

Bartram Trail)

Background

The Bartram Trail was designated for study as a potential component of the National Trail System by Public Law 94-527, October 17, 1976. The designation resulted from the interest generated by a number of Bartram Trail groups in the eight States through which William Bartram traveled during the period 1773-1778. The States involved are Georgia, North Carolina, South Carolina, Alabama, Florida, Louisiana, Mississippi and Tennessee (see attached map). The interest in the trail and the various groups push for the trail was coordinated by the Bartram Trail Conference under chairmanship of Ms. Martha McInnis.

Bartram

William Bartram (1739-1823) was the son of John Bartram a resident of Philadelphia. John Bartram, a farmer, fascinated by the plants in the untamed wilderness, spent his spare time gathering plants and tending a garden of native trees and plants which ultimately covered several acres. In the early 1730's he became acquainted with a prosperous London merchant, Peter Collinson, who was an ardent and gifted botanist interested in the plants of the New World. Collinson paid Bartram 5 guineas a box for plant specimens. Soon Bartram was furnishing plants to some 50 members of the British aristocracy. In 1765, John Bartram was named colonial botanist to the king.

About 1750, William Bartram had begun to show an interest in his father's work and began to accompany his father on his trips. William was an accomplished artist and made drawings of the varied plants, flowers, trees, birds, shells, etc., which he and his father collected. His pictures having caught the eye of a number of wealthy Englishmen, he was commissioned by them to travel seeking new samples and painting additional pictures to be sent to them. Thus, financed William Bartram struck out on his own in 1773 for the Florida-Georgia area. He spent the next 5 years in the Southeast wilderness, appearing on the coast from time to time to send boxes of materials to his sponsors and letters to his father.

In 1778, William Bartram returned to Philadelphia to find that his father had died the previous year. The botanical garden which his father had established had not been disturbed by the war and was now owned by his brother. William spent the next several years editing his journal which was finally published in 1791. Its title was "Travels through North and South Carolina, Georgia, East and West, Florida, the Cherokee Country, the Extensive Territories of the Muscogules, or Creek Confederacy, and the Country of the Chactaws" commonly referred to as "Bartram's Travels." Within the next 10 years the journal was published in most European languages, appearing to enthrall literary Europe. It was the early 1800's before the book received any significant interest in this country.

Bartram is considered the foremost nature artist in this country prior to Audubon. He taught Alexander Wilson how to draw so Wilson could realize his interest in drawing the birds of America. Bartram had a list of 215 birds which he had seen and identified, the longest list of American birds at that time. Armed with Bartram's list, Wilson had by 1808 published the first volume of his "American Ornithology."

The Bartram Gardens are still in existence as part of the Philadelphia Park System. One of Bartram's most notable finds was the Franklinia. In 1765, the father and son team found a new flowering shrub growing near the bank of the Altamaha River in Georgia. They named it the Franklinia after their friend Ben Franklin. Subsequently, they looked in vain for more specimens. After a lapse of 8 years, William returned to the original site and secured samples which were set out in the gardens near Philadelphia. All existing examples of the Franklinia are descendants of these plants as the last sighting of the plant known to be seen growing wild was at the original Georgia site in 1790.

Status

The field investigations of the trail corridor are completed as is a contract study conducted for the Heritage Conservation and Recreation Service. The studies have identified 47 existing sites or areas which William Bartram visited, observed, or personally experienced, and 42 areas, sites, buildings or unspoiled places in the Southeast which existed at the time of Bartram's trip and are representative of those visited by Bartram and described in his journal.

In a task force meeting in August 1978, there was unanimous agreement that Bartram's travels were worthy of memorialization but the route of his travels in its entirety did not qualify as a National Scenic Trail. Ms. McInnis was on the task force.

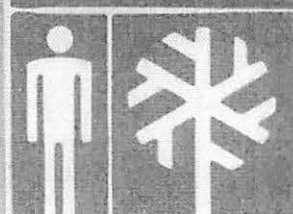
The National Parks and Recreation Act of 1978, Public Law 95-625 amended the National Trails System Act by establishing a "historic trail" category and criteria for determining historic significance. It also provides that reports on historic trails shall include "...the recommendation of the Secretary of the Interior's National Park System Advisory Board as to the national historic significance based on the criteria developed under the Historic Sites Act of 1935...."

We are preparing a report which will be widely circulated for review and comment. The report will describe how the route relates to the various criteria and describe alternative means by which Bartram's activities can be memorialized.

national scenic/historic
trail study

february 1982

THE BARTRAM TRAIL



ALABAMA - FLORIDA - GEORGIA - LOUISIANA - MISSISSIPPI
NORTH CAROLINA - SOUTH CAROLINA - TENNESSEE

I. INTRODUCTION

Authority

In 1968 Congress passed Public Law 90-543, the National Trails System Act. The purpose of the Act as amended is: (1) to institute a national system of scenic, historic, recreation and connecting and side trails to provide recreational opportunity and preserve trail related scenic, historic, natural, and cultural values; (2) to designate initial components of the system, and (3) to authorize study of additional trail routes to determine the feasibility and desirability of designating them as components of the system and to provide guidelines by which such trails can be added to the system.

Public Law 94-527 amending the National Trails System Act directed study of eight potential trail routes one of which was the Bartram Trail.

Purpose

The purpose of this study report is to: identify the 18th century routes in the Southeast travelled by William Bartram; identify and analyze these routes and the areas adjacent to them with respect to their scenic, historic, natural and cultural values; and, evaluate the characteristics of the routes to determine if designation as a national scenic or national historic trail is feasible and desirable.

Findings

Study of the route followed by William Bartram found:

1. While in their entirety the routes travelled by Bartram do not qualify for designation as a national scenic trail, there are three scattered trail segments which appear to meet these criteria with future evaluation.
2. The routes travelled by Bartram do not meet the criteria for national historic trails designation.
3. Bartram's travels, writings and illustrations were significant contributions to the natural science and literature of his era and are of significance to a present day understanding of the southeastern part of the Nation during the 18th century.
4. There are many scenic, historic, natural and cultural values on or adjacent to Bartram's routes in the eight-State region which relate to his travels and to the period of his travels which afford an opportunity to memorialize Bartram.

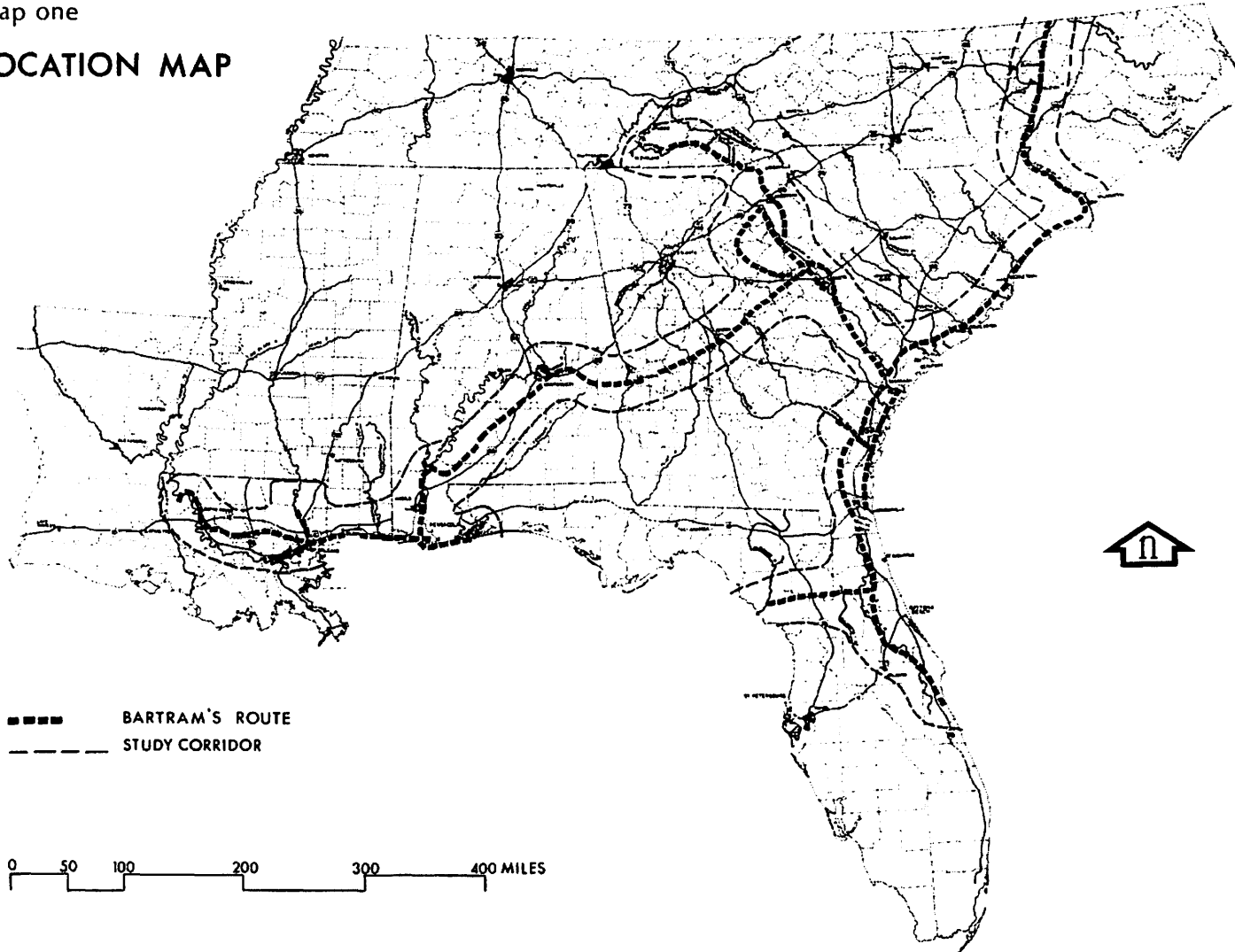
Recommendation

It is recommended that:

