

SALT LAKE

Salt lake is a little known bit of very important history to Titusville, the St. Johns River, the Indian River and nearby areas.

Its importance was short-lived - mostly the last quarter of the 1800s. But when the Flagler Railroad reached Titusville in 1885 and the branch railroad from Enterprise to Titusville completed in 1886, the lake became quiet again. Salt Lake was a busy place for eight to ten years before the 1884 railroad, and the seven mile tram road that ran from Sand Point to the Indian mound on the east side of Salt Lake slowly disappeared. The men, carts and oxen faded away along with the tram road.

This book about Salt Lake is filled with mostly researched material. Some material in the book is in bits and pieces, as just the immediate references to Salt Lake were used.

By
Ed Winn
October 2006
Printed for Winn's Books

PART I

The History of Transportation in the 1800s on Salt Lake

The history of Salt Lake is a little known bit of Florida history in the late 1800s. It was a very important link with the St. Johns River and the Indian River. Large paddlewheel steam boats ran regularly from Jacksonville to Lake Monroe. Smaller steam boats then off-loaded people and cargoes and headed south over the sandbar at the south end of Lake Monroe, some entering into the next lake south on the river, Lake Jessup, then proceeded to the southwest corner where they off-loaded and loaded goods and passengers going and coming to and from Orlando. By the early 1800s there was a great traffic on the St. Johns River, and specially constructed shallow draft side-wheeler steam boats began to explore and then deliver passengers and cargo to points south up the St. Johns River. Salt Lake is small and shallow lake just south of Hwy 46 just west of Mims and still can be reached from Baxter Point on the St. Johns River.

Salt Lake back in the 1870s and 1880s was the scene of much steamboat activity. Back in the 1870s the only positive way to reach Brevard County was to take passage on the Lund Pioneer Steamboat Line from Jacksonville. After a three or four day leisurely and scenic steamboat trip, Salt Lake Landing or Titusville Landing, as it was called, was reached. During the upper St. Johns steamboat era, Tuscawilla Landing on the east side of Lake Harney was used to land passengers, mail and cargo during periods of very low water. Then it was only a short distance to connect with the road to Titusville. If the water was high enough, the boats could land at Baxter Point and then off load at Salt Lake.

When the river was high on occasion small boats could go a few miles further south from Lake Louise and enter Lake Winder. On the west side of Lake Winder was a dockage of sorts and the Savage Trading Post. During the Second Indian war, Ft. Taylor was active at this site for a few months. The first boat to arrive at the Savage Trading Post was the steam ship Wiley. The date was the 9th, of March, 1879. The Wiley's cargo was corn, flour,

etc. Hundreds of cheering people lined the shore in great happiness. Ed Mueller, in his book "St. Johns Steamboats" said the people aboard the Wiley, somewhat over 50, said they found jollification on the trip. The Wiley had had a terrible time penetrating growth on the river some miles south of Mud Lake (south of Puzzle Lake).

Passengers and cargo needed to be transported as far south on the river as they could reach, then went ashore as stated on the Rockledge docking just three miles west of the town. When passengers and cargo had to go to the east coast, they headed to the east side of Lake Harney. But the greatest flow of traffic was at Salt Lake especially when the river was low.

The small steamboats wanting their cargo to go to Titusville anchored off Baxter Point just west of Salt Lake. People and supplies got onto rafts, and the raftsmen poled the rafts across Lake Loughman into and across the small lake landing near a large Indian mound. From this mound ran a wooden tram road ending about seven miles to the southeast at Sand Point on the Indian River. Mules or oxen pulled carts the length of the seven mile tram road to offload to Titusville or to be reloaded on boats headed for Melbourne. There was no Haulover Canal in the late 1800s, so ships could not go up the east coast to Jacksonville. The road to Salt Lake was as far north as they could travel.

I visited the mound some years ago, and could see the deep wagon wheel ruts on the top of the mound.

Note: I offer some additional information about Salt Lake from an earlier publication "The Early History of the St. Johns River".

In his book "The Rockledge, Florida Steamboat Line" Fred Hopwood writes, "An unusual set of shallow, prairie type lakes – such as South Lake, Loughman Lake and Salt Lake receive drainage from a large marshy area to the northeast (near Mims) which contain old marine deposits of salt left over from the time when this section was part of the sea". This book contains letters and articles pertaining to Salt Lake and Brevard County. Not all the articles are intended to be complete.

The first railroad connecting Florida from the northeast was the New Jersey to Jacksonville Railroad completed in 1884. Then in 1885, Flagler bridged the St. Johns River and ran a rail line to Titusville and eventually Key West.

The advent of the railroads brought to an end the glorious days of the St. Johns River steamers.

THE ST. JOHNS RIVER SALT LAKE SAGA

Right near Mims and just south of Hwy 46, oh about one mile south through the marsh lies a small shallow lake that is maybe 100 acres or less with the only bank of any sort is a sizable indian mound on the east side of the lake. To look at this almost ugly muddy lake you would never guess in a hundred years how important this body of water was for a period time in the mid and late 1800s. If you walk on top of the ancient indian mound, probably Ais, you can still see some of the deep ruts that the wagons wheels cut into the mound so many years ago. It's the only hint of the place's history.

Salt Lake gets its name from its very high content of salt and understand why because Salt Lake is the closest link of the lower St. Johns to the Indian River and some six miles distant to Titusville. Just imagine in the 1800s what a problem it was to get goods, materials and people from the Titusville area to the rest of the country. There were no roads, no railroads, so the St. Johns River was the only lifeline to the area. What's more, the Indian River came to an end a few miles north of Titusville where the Haulover Canal is now. Salt Lake became a very busy very shallow water port (if you can call it that) to both the Titusville area and boats and cargo going to and from Melbourne. A Florida Department of Natural Resources Journal of Proceedings of the House of Representatives of 1854 records a state engineer in Florida, Dancy arrived at Salt Lake that year in four oared boats. This is the first documented arrival of a boat at Salt Lake.

The next documentation was in 1870 by a surveyor, Arthur T. Williams notes he sailed north on the Indian River to reach Fernandina arriving at Sand Point, Titusville at 8 A.M. in the morning and met a Mr. Carlisle who hitched up his ox team and loaded their boat and stuff aboard the cart and proceeded to Salt Lake - some 7 miles distance to begin the balance of the trip on the St. Johns River, arriving in Fernandina some 5 days later.

In 1875 Sidney Lanier writes about a small steamer from Lake Monroe arriving at Salt Lake from which conveyance is had across the tongue of land. Some 6 miles wide to the Indian River. It is about this time that

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enough traffic existed to build a 6 mile tram road from Salt Lake to San Point-Titusville on the Indian River.

In 1883 C. K. Monroe writes for a number of years. Freight was brought almost wholly by small steamer up the St. Johns south from Sanford to Salt Lake. Then hauled over land 7 miles to Titusville. Oranges and other exported produce went by the same tedious route.

In 1888 James Henshaw writes about his sailing trip from Lake George on the St. Johns arriving at Salt Lake where they found an old wooden tramway connecting Salt Lake with Titusville. A thing of the past - the tramway had rotted away, but the wagon and mules stood by ready to be loaded.

In 1896 Charles Cory write that a line of steamers were running from Enterprise (Lake Monroe) up the St. Johns River, passing through Lake Jessup and Lake Harney to Salt Lake and part of the time beyond that as far as Lake Poinsett, but the line was discontinued years ago because the St. Johns River was usually navigable only as far as Salt Lake. Below Salt Lake it was often chokes with floating water plants.

The history of Salt Lake and the lower St. Johns traffic stopped with the advent of the railroad from Sanford to Titusville and the railroad from Jacksonville south on the east coast.

Ed Wm

In 1875 Sidney Lanier writes about a small steamboat from Lake Monroe arriving at Salt Lake from which conveyance is had across the tongue of land. Some 6 miles wide to the Indian River. It is about this time that enough traffic existed to build a 7 mile tram road from Salt Lake to Sand Point - Titusville on the Indian River.

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This part of the history of Salt Lake and the lower St. Johns traffic came to a halt with the advent of the railroad from Sanford to Titusville and the railroad from Jacksonville south on the east coast.

Take a minute and reflect how important Salt Lake was to our east coast. Settlers from 1854 to the advent of the rail line which was built from Jacksonville to Palm Beach by 1893. Salt Lake is positioned about 1 mile east of the St. Johns near the Hatbill. A tram road was built from the unloading area on the Indian mound on Salt Lake and extended 7 miles south and east to Titusville's Sand Point. Here travelers and goods from Melbourne area had to travel the 7 miles to board boats going on the St.

Johns for points northward. People, goods going to Melbourne - just the opposite to go from Jacksonville to Melbourne.

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2. Guide to Florida. by "Rambler." (Facs. Reprint of 1875 ed.)
Gainesville: University of Florida Press, 1964. append.
advertisement.

The Old Reliable Brock's Line of Steamers, Running between Jacksonville and Enterprise, on the St. Johns River, Florida. The new and elegant passenger steamer 'Florence' Leaves Jacksonville daily (except Sundays) for Palatka and all Intermediate Points, and connecting with Steamers for Enterprise, Clay Springs, Salt Lake, Dunn's Lake and points on the Ocklawaha River. ...

3. Florida: Its Scenery, Climate, and History. Sidney Lanier. (Facs. Reprint of 1875 ed.) Gainesville: University of Florida Press, 1976. p. 131.

On the opposite side of Lake Monroe is Enterprise, the terminus of the larger steamboat lines. The Brock House here is much renowned among travelers. Excursion parties are conveyed hence in a small steamer to Lakes Harney, Jessup, and Ponsett, a few miles distant, and also to Salt Lake, from which conveyance is had across the tongue of land - some six miles wide - to Indian River.

4. "Incomplete Notes of Arthur T. Williams, Sr. of Early Experiences in Florida, Copied from Original Notes". WPA Writers Project, 1938. State Library of Florida, Florida Collection, Tallahassee, Florida. p. 11. (no real page numbers).

Writing his recollection of an 1870 survey of South Florida with his father, Marcellus Williams: The next morning we put out for Sand Point [Titusville], sailing all day and all night and next morning about 8 o'clock we arrived at Sand Point and arranged with a Mr. Carlisle to haul our boats across to the St. Johns River. Mr. Carlisle hitched up his ox team and put the boat and our stuff on it. We got across to the St. Johns that afternoon. My recollection is that it took us five days to make the trip from Salt Lake on the St. Johns River to Fernandina, where we arrived the latter part of September...

5. Edwards' Gratuitous Guide to Florida. John L. Edwards. Jacksonville: Florida Union Book and Job Rooms, 1874. p 67.

The Indian River. Can be reached by steamer from Jacksonville to Salt Lake, thence by stage, six miles to Sand Point, ...

6. Dr. Rigby's Papers on Florida. T. C. Rigby. Cincinnati: E. Mendenhall, Pub., (1876) p. 62.

Enterprise. On the north bank of Lake Monroe. This place is the terminus of the Palatka boats, and is a well-patronized point. Fishing and hunting parties are conveyed from here to Lakes Harney and Jessup by small steamers during the winter; and through Lake Harney to Salt Lake, the nearest point to the Indian River, the sportsman's paradise for game and fish.

7. Semi-Tropical Florida; Its Climate, Soil and Productions. Seth French. Chicago: Rand, McNally & Co., (1879) append. advertisement.

Pioneer Line for the Upper St. Johns and Indian Rivers. Steamer 'Volusia,' Capt. T. W. Lund. The Steamer 'Volusia' will leave Jacksonville, from Clarke's Wharf, foot of Newnan Street, ever Saturday, at 11 o'clock a. m., for Palatka, Mellonville, Enterprise, Lake Jessup, Lake Harney, Salt Lake, and intermediate landings. Connection will be made at Salt Lake with hacks and wagon for transfer of passengers and freight to Indian River. John Clark, Agent.

8. The Florida Annual: Impartial and Unsectional. C. K. Monroe. New York: NP, (1883) p. 106.

✕ For a number of years freight was brought almost wholly by small steamers up the St. John's south from Sanford to Salt Lake (connected by a creek with the St. John's), then hauled seven miles to Titusville. Oranges and other exported produce went by the same tedious route, when there was high water in Salt Lake ...

9. Sunny Florida: A Compendium of Information Regarding "The State of Orange Groves." Bureau of Florida Information. London: The South Publishing Co., (1888) p. 130.

For a number of years freight was brought almost wholly by small steamers up the St. John's south from Sandford to Salt Lake (connected by a creek with the St. John's), then hauled seven miles to Titusville. [This is the same as quotation in #8, and shows the "sharing" of information among the authors.]

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10. Webb's Historical, Industrial and Biographical Florida. Part 1. Wanton S. Webb. New York: W. S. Webb & Co., 1885. p. 33.

Persons every day go from Sanford to Salt Lake by steamer, and then connect by stage with Titusville, (distance eight miles,) the county seat.

11. Camping and Cruising in Florida James A. Henshall. Cincinnati: Robert Clarke & Co., 1888. p. 112.

Our sail up the St. Johns was made exceedingly pleasant by the company of Mr. N. H. Bishop, the famous canoeist, and his wife, of Lake George, N. Y. Arriving at Salt Lake, two hundred and seventy-five miles south of Jacksonville, we found the old wooden tramway, connecting Salt Lake with Titusville, a thing of the past. Its pine rails were decayed, its rolling stock had vanished, but its motive power, "the mules," stood calmly and meditatively, harnessed to "thimble and skein" wagons, wagging their ears and whisking their mop-like tails in the same old fashion, as who should say: Railroads may come and go, but we go on forever. As soon as the boat landed, a man hailed me from the wharf-house, whom I recognized at once as my old "cracker" friend, Tom Sellers, of St. Sebastian River.

12. Hunting and Fishing in Florida, Including a Key to the Water Birds Known to Occur in the State. Charles B. Cory. Boston: Estes & Lauriat, 1896. p. 82.

In the old days Sanford was not in existence, and a little town called Mellonville (located a short distance south of the present site of Sanford) was the only town on the west side of the lake. A line of steamers was then running from Enterprise up the St. John's River, passing through Lake Jessop and Lake Harney to Salt Lake and part of the time beyond that as far as Lake Poinsett, but the line was discontinued years ago. ... The St. John's River is usually navigable as far as Salt Lake, but above that it is often choked with floating water plants.

13. Into Tropical Florida; or, A Round Trip Upon the St. Johns River. Passenger Department, DeBary-Baya Merchant's Line. Jacksonville: Leve & Aldens, Co., No date. p. 20-21.

The steamer 'Astatula' connects here [Lake Monroe] with the steamers of the DeBary-Baya Merchant's Line for Lake Poinsett, where carriages will be found to convey the

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tourist to Rockledge (three miles distant), on Indian River, also with steamers for Salt Lake.

14. Archaeologists have also commented on the Salt Lake route and the various remains of earlier civilizations around the waterbody. In his Fresh-Water Shell Mounds of the St. John's River, Florida, Jeffries Wyman discussed the findings of his 1873-74 expedition.

The most southerly of any of the deposits of shells we have seen are two, both comparatively insignificant, both on the right bank of Salt or Moccasin Creek near its union with the St. John's, and near the water's edge. The higher is known as Possum Bluff, the other is a shell field, sloping towards the water, and has been under cultivation. In both, fragments of pottery and of the bones of animals were dug up in considerable quantities. By means of the creek and the Salt Lakes discharging through it, the communication between the St. John's and the sea-shore is comparatively easy, the head of the lakes being only five miles from Indian River, and it is by this route, no doubt, that the native on the river kept up intercourse with those of the coast. [1973 reprint of Wyman's book by AMS Press, Inc., New York. p. 16.]

15. Annual Report of the Board of Regents of the Smithsonian Institution: The Year 1882. Washington: U. S. Government Printing Office, 1884 p. 779. "Papers Relating to Anthropology."

(Francis LeBaron, noted surveyor and engineer, made his discoveries known in this issue.) Returning to my own discoveries, while chief engineer of the Saint John's and Indian River Railroad in Florida, and engaged in locating the line from Titusville to Lake Harney, I found the following mounds: About half a mile from Titusville, and a quarter of a mile north of the track, on the south side of the wagon-road to Salt Lake, is a small mound in the pine woods. ... At station 284, about 5 1/3 miles from the junction, is a small mound on Turtle Island at the head of the Salt Lake Prairie. It is situated on the immediate east bank of Boggy Branch, and only about 60 feet northeast of the center line of the railroad. It is a sand mound about 25 feet in diameter, and 5 or 6 feet high.

