SPANISH FORT HISTORICAL TRAIL

Sponsored by

TROOP #27

BOY SCOUTS OF AMERICA

NEW ORLEANS, LOUISIANA

Scoutmaster - E. J. Mueller, Jr.

Assistant Scoutmaster -
Robert Schlumbrecht, III
"City Park - 25 Year Report"
"City Park - Its First 50 Years"
"Facts About Spanish Fort"

Golden Encyclopedia

Mr. Henry Grimball, the Architect of Mardi Gras Fountain
House Rule 11792; June 5, 1936

Lake Pontchartrain

Legend of the Grave at Spanish Fort

Louisiana Almanac; 1949-1950

Louisiana Historical Quarterly

New Orleans: Its Old Houses, Shops and Buildings
Print #33, NOPL, "The Old Torpedo Boat"

Scordill & Co. Card #R33978

Siege of New Orleans

Southeast, The

Times-Picayune; January 24, 1965 -- F. L. Schnieder

The Nature and Properties of Soils

DAR Report, Spanish Fort

Louisiana Historical Association

Times-Picayune files

Summary of New Orleans -- Chamber of Commerce, Rev. 1964

Historic New Orleans, Chamber of Commerce, 2-8-1963

Times-Picayune: Mr. Fritz Harsdorff, City Editor.
Spanish Fort Historical Trail
sponsored by
Troop #27 Historical Association
New Orleans, La.

This trail is designed to promote interest, knowledge, and a more thorough understanding of City Park, Scout Island, Fort St. John (Old Spanish Fort), Bayou St. John, and Lake Pontchartrain.

The Trail was established in the year of the One Hundred and Fiftieth Anniversary of the Battle of New Orleans. This is to emphasize the fact that Fort St. John (Old Spanish Fort) did play its small role in defending the city of New Orleans during the Battle of New Orleans. Also, the Trail will provide facts of historical importance as well as promote interest in the surrounding area.

In addition to increasing the hikers knowledge, the trail also offers the Scout the opportunity to pass part of the qualifications for Hiking and Camping merit badges as well as earning requirements for first or second Class. Furthermore, the Scout earns a handsome Trail Medal!

Due to the easily accessible and convenient location of Scout Island! in City Park, the Scouts have the opportunity to enjoy nearby facilities. These include Delgado Art Museum, a Golf Driving Range, rides in City Park, a miniature train with a two mile run, and a concession area.

Also available are bus tours of the Vieux Carre and other historical and informative points of interest. Swimming and a large assortment of amusement rides are available in the Pontchartrain Beach Amusement Park area on the Lakefront about two miles distance from the camping area. Of special
interest along the trail is the Mardi Gras Fountain.

Each troop should make its own arrangements for these or any other special trips. If need be, however, Troop #27 will offer its assistance and recommendations to those troops desiring it.

THE TRAIL MEDAL

The ribbon signified the Spanish influence and is represented by red and yellow. The emblems on the medal represent the following: the canoe representing the Indians who lived in the area; the seawall representing the lake; the fort gate to represent the Old Spanish Fort; the trees to represent the Duéling Oak and McDonogh Oak in City Park; and the fluer-de-lis representing Iberville and Bienville who discovered New Orleans.
Part I. A BRIEF HISTORY OF NEW ORLEANS

New Orleans (90° 4 min. West, 29° 57 min. North) is located 110 miles from the mouth of the Mississippi River directly south of Lake Pontchartrain. This area of Louisiana consists of the coastal plain, comprising all of Louisiana and the delta built up by the Mississippi River, which drains 31 states and pours into the Gulf of Mexico two million tons of silt every 24 hours. These deposits have been built up by the Mississippi River, which travels 569 miles through Louisiana with a drop of 2½ inches in elevation every mile. New Orleans has an altitude of 15 to -4 feet sea level and is protected from flooding only by an extensive system of levees and spillways. During your hike, you will have an opportunity to see the physical make up of the levees and obtain a clear understanding of why the many levees surround New Orleans.