1. The routes followed by William Bartram not be designated a national scenic trail.

map one

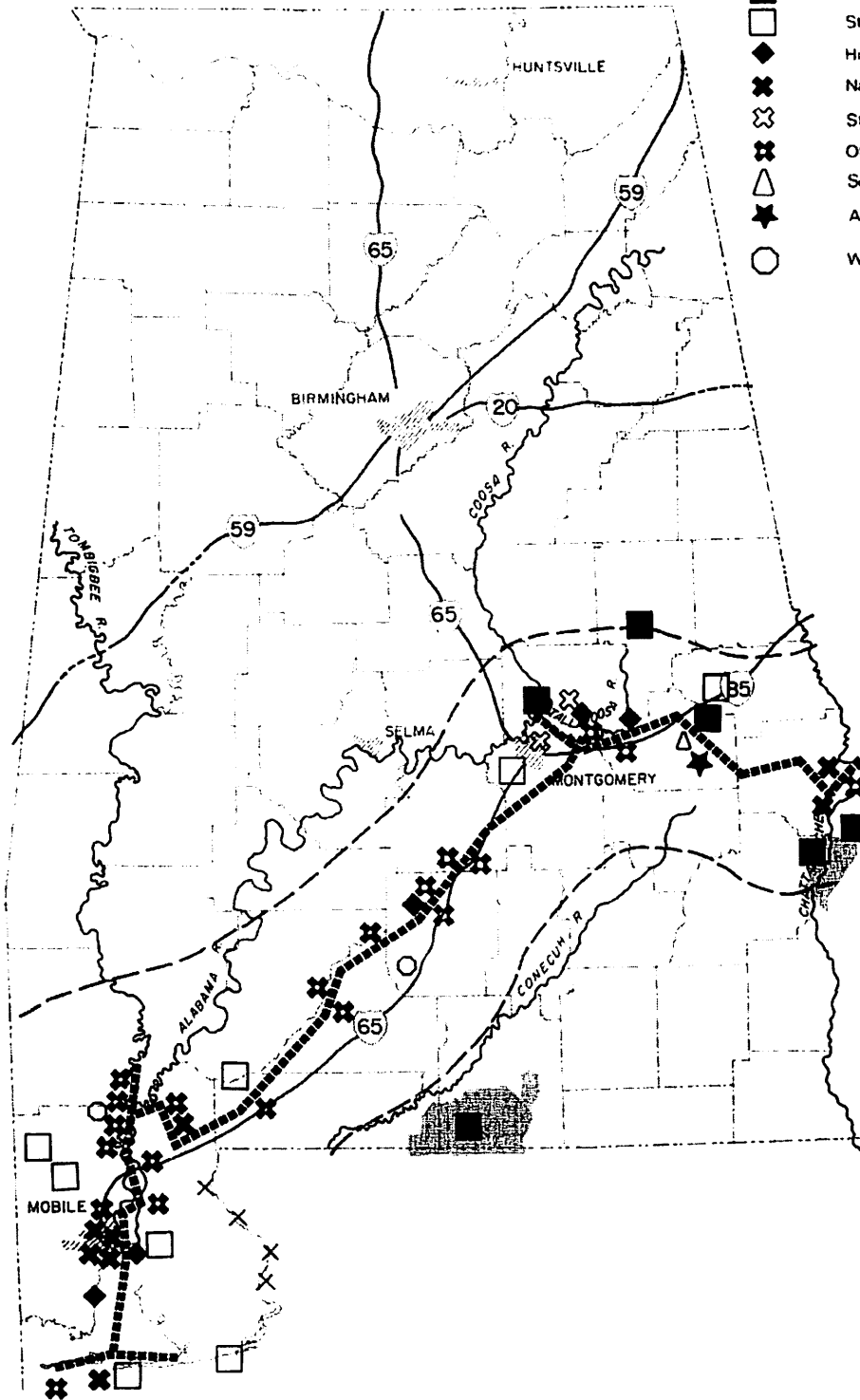
LOCATION MAP



BARTRAM TRAIL STUDY

SIGNIFICANT FEATURES

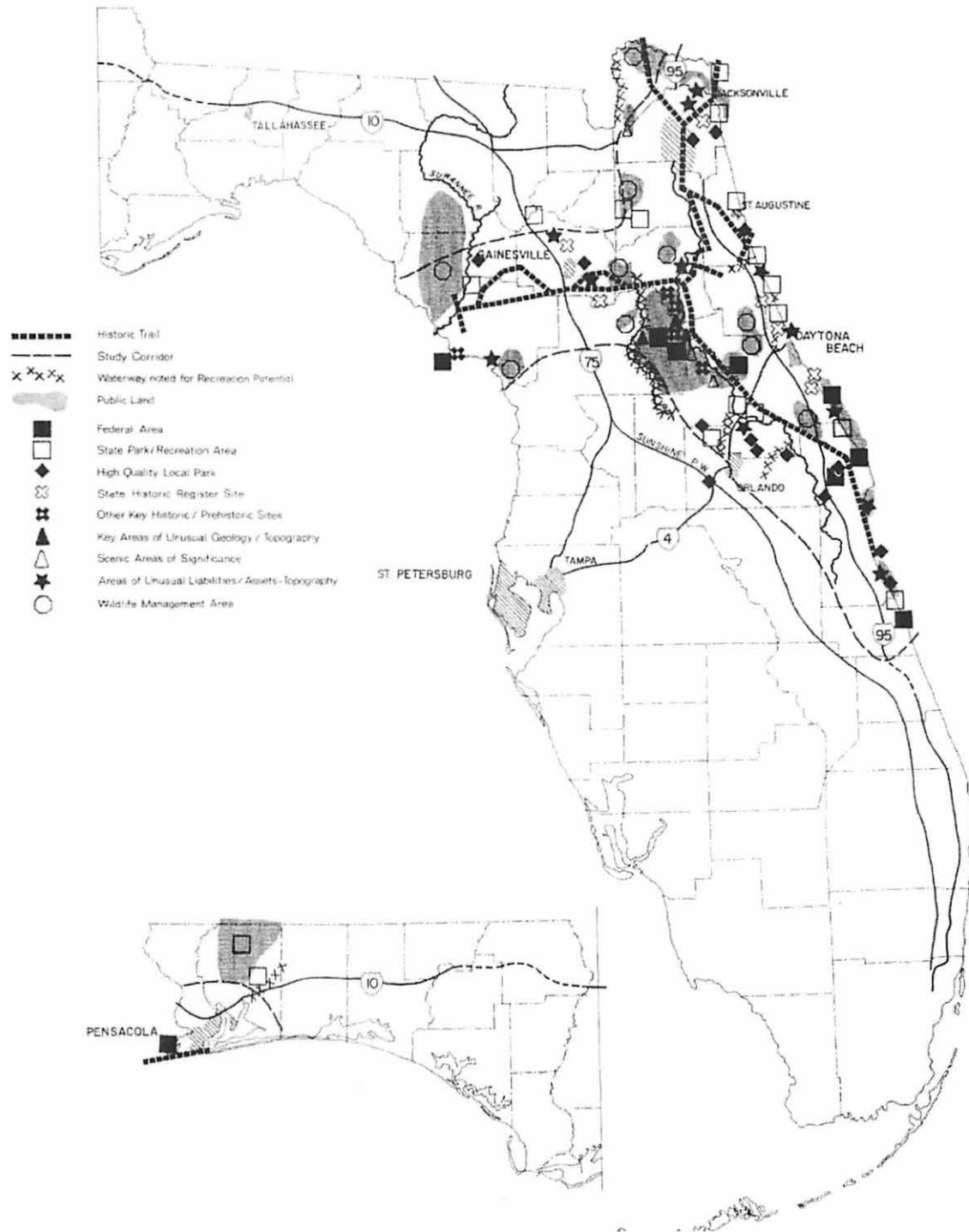
- Historic Trail
- Study Corridor
- x x x x Waterway noted for Recreation Potential
- Public Land
- Federal Area
- State Park/Recreation Area
- ◆ High Quality Local Park
- ✕ National Historic Register Site
- ⊗ State Historic Register Site
- ⊗ Other Key Historic / Prehistoric Sites
- △ Scenic Areas of Significance
- ★ Areas of Unusual Liabilities / Assets - Topography
- Wildlife Management Area



