in the harbor at Fernandina, caused the abandonment of the contemplated improvements at the mouth of the St. Johns River. The war came on, and the chaotic conditions afterward prevented the revival of the question of bar improvement until late in the 1870's.

About 1877, Dr. Baldwin again became active in the matter of deeper water at the bar. Early in 1878, he went to New Orleans to confer with Capt. James B. Eads, who was then building the Mississippi River jetties. An agreement was made with Capt. Eads to come to Jacksonville, make a survey and report for a fee of $1000. Dr. Baldwin returned to Jacksonville and soon raised the money by popular subscription. Capt. Eads arrived in March, 1878, and on the 29th submitted a report that there was no doubt of the success of a system of jetties; that by the construction of two converging jetties, from the mainland across the bar to deep water, a permanent channel of 20 feet, at average flood, could be secured, and that the total cost of the work would be about $1,700,000. He recommended high jetties, i.e., above high water level.

Capt. Eads' report was approved by a committee of citizens, and a memorial to Congress was prepared asking for the appropriation. In this memorial it was stated that from 1866 to 1878, the loss of vessels and cargoes by shipwreck, between Cape Canaveral and Brunswick, approximated $1,500,000, and that in 1872 alone, loss on the Atlantic coast of Florida north of Canaveral, was $570,000, much of which might have been saved by a land-locked harbor at the mouth of the St. Johns River. The memorial was effective, for late in 1878, Capt. George Daubigny, under the direction of Gen. Q. A. Gillmore, made an exhaustive survey at the mouth of the river. On data thus obtained, Gen. Gillmore recommended a system of jetties as Capt. Eads had advised, only he recommended low or submerged jetties instead of high. Gen. Gillmore's plan was adopted June 30, 1879.

In the meantime, the Government had been engaged in a dredging project at the mouth of the river, in what was known as the south channel, but owing to the shifting nature of the sand, no permanent improvement was anticipated. However, while the dredge was kept going, the depth of water was increased several feet, and when the Western Texas, of the Mallory line, steamed in on November 5, 1878,