

national scenic/historic
trail study

february 1982

THE BARTRAM TRAIL



ALABAMA-FLORIDA-GEORGIA-LOUISIANA-MISSISSIPPI
NORTH CAROLINA-SOUTH CAROLINA-TENNESSEE

TABLE OF CONTENTS

I.	INTRODUCTION	/	3
	Authority	/	3
	Purpose	/	3
	Findings	/	4
	Recommendations	/	4
	Other Considerations	/	5
II.	BARTRAM TRAIL STUDY CORRIDOR	/	9
	General Historical Background	/	9
	Scenic, Historic, Natural and Cultural Values	/	20
III.	WILLIAM BARTRAM'S TRAVELS	/	39
IV.	FEASIBILITY AND DESIRABILITY OF TRAIL DESIGNATION	/	55
	National Scenic Trail Criteria	/	55
	National Historic Trail Criteria	/	59
	Trail Needs in the Study Corridor	/	61
	Significant Features in the Study Corridor	/	63
V.	SUPPLEMENTAL ACTIONS	/	83
	National Recreation Trails	/	84
	Highway Marking Program	/	87
	Natural Areas and Parks	/	88
	Interpretive Program	/	88
	Specific Commemorative Sites	/	89
	Bartram Heritage Project	/	89
VI.	APPENDIX	/	109
	Acknowledgements	/	109
	Review Comments	/	115
	Recommendation of the NPS Advisory Board	/	126
	Bartram Heritage Report	/	(Under Separate Cover)

LIST OF ILLUSTRATIONS

MAP ONE--Corridor Location Map / 11

MAP TWO--Land Use / 21

MAP THREE--Significant Features / 65

- Alabama / 65
- Florida / 67
- Georgia / 69
- Louisiana / 71
- Mississippi / 73
- North Carolina / 75
- South Carolina / 77
- Tennessee / 79

MAP FOUR (A)--Physiographic Regions / 23

MAP FOUR (B)--Major Land Forms / 25

CREDITS

Graphics and Artwork - partially prepared in agreement with the Heritage Conservation and Recreation Service, Trudy L. McDaniel, artist/illustrator. Final graphics prepared by Elizabeth Rayfield.

Photographs

1. Cumberland Island . . . An Area Of Wild Beauty On The Atlantic, Typical Of That Described By Bartram; National Park Service.
2. Bartram Also Later Sailed Along The Gulf Coast Near Gulf Island; National Park Service.
3. Bartram's Travels in 1775-1776 Were Through A Countryside Torn By The Revolutionary War; National Park Service.
4. Pine Forests Cover Most Of The Central Atlantic Coastal Plain Where There Were Once Great Hardwood Forests; U.S. Forest Service.
5. The Practice Of Clear-cutting Timber and Planting Of "Replacement Forests" Is Evident Throughout The Study Corridor, U.S. Forest Service.
6. About One-Quarter Of Bartram's Trip Through The Southeast Was Through The Gulf Coastal Plain Region; National Park Service.
7. Bartram Described A Scene In The Blue Ridge Region As "Mountains Piled On Top Of Mountains;" National Park Service.
8. The Castillo de San Marcos, St. Augustine, Florida, A Site Bartram Visited; National Park Service.
9. On One Of Bartram's Trips Across Middle Georgia He Visited The Indian Mounds At Ocmulgee; National Park Service.
10. Ship Island Along The Gulf Coast, A Scene Bartram May Have Enjoyed; National Park Service.
11. The Ocala Trail, An Outstanding National Recreation Trail in the Ocala National Forest; National Park Service.
12. A Typical Trail Scene Along The "Florida Trail," A Trail Developed By The Florida Trail Association; National Park Service.
13. Bicycling, An Increasingly Popular Recreation Activity; Port Gibson Reveille.
14. Horseback Riding Through A Southern Pine Forest; Source Unknown.

15. Designation of Bartram Scenic Waterways Could Add To The Interpretation of His Work; U.S. Forest Service.
16. No Longer The Highways Of Bartram's Day, These Long Forgotten Trails Are Being Rediscovered As Pleasurable Outings; U.S. Forest Service.

INTRODUCTION

I. INTRODUCTION

Authority

In 1968 Congress passed Public Law 90-543, the National Trails System Act. The purpose of the Act as amended is: (1) to institute a national system of scenic, historic, recreation and connecting and side trails to provide recreational opportunity and preserve trail related scenic, historic, natural, and cultural values; (2) to designate initial components of the system, and (3) to authorize study of additional trail routes to determine the feasibility and desirability of designating them as components of the system and to provide guidelines by which such trails can be added to the system.

Public Law 94-527 amending the National Trails System Act directed study of eight potential trail routes one of which was the Bartram Trail.

Purpose

The purpose of this study report is to: identify the 18th century routes in the Southeast travelled by William Bartram; identify and analyze these routes and the areas adjacent to them with respect to their scenic, historic, natural and cultural values; and, evaluate the characteristics of the routes to determine if designation as a national scenic or national historic trail is feasible and desirable.

Findings

Study of the route followed by William Bartram found:

1. While in their entirety the routes travelled by Bartram do not qualify for designation as a national scenic trail, there are three scattered trail segments which appear to meet these criteria with future evaluation.
2. The routes travelled by Bartram do not meet the criteria for national historic trails designation.
3. Bartram's travels, writings and illustrations were significant contributions to the natural science and literature of his era and are of significance to a present day understanding of the southeastern part of the Nation during the 18th century.
4. There are many scenic, historic, natural and cultural values on or adjacent to Bartram's routes in the eight-State region which relate to his travels and to the period of his travels which afford an opportunity to memorialize Bartram.

Recommendation

It is recommended that:

1. The routes followed by William Bartram not be designated a national scenic trail.

2. The routes followed by William Bartram not be designated a national historic trail.

Other Considerations

Although the extensive routes of Bartram's travels in the southeastern parts of the Nation are neither feasible nor desirable in their entirety for designation as a national scenic or historic trail the significance of Bartram's work and travels is worthy of public recognition and commemoration. Chapter V of this report suggests some actions which could be implemented to assure this recognition and commemoration.

In addition the Bartram Heritage Report, Bartram Trail Conference, Montgomery, Alabama, July 1978, has been appended to this study report.

The Bartram Heritage Report, prepared under a contract between the Bartram Trail Conference and the Heritage Conservation and Recreation Service, United States Department of the Interior, was developed to consider and present a wide range of heritage related ideas to recognize William Bartram's many contributions to America's natural and cultural history.

The authorized Bartram Trail Study Report, in contrast to the Bartram Heritage Report, is basically conceptual in form since its primary purpose is to provide information regarding the feasibility and desirability of establishing a national scenic or historic trail.

BARTRAM TRAIL STUDY CORRIDOR

II. BARTRAM TRAIL STUDY CORRIDOR

Early in the study process it was decided that it would be useful to delineate a corridor surrounding the routes Bartram travelled. Such a geographic context has utility for increasing comprehension of Bartram's activities and relating his journal descriptions to the social and cultural structure of the region as described in other sources. In addition the corridor provides a suitable base for other study purposes. The trail corridor is depicted on Map One, Location Map.

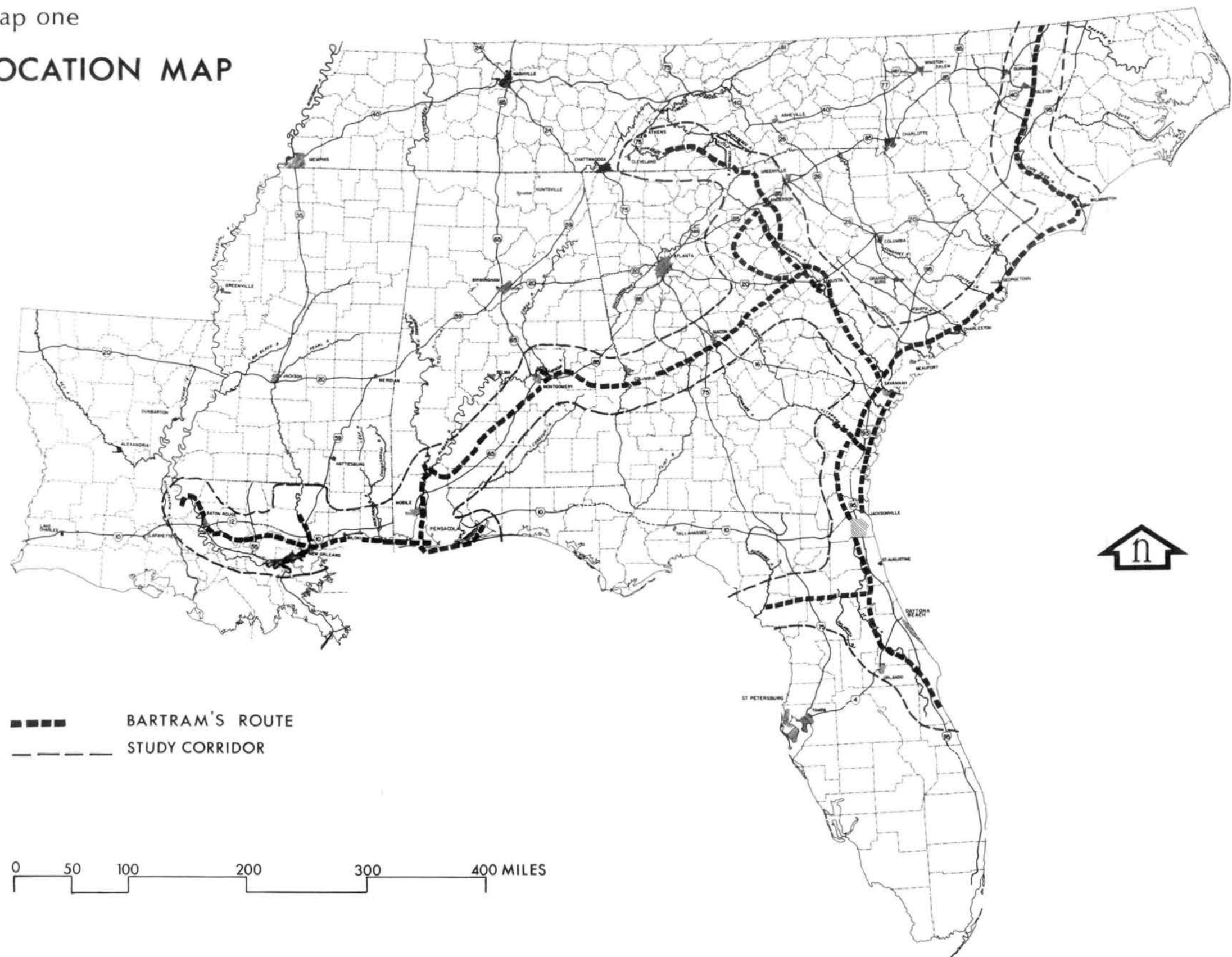
General Historical Background

The Bartram study corridor contains many historical and prehistorical sites aside from those directly associated with Bartram's travels. The following general history of the Southeast places Bartram's travels in perspective in terms of time and place.

The first human inhabitants of the Southeastern United States were various tribes of Indians. Some of these native Americans were "mound builders," erecting huge artificial hills as a part of their religious and cultural practices. Throughout the study corridor, archeologists have found many of these earthen mounds which contain elaborate ornaments, tools, and burial sites. The earliest known site in the area is Silver Springs in Marion County, Florida. This Paleo-Indian site, which dates from about 10,000 BC, is currently being excavated. Another significant site of early man is Stallings Island in Columbia County, Georgia. At this important archeological site, Indians flourished about 7,000 BC leaving shell midden

map one

LOCATION MAP



BARTRAM TRAIL STUDY

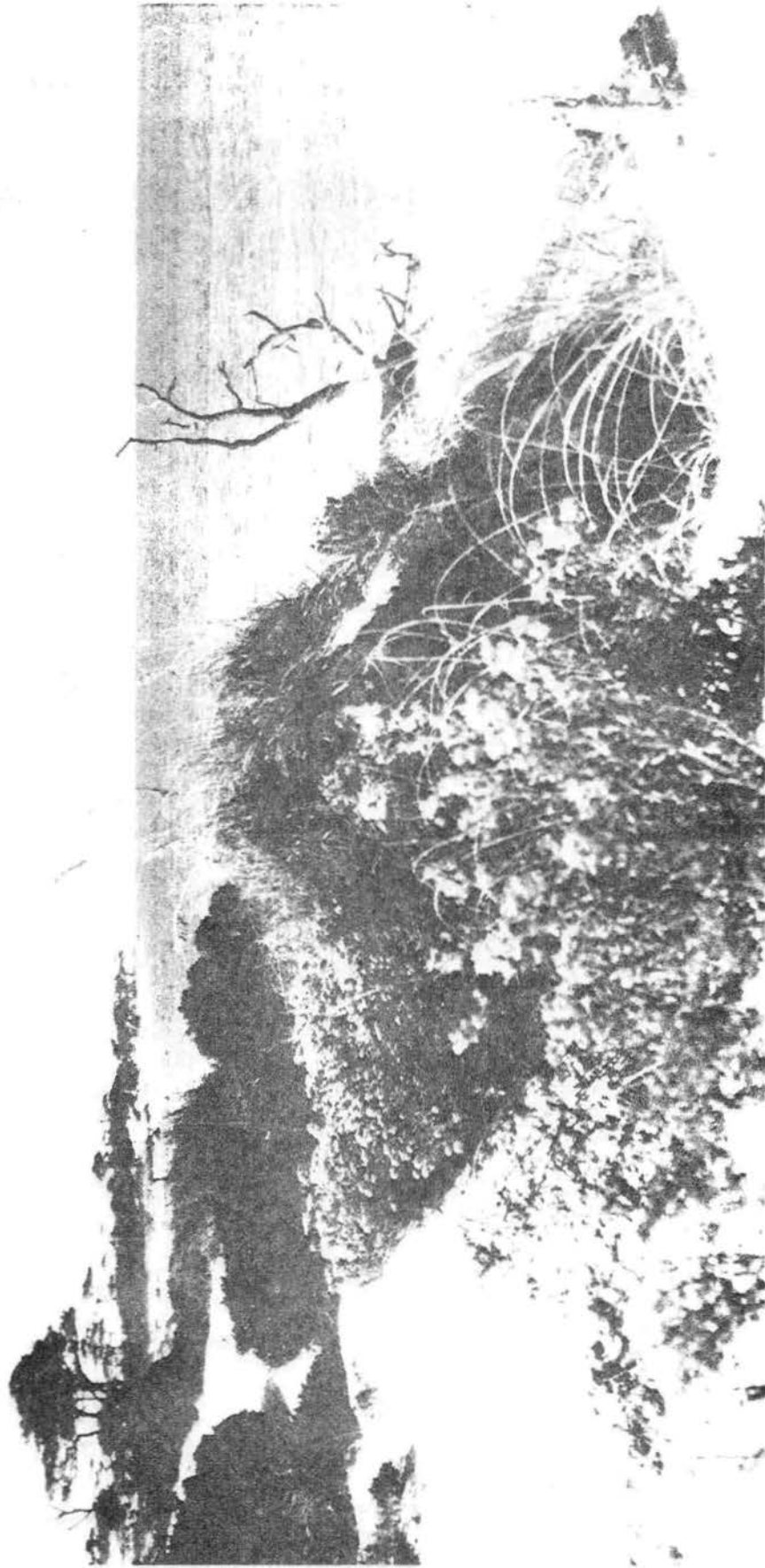
remains of the kind Bartram described in his journal. The Temple Mound Period of the archeological chronology for the Eastern Woodlands area persisted beyond the time of the first European incursions into the area in the first half of the 16th century. Juan Ponce de Leon was the first Spanish leader to see any part of what is now the United States. In March 1513 he sighted a sandy shore backed by dense subtropical greenery which he named La Florida, after Pascua Florida, the Spanish Easter feast. He first reached land in the vicinity of St. Augustine in St. Johns County, Florida. One of the more famous expeditions to explore the Southeastern region was led by Hernando de Soto in 1539-1542.

In so far as it can be determined from the archeological record, these early forays of the Spanish had little effect upon the Indians and their cultures. Appreciable cultural change or disintegration, like that described by Bartram, did not come for another 100 years or more. By 1700, however, the native societies of Florida had been transformed by the influence of the Spanish missions, and the English colonies along the Atlantic Coast had disrupted many of the indigenous tribes and pushed them toward the interior.

During the first century after Columbus, the North American continent above Mexico was considered either an obstacle on the route to Asia, or a wilderness to exploit for quick profits. By 1700, however, it was well understood to be a gigantic prize in itself. The three major European powers - Spain, France, and England - were deeply committed by national



Cumberland Island . . . An Area Of Wild Beauty On The Atlantic, Typical
Of That Described By Bartram



Bartram Also Later Sailed Along The Gulf Coast Near Gulf Island

pride and commercial interest to maintaining possessions there. Arrayed at various times, against or with any one or all of them, were the Indian tribes who still controlled at least nine-tenths of the best land.

In 1763, the Treaty of Paris brought to a close the French and Indian or Seven Years War, the long struggle between England, France, and Spain for control of North America. By it, France ceded all lands east of the Mississippi to England, and Western Louisiana to Spain. Spain in turn gave East Florida to England in exchange for Cuba. Several forts within the study corridor were involved in the struggles between the European nations including: Fort Matanzas in St. Johns County, Florida; Castillo de San Marcos in St. Johns County, Florida; Fort Caroline in Duval County, Florida; Fort Maurepas in Jackson County, Mississippi; Fort Conde in Mobile County, Alabama; and Fort Toulouse in Elmore County, Alabama.

By the mid-18th century, signs of problems were apparent between England and her North American colonies. Separated from England by the Atlantic Ocean, the colonies in 1775, with the prospect of westward expansion and decades of history behind them, were too extensive, populous, and proud to be whipped into obedience by military means. Yet, George III and his ministers 3,000 miles away decided to try it. British efforts to stem the rebellion extended from Canada to Florida.

In the South, the British achieved their longest string of victories, Seaborne British regulars from New York, joined by invaders from British East Florida, conquered Savannah and most of Georgia in the winter of 1778-79. Georgia became a secure British base for the rest of the war.

Charleston in South Carolina was next to fall to the British. In August 1780, Horatio Gates, commander of Continental troops in the South, was soundly trounced by General Cornwallis at Camden, South Carolina. The American defeat was complete. Only 700 of the 4,000 Continentals escaped to Charlotte, North Carolina.

British reverses, however, began soon after. Frontier militia and frontiersmen from Virginia and the Carolinas, including what is now Tennessee stormed Kings Mountain, South Carolina, and killed or captured 1,000 British troops. At Cowpens, Virginia's Daniel Morgan defeated Banastre "Bloody" Tarleton, the ruthless British lieutenant colonel. Major General Nathaniel Greene rebuilt the southern Continental army and eluded Cornwallis in a twisting, back-country campaign that wore down British strength and patience. At Guilford Courthouse in North Carolina, their biggest battle, neither side was a decisive winner. Cornwallis returned to the coast at Wilmington, North Carolina, to pick up supplies. He then headed for the heart of Virginia following the same general overland route Bartram had taken earlier and fought his way to the coast again, at Yorktown. This time, the sails that whitened the horizon of the Virginia shore belonged to the French ships of Admiral de Grasse. The army that rushed down from the north consisted of Americans under Washington and Frenchmen, led by Count Rochambeau. With the surrender of Cornwallis at Yorktown, the Revolutionary War was, for all practical purposes, over.