BARTRAM TRAIL STUDY

map three - florida

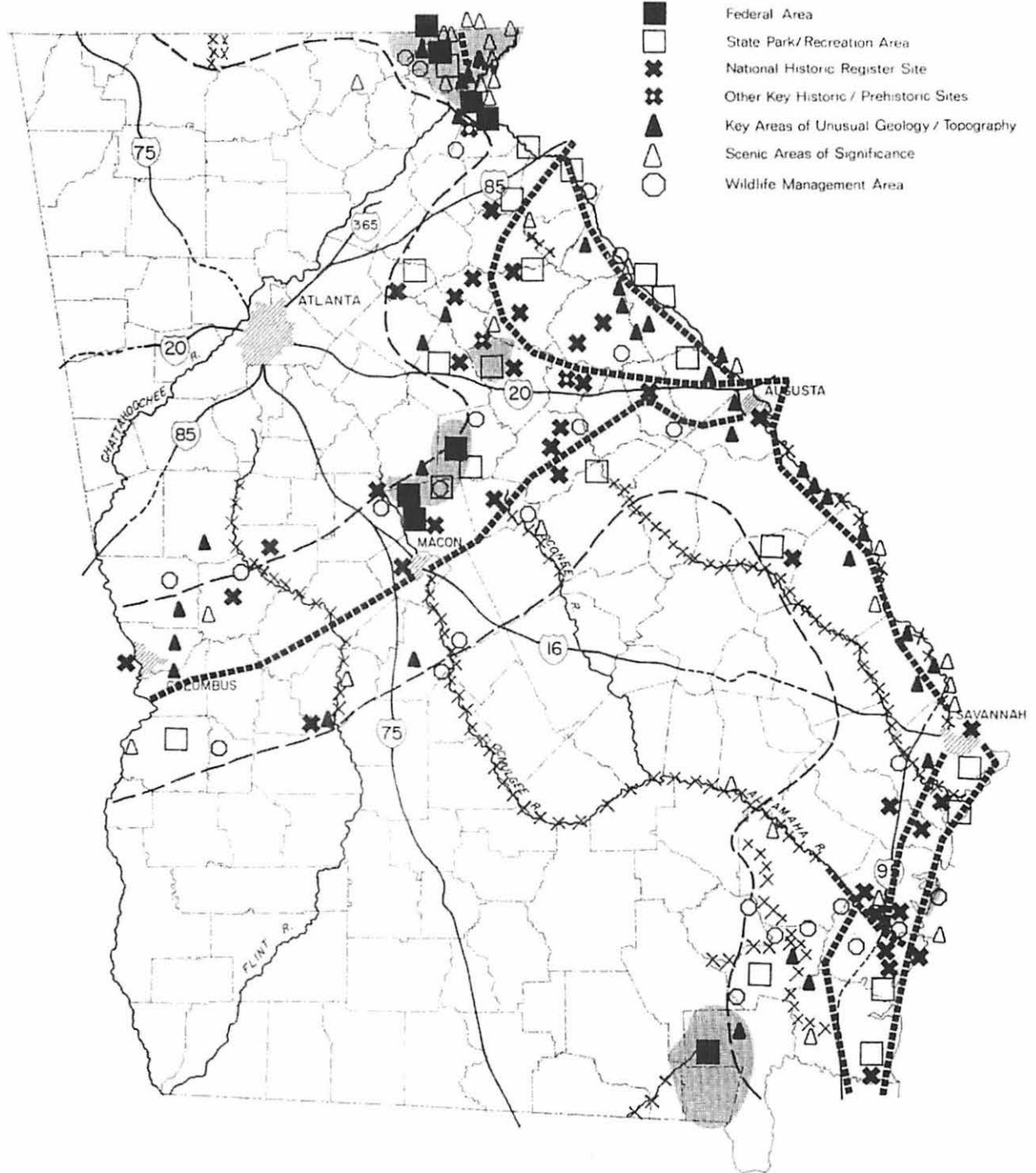
SIGNIFICANT FEATURES



BARTRAM TRAIL STUDY

map three - georgia

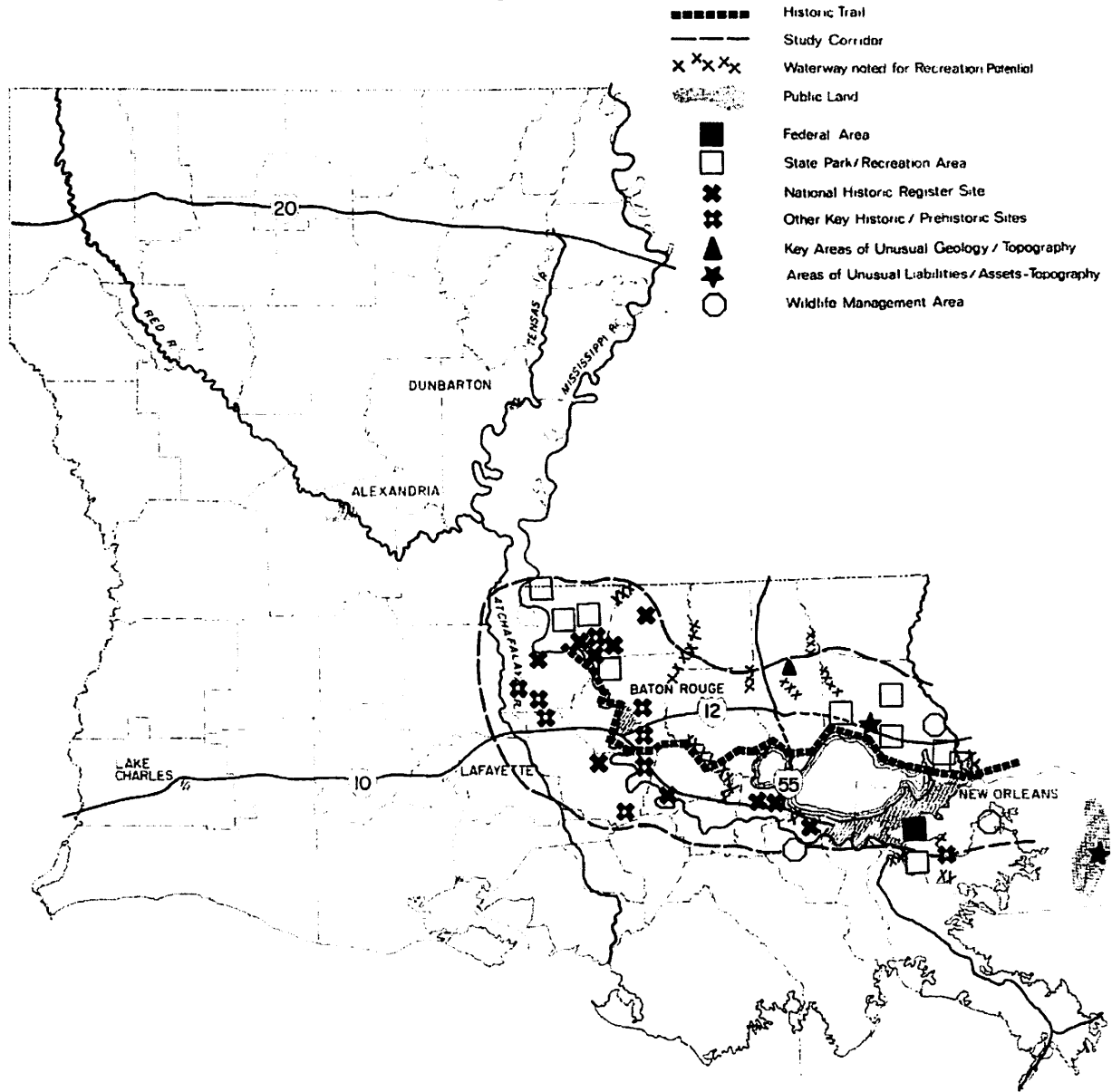
SIGNIFICANT FEATURES



BARTRAM TRAIL STUDY

map three - louisiana

SIGNIFICANT FEATURES

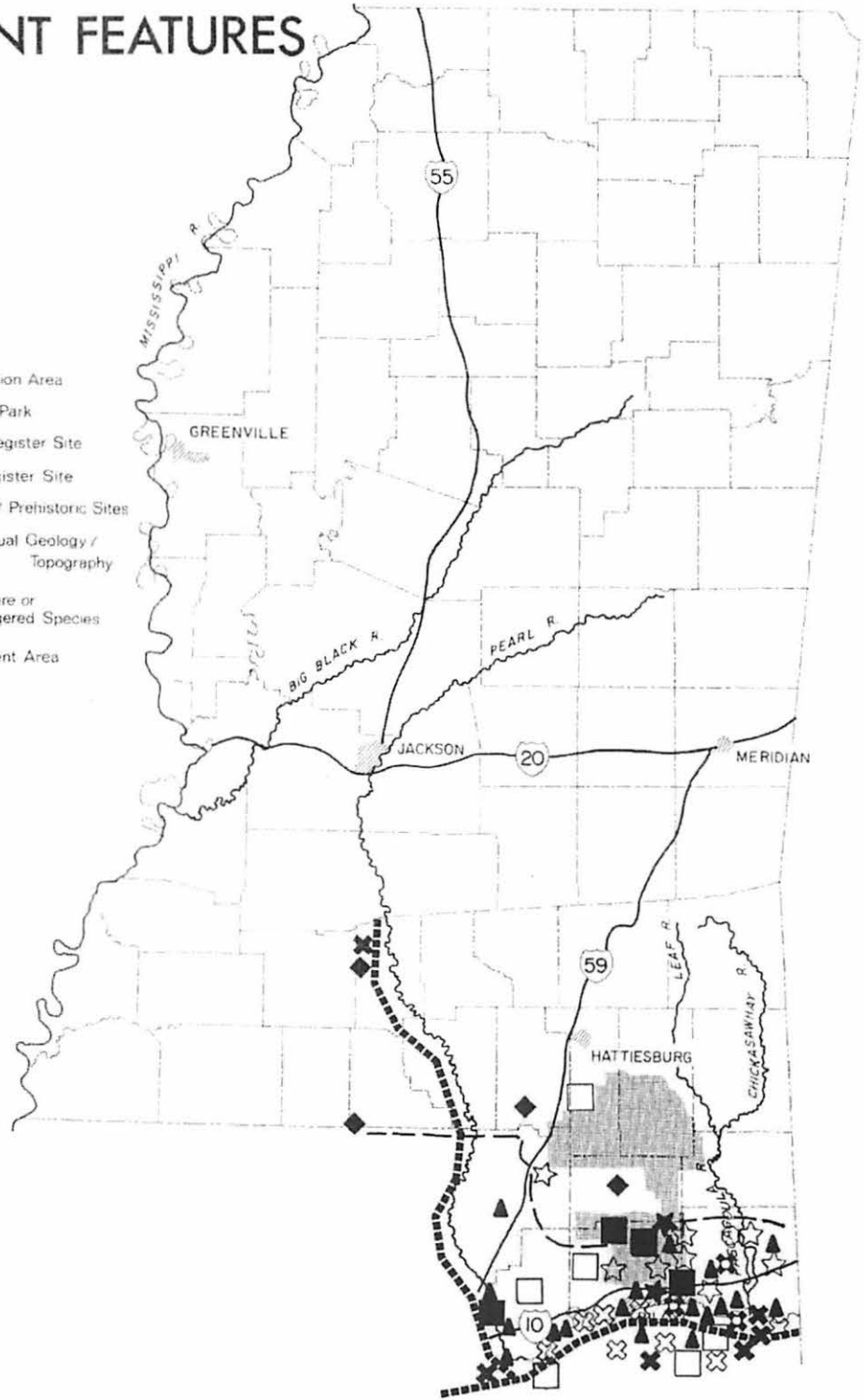