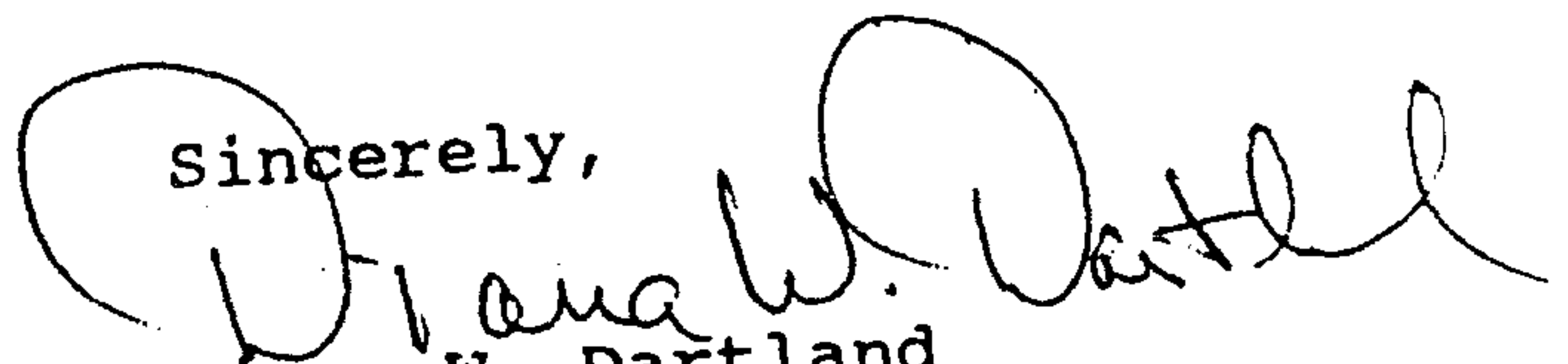
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This is a brief summary of the information on hand at this time. I have taken the liberty to also include with this letter copies of the LeBaron map of Brevard County, 1885, and the small map from the 1890 publication, Sectional Map of Brevard County Florida, with Township Plats. I am confident further research, if needed, will turn up many more sources of the usage of this waterbody.

Based on the foregoing historical references, the Division of State Lands believes that Salt Lake is a navigable lake, title to which was acquired by the State of Florida as an incident of its sovereignty. However, a final resolution of the issue of public versus private ownership of Salt Lake will require a judicial determination.

I trust you will find the above information useful. If you need further information please do not hesitate to contact Dr. Joe Knetsch at 904/488-2427.

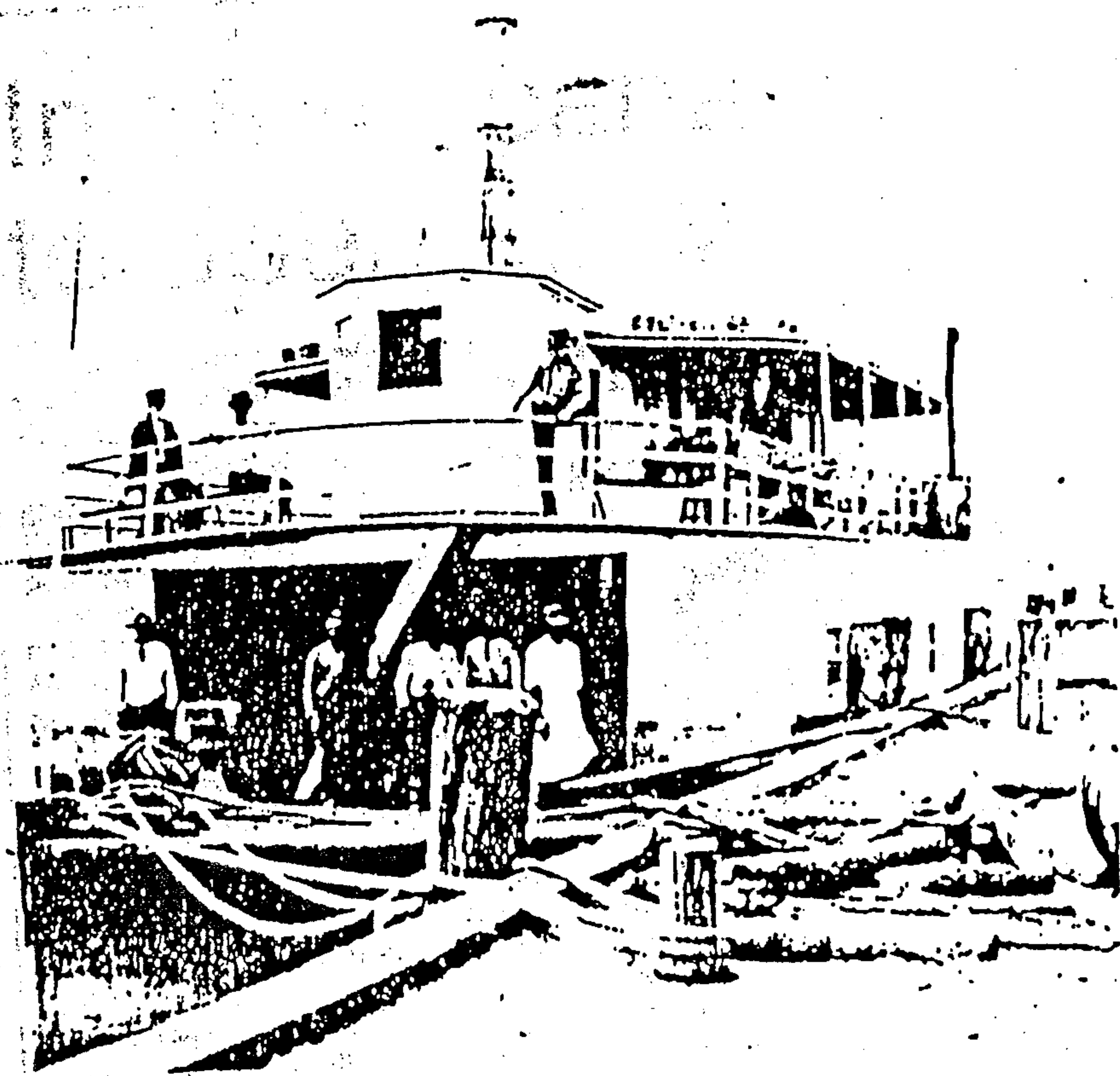
Sincerely,


Diana W. Dartland
Deputy Director
Division of State Lands

DWD/jkb

Enclosures

cc: Ms. Virginia B. Wetherell
Mr. Percy W. Mallison
Mr. Terry E. Wilkinson
Mr. Gary Bishop
Dr. Joe Knetsch
Mr. Douglas Workman



Steamer *Volusia* at dock, Jacksonville, c. 1873. Photograph by E. & H.T. Anthony.

George M. Barbour, author and Florida traveler, told about the boat in 1880: "At noon of one rainy day late in January, we took passage at Jacksonville on the old, small, odd-looking but excellent steamer *Volusia*. It is an up river steamer, an old timer, built for navigating the narrow, crooked channel of the far-up St. Johns. The steamer was crowded with passengers

including an elderly lady and her husband...and a lady residing in Jacksonville, with three small children and a nurse. The latter was on an excursion-trip, up and return; and those three children, that is to say, the two eldest boys, kept the entire party in an uneasyidget for fear that they would or wouldn't get on board."

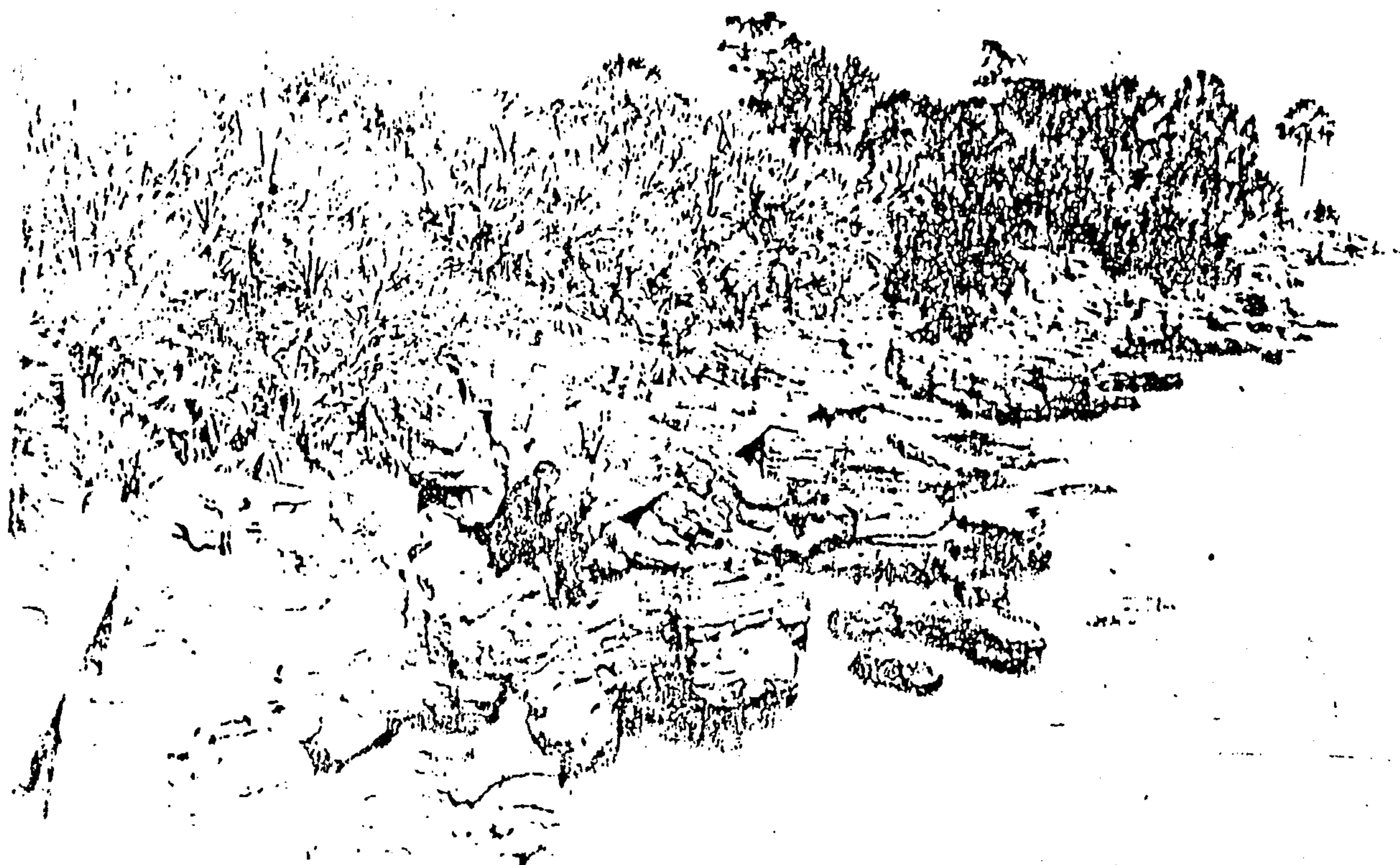
One visitor coming to the area for the first time in 1876 wrote: "There is but one annoyance—insects. For real tall and lofty jumping and biting, the flea is unapproachable; but his endeavors are put to shame by mosquitos and sand-flies. The flea may be avoided.... The mosquito may be kept at bay at night, his hunting season, by a good 'bar'; but unless one is provided with an impregnable skin and a large stick of patience, he will be sure to break the commandments over sand-flies. Snakes are not numerous where the tourist need not go. This, in a word, is the good and bad of Indian River."

Soon after the beginning of 1883 the little steamer *Volusia* exploded and burned while docked at Jacksonville, auspicious, perhaps, because new and large steamers were coming up the St. Johns River to Sanford. A short time later, the railroad from Sanford reached eastward to Lake Harney, not far from Titusville. Also, the first large paddle wheel steamer, suitably named *Indian River*, was put into service between Titusville and Jupiter Inlet in 1884.

The most important event for the Indian River came in 1886 with the arrival of a branch railroad line from Enterprise Junction to Titusville. It was now possible to board a train in Boston or Chicago and, with little inconvenience, travel all the way down to Jupiter Inlet.

The first booklets extolling the advantages of the Indian River were available at the Florida State Exhibition of 1888, held at Jacksonville. They proved so popular with tourists that several editions were published.

WITH THE COMING OF THE RAIL LINE
FROM TITUSVILLE THE NEED OF
SAND LAKE TRAVEL MOSTLY ENDED.



Coquina shore line, Indian River, c. 1888. Photographed by William H. Jackson

When the St. Johns River steamers reached Enterprise in the 1850s, a new route to Sand Point, later called Titusville, was opened. A rowboat could be hired at Enterprise for a waterland trip to Indian River, some thirty to fifty miles, depending on the navigator's skill. In the late 1860s the route was improved when the steamship *Volusia*, which had a large paddle wheel for quick turns, began service between Jacksonville

and Salt Lake. From there tourists could ride the stagecoach into Titusville for an additional four dollars.

Indian River's first hotel was opened at Sand Point in the late 1860s by Colonel Henry T. Titus. His tall tales about Kansas and his hostility to fiery John Brown, the abolitionist whose body lay "mouldering in the grave," became an Indian River legend. The hotel was an attractive single story structure which had a number of

From a Plant System railroad booklet.

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Air Line and only rail route from Jacksonville to St. Augustine. Four
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This road is built in the most substantial manner, and its passenger
equipment is unsurpassed.

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JACKSONVILLE, FLA.

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rooms opening into a Spanish-style court-
yard. Besides a bountiful table, hotel
guests were provided with an ox-team for
hauling whatever equipment tourists
might bring to Salt Lake, some arduous
miles inland from the river.

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The Georgia & Florida Inland Steamboat Co.'s Elegant Steamer,

CITY OF BRIDGETON,

JOHN FITZGERALD, Captain,

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WILL leave her regular landing (Central Wharf), foot of Ocean Street, EVERY AFTERNOON, at 4 o'clock, for the above place. RETURNING, leave Fort George at 7 a. m., thus affording the entire night in which to enjoy the healthy and invigorating sea breeze from the ocean, and a sea bath.

Carrriages will meet the Gazelle at the landing to convey guests to the Fort George Hotel, and Atlantic House.

FARE, FIFTY CENTS.

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H. T. RAYA, Agent.

PIONEER LINE

FOR THE

Upper St. Johns and Indian Rivers.

STEAMER "VOLUSIA,"

CAPT. T. W. LUND.

THE Steamer "Volusia" will leave Jacksonville, from Clark's Wharf, foot of Newnan Street, every Saturday, at 11 o'clock a. m., for Palatka, Meltonville, Enterprise, Lake Jessup, Lake Harvey, Salt Lake, and intermediate landings. Connection will be made at Salt Lake with hacks and wagon for transfer of passengers and freight to Indian River.

JOHN CLARK, Agent.

JACKSONVILLE, PALATKA, ENTERPRISE and CRESCENT CITY.

St. Johns River Steamboat Co.

The only established line on the St. Johns River.

The U. S. Mail Steamers,

PASTIME AND WATER LILY

WILL run from Jacksonville to Palatka daily (Sundays excepted), leaving Jacksonville for Palatka, from Hartridge's Wharf, at 10 a. m., making all intermediate landings, connecting at Tocot with train on St. Johns Railway for St. Augustine. RETURNING, will leave Palatka at 7 a. m., stopping as above, arriving at Jacksonville in time for train going North and West.

The above Steamers can be chartered for Excursions. The U. S. Mail Steamer,

GEORGIA

WILL leave Palatka for Enterprise Tuesday, Thursday and Saturday mornings, making all intermediate landings on the Upper St. Johns River; returning from Enterprise on Mondays, Wednesdays and Fridays.

I. A. KELSEY, Manager.

A. L. HUNGERFORD, Agent, Jacksonville, Fla.

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We pass through the only true Mountain Scenery.

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Passenger Agent, Memphis, Tenn.

