which served for all public purposes: church for all denominations, public hall and theatre, a small hotel, three stores, a post office and a doggery [a low drinking-house]." ¹

1. "Fifty-two Years in Florida" by John C. Ley. Publishing House of the Methodist Episcopal Church, South, 1899. See under date, Feb. 6, 1845, and page 74.

Micanopy on the other hand was, at least in the opinion of the spokesmen of the Methodist institution, almost an ideal place for establishing a school. These representatives, Messrs. T. N. Gardner and R. H. Howren, had been appointed, at what was probably the first meeting of the Board of Trustees, "A Committee to prepare An Article for publication". The article they wrote appeared (but copied from the *Southern Christian Advocate*) in the issue of May 1, 1852, of the *Floridian and Journal*, of Tallahassee. From this one can see that the two reverend gentlemen were enthusiastic about the advantages Micanopy offered. They waxed eloquent with words that remind the reader forcibly of much that was said in Miami during the days of the Florida boom. In their "appeal to the generosity and liberality of the citizens of East Florida for aid" one reads:

"You are blessed with a productive soil, a mild and salubrious climate! Nature has favored you above your fellows of any other portion of our happy land. Providence smiles upon you. The earth pours her rich treasures at your feet and fills your coffers. A great and glorious destiny awaits you."

The writer may be pardoned for saying in parenthesis that a large part of the "article" is taken up with a similarly worded impassioned appeal for financial assistance. It might well serve to illustrate an essay on tropical style.

Speaking more particularly about the site of the proposed Seminary, the Committee states that the agent had been "authorized to purchase forty acres of land, on a beautiful healthy location", and, in another part of the article declares that "This institution will be located in the garden spot of Florida. Micanopy is situated on a healthy eminence in the

heart of as rich a body of land as can be found anywhere, consisting almost entirely of hammocks. Micanopy, in our humble opinion, is destined, in a few years, to be the largest town in East Florida. It is contemplated to build a Rail Road from St. Mary's to Tampa Bay, which will it is said run through or near this town."

It is hard to explain why the Methodists, who must have known of the steps being taken at the time by the State to found at least one of the two seminaries, one east and one west of the Suwannee River, which had to be established in accordance with the terms of what was virtually a contract with the United States, selected the name they did for their academy.

The founders of the school may have cherished the hope that the State would finally take over their East Florida Seminary. It will be remembered that its opening antedated by some months that of the Ocala institution. This may have influenced them in the selection of a name for their academy. No confirmation of this guess has, however, been found. Nevertheless, altho this would be in direct violation of the statements made with regard to its being a Methodist institution, it may be that the authorities in charge of the school did later make an attempt to have the State Seminary moved to Micanopy and consolidated with their own. Otherwise the following passage from the Senate Journal of 1856, dated December 23 and to be found on page 171, is difficult to explain:

"Mr. President presented the Petition of sundry citizens of Alachua county, on the subject of the location of the State Institution for the promotion of education at Micanopy."

This was at once referred to the Committee on Schools and Colleges who on the following day in

a report submitted by Chairman W. J. Keitt recommended "that the prayer of the petitioners be denied."* It is of course doubtful whether, the petition had reference to the Seminary.

Because of the similarity of names the two schools have in later years been confused by a number of people, some in Gainesville and some, perhaps through local patriotism, in Micanopy maintaining that the East Florida Seminary, which from 1866 to 1905 had its home in Gainesville, was the outgrowth of the Methodist school in Micanopy and not of the State-supported academy in Ocala. It may therefore be worth while to give a historical sketch of the less well known institution.

The only source not already mentioned that has been used in the preparation of this account are sixteen pages, two of which are blank, of the minutes of the Board of Trustees of the East Florida Seminary, of Micanopy. It should perhaps be added that the Rev. John C. Ley, author of "Fifty-Two Years in Florida", was for a time a member of the Board and the next to the last principal of the school.

The records of the sessions of the Board of Trustees have unfortunately been destroyed, only the sixteen pages being, as far as known, in existence. These were found in a desk belonging to Mrs. J. W. (Annie F.) Smith, of Micanopy, and by her presented to the State Museum in Gainesville. The pages were originally unnumbered. They have been damaged to a certain extent by water and the bottom of numbers eleven and twelve, as now arranged, is frayed and torn, one or two words of the next to the last line of number eleven and all but one word

*Sen. Journ., 1856:, p. 185.

and a part of another of the last line of number twelve being lost.

The writing of the four secretaries whose names are recorded is good and easily legible. They agree, however, in believing that punctuation is to a large extent an unnecessary refinement and they pay little attention to proper abbreviation, capitalization and syllabification. Their spelling judged by modern standards is at times faulty. Only a few corrections in the first wording of their sentences have been made and only a few words have been omitted and afterwards added above the line. Their uncertainty as to which of the four spellings of the name of one "Prest.", and later Agent, of the Board is to be excused, for this gentleman himself seems to be undecided whether to spell it "Houren" "Howren" or "Howrin". The minutes of two of the sessions are not signed either by secretary or president, the others are signed by "William M. Kennedy Secty. Protem.", "Geo. W. Boston Sect.", "Thos. N. Gardner Sect.", or by "John Penny Sec."

Pages 4 and 14 of the minutes are blank. The remaining fourteen pages contain the transactions of eleven sessions of the Board of Trustees, nine of which are complete. Missing, in both cases from the beginning, are probably more than half of the records of one meeting and a very small part of those of another. Thus it is impossible to tell from the minutes when and where two meetings were held or to be certain as to the attendance upon them of the trustees whose names are not mentioned in the transactions. The newspaper article to which reference has been made gives, however, the date and place of one of these. It also proves that the order of pages 1 and 2, as numbered by the State Museum authorities, should be reversed.

The second of the eleven sessions was held at "Fot" Call on July 10, 1852; the fourth at Newnansville on February 10, 1855; the seventh on January 5, 1856, at Bainbridge, Georgia; the date and place of the third is unknown; the seven others were in Micanopy on March 6, 1852; July 25 and 26, 1855; April 15 (two sessions-morning and afternoon), April 29 and October 1, 1856.