BARTRAM TRAIL STUDY

map three - mississippi

SIGNIFICANT FEATURES

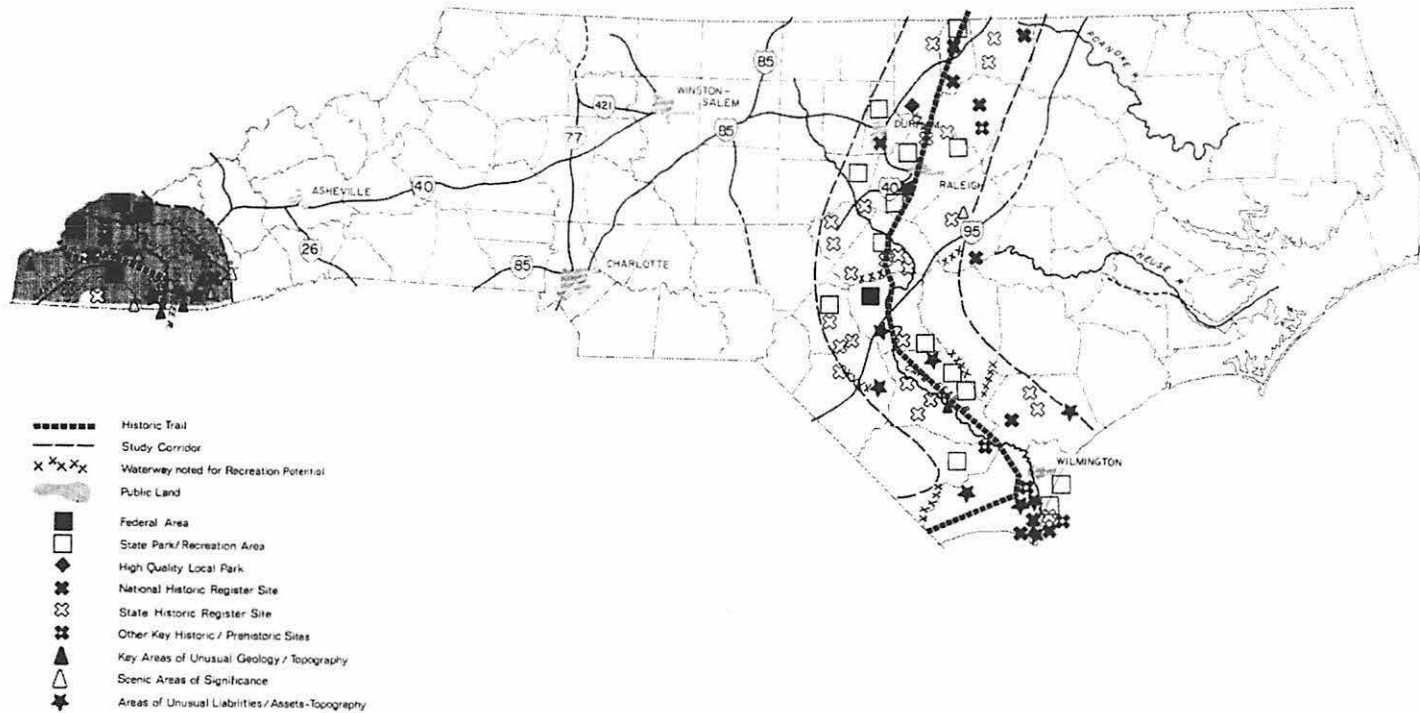
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- ⊗ Other Key Historic / Prehistoric Sites
- ▲ Key Areas of Unusual Geology / Topography
- ☆ Habitats Unique, Rare or Endangered Species
- Wildlife Management Area



