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THE ALACHUA TRAIL: A RECONSTRUCTION

by BURKE G. VANDERHILL*

AMONG NUMEROUS INDIAN PATHWAYS forming a network within the American Southeast at the time of European contact was one which led southward from the Altamaha River of Georgia to the Alachua country of Florida. (Fig. 1) This "Alachua Trail" was well known in the colonial period, a fact pointing to long aboriginal use. Today however the trail is unmarked and generally lost to memory, and only rare and tantalizingly brief references to it appear in the historical record.¹

The European colonialist and the American pioneer followed established Indian traces wherever it was convenient and often adapted them to wheeled traffic. Some of these early wagon roads, at a later date, were converted to motor roads. If the Alachua Trail, or portions of it, had undergone such sequential use it would have remained imprinted upon the landscape long after the last Indian had followed its windings. Perhaps vestiges of the route might be found today. A close examination of diverse map evidence coupled with an analysis of scattered historical references to the trail revealed that imprintation did indeed occur. Reconstruction of the ancient trail therefore became feasible.

The earliest cartographic portrayal of the Alachua Trail discovered was that on the Bowen map of 1748, which shows a trail leading in a southerly direction from the Altamaha River, within the "lands of the Yamacraw and the Yamassee," and terminating vaguely along the St. Johns River of Florida.²

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1. C. A. Geiger, archivist in the office of the county clerk of Clay County, Green Cove Springs, Florida, first suggested to the author the idea of tracing the trail.
2. Emanuel Bowen, *A New Map of Georgia, with Part of Carolina, Florida and Louisiana* (London, 1848). Brinton refers to the arrival of Yamassees in the Alachua country after 1680, which suggests the existence of a trail, probably the Alachua Trail, at least by the late seventeenth century. Daniel G. Brinton, *Notes on the Floridian Peninsula, Its Literary History, Indian Tribes and Antiquities* (Philadelphia,

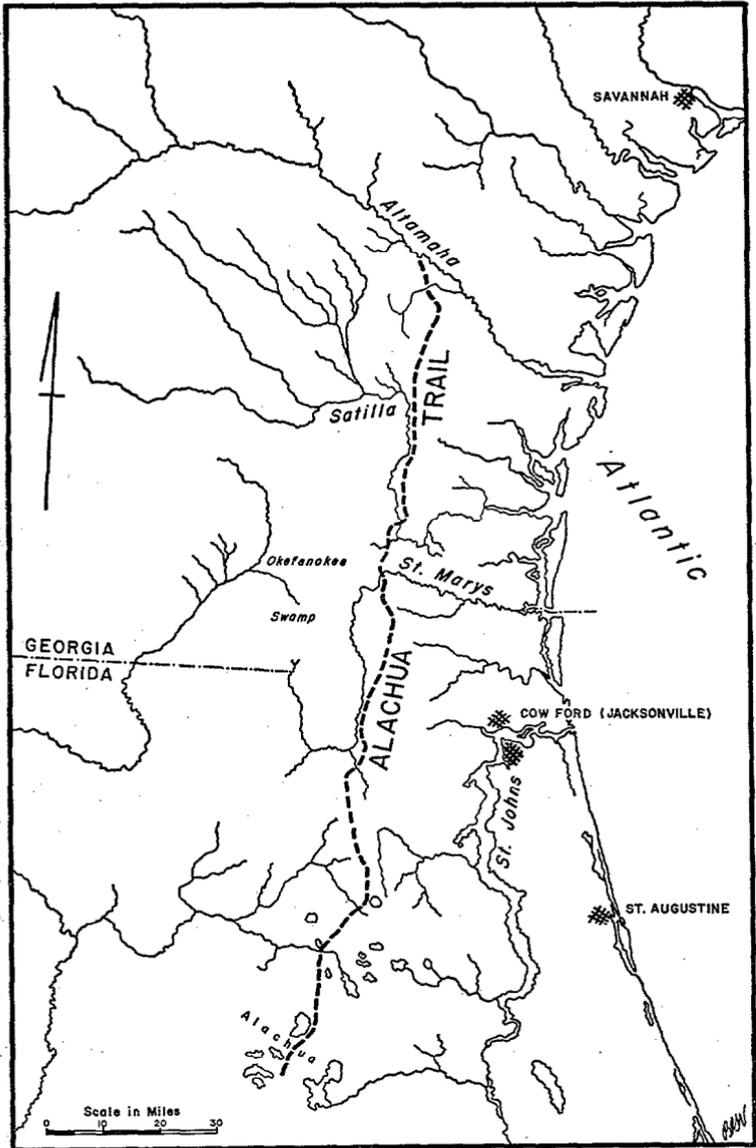


Figure 1— The Alachua Trail: its regional setting.