Because of the meagerness of the sources in the hands of the writer, he is unable to answer satisfactorily many questions about the institution. Diligent search has been made by more than one person for a copy of its charter; none has been found, altho it is certain that one was prepared with the expectation that the Legislature would be asked to make it a legal document. Mention of this is made in the article prepared by Messrs. Gardner and Howren:

"In order that the public may see the principles upon which this institution is founded, and that they may act understandingly, the committee deem it proper to give the most important features of the charter, to be asked for from the Florida Legislature, at its next session, and which is to be regarded as the constitution of the Board of Trustees until the Legislature shall have acted upon it." It is believed, however, that application to the Legislature for a charter was never made.

Who were the original promoters of the school is also not known. It is reasonable to suppose, however, that there had been considerable discussion by the people living in the neighborhood of Micanopy and in the town itself about the lack of educational advantages within reach of their children. Finally some one probably exclaimed: "Why not start a school ourselves?" With the point of view then

prevailing the next step would be to try to interest some church in the enterprise. This seems to be a legitimate inference from a passage in Gardner and Howren's communication to the Southern Christian Advocate:

"Observation and experience have taught, that an institution of learning cannot be sustained unless controlled by some denomination. Hence the community about Micanopy have kindly, as we believe, wisely asked the Florida Conference to take the matter in hand. The Conference believing that the safety and the perpetuity of our civil and religious institutions must depend upon an educated community, have consented to take charge and labor to build up this institution."

The community was, nevertheless, not unanimously *in* favor of this measure. Even Gardner and Howren realize that at first it will have hard sledding, for they write: "The public will see that the 'East Florida Seminary' has an existence, and will succeed to a limited extent, at least, in spite of the opposition of some and the croakings of others". Farther along in their article they say: "The Committee apprehend that objection will be urged against the institution because of its sectarian character. Objections of this kind, the Committee apprehend, come from persons who are either a half century behind the age or are influenced themselves by sectarian prejudices."

The Committee also found it necessary to defend the action of the majority against insinuations that the Methodist Church was seeking control of the proposed institution, for we find: "It is understood that the 'East Florida Seminary' is to be a literary and not a *theological* institution. Here pupils are to receive an English and Classic education, and not to

be taught Methodism. The different denominations of the Christian church are doing much to promote the cause of education. If the Methodist Church does more than any other, she merits the greater honors and the confidence of the public in the efforts to establish an institution of this kind."

The probability is great that the school was not placed under the charge of the Conference, for the conditions under which this was to be effectuated were never met:

"The institution is to be under the perpetual control of the Florida Annual Conference of the M. E. Church, South. An article of the charter secures the institution to the Conference and the community by placing it beyond all future incumbrances and legal action, after the liabilities incurred in its erection shall have been met."

How close the connection became between the Seminary and the Conference is impossible to tell from the minutes. There is nothing to show that at any time the Conference gave financial or other assistance, except perhaps its moral support, to the school or had it visited by the Committee on Education. Title to the property of the Seminary was vested in the Board of Trustees.

The Board of Trustees was self-perpetuating: on July 25, 1855, the resignation of E. L. King was accepted and W. J. Turner was, because of non-attendance at the sessions, declared no longer a member; Brawley Oates and W. J. Duval were "nominated" and elected to fill the vacancies thus occasioned. Of the "Afternoon Session" on April 15, 1856, the first item of business to be recorded reads:

"A vacancy having ocured in the Board through Rev. J. W. Duval having joined the Fla. [evidently

a mistake] Con that vacancy miss filled by the election of Bro Geo Lightner who was also appointed to the Executive Committee”

On October 1, 1856, “Bro Ley presented the resignation of Bro G. E. MacLellan, which was accepted & Bro F. A Carn was elected to fill his place”. Nevertheless on page 82 of Ley’s “Fifty-Two Years in Florida” is found: “The Conference for 1856 had appointed a new Board of Trustees”. This does not harmonize with the erroneous assertion made on the same page that the Seminary was “started about 1857” and deserves but little consideration.

There is nothing in the minutes or in the “article” to tell by whom the Board of Trustees were selected or to whom, if to any organization, they were responsible. How many members there were is also not stated, altho internal evidence proves that there were at least eight. There were never more than six and never less than five present at any one of the nine dated meetings. A large majority of the eighteen men who at one time or another are mentioned in the minutes as members are known to have been clergymen. They met quarterly, probably at the time of the Quarterly Conference, and at the call of the chair.

Messrs. Gardner and Howren in writing of the organization of the school state:

“The Board of Trustees are to prescribe the course of studies, employ and arrange the salaries of teachers, make by-laws for the government of the seminary, and such other regulations, as, in their judgment, may be necessary. It is understood that a liberal education, as good as can be had at any institution of like character and as at fair rates, is to be imparted here.”

According to "brothers Gardner and Howren", as they are called in the minutes, "The Board of Trustees met at Micanopy, March 6, (1852,) and organized by the election of the Rev. R. H. Howren, Chairman, Geo. W. Boston, Secretary, William J. Turner, Treasurer". From the part of the minutes of this meeting which is still in existence it is evident that Mr. Boston was not present, that "William M Kennedy" was chosen to act as "Secty. Protem.", and that an Executive Committee was appointed to transact business between meetings. It may also be inferred that at a meeting held previously of those interested in the proposed school a constitution had been adopted, arrangements made for the solicitation of funds by an Agent employed for the purpose and the Board of Trustees themselves appointed.