BARTRAM TRAIL STUDY

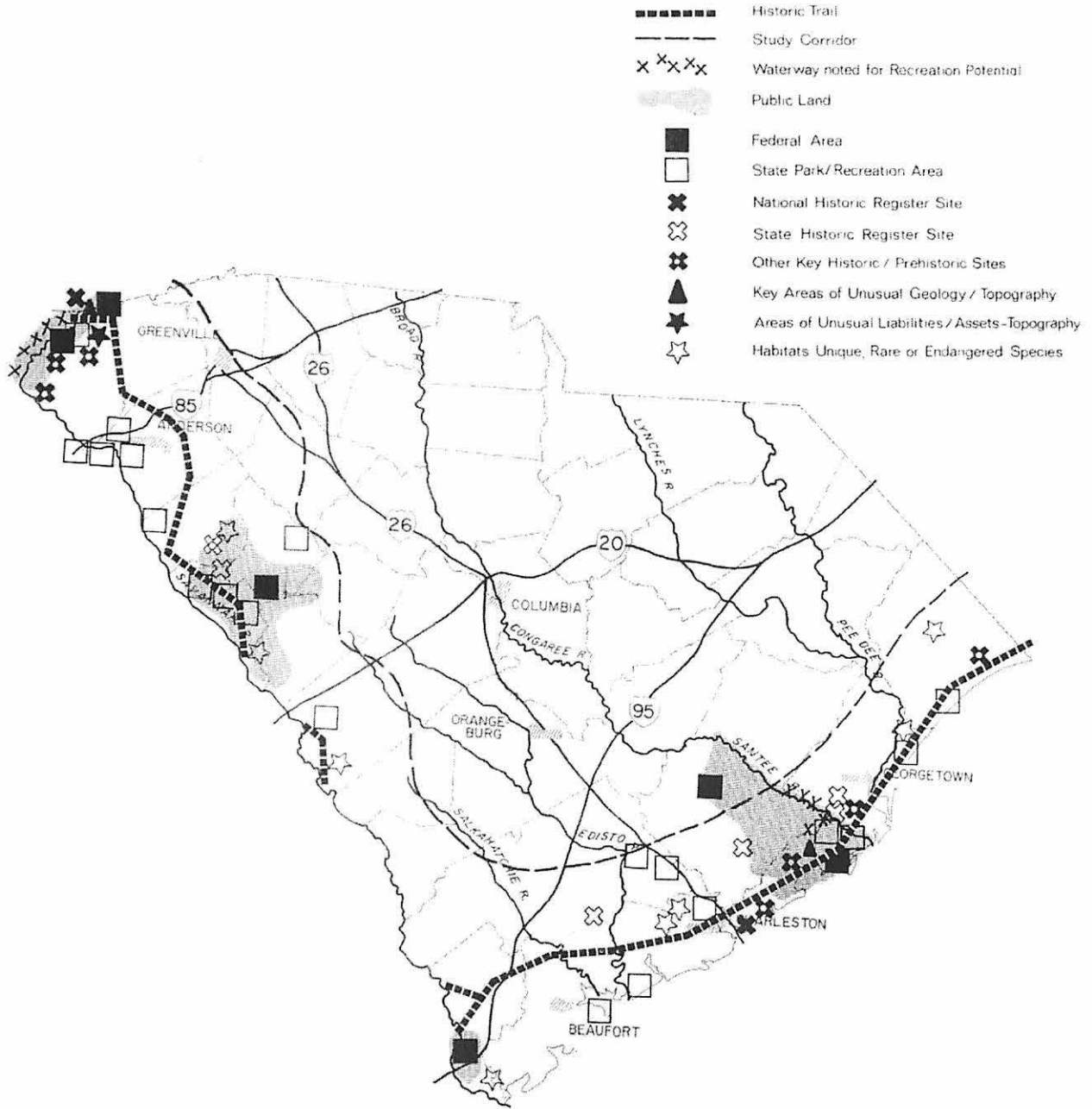
map three - north carolina

SIGNIFICANT FEATURES



map three - south carolina

SIGNIFICANT FEATURES

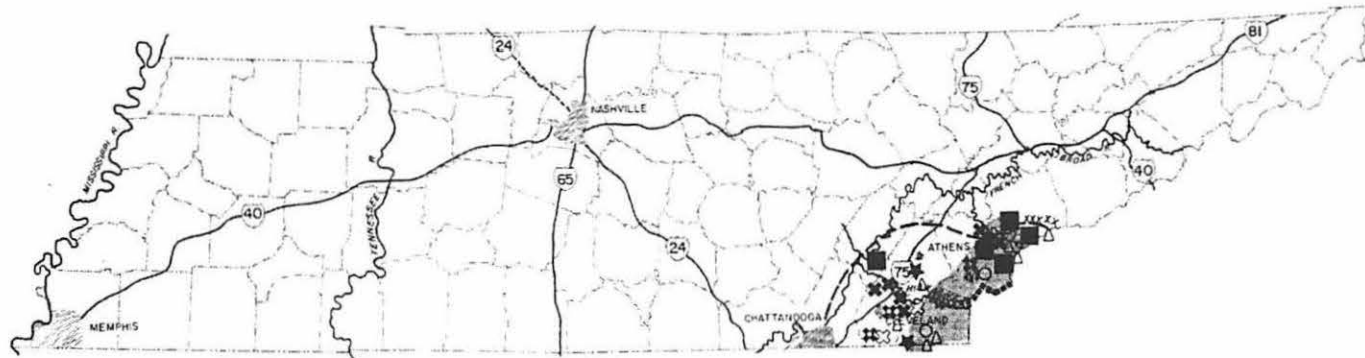


BARTRAM TRAIL STUDY

map three - tennessee

SIGNIFICANT FEATURES

- Historic Trail
- Study Corridor
- x x x x Waterway noted for Recreation Potential
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- ✕ National Historic Register Site
- ⊠ State Historic Register Site
- ⊞ Other Key Historic / Prehistoric Sites
- △ Scenic Areas of Significance
- ★ Areas of Unusual Localities / Aspects - topography
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WILLIAM BARTRAM: THE MAN AND HIS TRAVELS
A SPECIAL HISTORY STUDY

Lenard E. Brown
Southeast Region
National Park Service
February 1979

8. State and local agencies using "201 and 208" facility planning funds should also consider recreation goals where compatible.
9. States participating in the Coastal Zone Management Program should consider recreation and resource development objectives.
10. State, Federal, local and private landowning agencies having trails in public use could apply to the Secretary of the Interior for national recreation trail designation.

These are just some of the many ideas that could be explored by agencies in the public sector and organizations in the private sector. Examples of Federal funding programs include: the Land and Water Conservation Fund, Community Development Block Grants, General Revenue Sharing, Comprehensive Employment and Training Act, Economic Development Administration Grants Program, and many others. In addition, there are numerous Federal non-funding programs such as conservation programs on military reservations, the railroad abandonment process, the Federal surplus real property program, among others. Details on these various programs can be obtained from the local or regional office of the Federal agency responsible for program administration.

Specific Suggestions, by State

Previous sections have discussed general kinds of actions, programs, and agencies which might possibly be useful in promoting public outdoor recreation and the protection and enjoyment of our cultural heritage. It is the intent of this section to present, on a State-by-State basis,

more specific examples for both the public and private sectors. Map 0, and Table 0 summarizes much of this information. This data, a Suggested Plan of Action, can be utilized by public and private agencies and individuals to the fullest extent possible to highlight the works of William Bartram. It should be understood that this list is not all inclusive but rather was developed from the best information available to the study task force in the time allotted. There will no doubt be other kinds of recreation actions and locations discovered which are not recorded here and this is to be expected and encouraged. In some instances, suggested actions presented here may not be compatible with other Federal, State or local areas of responsibility. Nevertheless, the actions presented below do illustrate positive steps for public recreational benefit and should serve as a useful guide.

Alabama

1. The Forest Service, U.S. Department of Agriculture, has developed a 2-mile Bartram National Recreation Trail for hiking use in the Tuskegee National Forest. The Forest Service has identified a 8-mile expansion to this trail as a high priority task. The Forest Service is also planning to develop a Bartram botanical area and associated trail in the Tuskegee National Forest. The Forest Service is encouraged to implement these plans as these were identified as first priority by the study task force.
2. Butler County is presently maintaining an auto, bicycle and horse trail on the existing right-of-way of a 30-mile segment of county

road. The county is encouraged to continue trail use of this right-of-way and to improve the safety and quality of the right-of-way as county funds become available.

3. The State of Alabama currently owns and maintains a Bartram memorial garden at Fort Toulouse. The State is encouraged to continue to operate and maintain this area.
4. The State of Alabama plans to develop a Bartram memorial garden and outdoor education center at Fort Morgan in Baldwin County. The State is encouraged to implement this plan.
5. In Baldwin County, the State has designated a bicycling and hiking trail along existing highway rights-of-way. The State has also designated a 20-mile canoe trail along a segment of the Tensaw River. The State is encouraged to continue these trail related services and to improve them as funds become available.
6. The U.S. Army Corps of Engineers, Mobile District, manages the water and associated land resources of Lake Walter F. George. The Corps is encouraged to develop and mark a 1-5 mile trail on this reservoir project as funds become available.
7. The Interstate Commerce Commission has reported that the Southern Railway Company has a potential 40-mile railroad abandonment that lies near the Bartram study corridor in Barbour and Dale Counties. The State and counties are encouraged to investigate the potential

of this line for hiking, horseback riding or bicycling use purposes, and where warranted, act to protect this right-of-way for trail use should the line become abandoned.

8. A 30-mile segment of the Styx River in Baldwin County may have potential for a canoe trail. The State and county are encouraged to further study the canoe trail possibilities of this river, and to take appropriate action.
9. The Escatawpa River in Mobile and Washington Counties has been designated for study as a National Wild and Scenic River. It might also be considered for designation as a State canoe trail with appropriate State recognition and protection.
10. The Mobile-Tensaw Bottomlands National Natural Landmark, near Mobile, Alabama, in Mobile and Baldwin Counties, contains many examples of the natural diversity which Bartram recorded in his travels by boat through this area. Most of the land is privately owned. The landowners are encouraged to continue responsible stewardship of this area to maintain the area in its natural condition. The National Park Service is currently studying the national significance of this area for park purposes and will have some further suggestions for this area at a later time.

11. The Fish and Wildlife Service, U.S. Department of the Interior, manages Eufaula National Wildlife Refuge, near Eufaula, Alabama. The Fish and Wildlife Service could consider nature, hiking and canoe trail development and visitor environmental education/interpretive services pertinent to Bartram on these resources.

Georgia

1. In Georgia, first priority actions related to William Bartram include:
 - a. The establishment by Georgia Power Company of a hiking trail and visitor center in the extreme northeast corner of the State connecting Tallulah Falls with the Estatoah Falls area.
 - b. The William Bartram National Recreation Trail, 28 miles in length, extending from the North Carolina line near Rabun Bald to the Highway 28 bridge at the South Carolina line.
 - c. The establishment by the Corps of Engineers, of the William Bartram corridor, 500 miles in length, along the shoreline of Lake Hartwell and within the Savannah River basin. The Corps of Engineers and other interested agencies and individuals are urged to assess the feasibility of cooperatively developing hiking, canoe, horse, bicycle, and nature trails within the corridor.
 - d. The designation of an 80-mile canoe trail on the Ogeechee River between Mayfield in Hancock County and Richmond Hill in Bryan County.

- e. The designation of a 190-mile canoe trail on the Ocmulgee and Altamaha Rivers between Macon and the Atlantic Ocean.
2. The Fish and Wildlife Service, U.S. Department of the Interior, is encouraged to consider the feasibility of establishing hiking, nature, canoe and other trails and interpretive programs in the following national wildlife refuges in Georgia:
 - a. Wolf Island National Wildlife Refuge near Darien
 - b. Blackbeard Island National Wildlife Refuge on Sapelo Island
 - c. Harris Neck National Wildlife Refuge near St. Catherines Island
 - d. Okefenokee National Wildlife Refuge located south of Waycross
 - e. Piedmont National Wildlife Refuge north of Macon
 - f. Savannah National Wildlife Refuge near Savannah
3. The National Park Service is encouraged to integrate Bartram related material into the interpretive program at the following sites:
 - a. Cumberland Island National Seashore near St. Marys
 - b. Ft. Frederica National Monument near Brunswick
 - c. Ocmulgee National Monument near Macon
4. The Heritage Conservation and Recreation Service has identified a number of rivers in Georgia which merit further detailed study by interested agencies and organizations for protection and recreational use:
 - a. Conasauga River, 30 miles, between Cohutta Mountain in Gilmer County, Georgia, to the Highway 411 crossing in Polk County, Tennessee.