It is labelled "from Georgia" since the territory between the Altamaha and the St. Marys was a nearly empty frontier region of Spanish Florida at that time. It was not too well known to the British.³

That the trail led also to the Alachua country and was known in terms of that destination is revealed by the report of the DeBrahm survey of 1766 and by the Savery map of 1769, both commissioned following British acquisition of Florida. DeBrahm probably followed the Alachua Trail from the Altamaha. Its use was confirmed from a crossing of the Satilla River to a point on the St. Marys, and this segment he identified as the "Latchokowae Path."⁴ The Savery map indicates the same stretch of the trail as "the Path from Latchahoa."⁵

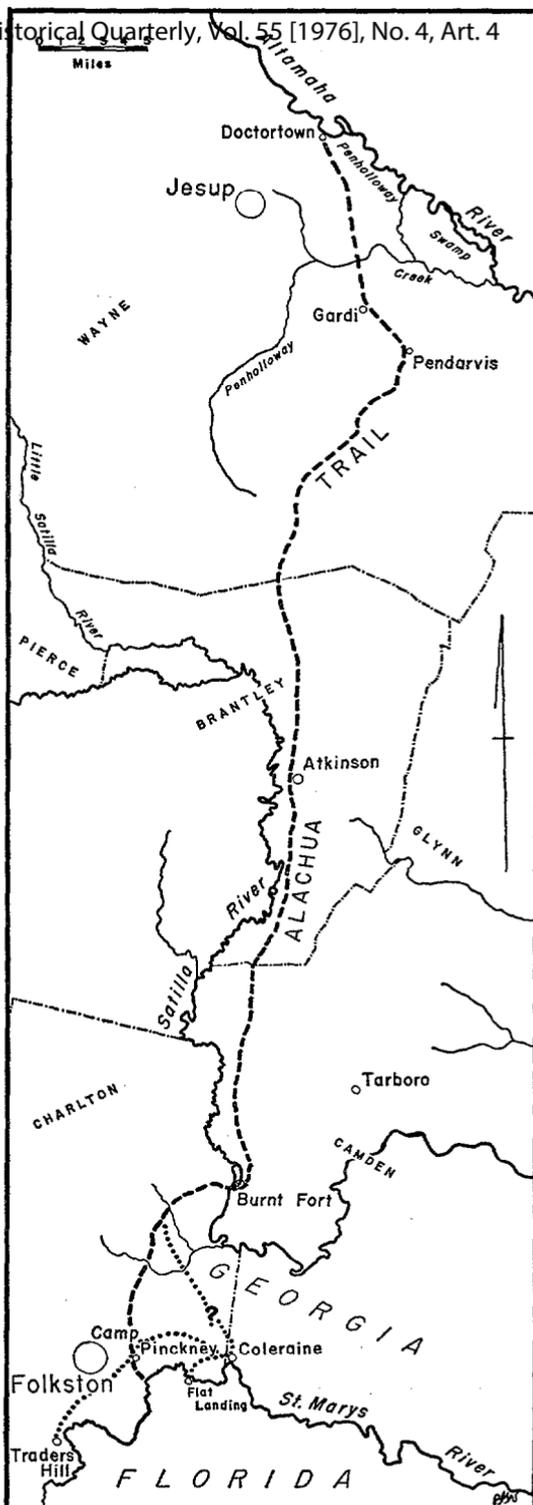
By the time of the Savery survey, an Indian settlement called Doctor's Town had been established on the south bank of the Altamaha opposite the point where "Doctor's Path" reached the river from the north. The site is a short distance downstream from the present U. S. Highway 25 bridge on the outskirts of Jesup in Wayne County. It was from Doctor's Town that the trail to Alachua plunged across the wilderness of the upper Satilla River area to reach the St. Marys. (Fig. 2) There is no sign of the old Indian trail along the Altamaha today, but a Doctortown remains, presently a railroad yard office and bridgehead.