Owing to the selection of the Agent by others than the Board friction soon arose. The first business, of which there is record, transacted at the third meeting of the Board was:

"Therefore resolved that under the circumstances we will submit to the Arrangement & hereby Make it legal with the distinct understanding we will disapprove of any act done by any one in the future without a clear & distinct authority for such act from the Board". The arrangement to which the Board submitted, it can be seen from the context, grew out of what was considered an irregularity on the part of the Agent. Determined to settle once for all the matter of the Agent's position, a little later at the same meeting the Board took the following action:

"Resolved as the sense of this Board that the Board of Trustees as a Board have the power to

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elect dismiss or control their Agent in all his financial transactions”

The minutes of the Board, as arranged by the writer, begin with a resolution intended to make it easier to obtain money by offering something in return:

“On Motion ordered that Any person or Association of persons paying into the hands of the Treasurer or Agent the Sum of One Thousand dollars shall be entitled to one perpetual schollarship in the Seminary free of tuition fees” In referring to this action Gardner and Howren with their initial enthusiasm and optimism write: “It is hoped and expected that several thousand will be raised in this way.”

The first response to the appeals made for financial assistance must have been fairly satisfactory. In the article published in the Southern Christian Advocate we read:

“The agent was authorized to purchase forty acres of land, on a beautiful healthy location, and after reserving ten acres, to have the remainder laid out in lots and sold. He was also authorized to collect subscriptions and donations, and as soon as one-half in cash and the other half in good notes can be secured, to have erected on the school premises one building for school purposes.”

In the minutes of the first meeting we read: “On Motion ordered that One building be erected for the present 40 by 26 feet two Stories to be build of brick provided the brick Can be obtained Conveniently & that the Committee Make Such other Arrangements as May be Necessary.”

Those in charge of the plans for the proposed East Florida Seminary hoped to realize great profits from the sale of land and thus make possible its

establishment on a firm basis. Messrs. Gardner and Howren wrote: "It is in contemplation to build two commodious two-story buildings of brick, if the material can be obtained, for the institution and a chapel, in connection with the citizens of the town." The mention of the chapel may, let it be said in passing, have been the cause of the: opposition, croakings and sectarian prejudices of which the two gentlemen complained.

So great were the hopes of the authors of the "article" that they add immediately after the quotation just given:

"It is expected that the school will open on the first Monday in January next. That all this will be accomplished there can be but little doubt with the prospects before us."

Upon what some at least of these prospects were founded can be seen from the next paragraph:

"It is understood that a sufficient amount has been promised to put up one building, and more will be obtained. It is thought by the agent that he will succeed in erecting both buildings this year; so that at the opening of the school, the male and female departments, will be separate. The agent expects to realize a handsome sum from the sale of lots, as it is understood that several persons are waiting to purchase on the school premises."

Inasmuch as at the time of the first meeting the land had not been purchased by the Board, these hopes seem rather premature. The lots were yet to be surveyed and laid out: "On Motion the Executive Committee Are Authorized to have surveyed the ground to be purchase & lay out the premises & Advertize lots for public sale"

It is also of interest to note that the Agent was not to go unrewarded: "On Motion the Agent be

allowed in Connection with the Mission his disciplinary Allowance”

Financial prospects continued to be roseate. So good were they indeed that a “Call-meeting” was held at “Fot” Call on July 10. At this “On Motion of Thomas W. Cooper the Agent was requested to report the amount of notes in hand, and subscriptions. The Agt. reported Threethousand and seventy five dollars as the amount.”

Delighted at this report the Board straightway took the following action: “On motion, Resolve, that the executive Committee, be ordered to erect two buildings of brick, 28 by 40 ft two stories. The lower story to [the last word with caret and, above the line] be 12 ft the upper 10 ft in height, Upon lot 14, the building for The Male School to be erected, and upon Lot 26. the building for the Females to be placed. Both fronting south.

“The above motion was unanimously carried.”

The building for the “Females” was, however, never begun.

Real estate speculation and shrewd financing were also not unknown in Florida at so early a date as July, 1852. “Brother Jno. M. Hendry, submitted a proposition from Revnd Mr. Chiles, proposing to sell forty acres of land more or less, said lan, adjoining, seminary landz. Upon which the following order was ishued, from the Board [viz] That Bro Henry Propose in the name of the Board, to take the land at \$25 Dollars pr acre, said Board, not to pay for said Land [above line] untill they they the [above line] said Board, can realize from the sale of said [above line] lots, the amount necessary for the Liquidation of said purchase.”

Other mention of land is found in the minutes for April 15, 1856: “On Motion resolved that the

contract between Joel H. Smith & the Agent for the E. F. Seminary be spread on the minutes of present meeting". This contract as recorded is contained in an undated letter addressed "To Rev. J. M. Hendry LL" offering to sell "forty acres of Land at the rate of twenty five dollars per acre, on consideration, or condition that the interest on the amount be paid to Me Annually in Tuition Fees as it becomes due"

If, however, "the Trustees or proper Constituted Authorities. should prefer to discontinue the interest they may do so by paying to Me the Principle

"And it is understood that the titles to said land shall contain all the Clauses in regard to the sale of Spiritu Liquors contained in the Decree of the Court in partition of Said Section of Land of which the above named forty acres of Land shall be a part"

This "contract" is somewhat unsatisfactory to the reader of the minutes, for it leaves him in doubt as to what section of land is under discussion, altho it does impress him with a sense, of Mr. Smith's magnanimity and informs him that the land has been in litigation and that in Florida even in those days there existed an antipathy against the sale of liquor. From the first paragraph it may perhaps be inferred that the land in question was that on which the Seminary was established and that the letter itself was written in 1852 before a site for the school had been chosen. The paragraph begins: "With a view of advancing the interest of Education in this Section of Country, I submit for your consideration. . ."

This inference becomes almost a certainty because of an item recorded in the minutes of the undated meeting:

“On Motion Gardner King & Penny were appointed to solicit from bro Joel B Smith a title for Seminary lands”

More difficulty in selling their real estate was encountered than had been anticipated and question also arose as to their legal right to convey title. At the meeting just mentioned the Board declared: “On Motion it is the sense of this Meeting that the Authority to convey titles to lots is fully delegated to Executive Committee in Act VI of the ByLaws of the Board”. Mention is also made in a report from John Lewis that. the Executive Committee, of which he was chairman, had “sold lot No 29 for \$100.00” and had “Made titles to No 7 sold by former Ex Com.” At this meeting it was also “On Motion ordered. . . .that the Executive Com-b/erenenstructed to sell Nos 25 26”. It will be remembered that “upon Lot 26 the building for the Females [was] to be placed.”