Bartram's Travels In 1775-1776 Were Through A Countryside Torn By The Revolutionary War

Within the Bartram study corridor, many of the historic sites from this Revolutionary War period have been preserved or restored. These include forts, taverns, plantation houses, historic districts within cities, pioneer cabins and other sites.

In 1803, the United States nearly doubled the area of the country by buying the Louisiana Territory from the French for 15 million dollars. Three years after the start of the War of 1812 the United States had established itself as a free nation. The Americans emerged from the conflict with a heightened sense of national pride and a determination to get on rapidly with the task for subduing and civilizing the continent. Although the years from 1815 to 1860 generated many fierce internal conflicts, culminating in the Civil War, the period was truly a time of growth rather than of disruption. Thousands of new homesteads were settled during this period in Alabama, Mississippi, Florida, Louisiana, and, to a lesser extent, the other States of the Southeast. The wilderness Bartram had traversed was rapidly becoming settled.

The Civil War erupted in 1861 at Fort Sumter in Charleston, South Carolina, and raged for 4 years. In September 1864, General Sherman began his "March to the Sea," from Atlanta to Savannah. Meeting no real opposition, Sherman moved steadily across Georgia and late in December 1864, occupied Savannah. After spending a month reequipping his army, Sherman marched north across South Carolina, taking and destroying Columbia in February 1865. He went on into North Carolina, established contact with Federal forces on the coast at Cape Fear, and after repulsing the Confederate Army of Tennessee

under General Johnston at Bentonville, signed an armistice on April 18, 1865. Many of the sites associated with these and other Civil War actions within the Bartram study corridor, have been preserved and restored.

Scenic, Historic, Natural and Cultural Values

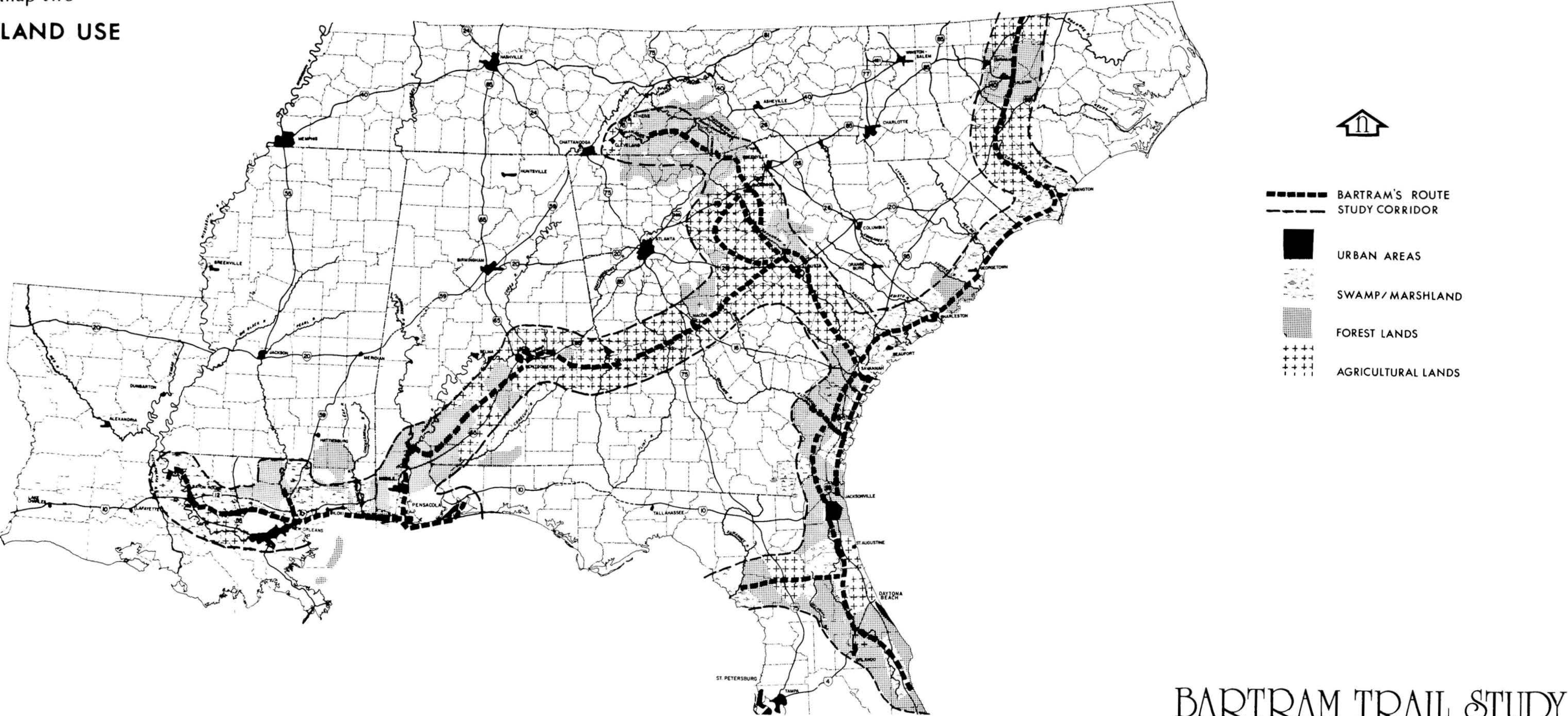
The Bartram Trail corridor passes through portions of four physiographic regions in the Southeastern United States. See Map Two, Land Use, and Map Four (A) and (B) Physiographic Regions, and Major Land Forms respectively. These four regions: The Atlantic Coastal Plain, the Piedmont, the Gulf Coastal Plain, and the Blue Ridge, offer a wide array of topography, natural areas, and flora and fauna. The land forms range from salt water marshes, grassy savannas, and swamps along the coast; to rich farm lands in the generally flat coastal plain and the rolling hills of the Piedmont; to steep, rocky mountain slopes overlooking the narrow fertile valleys of the Blue Ridge region. Originally, most of the study corridor was forested with a mixture of hardwoods and pines, with hardwoods predominating. The animal life and plant life were abundant prior to the arrival of the earliest settlers.

Atlantic Coastal Plain Region

Over 50 percent of Bartram's Travels were spent in the Atlantic Coastal Plain Region. He extensively investigated the flora, fauna and scenic landscapes of this region. It was in this region, along the Altamaha River in Georgia, that he made one of his most famous discoveries-the Franklinia Altamaha, a tree with a flower resembling the single white camellia.





map two

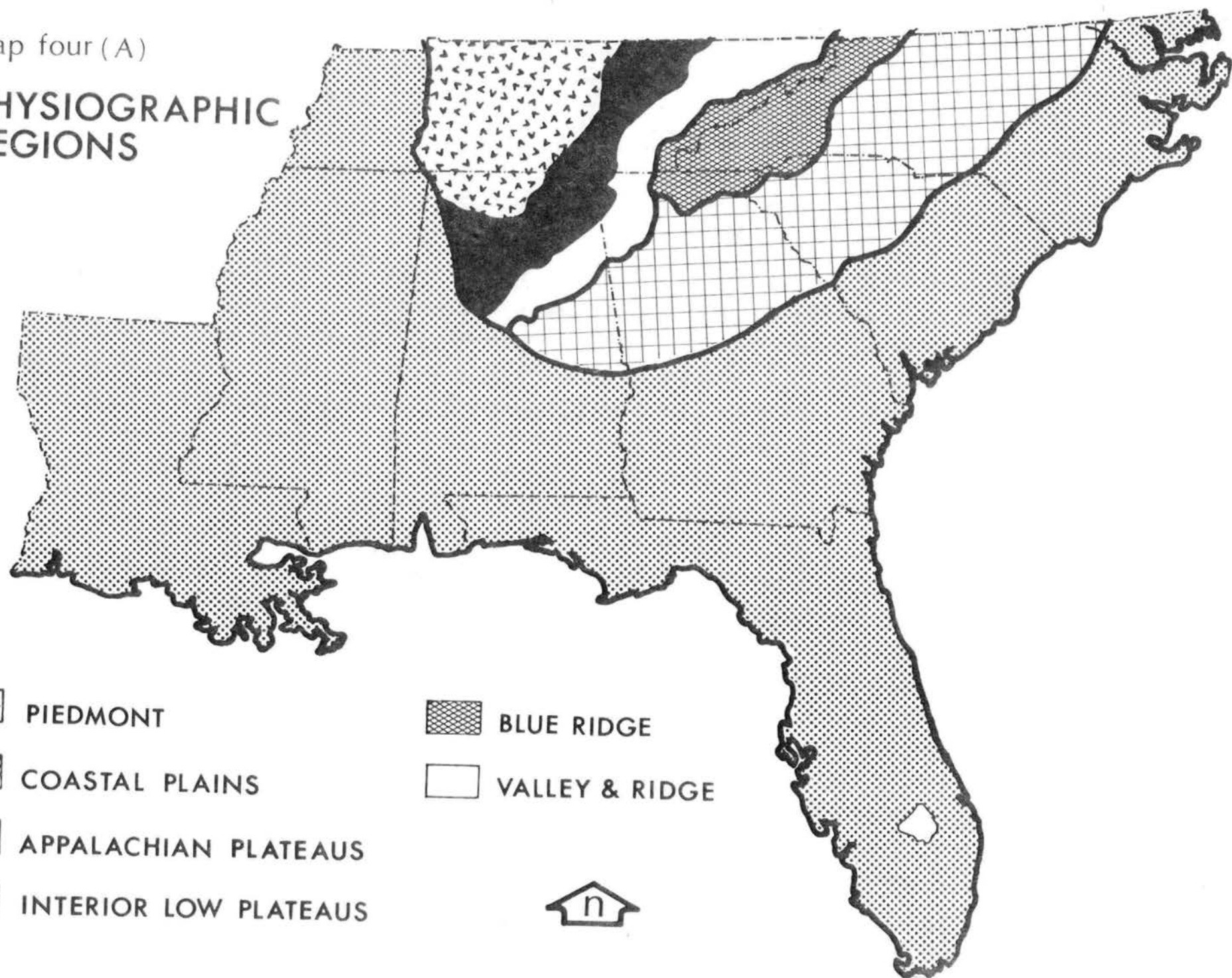
LAND USE



map four (A)

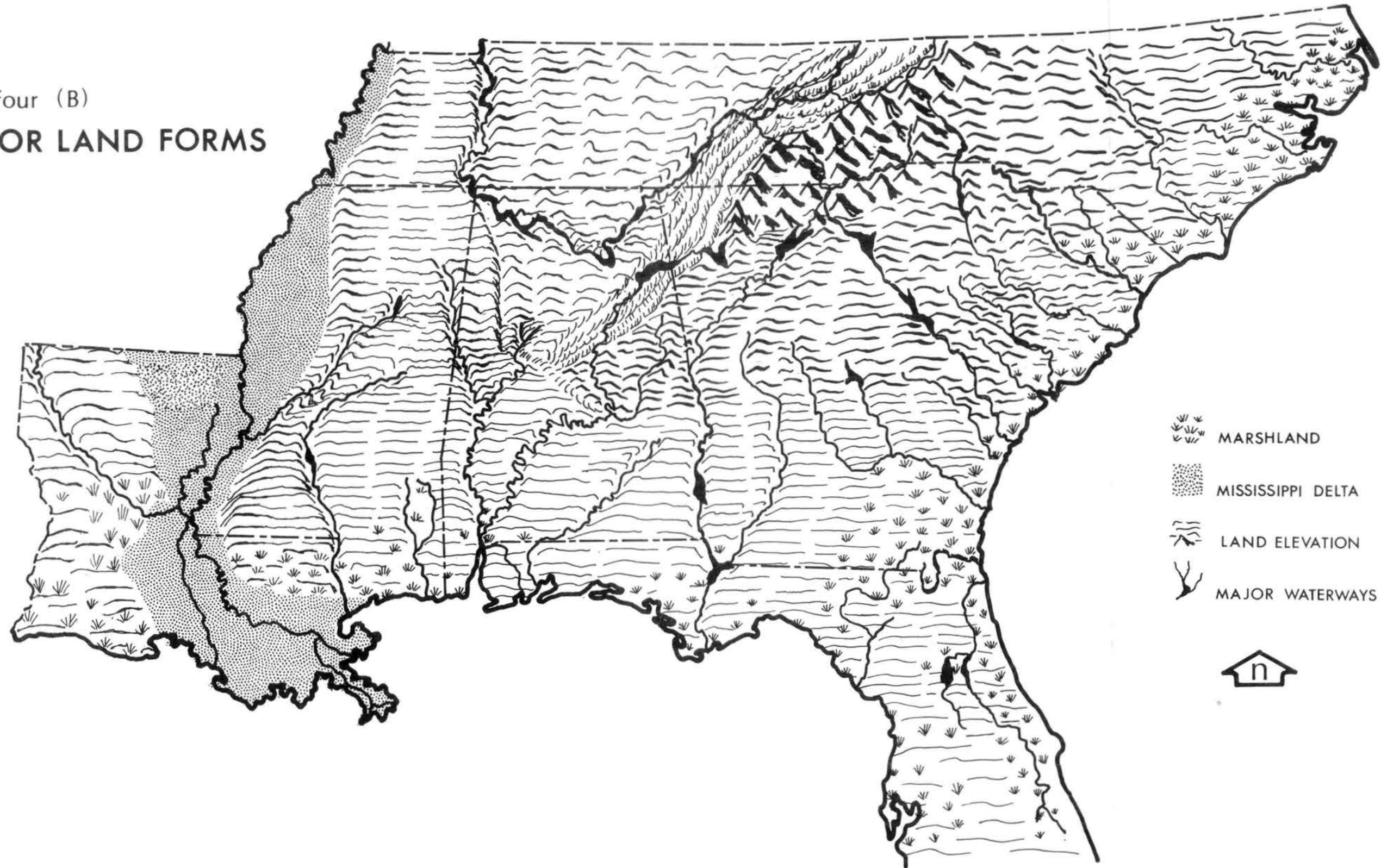
PHYSIOGRAPHIC REGIONS

- | | | | |
|--|-----------------------|---|----------------|
|  | PIEDMONT |  | BLUE RIDGE |
|  | COASTAL PLAINS |  | VALLEY & RIDGE |
|  | APPALACHIAN PLATEAUS | | |
|  | INTERIOR LOW PLATEAUS | | |



map four (B)

MAJOR LAND FORMS



BARTRAM TRAIL STUDY

The Atlantic Coastal Plain varies in topography from primarily flat to slightly rolling hills, and elevations range from sea level at the Atlantic Ocean to 400 feet at the border of the Piedmont. A ribbon of sand bars and islands lies in the Atlantic Ocean just beyond the mainland. Long shallow lagoons, rivers and bays lie between this ribbon and the mainland. Marshes stretch inland from the coast. Rivers, originating in the Piedmont and Mountain Regions, follow the slope of the plains and flow into the ocean. Several large swamps, including the Okefenokee Swamp, are found in the region. The Atlantic Coastal Plain ranges from 30 to slightly over 100 miles in width. Near the coast, treeless, grassy prairies, or savannas, predominate. Further inland a belt of pine forest covers part of the central plain with a series of sand hills rising along the Fall Line. The inland portions of the coastal plain are noted for their fertile soils and rich farmland. The soils are primarily sands and sandy loams with some red clay loams in the upper Coastal Plain.

The Atlantic Coastal Plain Region spans three climatic regions: the northern sections are temperate; the central sections are subtropical; and the extreme southern sections are tropical. There is more regional temperature variation in the winter than in the summer. Average January temperatures range from 45 degrees Fahrenheit on the North Carolina coast to 60 degrees Fahrenheit in south Florida. July average temperatures, on the other hand, range from 79 degrees Fahrenheit in North Carolina to 83 degrees Fahrenheit in Florida. Rainfall averages between 50 and 60 inches per year throughout the coastal plain. The growing season is long, ranging from 270 days in North Carolina to a year-round growing season in south Florida. The hurricane season lasts from June to November, although those storms may occur year-round. In September hurricanes are most likely



Pine Forests Cover Most Of The Central Atlantic Coastal Plain Where
There Were Once Great Hardwood Forests

along both the Atlantic and Gulf Coastal Plains.

The open space which exists in the region today is often marsh or swamp land on the barrier islands or along low lying areas adjacent to rivers and streams. A number of State and Federal wildlife refuges are found along the coast from North Carolina to Florida. While there is extensive opportunity for water-related recreational activities such as boating, fishing, and swimming along the coast, there are very few high quality long distance hiking trails or the potential for establishing them.

The possibilities for commemorating Bartram's travels through this portion of the study corridor seem to be the best at several of the existing National Park areas, National Forests and Wildlife Refuges. The Okefenokee Swamp, Ocala and Francis Marion National Forests, and Cumberland Island National Seashore all seem to be excellent areas in which to establish Bartram-related interpretive trails or displays.

Piedmont Region

Only about 20 percent of the Bartram study corridor is in the Piedmont Region following the Fall Line from Augusta, Georgia, through Macon and Columbus, Georgia, to Montgomery, Alabama. There are also several loops in the route above Augusta in east-central Georgia extending as far west as Athens. The Fall Line, the southern boundary of the Piedmont, is formed where the higher terrain of the rocky Piedmont suddenly descends to the coastal plains, producing rapids and falls in the rivers and streams. From the Fall Line, the Piedmont Region gently slopes upward to meet the

Appalachian and Blue Ridge Mountain regions at approximately 1,500 feet of elevation. The Piedmont is characterized by rolling hills and a few small mountains with soils that are sandy loam and clay loam of moderate fertility.

The climate of the Piedmont segment of the study corridor is temperate, characterized by warm summers, mild winters, and abundant rainfall. The growing season is approximately 225 days per year. Average July temperatures range from 80 degrees to 82 degrees Fahrenheit and January average temperatures range from 40 degrees to 42 degrees Fahrenheit. The average annual rainfall is 50 inches.

Very little of the landscape William Bartram encountered in his travels through the Piedmont remains today. The wildlife and natural vegetation of the region have been disrupted and reduced by man-made changes. The wildlife is concentrated in the remaining natural areas remote from urban and industrial development. Some wildlife species, however, have adapted to man's changed environment and have actually increased in numbers and range. When Bartram travelled through the Piedmont on his way to the Gulf Coastal Region, he encountered a diverse collection of plant life in climax forests. Today, the study corridor through the Piedmont contains extensive evidence of man's intrusions on nature. For example, the practice of clear-cutting timber and the planting of monoculture replacement forests of pine are in evidence throughout the corridor. Many of the flowering trees and shrubs, which Bartram described in detail, have been virtually eliminated from large parts of the corridor.