The Alachua Trail, upon leaving the Altamaha, skirted Penholloway Swamp to reach Penholloway Creek several miles above its mouth where low bluffs approached the stream on either side. The name Penholloway is thought to derive from a foot-log (log bridge) once located at this point.⁶ There is little

1859; facsimile edition, New York, 1969), 139-40. Bartram, seemingly one of Brinton's sources, had mentioned in his report of 1791 the migration of Indian bands from the Altamaha to the Alachua savannas. William Bartram, *The Travels of William Bartram*, ed. Mark Van Doren (New York, 1940), 306.

3. Both Georgia and South Carolina laid claim to this area, but their interest focused on portions near the Atlantic coast. Spanish claims were relinquished with the transfer of Florida to British control in 1763.
4. William Gerard De Brahm, *DeBrahm's Report of the General Survey in the Southern District of North America*, ed. Louis De Vorse, Jr. (Columbia, South Carolina, 1971), 151.
5. Samuel Savery, *Sketch of the Boundary Line between the Province of Georgia and the Creek Nation* (London, 1769).
6. John H. Goff, "Short History of Georgia Place Names," *Georgia Mineral Newsletter*, VIII (1955), 23.

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doubt that the position of the present bridge near Bethlehem Church closely approximates the former Indian crossing place. Early nineteenth-century sources such as the Sturges and Bonner maps show a wagon road connecting Doctor's Town with Coleraine on the St. Marys, generally adhering to the route of the Alachua Trail.⁷ This road crossed the Penholloway at or near the modern bridge site.

South of the Penholloway the trail followed a low divide between the upper Satilla and the headwaters of several streams flowing directly toward the Atlantic. This divide is a feature of the Penholloway Terrace, a long tract of nearly level, sandy land, somewhat drier than adjacent areas and thereby offering an advantage for overland travel.⁸ The trail must have passed north of the present community of Gardi, thence roughly along the route of U. S. Highway 25 to a point still locally identified as Pendarvis. This was called Pendarvis Store on maps of the mid-nineteenth-century and was established on the wagon road out of Doctor's Town.⁹ Pendarvis is now only a railroad siding, but a woods road running for several miles in a southerly direction from this point may represent a vestige of the former trail route.

From the Pendarvis area the Alachua Trail followed a course avoiding most of the eastern feeders of the upper Satilla. The river ultimately makes a great bend to the east, and the trail reached a convenient fording place at what was identified, at least by the late eighteenth century, as Burnt Fort. While some of this portion of the Alachua route has been abandoned in the last fifty years, a segment about twelve miles in length remains in the form of country road 259 running from the village of Atkinson, in Wayne County, south into neighboring Camden County. Road 259 finally veers eastward toward Tarboro and forsakes the Indian Trace, but a lane providing access to a landing on the Satilla River extends the trail alignment a short distance.

The origins of Burnt Fort are obscure but it may have been

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7. Daniel Sturges, *Map of the State of Georgia* (Savannah, 1818); William G. Bonner, *Bonner's Pocket Map of the State of Georgia* (New York, 1848).
 8. C. W. Cooke, *Physical Geography of Georgia*, Bulletin 42, Georgia Geological Survey (Atlanta, 1925), 24-26, and Plate X-A.
 9. B. A. White, *Map of Wayne County, Georgia* (Milledgeville, 1867).

a Spanish outpost.¹⁰ Its site atop a bluff overlooking the Satilla indicates that this point was perceived to have strategic value and suggests that the river crossing was a well-established one. The swamp which occupies the floor of the incised valley of the Satilla narrows at Burnt Fort, thus facilitating the crossing here. State highway 252 presently bypasses Burnt Fort on the south, its bridge no more than a few hundred feet downstream from the old trail crossing. Burnt Fort remains as a tiny relict community whose single street, now deadending at the river bank, must closely approximate the alignment of the former Indian trail.

The transfer of Florida from Spanish to British control in 1763 was followed by the construction of the Kings Road from St. Augustine to the St. Marys and on to Fort Barrington on the lower Altamaha. Its route utilized the Burnt Fort crossing of the Satilla and very probably followed the Alachua Trail between the Satilla and the St. Marys. Today highway 252 follows the general alignment of the Kings Road from Burnt Fort to the area of Folkston in Charlton County and thus marks the approximate route of the Alachua Trail as well. The map accompanying the Ellicott survey of the Georgia-Florida boundary in 1803 shows a trail crossing the river in the Folkston area, but unfortunately it is not identified.¹¹ The earlier Savery map, however, suggests that perhaps the Alachua route did not cross the St. Marys here but led west beyond the site of Folkston, to reach Trail Ridge near the edge of the Okefenokee Swamp. Whether or not this was the case, after the middle of the eighteenth century attention was drawn to the banks of the St. Marys.