Directly after the William and Mary War (1689-1697), France exerted pressure to colonize the lower Mississippi. Pierre le Moyne d'Iberville, a distinguished French Naval Officer, was chosen by Louis XIV to establish this colony which was named Louisiana after Louis XIV. Iberville left France in 1698 with his brother Jean Baptiste le Moyne l Seiur de Bienville and 200 colonists. They set up a temporary camp on Ship Island and began exploring for the Mississippi River. On Friday, March 5, 1699 they arrived at the present site of New Orleans, set up a cross and marked some trees. Then they continued up the river to Baton Rouge (named after a red stick the Houma Indians had erected there. Baton Rouge means "Red Stick" in French.) They
continued to the mouth of the Red River where Iberville turned back and descended his ships through Lake Maurepas, Lake Pontchartrain (named for the French Minister of Marine & Colonies: Count Pontchartrain), and Lake Borgne to Ship Island.

Iberville's death in 1706 due to Yellow Fever left Bienville in charge. In 1718 Bienville selected the site on the Mississippi River for a central commercial and military headquarters. He named it Novelle Orleans in honor of the Regent of France, Phillipe d'Orleans. Its population was 68.

For more than forty years the French Flag waved over it. Then France turned it over to Spain and Spain held it for more than thirty years and gave it back to France. In 1803, James Monroe and Robert Livingston negotiated the treaty by which the United States bought Louisiana for $15,000,000.00. The population of New Orleans was then 3,056.

This was the Louisiana Purchase, which doubled the land area of the United States and added all or part of thirteen states. On December 20, 1803, Pierre deLoussat, who represented the French Republic, handed over the territory to the United States representative W. C. C. Claiborne, the new territorial governor.

Orleans Parish, the smallest parish in the area and the largest in population, was one of the original parishes created by the Council of the Territory of Orleans in 1805. On March 31, 1807, the parish of Orleans came into existence and it contained the city of New Orleans with its precincts.
The census report of 1810 of more than 7,000 in the Territory of Orleans (that portion of the Louisiana Purchase south of 33° North latitude; the modern border of Louisiana today) was sufficient for statehood and a proposal to that effect was made in 1811 by Julien Poydras, Chief Territory Delegate. The first constitution of Louisiana was drawn up in November of 1811. It provided for a governor, a bicameral legislature, and a supreme court. Louisiana formerly became a state on April 30, 1812.

Louisiana, as the eighteenth state, became a great asset to the New Republic because ocean commerce could reach it via the Mississippi River or lakes that surround it. Above New Orleans the river stretched up to the developing colonies of Louisiana, Mississippi Territory, Illinois, and Missouri. Its tributaries reached into the fur lands of the West, the Kentucky region, Tennessee, and even as far as Pennsylvania. Though Louisiana now ceased to play a colorful part in the intriguing story of European diplomacy, her history continued to be eventful.

The English, during the War of 1812, realized that control of the Mississippi River was important, and in 1814 a British fleet sailed for the West Indies where it was joined by a large force of trained and experienced soldiers. The British forces numbered about 10,000 men and the Commander-in-Chief of the expedition was Sir Edward Pakenham, brother-in-law of the Duke of Wellington. Under him were veterans of the European campaigns against Napoleon, who were of proved ability, trained, disciplined and valorous.
On January 8, 1815, General Andrew Jackson defeated the British at Chalmette, near New Orleans, in a notable battle made even more so by the fact that it was fought fifteen days after the peace had been signed at Ghent between Britain and America.

A more comprehensive study of the Battle of New Orleans can be obtained by taking the Chalmette Historical Trail.

More important than battles, if less spectacular, was the rapid growth of population, trade and agriculture. Commerce in New Orleans kept pace with the state's rapid growth in other fields, as evidenced by the figures for freight tonnage brought down river to New Orleans -- less than 70,000 in 1815 and almost 550,000 in 1840.

After the election of Lincoln and the secession of South Carolina, Louisiana seceded. Louisiana's command of the Mississippi, which made her an important factor in European and American diplomacy, caused her to play a vital part in Civil War strategy. With the double object of cutting the Confederacy off from her river supply line and of strengthening the blockade of the South, a Federal fleet commanded by Admiral Farragut came up the river in April, 1862. After passing through a formidable bombardment by Fort Jackson and Fort St. Philip, 17 ships appeared before New Orleans on April 26. New Orleans was occupied by General F. Butler. This was the first major blow to the Confederacy.