I invite you to write to me for all information you want, in regard to rates, tickets, or anything else. I will take pleasure in attending personally to everything that will save you trouble and expense. Address

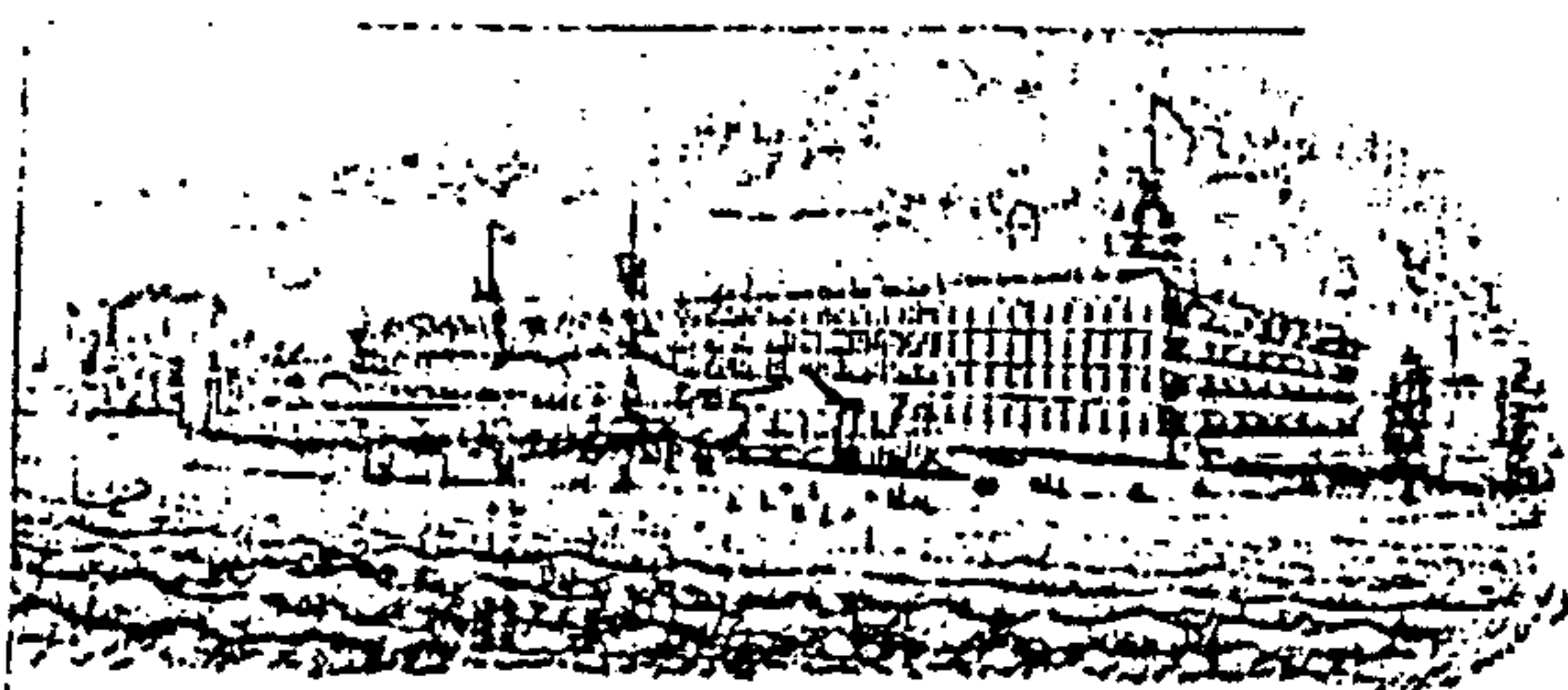
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THE GREAT WINTER RESORT OF THE SOUTH.

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THE ONLY DIRECT LINE FROM JACKSONVILLE TO
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And points on HALIFAX, HILLSBOROUGH, and INDIAN RIVERS.

LEAVING Jacksonville EVERY THURSDAY to suit tide. RATES OF PASSAGE:
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W. D. SMITH, Manager, Jacksonville, Fla.

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We pass through the only true Mountain Scenery.

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BROCK'S LINE OF STEAMERS,

RUNNING BETWEEN

Jacksonville and Enterprise,

ON THE

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THE NEW AND ELEGANT PASSENGER STEAMER

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FAVORITE AND SPLENDID STEAMER.

Starlight,

Captain L. M. COXETTER,

LEAVES JACKSONVILLE EVERY

Tuesday & Friday for Enterprise

AND
ALL INTERMEDIATE LANDINGS on the St. JOHN'S RIVER.

The Starlight has recently been thoroughly overhauled, supplied with new boilers and refurnished, and is now in splendid order, offering the most agreeable means of reaching points on the

Upper St. John's, Indian and Oclawaha Rivers.

Her passenger accommodations are unsurpassed, and her table first-class.

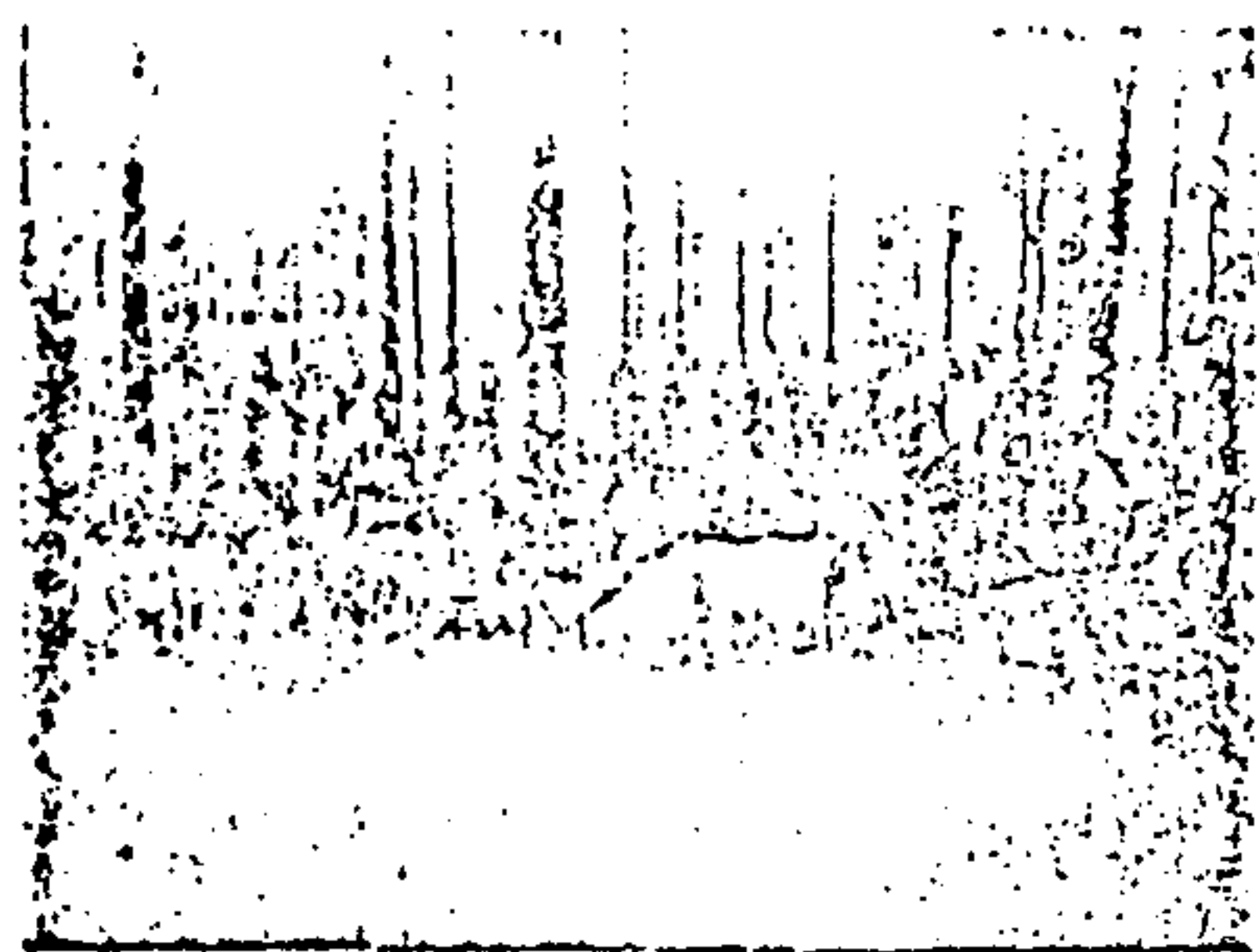
Close communication made with the Charleston and Savannah Steamers. For full information apply to

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(12)

CHARLES CORY
1896

Dogs are absolutely essential to successful quail hunting. Of course, while driving through the woods, if a flock is "flushed" a rev may be killed by kicking about in the bushes where they are seen to alight, but I personally am not partial to this method of quail hunting, as I am always afraid that I might kick a rattlesnake instead of a quail. It is well to take a good dog with you from the North, as well-trained dogs are very scarce in Florida. A fast dog that ranges well is the kind most adapted to quail hunting in Florida, which is usually done from wagons or on horseback. When a wagon is used it is driven slowly through the "flat woods" until



the dogs, who cover the ground well and "range wide," as it is called, find a covey of birds. Then the hunter leaves the wagon, shoots what he can out of that covey, and drives on to seek for another.

In the old days Sanford was not in existence, and a little town called Mellonville (located a short distance south of the present site of Sanford) was the only town on the west side of the lake. A line of steamers was then running from Enterprise up the St. John's River, passing through Lake Jessop and Lake Harney to Salt Lake and part of the time beyond that as far as Lake Poinset, but the line was discontinued years ago. 1991

Quail and snipe are still abundant along the shores of the upper St. John's in favorable localities, and in past years alligators were numerous, but these last have nearly all been killed off. Of course a few are left, but they are very shy, and a large one is of rare occurrence.

Deep Creek, which was at one time a famous turkey country, joins the St. John's River near where it enters Lake Harney, directly opposite what is known as Cook's Ferry.

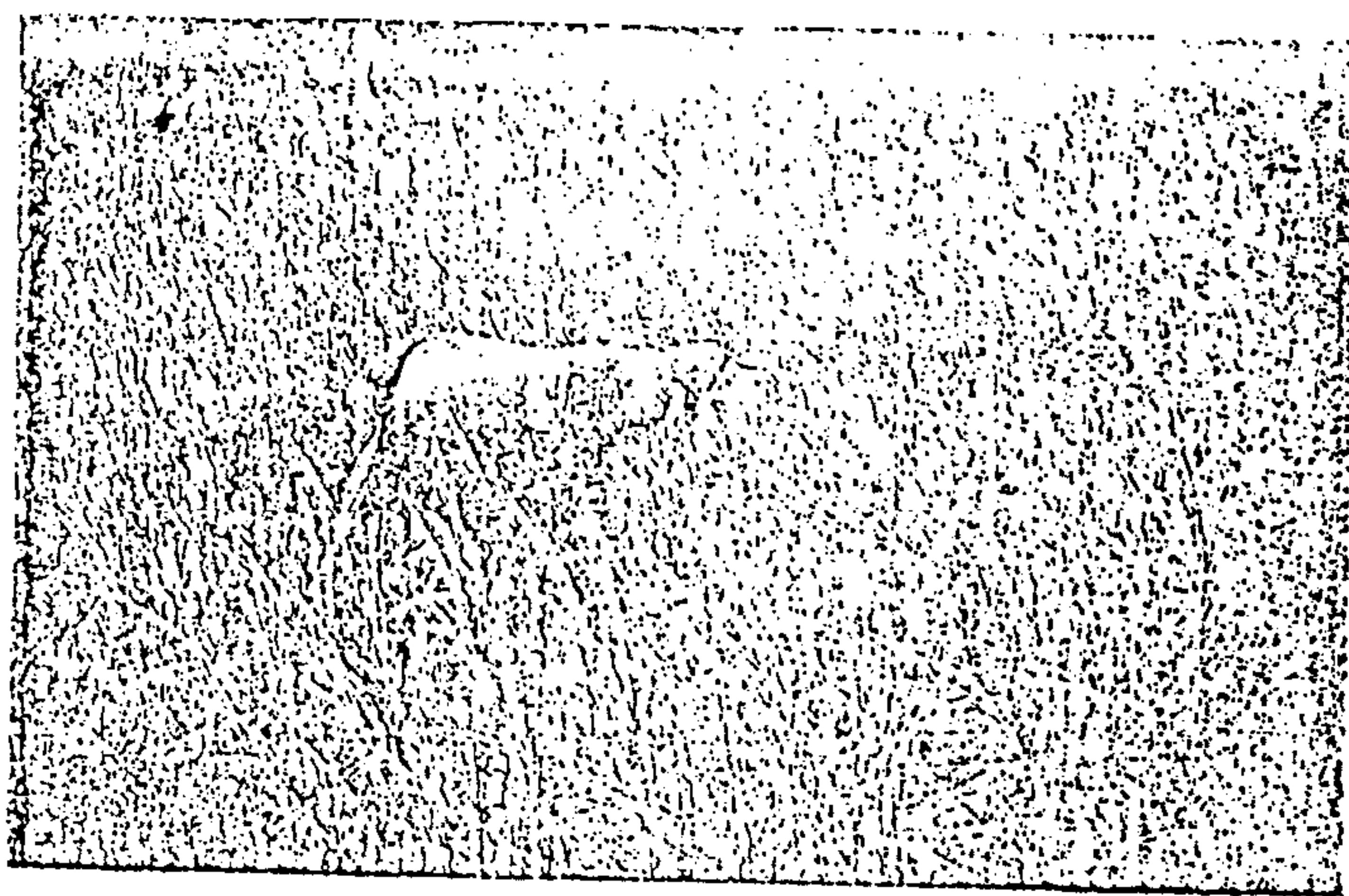
The bass fishing near Lake Harney and on Lake Jessop has

NOTE! THE NEXT 16 PAGES OF NOTES ARE NOT COMPLETE - ONLY THE INFORMATION ABOUT SALT LAKE & TOLUSVILLE & THE INDIAN RIVER WERE USED.

HUNTING GROUNDS OF FLORIDA.

always been excellent, and is probably so still, although the sl
fishers, who of late years have been using a seine near Lake Mi
roe, have injured the fishing to some extent. Bass have been tal
from Lake Jessop which weighed over thirteen pounds, and there
a record of one being caught in a small lake in Northern Flor
which weighed nineteen pounds. Of course these are the Lar
mouthed Black Bass, and not its Northern congener, the small-mouth
species.

(The St. John's River is usually navigable as far as Salt Lake,
above that it is often choked with floating water plants. Occasi
ally a small boat can go nearly to Lake Washington, but beyo



ROBIN AND PRINCE.

Lake Poinset it is difficult to force a passage through the wa
plants, which are so rarely disturbed that they grow in a mass ve
difficult to penetrate.)

Above Lake Jessop, on the prairies bordering the river, sn
shooting is particularly good at some seasons, and all through t
country between St. John's River and the Indian River quail a
snipe are abundant in the season. A few ducks may nearly alwa

INCOMPLETE

most important points to be considered in the purchase or construction of a boat for Florida cruising are light draught, ample stowage room, and a large movable cabin.

THE INDIAN RIVER.

By WALLACE R. MOSES.

INDIAN RIVER, proper, begins about $28^{\circ} 30'$ of latitude, and for the first ten miles of its southward course is paralleled by Mosquito Lagoon, from which it is separated by a narrow strip of land from half a mile to three miles in width. Its course is S.S.E. and N.N.W., and it is one of the straightest bodies of water in this country. A line stretched from its northern limit to the narrows, a distance of seventy-five or eighty miles, would not touch either shore. It varies in width from seven-eighths of a mile to seven miles. At Titusville, the county seat of Brevard County, is the Bay of Biscay, the largest widening of the river, pear-shaped, and about twelve miles long by seven wide. At the narrows it is broken for twelve or fifteen miles by low mangrove islands, so that the channels for boats are reduced to fifty yards or less in width at places; then for thirty-five or forty miles further it resumes its average width of a mile, widening frequently into wider bays or coves. The water is not as salt as that of the ocean. Beginning directly opposite Titusville, Merritt's Island, for thirty-five miles, separates Indian River into two parts. The easternmost is known as Banana or East Indian River. Banana Creek, twelve miles long, unites them on the north. The south end, or "foot," of Merritt's Island terminates in a sharp point of coquina rock not over ten feet in width. The greatest breadth of the last ten or twelve miles of the island is not more than one-fourth of a mile, and the last mile it is reduced to fifty yards. Banana River varies in width from seventy-five yards to three or four miles, and is navigable for the boats that sail Indian River. Fish teem in its waters.

From the mouth of the St. Lucie River, south to Jupiter Inlet and Light-house, the river is much narrower, and is known by the names of Jupiter Narrows, Hope Sound, and Jupiter River.