A trading post had been located at Traders Hill possibly as early as 1755, accessible except for times of low water to small vessels warped up the winding river.¹² After the coming of British rule in Florida, the Kings Road made its crossing a short distance downstream from Traders Hill at what later became Camp Pinckney. Lastly, prior to 1790, Coleraine was developed below the Kings Road crossing on an unattractive

10. Laura Singleton Walker, *History of Ware County, Georgia* (Macon, 1934), 45.

11. Andrew Ellicott, *The Journal of Andrew Ellicott* (Philadelphia, 1803), map in pocket.

12. Alexander S. McQueen, *History of Charlton County* (Atlanta, 1932), 47.

site but one permitting the interception of upbound river traffic.¹³ Although the Indian trace is obscured here, and it is probable that the choice of crossing place varied with the purposes of later travelers, it is evident that for a number of years Coleraine served as a focal point on the route to Alachua.¹⁴

The only locally identified historic crossing of the St. Marys is that of the Kings Road at Camp Pinckney. This may reflect the fact that the American army chose to rebuild the Kings Road during the late 1820s, thereby stimulating a new cycle of use. There is no evidence of a crossing place at Traders Hill, which is a residential outlyer of Folkston. Coleraine remains, but there are only a few dwellings along a country lane, and its original waterfront site is abandoned. The lane leads to the river's edge less than two miles above Coleraine, opposite Flat Landing. Early travelers would have crossed there or farther upstream at the Kings Road, since the south bank opposite Coleraine is low and swampy.

From the St. Marys River the Alachua Trail led to the southern edge of the Alachua savanna, today's Paynes Prairie in Alachua County. (Fig. 3) This was a focus of Indian settlement long before Bartram's visit in 1773, and trails converged upon it from several directions. With American accession in 1821, a trading post, Wanton's, was established here. The village of Micanopy developed around the post, and references to the Alachua route tend to recognize either Wanton's or Micanopy as its southern terminus.¹⁵

The first map to identify the Alachua Trail south of the St. Marys was the Purcell strip map of 1778.¹⁶ Purcell's survey transect crossed the "path to Alachua" at a point some distance

13. John H. Goff, "The Path to Oakfuskee, Upper Trading Route in Georgia to the Creek Indians," *Georgia Historical Quarterly*, XXXIX (March 1955), 10.

14. For example, a 1792 communication mentions "a very good wagon road" from the Altamaha via Burnt Fort to the St. Marys. Quoted in A. H. Wright, *Our Georgia-Florida Frontier: The Okefinokee Swamp, its History and Cartography* (Ithaca, New York, 1945) I, Part V, 16. The use of the Florida portion of the route is implied in another 1792 notation which reports the assembly of some 300 Seminoles and "Lachaways" at Coleraine. *Ibid.*, 19.

15. Wanton's was attracting settlers by 1822, and was described as the "incipient town of Micconope." William Hayne Simmons, *Notices of East Florida* (Charleston, 1822; facsimile edition, Gainesville, 1973), 47.