On February 10, 1855, the Board “On Motion Resolved that the unsold lots pertaining to the Seminary be sold so soon as practible, to help meet the demands against the Seminary”

Getting desperate. . . how desperate may be inferred when we read: “Ordered that the Sec be required to post a notice that the School will open at the regurar time”-the Board on July’ 25, 1855, “On Motion. Ordered that the unsold lots pertaining to the school be offered for sale. at Public Auction on the first Monday in September.” The next day, July 26, a special meeting of the Board was held at which the only business transacted was the thankful acceptance of “Bro W. M. Kennedy’s proposition to purchase two of the Seminary’s lots.”

The financial difficulties began early. At the second and third meetings, that is soon after the found-

ing of the Seminary, the Board ordered, probably unlawfully, the size of the campus to be reduced, the first time to six and the second to four acres, thus overriding section 4 of their own constitution, which called for ten acres and showing that the cost of maintaining the campus and the possible sale of the lots thus made available were -factors of importance.

The Board may have had trouble with their treasurer. At the second undated meeting this action was taken: "On Motion the office ad Treasurer was declared vacant & John Lewis was elected to fill said vacancy". On January 5, 1856, it was "On Motion resolved. That Bro Penny go before the Comt. of Education [of the Conference] to report verbally on the state of the school, as to its indebtedness & assets, and urge the great necessity for having an financial Agent appointed". This may have been only a plea for financial support from the Conference and not a surrendering of any of the Board's prerogatives.

How much needed was this assistance is evident from motions passed at the same meeting: "Resolved that the indebtedness of the School for publishing the circular (the amount being thirty dollars) be acknowledged and said debt be paid so soon as funds can be raised

"Resolved. If we can raise funds sufficient. after liquidating prior debts. We will make Bro Good-all a reasonable compensation."

Further mention of the bill for the circulars is found in the minutes for April 15 of the same year: "Resolved that the following. (being a part of the proceedings of a Meeting not before recorded-be adopted & spread upon our minue

“Brother Penny presented a receipt from Justice Cooper for the sum of thirty dollars paid by him to take up former [sic] an execution against E. F. Seminary for printing Circular

“Rev R H Houren paid ten dollars received of Rev P. P. Smith being that part of the donation of Rev E Myers held by him

“Rev R H Houren also advanced twenty dollars from his own funds”

Mr. Howren's liberality seems all the greater inasmuch as he was no longer a member of the Board. It is not known for what services Bro Goodall was to receive compensation, possibly he had been acting as agent.

Another financial item of interest is recorded on July 10, 1852: “a proposition from Brother Bernard. . . .to give to said Board [above line] of Trustees a negro man [above line] Valued at five hundred. dollars, said Board paying Bro. Bernard one Hundred dollars, Upon which the following order was issued [viz] that Brother Jno. M Hendry, be and is hereby authorized to take said negro man. . . . and dispose of him to the best advantage for Eat Florida Seminary”

The financial condition of the school can be realized best, perhaps from small things. On January 5, 1856, when a debt of thirty, dollars was acknowledged but could not be paid, it was “Resolved that we purchase for the use of the Seminary. from Bro Penny. the stove loaned by him to [above line] & now in the School”. The following item from the undated meeting needs explanation: “On Motion J M Hendry was requested to collect the tuition of Cothron's school”. From the resolution of the same date: “On Motion the action of Ex. Com. in purchasing books was approved & that the books

on hand be received as the property of the Board & paid for", it is inferred that the school lent, rented or sold textbooks to the pupils, altho it may imply that the establishing of a Seminary library was being begun.

Taking the financial condition of the Seminary into consideration we must praise highly the generosity of the Board in declaring at the same meeting that it was willing "to receive the application of indigent persons" and find proper the provision that "this application be made to the Executive Committee and that they decide as to the fitness and number of such applications".

Little seems to have been done to advertize the school. Mention has already been made of the circular the bill for which was not paid until after litigation. At the first meeting "brothers Gardner and Howren were appointed A Committee to prepare An Article for publication"; at the undated meeting "On Motion the President was requested to write a communication to S. C. Advocate on the Condition of the School & recommend the Agent & School to the favorable Notice of the public"; on April 15, 1856, "Resolved that Brothers Ley & Tydings be authorized to have printed. 1000 circulars, soliciting donations to meet our liabilities, finish the buildings & furnish an apparatus, chemicals & for the Seminary"; on October 1 of the same year "Secretary instructed to send to Charleston to have printed 500 circulars". It is not certain that Brother Tydings at the time was a member of the Board of Trustees. It would be interesting to know if the printing establishment in Charleston was the same firm that had had trouble in collecting payment of the bill for thirty dollars.

The reason for this lack of advertising is evident.

With the scarcity of newspapers in Florida and the small number of readers better results could be obtained by appeals from the pulpit and from solicitations by the financial agents.

The Board must, however, have believed that the thousand circulars ordered printed on April 15, 1856, would be very effective, for, in spite of their practically bankrupt condition, on the 29th of the same month they "Resolved that we proceed to have, the following work completed so soon as possible." Then follows a rather long and detailed list of the repairs, alterations and improvements to be made, among which may be mentioned the placing of "14 Stone pillars under the building", the construction of "Two chimneys with four fire places", the removing of partitions, the plastering of walls, the changing of a door and Stair-case, the erection of outhouses, the providing for a Stage and book board and of Twelve desks and 25 benches, the inclosing of the Campus with a fence and one cross fence. For each of these minute directions are given, for instance, the exact dimensions of the "pannels", railing and posts of the fence are stated and it is further provided that this fence is to have four "principle entrances" and is to be "capped" and neatly "whit-washed" but not planed. Even the beautification of the campus is ordered. Great is faith!