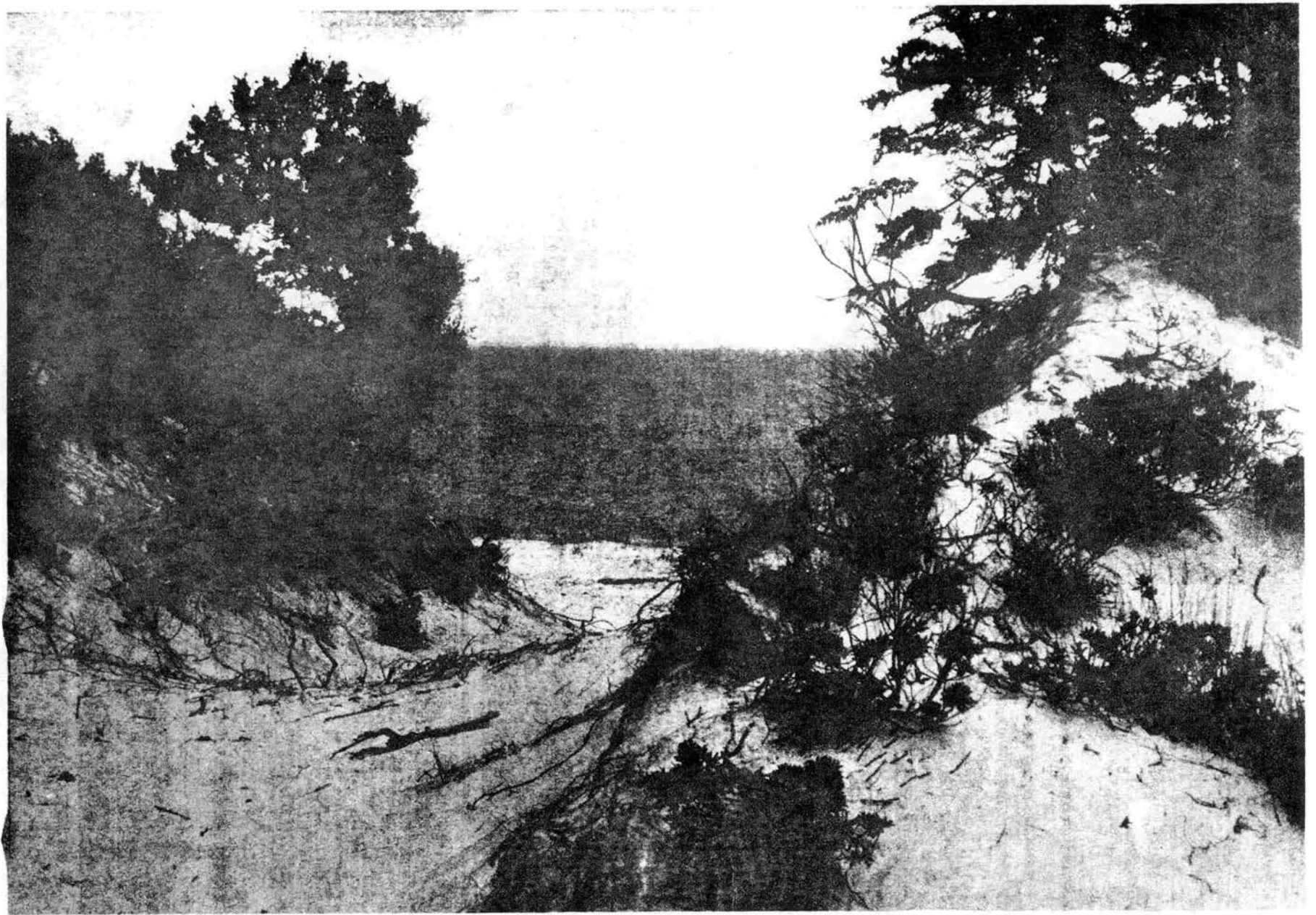
The Practice Of Clear-cutting Timber And Planting Of "Replacement Forests" Is Evident Throughout The Study Corridor

There are very few existing trails in the Piedmont segment of the study corridor. The Tuskegee, Oconee, and Sumter National Forests provide almost all of the existing hiking trails in this part of the Bartram study corridor.

Gulf Coastal Plain Region

Bartram travelled through the Gulf Coastal Plain Region then west to the Mississippi River. This portion of his travels represented 25 percent of his total 2,400-mile trip.

The region is characterized by low rolling hills with some prairies and lowlands. The soils throughout the region are rich and may be divided into sandy loams which predominate and some clay loams. The climate is temperate to subtropical with hot, humid summers and mild winters. The average July temperatures range from 80 to 85 degrees Fahrenheit and the average January temperatures are between 50 and 55 degrees Fahrenheit. The amount of annual precipitation is high with an average of 60 to 65 inches per year along the coast. Hurricanes and other tropical storms occasionally strike the coastal areas causing loss of life and property. Because of the fertile soils and favorable climate-a growing season of 300 days per year, warm temperatures, and abundant rainfall-the Gulf Coastal Plain Region has become one of the most productive agricultural regions in the Southeast. Many of the forests, streams, and swamps, described by Bartram, have been altered by converting them to agricultural and other uses.



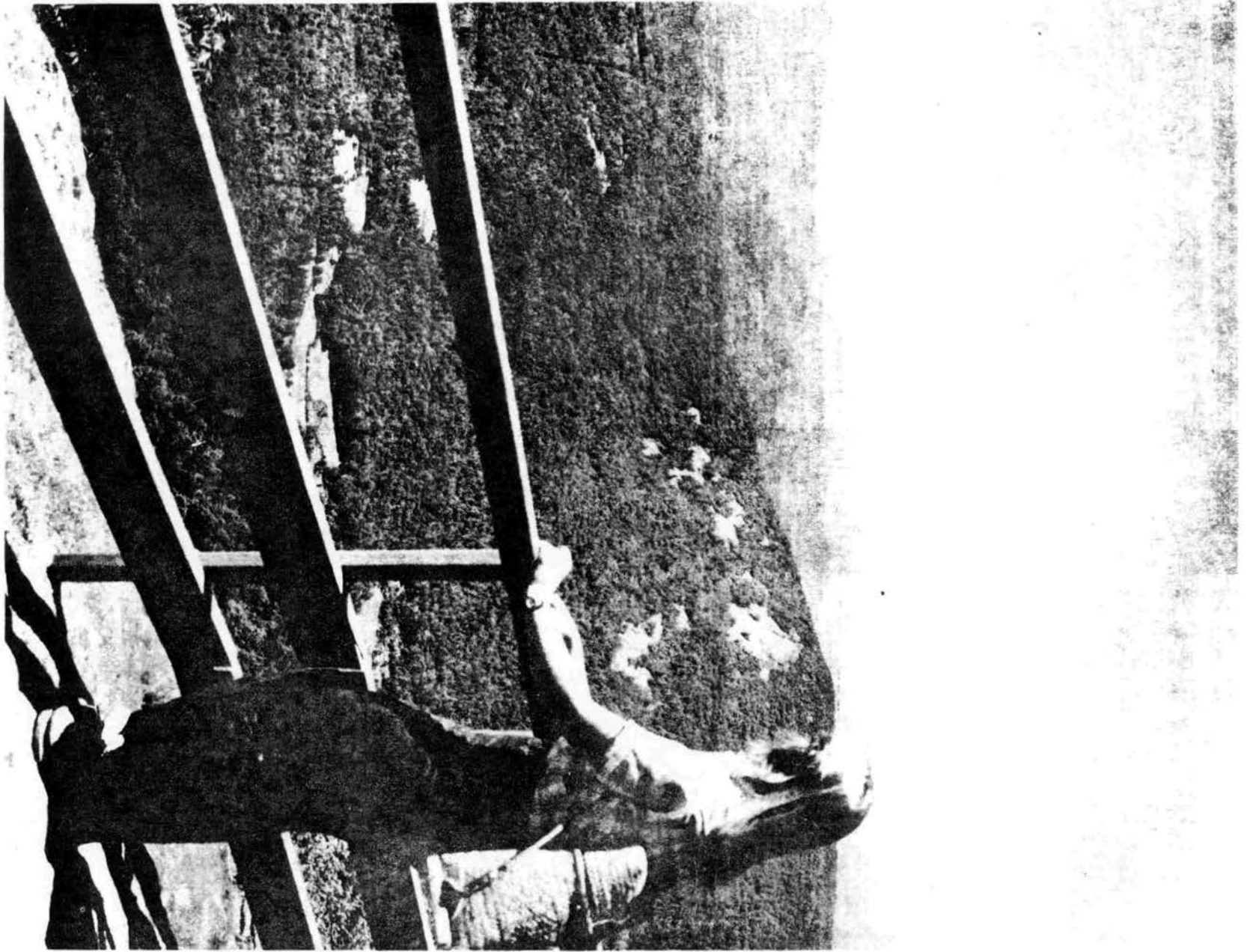
About One Quarter Of Bartram's Trip Through The Southeast Was Through
The Gulf Coastal Plain Region

When Bartram journeyed through the Gulf Coastal Plain, he followed an Indian trading path, which became the Old Federal Road between Montgomery and Mobile. After a short stay in Mobile and a brief visit to Pensacola, he followed the coast in a small boat. Although delayed for a few weeks because of an illness which incapacitated his eyes, he travelled to the Mississippi River, primarily by boat.

The virgin coastal scenery Bartram described in his Travels has been largely obliterated through man-made alterations of the environment.

Blue Ridge Mountain Region

Approximately 5 percent of the Bartram study corridor lies within the Blue Ridge Mountain Region in four states: Georgia, South Carolina, North Carolina and Tennessee. The Blue Ridge Mountain Region exhibits numerous peaks ranging from 2,000 to over 6,000 feet above sea level. Hardwoods and pines cover the slopes of these mountains. Dams on the rivers and streams of the region provide hydroelectric power for the Southeast. Mountain soils consist mainly of weathered, eroded rocky materials. Valley soils, which developed from material washed down from the mountains are farmed. The growing season averages 180 days annually. The rainfall averages over 50 inches per year. The average annual temperature in the Blue Ridge ranges from 75 degrees Fahrenheit in July to 39 degrees Fahrenheit in January. Winter snow often covers the mountains providing very picturesque scenery.



Bartram Described A Scene In The Blue Ridge Region As "Mountains
Piled On Top Of Mountains"

Bartram was particularly struck by the beauty of the natural scenery and diversity of plant life that he encountered in this region describing in detail such plants as the flame azalea, magnolia, rhododendron, and several others. He was greatly impressed by the panoramic vistas of "mountains piled on top of mountains" as far as the eye could see. He described several waterfalls, clear mountain streams, and flower-filled meadows. Although there have been many changes in the Blue Ridge portion of the Bartram corridor in the past 200 years, much of the area remains in a condition approximating that which Bartram encountered.

With the large amount of public land ownership and the beauty of the natural environment, numerous opportunities exist to give the trail user an idea of the topography, flora, and fauna which Bartram encountered in his 1775 explorations. The Nantahala, Chattahoochee, Sumter, and Cherokee National Forests all contain hiking trails which could be related to Bartram's travels.

WILLIAM BARTRAM'S TRAVELS

III. William Bartram's Travels

William Bartram is recognized by American scholars as one of the earliest and most careful observers of the natural scene in the southeastern United States. His significance to the development of natural science in this country is indisputable. Bartram's ability as a naturalist can be attributed, to a great extent, to his family and environment.

William Bartram's father, John, was described by Carl Linnaeus, who developed the scientific classification system for plants, as "the greatest natural botanist in the world." John Bartram's interest in botany and natural history may have begun with his fascination with the use of herb medicines in treating illnesses. By 1728 his involvement was such that he purchased 107 acres of land near Philadelphia on the Schuylkill River where he started his famous herb garden and began what may have been the first experiments in hybridizing.

From 1732 or 1733 John Bartram corresponded with Peter Collinson, a London cloth merchant and fellow Quaker with a keen interest in botany. The relationship proved beneficial to both men: Collinson received seeds, bulbs, and cuttings from native American plants; Bartram received advice and encouragement, as well as, a constant supply of books and plants from Europe. Through Collinson, John Bartram's fame and skills became known to a wide number of European botanists, who were similarly interested in receiving seeds and cuttings of native American plants. In search of a wider variety of plants to expand his collection, as well as, those of his

fellow botanists in Europe, Bartram began to travel to the other colonies seeking seeds, bulbs, and roots suitable for transplanting. His first trip was a 5-week journey in 1738 to Williamsburg, Virginia, up the James River to the Blue Ridge Mountains, and back to Philadelphia. Other trips followed to Lake Ontario, the frontier fort of Pittsburgh, the Catskills, and the Carolinas. As a result of these journeys and the efforts of Collinson, John Bartram was appointed Royal Botanist to the King of England in 1765. The appointment with its stipend of 50 pounds per year enabled John Bartram to undertake the most extensive collecting tour of his life. From July 1765 to April 1766, John and his 26 year-old son, William, travelled through North and South Carolina, Georgia, and Florida--where he focused his primary attention on the St. Johns River area. After his return to Philadelphia, John Bartram, though he no longer travelled seeking new specimens, remained alert and productive. He died in 1777.

William Bartram was born in 1739. In contrast to his father, who was self-educated, William grew up in a highly intellectual atmosphere. His early years were spent in the home that his father had built on the Schuylkill River. He played in the 5-acre botanical garden his father had begun 10 years earlier. As a young man, he met many of the intellectual, social, and political leaders of the day. His father, along with Benjamin Franklin and others, had founded the American Philosophical Society in 1743. At the age of 14, William accompanied his father on a collecting trip to the Catskills. At about the same time, he began studying and drawing native plants and birds. The quality of his drawings was such that Peter Collinson shared them with several members of the scientific

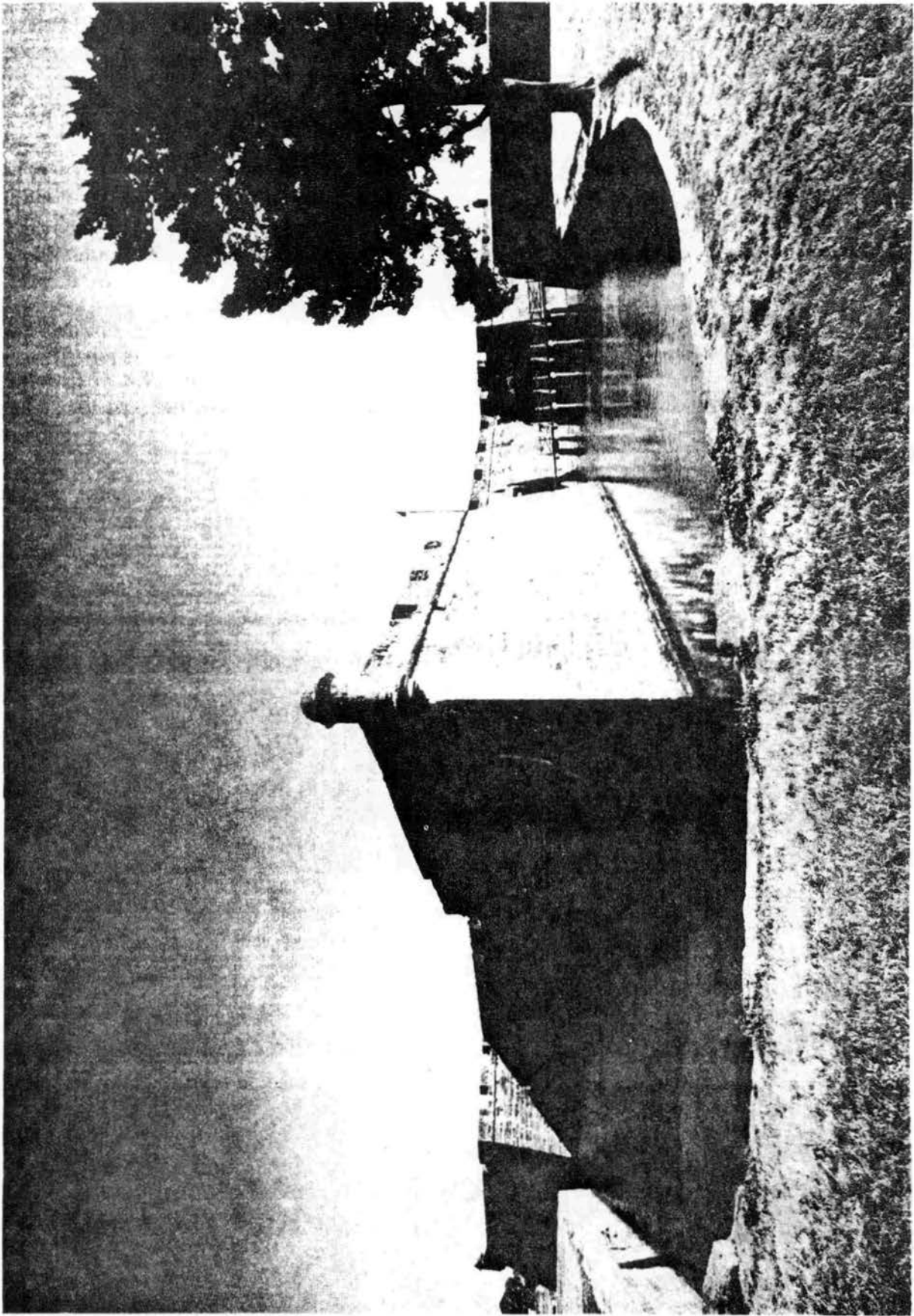
community in England and Franklin recommended that he pursue the trade of engraver or printer--offering to teach him the latter trade himself.

William, however, was not ready to settle down to a trade despite the concern of his father that he learn a skill that would provide him a livelihood. In 1761, William left Philadelphia to work on his uncle's plantation on the Cape Fear River in North Carolina. Here, either in cooperation with his uncle or independently, he operated a trading post for several years. However, his interest in natural history took precedence over the mercantile and the trading store did not prosper. William abandoned it gladly to join his father in his travels through the Carolinas, Georgia, and Florida in 1765-66. At the end of the trip, William Bartram remained behind in Florida as a planter on the St. Johns River, some 24 miles from St. Augustine. The indigo plantation failed within a year and by 1767 he was back in Philadelphia. After 3 years, William again left Philadelphia and returned to the Cape Fear area of North Carolina, where he remained until 1772.

During his sojourn in Philadelphia, Bartram continued to sketch. With the help of Peter Collinson, he secured commissions to draw mollusks and turtles for Dr. John Fothergill. In 1772, Bartram wrote to Fothergill proposing that the doctor finance a return trip to the Floridas to sketch and collect specimens. In October 1772, Fothergill sent Bartram detailed instructions for collecting and shipping plants and for making drawings of plants and shells. The same month Fothergill, well aware of Bartram's lack of business skill, asked Dr. Lionel Chalmers of Charleston to act as fiscal agent. Fothergill proposed a stipend of 50 pounds per year with additional

allowances for expenses and the preparation of drawings. William Bartram's return to Philadelphia in 1772 was prompted by his need to prepare for his journey. He left for Charleston, South Carolina on March 20, 1773.