16. Joseph Purcell, *A Map of the Road from Pensacola to St. Augustine in East Florida* (n.p., 1778).

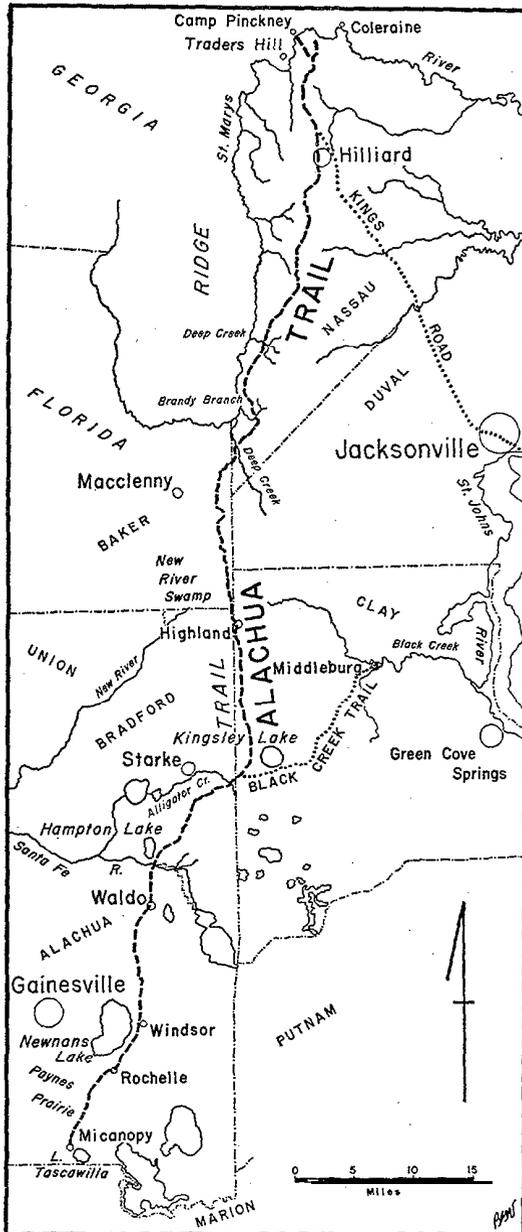


Figure 3— The Alachua Trail within the state of Florida.

northeast of present-day Gainesville. Other notations of portions of the Alachua Trail may be found, but it was not until the appearance of the Vignoles and Tanner maps of 1823 that the entire length of the route within Florida was portrayed.¹⁷ Ironically, by this time sections of the trail were falling into disuse.

Whatever may have been the aboriginal route in the vicinity of the St. Marys, after the middle of the eighteenth century many travelers took advantage of the cleared swath of the Kings Road for some distance south of the river. The course of the road is confirmed by maps of the initial federal land survey.¹⁸ It led from the river bank opposite Camp Pinckney southeasterly about two miles, then generally south along the margin of a land grant which by that time occupied the space between the road and the river. It is probable that an alternative path from Coleraine left the St. Marys at Flat Landing. On the Boulogne Quadrangle of the United States Geological Survey, issued in 1917, a road from this landing is shown joining the former Kings Road where it turns south. Prior to the Civil War a more direct approach to the St. Marys was developed to give access to Traders Hill, with the result that the Kings Road declined in use north of its juncture with the route of what is now U. S. Highway 1 near Hilliard. The trace of the Kings Road can still be seen north of the present Boulogne-Kings Ferry road, and segments of the Flat Landing road remain in limited use.

Vignoles noted that the path "leading to the Alachua country" diverged from the Kings Road several miles from the river.¹⁹ Army engineer Daniel Burch, reporting on his survey for a military road from Wanton's to Camp Pinckney, stated that the point of departure was ten miles from the St. Marys.²⁰

17. Charles Vignoles, *Map of Florida* (Philadelphia, 1823); Henry S. Tanner, *Map of Florida*, plate 22 from *New American Atlas* (Philadelphia, 1823). These were nearly identical maps, both engraved by Tanner and drawn from the earlier manuscript surveys of Zephania Kingsley. The Vignoles map was published as a companion to his book, cited below.

18. See, for example, the plat for fractional section 1, T 5N, R 23 E, Archives of Bureau of State Lands, Tallahassee.

19. Charles Vignoles, *Observations upon the Floridas* (New York, 1823; facsimile edition forthcoming from University Presses of Florida, Gainesville, 1977), 65.

20. Daniel E. Burch to Quartermaster General Thomas S. Jesup, February 10, 1826, in Clarence Edwin Carter, comp. and ed., *The Territorial*

Assuming reasonable accuracy for the Burch report, the Alachua Trail would have branched from the Kings Road at or near what is now Hilliard, although the exact point has not been established.²¹ By the time of the federal land surveys this portion of the Alachua Trail must have been abandoned or had but limited use, since only the Kings Road appears on the survey plats of northwestern Nassau County.

The Alachua Trail, upon leaving the Kings Road, led in a generally southwesterly direction around or across the heads of numerous feeders of the St. Marys, finally reaching Trail Ridge east of the present community of Macclenny in Baker County. While the route in the immediate vicinity of Hilliard is conjectural, much of the remainder can be reconstructed. The 1917 edition of the Hilliard Quadrangle identifies about ten miles of country road in western Nassau County with the Alachua Trail, and its alignment is consistent with that shown in a general way on early nineteenth century maps. The Alachua Trail thus portrayed approached the St. Marys just north of Deep Creek, a small tributary. Today only two or three short lengths of country road appear to represent the alignment of the old Indian pathway between Hilliard and Deep Creek.