At the second meeting of the Board it was reported that applications for teaching positions had been "recd" from "B M Powell of Micanopy T. B. Russell of Oakbowry Ala and Miss Cropland. . . and laid over until the next meeting of the Board". At the undated meeting "G I Arnow was elected Principal G. Watson jr Assistant & Mrs H. Hall Preceptress for Next scholastic year The Principal

was allowed \$700 Watson \$1000. Mrs. Hall \$500." And "On Motion. G I Arnow was allowed at the rate of \$700. for his Services the last Scholastic year". On February 10, 1855, "Rev Geo Arnow Principle of the school made a statement in reference to the state of the school as follows: That there are about thirty scholars and that the schools indebtedness is about one thousand dollars". Mrs. Hall had been dropt, or had perhaps resigned because of non-payment of her salary, and "The prosperity of the school requiring the services of a preceptress and Bro Howren presenting the application of Miss Andrews. She was duly elected to fill said Office". What had become of Mr. Watson is not known and it is probable that Miss Andrews failed to serve, for no further mention is made of her. We are not surprised that on July 25, 1855, "Rev Geo Arnow Principle tendered his resignation of said Principeship which was received." "The report of statistics" as presented by the "Principle" showed that the school owed Mr. Arnow \$711.11, or more than a year's salary; Mrs. Hall, the former preceptress, \$267.95 and Miss E. Partridge, the present preceptress, \$160.00, or more than what was due for eight and one-half months of service. There seems to have been nothing in the treasury, but there was \$700.00 as "Assets in avelable accounts for tuition fees".

No provision was made for paying Mrs. Hall, except that by the magnanimous action of the Board "The uncollected accounts were ordered to be handed over to Bro Arnow to be by Him collected and to be used when collected to meet far as theythe above indebtedness". It was further "Resolved that the Sec be instructed to furnish the Rev

Geo Arnow & Miss Partridge, Certificates" [of indebtedness?]

Miss Partridge was probably more insistent upon the payment of her salary than were the other teachers. Because of this we find it "Ordered on Motion that the Prest be Authorized to pay over (out of the monies he may collect - to Miss Partridge \$160.00 the amount due her for her services"

The Seminary began its work with three teachers; we have seen that this number had been reduced to two, but that these two were still to receive fixed salaries. Now it was "By order of the Board resolved that the Rev. R H Houren be authorized to provide a Teacher or Teachers to open the School at its next regular commencement the first Monday in October next-Said Teacher or Teachers to take the school for its Tuition fees as Salary".

Affairs were apparently desperate by April 15, 1856, on which date the Board held both a morning and afternoon session. The teacher or teachers had probably resigned, perhaps because of non-payment of salaries, and in the emergency it was "Resolved that Rev J. C. Ley be authorized to employ a Teacher temporarily at the rate of \$50.00 per month". It was further "Resolved that we approve of the action of Bro Ley in reference to procuring Teachers & Meeting funds for use of Seminary & that we further authorize him to continue his exertions". What his action had been is not evident.

In spite of their financial straits the Board immediately went into the "Election of Principles", there being, strange to say, applications from several persons.

It was finally moved "That the Prest open a correspondence with Messers Price &, Purifoy &

employ one or the other". Mr. Purifoy was selected, but on October 1, of the same year, "The President, informed the Board of the failure of Mr. Purifoy] in not [above line] complying with his agreement to take charge of the Seminary" and "On Motion-Resolved that Bro John. C. Ley [President of the Board] & Mrs Martha S Ley be requested to take charge of the school, & receive as compensati[on] the tuition fees, The invitation was accepted".

Whether or not Bro Ley had resigned from the presidency of the Board on being elected "Principle" is not known. It is to be presumed that he had not.

There are only a few regulations concerning tuition fees. At the second undated meeting two measures were passed, the first ordering that "student" entering within two weeks of the beginning of a session "be charged as if they had entered at the commencement. . . ." the second [and this was written by one of the teachers] that students shall be required to pay one-half of their fees in advance, "and present his receipt to the Principal before being permitted to enter". What these fees originally were is not known. Upon the election of Mr. and Mrs. Ley tuition fees were reduced for three of the four classes, after which they ranged according to class from \$8.00 to \$20.00 per term of five months. Other charges for the same length of time were: French (extra), \$5.00 ; Music, \$20.00 ; Use of instruments, \$2.00; Drawing, \$10.00; Ornamental work, \$5.00; Incidental expenses, \$.50. Mr. Ley was allowed "to sell Stationary and books" and this may have added a little to his income. What "Ornamental work" signified may perhaps be inferred from one of the financial reports which men-

tions the sale of Paints and oils [probably left over from the building operations] and "Other articles for embroidering. . . \$.73".

It may be worthy of mention that the school had "one week's vacation at Christmas and one between the two Sessions."

The final entry for the last recorded session of the Board reads: "There being no further business the Board closed its Meeting".

Other mention of the school is found on page 82 of Mr. Ley's book. After erroneously stating that the Seminary was "started about 1857", the author goes on to say:

"A substantial house had been erected, and school opened, but some debts upon the building, and those increased by deficiency on teachers' salaries, had accumulated until there seemed but little hope of saving the property. The whole would not have sold for enough to liquidate the debts. The Conference for 1856 [held later in the year than the last recorded meeting of the Board] had appointed a new Board of Trustees. We obtained time and had nearly liquidated the debts, with a respectable nucleus for endowment, and a patronage of over one hundred students; but discord among patrons caused me to resign at the close of 1859. The local troubles, and the war, which called off most of the young men, caused the seminary to be closed in the latter part of 1860. After the war the fearful state of finances forced it to be sold for a trifle, and thus it passed from our hands."

