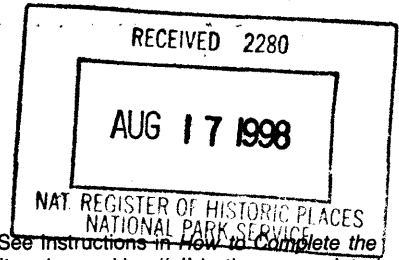


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



1168

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name First American Road in Florida

other names/site number 8SR66; Andrew Jackson Trail; the Military Road

2. Location

street & number Gulf Islands National Seashore - Naval Live Oaks Area not for publication

city or town Gulf Breeze vicinity

state Florida code FL county Santa Rosa code 113 zip code 32561

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Ronald M. Greenberg FPO 8-17-98
Signature of certifying official/Title Date
National Park Service
State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Judith L. Pettif, DSHPO 7-1-98
Signature of certifying official/Title Date
State Historic Preservation Office/Bureau of Historic Preservation
State or Federal agency and bureau

4. National Park Service Certification

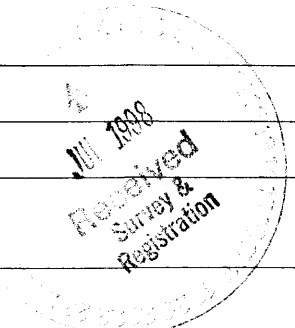
I hereby certify that the property is:

- entered in the National Register. See continuation sheet.
- determined eligible for the National Register See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain): _____

for Signature of the Keeper
Barbara J. Fitts

Date of Action

9/28/98



Name of Property

County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
0	0	buildings
1	0	sites
0	0	structures
0	0	objects
1	0	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

Prehistoric & Historic Archeological Properties of the Naval Live Oaks Reservation

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION / pedestrian-related

Current Functions

(Enter categories from instructions)

RECREATION & CULTURE / outdoor recreation

TRANSPORTATION / pedestrian-related

7. Description

Architectural Classification

(Enter categories from instructions)

N/A

Materials

(Enter categories from instructions)

foundation N/A

walls

roof

other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION

Period of Significance

AD1824 - early 20th century

Significant Dates

N/A

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

American

Architect/Builder

N/A

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

10. Geographical Data

Acreage of Property 2.32 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1	1 6	4 8 5 0 0 1	3 3 5 8 8 1 8
	Zone	Easting	Northing
2	1 6	4 8 6 5 0 4	3 3 5 9 3 9 7

3	1 6	4 8 8 0 9 7	3 3 5 9 8 4 8
	Zone	Easting	Northing
4	1 6	4 8 8 5 0 0	3 3 6 0 5 4 6

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Norma Harris, Research Associate; Reviewed by Judith A. Bense, PhD

organization Univ. of West Florida Archeology Institute date April 1997

street & number 11000 University Parkway, Building 80 telephone (850) 474-3015

city or town Pensacola state FL zip code 32514

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name U.S. Department of the Interior; National Park Service; Gulf Islands Nat'l Seashore

street & number 1801 Gulf Breeze Parkway telephone (850) 934-2606

city or town Gulf Breeze state FL zip code 32561

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number _____ Page _____

First American Road in Florida (8SR66)

Section 7	Pages 1 - 2
Section 8	Pages 3 - 6
Section 9	Pages 7 - 8
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Photo label	Page 10
Site Map	Page 11
Historic Maps	Pages 12 - 16
Photo	

8SR66 The First American Road in Florida

Section 7. Narrative Description

Summary

Spain ceded East and West Florida to the United States by treaty in 1821. The two principal population centers were located at opposite ends of the new territory, making communication between the two cities difficult. A road was proposed by citizens and territorial officials, and in 1824, construction began. The men responsible for the task were charged to build a road along the most direct route possible from St. Augustine on the Atlantic coast to Pensacola on the Gulf coast in the Florida panhandle.

The road started on the Gulf Breeze peninsula near Deer Point, across the Bay from Pensacola, passing through the new capital of Tallahassee, and on to St. Augustine. A 2.39 mile remnant of the road runs parallel to State Highway 98 through the Naval Live Oaks Area of the Gulf Islands National Seashore. The dirt road continues to be maintained as a hiking trail and provides access to areas of the park north of Highway 98, between the modern road and the bluffs overlooking Pensacola Bay. It has also been known as "The Pensacola/St. Augustine Road;" "Andrew Jackson Trail;" and "The Federal Road." The eastern portion from Tallahassee to St. Augustine was also known as "The Bellamy Road."

Description

The First American Road runs east/west through the Naval Live Oaks Reservation to the north of Highway 98 and Pensacola Bay. It is an unimproved dirt road measuring approximately 12 to 15 feet wide, for a distance of 2.39 miles. The eastern and western boundaries of the section that remains correspond with the eastern and western boundaries of the Naval Live Oaks property.