The trail's proximity to the St. Marys near Deep Creek can be substantiated. The federal canal survey of 1827 placed the "Alachua Road" about one and one-fourth miles from the river where the survey line intersected it a short distance north of Deep Creek.²² Further, the records of a Spanish land grant on Deep Creek include the notation that the "road to Alachua runs through it north and south."²³ This trail alignment conforms closely to that of present State Highway 121.

From Deep Creek, the Alachua Trail led southward to

Papers of the United States, 26 vols. (Washington, 1934-1962), XXIII: *The Territory of Florida, 1824-1828*, 440.

21. The 1825 Gadsden map of this area shows a bifurcation of the route from Coleraine at a point near present-day Hilliard, the west leg labeled "to Bay of Tampa by Alachua." This map originally accompanied a letter from James Gadsden to General Jesup. See James Gadsden to Thomas S. Jesup, August 20, 1825, *American State Papers: Military Affairs*, 7 vols. (Washington, 1832-1861), III, 121. The map has become separated from the letter, however, and is found in Carter, *Territorial Papers*, XXIII, opposite 304.
22. P. H. Perrault, *Florida Canal Surveys* (Washington, 1827).
23. Grant to Theophilus Woods, Sr., 1818; 220 acres in. Section 23, T 1 N, R 23 E, Archives of Bureau of State Lands, Tallahassee.

Brandy Branch, another tributary of the St. Marys, along a course essentially that of Highway 121 today. The land survey of 1830 identified this stretch of the route as the "road from Alachua to St. Marys Town."²⁴ Brandy Branch, also, was spanned by a Spanish land grant. Among the documents relating to the grant are maps which show the "Camino para Alachua" and, on the English language copy, the "Alotchua Trail."²⁵ The Deep Creek and Brandy Branch crossings must have seen long use prior to the date of the land grants.

The Indian trace led in a southwesterly course from Brandy Branch and, after crossing another Deep Creek near the present Baker County line, reached that long zone of sandhills known as Trail Ridge. This section of the route has been abandoned and no sign of it now remains, but as recently as 1917, when the Macclenny Quadrangle was issued, an "Alachua Trail Road" from Brandy Branch to Macclenny represented the old route alignment as far as Trail Ridge.

At a point on Trail Ridge east of present Macclenny the Alachua Trail bore southward to follow the axis of the ridge. While the southward turning of the trail is missing on the maps of the federal land survey, a clue to its location is provided by the 1856 "Jefferson Davis Map" of Florida. An irregular boundary appears between what was at that time Duval County on the east and Columbia and Alachua counties on the west, running all the way from Deep Creek (the second one of that name) southward to Kingsleys Pond, the present Kingsley Lake east of Starke.²⁶ Investigation revealed that this boundary indeed was drawn along the Alachua Trail, under an act of the territorial Legislative Council in 1844 in which it was described as extending from "Pagits" on Deep Creek "along the old Alachua trail" to "Mrs. Monroe's" on the Black Creek-Fort Harlee road.²⁷

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24. See plat for T 1 S, R 23 E, 1830 survey, Archives of Bureau of State Lands, Tallahassee. The Alachua-St. Marys Road veered to the north-east, crossed the Kings Road south of Hilliard, and continued to Roses Bluff upstream and across from the town of St. Marys on the lower river.
 25. Grant to John Mizell, 1818; 200 acres in Section 33, T 1 S, R 23 E, Archives of Bureau of State Lands, Tallahassee.
 26. United States Bureau of Topographic Engineers, *State of Florida* (Washington, 1956). Issued under the authority of Jefferson Davis as secretary of war, the map has commonly been identified with him.
 27. *Acts and Resolutions of the Legislative Council of the Territory of*

Trail Ridge, formed as an offshore bar during the geologic past when the sea covered parts of Georgia and most of Florida, is traceable for approximately 200 miles in these two states and terminates in central Alachua County.²⁸ It is a low divide averaging two to four miles in width which provided a relatively drier pathway between great tracts of wet land on either side. The Alachua Trail was developed along this divide and must have served as the inspiration for its name, which came into use during the colonial period. Burch, however, described Trail Ridge as a pine barrens, empty of people and incapable of supporting them, and as "flat pondy country," therefore recommending that an alternative route be selected for the proposed military road from Wanton's to Camp Pinckney.²⁹

The route followed by the Alachua Trail along the ridge can be reconstructed not only from the Davis map but from the federal survey plats, which charted the trail from a point southeast of present Macclenny to the area of Kingsleys Pond. It was usually identified as the "road to St. Marys" or the "Alachua-St. Marys Road."³⁰ The route skirted the eastern edge of the vast New River Swamp on a course slightly east of due

Florida, 22nd Session, 1844 (Tallahassee, 1844), Act 13, Section 1. In 1858, New River County, later to be renamed Bradford, was created out of eastern Columbia County. The Alachua Trail continued to serve as its boundary with Duval County although farther south the trail was replaced by a surveyed line as the county boundary. *Laws of Florida, 1858*, 19. The trail segment remained in use as a political boundary until a redefinition in 1911. *Laws of Florida, 1911*, 216.