The St. Lucie is the most important tributary, and is the proposed eastern terminus of the Okeechobee Land and Drainage Company's canal, which, when completed, will give a water-course through Lake Okeechobee and the Caloosahatchie River to the Gulf of Mexico.

Means of transportation are at present somewhat meagre, and consequently expensive. Fifteen or eighteen lines of railroad have been incorporated, to run from various points to the head of the river, but most of them are directed toward Titusville. Each new road, as it is incubated (on paper), is to be the one that is sure to be built. Some eight or ten years ago these projected roads were firmly accepted as established facts, but the building of the first has yet to be accomplished.

For a number of years freight was brought almost wholly by small steamers up the St. John's south from Sanford to Salt Lake (connected by a creek with the St. John's), then hauled seven miles to Titusville. Oranges and other

on the road from St. Augustine to Mosquito Inlet; and later, during the Indian war of '36-'42, a fort was built here, which was the headquarters of the left wing of the army during the short campaign of General Scott.

Orange Grove and Hawkinsville are two wood-landings above Volusia. About thirty miles farther above is the large and transparent basin of Blue Spring, four hundred yards in length by twenty-five in breadth. The river made by this spring is large enough to float a steamboat at its confluence with the St. Johns. The water is said to be slightly sulphurous. There is a post-office here; and the fishing and hunting are excellent.

The traveler now comes to the two towns on Lake Monroe which are at the head of navigation for all except the very small steamers that go to Salt Lake, etc. These are Mellonville and Enterprise. Mellonville is on the right-hand side of the lake, and is in a neighborhood which is beginning to exhibit much activity in settlement and improvement. It has two hotels. Hereabout are many orange-groves, and in the neighborhood are Sanford* (where is a money-order post-office, a sanitarium—"The Onoro Hotel"—etc.), the flourishing Swedish colony brought over by General Sanford in 1871, Eureka, Eauclair, Wekiva, Lake Jennie, Lake Maitland, Lake Conway, Fort Reid, and other settlements. Extensive interests have been established here in orange-groves. At the grove called St. Gertrude a large warm sulphur spring appeared in 1871. Adjoining General Sanford's lands are those of Mr. William Astor, consisting of eight thousand acres of timber- and orange-lands. Not far off is also the Fort Butler Grant—in which Mr. Astor is said to be interested—on which are numerous groves of wild oranges and the charming little Lake Schermerhorn. General Sanford

* Since the first edition of this book, a large and commodious hotel has been erected at Sanford.

INCOMPLETE

seems to be a moving spirit of this side of Lake Monroe, and to be working wonders by far-reaching intelligence and energy in the location and development of judicious colonies. One also hears the name of B. F. Whitner mentioned often in connection with his own beautiful residence and his general energy.

On the opposite side of Lake Monroe is Enterprise, the terminus of the larger steamboat lines. The Brock House here is much renowned among travelers. Excursion-parties are conveyed hence in a small steamer to Lakes Harney, Jessup, and Ponsett, a few miles distant, and also to Salt Lake, from which conveyance is had across the tongue of land—some six miles wide—to Indian River.

Conveyances can also be here procured for New Smyrna, on Hillsboro' River, twenty-two miles distant. Other fishing and hunting routes are adopted by parties made up here, and it is the headquarters of those who desire to sport among the head-waters of the St. Johns. It is proper to mention, however, that parties are also made up at St. Augustine to go by yacht to Indian River.

Consumptives are said to flourish in this climate; and there are many stories told of cadaverous persons coming here and turning out successful huntsmen and fishermen, of ruddy face and portentous appetite, after a few weeks. Not far from the Brock House is the Green Sulphur Spring with a basin a hundred feet deep, filled with faint green but wonderfully transparent water.

Above Enterprise the St. Johns becomes much shallower than below. A project was on foot a short time ago to deepen it as far as to Lake Washington, and to dig a canal from the eastern edge of that lake across to Indian River, so as to give free water-communication with that stream. Above Lake Washington, somewhere near the middle of Brevard County, the St. Johns appears to have its origin in hidden springs.

FRESH-WATER SHELL MOUNDS.

their position is also shown on the map and is indicated by dots. It is quite probable that in the many changes which have been made in the channel of the river during several centuries some of the mounds have been entirely destroyed, for there can now be seen many gradations from those where destruction has just begun to others in which it is nearly complete. The evidence of these changes is obvious in many places, and it is by the supposition that such has been the case that some of the differences between portions of the river, as described so recently as the time of Bartram and the actual condition, may perhaps be explained.

The most southerly of any of the deposits of shells we have seen are two, both comparatively insignificant, both on the right bank of Salt or Moccasin Creek near its union with the St. John's, and near the water's edge.

The higher is known as *Possum Bluff*, the other is a shell field, sloping towards the water, and has been under cultivation. In both, fragments of pottery and of the bones of animals were dug up in considerable quantities.

By means of the creek and the Salt Lakes discharging through it, the communication between the St. John's and the sea-shore is comparatively easy, the head of the lakes being only five miles from Indian River, and it is by this route, no doubt, that the natives on the river kept up intercourse with those of the coast. Half-way between the lakes and the coast is a large sand mound, on the top of which we exhumed an Indian skeleton buried only a foot beneath the surface, and near which was a piece of coquina cut in the form of a turtle. At the depth of six feet pieces of charcoal and decayed bones were discovered but no implements.

King Philipstown is on the left bank of the river somewhat less than a mile below the outlet of Lake Harney. It bears the name of a Seminole who lived here and became celebrated during the wars with the Indians as "one of the most active and mischievous of chiefs." Until within a few years this was in a wild state but has been converted into an orange grove and is otherwise under cultivation. In the rear of the shell heap is a small burial mound not over twelve feet high and around this is a trench, from which the sand used in its construction was taken.

Its situation is favorable both for hunting and fishing; the river is here sixty or seventy yards wide; opposite is the mouth of Deep Creek, rising far to the eastward, which pours into the St. John's an excellent quality of water; to the rear and westward are open prairies and pine lands, and in the distance, to the north, is Lake Harney. The river contains an abundance of fish, but generally of a poor quality, except in the month of February, when vast numbers of shad pass on their way to Lake Harney, two hundred miles from the mouth, to spawn. While we were encamped here, the splashing of the water by shoals of these fish could be heard at all hours, from evening twilight to early dawn.

The shell mound is about four hundred and fifty feet in length, and from a hundred to a hundred and twenty in breadth. It stretches nearly at right angles to the river, borders a lagoon on the south, and on the north merges

into cultivated fields, over which its materials have scattered. Its greatest height is about eight feet. It can be picked up anywhere on the surface, and, with the edible animals. Excavations were made at many points to several feet in depth, to ascertain if similar objects were in the interior. The most unequivocal evidence that this process of formation, was occupied by the aborigines, was a pit between four and five feet in diameter, and from which was dug near the centre. Not only were fragments found at all depths, but at a depth of three feet the places were uncovered, consisting of a horizontal layer which were perfectly calcined shells, and, near them, blackened with heat. Still farther off were fragments of birds, turtle and fish, all just as they would be around a fire, where cooking had been for some time. In addition it may be mentioned as a matter of negative result, that no single article was discovered which could have been used by a white man. Several excavations made in other places yielded similar results.

Black Hammock. One of the larger shell heaps to be seen here. It is situated on the borders of a lake on the bank of the river just above the outlet of Lake J. above Lake Monroe. Besides the principal deposit are several smaller ones. At the westerly end is the first, a few one hundred and fifty feet along the shore, and so on inland. This is separated from the rest by a small strip of a morass. The shore then takes a northerly direction for one hundred feet, and consists entirely of sand; at the end of this again takes an east and west direction is a second deposit, extending only a few feet to the eastward. One hundred feet from the point just mentioned is a small burial mound. More than a hundred feet from this begins the largest of the mounds, about nine hundred feet in length on the river, and varying from one hundred to one hundred and fifty feet in width, largely washed away by the river, and sections, in some places to four feet in thickness, are exposed. It is not impossible that this and the smaller deposits were continuous, but having been destroyed. If so, the mound must have been intersected by a small stream near the centre. It is intersected by a small stream near the centre. Another at its easterly end, both outlets of small streams from the mound.

That the Indians confined their encampments, cooking, almost entirely to these mounds, is proved by the fragments of pots were picked up in large numbers at the mounds. The shells are seen in the bank, and not elsewhere.

and inborn faculty of making every one feel at home. Here I found my friend Jordan, of Texas, who had arrived several days previously. The weather was warm and pleasant, and Jacksonville never looked more lovely. The grand old water-oaks along the streets never looked so stately, while the gardens were never more profuse of bloom, nor more redolent of fragrance. I found my genial friend, Dr. C. J. Kenworthy, as busy, as courteous, and as enthusiastic as ever.

We left Jacksonville with regret, and embarked on the little steamer *Volusia*, on which I had made a trip to the head waters of the St. Johns, three years before. Of course I was at once at home with her versatile and ubiquitous master, Captain Lund, who never seems to sleep, and who seems to be in every part of the boat at one and the same time. Our sail up the St. Johns was made exceedingly pleasant by the company of Mr. N. H. Bishop, the famous canoeist, and his wife, of Lake George, N. Y.

Arriving at Salt Lake, two hundred and seventy-five miles south of Jacksonville, we found the old wooden tramway, connecting Salt Lake with Titusville, a thing of the past. Its pine rails were decayed, its rolling stock had vanished, but its motive power, "the mules," stood calmly and meditatively, harnessed to "thimble and skein" wagons, wagging their ears and whisking their mop-like tails in the same old fashion, as who should say: Railroads may come and go, but we go on forever. As soon as the boat landed, a man hailed me from the wharf-house, whom I recognized at once as my old "cracker" friend, Tom Sellers, of St. Sebastian River.

"Hev you got that long range scatter-gun with you this time—ah?" asked Tom.

WM. H. JACKSON,

GROCCER,**DEALER IN TEAS**

--AND--

FINE WINES.

182 Fifth Avenue, between 22d and 23d streets,

70 WARREN STREET,

--AND--

18 AND 20 COLLEGE PLACE.

NEW YORK CITY.

ers are much sought after, and bring good prices. They are of very sober hues, but extremely elegant as dressing for ladies' hats. Then the little paroquet that at times visit different sections of the southern part of the State in countless numbers, give profitable employment to many people who make a living by shooting them and curing the feathers. The white and pink curlew are also the source of a large revenue. Quail are very plentiful, and the hotel tables are rarely found without this tempting delicacy; but of all the feathered tribe, that which is found most commonly, and which is most highly prized, is the mocking bird, or "American Nightingale." Great numbers of this charming bird have been known to imitate distinctly nearly every sound except the human voice. I have known \$300 offered and refused for one. They need much care, and should always be protected from the cold, give plenty of fresh air, sunlight and clean bathing water daily. Persons who are willing to do this and are fortunate enough to get a good, bright-eyed, lively bird of this species, will never regret the trouble or expense they may incur with it.

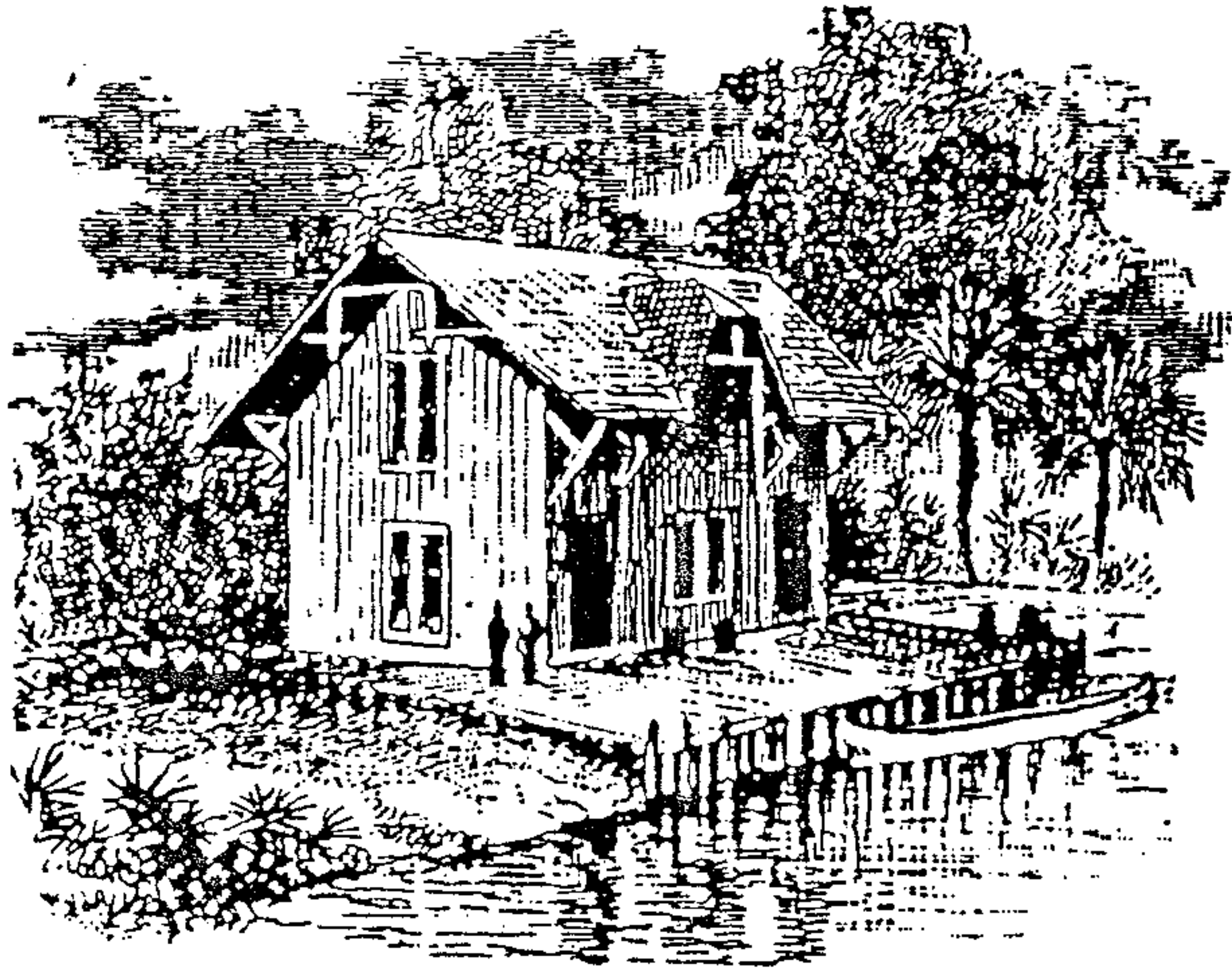
Nearly every tourist wants to see an alligator, and then is not satisfied without complimenting the lazy monster with a shot; but it is rarely killed except by expert marksmen, as its hide is almost bullet proof. Plenty of them are seen on the banks of the rivers and streams south of Palatka, and make exciting sport for those on board the steamers, passing along, who have rifles. The carrion crow, or turkey buzzard, is the scavenger of the pathless swamps and dense underbrush, and but for it travel would be devoid of one of its chief benefits, the pure, sweet air, so balmy and health restoring all through this section of the State.

The Indian River.

Can be reached by steamer from Jacksonville to Salt Lake, thence by stage, (six miles) to Sand Point, where

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we approach the "narrow river," a run of twenty miles through which brings us to the entrance of the finest, though not the largest, sheet of water in Florida. A railroad will soon be built connecting the settlement with the river.