The region that Bartram was to visit was well known to Europeans by the end of the 1500's. DeSoto had travelled through much of it in 1539-1542. By 1700 the Spanish, French and English had established settlements along the coast. By the early 1700's settlement in the Carolinas had reached half way to the Appalachians. In Georgia it reached inland from 50 to 100 miles up the Savannah River to Augusta. In Florida and along the Gulf Coast, towns such as St. Augustine, Pensacola, Mobile, New Orleans and Baton Rouge were population centers. Settlers moved up rivers such as the St. Johns in Florida, the Tensaw and Tombigbee in Alabama and Mississippi. Waterways were the preferred mode of travel, but roads linking major towns such as Charleston, Savannah, Augusta and St. Augustine were described by John G. W. DeBrahm, Surveyor General for the Southern District of North America. In his report completed in 1773, these roads were described as being 33 feet wide, with bridges or causeways over rivers and marshy areas. Fanning out from the frontier areas into the lands still under Indian domination were trading paths, some established as early as the 1690's. These trade routes linked Charleston and Augusta with the Cherokees, Creeks, Choctaws and Chickasaws enabling traders to travel as far as the Mississippi River. Such primitive roads or paths crisscrossed the Southeast providing access to Indian settlements and towns.



The Castillo de San Marcos, St. Augustine, Florida, A Site Bartram
Visited

When Bartram left Charleston in March 1773, he sailed to Savannah and travelled by land down the coast of Georgia to the vicinity of the St. Mary's River.

After returning to Savannah, he travelled the high road along the Savannah River to Augusta where he witnessed a land transfer conference between the Creek and Cherokee Indians and the Colony of Georgia. At the conclusion of the conference on June 3, 1773, he joined a party of some 80 men who surveyed the boundaries of the newly ceded Indian lands. The party travelled west and then north to the vicinity of present day Athens, then followed the trade path which linked Augusta and the Cherokee towns back to Augusta. By July 1773 Bartram was back in Savannah. From then until March of 1774 he made "botanical excursions" from Savannah including a trip up the Altamaha River in Georgia.

In the spring of 1774 he left Savannah and travelled south to Florida. Landing on Amelia Island, Bartram travelled south to Cowford, site of the present day Jacksonville. There he secured a boat and sailed up the St. Johns River. The land was familiar as he and his father had visited the area in 1765-66 and William had operated a plantation on the St. Johns near Picolata, Florida, for a year. Continuing up the river he went as far as Blue Springs in Volusia County. Bartram, in company with a trading party, travelled west as far as Manatee Springs. Returning to the St. Johns River he boarded a schooner, sailed to Savannah, and continued on to Charleston where he spent the winter of 1774-75 in short excursions.

The year 1775 marked the most active travel period of Bartram's 4 years in the Southeast. Leaving Charleston in the spring he travelled the Kings Highway toward Savannah, crossed the Savannah River and turned north to Augusta. He continued up the river from Augusta, and crossed over into South Carolina above the junction of the Broad and Savannah Rivers. He travelled past the sites of present day Anderson and Seneca to Fort Prince George, established in 1753 by the government of South Carolina. From there he followed the Cherokee Trading Path through the sites of present day Six Mile, Salem and Oconee Station, South Carolina, crossed into Georgia and turned north through Rabun Gap into North Carolina. Near the site of present day Wests Mill he turned west and went as far as Robbinsville, North Carolina, where he turned back to Fort Prince George. Bartram followed the same route that had been used by two punitive expeditions against the Cherokee some 15 years earlier, yet he recorded little evidence of the passage of the two armies totalling over a thousand men each. Leaving Fort Prince George he returned to the junction of the Broad and Savannah Rivers.

From this location he set out with a "band of adventurers" for the Creek towns of the Chattahoochee River and eventually Mobile. Joining some Indian traders in what is present day Warren County, Georgia, the party of 20 men and 60 horses followed the Lower Creek Trading Path across Georgia stopped at Ocmulgee Mounds near Macon and crossed the Chattahoochee River below the site of present day Columbus. Continuing on the trading path the party passed by the site of present day Montgomery turned southwest along the Alabama River north of Mobile and travelled down the Mobile River by boat. From Mobile, Bartram travelled east to Pensacola, Florida, for a

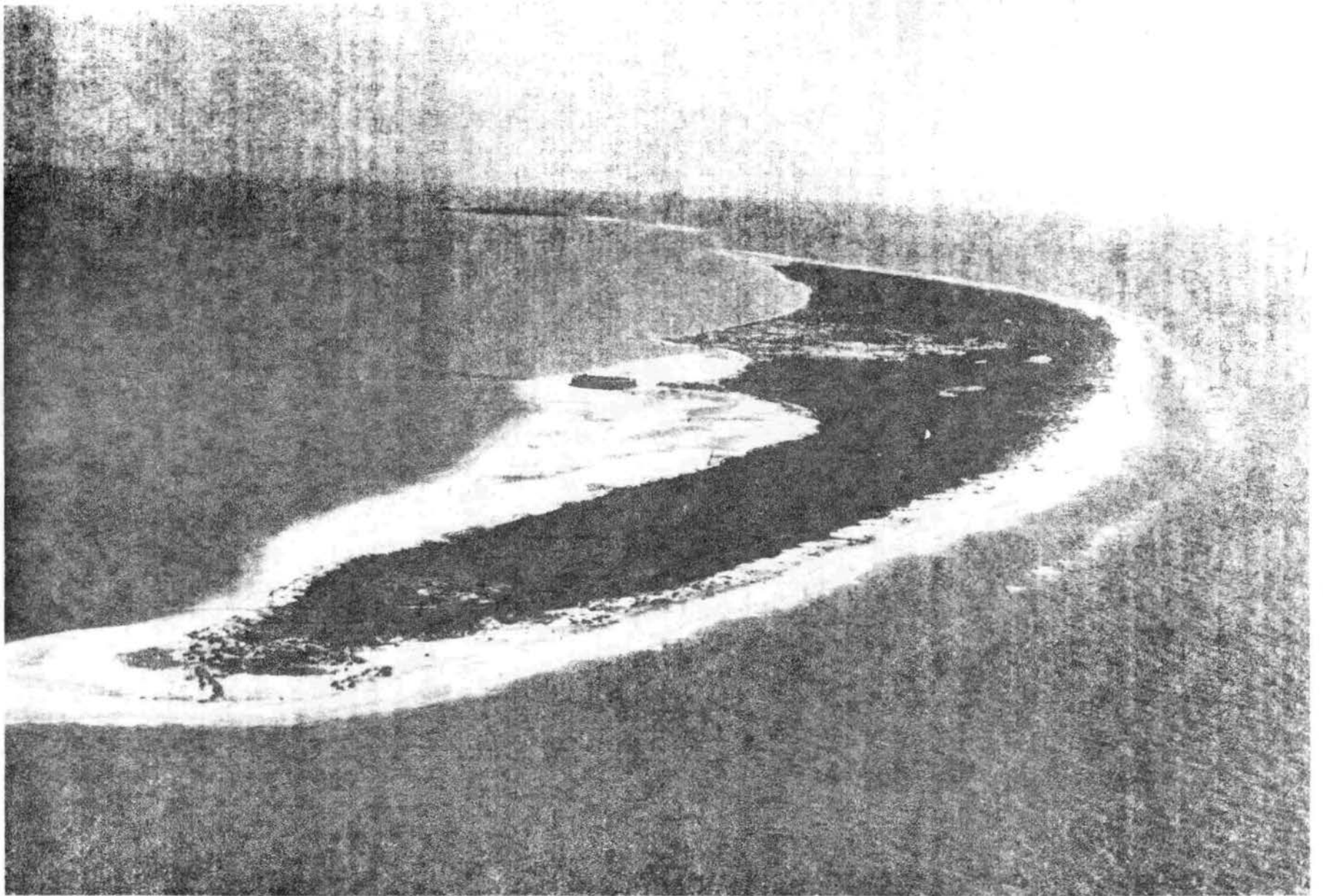


On One Of Bartram's Trips Across Middle Georgia He Visited The Indian
Mounds At Ocmulgee

2-day visit before continuing west along the Mississippi Coast to the Pearl River. When he left Mobile on this portion of the journey he was suffering from an eye infection that for several weeks left him virtually blind. He slowly recovered his sight and in October 1775 travelled by water and overland to the Mississippi River, then north to Baton Rouge. He continued up the river as far as Pointe Coupe and then turned back. Retracing his route to the Pearl River, Bartram returned by boat to Mobile. He returned to Augusta travelling part of the distance with a trader, two packers and a string of 30 horses, about half of them loaded with trade goods and the remainder with skins and furs gathered in trade. After reaching Augusta in January 1776 he went south to Savannah.

The remainder of 1776 was spent visiting and revisiting areas in Georgia and east Florida. In October he left Savannah, travelled to Charleston and continued up the coast into North Carolina. Travelling along the Cape Fear River to above the site of present day Fayetteville, he turned north and crossed the Roanoke River into Virginia. From there he travelled to Alexandria and on to Philadelphia, reaching his father's house in January 1777. For the next 8 months he shared his many experiences with his father until John Bartram's death at age 78 on September 22.

In almost all his travels William Bartram utilized established routes over water or land. He returned to Philadelphia in 1777 and travelled no more. In 1791 his Travels Through North and South Carolina, Georgia, East and West Florida, the Cherokee Country, the Territory of the Creek Confederacy and the Country of the Choctaws was published. It was an instant success in Europe, but less than that in the United States. Bartram's Travels influenced not only the scientific community of Europe, but also had an



Ship Island Along The Gulf Coast, A Scene Bartram May Have Enjoyed

effect on the romantic literature of the early 1800's. He also had considerable impact on the scientific community in this country. He advised and assisted Thomas Nuttall, Andre Michaux, Alexander Wilson and Thomas Say among others. His correspondence with Thomas Jefferson continued for more than 20 years and included an offer by Jefferson in 1803 for Bartram to join one of the western exploratory expeditions, an offer Bartram declined because of ill health. By the time of his death in 1823, William Bartram was a revered and distinguished member of the American scientific community.

Historical Evaluation

John and William Bartram played a significant role in the history of the United States. They have both been accorded recognition under the authority of the National Historic Sites Act of 1935. This act calls for the surveying of "historic and archeologic sites, buildings, and objects for the purpose of determining which possess exceptional value as commemorating or illustrating the history of the United States." The act created an advisory board known as the Advisory Board on National Parks, Historic Sites, Buildings, and Monuments. (Changed to the National Park System Advisory Board by Public Law 94-428 in 1976.) John Bartram's home and gardens were considered by the Advisory Board at their meeting of March 21-23, 1960, under the theme "Development of the English Colonies, 1700-1775." The Board found John Bartram to be of national significance and the house and gardens in Philadelphia to be the structures most importantly associated with his life. The National Park Service acknowledged the importance of John Bartram by designating the house and

gardens owned by him a National Historic Landmark in October 1960. In 1964, the Advisory Board reviewed a study on "Scientific Discoveries and Inventions" as part of the broader theme, "Arts and Sciences in the United States." Data on John and William Bartram was presented. The Advisory Board found both men to be of national significance and that, once again, the Bartram house and adjacent gardens were the sites most closely associated with the lives of both men. William Bartram was born in the house that his father built in 1731. He lived in the house all of his life with the exception of the 12 years he spent working or travelling in the Southeastern United States. It was while living in the house that William Bartram wrote the narrative of his 1773-1777 travels in the Southeast.

In July 1977 a joint Federal/State task force was organized to assess whether the routes followed by William Bartram during his travels from 1773-1777 had national significance and would qualify as a national scenic trail and whether it would be feasible and desirable to designate the routes or portions of the routes as components of the national system. The scope of this study was extended in November 1978 with amendments to the National Trails System Act which added national historic trails as a category of the system. The amendment also provided criteria for historic trails which were used to evaluate the historic importance or significance of the trails or routes Bartram used in the development of the region, as well as, identifying events of national significance that occurred along the routes or were related to the routes.

The study found that the roads and trails used by Bartram were in several cases significant in linking the region together (The Kings Highway down

the east coast from Charleston to St. Augustine, the Traders Path from Augusta, Georgia into Alabama and on to the Mississippi River, and the water route along the Gulf Coast from Pensacola to the Pearl River). However, none of these roads or trails are evaluated as significant as a result of Bartram's use of them.

William Bartram did not discover new lands or new routes, rather he used established roads, trails and water routes which in some locations dated to prehistoric times. Most of the roads and paths he followed had been in existence for at least 20, and a few for more than 80 years. He did not "pioneer" the routes. Though Bartram commented frequently on the "newness" of the country, he also recorded the presence of settlers and settlements at the time of his visit. Only in his travels through the Creek Nation was he away from European settlement. During that journey and on other occasions, he frequently travelled with a large number of companions.

In addition, much of the route followed by William Bartram has been significantly modified by modern developments including reservoirs that have flooded roads and locations along the Savannah River and its tributaries, modern interstate highways such as I-95 which have replaced early pioneer roads followed by Bartram, coastal development, and so forth. Only a few scattered segments of Bartram's route retain the natural characteristics associated with his travels and discoveries. The portions of his route in the mountains of the Carolinas and Georgia, as well as along some parts of the Louisiana coast, are the most suggestive of the environment Bartram encountered.

The significance of William Bartram; naturalist, botanist, and ornithologist, is clear and unquestionable. His significance is associated with his contributions to natural science as one of the earliest and most detailed observers of the southeastern environment.

FEASIBILITY AND DESIRABILITY OF TRAIL DESIGNATION

IV. FEASIBILITY AND DESIRABILITY OF TRAIL DESIGNATION

The basic purpose of the study of the route Bartram travelled is to determine whether it is feasible and desirable to designate a trail following this route as a component of the National Trails System, either as a national scenic trail or a national historic trail. To accomplish this, criteria from the National Trails System Act were applied to information obtained during this study.

National Scenic Trail Criteria

National Scenic Trails are extended trails, so located as to provide for maximum outdoor recreation potential and for the conservation and enjoyment of the nationally significant scenic, historic, natural or cultural qualities of the areas through which such trails may pass. Six criteria based on the National Trails System Act, Public Law 90-543, as amended, are used to determine the feasibility and desirability of designating a trail as a component of the National Trails System.

Criterion-National Significance

National scenic trails, for their length or the greater portion thereof, should incorporate a maximum of significant characteristics, tangible and intangible, so that these, when viewed collectively, will make the trail worthy of national scenic designation. National significance implies that these characteristics, i.e., the scenic, historical, natural, or cultural qualities of the areas through which the trail passes, are superior when compared to those of other trails--not including national scenic trails--situated throughout the country. National scenic trails should, with optimum development, be capable of promoting interest and drawing power that could extend to any section of the conterminous United States.

William Bartram traversed much of the Southeast, travelling a route of approximately 2,400 miles through eight States. He traversed areas rich in natural values. There are a number of specific sites which he is known to have visited, but these are widely scattered throughout the eight States. As his primary purpose was exploration of the flora and fauna of the region, his contact with the few major settlements in the region was for logistic purposes and was incidental to his basic purpose. In addition, he travelled the primitive paths, roads and rivers of his time. Bartram's travels predate the era of major settlement and development of the Southeast and therefore, the more significant historical events and cultural riches related to the settlement, revolution and secession occurred after him. These post-Bartram events and riches documented in buildings, sites and routes may be of national significance as defined by this criterion.

While the route travelled by Bartram must have possessed many natural and scenic values, extensive settlement and agricultural development, particularly mono-culture, initially cotton and later pine, has eliminated these values on much of the route. Thus, the criterion of national scenic significance related to Bartram's travel is not met for the route in its entirety.

Criterion-Route Selection

a. The routes of national scenic trails should be so located as to provide for maximum outdoor recreation potential and for the conservation and enjoyment of the nationally significant scenic, historic, natural, or cultural qualities of the areas through which such trails may pass. They should avoid, insofar as practicable, established highways, motor roads, mining areas, power transmission lines, existing commercial and industrial developments, range fences and improvements, private operations, and any other activities that would be incompatible with the protection of the trail in its natural condition and its use for outdoor recreation.

Although segments of the route do afford scenic recreation opportunities it is not possible to locate a trail with maximum recreation potential in much of the study corridor.

b. National scenic trails of major historic significance should adhere as accurately as possible to their main historic route or routes.

Because Bartram's travels are largely of historic value and the trail route selected follows the route he traversed, this criterion is met.

Criterion-Access

National scenic trails should be provided with adequate public access through establishment of connecting trails or by use of trail systems other than the National Trail System. Access should be provided at reasonable intervals and should take into consideration the allowance for trips of shorter duration.

Some of the better known trail route segments and sites related to Bartram's route have adequate access while others are in remote areas where access is limited or nonexistent. It is possible that certain sections, particularly those near urban areas, would become more accessible through development of connecting trails and recreation trails, to facilitate use by the inhabitants of these urban areas. Certain remotely located segments however, could remain inaccessible. This criterion is met.

Criterion-Placement

National scenic trails shall be primarily land based.

Although certain legs of Bartram's route were over water, significantly along the Gulf Coast and on the St. Johns River in Florida, most of the route he travelled was primarily over land and therefore meets this criterion.

Criterion-Length

National scenic trails shall be extended trails, usually several hundred miles or longer in length.

The route travelled by Bartram traversed an area which now comprises eight States. In aggregate, the length of the route segments travelled totals about 2,400 miles. Bartram's route is an extended one and meets this criterion.

Criterion-Continuity

National scenic trails should be continuous for the duration of their length.

Bartram's total route does not follow a single linear corridor but consists of at least three major branches. These branches in turn have connecting side loops and laterals. Because these branches link and intertie there is continuity and conformance with this criterion.

Summary

Portions of the route are located in a scenic setting and they and other selected portions can afford trail oriented recreation opportunities. However, major portions of the route are overlain by subsequent development such as highways, urbanized areas and major cities and industrial areas. Other portions are located in areas which afford little scenic relief and

would provide what would be for most users a monotonous recreation experience. Thus, the conclusion is that the route in its entirety does not meet the criteria for National Scenic Trail designation.

National Historic Trail Criteria

As defined in the National Trails System Act, National Historic Trails are extended trails which follow as closely as possible and practicable the original trails or routes of travel of national historical significance. Designation of such trails or routes is continuous, but the established or developed trail and the acquisition thereof, need not be continuous onsite. The purpose of National Historic Trails is the identification and protection of the historic route and its historic remnants and artifacts for public use and enjoyment. To qualify as a National Historic Trail, a trail must meet all three of the following criteria as provided in the National Trails System Act.

Criterion-1

It must be a trail or route established by historic use and must be historically significant as a result of that use. The route need not currently exist as a discernible trail to qualify, but its location must be sufficiently known to permit evaluation of public recreation and historical interest potential. A designated trail should generally accurately follow the historic route, but may deviate somewhat on occasion of necessity to avoid difficult routing through subsequent development, or to provide some route variation offering a more pleasurable recreational experience. Such deviations shall be so noted onsite. Trail segments no longer possible to travel by trail due to subsequent development as motorized transportation routes may be designated and marked onsite as segments which link to the historic trail.

For the most part, Bartram in his travels followed established routes; existing Indian paths, early frontier roads and some water routes. These routes gained little in value or utility as a result of his use. Bartram's route does not meet this criterion.