28. Cooke, *Physical Geography of Georgia*, 28-31, and Plate X-B.

29. To utilize the Alachua Trail along Trail Ridge would require costly bridge and causeway construction to cross streams which occasionally overflowed wide areas. Burch to Quartermaster General, February 10, 1826, Carter, *Territorial Papers*, XXIII, 440. A similar view was expressed by Clark. Clark to Quartermaster General, May 28, 1826, *ibid.*, 558-59. It was originally proposed, however, to utilize the Alachua Trail, since it already existed as a marked route. James Gadsden suggested the "propriety of commencing operations on— a road from the St. Marys River branching west to the Bay of Tampa," arguing that "populating the territory is a policy of national importance." Gadsden to Jesup, August 20, 1825, *ibid.*, 121.

30. Following American acquisition of Florida, most official references to the trail route identify it in terms of the St. Marys, reflecting the trade orientation of the areas it served as a supply route and as a road to market. It is possible, however, that the Alachua Trail was better known locally than maps and reports suggest. On September 26, 1893, for example, a citizens' petition was sent to the Clay County Board of Commissioners requesting that the old New River road be opened up from the Duval County line to the "Alachua Trail." Manuscript record, archives of county clerk, Clay County, Green Cove Springs.

south, crossing the corner of what is now Bradford County to reach western Clay County. After passing through the site of the village of Highland, which developed where east-west routes intersected with the Alachua-St. Marys Road, the trail bore south to Kingsleys Pond, roughly paralleling the Bradford-Clay county line. Little sign of the route along Trail Ridge can be seen today, although on several editions of the Lawtey Quadrangle, which shared a 1917 data base, most of it was still traceable. Aerial photos of recent date, however, reveal certain lengths of woods roads whose direction suggests that they may derive from the former route.³¹

The Alachua Trail passed Kingsleys Pond at a distance of about one-half mile from its western shore, ravines discouraging a closer approach, then veered to the southwest. The long arc thus formed has been a durable landscape feature over the years, and not only appears on the earliest territorial maps of this part of Florida but is discernible on the latest aerial photo coverage. It is now a "jeep trail" within Camp Blanding, the Florida National Guard reserve.

At a point along this curve of the Alachua Trail about two miles from Kingsleys Pond, where the Mrs. Monroe's of the Davis map was located, another ancient trail branched to the east. This led around the southern rim of Kingsleys Pond to Black Creek and the St. Johns River. Early settlers in the Alachua area found this route an attractive alternative to the long path to the St. Marys, and the military, after examining all possible routings, chose to develop the Camp Pinckney road along the Black Creek trail in preference to the Trail Ridge route.³²

The route of the Alachua Trail from Kingsleys Pond to its southern terminus is well documented. From late Spanish times until the end of the territorial period it was an important link

31. See especially Sheet 477 (Lawtey), *State of Florida*, Mark Hurd Aerial Surveys (1973).

32. There was apparently strong settler support for the use of the Black Creek route, for petitions were submitted in this cause. For example, Inhabitants of Black Creek to Daniel E. Burch, July 1826, Carter, *Territorial Papers*, XXIII, 618. The route finally selected followed the Alachua Trail to the fork, proceeded along the Black Creek trail to Hagan's, later Garey's ferry (now Middleburg), thence to a point north of Cow Ford (Jacksonville) where it intersected the Kings Road, and along that road to the St. Marys River.

between the Alachua settlements and the outside world, while its use as a segment of the military road gave it added significance.³³ A short distance beyond the fork to Black Creek, the trail to Alachua crossed the upper reach of Alligator Creek. From this point it assumed a southwesterly direction upon a belt of sandilands offering a relatively dry passageway through the central Florida terrain of lakes, swamps, and marshes. This sandy zone is structurally a terminal feature of Trail Ridge. The Santa Fe River was reached south of Hampton Lake, which on early maps was called Little Santa Fe Pond. The section of the route between the Alligator and the Santa Fe has long been abandoned. It appears on the manuscript land survey maps of the 1830s, however, as well as on most general maps of the early and middle nineteenth century, and therefore can be reconstructed.

