

## CHAPTER XX

## URBAN TRANSPORTATION

The first wheeled vehicles in this vicinity were the ox-carts and stage hacks of the pioneer period. The first wheeled vehicle that Jacksonville could claim as strictly its own was a dray driven by a venerable colored man named Sam Reed and drawn by as venerable a mule named John. This combination not only did the draying for the town, but it was also the town hearse in the early 1850's. Rowboats supplied the place of carriages; otherwise the people rode horseback or walked. The rowboat came into its own for marooning parties and picnics under the trees on the banks of the beautiful St. Johns. The sulky and the buggy were here before the War Between the States; but the saddle horse as a means of getting about never lost its prestige. There was a spirit of sport involved in this, too, which attained such popularity that we find the Aldermen of Jacksonville in 1857 promulgating an ordinance prohibiting horse-racing on the streets of the town.

The omnibus and the street hack made their appearance soon after the war. Then came wagons and drays in number, and buggies and carriages for pleasure driving were without novelty on the streets; but one day in the winter of 1869-70 there drove into town a vehicle that caused the people to stop and gaze. This outfit was a high two-seated surrey of the then latest type, drawn tandem by high-spirited perfectly matched bob-tailed bays whose harness shone with decorations like polished gold and was strung with bells like the sleigh-bells of the North. It was the hobby of Charles Maurice Camille, Marquis de Talleyrand-Perigord, who in 1869 bought the old Millwood place northeast of Jacksonville. He spent several winters here and always drove about in spectacular style. The Talleyrand section derives its name from him.

**Street Cars**

The Jacksonville Horse Railroad Company was chartered in December, 1875, for the purpose of inaugurating a street