The 1824 road traversed the Coastal Lowlands, crossed through the Tallahassee Hills, and then back into the Coastal Plains region. The environment through which the road ran originally varied from pine barrens to live oak hammocks, creeks, rivers and swamplands of northern Florida. The section being nominated is located primarily across the ridges of live oak hammocks on the reservation. Vegetation consists mainly of live oaks, magnolias, hickories, and water oaks. Patches of yellow pine are also present, as well as secondary vegetation of palmettos, wax myrtles, yaupon hollies, and scrub oaks. Soils range from moderately well drained Pactus loamy sands to excessively drained Kureb sands. Most of the road was constructed on dry sands that become powdery when rainfall is light, and makes some areas difficult to pass with modern vehicles.

The western section of the road was disturbed by deep plowing for a firebreak in 1981. The area of impact was approximately 7.22 feet wide and 1.0 foot deep, for a distance of

approximately 1.6 miles from the western reservation boundary. A prehistoric site (8SR67) which crosses the road was also disturbed during this construction (Piatek and Walker, 1981). The unplowed portion of the road remains intact.

Today, the road is used for access to other parts of the reservation by National Park Service employees, and as a hiking trail for visitors to the park. Construction of a group picnic area with parking facilities has also impacted the site, but it is within the area damaged by plowing.

8SR66 The First American Road in Florida

Section 8. Narrative Statement of Significance

Summary

The portion of The First American Road built in Florida being nominated is located in the Naval Live Oaks Area of the Gulf Islands National Seashore, Santa Rosa County, Florida. The dirt road was constructed between 1824 and 1826 in an effort to link the two population centers of Pensacola and St. Augustine in the new U.S. Territory. It is significant at the state and local level under Criterion A in the area of Transportation as the first road built in Florida after the United States acquired the territory from the Spanish in 1821. The construction of the road led to better communication between the two most important cities in Florida, and provided access to the interior for the new American settlers in the region.

Historic Context

The early colonial settlements of Spanish East and West Florida were connected with a series of narrow trails that were originally designed by the Native Americans who inhabited the region (Stringfield, 1993). With the founding of St. Augustine in 1565, the Spanish began to push away from the Atlantic coast to the west, establishing a chain of missions among the Apalachee by 1633. Soon the threat of competition from other European powers made another settlement to the west important and in 1698, the first presidio at Pensacola was founded. Although a network of Indian trails had long been established between Pensacola and the Apalachee region, there were no roads capable of moving large numbers of men and equipment on anything other than horses or human feet. The Spanish route out of Pensacola toward the east ran to the north of the town during the late 18th century, around the head of Escambia and East Bays, and through the swamp lands and pine barrens to Choctawatchee Bay.

In 1778, the new British owners (A.D. 1763 - A.D. 1783) of the Floridas saw the need for a more direct and passable route from Pensacola to St. Augustine. The deerskin trade that developed during this time period depended on access to the interior and the Indian populations who provided the skins. Superintendent of Indian Affairs for the Southern district, John Stuart, directed John Purcell to survey northern Florida for a route to connect the two administrative centers. Purcell produced a map of the best route (see enclosed Stuart-Purcell Map, 1778); however the short-lived British occupation was over before the path could be fully utilized.

Transportation development during the Second Spanish period (A.D. 1783 - A.D. 1821) was as poor as in their earlier colonial occupation. The deerskin trade continued under former British subjects; however, few improvements in the infrastructure were initiated. The principal avenue for travel between the two cities remained the Gulf of Mexico and the Atlantic Ocean.

When the Americans took over in 1821, they were faced with the same travel problems:

long sea voyages; or winding trails that usually required a guide (normally an Indian) for travel from Pensacola to St. Augustine. The trail system from the Apalachee region to St. Augustine was better marked and utilized more (particularly along the old “King’s Road” or “Camino Real”) than to the west; however, Florida still lacked a good route across the northern part of the territory. The distance between the two settlements also led the Americans to propose a new capital of the now combined Floridas.

In 1822, a group of citizens set a petition to the U.S. Congress requesting a survey for a road between Pensacola and St. Augustine, as well as another system of roads to provide access to remote regions. Within two years, on February 24, 1824, an act was passed and an appropriation of \$23,000.00 was made for survey and construction of a road from St. Augustine to Pensacola. A delegation from the east and one from the west selected the site for the new administrative center of Florida, and Tallahassee was established that same year (Martin, 1974).

Statement of Significance

Captain Daniel Burch was chosen by the Quartermaster General to oversee the construction and to supervise the western section of the road from Pensacola to the Apalachicola River. John Bellamy, a wealthy planter who lived near Jacksonville, got a contract to complete the eastern half from the Apalachicola to St. Augustine. Burch was to use soldiers stationed at Pensacola as the labor force to clear and cut the route. Bellamy’s slaves were the major component of his labor force.