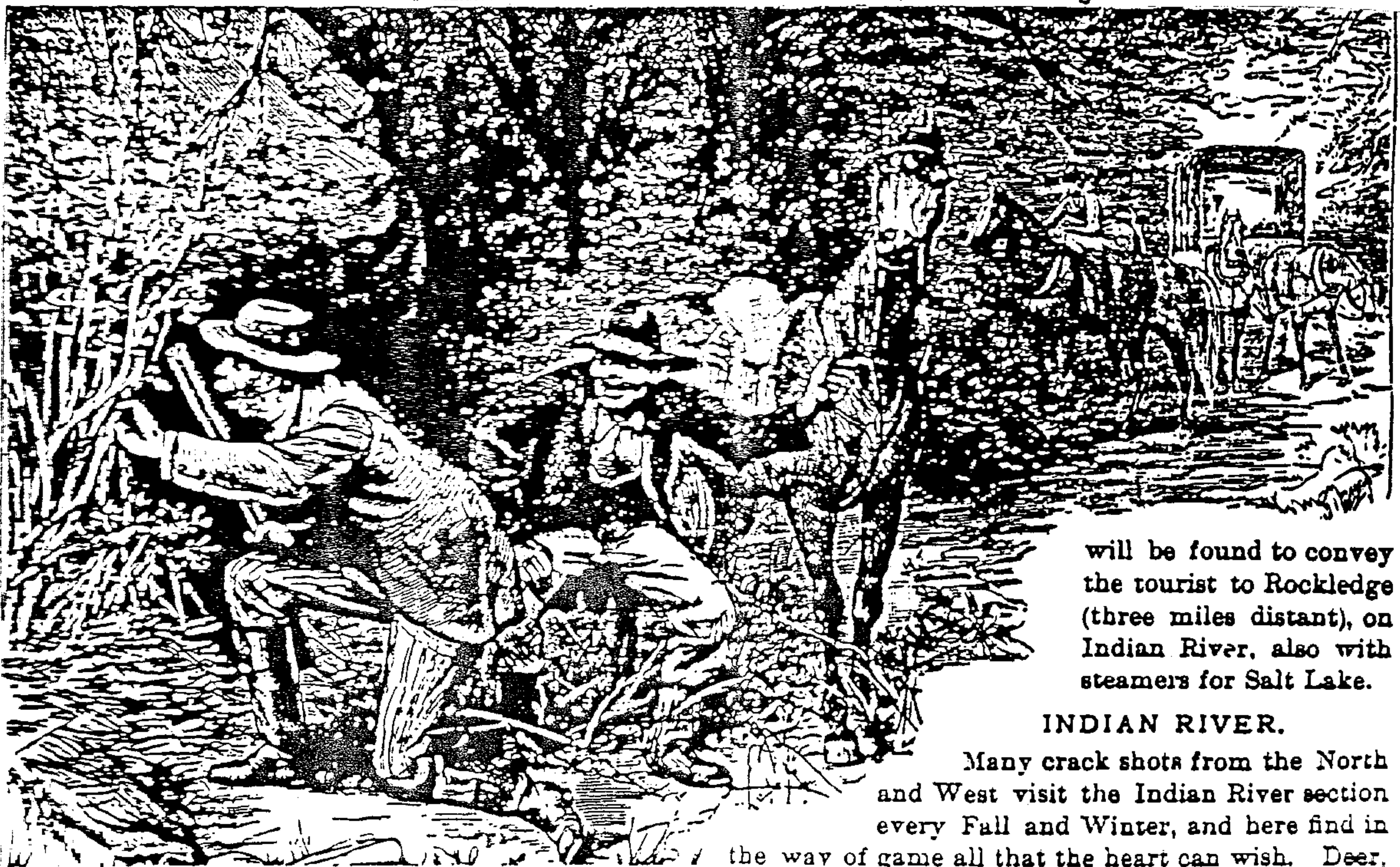


DE LAND LANDING.

LAKE MONROE.

At the entrance on the left bank is the celebrated Eaton Grove, now owned by Mr. Eunest. Five miles beyond the entrance is Sanford on the south-side of the lake. It is the largest settlement on the river south of Palatka, has a fine hotel, several boarding-houses, many stores, school-houses and churches, and is in a flourishing way. From here runs the South Florida Railway (Jas. E. Ingraham, President), completed to Kissimmee, with a projected line being steadily worked to Tampa on the Gulf. There are a great number of fine orange groves along this line, and many flourishing towns and settlements. The principal ones are Longwood, Snow's Station, Wilcox, Osceola, Winter Park, Maitland, Orlando and Kissimmee City. Saw-mills are in operation all along the line and find a steady home-market for all their productions. From Snow's Station coaches are run to Altamonte and Apopka City, where a fine hotel has been built, also handsome cottages, and it promises to be one of the most thriving towns in the State. The lakes at Maitland are beautiful sheets of water and abound with fish. Two fine hotels here, and also boarding-houses.

The steamer "Astatula" connects here with the steamers of the DeBary-Baya Merchants' Line for Lake Poinsett, where carriages



will be found to convey the tourist to Rockledge (three miles distant), on Indian River, also with steamers for Salt Lake.

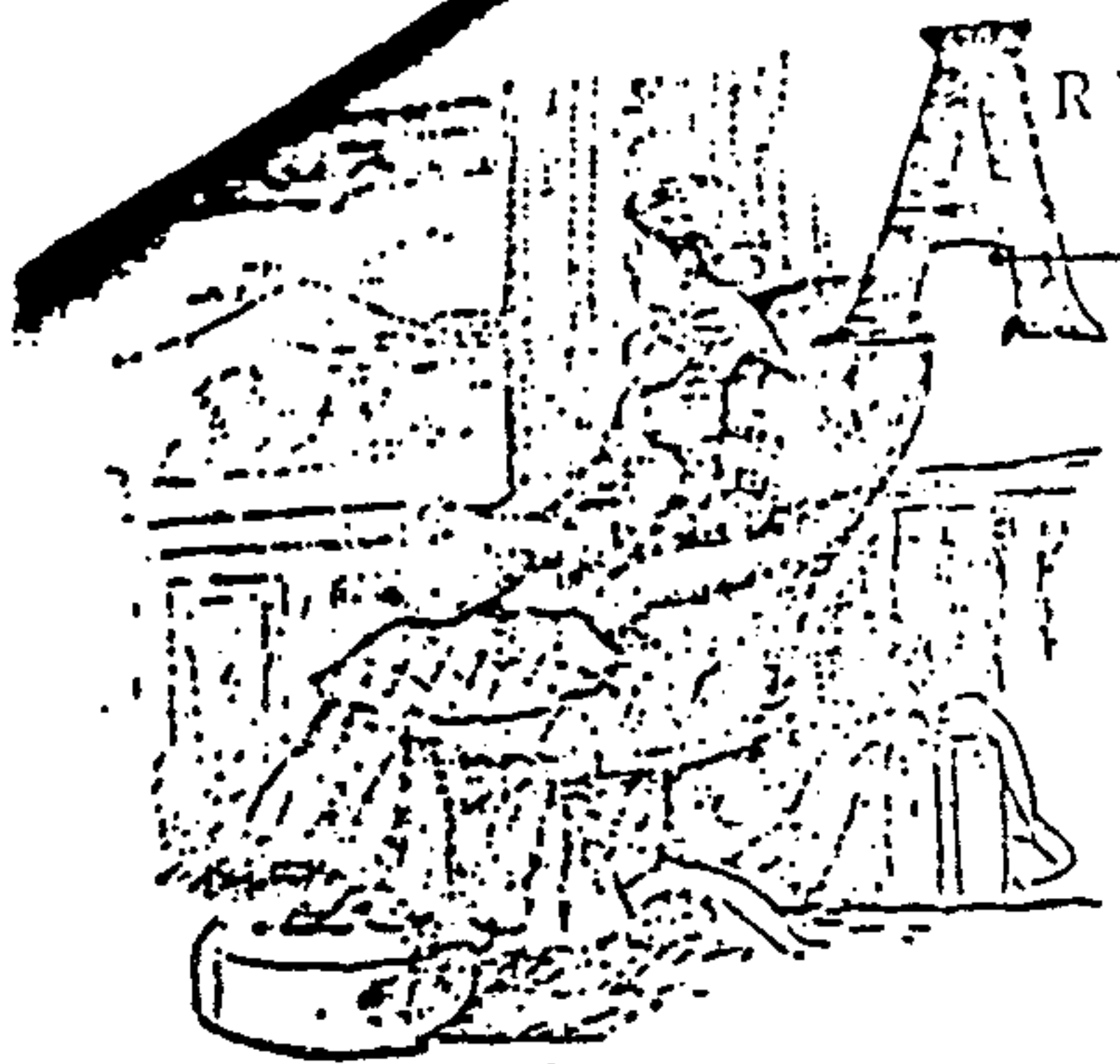
INDIAN RIVER.

Many crack shots from the North and West visit the Indian River section every Fall and Winter, and here find in the way of game all that the heart can wish. Deer,

A TITLED SPORTSMAN ON THE UPPER ST. JOHNS.

1880

BREVARD COUNTY.



R.F.A. 4,390 square miles, or 2,809,600 acres. Population in 1880, 1,486.

The county of Brevard is bounded on the north by the counties of Orange and Volusia, on the east by the Atlantic Ocean, on the south by the county of Dade, and on the west by the counties of Manatee, Orange and Polk. The Kissimmee river flows along its western boundary, and is navigable for over 100 miles. The St. Johns river rises in this

county, and is navigable as far south as Lake Washington. The Indian river flows for over 120 miles near its eastern border, and is navigable its entire length. Three-fourths of the county is swamp and prairie, which affords fine pasturage for stock. The Kissimmee and St. Johns river prairies are the most extensive and best stock range in the State. The entire county west of the St. Johns river, with the exception of a narrow, wedge-shaped belt of timber land which extends down from the north between the St. Johns and Kissimmee river prairie, is one part prairie and savanna, interspersed with small cabbage palm hummocks of only a few rods in extent. Large herds of cattle feed on these prairies and savannas, and are driven to Punta Rassa and then shipped to Havana. Many of the savannas will make excellent sugar lands when properly drained. All of these prairies are subject to overflows during the rainy season, and are unfit for general agriculture or fruit raising until they are properly drained. A contract for the drainage of these lands has been entered into, and dredge boats are at work on the Kissimmee river and Lake Okeechobee. By the lowering of the lake four or five feet, it will reclaim from overflow a large amount of land in the immediate vicinity of it. During the rainy season the lake has a reservoir for the waters flowing down the Kissimmee river there being ample fall for this purpose. The distance from the lake to the Caloosahatchie river, which is the outlet of one of the proposed drains, is only eight miles, with a fall of a little more than eighteen feet. The construction of a canal from the Kissimmee lake through Lake Mariano to Lake Washington, and from there across to Indian river at Eau Gallie, will keep the waters of the prairies below Lake Kissimmee and at the same time make a steamboat route from the Gulf of Mexico via Lake Okeechobee and the St. John's river to Jacksonville, and via Eau Gallie and the inland coast navigation to Fernandina via the Halifax river and St. Augustine. The work of connecting the inland waters lying adjacent to the coast will ultimately be completed, and give a river steamboat communication from Key West to Fernandina, passing the entire length of the county. A railroad is now in process of construction which will give a great impetus to immigration, as there is no one county in the State that has greater resources and advantages than this.

Indian river has long been celebrated for its oranges, which have the reputation of being the finest in the State, and it is said bring from fifty to seventy-five cents per hundred more in the City of Jacksonville than oranges from any other section. The river is from one to four miles in width, and it is a sheet of pure tide water, clear and transparent; it resembles a lake more than a river, and is properly a sound. Its shores are generally free from swamp and marshes, and rise at an angle of from twenty to twenty-five degrees, extending back from three to five miles to the St. John's river prairies. In many places the shore rises abruptly and perpendicular fifteen to twenty-five feet above the river. The country has the appearance of an endless park, the timber being principally scattering pines with grass growing underneath, with an occasional hummock of magnificent live oak and cabbage palms. The orange belt is from one to three miles in width, and is along the margin of the river. West of this are the St. Johns prairies, which are unfit for orange culture, but afford fine pasturage. The raising of stock, the culture of oranges and other fruits will become a united industry in this county. There are some fine, large live-oak hummocks filled with wild orange groves in the western part near the head of Indian river, and occasional belts of hummock land are scattered the entire length of that stream. The climate and soil are favorable for winter gardening, which, properly conducted, will bring rich returns for the Northern markets, and for the

supplies of the numerous hotels at the St. Johns river. Injurious frosts seldom visit this part of the State, and vegetables are from four to six weeks earlier than on the St. John's. In favorable localities pine-apples, guavas, bananas and other tropical fruits mature in the open air. Everywhere the climate is warm enough for vigorous winter growth; grass grows green and flowers bloom every month in the year. Honey bees are found in the forest trees, and do well. The cocoa-nut can be raised along the ocean beach in the southern part of the county. Sugar-cane arrives here at its greatest perfection, tassels, and requires planting only once in from seven to ten years.

For winter residences there is no place in the State where nature has provided superior sources of enjoyment. The climate from October to May is a perpetual Indian summer, commingled with the balmy days of spring, but little interrupted by storms or fogs; most of the time there is a gentle breeze coming inland from the even-tempered waters of the Gulf stream, or seaward from off the extensive savannas of the upper St. Johns and Kissimmee rivers. The nights are cool, the days invigorating and health restoring. The morning sunrise opens up a scene of magnificent splendor as it emerges from among the white and fleecy clouds which ever hang over the Gulf stream in the eastern horizon, only to be equaled by its glorious sunset, which fringes the clouds with a golden lustre. Bears, deers, turkeys and quail range in the pine woods and hummocks; ducks, curlew and other water fowl along the rivers and lakes; fish of the finest quality are found in all of the rivers and lakes, and in Indian river all of the different kinds of salt water fish, oysters and green turtle. Upon the ocean beach are found a great variety of beautiful sea shells.

Persons desiring to go to the eastern part of the county should take steamers at Jacksonville, get off at Sanford and take the railroad to Kissimmee City; daily connections are made. Those desiring to visit the Indian river country should also take steamers at Jacksonville for Sanford, and there connect with steamers for Rock Ledge landing on Lake Poinsett; stage here connects with steamers on Indian river. The distance across by stage from Lake Poinsett to Indian river is three miles. Persons every day go from Sanford to Salt Lake by steamer, and then connect by stage with Titusville (distance eight miles), the county seat.

CANATRAL is a small settlement of 30 to 40 families located on the East Indian River. It is a three days' journey from Jacksonville by steamer, and 70 miles from the nearest railway station. The place was settled in 1856 by Messrs. H. Wilson and H. O. Burnham, who now own prosperous orange groves. The village boasts a newspaper, Florida Star, established in 1879, Mr. E. B. Wager, editor, and a post-office with Mr. Henry Wilson in charge.

CITY POINT is located on the west bank of the Indian River, 15 miles south of Titusville, the county site. It was settled about 12 years ago, and the population has increased from about 50, six years ago, to 300 at present writing, and will undoubtedly increase rapidly upon completion of the canal which is now being constructed to connect the waters of Indian River with the Matanzas at St. Augustine. What is known as City Point neighborhood embraces a tract of land eight miles in width on both sides of Indian River, which is two miles wide at this point.

Among the more prominent orange grove owners are Messrs. J. P. Spratt, N. J. Dixon, J. D. Hutton, John M. Saunders, C. L. Faber, Albert Faber, and T. H. Sanders. Among those engaged in raising sugar-cane are Messrs. La Roche & Bro., M. S. Sams & Bro., W. R. Sanders, John R. Field, R. A. Hardee, and W. H. Sharpe.

"There is no healthier place on earth than Indian River," and malaria is almost entirely unknown. The inducements to settle here are fine climate, good health and a fortune in ten years if successful in getting a grove started, but no one should attempt the same without capital. Rev. W. A. Simmons is pastor of the Southern Methodist Church. Mr. A. J. Whitlock is the present postmaster.

EAU GALLIE, on the Indian River, was settled by Mr. W. H. Gleason, in 1874. It is seventy miles southeast of Sanford, 270 miles from Jacksonville, fare \$11.50. Among the prominent residents are Messrs. J. H. Sams, James La Roche, W. H. Gleason and others. Mr. J. T. Stewart owns a fine orange grove here. The settlers are from the northern and middle states and Canada, are of good character and industrious. Population about 100. Mr. H. R. Olmstead is postmaster.

EDEN was founded by Mr. Thomas H. Richards, in 1874, of 1880, since which time the population has increased to 150 people. It is located on a high and fertile tract of land.

This was in allusion to my twelve gauge Parker, with which I had killed a deer on the St. Sebastian, three years before, at considerably more than a hundred yards.

"Yes, Tom, but the least said about that the better. I have already incurred the everlasting displeasure, withering scorn, and virtuous condemnation of the Great American "Still-Hunter" for that unlucky feat, and I don't intend straining my gun by any more such shots."

Eight miles of sandy road through the pine woods brought us to Titusville, where we were warmly welcomed by Colonel Nichols, of the Titus Hotel. Titusville was but a shadow of its former self. I missed its leading spirits. Colonel Titus was dead; S. J. Fox had gone to pastures new. Oh, Ichabod! Ichabod! Its streets were deserted, and several of its stores burnt down, its long pier dilapidated, and its railroad crumbling away.

"What is the matter with Titusville?" I inquired of a boatman leaning against a fence, whittling.