Also available is the Fort Jackson Historical Trail for more information about the Civil War.
On April 20, 1877, President Hayes ordered the last of the Federal troops in Louisiana to withdraw. Reconstruction was over. This permitted New Orleans to regain her position as gateway to the South and witness unexcelled growth and prosperity.

New Orleans today is one of the largest cities in the South (population over 1,000,000) and the most important port, salt, sulphur, oil, cotton, sugar and lumber are marketed and shipped to many locations in Latin America and the rest of the world. It is a manufacturing center of the first magnitude and a link to the Space Age.
HISTORY AND DEVELOPMENT OF CITY PARK

In a Journal of his expeditions to the New World, d'Iberville reports passing through Bayou St. Jean (Bayou St. John) on January 17, 1700. It is possible he was the first white man to set eyes on the region that is now City Park, though there are accounts of Bienville, founder of New Orleans, discovering the bayou a year before, in 1699.

There is a romantic legend of Chevalir d'Aubant and his love affair with Charlotte, daughter of the Duke of Brunswick, which is associated with the park area.

It is said that in 1712, when Charlotte was married to Alexis, son of Peter the Great, and heir to the throne of Russia, the young French officer, desperately in love with the girl, disguised himself and accompanied her to the Russian Court. Discovered by Charlotte, d'Aubant forced from her an admission of her love for him, but was commanded to leave and never attempt seeing her again. But the legend has a happy ending; it is said that Peter, weary of Alexis's disruptions, had the boy killed. Charlotte fled Europe and regained her love in the wild region that is now City Park, where the French officer had secluded himself, after separating from the Bienville expedition of 1718.

In commemoration of the marriage, two oaks, which look like twins and interlock their arms, are to be found standing to this day side by side on the banks of Bayou St. John. Unfortunately, the Charlotte Oak is now gone.
Early in the nineteenth century the original tract that is now City Park was developed as a sugar plantation by Louis Allard and his brother Robert, the Allards having inherited the estate from their father, who, in turn, had inherited it from his father-in-law, Don Santiago Loreins, who had received it in a grant from the King of Spain.

Robert died in 1824 and was buried beneath the spreading branches of the solitary oak just west of the Delgado Art Museum. Here too, are the Dueling Oaks, the favorite combat place of the tempestuous Creoles. On the other side of the museum is the McFadden Mansion, formerly a private residence but now the present home of the Christain Brothers' School.

In 1845, the tract was sold to satisfy a mortgage. John McDonogh became the purchaser. At his death in 1850 he bequeathed it to the cities of Baltimore and New Orleans. Through default of taxes by Baltimore, the city obtained the first portion of what is now City Park in 1854 for $41,800. The grounds extended almost a mile along what is now City Park Avenue and nearly a half a mile deep. His memory is commemorated by the McDonogh Oak, one of the most beautiful trees in America, with its massive branches spreading one hundred and twenty-five feet. Its girth is twenty-six feet, four feet up from the ground. Experts estimate its age to be more than 700 years.

The Council records of that time show that there were addresses frequently about the needs of the park and recommendations made for the planting of suitable trees and plants and for the construction of shell roads around and through the extensive grounds. But even then little interest was taken in
About the year 1859 a fence and a park-keeper shelter were built, but these steps were feeble and did not last long. The fence was not repaired and the small improvements finally disappeared. Cattle were then permitted in the park until it was finally abandoned and remained so. On August 13, 1872 someone wrote in the Daily Picayune: "Nothing more was heard of the park. People forgot where it was. Once in a while a stealthy suicide crept out to its coverts and nourished the roots of its great oaks with his blood. Then the weeds grew higher......Apart from the world, like a pariah of the haunts of men, the City Park stood abandoned, desolate and mysterious."

Particularly interesting is Suicide Oak, located on the Stadium side of City Park, almost touching the main house of Monkey Island. So many people have committed suicide under the branches of this immense tree, it seems to be in sorrow. This, however, belongs to the past. Suicide Oak has been the scene of no such act since 1908.

City Ordinance 5547 in August, 1891, removed control of the park from the city council and placed it in the hands of the present board.

In 1872 the commissioners made a contract with the people who had designed and built Central Park of New York City. Under the supervision of the Park Commission the beautiful chain of lakes, lagoons and islands were constructed and the main plans were carried out at the cost of about $45,000. This winding waterway, on whose bosom the swans and other fowls glide, lends much charm to the park.