- b. Jacks River, 20 miles, from the Gilmer/Fannin countyline to the Conasauga River.
 - c. Flint River, 75 miles, from near Griffin to near Ft. Valley.
 - d. Satilla River, 70 miles, from Waycross to Woodbine.
5. The U.S. Forest Service is encouraged to investigate the feasibility of establishing Bartram-related hiking, nature, horse, canoe, bicycle and other trails and interpretive programs in the following national forests in Georgia:
- a. Chattahoochee National Forest located in the northern region of the State.
 - b. Oconee National Forest located north of Macon.

Florida

1. In Florida, the three Bartram-related trails opportunities of the highest priority are the following:
 - a. A canoe trail on the St. Johns River, 70 miles, between Sanford and Palatka.
 - b. A potential railroad abandonment, which could be converted to bicycle, hiking, horse, or nature trail use, extending 24 miles between Palatka and Gainesville (Paynes Prairie).
 - c. the Lake Woodruff National Wildlife Refuge near DeLand, Florida, which offers excellent opportunities for canoe, hiking, and nature trails related to William Bartram.

2. The National Park Service is encouraged to integrate Bartram-related material into the interpretive program at the following sites:
 - a. Fort Caroline National memorial in Jacksonville
 - b. Castillo de San Marcos National Monument in St. Augustine
 - c. Fort Matanzas National Monument near Summer Haven
 - d. Gulf Islands National Seashore in Florida and Mississippi, below Pensacola and Biloxi respectively
 - e. Cape Canaveral National Seashore at Cape Canaveral

3. The Heritage Conservation and Recreation Service has identified a number of rivers in Florida which merit further detailed study by interested agencies and organizations for protection and recreational use:
 - a. Oklawaha River from Eureka to Highway 19 at Lake Rodman
 - b. Suwannee River between the Okefenokee Swamp and the Gulf of Mexico
 - c. Waccasassa River in Levy County
 - d. Sante Fe River between Interlachen and Lake Butler

4. The Fish and Wildlife Service of the Department of the Interior is encouraged to consider the feasibility of establishing hiking, nature, canoe and other trails and interpretive programs in the following national wildlife refuges in Florida:
 - a. Merritt Island National Wildlife Refuge near Titusville
 - b. Pelican Island National Wildlife Refuge located north of Vero Beach

- c. Cedar Keys National Wildlife Refuge near Cedar Key
5. Local agencies and the respective cities involved are encouraged to consider the following Bartram-related options:
 - a. Establishment of the Bartram Memorial Park in Pensacola
 - b. Creation of a hiking, bicycle, and auto scenic trail of 15 miles between St. Augustine and the St. Johns River
 - c. Provision of nature trails and interpretive markers in the Callahan City Park
 6. The Interstate Commerce Commission has reported the following potential railroad abandonments which interested agencies and organizations are encouraged to study for trail possibilities:
 - a. A 40-mile segment between Perry and the middle of Dixie County
 - b. A 30-mile segment between Otter Creek and Inverness
 - c. Two segments with a total length of 35 miles in Marion County
 - d. An 11-mile segment in Orange County
 7. The U.S. Forest Service is encouraged to investigate the feasibility of establishing Bartram-related hiking, nature, horse, canoe, bicycle and other trails and interpretive programs in the Ocala National Forest located near Ocala.

Louisiana

1. The State of Louisiana planning staff have suggested that a hiking and bicycle trail along the Mississippi levee between New Orleans

and Baton Rouge is first priority. The feasibility of this 75-mile route, which would roughly parallel Bartram's boat travels up the Mississippi River, is presently unknown. The State is encouraged to study the potential of such a trail and to act in accord with any recommendations which may be adopted.

2. The Interstate Commerce Commission has reported that several potential railroad abandonments lie within or near the Bartram Trail study corridor. Further investigation and, where warranted, public or private action to utilize railroad abandonments that afford needed trail resources, is suggested for these five lines:
 - a. The Illinois Central Gulf Railroad Company will seek to abandon a 32-mile segment of single track in Washington County, from Rio to the Mississippi/Louisiana line.
 - b. The Illinois Central Gulf Railroad Company has filed abandonment applications, pending with the ICC, for an 8-mile segment between Ethel and Clinton, East Feliciana Parrish, and for a 16-mile segment in West Feliciana Parrish.
 - c. The Southern Pacific Transportation Company has filed an abandonment application, pending with the ICC, for a 19-mile segment between Munson's and Thibodaus, in Assumption and Terrebonne Parrishes.
 - d. The Texas and Pacific Railway Company has identified a 25-mile segment tract between Thibodaus and beyond Munson's in Assumption and Terrebonne Parrishes.

- e. The New Orleans and Lower Coast Railroad Company will seek to abandon an 18-mile segment of single track between Empire and Gretna in Plaquemines Parrish.
3. The City of Baton Rouge is proposing to develop a day use, 3-mile hiking trail along the riverfront levee. The city is encouraged to implement this plan for creative use of riverfront land for trail purposes. Federal funds from the Land and Water Conservation Fund, the Community Development Block Grant Program, General Revenue Sharing Program and the Comprehensive Employment Training Act Program are potentially available to assist. When the trail is developed and in public use, the City of Baton Rouge is encouraged to apply to the Secretary of the Interior for national recreation trail designation for the trail.
4. The State could consider the scenic north shore of Lake Pontchartrain, east from Mandeville to the Pearl River for hiking and horse riding trail development.
5. Three scenic driving routes which merit State consideration for official designation are State Route 22, west from Madisonville to the vicinity of French Settlement; U.S. Highway 61 between Scotlandville and the vicinity of New Roads, Louisiana; and appropriate roads between Baton Rouge and Lake Ponchartrain. Where possible, bicycling use could also be considered.

Mississippi

1. The State has identified a first priority potential hiking, bicycling and horseback riding trail along U.S. Highway 90 right-of-way on the Mississippi Gulf Coast. The State is encouraged to act appropriately to mark and develop such trails where feasible.
2. Citizens in Mississippi have identified a 125-mile hiking and canoe trail possibility along the Pearl River, and a 10-mile canoe trail potential on the Pearl River below Highway 90. The State is encouraged to give this proposal more detailed study and to act according to whatever recommendations may be adopted as State policy.
3. Citizens in Mississippi have identified a lengthy potential hiking nature study and canoe trail in the DeSoto National Forest and in private lands north of Biloxi, Mississippi. The Forest Service, U.S. Department of Agriculture, the State and interested citizens are encouraged to determine the feasibility and desirability of such trail through further study.
4. The Forest Service, U.S. Department of Agriculture, has identified the segment of Black Creek flowing through DeSoto National Forest as a potential addition to the national system of wild and scenic rivers. Federal legislation is expected to authorize a Forest Service study of the wild and scenic river potential of Black Creek.

South Carolina

1. Duke Power Company has Federal Energy Regulatory Commission approved plans (Exhibit R) to develop a 45-mile hiking trail, the Cherokee

Foothills Trail, Between the vicinity of Oconee Station and Greenville, South Carolina. Duke Power is encouraged to complete this trail as planned. Interested citizen groups and individuals are encouraged to assist the company's development and trail maintenance activities. The Forest, U.S. Department of Agriculture, Oconee and Nantahala National Forests are encouraged to cooperate and coordinate with Duke. The State has indicated this is a first priority project.

2. The Forest Service is encouraged to complete the 12-mile trail segment between Oconee Station and the Chattooga River at Highway 28 bridge.
3. The National Park Service is encouraged to incorporate Bartram related trail development and visitor interpretation information at the Ninety Six National Historic Site, Ninety Six, South Carolina.
4. The Heritage Conservation and Recreation Service, U.S. Department of the Interior, has identified a number of rivers in the State which merit further detailed study by interested agencies and organizations for protection and recreational use:
 - a. Chauga River, 25 miles, between Whetstone and Madison
 - b. New River, 35 miles, between Highway 95 and Daufuskis Island, South Carolina
 - c. Combahee River, 60 miles, from near Yemassee to Morgan Island, South Carolina
 - d. Ashepoo River, 40 miles, from Highway 95 to Bennett's Point, South Carolina
 - e. North and South Forks Edisto River, from Highway 20 to Edisto Beach, South Carolina

- f. Santee River, 80 miles, from Lake Marion to Santee Point, South Carolina
 - g. Black River, 90 miles, from near Manning to Georgetown, South Carolina
 - h. Congaree River, 40 miles, from Columbia to Lake Marion, South Carolina
 - i. Wateree River, 50 miles, from Wateree Lake to the Santee River
 - j. Pee Dee River, 125 miles, from the North Carolina line to Georgetown, South Carolina
 - k. Little Pee Dee River, 90 miles, from the North Carolina line to the Pee Dee River
 - l. Lumber River, 40 miles, from Lumberton, North Carolina to the Little Pee Dee River, South Carolina
 - m. Waccamaw River, 100 miles, from Lake Waccamaw, North Carolina, to Georgetown, South Carolina
5. Other Federal land managing agencies are encouraged to study the feasibility of Bartram-related hiking, nature and canoe trails and visitor education services at:
- a. Francis Marion National Forest near Charleston, South Carolina
 - b. Cape Romain National Wildlife Refuge, near Charleston, South Carolina
 - c. Sumter National Forest, near Greenwood, South Carolina, and in the mountainous section of the Sumter National Forest, Andrew Pickens District.

