

tical existence of the Jacksonville, Mayport & Pablo Railway & Navigation Company. After thirty years of abandonment the roadbed is still discernible and in places is in remarkably good condition.

Waterfront Franchises—Downtown Business District

Step by step, under various rights and franchises granted by the city, the Florida, Atlantic & Gulf Central Railroad and its successors gradually pushed their tracks eastward and by 1878 they had reached Hogan Street.⁸ Since then Hogan Street has remained the eastern boundary of the railroad tracks in the viaduct section.

An ordinance of the City Council, dated October 10, 1890, granted the proposed Santa Fe & St. Johns Railway a franchise to lay tracks along the entire length of waterfront from the western edge of the city eastward to Hogans Creek and beyond if desired. In order to avail itself of these privileges the railroad was required to complete the laying of these tracks within a period of six months. Owing to the condition of the money market at that time the railroad could not finance its proposition and although an extension of one year was granted the franchise was allowed to lapse.⁸

By ordinance of the city council November 26, 1900, Walton Ferguson et al., owners of the Atlantic, Valdosta & Western Railway, were granted a franchise to lay tracks along the waterfront from Catherine Street westward to Hogan Street and as a consideration they were required to bulkhead and keep in repair the foot of the streets crossed by the tracks. This franchise was granted for 50 years.⁹ The tracks were laid between Catherine and Main Streets. When the A. V. & W. Railway Company sold its holdings to Samuel Spencer, president of the Southern Railway, in 1902, this franchise was included in the sale; it was then transferred by Mr. Spencer to the St. Johns River Terminal Company,⁹ a holding of the Southern Railway, and the tracks from Grand Crossing into and around Jacksonville and along South Bay Street to Main Street are still operated by the same interests.

With the exception of the two blocks between Main and Hogan Streets, practically the entire riverfront from Hogans Creek to McCoys Creek is affected by railroad tracks and franchises.