Specifications for the road were laid out in the Congressional Act as follows:

“...the President of the United States be and he is hereby authorized to cause to be opened, in the territory of Florida, a public Road from Pensacola to St. Augustine, commencing at Deer Point, on the Bay of Pensacola, and pursuing the old Indian Trail to the Cow Ford on the Choctawhatchy river; thence direct to the Natural Bridge on the Econfinan river; thences to the Ochese Bluff on the Apalachicola river; thence in the most direct practicable route, to the site of Fort St. Lewis; thence as nearly as practicable, on the old Spanish road to St. Augustine, crossing the St. John’s river at Picolata; which road shall be plainly and distinctly marked and shall be of the width of twenty-five feet (Boyd, 1935:74).”

Captain Burch recommended Deer Point as the beginning spot for the western section because it shaved twenty miles off the route that began to the north of the city of Pensacola. The Santa Rosa Peninsula (now known as the Gulf Breeze Peninsula) site that was chosen also required that travel from the mainland start with a ferry ride across Pensacola Bay of about four miles. Although this could be a difficult crossing, and indeed road construction was delayed for several days because the troops could not cross the bay in bad weather, Burch felt that saving twenty miles was worth the risk (Boyd, 1935).

Burch and his party of about 20 privates of the 4th Regiment of U.S. Infantry were

directed to survey the route on September 11, 1823. He was instructed to note the characteristics of the region, land quality and the Indians along the way. The road was to be twenty-five feet wide, and causeways were to be fifteen feet wide. The road bed was to have all stumps either removed, or cut flush with the ground. The numerous small creeks and wetlands required bridges and causeways, and the larger rivers needed ferry services to be provided by private individuals along the route. After the survey, Burch submitted a revised estimate of \$51,316.56, including compensation for lands along the site that were not previously considered (Boyd, 1935).

The survey party traveled 445 miles, but the final estimate given by Burch was of 367 miles. Initially Burch was disappointed by his Indian guides. He claimed that they were ignorant of the country east of the Choctawatchee in particular. It is possible that they were intentionally uncooperative or misleading since the route would make travel through their lands easier, and make them vulnerable to U.S. forces and white settlers. The actual route once finished was approximately 400 miles (Boyd, 1935). No plat of the road was ever submitted; however, other maps of the time period clearly define the route (Searcy, 1829; Palmer, 1836). Later maps also note the section of road being nominated (Johnson and Browning, 1861; Davison, 1881).

Burch began clearing at Deer Point on October 4, 1824. By October 9, he had cleared twelve miles of road, twenty-five feet wide. This included the section contained in the Naval Live Oaks Reservation. By October 30, thirty-five miles had been completed and Burch suggested that in some sections of open country through the pine barrens, the road need only be fifteen feet wide because it was possible for wagons to turn off into the woods, and a wider path was unnecessary. He started the march with only 69 of the 200 troops he had requested to do the work. Because of sickness at Pensacola, and the need for men there, the numbers allotted to Burch remained low. Supplemental troops were supposed to be sent from St. Marks, but this never materialized and in November, he asked for permission to use Black slaves (Boyd, 1935).

From the moment the construction began, the road was in constant need of repair. The sandy soils, causeways, and small wooden bridges did not hold up in frequent flooding. When there was a dry period, the sandy became so powdery in some sections that wagons could not pass. Bellamy's eastern section was traveled by larger numbers of people, and there were already settlers in the area that could help with the maintenance. The smaller population between Pensacola and Tallahassee, however, made it more difficult for the government to ask for assistance in repairs.

The final inspection was made on July 17th, 1826. Bellamy's section was criticized by the inspectors because it was only sixteen feet wide instead of the required twenty-five. But Burch supported Bellamy's decision to narrow the road, again stating that the wagons could turn about along the road in the pine barrens without encountering thick vegetation or swampy areas (Boyd, 1935, 1936).

For the first time in the history of European settlement in Florida, settlers and soldiers could travel by land from Pensacola to St. Augustine without a guide. Homesteaders began to move into the interior of the territory and the road provided them with the means to transport products between the two cities without the long voyage aboard ship. This was especially true in the central region around the new capital. Although some settlers did move into the interior along the western section, it soon fell into disrepair, and was virtually abandoned as a military road. The preferred method for transporting troops and goods was still by sea.

The road did lead to increased access to Americans as feared by the Indians who lived in northern Florida. Although it did not go directly through any Native American settlements, there was increased contact between the two groups. This contact produced hostilities that erupted into the Second Seminole War (1835-1842). The war retarded attempts to repair the road and prompted the movement of Native Americans further into the peninsula of southern Florida (Martin, 1974).

The Deer Point section of the road (including the section currently being nominated) was probably always well maintained since it was contained within the Live Oak Reservation. This portion was never abandoned, and was an important transportation avenue until the 20th century (Snell, 1983).

8SR66 The First American Road in Florida

Section 9. Bibliography

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1974 *Florida During the Territorial Days*. Porcupine Press, Philadelphia.

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1836 "A Map of part of Alabama and Florida." Showing the Route of the Proposed Columbus and Pensacola Railroad. Copy of map on file, Strozier Library, Florida State University; and Naval Live Oaks Area, Gulf Breeze, Florida.