In 1920 the size of City Park was already larger than the original
city of New Orleans in 1718.

Thus, out of the jungles where Bienville landed and d'Aubant sought forgetfulness has arisen the magnificent park of today, which includes 1,500 acres: 7½ miles of beautiful lagoons; a stadium with a seating capacity of 27,000, forty tennis courts and twenty-five baseball diamonds, both of which are equipped for night or day play; a forest, Scout Island; an art museum; a miniature train with a two mile run; three golf courses and a golf driving range; and many playgrounds with varied amusements and refreshments.
BAYOU ST. JOHN & SPANISH FORT

The site of Spanish Fort marks the spot Bienville first landed on his journey through the waterways of the Gulf Coast to the Mississippi in his search for a suitable location for a future city. Bayou St. Jean's (John) proximity to the Mississippi River and the ease with which goods could be transported from the river to Lake Pontchartrain and settlements north of the lake made it a deciding factor in Bienville's selection of New Orleans. This first voyage up the bayou was about 1700. The Bayou was called Choupicatcha by the Indians and the area of Fort St. Jean (John) was the site of the former Indian settlement Tchoutchouma, or Place In The Sun.

Near the same site the Spanish in 1770 under Baron de Carondelet, improved the construction and was then called Fort San Juan. The Choctaw Indians inhabited the woods and marshes adjacent to the fort. It served not only to afford protection, but was looked upon as a Spanish stronghold. Indians of the area (Choctaw, Tchoupitaloulas, Natchez, Biloxis, Bogue Chittas, and Chinchubas) and those north, west and east of the Lake Pontchartrain made long trips across the lake to the bayou to trade furs and other goods.

Commandant Sancho Pablo was the commander of the Spanish Army in this region and the commander of the fort from 1721 to 1741, when he died according to the following:

The island in Bayou St. John was the camp of the Indian Chief Waw-hewawa (White Goose) and his daughter Owaissee (Bluebird). She used to
paddle down to Lake Pontchartrain to fish by the light of the moon. One night while she was on the lake a severe squall suddenly arose. The Commandant, who had been watching her, saw the danger she was in. He immediately called for help and reached her frail canoe just as it was about to collapse. He seized her and took her safely to the wigwam of her father. He was met with profuse thanks and went on his way.

Everyday after the rescue as she paddled down the bayou, Sancho Pablo watched for her. She would stop near a big oak near the fort to meet the Commandant.

Waw-he-wawa, the great Chief, soon noticed that she would stop and dream, when she should have been doing her work. This was a mystery to the Chief. So, one night he followed Owaissee and saw, to his dismay, his lovely daughter and the Commandant side by side, hand in hand.

One dark night Waw-he-wawa came alone. He came to the trysting (meeting) place and the Commandant came out to meet the maiden when he was suddenly met by this great Chief-Warrior. Sancho fell under the murderous blow of Waw-he-wawa.

The noise alarmed the garrison, but the Indian had fled through the bushes and no trace could ever be found of him and his lovely daughter. Sancho Pablo's body was laid to rest where he was killed and the grave may be seen adjacent to the fort, enclosed by an iron fence.

A canal built by Governor Carondelet in 1796 made it possible for boats to penetrate as far as the ramparts of the town opposite Toulouse Street.
This was just outside of the walls of New Orleans (Rampart - Wall) which ran along Esplanade, Rampart, and Canal Streets. The easy accessibility of the bayou soon made New Orleans outgrow its walls by 1804, when they were torn down. From 1804 to 1812 the city grew in commerce, wealth, and importance. The protection of Fort St. John and the stable terrain afforded by the plane of Gentilly made these areas the place of the most rapid growth in New Orleans.

During the war of 1812, Fort St. John was garrisoned by Americans, and it was at Spanish Fort that General Jackson landed in 1814 when he came to defend New Orleans. It was a strategic location, as it defended the entrance to Bayou St. John and the back door to the city. The fort with a frontage of 120 feet and a depth of 80 feet, commanded the entrance to the now unwalled city. It must have been somewhat formidable, as is proven by the fact that the British avoided it in their attempts to capture New Orleans in 1814.