"Rockledge has got the bulge on us," answered he, without looking up.

The hotels, however, are still alive, and the stores of Messrs. Dixon, Moore, Weger, and Smith still keep up a good show of business. But I missed the old-time bustle and excitement of "Sandpoint." Mr. Weger and his son are doing all in their power to promote the welfare of the place; the former was erecting a new store-building, or "block," and the latter had founded a weekly paper, the *Florida Star*. Much is expected from the new railroad, now in course of construction, from Palatka to Indian River. The Land House is well kept by Mr.

river, but most of them are directed toward Titusville. Each new road, as it is incubated (on paper), is to be the one that is sure to be built. Some eight or ten years ago these projected roads were firmly accepted as established facts, but the building of the first has yet to be accomplished.

For a number of years freight was brought almost wholly by small steamers up the St. John's south from Sanford to Salt Lake (connected by a creek with the St. John's), then hauled seven miles to Titusville. Oranges and other exported produce went by the same tedious route, when there was high water in Salt Lake; at other times to Deep Creek, near the north end of Lake Harney, a distance of twenty-five miles, and sometimes Enterprise, forty miles from Titusville, was the depot.

In the summer of 1880 a lake was discovered in the St. John's River prairie, two and a half miles west of Rockledge—a thriving community of orange-growers on Indian River; and after exploration it was found to connect by a creek with Lake Poinsett, an expansion of the St. John's. A steamboat route was soon established, and gave great relief to the whole river populace, and to the Lake Worth country as well, for all had been paying extortionate passenger, freight, and hauling rates by the Salt Lake route.

During the past winter the Lake Poinsett route was favored by semi-weekly and tri-weekly steamers, and a daily line will be established this season. This new route has greatly stimulated the production of vegetables and fruit.

Communication is established between Port Orange and Daytona, on the Halifax, and New Smyrna, on the Hillsboro, with Indian River, by small sail-boats;—the semi-weekly mail and freight being carried by yachts from these and intervening post-offices to Titusville.

A small steamer carries the mail twice a week from Titusville to Eau Gallie and return, connecting with a semi-weekly yacht to Fort Capron or St. Lucie post-office, where connections are made with Lake Worth, weekly, by sail-boat. A large express and freight business is also conducted by these boats, and many boats do nothing else. An attempt is being made to establish a tri-weekly mail service between the head of Indian River and Lake Worth.

The best lands are usually found within a narrow strip, on either bank of the river, not averaging more than one mile wide on the west side, and less on the east. They consist of high and low hammock, with marl, coquina, and sand subsoils, and rolling pine lands. The bulk of the inferior land, west from the river, is flat pine. Some of these lands are high enough for cultivation, but have no drainage, and, being underlaid with sand pan or hard pan, hold the water.

The largest body of hammock extends northward from Titusville to the head of the river, and, with small breaks here and there, to St. Augustine or beyond. The well-known Turnbull Swamp forms a portion of it. It has not been developed to any extent, although there are some fine groves in it at La Grange. Other large bodies lie adjacent to the settlements of City Point and Rockledge. There are other extensive hammocks at and near Indian River Narrows; the St. Lucie

River and Hope Sound, and isolated hammocks of limited area, may be found, improved and otherwise, along the entire length of the river.

The pine lands along the Indian River are thin, and the timber small and low. There are some good bodies of land on Merritt's Island, that, with fertilizing, are well adapted to the growth of pine-apples, and are being thus developed.

The general characteristics of the high lands are sandy and leachy, making it difficult to grow successfully anything but fruits. The low hammocks produce excellent crops of vegetables.

Prices of land vary from five dollars to fifty dollars per acre, and some very choice lots, near settlements, are held as high as two hundred dollars per acre.

There are no vacant desirable State or United States lands immediately on the river.

Oranges, lemons, limes, citrons, pineapples, guavas, mangoes, scuppernong and other grapes, corn, sweet and Irish potatoes, and almost every kind of vegetables and strawberries are raised along the Indian River. Oranges, lemons, pineapples, mangoes, and guavas, only, are considered profitable. Many other tropical and semi-tropical fruits can undoubtedly be raised; but as yet they have received but little attention. Much of the land is such that, unless trees or plants have good tap roots, they suffer for lack of moisture. The pineapple seems to be an exception to some extent, though a drought, at certain periods of its growth, dwarfs the fruit.

The Indian River oranges are noted for their superiority, and are the chief staple raised. Pineapples are being extensively cultivated, and, when of choice variety, they bring remunerative prices. This industry bids fair to assume large proportions in the near future. The lands and climate on the east side are peculiarly well adapted to their growth, and the acreage is being largely extended. Guavas can be raised in abundance; but, owing to their perishable nature, they require more rapid transportation to market than now exists. Mangoes are a fine fruit, and can be raised profitably wherever the pineapple succeeds, and possibly elsewhere. They are rare as yet.

Game, except where the country is thickly settled, is tolerably abundant on the Indian River. Ducks abounded last winter. The choice varieties can be found in the marshes from the head of the river south on the east side. The marshes opposite Titusville and Aurantia have long been celebrated for their duck-shooting, and in them may be found teal, mallards, widgeon, blue-bills, red-heads, and occasionally a canvas-back. Coot and black, or "raft ducks," can be found by the million. The raft duck are so called from their habit of collecting together in vast numbers, so that at a mile or so they appear like a raft of timber floating on the water. They are seen in flocks covering acres in extent. The duck is proverbially a wary game bird, and Indian River ducks are no exception to the rule. It is difficult at times to get within ordinary gun-shot—40 to 60 yards—as they usually rise at about 80 yards from the advancing sail or row boat, settling shortly, to re-

hatchee River, in Townships 40 and 41, Range 31 south and east, are mounds, as I am informed by Dr. Kenworthy, of Jacksonville, and others who have visited them. There are fortifications south of them in T. 42 S., R. 30 E. Dr. Kenworthy also locates a mound south of the Caloosahatchee River in T. 45 S., R. 26 E. Mention is made of shell banks at the mouth of Manatee River, Tampa Bay, in Smithsonian Report for 1866, page 357. Mr. James M. Creamer, chief engineer of the Atlantic and Gulf Coast Canal and Okeechobee Drainage Company, who has lately visited the remarkable canal on the north side of the Caloosahatchee River, describes it as a canal 4 feet deep by 10 feet wide, clearly cut through the low flat pine woods, and the excavated sand and earth thrown up on the sides. It starts from the upper end of Lake Flirt, and runs in a northeasterly direction, in a perfectly straight line, as if laid out by an engineer, to a group of large mounds situated in the pine woods about 3 miles from the Caloosahatchee River, and then returns to the river in a southeasterly direction between Coffee Mill Island and Lake Hiakpochee, inclosing a triangular area, and having a total length of nearly 6 miles. Large pine trees were growing in the bottom, in places where there was no water. Many of these trees were as large as any growing in the surrounding forest.

Returning to my own discoveries, while chief engineer of the Saint John's and Indian River Railroad in Florida, and engaged in locating the line from Titusville to Lake Harney, I found the following mounds: About half a mile from Titusville, and a quarter of a mile north of the track, on the south side of the wagon-road to Salt Lake, is a small sand mound in the pine woods. It is only about 5 feet high, and perhaps 15 feet in diameter at the base, and is overgrown with bushes and saw palmetto. Four miles and fifty-four hundredths from the terminus in Titusville, at the junction of the Salt Lake branch of the railroad, is a large sand mound. The Saint John's and Indian River Railroad comes round near the west side. It is about 200 feet in diameter and 30 feet high, almost a perfect cone. The pits from which the sand was taken are plainly discernible at its base. This mound is mentioned by Professor Wyman,* who opened it on the top, and found a "skeleton and piece of coquina cut in the form of a turtle." Subsequent explorers found two silver coins in it, which were in the possession of S. J. Fox, then general manager of the Saint John & Indian River Railroad.

The next mound is about a mile from the railroad, to the east of station 160 (100 feet stations starting from "Indian Mound Station" on the Salt Lake Branch Railroad), or about 3 miles from the junction.

At station 284, about $5\frac{1}{2}$ miles from the junction, is a small mound on Turtle Island at the head of the Salt Lake Prairie. It is situated on the immediate east bank of Boggy Branch, and only about 60 feet north-east from the center line of the railroad. It is a sand mound about 25 feet in diameter, and 5 or 6 feet high.

* *Fresh Water Shell-Mounds of the Saint John's River, Florida*, p. 16.

at 3 o'clock in time to get our blankets dry before night. -25-1
us a good night's rest. The next morning we put out for Sand Point,
sailing all day and all night and next morning about 8 o'clock we ar-
rived at Sand Point and arranged with a Mr. Carlisle to haul our boats
across to the St. Johns River. Mr. Carlisle hitched up his ox team
and put the boat and our stuff on it. We got across to the St. Johns
that afternoon. My recollection is that it took us five days to make
the trip from Salt Lake on the St. Johns River to Fernandina, where we
arrived the latter part of September, having been down on that coast
all summer. The mosquitoes were something terrible all the time. No
one would be capable of estimating the number of them. Of course we
had mosquito nets; otherwise we would had no sleep at all. In the day
time it became/^{second}nature to keep a brush going all the time around our heads.
I, as a boy, however, enjoyed it and came home as fat as a pig. My
father was taken with a spell of fever and was quite sick for some days,
but he recovered from it and none of the other men, so far as I know,
felt any bad effects from the hot weather and hard work.

I spent the following winter at private school in Fernandina, and
also the following year-1871.

In 1872 my Father got the contract to survey the lands lying west
of Lake Worth and continuing on from where he left off in 1870. He
got up his crowd and supplies and loaded them in the same boat we had ^{come} home
in from the last trip in 1870, which he had named "Tiger Tail" in
honor of his Indian friend. We went through the inside passage from
Fernandina to the St. Johns River, thence up the river to Salt Lake,
where we got Mr. Carlisle to haul our boat over to the Indian River
thence down the Indian River to Jupiter Inlet.

We lay at Jupiter Inlet for several days, waiting for smooth
weather, to go down to Lake Worth Inlet, an inlet having been recent-

NOTE - Antonio ... (part of his letter)

WM. H. JACKSON,

GROCCER,**DEALER IN TEAS**

--AND--

FINE WINES.

182 Fifth Avenue, between 22d and 23d streets,

70 WARREN STREET,

--AND--

18 AND 20 COLLEGE PLACE.

NEW YORK CITY.

ers are much sought after, and bring good prices. They are of very sober hues, but extremely elegant as dressing for ladies' hats. Then the little paroquet that at times visit different sections of the southern part of the State in countless numbers, give profitable employment to many people who make a living by shooting them and curing the feathers. The white and pink curlew are also the source of a large revenue. Quail are very plentiful, and the hotel tables are rarely found without this tempting delicacy; but of all the feathered tribe, that which is found most commonly, and which is most highly prized, is the mocking bird, or "American Nightingale." Great numbers of this charming bird have been known to imitate distinctly nearly every sound except the human voice. I have known \$300 offered and refused for one. They need much care, and should always be protected from the cold, give plenty of fresh air, sunlight and clean bathing water daily. Persons who are willing to do this and are fortunate enough to get a good, bright-eyed, lively bird of this species, will never regret the trouble or expense they may incur with it.

Nearly every tourist wants to see an alligator, and then is not satisfied without complimenting the lazy monster with a shot; but it is rarely killed except by expert marksmen, as its hide is almost bullet proof. Plenty of them are seen on the banks of the rivers and streams south of Palatka, and make exciting sport for those on board the steamers, passing along, who have rifles. The carrion crow, or turkey buzzard, is the scavenger of the pathless swamps and dense underbrush, and but for it travel would be devoid of one of its chief benefits, the pure, sweet air, so balmy and health restoring all through this section of the State.

The Indian River.

Can be reached by steamer from Jacksonville to Salt Lake, thence by stage, (six miles) to Sand Point, where

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HOUSE JOURNAL.

A

Journal of the Proceedings

OF THE

HOUSE OF REPRESENTATIVES

OF THE

GENERAL ASSEMBLY OF THE STATE OF FLORIDA.

SEVENTH SESSION,

Begun and Held at the Capitol in the City of Tallahassee, on
MONDAY, NOVEMBER 27, 1854.

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route that may be found best when the instruments come to be applied to the ground.

With much respect, I have the honor to submit the above Report,
And remain your obedient servant,

F. L. DANCY,

State Engineer, &c.

[B.]

Canal Report.

OFFICE OF STATE ENGINEER,

PALATKA, FLORIDA, November 10th, 1854.

To His Excellency, JAMES E. BROOME,

Governor of Florida:

SIR:—In obedience to your instructions, dated November 29th, 1853, after repeated interruptions and delays from various causes, I started on the 20th day of May, ultimo, to examine the upper St. Johns River, "with the view of ascertaining the practicability of connecting its waters with those of Indian River, by a navigable Canal," "to be laid before the next General Assembly."

To do this it first became necessary to ascertain up to what point the St. Johns is at present navigable, (or may be rendered so at a moderate outlay,) and then to ascertain the nature of the intervening country, and the distance from the point so found, to a point on Indian River at which the same, or even a greater draft of water may be carried through its length. In proceeding to ascertain these facts, there being no settlements on the St. Johns or regular intercourse on its waters higher up than Lake Monroe, and being unable to obtain any reliable information how high up the River it might be necessary to examine, I took passage, (with my party and the necessary outfit, for both land and water transportation, from Palatka on the St. Johns River, some ninety miles from its mouth,) on board the steamer Darlington, bound for Enterprise on Lake Monroe, some 120 miles above Palatka, on the 21st day of May, 1854. Up to this point, the steamer Darlington, measuring 298 tons and drawing 4 feet of water, plies regularly once a week from Jacksonville, touching at all the intermediate landings on the river, thus making the distance now navigated by steamboats on the St. Johns, over two hundred miles.

At Lake Monroe I was informed that the Lake and River were then at about the ordinary stage. From thence I proceeded in a four oared boat, with a portion of my hands and baggage up the river, (sending my teams and the balance of my party by land to meet me, at the Salt Lake some 60 miles distant.) The Bar or inlet at the south end of Lake Monroe, had on it at that time 5 feet of water, which

depth continues over a space of some 100 yards into the lake; thence the river is from eighty to 100 yards wide, and meanders with gentle curves through an extensive prairie or marsh, occasionally coming quite up to the high land on either side of the river bottom. It continues thus, without any very great variation, up to the inlet from Lake Jessup. This Lake lies to the southwest, and empties into the St. Johns, some 15 miles above Lake Monroe; the route up the St. Johns passes within sight of the Lake, but does not enter it; thence the St. Johns continues with little change in its general features up to Lake Harney, some 40 miles above Lake Monroe. The river rather more frequently, in this latter distance, approaches the high land on either side—the water deep and the curves very gentle, presenting no obstacles to navigation, and in fact, but for its windings, resembles an artificial canal very much, as there is on either bank, (except at intervals where creeks or drains make in from the prairies,) an elevated bank from 3 to 4 and 5 feet above the level of the water in the river, and from 10 to 30 and 40 feet wide, with a beautiful growth of live oak, hickory and various other forest trees and vines in the greatest profusion and luxuriance, extending their foliage for a considerable distance over the waters of the River. The trees have in many places as much regularity as if they had been planted by the hand of man. The whole distance from Lake Monroe to Lake Harney, the river and the adjacent country, presents a most beautiful and variegated landscape. The marshes or prairies in this portion of the river are in places from two to four miles in width, and would average $2\frac{1}{2}$ miles; they are occasionally interspersed with small mounds or islands covered with timber. The prairies are sufficiently firm for cattle to walk over them, and are covered with maiden cane grass from 4 to 10 feet high and exceedingly thick, affording luxuriant pasturage the whole year round for stock. Lake Harney is some five miles in length from North to South, and from $1\frac{1}{4}$ to 2 miles wide. From this Lake the entrance from the South is very shoal for several hundred yards into the Lake, there being at this time not more than thirty inches on the bar, thence South the river becomes quite narrow, from 30 to 60 yards wide and very winding for some two miles, when it opens out into a small lake or basin a mile wide east and west, and $\frac{1}{2}$ mile north and south. At its south end the river enters by several small slues or channels, the widest not more than 30 feet wide and 24 inches on the bar at the entrance into the Lake; thence the river winds in every direction for twenty miles, (the distance ascended by me,) through extensive prairies from 5 to 10 miles in width, and the channel frequently so narrow that the oars of my boat were often in the marsh on both sides at the same time, with frequent shoals with not more than two feet of water over them. After finding such to be the nature of the river, and so different from what I had been led to expect, as steam boats had ascended even as high as Lake Poinsett during the Indian war,

which must evidently have been during a very high stage of water, I at once came to the conclusion that it would cost as much or more to render that portion of the river at all times navigable as to cut a few additional miles of canal through high land, and moreover, there was no place in that distance, (20 miles,) where the river approached nearer than one mile to high land on either side, so extensive are the prairies in this portion of the river. Again, Indian river is a broad open sheet of water, nearly strait from north to south, from St. Lucie Sound to as far north as the Haulover, in township 20 S., R. 33 E., the same as the south end of Lake Harney.