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1981 "Effect of Firebreak Construction on Sites 8SR66 and 8SR67, Naval Live Oaks Reservation, Gulf Islands National Seashore." Southeast Archaeological Center, National Park Service, Tallahassee, Florida.

Stringfield, Margo S.

1993 "The First American Road in Florida: The Evolution of a Pre-historic Trail." Paper on file at the Naval Live Oaks Area, Gulf Islands National Seashore, Gulf Breeze, Florida.

Stuart, John and John Purcell

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Whitman, Alice

1938 "Transportation in Territorial Florida." *Florida Historical Quarterly*, Volume 17, #1:25-53

8SR66 The First American Road in Florida

Section 10. Geographical Data

Verbal Boundary Description

The First American Road in Florida is approximately twelve to fifteen feet wide, and 2.39 miles long. It is located to the north of U.S. Highway 98 on the Gulf Breeze Peninsula within the boundaries of the Naval Live Oaks Area of the Gulf Islands National Seashore in Santa Rosa County, Florida. The road runs east/west through the reservation, between Highway 98 and Pensacola Bay. The road bed is bounded on the north and south by vegetation ranging from moderately dense to very dense secondary growth associated with a live oak/magnolia/hickory forest.

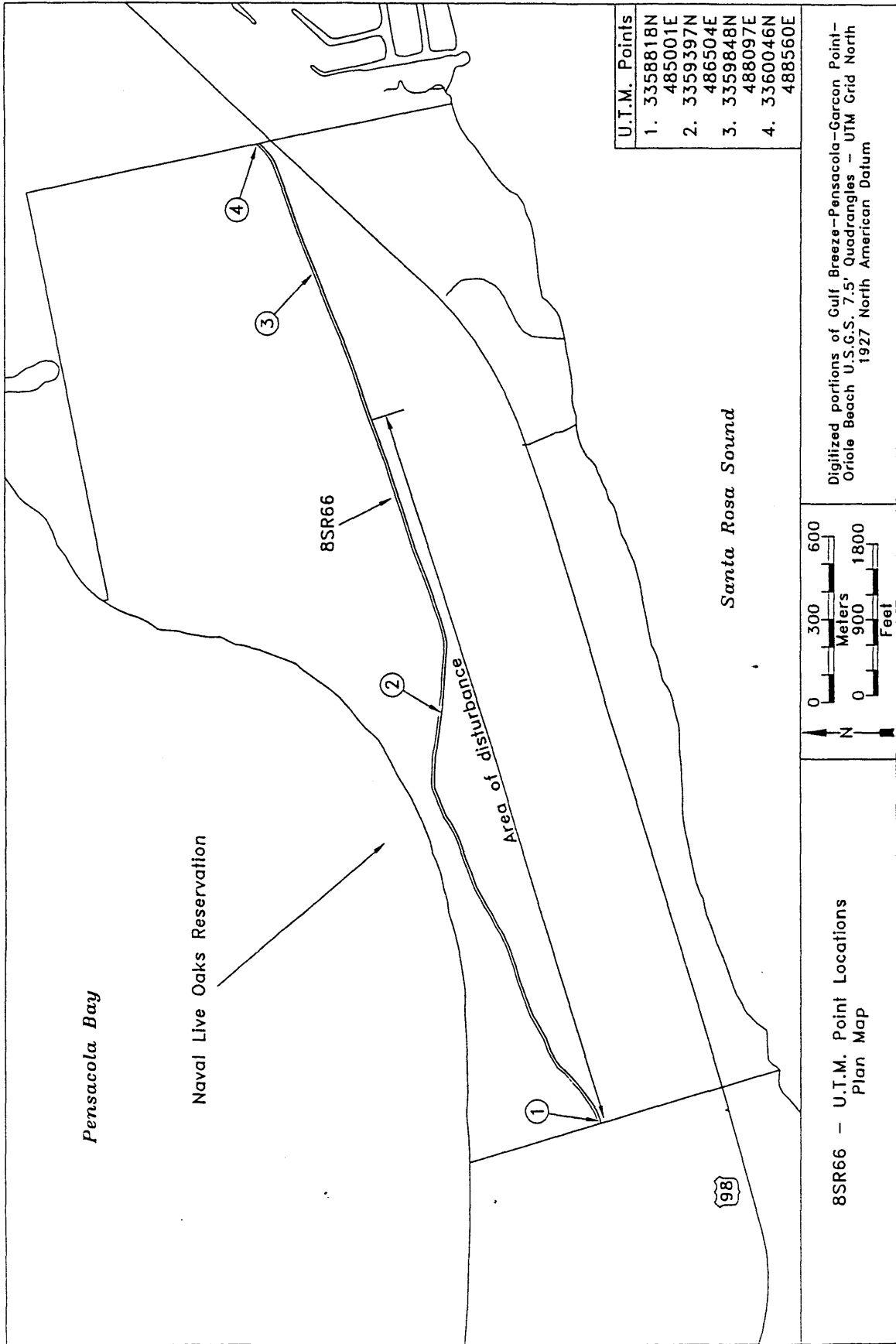
Boundary Justification

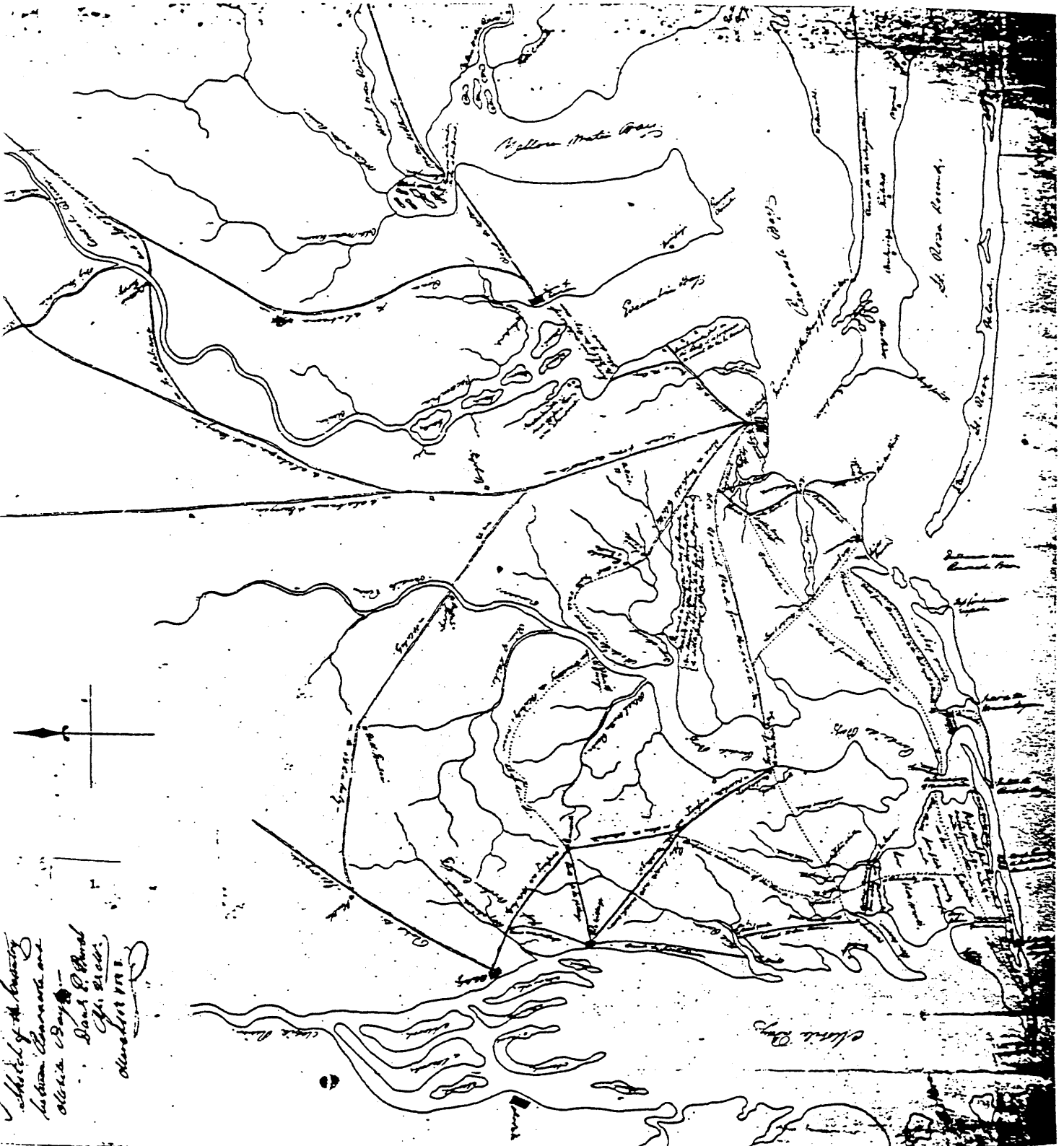
The eastern and western boundaries of the section of road being nominated are the official boundaries of the Naval Live Oaks Area of the Gulf Islands National Seashore, National Park Service, Department of Interior; and recognized by the Santa Rosa County appraiser's office. Northern and southern boundaries are represented by vegetation along the road bed. It was originally twenty-five feet wide, but has not been maintained at that width. The current trail may represent the center of the original road, but a detailed survey of tree density and age, plus archeological testing, would be required to determine the exact placement of the existing corridor within the original, wider road bed.