Jackson, always a man of action (as proven by his tactics in the Indian Wars) was quite disturbed with the preparations the city had made to defend itself. He immediately reviewed all defences and in fact inspected several forts; namely: Fort St. John, Fort St. Charles and Fort St. Phillip.

After the Battle of Lake Borgne, where the British won control of Lake Borgne, the next British problem was finding a way to New Orleans. Alternatives were discussed and narrowed down to entering through Lake Pontchartrain and up Bayou St. John, up the river, or up the plain of Gentilly. Because the fortress of Bayou St. John was impenetrable and the plain of Gentilly offered too slow an advance, the British chose to follow a long shot that two
British spies had found an ungaarded bayou route to the city. This bayou fell short of the city and ended near Chalmette.

Jackson, being advised that the British had landed, issued orders for all regulars to assemble at Place d'Armes (Jackson Square). Major Flauche's battalion from Fort St. John was the first to arrive by running from the Fort to Jackson Square. This is commerated every year by a race over the same course. Being that the British forces had grouped in Chalmette, skeleton forces were left at the Fort. If, however, the British had split their forces and sent a small force against the ungaarded Lake Pontchartrain and the poorly defended Fort St. John, Jackson would have marched home from his victory over the British at Chalmette to a New Orleans that belonged to the British.

In 1878, when Bayou St. John near Spanish Fort was being dredged a little wider, the first submarine was dredged up. This tiny sub never did anything -- except drown three sailors. It submerged, but never came up until the dredging. It is now in the portico of the Presbytere.

In 1908 the Carondelet Canal was closed and later filled by the state. Commerce declined steadily and on June 5, 1936 Congress declared Bayou St. John non-navigable to most boats.

In the early part of this century as well as the last part of the nineteenth century, the Spanish Fort area was a commercialized recreation area. Now everything is gone and the area is known as the Old Beach, the New Beach being where the Pontchartrain Beach Amusement Park moved in 1928.

Thus, Bayou St. John and Spanish Fort have lost their importance in
defending and providing water transportation. But, their past importance placed New Orleans on the map, contributed to Jackson's defence and thus saved the New Republic from the disaster that would have been caused if the British had won.
LAKE PONTCHETRAIN AND THE LAKEFRONT

In 1890 when the Orleans Levee Board was established, the shore of Lake Pontchartrain, within the city limits, consisted of marshes and cypress swamps, which were submerged by several feet of tide water during storm periods. A. L. Willoz, Chief Engineer for the agency since 1936 (with the Board since 1926) said that in the early 1900's the Board constructed a levee some 300 to 400 feet from the water's edge along part of the lakeshore to keep out the tidewater. "In most cases," he said, "the material used in construction was whatever was available at the site, in most instances humus." In a short time the levees shrunk tremendously.

The battle was waged at Baton Rouge where a Constitutional Amendment ended the controversy and cleared the way for what was to become a $25,000,000 new western section for the city. That was in 1928. That long ago men envisioned and planned for an elaborate development at the lakefront. The Levee Board said the work would include the installation of a concrete wall 3,000 feet from shore. This space would be filled with 36,000,000 cubic feet of soil pumped from the lake bottom to create 2,000 new acres of land. This would stretch over five miles from West End to the Industrial Canal. And then, the Levee Board said, it would develop new residential areas with paved streets and modern lighting and the houses would have parks in front of them and there would be play areas and trees and shopping sections and churches and old Spanish Fort would become one of America's finest residential areas. And there would be beaches and an airport in the lake. Today on the spot where stilts once
held old wooden houses high from the marsh and rolling lake waters stands
some of the most expensive residential real estate in the United States.

As far back as 1873, W. H. Bell, the city surveyor, drew the first
plans for improvement of the lakefront to provide substantial flood protec-
tion and ameliorate the shore of the lake. Willoz explained the plan as
consisting of an embankment along the shore which was to be provided with a
roadway for horsedrawn carriages, a railway and a promenade. On the south
side of the embankment was to be an inner harbor for boats, and at points
where the drainage canals entered the lake siphons were to be provided to
carry drainage water some distance into the open waters. There also would
be locks to permit vessels to enter and leave navigable channels. The plan
showed progressive thinking but never became a reality.