I therefore determined to return to Lake Harney, and examine its eastern shore, to ascertain if a suitable place could be found there for the commencement of a canal. I found near the south-east end a point of high land where there was sufficient water within 100 yards of the beach, suitable for such a purpose. I therefore determined to survey the route from that point, starting at the $\frac{1}{2}$ mile station, between sections 20 and 29, T. 20 S., R. 33 east of the public surveys, and intended running a due east line to Indian River. After proceeding some 4 miles through a flat level country, my guide urged me to change my course, that I would otherwise encounter an extensive cypress swamp. I did so, and after several slight variations from a due east course, I reached Indian River somewhat above the Haulover on the east side leading to New Smyrna, whereas the true line should strike about one mile south of said Haulover, where there is plenty of water near the shore. The distance across I found to be 12 miles 901 feet.—The greatest elevation between the two rivers I found to be $27\frac{1}{2}$ feet, and this for a very short distance. There is but one water course in the whole distance; that is a cypress swamp which generally holds water. It lies at the distance of 72-3 miles from Lake Harney and near the summit level. The country is open pine and saw palmetto, interspersed with numerous cypress ponds, mostly holding water, but shallow, none being more than 3 or 4 feet deep. The first 3 or 4 feet from the surface of the earth is a compact white and black sand, and is mostly underlaid with marl or a mixture of clay, shell and sand.

As the present draft of water in each river, from their points of junction with the canal, is from $4\frac{1}{2}$ to 5 feet, I propose a canal 30 feet wide at bottom, to start from four feet water in Lake Harney, and to descend to the same depth below the water level in Indian River, and as there is a difference between the water level of Lake Harney and that of Indian River of 3 feet 6 inches, it will give to the bottom of the canal a slope towards the latter of $3\frac{1}{2}$ inches per mile, not sufficient to cause any difficulty in navigating the canal by sails or oars. I propose also, a lock at each end, one of six feet lift and the other of eight feet. Likewise a basin or side bay for the passage of boats about midway the length of the canal. The locks are to prevent the flow of the current through the canal, which if per-

mitted, would form a shoal or shoals at either end of the canal. That there will always be a full supply of water in the canal as proposed for navigation, I have no question, as the natural filtration alone would afford it, from the fact that the shallow ponds not more than 4 feet deep are scarcely ever dry, and then the canal could always be kept full, should there be any deficiency from that source, by allowing the water from the Lake to flow into the canal through the lock. The locks should be of wood or stone, there being an abundance of the latter material on Indian River of an excellent quality for such a work, and I am of the opinion that the expense of building with stone would be but a fraction more than of wood, and the locks would be much more durable.

| | |
|--|--------------|
| The excavation for said canal, the distance being twelve miles and nine hundred feet, would require the removal of 3,115,433 cubic yards of earth, which from its nature would cost not more than six cents per cubic yard, equal to | \$186,925 98 |
| The Locks would cost an average of \$5,000 each, | 10,000 00 |
| Add ten per cent for contingencies, | 1,869 25 |

| | |
|------------------------|--------------|
| Making the entire cost | \$198,795 23 |
|------------------------|--------------|

For further information in reference to the Canal, see the accompanying map.

Now we will enquire, what are the inducements for the State to expend such an amount for this purpose. In the first place, I have been informed by the State Agent for the selection of swamp lands, that he has taken the whole country South of Township 20, South, Range 33 East, with the exception of the private grants and a few fractional Townships, so far as the Public Surveys have yet extended. This would give the State in the district lying contiguous to the St. Johns and Indian River, to the mouth of the St. Lucie River, something over 1,300,000 acres of land; which, under the present circumstances, is literally worthless, from the fact that it is almost inaccessible either by land or water, there being as good as no bar seaward from Indian River, that which is known as the bar, constantly shifting, and has at best, only from three to five feet of water, and no roads, if we except the Military Road from Fort Capron on Indian River across the Peninsula to Charlotte Harbor, on the Gulf Coast. This is the only wagon road in that part of the country, the routes travelled at this time in all other directions being by blind trails or horse paths; causing that whole region to be a Terra Incognita to all except a few hardy and enterprising adventurers, who have located in defiance of all obstacles, on the Western bank of Indian River, from 80 to 100 miles South of the point where the proposed Canal will enter said River. As to the value of these lands, I am satisfied, from my own observation, that there is scarcely a single mile in the whole length of Indian River on the Western bank, (which is in general from 10 to 30 feet high, with miles of a

#12

bold, rocky shore,) where small bodies of excellent land suitable for 5 to 10 working hands could be obtained, and where from the delicious and genial climate, most, if not all the Tropical fruits and vegetables, as well as Sugar Cane may be raised in perfection.— The lands back from the River are, in places, high, rolling spruce pine, and scrub oak ridges, with frequent ponds and savannahs, with occasional small, rich hammocks, and many beautiful pine ridges convenient for stock raising, with excellent range, both on the St. John's prairies and in the low lands and ponds intervening between it and Indian River. These lands, if furnished with a suitable outlet, would in a very few years command, much of them, from \$2 to \$10 per acre; and their enhanced value would double, aye, treble the outlay necessary to open this Canal. Beside which, Indian River could be made to supply the whole of Florida, and in fact, the whole Southern Atlantic market with Fish and Oysters of the finest quality. It would open an outlet to the markets of the whole country of the finest tropical fruit region in the United States. Moreover, no healthier region can be found in America, than the West bank of Indian River and between it and the ocean. In a military point of view, it would be of incalculable benefit, as it would enable the Government to send troops, supplies, &c., inland by water from Charleston, S. C., to within a few miles of Cape Florida, without the least danger, either from storms or hostile fleets. It would add to the commerce of Florida, through the St. Johns River, an amount which at this day cannot even be approximated. This link of twelve miles would give to East and South Florida, an improvement that will vastly facilitate their intercourse and commerce with the rest of the world, and which, from the peculiar features of the country, would do for it what the system of Railroads proposed in another communication would do for the other portions of the State. This improvement would not only benefit the lands immediately bordering the two rivers, but would extend its influence even to the Everglades, from which, if ever settled, (of which I have no question whenever the Indians are removed,) the principal outlet will be through this canal to the North and Charlotte Harbor to the West, for all productions raised in that region.

I therefore, feel myself fully justifiable, in most earnestly recommending that this be one of the first works authorized by the General Assembly, as by inducing emigration to that portion of the State, would doubtless have a most beneficial influence on the few remaining Indians now inhabiting that section, and would in a few years, (unless they should sooner be removed,) completely cut them off from the Atlantic sea-board.

Which is respectfully submitted,

By your obedient servant,

F. L. DANCY,

State Engineer and Geologist.

[C]

ENGINEER'S OFFICE,
PALATKA, Fla., August, 5th, 1854. }

To His Excellency, JAMES E. BROOME,
Governor of Florida.

SIR:—In obedience to "Resolution No. 3 of the General Assembly of this State, Approved 14th of January, 1853," I have examined and have now the honor to report "upon the practicability of draining the submerged lands, in rear of St. Lucie Sound, commonly known as the main Savannah in said County of St. Lucie." The delay in making this examination, has arisen partly from the want of the necessary instruments, and after their receipt, in September last, by the necessity of finishing certain other duties in which I was then engaged.

The St. Lucie savannah, or "main savannah in St. Lucie County," is a long, narrow pond or savannah, lying nearly parallel to St. Lucie sound, and separated from it by a ridge of sand, which is underlaid at intervals by a shell or coquina rock. The horizontal distance from the eastern margin of the savannah to the margin of St. Lucie Sound, at a place known as Capt. Davis's, is 550 (five hundred and fifty) feet, with an elevation at the highest point of the intervening ridge of 33 feet and 4 inches. At this point, a cut twelve (12) feet wide at bottom and side slopes $1\frac{1}{2}$ horizontal to 1 vertical, will require an excavation of 11,000 (eleven thousand) cubic yards of earth, and as the bed of the savannah is 15 feet 3 inches (fifteen, three) higher than the water-level of St. Lucie Sound, there can be no doubt of the practicability of draining off the water from the savannah, whose greatest depth does not exceed (5) five feet. The rock spoken of as underlying the sand will be no obstacle, as it lies too deep to interfere to any extent with the excavation. The dimensions of the cut proposed is deemed ample, as the flow of water at first will be so great as to cause it to wash out, and continue to enlarge.

This savannah is the receptacle of much of the water from the savannahs and swamps lying to the westward, which in wet seasons overflow the slight elevations between them, and run into this, where the waters continue to accumulate until they obtain a sufficient height for it to overflow in its turn, and then the waters are discharged into the head of St. Lucie to the South, and the St. Sebastian river to the North. This Savannah is about (18) eighteen miles long, by an average width of ($\frac{1}{4}$) one-half mile. It is believed that from $\frac{1}{4}$ to 2-3ds of the land now covered by water, as also that occasionally submerged, would be very productive if properly drained, and that the whole of it would, from the genial climate in which it lies, yield sugar cane and all the Tropical fruits in perfection. Another great advantage of draining this savannah, in my opinion, is, the effect a new outlet would have in taking off the waters which fall in the

END

100-Year Sanford-To-Sea Canal Dream Nears Reality

By JIM SMITH

Sentinel Staff

SANFORD — About 100 years ago someone decided a canal from Sanford to Titusville would be a good idea and ever since there have been studies and talk, surveys and discussion — and more talk.

But today, with a new engineering and cost study nearing completion, the St. Johns-Indian River Canal Authority believes it is closer to realizing the dream than at any time since it was authorized as a state project in 1856.

JOHN KRIDER, authority member and first chairman, says the \$54,000 study by Reynolds, Smith & Hills, due in three months, is sure to lead to federal and state funds for the estimated \$12-15 million cost.

The project has been a dream of various men and local committees for a long time. The early settlers visualized barge traffic traveling along the picturesque St. Johns River, running into Lake Harney and finally terminating in the beautiful lagoons of the Indian River near Titusville.

And back then there was a ready market for it, according to the early studies.

BUT THE project never really began to move. Reports were revised every 10 years or so. Strong moves were begun in 1945, but bogged down by various incomplete engineering reports. Some reports were held up until related projects were studied, such as flood control.

It has been difficult in the past to obtain funds for the project, some of the reports state, due to its increasing cost each year. And as the cost went up, prospects of the canal being profitable enough to justify construction dimmed.

THE LATEST TALK came from the State Department of Conservation, concerned about the possible havoc the canal might create in the sand reproduction areas. Consequently, portions of the route have been changed, to accommodate the sand (see map).

In 1961, State Sen. Howard Parrish of Titusville introduced a bill in the legislature authorizing the St. Johns-Indian River Canal Authority to include the counties of

Seminole, Volusia, Brevard and Orange.

Krider was reappointed last week as a director by Gov. Claude Kirk. Other members include John Brumley of Seminole, Mrs. Louise Black of Orange, S. O. Shinholser of Volusia and R. C. Brady of Brevard. Seminole has two representatives while the others have one.

AS CONSTRUCTION on the Cross-Florida Barge Canal moves along, prospects for the St. Johns-Indian River project get brighter.

"We'll probably have it finished before the cross-state canal which is scheduled to be completed by 1971," Krider said.

Its feasibility grows stronger each day with increased interest in pleasure boating, the proposed new barge port at Sanford, and other canal projects which could open water routes from Sanford to the Mississippi River, and up into the giant Midwest and Great Lakes region, he said.

THERE IS an average 13-foot-deep channel now from Sanford to Jacksonville, down the St. Johns River.

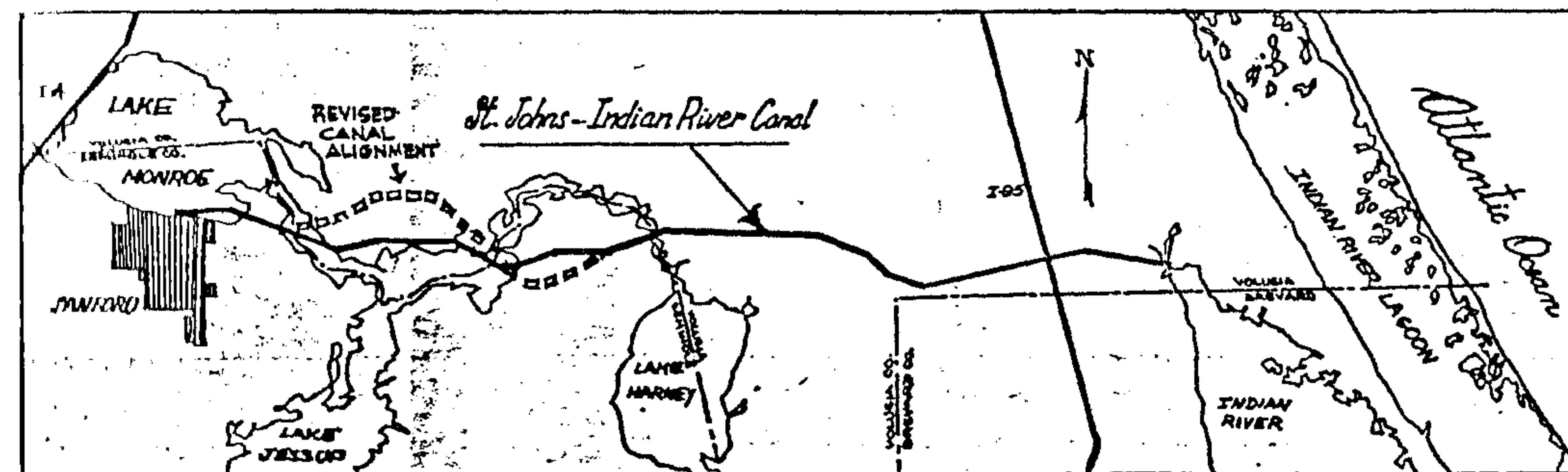
The cross-state barge canal is coming up the St. Johns from Jacksonville to Welaka, where it will cut across the state below Ocala and terminate at the Gulf of Mexico.

A 1958 feasibility and engineering report states that without the Cross-Florida Canal, there would not be sufficient traffic to justify the St. Johns-Indian River Canal. And the cross-state canal cannot attract a large volume of South Florida traffic without the St. Johns-Indian River Canal.

AS SHOWN BY the accompanying map, the canal would run 30 miles almost due east from Sanford, terminating at the Indian River about two miles south of Oak Hill.

In the State Road Board's five-year plan, is replacement of the Osteen Bridge. It will be a 65-foot-high span.

High level bridges also will be needed at Osceola Road, Interstate 95 and U.S. 1. Plans also include two locks and a 12-foot channel. The canal authority already owns 80 per cent of the right of way, wide enough for construction of parallel roads.



CONNECTING THE ST. JOHNS RIVER WITH THE INDIAN RIVER

About 100 years ago someone decided a canal from Sanford to Titusville would be a good idea and ever since there have been studies and talk, surveys and discussion --- and more talk.

But in the late 1960s, it was closer to realizing the dream than at any time since it was authorized as a state project in 1856.

The project had been a dream of various men and local committees for a long time. The early settlers visualized barge traffic traveling along the picturesque St. Johns River, running into Lake Harney and finally terminating in the beautiful lagoons of the Indian River near Titusville. And back then there was a ready market for it, according to the early studies.

But the project never really began to move. Reports were revised every 10 years or so. Strong moves were begun in 1935, but bogged down in various incomplete engineering reports. Some reports were held up until related projects were studied, such as flood control.

It was difficult in the past to obtain funds for the project, some of the reports state, due to its increasing cost each year. And as the cost went up, prospects of the canal being profitable enough to justify construction dimmed.

Another stall came from the State Department of Conservation, concerned about the possible havoc the canal might create in the shad reproduction areas. Consequently, portions of the route were changed to accommodate the shad.

In 1961, State Senator Bernard Parrish of Titusville introduced a bill in the legislature authorizing the St. Johns-Indian River Canal. Authority to include the counties of Seminole, Volusia, Brevard and Orange.

