as a result of building the jetties. When the work had progressed far enough to cause the breaking out of the channel at the mouth of the river, it was discovered that the current was increasing farther up the river. As the water deepened between the jetties and a rapid current developed, it was noticed that St. Johns Bluff was washing away at a dangerous rate. And the same condition developed as far up as Dames Point. The hundreds of thousands of yards of sand washed into the channel in this way necessitated the expenditure of a great deal of money in dredging work, and it was not until the retaining walls, rip-rapped with stone, were built along exposed places that the erosion was permanently corrected.

The channel ran close to St. Johns Bluff, and the increasing current, together with the wave action created by passing steam vessels, undermined the bank, and we would occasionally see landslides carrying large and small trees into the river. Here the ebb tide was much stronger than the flood, in fact, it usually ebbed nine hours and flood only three. An enormous amount of sand was removed from the slope of the bluff by erosion and settled where the current left it toward the mouth of the river, thus making shoal places and forming sand banks that had to be removed by dredging and dumping into the ocean. So now the point of St. Johns Bluff sets back several hundred feet from where it originally was. All of this waste happened within a period of about ten years.

The army engineers and other officers, who from time to time were assigned in relation to these improvements, helped in their official capacities to put Jacksonville where it is today. It is not generally known that an effort to honor them was made in the early 1880's by naming some of the streets in "Riverside" for them. J. F. LeBaron, employed as an assistant engineer upon the jetty work, being also a capable surveyor, was asked by the owner of a tract of land in "Riverside" to make a survey of it and lay out streets. This tract is what is now known as Old Riverside, lying between Forest and Margaret Streets. LeBaron was accorded the privilege of naming the streets, and as the survey progressed he named them for the officers that had been engaged on the work at the mouth of the St. Johns River. Gillmore Street was named for Gen. Q. A. Gillmore, who designed the jetties and was chief engineer, in charge of the work. Post Street for Maj. J. C. Post, assistant to General Gillmore. Fisk Street for Lieut. W. L. Fisk, assistant to Major Post. Rossell Street for Capt. W. T. Rossell, successor to Major Post. Lomax Street for Gen. Lindsay Lomax, an ex-Confederate officer; he was inspector of jetty work. May Street traces to the same influences, its original name being Mayport Avenue. Capt. James B. Eads was also honored, Oak Street having originally been named Eads Street. It was LeBaron's idea to continue naming the streets in "Riverside" for the officers engaged upon the jetty work.