In 1924 Colonel Marcel Garsaud became Chief Engineer of the Levee
Board and later he was commissioned to draw plans and proceed with the re-
clamation and improvement of the lake shore along an eleven mile frontage.
Mr. Willoz worked on the project with him.

It is difficult to design and install protective structures around
New Orleans and Willoz explains why: "The city is built on alluvial deposits
consisting of strata that are soft and unstable. In general, the strata of
humus and soft clays overlay a stratum of fine packed sand about thirty feet
below sea level. This stratum of sand varies from a few feet to fifteen feet
and more in thickness. Under this stratum usually are strata of soft clays
and loose, and to a depth of some 60 feet below sea level. At this latter
depth there usually is a hard stratum of either course packed sand or hard clay, either of which has good supporting qualities.

The city is like a bowl. The levees around it are a rim and the center portion is a scooped out section five to eight feet below sea level. On the north side, the levee protection is built 10 th 13 feet above the average level of the lake. On the east, protection is along the Mississippi River with 24 to 25 foot levees above mean Gulf level.

It is interesting, and rather frightening to consider that during hurricane tides, part of the city is as much as 14 feet below the level of Lake Pontchartrain and 18 feet below that of Lake Borgne. During spring river floods part of the city is 28 feet below the level of the Mississippi River.

It was in 1926 that initial work started on the lakefront development with the pumping of the first hydraulic fill to create a new territory over marshes, swamps and lake bottom.

First there had to be some sort of retaining wall to hold back the fill, a temporary brace for the dredged material. Wooden bulkheads were installed to prevent erosion of the new embankment until a permanent structure could be installed. But this was no easy process. Before the fill was in place, large sections of the new bulkhead were washed away by storm waters and banged out of position by roaring waves. At times as much as 3,000 feet of wooden wall had to be replaced. Finally the installation of the concrete levee took place. This is a monument in concrete, all reinforced; a step type
seawall supported by two rows of twelve inch square reinforced piles up to forty-four feet deep. In 1930 the wall was finished at a cost of $2,640,000. That was at about $90.00 a foot. "Today," said Willoz, "you could do this kind of work for nothing less than $400.00 a foot.

The lakeshore drive at this time was a gravel road. Later came other improvements and, finally in the later part of 1939, the Orleans Levee Board was ready to start its first residential development, the western half of Lake Vista.

The men of years past that envisioned a beautiful lakefront have by no means surpassed the Levee Board of today. Our Levee Board of today is constantly improving our present lakefront area and have laid plans for a reclamation of over 3,000 acres of lake bottom to create 8,369 home sites, embodied with new bridges, paved streets golf courses and marinas.

On the next page please note the drawing of the lakefront taken from a photo which was made in the early 1930's. The light house as it stands is now incorporated at Pontchartrain Beach.
MARDI GRAS FOUNTAIN

The Mardi Gras Fountain, constructed by the Orleans Levee Board, first performed on Twelfth Night in 1963 with the jazz concert. Its water plumes of green, gold and purple representing the Carnival colors are illuminated by colored lights below the water surface. The main jet which rises to a height of thirty-five feet utilizes a seventy-five horsepower pump and is controlled by electronic sequence valves. A wind-sensing device lowers the height of the plumes during stormy weather.

The reflecting pool is 120 feet long by 60 feet wide and has a maximum depth of 30 inches.

Around this pool are placed the crests of Carnival krewes which date back to 1857. The crests were designed by Elaine Kern Artists, who fabricate many Mardi Gras floats and masks.

Henry Grinball was the architect of the fountain's design.

Approximate cost of the fountain and crests was $60,000.00.

The beautifully landscaped area near the fountain is used for outdoor concerts during the summer months.
POPP'S FOUNTAIN

North of the Tad Gormley Memorial Stadium, past the railroad tracks, above Zachory Talor Drive is the Popp Memorial Fountain. Here is a formal garden with a vine-covered colonade and giant fountain, especially beautiful in Azalea and wisteria seasons; impressive by day, even more so by night.

The memorial is a circular structure 140 feet in diameter with 26 Greek columns encircling it, and a center fountain 56 feet in diameter; its waters jetting to a height of 50 feet. Hugh electric globes in this pool add much to the effectiveness of the crystal spray of the fountain. Electric lights concealed beneath the entablatures lend a mysterious shadowy beauty to the wisterias, begonias and Rosa Montana vines creeping up the columns.