The Seminary building was, according to Mr. J. K. Feaster, of Micanopy, bought by a Mr. George Riggs, who used the lower floor for his wheelwright shop and lent the second floor rent free to the public school authorities of the county. It was used

for educational purposes until Mr. Sheats became State Superintendent of Public Instruction. During his term of office a public-school building was erected in Micanopy. The old structure finally passed into the hands of Mr. W. W. Geiger, who after a time had it torn down. His home, in the construction of which he used the corner stone and one sill of the Seminary building, now stands on the spot. -

THE PANTON, LESLIE PAPERS

LETTERS OF WILLIAM PANTON TO

JOHN FORBES

Pensacola 6th May 1794

Dear Sir

Having got Ballanzategui underway I now send off Bob with my letters for Havana. You will now see how far this man is able to pay for the Brig Largo and, will register & consign it accordingly- Enclosed with this is put a copy of my letter to the Baron. I know not whether it will reach your wishes on the subject of complaint ag 't himself but I ventured as far as I thought it prud't to go & perhaps I have gone too far.

I have likewise wrote to Doctor Telleray a kind of a peace talk. It will not suit me to go northwardly until things are a little more settled.

Saint Augustine was threatened nor do I know if it is yet out of danger. I have advice that a schooner of ours was taken off Saint Augustine Bar & carried into Charleston. This must have been poor Bain in the vessel I ordered to be bought & which your Brother may have thought proper to send there in lieu of the despatch which I gave him reason to expect the beginning of the year.

Seagrove Carried no chiefs of any consequence with him, they repented at the Crissesaws and returned, a guard accompanied him to Port Landing.

As you understand Spanish it may be necessary to give a short power of attorney to Capt. Brown to dispose of the Brig despatch. In English I have given a letter to that effect, but a Spanish one will

NOTE-These letters are in continuation of the series of records of Panton, Leslie & Co. the publication of which has been continuous in the *Quarterly*. They are in the possession of Mrs. John W. Greenslade who has transcribed them.

be **better** witnessed by Lanzor to whom give my respects and ask him permission to remove our cattle from where they are to fix them in the Point on the west side of the River Styx. My good friends the Indians make me pay too much for their grass where they are at present and to drive them to Florida is not so convenient.

I beg my compliments to Blair, I have lost his receipt for eye water, beg him to renew it. The promise also to make me up some Elixir of Vitriol but forgot it, let him tell me how it is done.

W. Gerths negro has run off, I suspect his master had a hand in it.

I remain

Dr Sir

Your most Obed. Servt.

WM. PANTON.

Mr. John Forbes.

* * *

Pensacola 4th. June 1794

Mr. John Forbes

Dear Sir,

The Schooner Santa Maria returned from Appalachy & by Her I got letters from John Leslie to the 31st of March who informs me that his annual supply consisting of nigh 5000 sterling was intercepted near Augustine Bar by a Caroline French Privateer & carried into Chas.town-I have also a report from the lower Towns of the Creeks that Wemyss in the Granada Packet was taken somewhere in the Gulph on the otherside of the point of Florida & carried into Savannah, but this last wants confirmation--provided we are well covered with Insurance these Captures will be of no injury to our affairs for Leslie has plenty of old goods on

hand and with respect to the skins they have gone to a good Market.

I observe by your letter of the 11th ulto. that the Dispatch went from your harbour on the 10th-I am now busy with my letter for New Providence meaning to send away the Santa Maria tomorrow or next day. The Baron has not acknowledged the receipt of my memorial to myself, but he has wrote White desiring him to inform me of his having sent it in the Packet recommending the several matters set forth in it to the immediate attention of Government-This may be true but why did he not write me to that effect himself-

It was not Bayne who was taken-the vessels name was the Aurora a Schooner, & Commanded by Capt. Dickie - I hear nothing of Bayne but I suppose he must cast up by & bye

I wish you to obtain Lanzos permission to put my cattle at the River Styx as they are now on the move & I expect to hear of their having crossed the Scambia every day

I observe that the present for the Indians to Mobile too much resembles what has come here: being enough to send the Indians home disappointed & displeased which has ever been the case since I have been here-Mellford is here with his tribes & keeps me in continual fret with his & their noise

Mr. Booth sends you the remainder of your Beef & by next occasion you will get some Port wine which Bob is Bottling off-

Monsr. Troubet wrote me for some Porter & I have put a Cask on board which is placed to your debit & you will charge him what you sell it to others at, here we sell it at 28 reals per dozen I shall send you some Porter by next occasion or even by this if he does not sail to night

Our Traders have come down handsomely this month past & we now have in store above 70000 lb. weight of skins-

This, with their renewed assurances, induces me to send on additional order to come out in the last ship

Tell Blair that his Prescription hurt rather than benefited my Eyes they are far from being well- and to mend the matter I have a severe pain in my left ankle which is the Ruhmatism or the Gout but a little patience and all will be well again-

I remain Dr Sir

Your most obedt

WM PANTON.

THE ANNUAL MEETING OF THE FLORIDA HISTORICAL SOCIETY

MINUTES

The thirty-third annual meeting of the Florida Historical Society was held in the Willow Branch Public Library in Jacksonville, Florida, on Tuesday, November 19, 1935, at 11 A. M.

The meeting was called to order by the president, Alston Cockrell. There were thirty-six members present. By unanimous consent the roll call was dispensed with. The President declared a quorum was present and the meeting proceeded.

President Alston Cockrell read his annual report. At the President's suggestion, reading of the minutes of the last annual meeting were dispensed with. The Secretary rendered an oral report of the activities of his office during the past year. The Treasurer read a written report and at the conclusion, orally announced his resignation.

On motion duly made, seconded and carried, it was resolved the Treasurer's report be received and the thanks of the society be extended to the Treasurer for his very faithful services during the many years he had acted as treasurer for the organization.

The Secretary read an amendment to the constitution proposed by Albert H. Roberts, which was received and ordered published in the Society's Quarterly.

It was duly moved, seconded and carried a committee of three be appointed by the President to submit nominations for officers of the Society for the coming year.

Mrs. Garrett L. West offered to present to the Society in honor of the Jacksonville Chapter, Daugh-

ters of the American Revolution, written records of the following old Florida families:-Jaudon, McKinlay, DaCosta and Muchenfuss. These records were compiled by Mrs. West. Mrs. West also tendered the Society a copy of an early history of the First Baptist Church of Jacksonville, prepared by the Reverend, Mr. W. A. Hobson, a former pastor of this Church. It was duly moved and carried the offers by Mrs. West be accepted and the thanks and appreciation of the Society be extended to her.

