and in December, 1824, a franchise was granted to John L. Doggett; this franchise was renewed in 1838 for seven years. The system of rowing passengers and flatting horses and cattle across the river prevailed up to the War Between the States. The service from Jacksonville was eventually placed under the supervision of the Town Marshal, who received a portion of the tolls collected for flatting cattle across the river.

After the war a system of steam ferries grew up, with calls at different nearby landings on both sides of the river. The small side-wheel steamers Topsy and Fanny Fern were engaged in this service for years. Upon the completion of the railroad from South Jacksonville to St. Augustine in 1883 a small steam ferryboat, the Armsmear, was put on to carry passengers across the river; she was the pioneer of the regular ferry service of subsequent years. In 1886, upon the purchase of the St. Augustine railroad by Henry M. Flagler, the ferry franchise was included, but for certain reasons Mr. Flagler desired that it be operated as the J. T. & K. W. ferry and it was so known while under his ownership. The railroad bridge across the river was completed in January, 1890, whereupon the service was discontinued as a railroad ferry and operated as a local ferry.

In March, 1892, J. A. Russell and associates leased the ferry to furnish a connection with the proposed extension of the J. M. & P. Railroad from Arlington to South Jacksonville. Archer Harman soon afterward became president of the ferry company as well as the railroad, and the suits against the railroad involved the ferry more or less. In the final disposition the property reverted to the J., St. A. & I. R. Railroad Co., and in 1895 was sold to Edward Morley. In 1897 the ferry was being operated by a company headed by H. H. Hoffman and it was so operated until 1901, when the Jacksonville Steam Ferry & Terminal Company took it over. In September, 1901, the ferryboat Commodore Barney sank in her slip at the foot of Newnan Street and remained there six months. Following this the ferry service became a make-shift with temporary boats, ending in the franchise passing to G. D. Jackson and Louis Barberie; but they also were unable to make a success of it on account of being hampered by injunctions when they attempted to make important improvements.