8SR66 First American Road in Florida

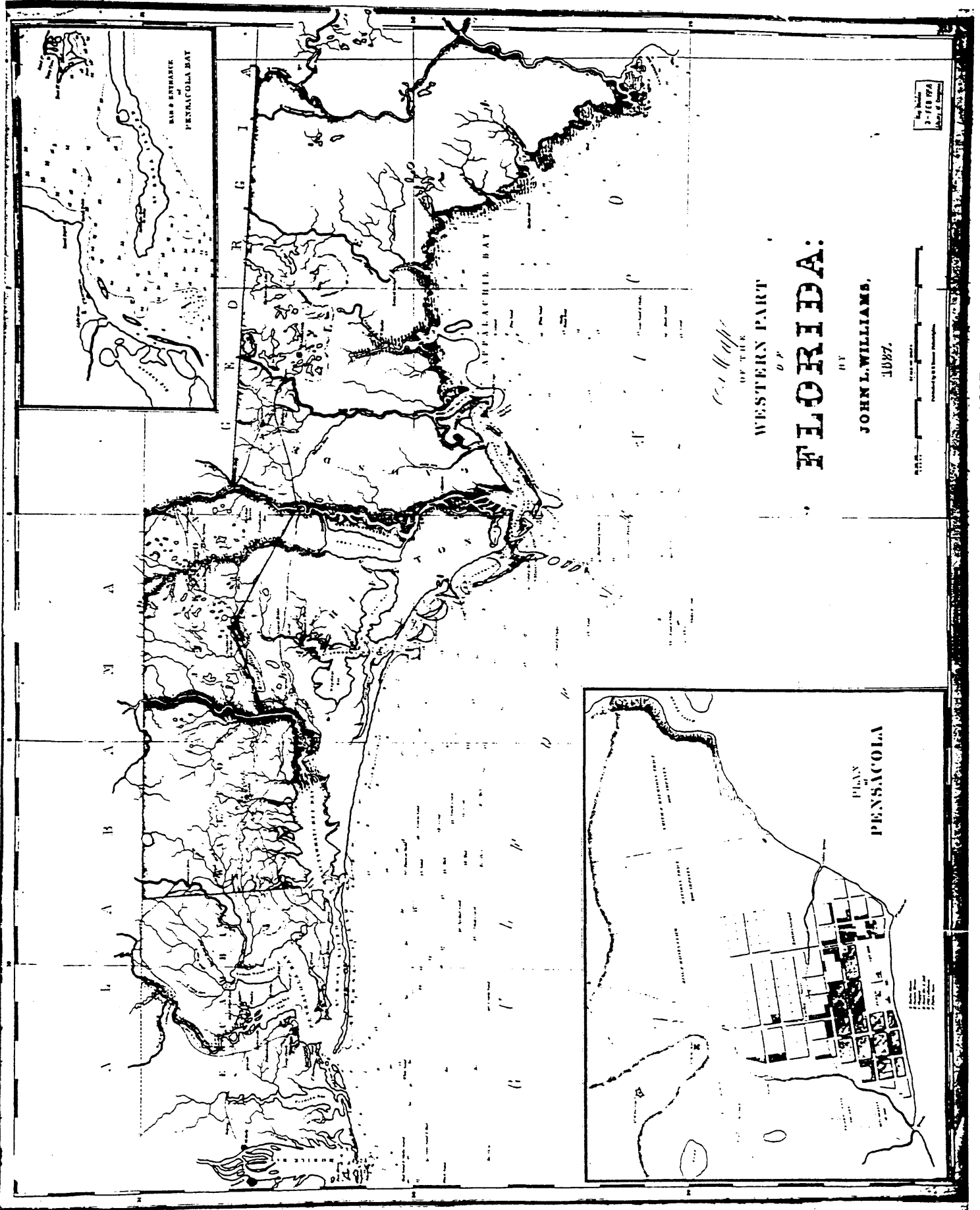
Photographs

1.
 - 1) First American Road in Florida (8SR66)
 - 2) Gulf Breeze, Santa Rosa County, FL
 - 3) Norma J. Harris
 - 4) March 8, 1997
 - 5) Naval Live Oaks Area, Gulf Islands National Seashore
 - 6) Road; camera facing west.
 - 7) 1 of 1





Sketch Map made by Daniel Burch showing western section of the First American Road on Deer Point.



John L. Williams Map of West Florida showing The First American Road in 1827.

GENERAL REMARKS

On the Roads or Paths

The first road from Pensacola to St. Augustine is the old Spanish road, which was the only one in the country at that time. It was a very good road, and the only one that was used by the Spaniards. It was a very good road, and the only one that was used by the Spaniards. It was a very good road, and the only one that was used by the Spaniards.

The second road from Pensacola to St. Augustine is the old Spanish road, which was the only one in the country at that time. It was a very good road, and the only one that was used by the Spaniards. It was a very good road, and the only one that was used by the Spaniards.