Criterion-2

It must be of national significance with respect to any of several broad facets of American history, such as trade and commerce, migration and settlement, or military campaigns. To qualify as nationally significant, historic use of the trail must have had a far-reaching effect on broad patterns of American culture. Trails significant in the history of native Americans may be included.

Bartram's early cataloguing and description of the flora, fauna and native population of the Southeast were of importance to the European scientific community of the late 18th century. His travels were the means of collecting data on the natural and cultural values of the region. Bartram's use of the route he travelled had no far-reaching effect on the broad patterns of American culture. Bartram's route does not meet this criterion.

Criterion-3

It must have significant potential for public recreational use or historical interest based on historic interpretation and appreciation. The potential for such use is generally greater along roadless segments developed as historic trails, and at historic sites associated with the trail. The presence of recreation potential not related to historic appreciation is not sufficient justification for designation under this category.

Several of the early colonial roads and Indian paths which Bartram travelled have significant potential for public recreation use of historical interest based on historic interpretation and appreciation.

However, this potential is not substantially related to Bartram's use of these roads and paths but to the larger historical context. There are several sites related to Bartram's natural science discoveries at certain locations along the roads and paths he travelled but these are scattered throughout the eight-State area and are of public use and interest only as discrete sites. Bartram's route does not meet this criterion.

In summary, Bartram's route does not meet National Historic Trail criteria.

Trail Needs in the Study Corridor

When William Bartram travelled through the Southeastern United States 200 years ago, the region was sparsely settled with small farms, plantations and villages located primarily along the Atlantic and Gulf Coasts. Being mostly concerned with securing subsistence from a frontier environment, the early settlers had little time for recreation in the sense that we think of it today. When they did take time off for leisure activities, their recreation often centered around such frontier contests as horse racing, shooting matches, and foot races, in addition to camp meetings and religious holiday celebrations.

Remarkable changes have taken place in the Southeastern United States in the past two centuries. The eight States in the Bartram Trail study corridor have experienced tremendous growth in population, industrialization, and urbanization. With the shift in population away from farms to urban and suburban concentration, there has developed a

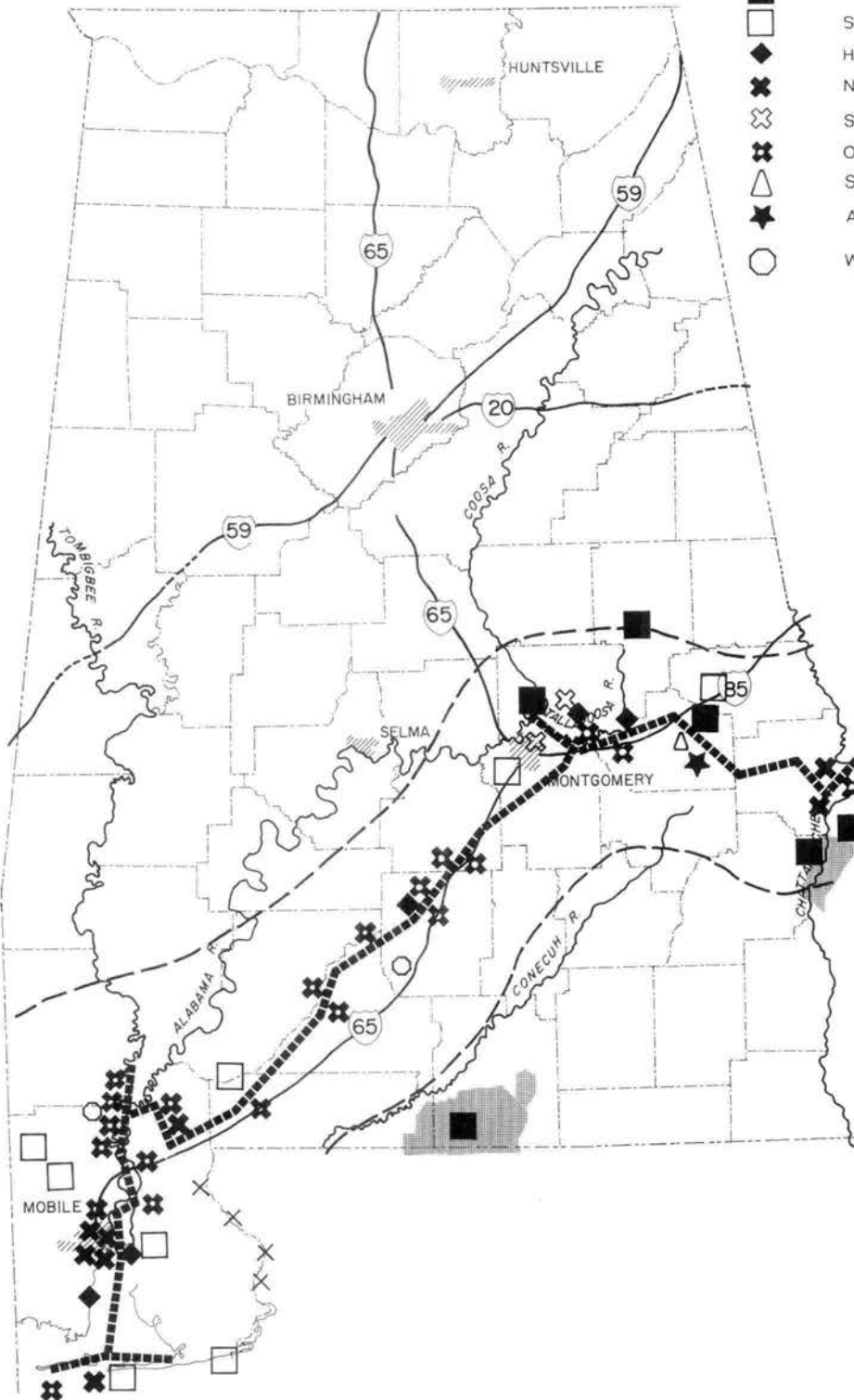
corresponding need for recreational opportunities which allow individuals to return to natural areas for leisure activities. Hiking trails, bicycling trails and horseback riding trails all have been identified as high-priority recreational needs in the Southeastern United States. An analysis of the public recreational use and demand within the study corridor indicates that the greatest trail-related demand is for short day-hiking trails, not long-distance trails of more than 50 miles. The majority of trail use (approximately 90 percent) is weekend hikers and riders utilizing short-distance loop trails. Other trails and recreational experiences for which there is increased demand are nature trails, and resource trails through interesting areas which identify plant and animal life for the urban trail user.

Aside from several small State and local parks, the national forests are the best areas under public ownership for expanding the hiking trail opportunities to meet both the need expressed by the urban populations of the study corridor and to honor the earlier travels through the region by William Bartram. An additional option for increasing the hiking trails in the study corridor would involve the voluntary cooperation of private landowners. Private landowners might agree to allow hiking on their land if they can retain control of the land. A system of national recreational trails might be provided in this way by the voluntary agreement of landowners.

Significant Features

Within the study corridor there are existing and potential areas having recreational, scenic, historic, natural and cultural values. These include public parks and forests, State and national historic register sites, prehistoric sites and scenic and wildlife areas. The general locations of these by type are shown on the following set of State maps, Map 3 Significant Features.

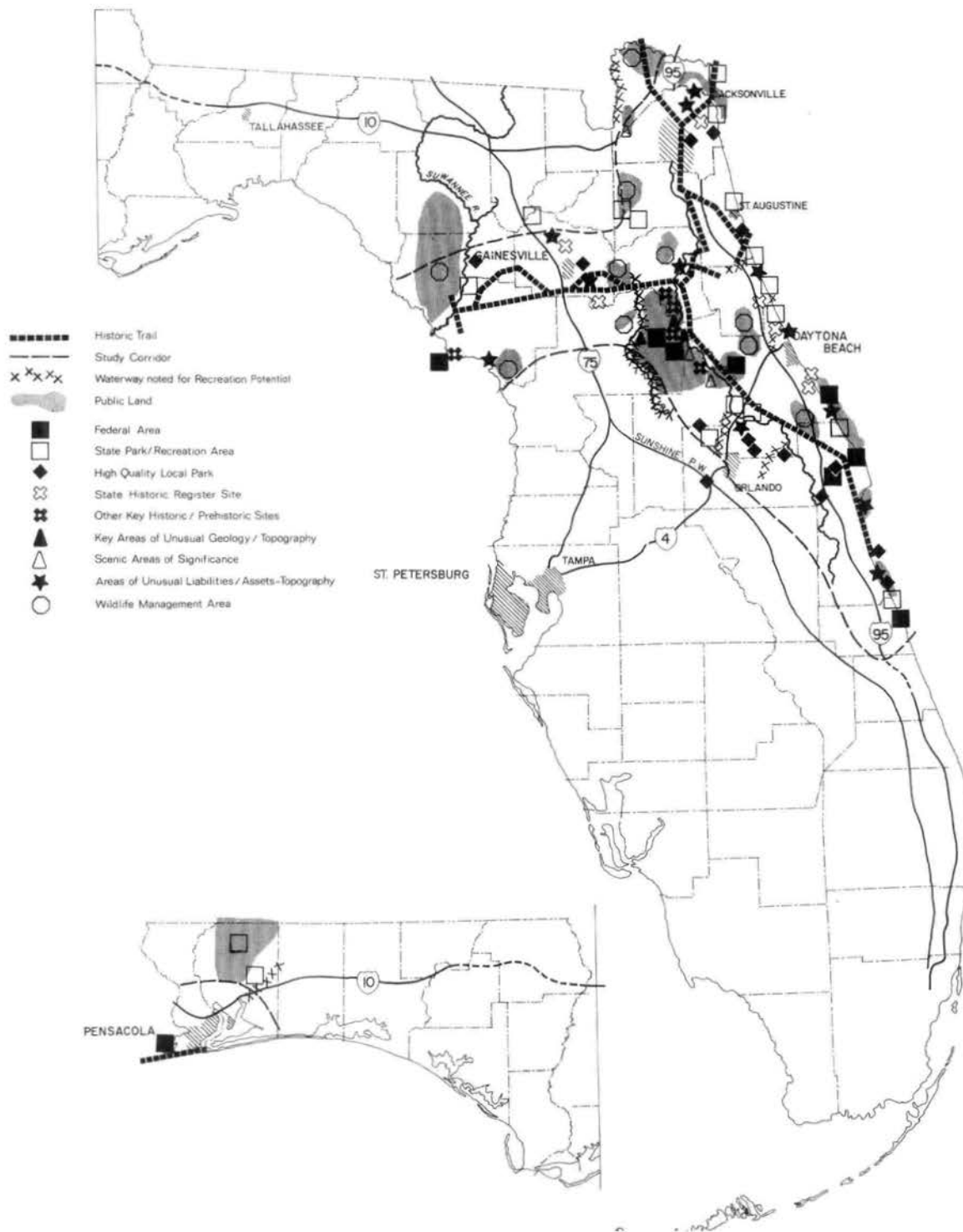
SIGNIFICANT FEATURES



- Historic Trail
- Study Corridor
- x x x x Waterway noted for Recreation Potential
- Public Land
- Federal Area
- State Park/Recreation Area
- ◆ High Quality Local Park
- ✕ National Historic Register Site
- ⊗ State Historic Register Site
- ✖ Other Key Historic / Prehistoric Sites
- △ Scenic Areas of Significance
- ★ Areas of Unusual Liabilities / Assets - Topography
- Wildlife Management Area