The nominating committee reported the following nominations:

For President, Joshua C. Chase

For First Vice President, Julien C. Yonge

For Second Vice President, Kathryn T. Abbey

For Recording Secretary, Herbert Lamson

For Corresponding Secretary and Librarian, Carl Bohnenberger

For Treasurer, Albert H. Roberts

For Directors:

Alfred J. Hanna

Spessard L. Holland

Mrs. Frank E. Jennings

Mrs. Roy V. Ott

George P. Raney

John P. Stokes

A. M. Taylor

Nathan S. Thomas

On motion duly made, seconded and unanimously carried the Secretary was instructed to cast the unanimous ballot of the Society for the following officers:

President, Joshua C. Chase, Winter Park

First Vice President, Julien C. Yonge, Pensacola

Second Vice President, Kathryn T. Abbey, Tallahassee

Recording Secretary, Herbert Lamson, Jacksonville

Corresponding Secretary and Librarian, Carl Bohnenberger, Jacksonville

Treasurer, Albert H. Roberts, Tallahassee

In furtherance of this motion the Secretary cast the ballot and the President thereupon declared these officers to be duly elected officers of the Florida Historical Society for the coming year.

The President then announced the next order of business would be election of a board of directors to serve the organization for the coming year. In addition to the directors listed by the nominating committee, C. Seton Fleming was nominated for director. Alfred J. Hanna having requested his name be withdrawn from nomination, the President ruled this name was no longer in nomination. The President appointed James W. White and George Couper Gibbs as tellers to distribute, collect and count the ballots. A vote being taken, the tellers retired to count the ballots.

President Cockrell appointed George Couper Gibbs, John W. Doggett, and Joseph F. Marron members of a committee to draft suitable resolutions in reference to the deaths of Washington Connor and Judge N. P. Bryan.

Miss Margaret Carrick Fairlie tendered to the Society a copy of the History of Florida of which she is the author. This book was accepted by the Society with an expression of thanks and appreciation to Miss Fairlie.

The tellers appointed to count the ballots cast for membership on the board of directors thereupon reported to the Society, and the President declared

the following to be duly elected directors of the organization for the coming year:

C. Seton Fleming
Spessard L. Holland
Mrs. Frank E. Jennings
Mrs. Roy V. Ott
George P. Raney
John P. Stokes
A. M. Taylor
Nathan S. Thomas

There being no further business to come before the organization, the President declared the meeting adjourned.

BATES M. STOVALL,
Secretary.

ANNUAL REPORT OF THE TREASURER
November 19, 1934, to November 18, 1935

RECEIPTS

Cash on hand last report	\$203.80
Received from dues during the year	585.94
From the sale of publications	15.45
Stamps received for publications35
Total Receipts	\$805.54

DISBURSEMENTS

Rose Printing Co. for 4 issues of	
Quarterly	\$512.86
Cuts for Quarterly, July issue	15.00
Stationery & Printing and supplies	17.50
Copyright, 5 issues of Quarterly ...	10.00
Postage & Express:	
Treasurer	\$12.25
Secretary	6.85
Editor of Quarterly	5.00 24.10
Framing Andrew Jackson letter	1.00
Checks recharged	2.00
Overpay't of dues refund	1.00
Government tax (Dec., 1934)04
Total Disbursements	\$583.50

Cash balance on hand November 18, 1935 \$222.04
Bills Payable NONE.

When I assumed the treasurership of the Florida Historical Society on February 11, 1929, there was a deficit in its finances of \$165.84, I worked this balance out the first year and since that time there has been no deficit in the Society's finances. With the exception of the year 1927, I shall today turn over to my successor the largest annual net cash balance in the history of the Society, notwithstanding the stress of the times through which we have passed.

T. FREDERICK DAVIS,
Treasurer.

MEMBERS ADMITTED DURING 1935

The following have become members of the Society during the past year:-

Judge W. Raleigh Petteway	Tampa, Fla.
W. L. Pederson	Waverly, Fla.
R. H. Chapman	Lake City, Fla.
Rogers W. Young	Greensboro, N. C.
Mrs. Morgan D. Sellers	Jacksonville, Fla.
Paul H. Carter	Marianna, Fla.
John B. Stetson University Library	DeLand, Fla.
T. Dewitt Taylor	Oak Hill, Fla.
W. F. Russell	New York, N. Y.
Charles H. Barnes	St. Augustine, Fla.
Prof. W. J. Wells, Jr.	Longwood, Fla.
Watt Marchman	Winter Park, Fla.
Mrs. J. B. McKeithen	Dade City, Fla.
Hon. Halstead L. Ritter	Miami, Fla.
Dr. C. L. Crow	Gainesville, Fla.
C. B. Jones	Archer, Fla.
Mrs. Mary Long Mahoney	Green Cove Springs, Fla.
Mrs. Murray Sams	DeLand, Fla.
Mrs. L. B. Bouchelle	New Smyrna, Fla.
S. Bryan Jennings	Jacksonville, Fla.
M. L. Mooremen	Jacksonville, Fla.
Mrs. Helen Hunt West	Jacksonville, Fla.
Mrs. Frederick S. Morton	Jacksonville, Fla.
Mrs. Mary Chapman	Jacksonville, Fla.
Mrs. Beulah Milam Warner	Jacksonville, Fla.
Miss Alma Williams	Jacksonville, Fla.
Mrs. Mary M. Carter	Eustis, Fla.
Miss Gertrude I. Karrer	New Smyrna, Fla.
Mrs. Eva Pike Rowley	New Smyrna, Fla.
Sidney Moskovitz	New Smyrna, Fla.
Mrs. Homer Knapp	New Smyrna, Fla.
Mrs. Charles Owen Lenoir	Jacksonville, Fla.
Mrs. Geo. W. Parker	Daytona Beach, Fla.
Mrs. Samuel Hawkes	Daytona Beach, Fla.
Mrs. Edward Walters	Green Cove Springs, Fla.
A. S. Robinson	New Smyrna, Fla.
Mrs. Marcus C. Fagg	Jacksonville, Fla.
Mrs. Nan A. Sistrunk	Ocala, Fla.
Clifford A. Payne	Jacksonville, Fla.
Burdette Garrison	Jacksonville, Fla.
Mrs. Jay H. Durkee	Jacksonville, Fla.
Mrs. Evelyn Winthrop Randolph	Jacksonville, Fla.
Mrs. Roland E. Stevens	Daytona Beach, Fla.
Rev. Joseph M. Lorden	New Smyrna, Fla.
Mrs. Mozelle D. DuBose	Jacksonville, Fla.
B. D. Chenowith	Jacksonville, Fla.
W. E. Richardson	South Jacksonville, Fla.
J. L. Doggett, Jr.	Jacksonville, Fla.
Frank Doggett	Jacksonville, Fla.