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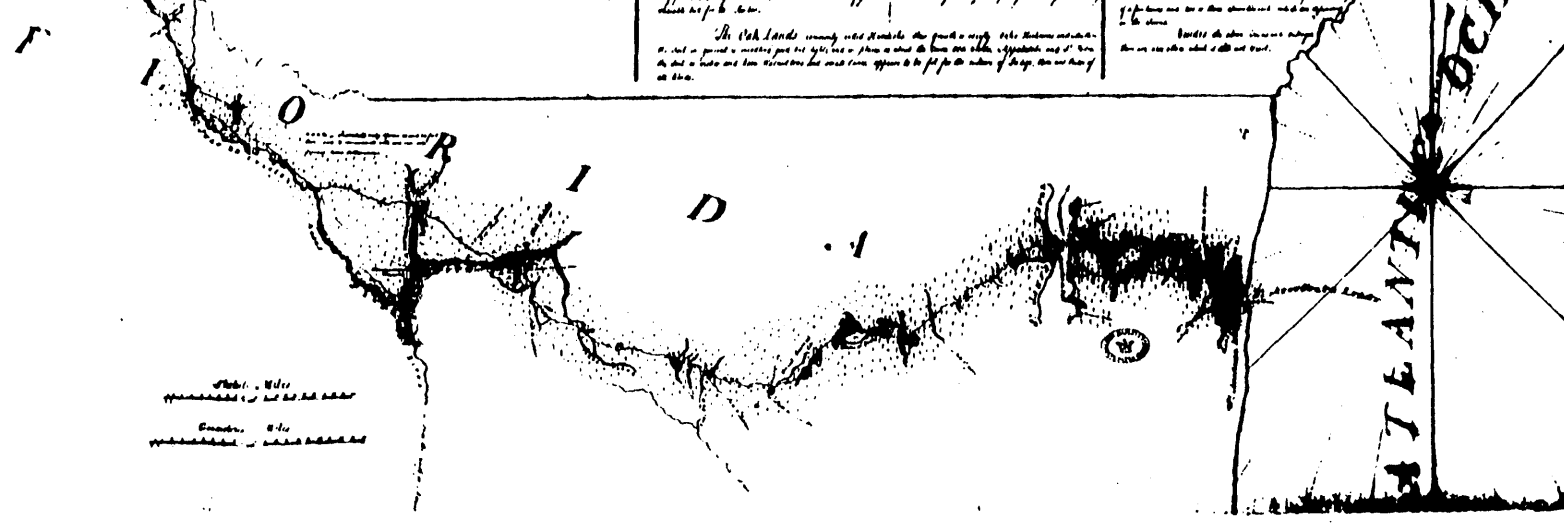
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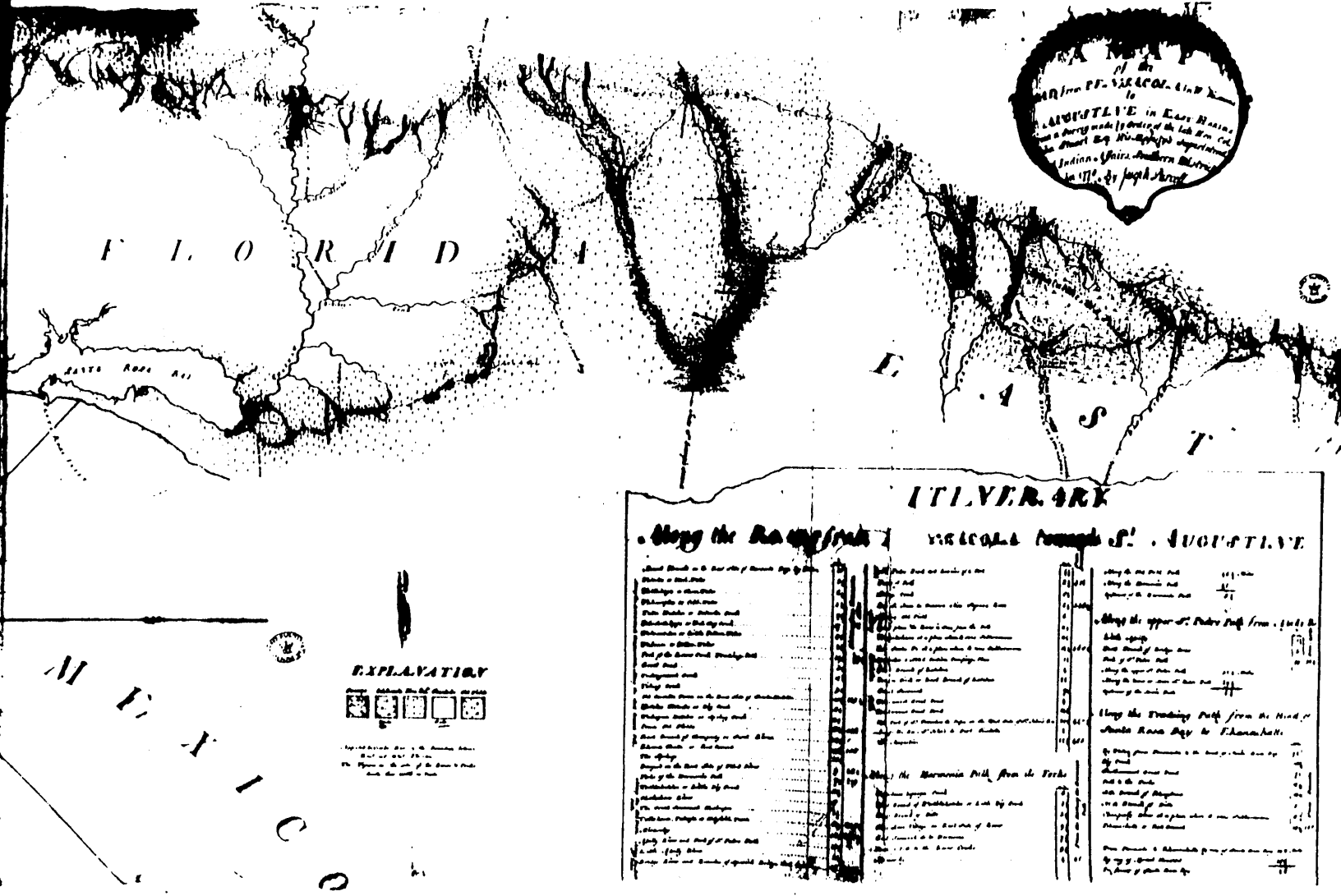
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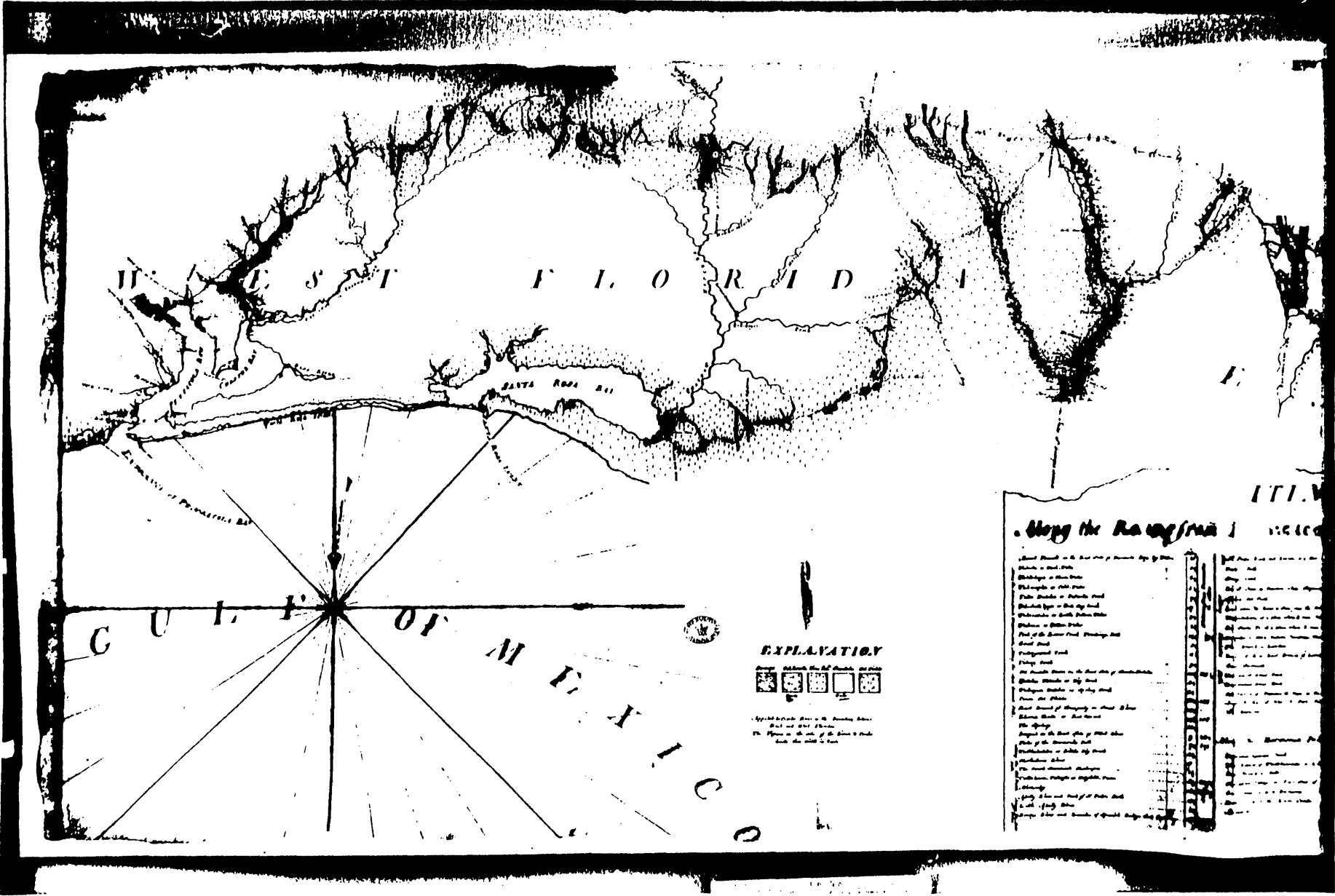


14

Stuart-Purcell map of 1778 of Old Spanish Road from Pensacola to St. Augustine, sections of which later became the First American Road. (Page 1 of 3)



Stuart-Purcell Map of 1778. (Page 2 of 3)



Stuart Purcell Map of 1778. (Page 3 of 3)