From the Santa Fe crossing, near which Fort Harlee was established during the Indian wars, the Alachua Trail led southward and, two miles south of present-day Waldo, entered the great Arredondo Grant. The remainder of the route lay within its confines. Although the grant was privately surveyed, and these surveys did not take note of the old trail, the route was displayed prominently on most maps after American accession in Florida.³⁴

The Hunter map of 1885 is particularly useful, detailing the route from Fort Harlee to Micanopy.³⁵ The trail led via Waldo to the east shore of Newnans Lake, formerly Lake Pithlacochee. It remained upon the higher sandilands about a mile back from the low, swampy margin of the lake. Beyond the village of

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33. Burch noted that Alachua settlers were located west of the St. Marys Road and that cart paths gave them access to it so that they might "carry their trade" and purchase supplies at either Black Creek or St. Marys. Daniel E. Burch to Isaac Clark, July 20, 1826, Carter, *Territorial Papers*, XXIII, 616. That the road was of significance in Spanish times is indicated by a notation in a land grant to Francisco Sanchez, dated 1815, in which the location of the grant was given with reference to the "road from Alachua to St. Marys." Historical Records Survey, Florida, Division of Professional and Service Projects, Work Projects Administration, *Spanish Land Grants in Florida, Confirmed Claims*, 5 vols. (Tallahassee, 1940-1941), V, 22.
 34. For example, the Swift map, referred to earlier, and the Burr map of 1839. Daniel H. Burr, *Map of Florida* (Washington, 1839). Burr also mapped the Arredondo lands and showed the trail route within them. Daniel H. Burr, *Arredondo Grant* (Washington, 1846).
 35. Thomas Hunter, *Map of Alachua County, Florida* (Gainesville, 1885).

Windsor, it angled to the southwest through Fort Crane, from which developed Rochelle, then skirted the eastern edge of the Alachua savanna to reach Micanopy, three miles south of the prairie's rim. Here Wanton's store had been established on the north shore of Lake Tuscawilla in the heart of an ancient Indian area.

Much of the route of the Alachua Trail south of the Santa Fe is in use today. U.S. Highway 301 either follows or closely parallels the old trail as far as Waldo. From the southern edge of Waldo, a woods road closed to the public leads south to intersect State Highway 267 northeast of Newnans Lake. State Highway 234 continues from this intersection through the relict communities of Windsor and Rochelle to terminate at Micanopy, adhering in a general way to the alignment of the Alachua Trail. Most of Rochelle lies off the present highway on an old loop of the Alachua route.³⁶ Highway 234 enters Micanopy about one-half mile east of the old trail.

The reconstruction of a trail abandoned or converted to other uses long ago proved to be difficult and time-consuming, for information was fragmentary, map coverage was highly disparate, and *in situ* evidences were inferential rather than direct. Careful analysis of diverse source materials, however, supplemented by field inspection, ultimately yielded an image of the Alachua Trail which, though imperfect, could be shown on a small scale map with considerable confidence.

The Indian trace was a back country path followed by hunting and trading parties, and probably marauding bands as well. Much of the route traversed sandy pine barrens, thinly settled by the aborigine and of limited interest to the European or to the pioneer American. Despite the deficiencies of the country, the route provided valuable links between widely spaced outposts in the colonial and early American periods and segments could with minimum effort be converted to wagon roads. With the introduction of more sophisticated road engineering, and particularly with the advent of the automobile, such overland routes became less sensitive to minor nuances of landscape. The alignment of the Alachua Trail was altered here and there and eventually portions of it fell into disuse.

36. This can be seen on the Hawthorne Quadrangle of 1943, which is based upon surveys of 1935-38.

Apparently perception of the trail as a continuous entity had faded before the close of the nineteenth century, although local recognition of route segments continued into the present century.

It is remarkable, in view of the changing circulation patterns of recent times, that many stretches of the old Indian route are in some kind of use today. Further, it is worthy of note that certain features introduced along the route of the trail at various times, bridge points, townsites, and cemeteries, for example, remain fixed in the contemporary landscape. Numerous vestiges of the Alachua Trail route offer accessible sites which seem suitable for the erection of historical markers, and appropriate commemoration of this ancient Indian pathway is strongly recommended.