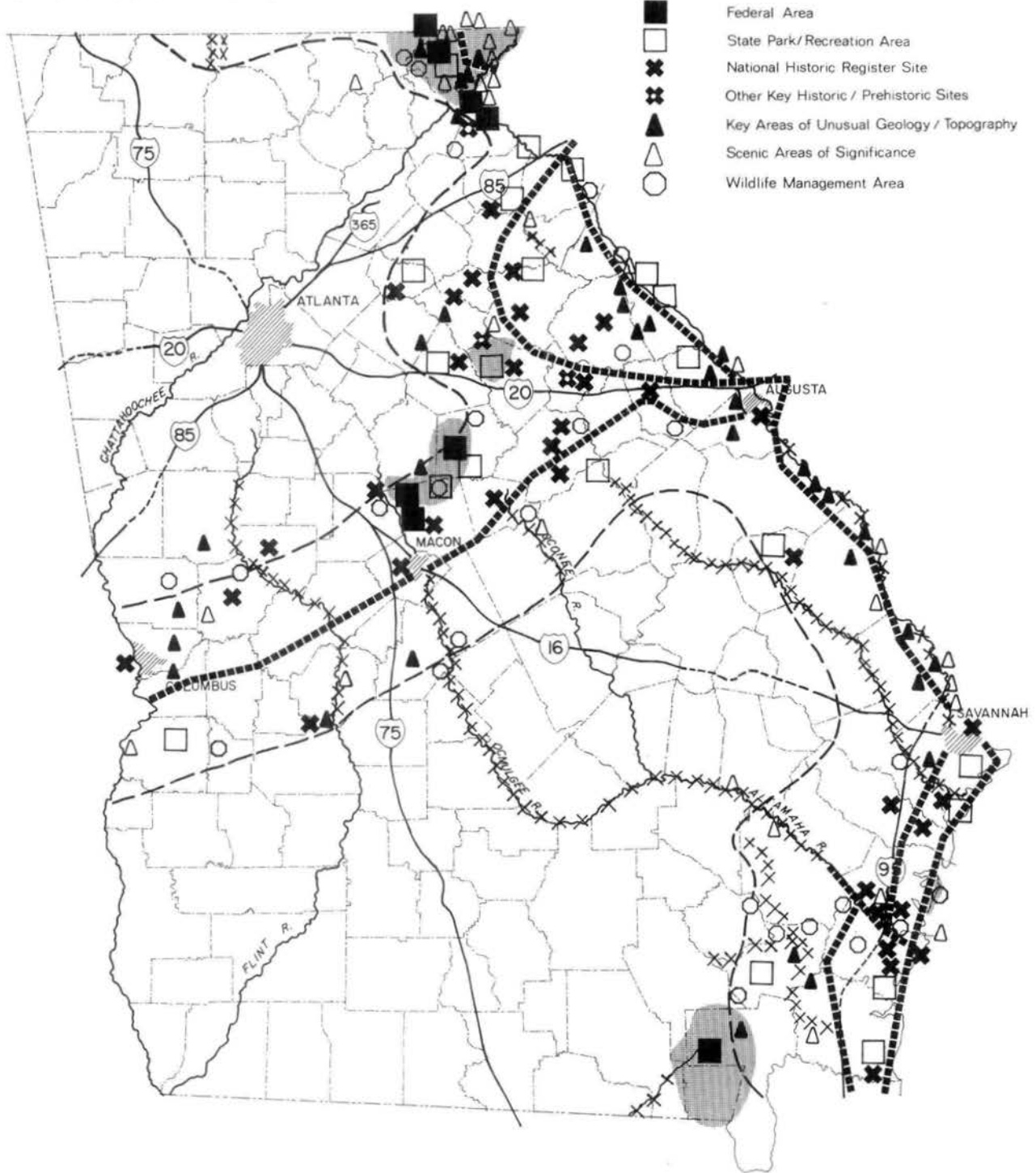
BARTRAM TRAIL STUDY

SIGNIFICANT FEATURES



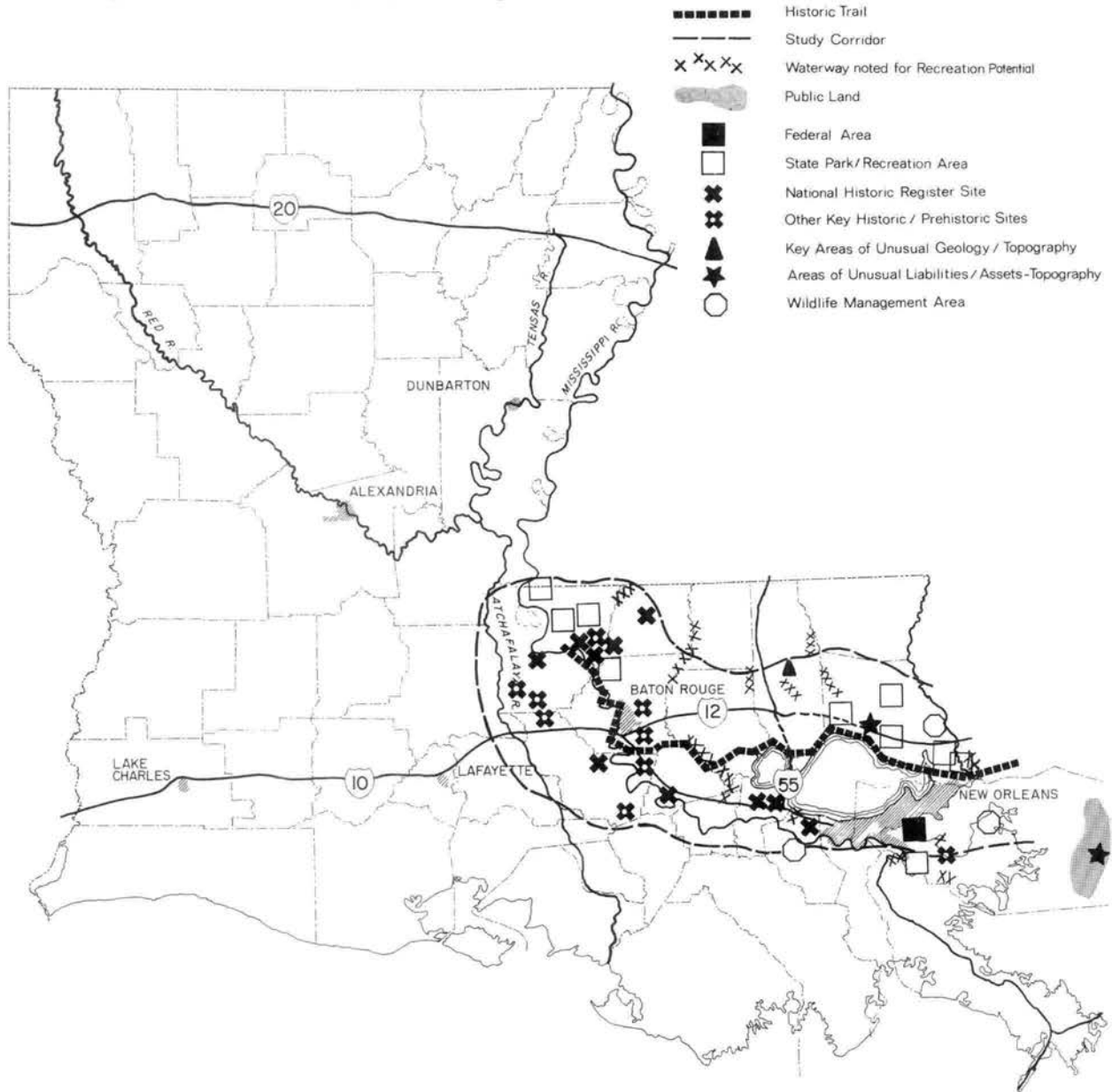
BARTTRAM TRAIL STUDY

SIGNIFICANT FEATURES



BARTRAM TRAIL STUDY

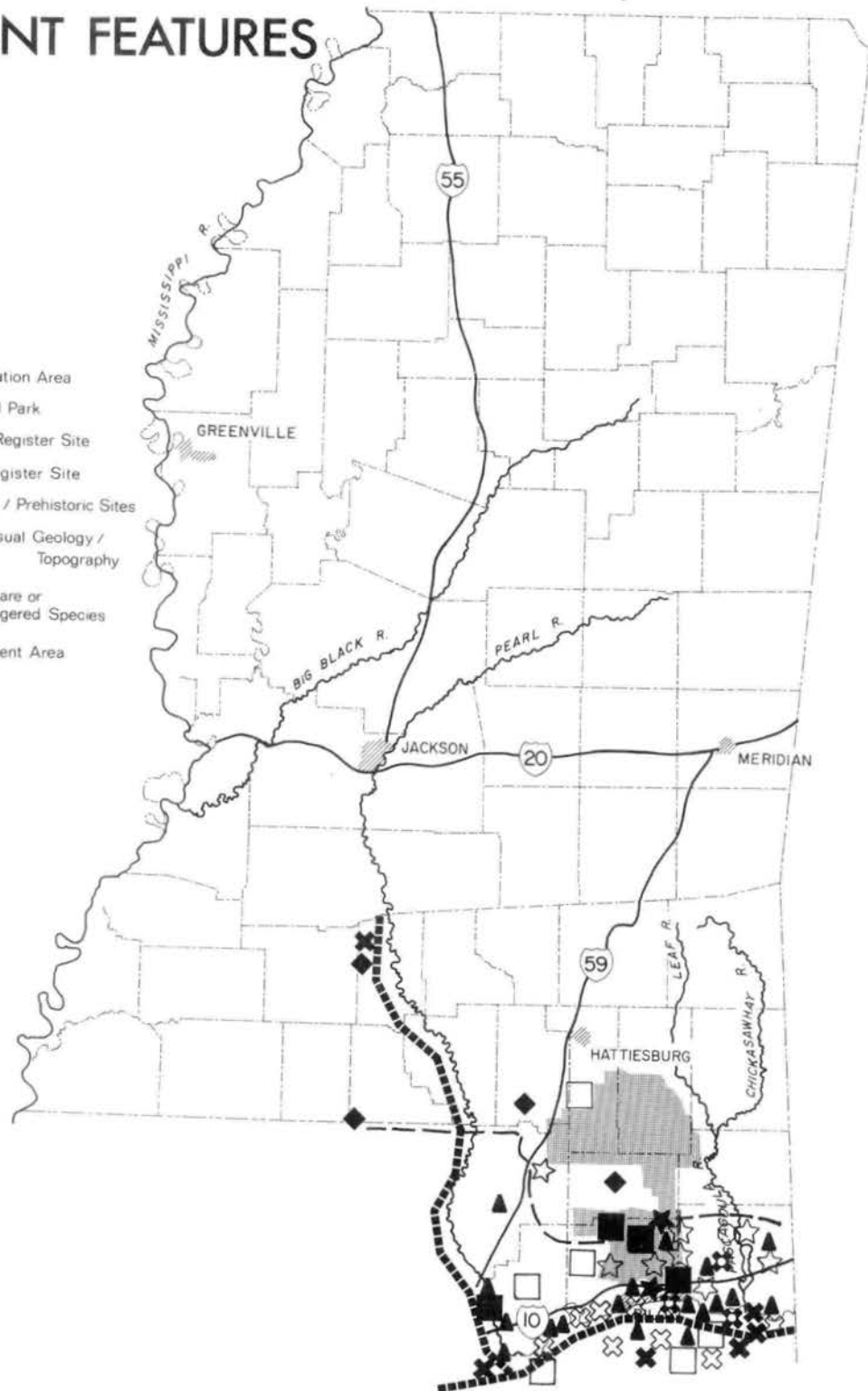
SIGNIFICANT FEATURES



BARTRAM TRAIL STUDY

SIGNIFICANT FEATURES

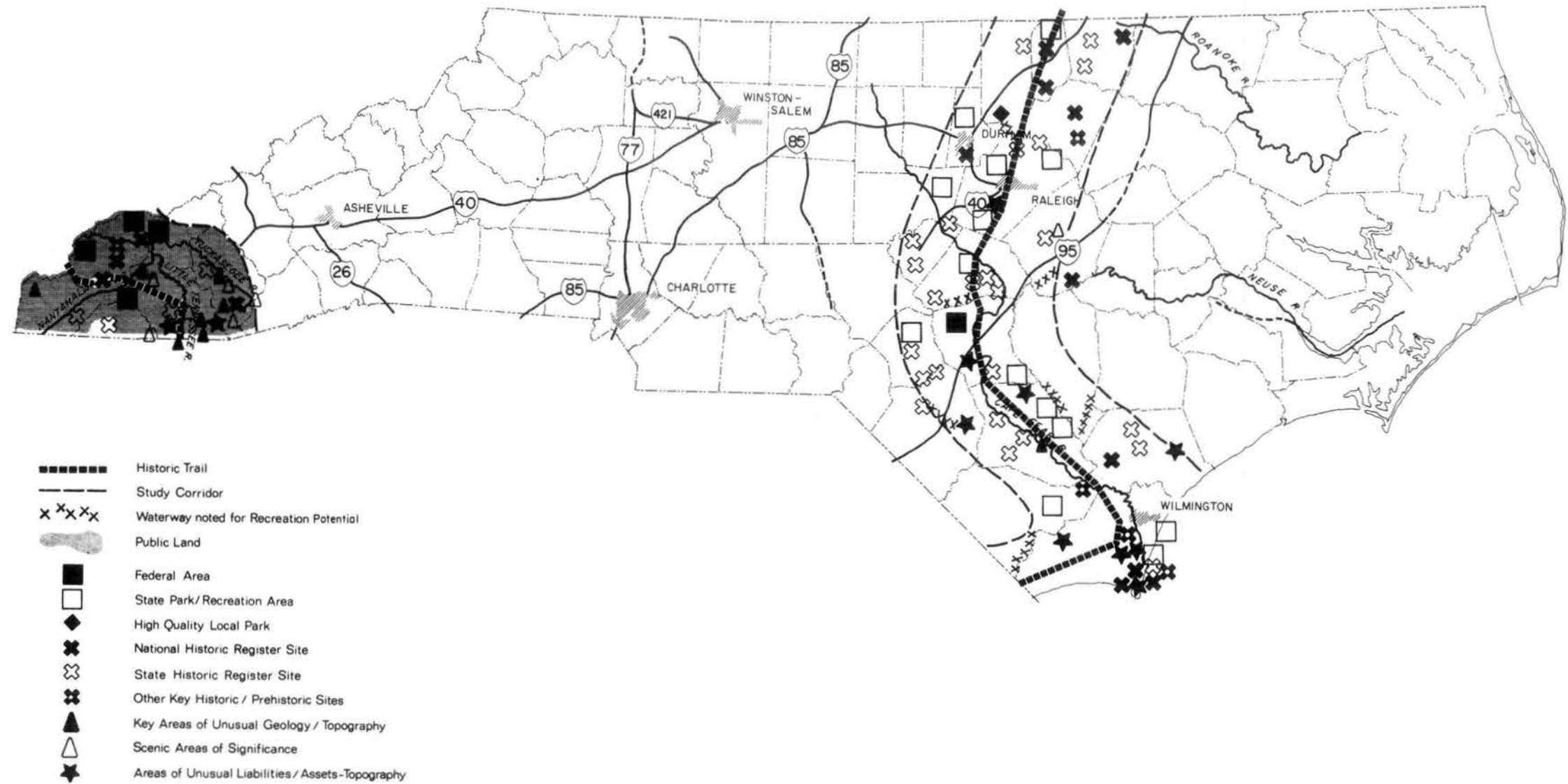
- Historic Trail
- Study Corridor
- Public Land
- Federal Area
- State Park/Recreation Area
- High Quality Local Park
- National Historic Register Site
- State Historic Register Site
- Other Key Historic / Prehistoric Sites
- Key Areas of Unusual Geology / Topography
- Habitats Unique, Rare or Endangered Species
- Wildlife Management Area



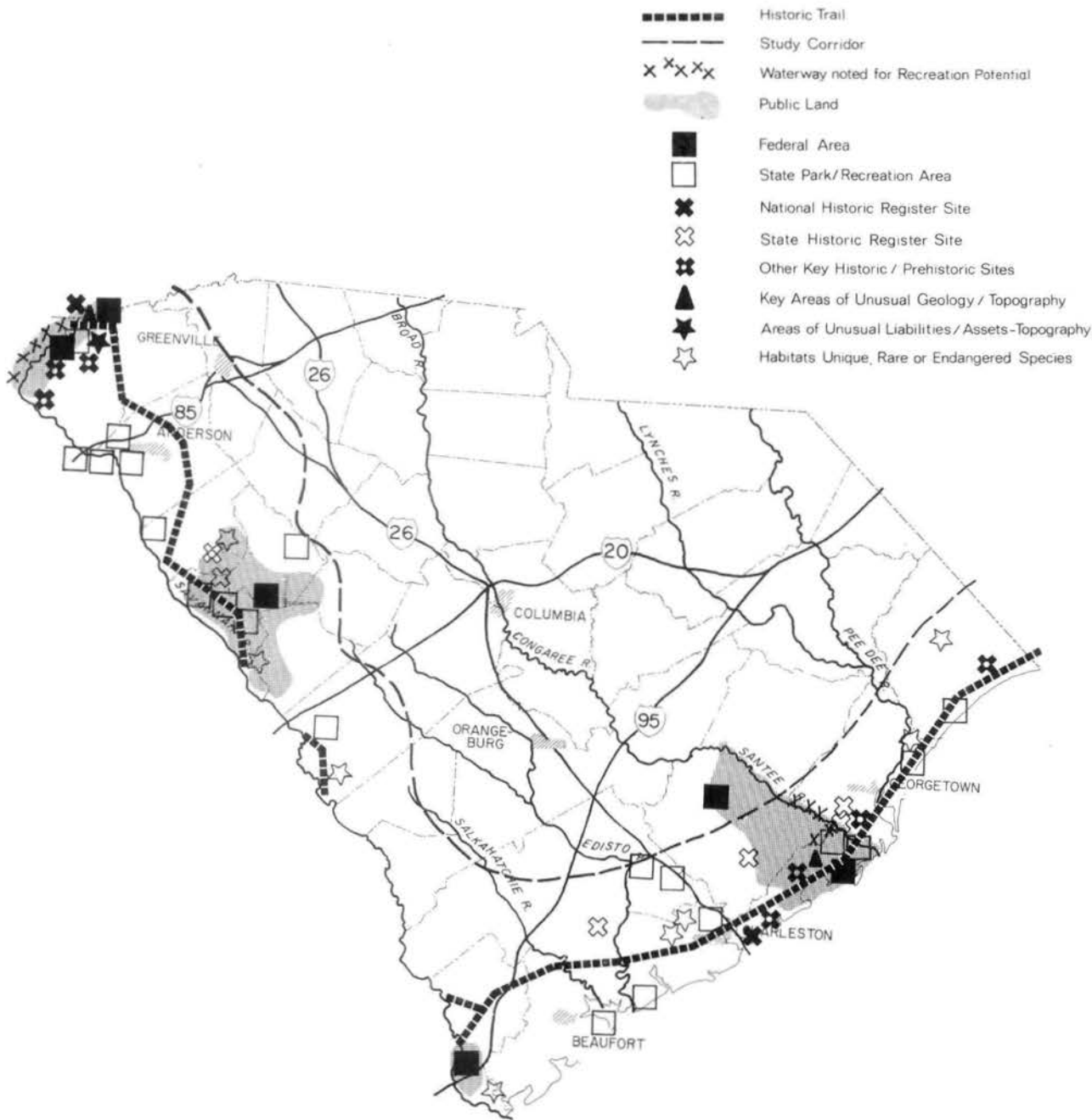
BARTRAM TRAIL STUDY

map three - north carolina

SIGNIFICANT FEATURES



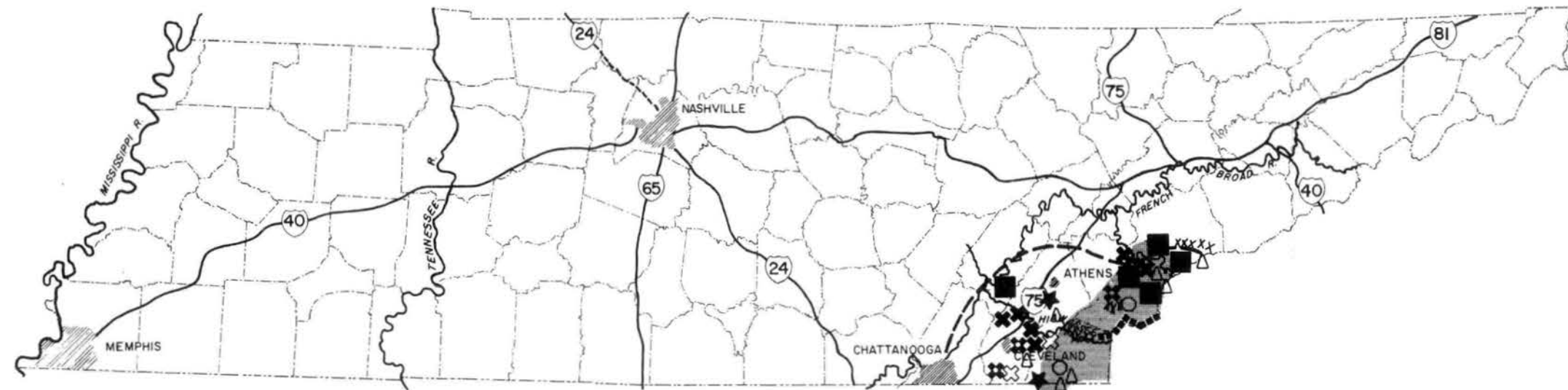
SIGNIFICANT FEATURES



map three - tennessee

SIGNIFICANT FEATURES

- Historic Trail
- Study Corridor
- x x x x Waterway noted for Recreation Potential
- Public Land
- Federal Area
- ✕ National Historic Register Site
- ✕ State Historic Register Site
- ✕ Other Key Historic / Prehistoric Sites
- △ Scenic Areas of Significance
- ★ Areas of Unusual Liabilities / Assets - Topography
- Wildlife Management Area



V. SUPPLEMENTAL ACTIONS

This study has found that it is neither feasible nor desirable to designate in their entirety the 18th century routes travelled by William Bartram as either a national scenic or national historic trail. There still remains however a considerable interest in the southeastern area of the United States to memorialize William Bartram. The study found that there are significant natural, cultural and historical features within the Bartram study corridor which provide opportunities for actions to memorialize Bartram's travels. The following supplemental actions are presented for consideration as possible ways of recognizing Bartram's accomplishments.

Six supplemental actions are described below in conceptual form. Singly or in combination these suggested actions could suitably memorialize Bartram's travels and work in the Southeast, suitably protect and interpret some of the significant features of the area and meet some of the recreation needs of the region.

Implementation of these or similar actions would not be accomplished by any single entity but would entail concerted commitment, initiative and effort by governments, private organizations and individuals.

Realization of any major concept to memorialize Bartram that would encompass the eight-State region in which he travelled and worked would

require a series of successive coordinated phases including funding, detailed planning, acquisition, development and management.

1. Designate National Recreation Trails Along Bartram's Route

Establishment of Bartram National Recreation Trails in the Bartram trail corridor would be encouraged. Selection of certain existing trails and trails that would be developed in the corridor of Bartram's route and their designation as National Recreation Trails would suitably memorialize Bartram's travels. Development of trails on Federal lands so that they could be designated national recreation trails is estimated at \$4,000 per mile. National Recreation Trails on Federal lands are designated by the Secretary of the Interior or by the Secretary of Agriculture.

Existing trails on lands administered by other levels of government or private organizations are eligible for designation as National Recreation Trails. Through application to the Secretary of the Interior, trails on such lands, if found eligible, can be so designated.

Some of the existing trail segments on Federal lands may be of sufficient length and quality to qualify as National Scenic Trails. If so, the Federal administering agency should submit a legislative proposal to the Congress to accomplish such designation.



The Ocala Trail, An Outstanding National Recreation Trail In The Ocala National Forest



A Typical Trail Scene Along The "Florida Trail," A Trail Developed By The Florida Trail Association



Bicycling, An Increasingly Popular Recreation Activity



Horseback Riding Through A Southern Pine Forest

2. Develop a Uniform Highway Marker Program Commemorating Bartram's Travels Through the Eight Southeastern States

In recognition of changes in transportation since Bartram's era the appropriate Department of the Interior bureau could coordinate and cooperate with the transportation and park and recreation agencies of the eight States to identify, designate and mark a succession of public road segments following Bartram's route as accurately as possible to form a memorial vehicular route. Where feasible, foot paths might be developed as connecting trails between vehicular segments or along the roadway if sufficient right-of-way were available to provide a safe trail experience. If the managing agency wishes, such trails might be nominated for National Recreation Trail designation.

An aggregation of involved public agencies with additional members from other interest groups could be congressionally mandated to comprise an advisory board or council for the specific purpose of establishing such a route.

Costs for marking public roads following Bartram's route, would depend on such variables as topography, number of road intersections, and extent of routing through developed areas. It is estimated that marking costs would not exceed \$500 per mile. Development of a basic foot trail within an existing road right-of-way is estimated at \$4,000 per mile.

3. Establish Bartram Memorial Natural Area or Parks, in Each of the Eight States

Through a cooperative planning effort between the eight States and the Federal agency administering the Land and Water Conservation Fund program, propose the establishment, acquisition and development through matching grants and Secretarial designation of parks or natural areas in each State on Bartram's route commemorating his contributions to natural science. Each park or area would be planned and interpreted to show Bartram's total contribution but would highlight areas, discoveries and particular facets of his work in the State where the particular park was located.

If the areas provided the opportunity, trails developed within and to provide access to such areas could be nominated for National Recreation Trail designation. Selection of sites would be closely tied to the various State's acquisition program and priorities. Implementation costs for eight sites with an average size of 1,000 acres are estimated at \$12 million for acquisition and \$8 million for development.

4. Develop an Interpretive Program at Federal, State and Local Parks and Historic Areas

Development of interpretive programs of Bartram's work and travels for use at existing Federal, State, and local parks and historic sites could greatly enhance public appreciation of Bartram. Provision of interpretive brochures and maps at these areas would help to guide persons interested in tracing Bartram's route in certain locales and would augment programs at other sites and other commemorative actions.

Such an interpretive program could be created by a sponsoring organization such as the Bartram Trail Conference or by State or Federal initiative.

This action could be accomplished at reasonable cost utilizing existing Federal, State and local park sites and staff. It is estimated that interpretive displays could be established at eight initial sites for approximately \$400,000. The merit of this action is that it could be implemented in a short period of time at a low cost.