As construction on the Cross-Florida Barge Canal moved along, prospects for the St. Johns-Indian River project got brighter. And Canal Directors promised to have it finished before the cross-state canal which was scheduled to be completed by 1971.

The canal feasibility grew stronger each day with increased interest in pleasure boating, the proposed new barge port at Sanford, and other canal projects which could open water routes from Sanford and Titusville to the Mississippi River, and up into the giant Midwest and Great Lakes region.

There is an average 13-foot-deep channel from Sanford to Jacksonville, down the St. Johns River. The cross-state barge canal is coming up the St. Johns from Jacksonville, to Welaka, where it will cut across the state below Ocala and terminate at the Gulf of Mexico.

THE SANFORD-TITUSVILLE CANAL

Back in 1856 someone decided a canal from Sanford to Titusville would be a good idea and ever since there have been studies and talk, surveys and discussion --- and more talk. But in 1961, with a new engineering and cost study completed, the St. Johns-Indian River Canal Authority believed it was closer to realizing the dream than at any time since it was authorized as a state project in the mid 1850s.

Authority members said the \$54,000 study was sure to lead to federal and state funds for the estimated \$12-15 million cost.

The project had been a dream of various men and local committees for a long time. The early settlers visualized barge traffic traveling along the picturesque St. Johns River running into Lake Harney and finally terminating in the beautiful lagoon of the Indian River near Titusville.

And back then there was a ready market for the canal, according to the early studies, and Sanford had always wanted to become a port of entry.

But the project never really began to move. Reports were revised every 10 years or so. Strong moves were begun in 1935, but bogged down in various incomplete engineering reports. Some reports were held up until related projects were studied, such as flood control.

And it had been difficult in the past to obtain funds for the project, some of the reports state, due to its increasing cost each year. And as the cost went up, prospects of the canal being profitable enough to justify construction dimmed.

In 1961, State Senator Bernard Parrish of Titusville introduced a bill in the legislature authorizing the St. Johns-Indian River Canal Authority to include the counties of Seminole, Volusia, Brevard and Orange.

This canal was tied in with the now defunct Cross-Florida Barge Canal. The Orlando Sentinel noted: "As construction on the Cross-Florida Barge Canal moves along, prospects for the St. Johns-Indian River project become much brighter. Both canals were scheduled for completion in 1971. A feasibility and engineering report conducted in 1958 states that without the Cross-Florida Barge Canal, there would not be sufficient traffic to justify the St. Johns-Indian River Canal. And the cross-state canal cannot attract a large volume of South Florida traffic without the St. Johns-Indian River Canal.

When completed the canal would run 30 miles almost due east from Sanford, terminating at the Indian River, 2 miles south of Oak Hill. Fortunately, money sources dried up before any serious construction was started.

A 1958 feasibility and engineering report stated that without the Cross-Florida Canal, there would not be sufficient traffic to justify the St. Johns-Indian River Canal. And the cross-state canal cannot attract a large volume of South Florida traffic without the St. Johns-Indian River Canal.

As shown by the accompanying map, the canal would run 30 miles almost due east from Sanford, terminating at the Indian River, about two miles south of Oak Hill.

At that time included in the State Road Board's five-year plan was replacement of the Osteen Bridge. It will be a 65 foot-high span.

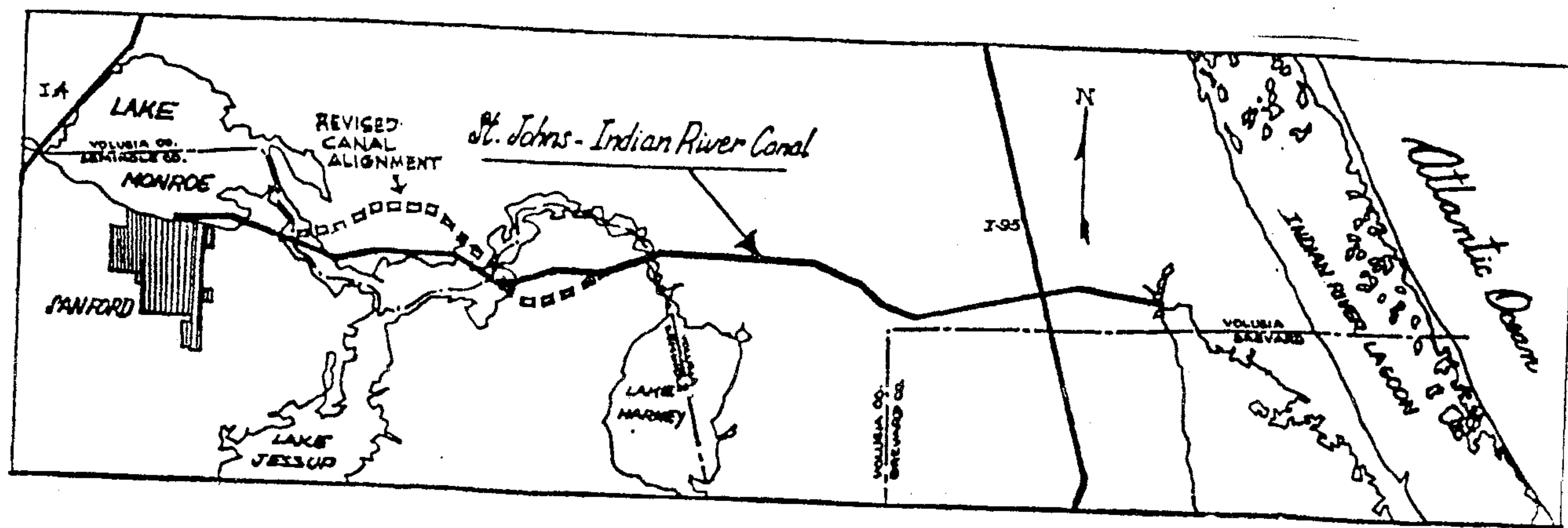
High level bridges also will be needed at Interstate 95 and U. S. Route 1. Plans also included two locks and a 12-foot channel.

About the time construction was halted on the two canals by the President Nixon Administration, the canal authority owned 80 percent of the right of way, which was wide enough for construction of parallel roads.

With the construction and opening of the Canaveral Locks, shipments by barge and pleasure boat owners would have a waterway from the Atlantic Ocean across Florida, across the Gulf of Mexico and passage up the Mississippi River.

While the St. Johns-Indian River Canal would benefit owners of pleasure boats and commercial shippers using barges, the politicians in Washington felt that millions of federal dollars would not benefit the State of Florida and construction came to a complete halt in the mid 1970s.

Much of the construction work which had been accomplished up to that time was turned over to the State of Florida and is now being used for recreation purposes.



In 1854, canal was pitched to open up 'worthless' land

There's nothing new about trying to build a waterway across the Florida peninsula.

Construction of the latest and grandest project — the Cross-Florida Barge Canal — was stopped in 1971 for environmental reasons. The canal would have run 110 miles from the Gulf of Mexico near Yankeetown to the St. Johns River near Palatka.

More than a century before that, a state engineer had proposed building a canal from the St. Johns River to the Indian River, a saltwater lagoon running along Florida's east coast, through what was then part of east Orange County.

The idea behind the 1854 proposal was that lush agricultural lands along the Indian River could be opened to inland waterway access. The state owned some 1.3 million acres in the area bordering the two rivers — land that was described as "literally worthless" by State Engineer F.L. Dancy in a report to the governor and Legislature based on his May 1854 visit to the region.

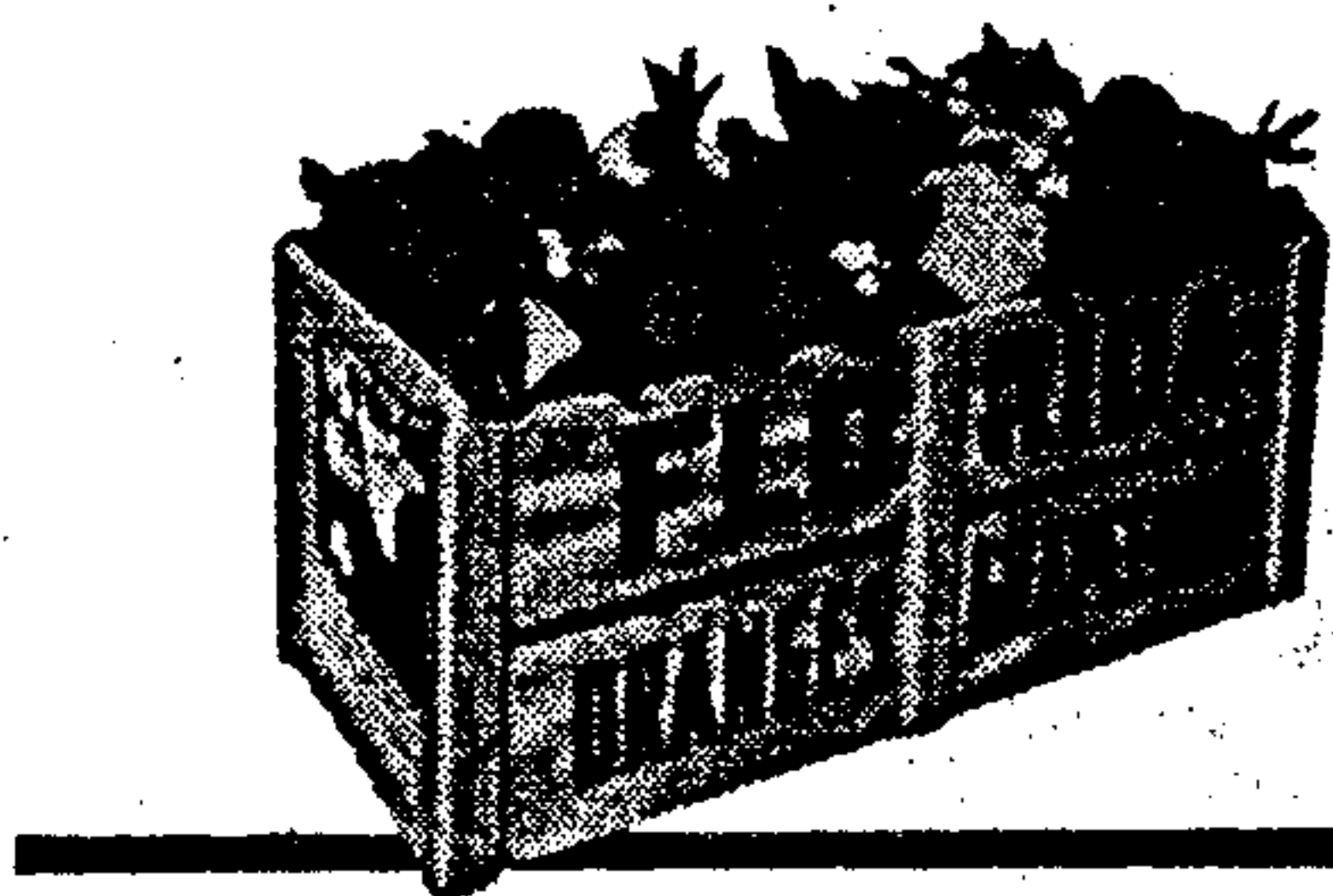
American colonists had grown sugar cane next to the St. Johns and Indian rivers since the 1820s. The land also was ideal for growing tropical fruits, and other visitors had called the Indian River "sportsman's paradise" for its fishing. (Volusia County was created on Dec. 29, 1854, by carving out a slice of northeast Orange.)

Opening up this land by means of an inland waterway would increase its appeal to settlers and investors, and much of it might then be worth some \$2 to \$10 per acre, Dancy estimated. That would return the state several times its investment in building the canal.

There also was a military advantage in allowing the transport of troops downstate via the St. Johns to the coast — enabling

Flashback

MARK ANDREWS



them to avoid the hazards of tropical storms or hostile fleets in the ocean, he argued. And having more settlers could help crowd out the remaining Seminoles from South Florida.

Dancy's proposal called for digging a canal 30 feet wide from the southeast side of Lake Harney 12.17 miles east across land dotted with pines, saw palmetto and cypress bogs to the Indian River. The canal would have a lock near both ends to prevent a continuous flow of water, from the St. Johns to the lower Indian River, from creating a shoal at either end.

Based on the excavation of earth costing 6 cents per cubic yard and figuring two locks at \$5,000 apiece, Dancy estimated the cost to build the canal to be just under \$197,000, plus another 10 percent for contingencies.

"I therefore feel myself fully justifiable in most earnestly recommending that this be one of the first works authorized by the General Assembly [Legislature], as by inducing emigration to that portion of the State would doubtless have a most beneficial influence on the few remaining Indians now inhabiting that section, and would in a few years (unless they should sooner be removed) completely cut them off from the

Atlantic seaboard."

But the canal was never built. Dancy obviously had underestimated the logistics of such an ambitious project. The details of when and by whom the proposal was shot down are unclear.

A generation later, the wheels of commerce found another way to get from the St. Johns to the Indian River.

Small steamboats would go another six or seven miles upstream on the St. Johns from the south end of Lake Harney, then wind their way east through the marsh to Salt Lake, according to research by Maitland author and storyteller Ed Winn.

On the east side of Salt Lake was a boat landing where goods and passengers were unloaded to be carried by wagon six miles to the present site of Titusville where they could be loaded onto another boat in the Indian River. At one time there was even a wooden tramway connecting Salt Lake to Titusville.

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This week in Orange County history:

■ Mosquito County (later subdivided and renamed Orange) was created out of the southern portion of St. Johns County by the territorial Legislative Council in 1824.

■ The first of back-to-back killer freezes wiped out the season's orange crop in 1894. The second freeze six weeks later killed nearly all of Orange County's citrus trees.

■ The first Orlando telephone directory was issued in 1911.

■ Cheney Highway from Orlando to what is now Titusville opened in 1924.

■ The historic San Juan Hotel in downtown Orlando caught fire in 1979.

most important points to be considered in the purchase or construction of a boat for Florida cruising are light draught, ample stowage room, and a large movable cabin.

THE INDIAN RIVER.

By WALLACE R. MOSES.

THE INDIAN RIVER, proper, begins about $28^{\circ} 30'$ of latitude, and for the first ten miles of its southward course is paralleled by Mosquito Lagoon, from which it is separated by a narrow strip of land from half a mile to three miles in width. Its course is S.S.E. and N.N.W., and it is one of the straightest bodies of water in this country. A line stretched from its northern limit to the narrows, a distance of seventy-five or eighty miles, would not touch either shore. It varies in width from seven-eighths of a mile to seven miles. At Titusville, the county seat of Brevard County, is the Bay of Biscay, the largest widening of the river, pear-shaped, and about twelve miles long by seven wide. At the narrows it is broken for twelve or fifteen miles by low mangrove islands, so that the channels for boats are reduced to fifty yards or less in width at places; then for thirty-five or forty miles further it resumes its average width of a mile, widening frequently into wider bays or coves. The water is not as salt as that of the ocean. Beginning directly opposite Titusville, Merritt's Island, for thirty-five miles, separates Indian River into two parts. The easternmost is known as Banana or East Indian River. Banana Creek, twelve miles long, unites them on the north. The south end, or "foot," of Merritt's Island terminates in a sharp point of coquina rock not over ten feet in width. The greatest breadth of the last ten or twelve miles of the island is not more than one-fourth of a mile, and the last mile it is reduced to fifty yards. Banana River varies in width from seventy-five yards to three or four miles, and is navigable for the boats that sail Indian River. Fish teem in its waters.

From the mouth of the St. Lucie River, south to Jupiter Inlet and Light-house, the river is much narrower, and is known by the names of Jupiter Narrows, Hope Sound, and Jupiter River.

The St. Lucie is the most important tributary, and is the proposed eastern terminus of the Okechobee Land and Drainage Company's canal, which, when completed, will give a water-course through Lake Okechobee and the Caloosahatchie River to the Gulf of Mexico.

Means of transportation are at present somewhat meagre, and consequently expensive. Fifteen or eighteen lines of railroad have been incorporated, to run from various points to the head of the river, but most of them are directed toward Titusville. Each new road, as it is incubated (on paper), is to be the one that is sure to be built. Some eight or ten years ago these projected roads were firmly accepted as established facts, but the building of the first has yet to be accomplished.

For a number of years freight was brought almost wholly by small steamers up the St. John's south from Sanford to Salt Lake (connected by a creek with the St. John's), then hauled seven miles to Titusville. Oranges and other