Mrs. J. L. Doggett	Green Cove Springs, Fla.
Mrs. Philip Trout	South Jacksonville, Fla.
Mrs. Thomas Trout	South Jacksonville, Fla.
Mrs. Geo. W. Trout	South Jacksonville, Fla.
Mrs. Jacintha Paschal	Washington, D. C.
Mrs. William Marvin	Jacksonville, Fla.
Karl Bardin	Jacksonville, Fla.
Mrs. Eugenia Rowley	New Smyrna, Fla.
Mrs. Garrett Lee West	Jacksonville, Fla.
Mrs. Elizabeth A. Cooper	Jacksonville, Fla.
Mrs. Ethel F. Orchard	Jacksonville, Fla.
Mrs. Sara Agnew	Jacksonville, Fla.
Mrs. Annie Corse	Jacksonville, Fla.
Mrs. May Garner Smith	Jacksonville, Fla.
Mrs. Julia W. Dickman	Jacksonville, Fla.
C. Buckinan	Jacksonville, Fla.
J. D. Ingraham	Jacksonville, Fla.
I. Beverly Nalle	Jacksonville, Fla.
Mrs. Nancy B. Reese	Jacksonville, Fla.
Mrs. W. J. Weeks	Jacksonville, Fla.
Mrs. Thomas W. Trout	Jacksonville, Fla.
John L. Doggett, Sr.....	Jacksonville, Fla.
Harold Colee	Jacksonville, Fla.
James R. Black	Jacksonville, Fla.
Geo. W. Gibbs	Jacksonville, Fla.
Mrs. John Franklin Durston	Syracuse, N. Y.
F. W. Faxon Company	Boston, Mass

NOTES

A new book.

The Romance of the Floridas, By Michael Kenny, S. J., Ph.D., Litt.D. (New York, The Bruce Publishing Company. 395 pages. \$3.75)

Romance is used here in its best sense, for this is history by a historian. The romance of any period can advantageously be made conspicuous without offense to authenticity and historical values, and here that is well done. The subtitle of the volume-its two parts, *The Finding and the Founding* - is in keeping, for this was the most romantic period of Florida's long history. The tidings of Ponce de Leon, Panfilo de Narvaez, Hernando de Soto, and other explorers are more or less well known; but the foundings of the early period, of Menendez and the Jesuits, 1565-1574, have the added interest of the unknown to most of us. Both are romantic in high degree, and Father Kenny, especially in picturing the martyrdoms which sanctified Florida's soil, paints with a vivid but authentic brush. Though these foundings, unlike the, origin of most of our States, have little to do with the Florida of our time, and though only the toe-hold of St. Augustine remained, they are in this not different from later ones, and all should be taken as part and parcel of our beginnings.

The Florida of that day included the present Virginia, and the *Martyrs of the Rappahannock* is not the least interesting of the book's chapters.

Dr. James A. Robertson, whom we all know, tells us in his *Foreword*, "The author has admirably caught the spirit and, psychology of the time . . . and skilfully handles his materials gathered from far afield."

His list of sources, consisting of six pages of titles consulted, is a valuable Florida bibliography. One of these titles, a hitherto unused Spanish manuscript, furnishes much new evidence of the Jesuit missions in Florida.

Though none but the biased; perhaps, will allow the author his vindication of Menendez' slaughter of the Huguenots, yet it is well that the Spaniard's possible motives and the conditions under which he acted be presented; and few after reading this presentation will claim that Menendez acted only in bigoted hatred.

The three maps of the period are of uncommon interest, and the drawings are as authentic as they can be made with the material which has come down to us.

* * *

For nearly seven years T. Frederick Davis was an efficient treasurer of the Florida Historical Society, and the treasurer carries on the greater part of our business. In addition, for some years he has looked to the routine work which comes in with almost every mail. This has been increasing and has taken much of his time which would have been given to historical research and writing, so he has resigned the office. Albert H. Roberts, 1204 Thomasville Road, Tallahassee, for many years a director of the Society, was elected treasurer at the late annual meeting. Dues of members should be sent to him instead of to Jacksonville.

* * *

The Federal Writers' Project of the Works Progress Administration is now under way, and will result in the publication of *The American Guide* in

five volumes. Dr. Carita Doggett Corse is State Director for Florida, with headquarters in Exchange Building, Jacksonville. Regional offices have been opened in the various districts into which the State is divided, and a supervisor with a group of writers are at work in each. While its field is very broad, and history, per se, is not included in the project, many of the subjects in its program have historical aspects and require much historical research; viz. historical settings and backgrounds, Indian tribes, archaeological remains, monuments and landmarks, ethnography; and because of Florida's long and varied history, this aspect is more important here than in many other States. It is desirable and evident that Florida should be well represented, and the Guide can approach completeness only if there is cooperation with the writers by those in Florida who are familiar with these subjects.

* * *

December twenty-eighth last was the one hundredth anniversary of the Dade massacre, and on that day many gathered in Dade Memorial Park to commemorate the battle and pay homage to those who died there. The most nearly complete and accurate account of the massacre was written by Albert H. Roberts and appeared in the *Quarterly*, the issue of January, 1927.