5. Develop Specific Sites Related to Bartram

Select, study, and identify for consideration by the Congress sites along the route that were significant in Bartram's travels. Each of the qualified sites could be given a national designation based on its attributes and merit. Such studies could be conducted under existing authorities including the Act of May 29, 1963, (77 Stat. 49) and the Act of October 7, 1976 (90 Stat. 1940).

Administration could be by Federal or State agencies or through cooperative Federal-State agreement. Based on an average size of 20 acres, estimated costs for each site would be \$80,000 for study, \$390,000 for acquisition and \$3,900,000 for development.

6. The Bartram Heritage Project

The Bartram Heritage Project is a concept formulated by the former Heritage Conservation and Recreation Service for relating modern environmental concerns and existing Federal, State and local programs to the quality of the cultural and natural environment which existed some 200 years ago.

Like the personality it honors, the Bartram Heritage Project is multi-faceted. It could make significant contributions to cultural growth, national pride and patriotism and unification of present and future generations of Americans. Both Bartram's life and his extensive travels throughout the Southeast reflect commitments to those values which have guided us throughout our history and which have been so much a part of building the great nation we enjoy today.

The following text of several pages concerning the Bartram Heritage Project was prepared prior to final determination on the feasibility and desirability of designating the entire route as a national scenic or national historic trail.

A Bartram Heritage Project could be composed of the following elements:

- Designation of a Bartram Heritage Corridor
- Designation and development of Bartram National Scenic Trail segments
- Designation of Bartram National Recreation Trails
- Designation of Bartram Scenic Waterways
- Designation of Bartram Memorial Highways

- Development and designation of Bartram Heritage Centers
- Designation of Bartram Heritage Cities
- Identification and protection of natural areas and historic sites and landmarks associated with the travels and work of William Bartram
- Development and implementation of an interpretive program.

These elements can be efficiently tied together with administrative and management arrangements involving all levels of government as well as quasi-public and private organizations and individuals.

The Concept

As stated above, the concept of a Bartram Heritage Project is composed of several elements. These elements are:

1. Designation of a Bartram Heritage Corridor

Past students of Bartram have studied his notes and journals and have generally defined his travels in the 1770's in terms of the face of the Southeastern United States as we know it today. Some areas of presumed travel, however, may be open to debate as Bartram was somewhat of a wanderer taking advantage of daily opportunities to get from place to place. Nevertheless, a corridor, based on previous studies has been identified throughout the 8 southeastern States within which his travels took place. It is within this corridor where the many elements important to a Bartram Heritage Project exist.

The Congress should designate the identified corridor in which Bartram travelled as the Bartram Heritage Corridor. This would provide official recognition to this area of travel and establish the broad framework within which to implement the other elements of the Bartram Heritage Project.

2. Designation and Development of Bartram National Scenic Trail Segments - (See Supplemental Action 1)

Designation and development of a Bartram National Scenic Trail, in three segments, would provide opportunities for recreational experiences as well as opportunities for observation and study of natural science and natural history.

Although the 200 years since Bartram travelled through the southeast have brought many changes, some of the areas he saw are still in a natural condition today. The patterns of public ownership are also favorable for the possibility of establishing national scenic trail segments to memorialize his travels.

The proposed national scenic trail segments are based on both the fact that they are in areas that Bartram saw or travelled near and are generally areas of publically owned land.

The following segments of a Bartram National Scenic Trail might be designated by the Congress and developed:

a. Georgia, South Carolina, North Carolina and Tennessee

The Savannah River is an area of great importance in the travels of William Bartram. Although this area is substantially different today

from what it was 200 years ago, some vestiges of that earlier time remain which still provide meaningful opportunities and experiences in the interpretation and memorialization of William Bartram's work. A major segment of the proposed Bartram National Scenic Trail should be established in this area.

This segment could begin at the Corps of Engineers' Clark Hill Reservoir, near Augusta, Georgia, extend north through northeastern Georgia, through part of northwestern South Carolina, into western North Carolina and eastern Tennessee. From Augusta, this trail segment would extend north along lands adjacent to Clark Hill Reservoir, the Richard B. Russell Reservoir (now under construction) and Hartwell Reservoir into the Chattahoochee, Sumter, Nantahala and Cherokee National Forests. In addition to a main trail, opportunities exist for connecting or side (spur) trails in both the Chattahoochee and Sumter National Forests as well as at Clark Hill, Richard B. Russell and Hartwell Reservoirs.

To demonstrate the practicability of this proposal, segments of a Bartram Trail already exist in this area. At Clark Hill Reservoir, a trail, about 40 miles in length, has been constructed on the reservoir's Georgia side. In the Chattahoochee National Forest, 22 miles of trail have been designated as a Bartram National Recreation Trail. In the Nantahala National Forest, about 40 miles of a Bartram Trail have been marked.

This proposed segment would bring these existing trails together into a Bartram National Scenic Trail and add approximately 500 miles of new trail. Because of the large amount of Federal land ownership in this area, no new land acquisition appears necessary.

b. Alabama

A second segment of a possible Bartram National Scenic Trail should be established in Alabama. This segment could begin in the Tuskegee National Forest extend west to the Tallapoosa River, and along the Tallapoosa River to Fort Toulouse near the junction of the Tallapoosa and Coosa Rivers.

About 50 miles of trail would comprise this segment. It would be located mostly on Federal and other publically owned land.

c. Mississippi

Bartram's route across Mississippi was by the waters of the Gulf of Mexico. However, an excellent opportunity exists in the DeSoto National Forest in southern Mississippi to provide trail opportunities and to interpret Bartram's travels in this area of the Southeastern United States.

A Bartram Trail is now being constructed in the Black Creek District of the DeSoto National Forest. This trail would comprise the third

segment of the proposed Bartram National Scenic Trail. It would be approximately 50 miles in length and would be totally on National Forest land.

In summary, a Bartram National Scenic Trail, in three segments, is proposed for designation and development. It would be land based and would exceed 600 miles in total length. About 550 miles in new trail construction would be needed.

The designated corridor within which the proposed National Scenic Trail would be constructed should be up to 200 feet in width. In places, this corridor may be less than 200 feet in width. The specific width would be determined in each area based on the width necessary to provide a quality and meaningful trail experience and to protect the integrity of the trail.

3. Designation of Bartram National Recreation Trails - (See Supplemental Action 1)

Suitable trails in appropriate areas should be designated as Bartram National Recreation Trails.

Numerous opportunities exist for the designation of Bartram National Recreation Trails throughout the 8 southeastern States. Moreover, this designation will permit recognition and memorialization the Bartram heritage in areas not suited for National Scenic or other trail

designations. Two Bartram National Recreation Trails now exist--one in the Chattahoochee National Forest in Georgia and one in the Tuskegee National Forest in Alabama.

Designation of National Recreation Trails can be made in a variety of places--from small natural areas to historic districts in cities. This designation would provide an opportunity to identify those smaller but significant elements of the Bartram heritage through recognition and memorialization of specific areas.

4. Designation of Bartram Scenic Waterways

Selected water areas should be designated as Bartram Scenic Waterways.

This is an important element as much of Bartram's travel was by water. Designation of Bartram Scenic Waterways can significantly add to the interpretation and appreciation of Bartram's work.

This element is significant not only because of its relationship to Bartram's travels but because it can provide an opportunity for land managing agencies at the Federal, State and local government levels to participate in recognizing and interpreting the Bartram heritage. It is an element that can be accomplished by administrative action under the broad framework of the Bartram Heritage Project.

The State of Alabama has a designated waterway on the Tensaw River in Baldwin County. Excellent opportunities exist for other designated waterways in Louisiana, Mississippi, Florida, Georgia and South Carolina.

5. Designation of Bartram Memorial Highways - (See Supplemental Action 2)

Selected highways should be designated as Bartram Memorial Highways.

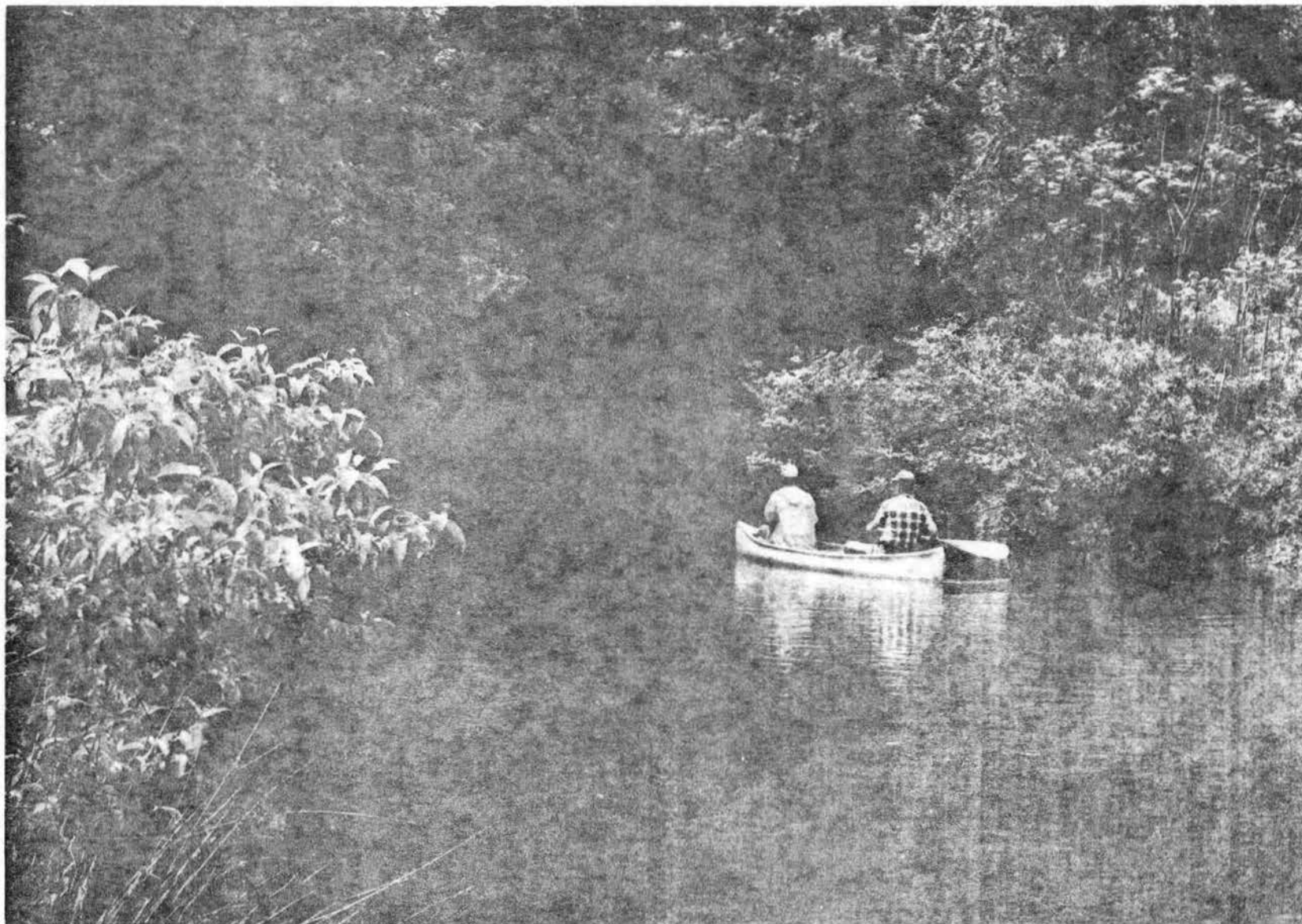
As William Bartram travelled throughout the southeast, he followed Indian paths, trading paths and the early "roads" of his day. As 200 years have passed with the increasing needs for roads and highways, these early paths and roads have been improved. Many of them exist today as major highways.

We must recognize that while we cannot live in the past we can honor it within the framework and opportunities presented by existing development. In areas where Bartram's "trail" now consists of high speed highways, these highways should be marked to call attention to their history. Although the original trails may be lost, their history and significance to the earliest days of our Nation remain. Some of this significance and history can be retained by marking appropriate highway routes to describe and interpret their place in the Bartram heritage of the Nation.

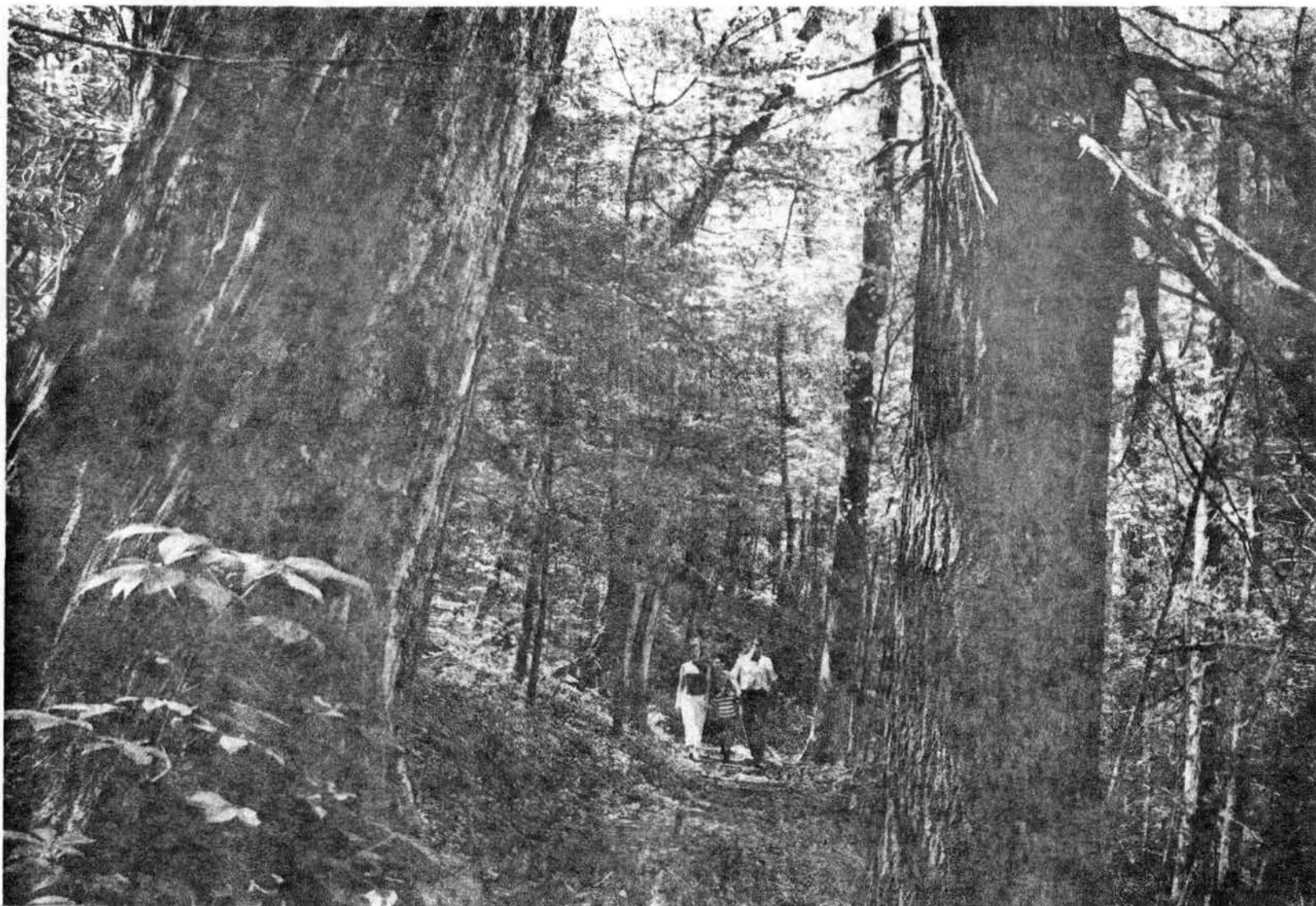
Examples of appropriate highway markings would be U.S. Highway 17 between Charleston, South Carolina, and Jacksonville, Florida; Georgia State Highway 24 between Dover and Waynesboro, Georgia; and U.S. Highway 19 between Bryson City and Murphy, North Carolina. Many other designations would be appropriate throughout the Southeastern United States.

6. Development and Designation of Bartram Heritage Centers - (See Supplemental Action 3)

Bartram Heritage Centers should be developed to inform, interpret and display natural, cultural and historic resources related to William Bartram's travels and work. These centers would stress interpretation of



Designation Of Bartram Scenic Waterways Could Add To The Interpretation
Of His Work



No Longer The Highways Of Bartram's Day, These Long Forgotten Trails
Are Being Rediscovered As Pleasurable Outings

subjects with which Bartram was personally involved, such as natural history (including botany, ornithology, geology, malacology, ichthyology and herpetology), art, literature and cultural history.

These heritage centers should, in general, be part of existing museums, heritage centers, visitor centers, State welcome stations, or similar facilities. However, a separate and major heritage center should be developed in a central location to act as the "flagship" or focus for the interpretation of the Bartram heritage in satellite areas and to provide overall coordination and guidance to the many elements of the Bartram Heritage Project.

7. Designation of Bartram Heritage Cities

Cities of significance to William Bartram during his southeastern trip in 1773-1777 should be designated as Bartram Heritage Cities.

Although specific Bartram related sites may not be known in every city he visited, several cities are considered so important to Bartram's travels that their historic districts should be recognized. Charleston, South Carolina, and St. Augustine, Florida, are two such cities that have many buildings still standing which were in existence at the time of Bartram's visit. Other cities may not have existing buildings from this period but should be considered for Bartram Heritage City designation. These cities include Savannah and Augusta, Georgia; Jacksonville, Palatka and Pensacola, Florida; Mobile, Alabama; Bay St. Louis, Mississippi; and Baton Rouge and Port Hudson, Louisiana.

8. Identification and Protection of Natural and Historic Sites and Landmarks Associated with the Travels and Work of William Bartram - See Supplemental Action 5)

Existing programs such as the National Register of Historic Places, National Historic Landmarks and National Natural Landmarks should be used to identify, protect and interpret sites important to the Bartram heritage.

These programs can be used to add significant elements to the recognition and interpretation of Bartram's work throughout the southeast by providing a glimpse into the past and into the southeast as Bartram experienced it.

9. Development and Implementation of an Interpretative Program - (See Supplemental Action 4)

To bring all of the above 8 elements into a focus that will provide a comprehensive understanding of the Bartram heritage and its significance to our national heritage, a complete and effective interpretative program is mandatory.

Each of the elements must be described and interpreted in itself and then be brought together with the others to form a total picture. Such a program will provide limitless opportunities to people for recreation as well as heritage appreciation. It will allow people to use as few or as many opportunities as they wish. It will assist in providing people with a variety of exciting, meaningful and challenging opportunities.

In summary, this concept sets forth a framework to establish a multi-faceted Bartram Heritage Project which builds on existing elements and past work. It is a concept that will encourage grass roots involvement in an organized effort, appeal to bring together many and varied interests and focus them on a man and his work--work that is of great significance in our Nation's heritage.