6. The Interstate Commerce Commission has reported the following potential railroad abandonments which interested agencies and organizations are encouraged to study for trail possibilities:
 - a. A 35-mile segment between McCormick and Anderson, South Carolina
 - b. A 54-mile segment between Anderson, Greenville and Greenwood, South Carolina
 - c. A 22-mile segment between Allendale and Furman, North Carolina

Tennessee

1. The first priority trail action in the Bartram corridor in Tennessee will be the completion of a 30-mile section of the John Muir Trail in the Cherokee National Forest. This trail is planned to be continued into North Carolina and South Carolina.
2. The Interstate Commerce Commission has reported a potential railroad abandonment between Tellico Plains and Englewood, Tennessee, a 15-mile line. The State and local communities are encouraged to assess the recreation potential of this line and, if warranted, act to protect the right-of-way for public trail use purposes.
3. The Forest Service, U.S. Department of Agriculture, Cherokee National Forest, has identified two hiking trail corridors: a 25-mile trail from the North Carolina line to the Little Tennessee River at Chilhowee-Abrams Creek, and a trail of undetermined mileage in the southeast corner of the State. Forest Service is encouraged to implement these trail development plans.

North Carolina

1. In North Carolina, the first priority action related to William Bartram is the establishment of a 105-mile Tennessee/North Carolina hiking trail, part of which will be jointly designated as the Bartram and Muir Trail, between the Cherokee National Forest in Tennessee (west of Murphy, North Carolina) and the Georgia line near Dillard. This trail will connect with the existing Bartram Trail in northeast Georgia and South Carolina and connect with the Carolina Foothills Trail proposed by Duke Power Company to create a continuous trail system of about 200 miles.
2. The National Park Service is encouraged to:
 - a. Integrate Bartram interpretive materials into the Great Smoky Mountains National Park. Hiking, nature, and horse trails might be created or renamed to commemorate Bartram.
 - b. Integrate Bartram material into the interpretive program at Moore's Creek National Military Park near Wilmington, North Carolina.
3. The National Park Service and the Appalachian Trail Conference should adequately mark the segments of the Appalachian National Scenic Trail which are within the Bartram study corridor to describe and interpret the significance of Bartram's travels in the area.

4. The U.S. Forest Service and the National Park Service in the Nantahala National Forest and Green Swamp National Natural Landmark respectively, are encouraged to study the feasibility of establishing hiking, horse, nature, canoe or other trails and interpretive services to draw attention to Bartram's contributions and importance to American history and science.

5. The Heritage Conservation and Recreation Service, U.S. Department of the Interior, has identified a number of rivers and streams in North Carolina which merit further detailed study by interested agencies and organizations for protection and recreational use:
 - a. Cape Fear River, 35 miles, from Jordan Lake in Chatham County to Cumberland, North Carolina
 - b. Fishing Creek, 30 miles, from Warrenton to Tarboro
 - c. South River, 40 miles, from Dunn to Wilmington, North Carolina
 - d. Black River, 15 miles from Ingold to Ivanhoe, North Carolina
 - e. Chattooga River, 10 miles, from Cashiers, North Carolina to the Georgia line
 - f. Snowbird Creek, 15 miles, from Lake Santeetlan, North Carolina to the Tennessee line.

6. The Interstate Commerce Commission has reported the following potential railroad abandonments which interested agencies and organizations are encouraged to study for trail possibilities:
 - a. A 21-mile segment between Murphy, North Carolina and Blueridge, Georgia

- b. A 17-mile segment in Transylvania County, North Carolina
- c. A 44-mile segment in Wake, Durham, and Granville Counties, North Carolina
- d. A 16-mile segment in Sampson County, North Carolina

Suggested Administration

As presented earlier, three alternatives were discussed: (1) development of a national scenic trail; (2) development of a national historic trail; and (3) memorialization of Bartram's travels through a variety of commemorative actions using existing programs. This latter alternative is recommended as the most logical course of action and is referred to as the Suggested Plan of Action. If alternative 3 is agreed upon, the administration would continue to be shared by Federal, State, local and private agencies and groups since a great variety of public agency and private lands would potentially be involved. The use of existing management expertise would be a decided advantage in terms of manpower and dollars where public agency lands are concerned. Where private lands are involved, trails, memorial gardens and certain interpretative displays might be controlled through cooperative agreements between private, non-profit trail clubs (like the Appalachian Trail Conference member clubs) and private landowners.

If alternative 1 were selected, then the overall administrator should be the U.S. Forest Service since a majority of a scenic trail would be on their lands. If alternative 2 were decided upon, then a joint Federal/State/local government "partnership" would probably best implement the

THE BARTRAM TRAIL STUDY

**A Briefing Paper
Preliminary Study Report
Summary of Findings and Recommendations**

**U. S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SOUTHEAST REGION**



river with Mr. Dunbar, who owned a plantation near Baton Rouge, to Pointe Coupe some 35 miles upstream. Using both horses and boats, the travelers passed by the White Cliffs and reached Pointe Coupe. At this point, Bartram decided to return.

Bartram's decision to return was influenced in part by the illness that had subverted his plans and "contracted the span of his pilgrimage south westward." From Pointe Coupee he retraced his route reaching the Gulf at the Bay of Pearls in early November 1775, and Mobile about November 16.

His travels had taken him through an area that had been contested by the Spanish, French and English. The Iberville River marked the boundary between Spanish and English occupation of the east bank of the Mississippi. The White Cliffs on the east side of the river was the locale of the Battle of Port Hudson during the Civil War. Earlier these cliffs had been visited by the English scientist Charles Lyell. Lyell had read Bartram as a student at Oxford about 1815. Bartram's description of the fossilized trees located in the various strata at White Cliffs fascinated the young geologist. In 1845 he visited the area and in subsequent editions of his work, Principles of Geology, cited the cliffs at Port Hudson as evidence supporting his controversial theory that all geological phenomenon can be explained as a result of existing forces operating uniformly through time. Port Hudson has been designated a National Historic Landmark for the battle that took place there in May 1863. After a lengthy siege Port Hudson surrendered on July 9, 1863. Other national historic landmarks along Bartram's route include the Old State Capitol in Baton Rouge and Parlange Plantation House in Pointe Coupe Parish. The latter existed at the time of Bartram's travels through the area. Obviously, the Mississippi River above and below Baton Rouge was and is a nationally significant route from the earliest European explorers to today.

FLORIDA

In spring 1774 Bartram traveled south to Florida, his goal to further explore the St. Johns River that he and his father had visited 9 years earlier. He landed on Amelia Island near Egmont Town, part of the Egmont Plantation. From there he traveled south to Cowford, the present Jacksonville, purchased and fitted out a boat and sailed up the St. Johns River.

One of his first stops on the St. Johns River was New Switzerland Point. Here he was assured by his host--Bartram does not definitely identify him--that the Indian troubles were subsiding. From here he continued up the river to Picolata where he had failed in his attempts to operate a plantation. Bartram and his father had attended a conference with the Indians in 1765 at this location. As he continued south he passed by the present town of Palatka. At that time it was a large and prosperous Indian village with several hundred acres under cultivation and a sizable orange grove at one end of the village. He stopped at Rolleston where the English nobleman Denys Rolle had attempted to establish a colony peopled by vagrants, debtors, prostitutes, etc. Begun in 1764 the social experiment was a failure and when Bartram visited there only the overseer and blacksmith and their families were in residence. The remainder of the settlers had drifted off. Here he received directions to where the traders had moved their goods at the time of the Indian Raids. The location was Murphy's Island at the mouth of Dunns Creek. Upon reaching there Bartram learned that the danger was indeed over and that the traders had begun to move their goods back to the trading house located a few miles further up the river.

This Lower Store was at present day Stokes Landing. A few days after his arrival he joined a trading party bound for "Alachua Savanna" (Payne's Prairie) and the Indian Village of Cuscovilla near present day Micanopy. Bartram explored the Savannah extensively before he returned to the Lower Store with the trading party. He continued up the St. Johns to the Upper Store near Astor on the west side of the river five miles above Lake George. He remained at the Upper Store a few days and then left to continue on up the river to a plantation some 60 miles further. Up to this point he had traveled with others, now he was on his own. It was during this trip that he had his encounter with alligators--one of the more terrifying episodes in his narrative. Bartram reached his destination about June 1. His host took him to visit Blue Springs in Volusia County. Now a State park, the spring is the largest in the St. Johns River basin and the second largest in the state. Leaving Blue Springs Bartram began to retrace his route back to the Upper Store at Astor.