Implementation

To implement this concept of a Bartram Heritage Project, an administrative and management framework must be established. This framework should consist of:

1. Establishment of a Bartram Heritage Advisory Council to lead and coordinate the implementation of the Bartram Heritage Project

The Advisory Council should be composed of the following members:

- a. Federal

The Federal member should be appointed by the Secretary of the Interior. This member should act as Chairman of the Advisory Council and provide overall leadership and guidance to the Council. This member should also coordinate the involvement of all appropriate Federal agencies in the Bartram Heritage Project.

- b. State

One representative from each of the States of North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana and Tennessee, to focus State participation in the Bartram Heritage Project.

c. Private

Bartram Trail Conference - This organization should act as the focal point for all private interests by providing leadership and coordination of all private activities relating to the work of the Council and to the Bartram Heritage Project.

2. Establishment of a Bartram Heritage Project Office and staff to carry out implementation work under the overall guidance of the Advisory Council

This office should be established in conjunction with the Bartram Trail Conference and should include a Project Director, Staff Assistant and Secretary. The Project Director would report to the Advisory Council.

3. Development of a Detailed Master Plan for the implementation of the Bartram Heritage Project

This should be the first major task of the Advisory Council and Project staff. This plan should be completed and approved within 2 years after project authorization. It should present a detailed plan for the implementation of all elements of the Bartram Heritage Project as well as necessary plans for the future administration and management of the Project.

Costs

The cost of this alternative as now envisioned will occur primarily in two areas; (1) start-up costs; and (2) long-range Federal costs associated with National Scenic Trail construction.

1. Start-Up Costs--To begin implementation of this project, funds to support the work would be required for the initial 2 year period. Such funds would be used to implement the Advisory Council (meetings, etc.) and the Project Office (staff, space, supplies, etc.). They would also be used to develop a detailed master plan for the Bartram Heritage Project.

It is estimated that \$150,000 per year would be required for a total of \$300,000 in start-up costs.

2. Long-Range Federal Costs--Although several elements of the Bartram Heritage Project can be implemented under existing programs, one major element, the National Scenic Trail, cannot be. This element will require specific authorization and specific funding to implement.

As proposed, a Bartram National Scenic Trail would be composed of at least three segments totalling at least 550 miles of new trail (existing trail that can be used will add to this total). Since detailed plans for this trail have not been formulated, an average estimate of the cost per mile to construct this trail must be used. No land acquisition would be required as it is proposed that this trail be constructed on existing public land.

It is estimated that the proposed national scenic trail will cost an average of \$7,500 per mile for a total cost of about \$4.125 million.

As stated earlier, some elements of the Bartram Heritage Project can be implemented under existing Federal programs. Examples are those elements involving the National Recreation Trails Program,, the National Register

of Historic Places and National Natural Landmarks. Moreover, technical assistance which may be necessary from agencies in the implementation of Project elements can be handled through existing programs and authorities. This would apply particularly to some of the interpretative aspects of the project.

State programs and authorities can also be used in implementing elements of the Bartram Heritage Project. The designation of Bartram Memorial Highways, the designation of Bartram Heritage Cities and the designation of Bartram Scenic Waterways will all fit into programs of the States involved in the Bartram Heritage Project. Also, the States' interpretative programs can be used in this manner. At this time, however, it is not possible to estimate the potential costs of these elements to the existing programs at either the Federal or State levels.

Another aspect to cost is the participation by the private sector. Many segments of the private sector (organizations, corporations, etc.) have expressed an interest in a Bartram Heritage Project and support for such a concept. It is expected that segments of the private sector will contribute in some manner to the implementation of the Bartram Heritage Project once the concept is endorsed, the implementation framework established and the project set in motion.

VI. APPENDIX

Acknowledgements

As with almost any study, completion is not due to one individual or any one group, but rather through the efforts of many people and many groups. The National Park Service, U.S. Department of the Interior, wishes to gratefully acknowledge the many public and private contributors to this study. The National Park Service is especially grateful to the Interagency Field Study Task Force listed below:

Interagency Field Study Task Force

State of Alabama:

Warner Floyd

Alabama Historical Commission

Montgomery, Alabama

State of Florida:

Pete McPhee

Department of Natural Resources

Tallahassee, Florida

State of Georgia:

Kurt Fanstill

Department of Natural Resources

Atlanta, Georgia

State of Louisiana:

Mark Northington

Department of Culture, Recreation
and Tourism

Baton Rouge, Louisiana

State of Mississippi:

Jeff Canfield

Bureau of Outdoor Recreation
Jackson, Mississippi

State of North Carolina:

James Hallsey

Department of Natural Resources and
Community Development

Raleigh, North Carolina

State of South Carolina:

Joe Watson

Department of Parks, Recreation and
Tourism

Columbia, South Carolina

State of Tennessee:

Harry Williamson

Tennessee Department of
Conservation

Nashville, Tennessee

U.S. Army Corps of Engineers:

Ard Eulenfeld

Environmental Branch
Atlanta, Georgia

U.S. Department of Agriculture:

Gene Jackson

(Replaced by Larry Phillips)

Forest Service

Atlanta, Georgia

Tennessee Valley Authority:

Robert Marks

(Replaced by Terry Chilcoat)

Norris Office

Norris, Tennessee

U.S. Department of the Interior:

Allen Hess

Heritage Conservation and

Recreation Service

Atlanta, Georgia

Harold Johnson

Fish and Wildlife Service

Atlanta, Georgia

Kim Fene

National Park Service

Atlanta, Georgia

*William Bellinger

National Park Service

Atlanta, Georgia

* Task Force Coordinator

REVIEW COMMENTS

Review Comments

The following agencies of government provided comments on the Bartram Trail Study report:

- Department of Energy
- Department of the Army
- Department of Transportation
- Governor of Alabama
- Governor of Florida
- Governor of Louisiana
- Governor of North Carolina
- Tennessee Valley Authority

Agencies within the Department of the Interior were also consulted and offered review comments as were numerous private individuals and organizations.



Department of Energy
Washington, D.C. 20585

DEC 17 1980

Mr. Robert L. Herbst
Assistant Secretary for Fish
and Wildlife and Parks
U. S. Department of the Interior
Washington, D.C. 20240

Dear Mr. Herbst:

This is in response to your October 15, 1980, request for comments on the draft report on the Bartram National Scenic Trail.

We have reviewed the draft report prepared pursuant to the National Trails System Act (82 Stat. 919). The report recommends that the trail not be included in the National Trail system. This recommendation would not have implications on potential energy resources, and accordingly, the Department of Energy offers no comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Ruth", is written over the word "Sincerely,".

Ruth C. Clusen
Assistant Secretary
for Environment



DEPARTMENT OF THE ARMY
OFFICE OF THE ASSISTANT SECRETARY
WASHINGTON, D.C. 20310

6 JAN 1981

Mr. Robert L. Herbst
Assistant Secretary for Fish
and Wildlife and Parks
U.S. Department of the Interior
Washington, D.C. 20240

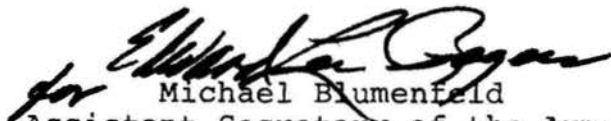
Dear Mr. Herbst:

This is in response to your letter of October 15, 1980, requesting comments on the draft report on the Bartram National Scenic Trail. We were pleased to note that the South Atlantic Division of the Corps of Engineers participated in the Interagency Field Study Task Force for this study.

We are in general agreement with the concept of designating and constructing National Scenic or National Historic Trails where appropriate. In fact, approximately 125 miles of project land along the western shore of the Corps' Clark Hill Lake were formally dedicated by them as the Bartram Corridor on April 23, 1978. The 40-mile trail segment referred to on page 65 of the report was subsequently constructed and the potential exists for an additional 85 miles of trail within the Corridor. Several hundred miles could also be constructed in conjunction with the Corps' Hartwell and Richard B. Russell Lake Projects immediately upstream from Clark Hill Lake. However, the Corps has been unable to find a local sponsor to share in the cost of extending their trail system as would be required for development under the Federal Water Project Recreation Act (PL 89-72).

We appreciate the opportunity to comment on this report.

Sincerely,


Michael Blumenfeld
Assistant Secretary of the Army
(Civil Works)



OFFICE OF THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

NOV 28 1980

Mr. Bob Herbst
Assistant Secretary for Fish
and Wildlife and Parks
U.S. Department of the Interior
Office of the Secretary
Washington, D.C. 20240

Dear Mr. Herbst:

Thank you for the opportunity to review the Department of the Interior's draft report on the Bartram National Scenic Trail. This office has no comments to offer on the report. We have forwarded a copy of the report to our Regional Representative in Atlanta, Georgia for further review and any comments developed at the regional level will be sent directly to you from the regional office.

Sincerely,

for Joseph Convisser

Martin Convisser, Director
Office of Environment and Safety



It's a law we
can live with.



STATE OF ALABAMA NOV 29 1980

GOVERNOR'S OFFICE

MONTGOMERY 36130

FOB JAMES
GOVERNOR

November 26, 1980

Mr. Robert Herbst
Assistant Secretary for Fish
and Wildlife and Parks
U.S. Department of the Interior
Office of the Secretary
Washington, D. C. 20240

Dear Mr. Herbst:

Thank you for your letter of October 15 concerning the Bartram National Scenic Trail. Please pardon my delay in responding.

Based upon review of "The Bartram Trail National Scenic/Historic Study" by Alabama's Department of Conservation, I would offer the following comments for your consideration.

We recognize that, according to the Legislative criteria and the research involved by the National Park Service, the Bartram Trail does not qualify for either national historic nor scenic trail status. But, I could support parts of the supplemental actions recommended in the study. In particular, I suggest that where feasible, public lands could be used to memorialize William Bartram's travels. This could be accomplished through the development of trail segments for public education and enjoyment.

Any support or technical assistance that the National Park Service could offer us would be most welcome.

Sincerely,

FJ:kh

STATE OF FLORIDA

OFFICE OF GOVERNOR BOB GRAHAM

November 14, 1980

Mr. Robert Herbst
Assistant Secretary for Fish
and Wildlife and Parks
United States Department
of the Interior
Washington, D.C. 20240

Dear Mr. Herbst:

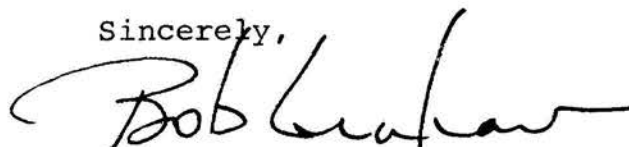
Thank you for your letter of October 15 which included a draft copy of the Bartram Trail Study. We in Florida support the National Park Service in its efforts to recognize the importance of William Bartram's travels and his accounts of the natural heritage of the southeastern United States.

We concur with the task force's conclusion that the Bartram Trail does not strictly meet the criteria for designation as a National Historic or Scenic Trail. Other actions, such as the six supplemental actions you have proposed, would serve to appropriately memorialize Bartram's travels. In particular, action six, the concept of the Bartram Heritage Project, would enhance participation by interested parties and would allow for greater flexibility in satisfying local desires for acknowledging Bartram.

I appreciate this opportunity to comment on the Bartram Trail Study. Please keep us informed of subsequent developments in this matter.

With warm regards,

Sincerely,


Governor

BG/mmww



STATE OF LOUISIANA

DEPARTMENT OF CULTURE, RECREATION AND TOURISM
OFFICE OF PROGRAM DEVELOPMENT

DAVID C. TREEN
Governor

ROBERT B. DeBLIEUX
Assistant Secretary

MRS. LAWRENCE H. FOX
Secretary

November 14, 1980

Mr. Bob Herbst
Assistant Secretary for Fish
and Wildlife and Parks
United States Department of the Interior
Office of the Secretary
Washington, D. C. 20240

Dear Mr. Herbst:

We have reviewed the Draft of the Bartram Trail Study (September, 1980). We do not agree with the findings outlined in the report; and we regret that the trail will not become a National Scenic or National Historic Trail.

In looking through the alternative recommendations, we have found that supplemental actions numbers one and four are most suitable at this time in Louisiana. In relation to number one, Louisiana has a number of public areas along the trail route which could provide National Recreation Trails in memory of William Bartram. In relation to number four, an interpretive program in Louisiana is needed before any funds for other commemorative efforts are made. More people need to know more about William Bartram and his contribution to American History.

We realize that much effort has been put into developing this study and we commend your efforts. If you have any questions or comments concerning our review, please do not hesitate to contact us.

Sincerely,

Robert B. DeBlieux
Assistant Secretary

RDB/MN/cwt

cc: Ms. Sallie Rice
Office of Federal Affairs

Mrs. Lawrence H. Fox, Secretary
Department of Culture, Recreation and Tourism



STATE OF NORTH CAROLINA

OFFICE OF THE GOVERNOR

RALEIGH 27611

JAMES B. HUNT, JR.
GOVERNOR

November 26, 1980

Dear Mr. Herbst:

Thank you for the opportunity to review the final report and recommendations for the Bartram Trail Study. I concur with the conclusion that the trail, as proposed, does not meet the criteria for national scenic or historic trail designation. However, I would like to endorse the Bartram Heritage Project concept as a reasonable and prudent means of accomplishing meaningful commemoration of this noteworthy American naturalist.

The portion of the Bartram Trail Route located in Western North Carolina is particularly worthy of further consideration for national scenic trail designation. I understand that forty miles of this trail have already been marked through the cooperative efforts of the U. S. Forest Service and citizen volunteers. Additionally, portions of Bartram's Western North Carolina route coincide with our proposed Mountains to Sea Trail.

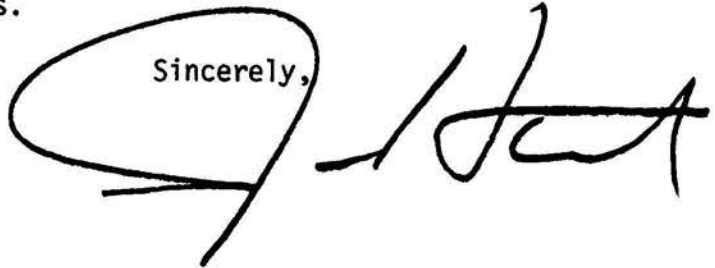
Bartram's route and related landmarks along Eastern North Carolina's Cape Fear River may also be worthy of further study. This portion of the route coincides with another planning corridor for the State Trails System. In addition, a number of citizens in this section of our state are interested in the preservation and interpretation of Ashland, the Cape Fear River home of Bartram's uncle. Through cooperative efforts of the Federal, State, and local governments and citizens' groups, the Bartram Heritage Project could potentially be implemented along the Cape Fear.

North Carolina looks forward to working with the Department of the Interior on future projects relating to the travels of William Bartram. If I may be of any further assistance, please let me know.

Mr. Robert L. Herbst
November 26, 1980
Page two

My warmest personal regards.

Sincerely,

A handwritten signature in black ink, appearing to be "R. Herbst", written over the word "Sincerely,".

Mr. Robert L. Herbst
Assistant Secretary for Fish and
Wildlife and Parks
Office of the Secretary
U. S. Department of the Interior
Washington, D. C. 20240

cc: Secretary Howard N. Lee

TENNESSEE VALLEY AUTHORITY

NORRIS, TENNESSEE 37825

NOV 13 1980

Mr. Neal G. Guse
Acting Regional Director
United States Department
of the Interior
National Park Service
Southeastern Regional Office
72 Spring Street, SW
Atlanta, Georgia 30303

Dear Mr. Guse:

In response to your letter of September 26, 1980, our staff has reviewed the draft of the Bartram National Scenic/Historic Trail Study. We agree with the primary conclusions of the draft--that the trail, as envisioned, would not qualify for National Scenic or Historic Trail status. We offer the following comments on the "Supplemental Actions" portion of the draft:

1. Designate National Recreation Trails Along Bartram's Route.

This would seem to be the most practical way to memorialize Bartram and, at the same time, to provide needed trails in the area. Linking these trails to form one or more National Scenic Trails, however, would seem to subvert the findings of the trail study. Also, since many miles of additional corridor would have to be purchased, this approach would be prohibitively expensive.

2. Develop a Uniform Highway Marker Program Commemorating Bartram's Travels Through the Eight Southeastern States.

This is a good idea, but the program probably could be implemented through normal technical assistance channels between Federal and State agencies and private groups, rather than resorting to a congressionally mandated advisory board. The projected cost (\$500 per mile) also seems too high.

3. Establish Bartram Memorial Natural Areas or Parks, in Each of the Eight States.

This approach would result in facilities that would, perhaps, most appropriately commemorate Bartram's life and scientific contributions. If the priorities of the various States involved could be made compatible, this would be an excellent option.

4. Develop an Interpretive Program at Federal, State, and Local Parks and Historic Areas.

This would seem to be a minimum response to the expressed public interest in Bartram. We recommend that this supplemental action be implemented.

Mr. Neal G. Guse

NOV 13 1980

5. Develop Specific Sites Related to Bartram.

This action is not recommended, at least not at the cost levels projected.

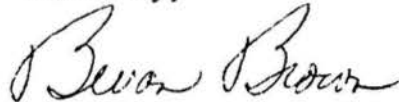
6. The Bartram Heritage Project.

This project seems much too costly and too elaborate. As is pointed out in the text, most of the supplemental actions could be implemented under existing programs (with the exception of the National Scenic Trail option, which we do not recommend). It seems to us a private or quasi-public organization, with input from program-level personnel in various State and local agencies, could best handle coordination of the overall project. A formal, congressionally mandated project office is unnecessary.

In summary, we believe any supplemental actions should be carried out by existing programs and should be closely tied to the southeastern SCORP's. Bartram is a historical figure worthy of commemoration. However, considering the recreational needs of the Southeast, as expressed in the SCORP's, and present budget and manpower restrictions in State and Federal agencies, we feel this project should be held to a realistic level.

Thank you for the opportunity to review this draft. If you have any questions regarding our recommendations, please let us know.

Sincerely,



Thomas H. Ripley, Manager
Office of Natural Resources



IN REPLY REFER TO:

United States Department of the Interior

NATIONAL PARK SERVICE
WASHINGTON, D.C. 20240

October 5, 1979

Memorandum

To: Secretary of the Interior
From: Chairman, National Park System Advisory Board
Subject: Bartram Trail Study

Enactment of Public Law 95-625 amended the National Trails System Act by adding a new category, National Historic Trails, and established criteria for designation of these trails. Public Law 95-625 also provided that reports on historic trails shall include ".... the recommendation of the Secretary of the Interior's National Park System Advisory Board as to the national historic significance based on the criteria developed under the Historic Sites Act of 1935 ..."

The National Park System Advisory Board at its meeting in Boston, Mass., April 23-26, 1979, and again at its meeting in Keystone, Colorado, October 3-5, 1979, considered the proposal for a Bartram national historic trail. After evaluating information available for the Bartram trail, the Advisory Board believes that while Bartram's 18th century travels in the Southeast significantly contributed to natural science and followed historic routes, Bartram was neither instrumental in establishing these routes nor influential in promoting use and/or development of these routes. The Advisory Board, therefore, has determined that the route Bartram traveled does not meet the criteria for designation as a National Historic Trail.

Carl P. Burke