He remained there several days, collecting specimens and arranging for transportation of these collections and others to the Lower Store. He then continued on to the Lower Store where he made several short trips to nearby sites. From

the Lower Store, Bartram traveled west toward the Suwanee River. He reached it near present day Ross Landing some six miles above Mantee Springs State Park. He visited Mantee Springs and other locations before retracing his path to the Lower Store and after several more excursions boarded a trading schooner for the return to Georgia.

William Bartram visited Florida two more times. In 1775 he took the opportunity to travel from Mobile to Pensacola for a brief visit--one or two days only. Bartram was impressed with the town of Pensacola and described it in some detail including the large spacious harbor, the governor's palace of stone, the stockaded fortress in the shape of a tetragon that contained the barracks, arsenal, and council chamber, and noted the several hundred habitations in the town. His final visit is undocumented beyond the reference to visiting several districts in Georgia and East Florida during the spring and summer of 1776 while residing in Savannah.

During his travels in Florida, William Bartram passed near three National Park Service areas. Fort Caroline on the St. Johns River memorializes the French attempt to settle in Florida in the 1560's. Castillo de San Marcos to the south was the anchor on which Spain's claims to East Florida were based. Pensacola was the capitol of West Florida and had been settled by the Spanish in the 1690's as part of their struggle with the French for control of the Gulf Coast. Today, the 18th and 19th century fortifications that protected the harbor are part of Gulf Islands National Seashore. In both Pensacola and St. Augustine there are a number of National Historic Landmarks, including historic districts in each locale that contain structures that date to the last half of the 18th century, or earlier.

In contrast to several other of the southeastern states, Bartram's travels in Florida were by boat. The St. Johns River from the prehistoric to the present has been a major commercial travel route. The state's largest river flows northward for some 200 miles and for most of that distance is navigable. The route from Mobile to Pensacola is part of the Inter-Coastal Waterway which follows the coast between the barrier islands and the mainland and has also been in use since prehistoric times.

THE BARTRAM TRAIL STUDY

III. WILLIAM BARTRAM'S TRAVELS

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William Bartram was born in 1739 the son of John and Ann Bartram. His father's reputation as a botanist had put him in touch with leaders of the natural sciences in Europe. John Bartram's botanical garden and home on the Schuylkill River were well known to the intellectual leaders in the colonies and Europe. Here William grew to manhood meeting and associating with individuals such as Benjamin Franklin of Philadelphia and Peter Kalm of Sweden. In this highly intellectual atmosphere his interest in natural science grew and his skill as an illustrator and artist developed. By the mid-1750's several of William's drawings had been purchased by interested individuals in Europe and a few were included as illustrations in books.

Through possessing an interest in science and a skill in drawing, William, much to his father's dispair, did not seek a skill or trade to provide him with a livelihood. At 34, after failures in commerce in Philadelphia and in North Carolina and an unsuccessful attempt at agriculture in Florida, William proposed to Dr. John Fothergill, a wealthy English physician with an interest in the sciences, that he finance a collecting trip through the Southeast. Fothergill agreed setting out specific guidelines for William to follow. In March of 1773 William Bartram departed Philadelphia and after a brief stop in Charleston, South Carolina, sailed for Savannah to begin nearly 4 years of travels in the Southeast.

The region that Bartram was to visit was well known to Europeans by the end of the 1500's. De Soto had traveled through much of it in 1539-1542. By 1700 the Spanish, French and English had established settlements along the coast. By the early 1770's settlement in the Carolinas had reached half way to the Appalachians. In Georgia it reached inland from

50 to 100 miles up the Savannah River to Augusta. In Florida and along the Gulf Coast, towns such as St. Augustine, Pensacola, Mobile, New Orleans and Baton Rouge were population centers. Settlers moved up rivers such as the St. Johns in Florida, the Tensaw and Tombigbee in Alabama and the Mississippi. Waterways were the preferred mode of travel, but roads linking major towns such as Charleston, Savannah, Augusta and St. Augustine were described by John G. W. DeBrahm, Surveyor General for the Southern District of North America. In his report completed in 1773 these roads were described as being 33 feet wide, with bridges or causeways over rivers and marshy areas. Fanning out from the frontier areas into the lands still under Indian domination were trading paths, some established as early as the 1690's. These trade routes linked Charleston and Augusta with the Cherokees, Creeks, Choctaws and Chickasaws enabling traders to travel as far as the Mississippi River. Such primitive roads or paths crisscrossed the Southeast providing access to Indian settlements and towns.

When Bartram left Charleston in March 1773, he sailed to Savannah and traveled by land down the coast of Georgia to the vicinity of the St. Marys River.

After returning to Savannah, he traveled the high road along the Savannah River to Augusta where he witnessed a land transfer conference between the Creek and Cherokee Indians and the Colony of Georgia. At the conclusion of the conference on June 3, 1773, he joined a party of some 80 men who surveyed the boundaries of the newly ceded Indian lands. The party traveled west and then north to the vicinity of present day Athens, then followed

the trade path which linked Augusta and the Cherokee towns back to Augusta. By July 1773 Bartram was back in Savannah. From then until March of 1774 he made "botanical excursions" from Savannah including a trip up the Altamaha River in Georgia.

In the spring of 1774 he left Savannah and traveled south to Florida. Landing on Amelia Island, Bartram traveled south to Cowford, site of the present day Jacksonville. There he secured a boat and sailed up the St. Johns River. The land was familiar as he and his father had visited the area in 1765-66 and William had operated a plantation on the St. Johns near Picolata, Florida, for a year. Continuing up the river he went as far as Blue Springs in Volusia County. Bartram, in company with a trading party, traveled west as far as Mantee Springs. Returning to the St. Johns River he boarded a schooner, sailed to Savannah, and continued on to Charleston where he spent the winter of 1774-75 in short excursions.

The year 1775 marked the most active travel period of Bartram's 4 years in the Southeast. Leaving Charleston in the spring he traveled the Kings Highway toward Savannah, crossed the Savannah River and turned north to Augusta. He continued up the river from Augusta, and crossed over into South Carolina above the junction of the Broad and Savannah Rivers. He traveled past the sites of present day Anderson and Seneca to Fort Prince George, established in 1753 by the government of South Carolina. From there he followed the Cherokee Trading Path through the sites of present day Six Mile, Salem and Oconee Station, South Carolina, crossed into Georgia and turned north through Rabun Gap into North Carolina. Near the site of present day Wests Mill he turned west and went as far as Robbinsville, North Carolina, where he turned back to

Fort Prince George. Bartram followed the same route that had been used by two punitive expeditions against the Cherokees some 15 years earlier, yet he recorded little evidence of the passage of the two armies totaling over a thousand men each. Leaving Fort Prince George he returned to the junction of the Broad and Savannah Rivers.

From this location he set out with a "band of adventurers" for the Creek towns of the Chattahoochee River and eventually Mobile. Joining some Indian traders in what is present day Warren County, Georgia, the party of 20 men and 60 horses followed the Lower Creek Trading Path across Georgia stopped at Ocmulgee Mounds near Macon and crossed the Chattahoochee River below the site of present day Columbus. Continuing on the trading path the party passed by the site of present day Montgomery turned southwest along the Alabama River north of Mobile and traveled down the Mobile River by boat. From Mobile, Bartram traveled east to Pensacola, Florida, for a 2-day visit before continuing west along the Mississippi Coast to the Pearl River. When he left Mobile on this portion of the journey he was suffering from an eye infection that for several weeks left him virtually blind. He slowly recovered his sight and in October 1775 traveled by water and over land to the Mississippi River and north to Baton Rouge. He continued up the river as far as Pointe Coupee and then turned back. Retracing his route to the Pearl River, Bartram returned by boat to Mobile. He returned to Augusta traveling part of the distance with a trader, two packers and a string of 30 horses, about half of them loaded with trade goods and the remainder with skins and furs gathered in trade. After reaching Augusta in January 1776 he went south to Savannah.

The remainder of 1776 was spent visiting and revisiting areas in Georgia and east Florida. In October he left Savannah, traveled to Charleston and continued up the coast into North Carolina. Traveling along the Cape Fear River to above the site of present day Fayetteville he turned north and crossed the Roanoke River into Virginia. From there he traveled to Alexandria and on to Philadelphia reaching his father's house in January 1777.

In almost all his travels William Bartram utilized established routes over water or land. He returned to Philadelphia in 1777 and traveled no more. In 1791 his Travels Through North and South Carolina, Georgia, East and West Florida, the Cherokee Country, the Territory of the Creek Confederacy and the Country of the Choctaws was published. It was an instant success in Europe, but less than that in the United States. Bartram's Travels influenced not only the scientific community of Europe, but also had an effect on the romantic literature of the early 1800's. He also had considerable impact on the scientific community in this country. He advised and assisted Thomas Nuttall, Andre Michaux, Alexander Wilson and Thomas Say among others. His correspondence with Thomas Jefferson continued for more than 20 years and included an offer by Jefferson in 1803 for Bartram to join one of the western exploratory expeditions, an offer Bartram declined because of ill health. By the time of his death in 1823, William Bartram was a revered and distinguished member of the American scientific community.