The grounds are planted with camphor trees, magnolias, verbenas and azaleas all placed with pleasing irregularity between and about the four red brick roads, each pointing toward a compass point leading from the fountain.

This memorial was the donation of Mrs. Rebecca Grant Popp in memory of her husband. Minutes of the Park Association of March 11, 1928 state: "Mrs. Rebecca Grant Popp, in her will, executed on June 2, 1924, bequeathed to the New Orleans Park Improvement Association, the sum of $25,000 to be used to erect and build a suitable memorial for her husband, John F. Popp and herself"...The memorial, designed by Armested Brothers, Architects, was dedicated at 8:00 p.m. August 18, 1937. The balustrade below the Memorial was donated by Mrs. Popp's sister—Mrs. Isabel Grant. Many improvements have been added by the park. The memorial is now estimated to be worth at least $250,000.00.
Hiking the Trail

The following questions should be completed by each Scouter taking the trail. After completion, this question and answer sheet should be removed from the trail booklet and given to his Scoutmaster, properly identified with Scouter’s name, troop number, age and rank. These sheets then are to be turned in to either Scoutmaster or representative of Troop #27 before medals will be issued.

1. When were the lagoons in City Park dug and what was the cost?

2. What was Bayou St. John used for?

3. Who was the Commandant of Fort St. John and when did he command?

4. What was the name of the Indian Chief who lived on the island in Bayou St. John?

5. What is the name of the officer buried within the fenced in area at the fort site?

6. Who was Lake Pontchartrain named after?

7. When was the Orleans Levee Board established?

8. Who drew the first plans for the improvement of the lake front and in what year?

9. When was the lighthouse built?
10. Who designed the Mardi Gras Fountain?

11. How much per foot did the sea wall cost to build?

12. When was Popp's Fountain built and why was it built?

Scouter's Name: ________________________________

Troop Number: ________________________________

Age: __________________________

Rank: __________________________
TROOP #27
Jeff Davis District
Boy Scouts of America
New Orleans, La. 70124

Spanish Fort Historical Trail
sponsored by
Spanish Fort Historical Association.

Qualifications:

For all registered Boy Scouts, Girl Scouts, Explorers and their leaders. Proper uniform must be worn.

Note: Proper uniform consists of:

1. Summer Uniform: Scout T Shirt, Scout hat and Scout pants and proper hiking shoes.

2. Winter Uniform: Regulation Uniform and proper hiking shoes.

1. Permits:

A. National Tour permits for units over 250 miles from New Orleans must be filed through your local area council. Filing should be completed at least thirty days prior to application for trail!

B. Local Tour permits for units less than 250 miles from New Orleans must be filed with your local Council at least fifteen days prior to application.
C. Scout Island Permits:

1. Local Troops should file with New Orleans Area Council, 344 Carondelet Street, New Orleans, La.

2. Out of town troops should file with Troop #27 at least three weeks before trip to insure camping area and desired dates!

2. One adult leader should accompany every 8 to 10 hikers. He will be responsible to maintain order, keep off private property away from military facilities and above all cross only according to trail routes and marked pedestrian crossings.

3. Troop taking trail must bring their own equipment, food, first-aid supplies, insect repellent, etc.

4. Fire wood is available on Scout Island; however, stoves or charcoal is permissible.

5. To qualify for Historical Trail Medal units must camp out on Scout Island camping grounds overnight, take complete historical trail, and satisfactorily answer trail questions in trail booklet. This booklet should be read and retained for informational purposes. Trail booklet will be issued night before hike.

6. All Camping and hiking rules as stated in the Boy Scout Handbook should be observed at all times.

7. **Hiking the Trail:**

   No destruction, defacing or souvenir hunting of any kind will be tolerated on Scout Island or along the trail. Anyone taking exception to this rule will forfeit his trail medal.
GENERAL INFORMATION

Length of Trail: 10.2 miles.
Where to Hike: Noted in Trail booklet.
Cost of Trail: $2.50 per hiker for Trail medal-and-booklet.
How to Register: Send completed registration blank and money fifteen days in advance to:

E. J. Mueller, Jr.
6803 Vicksburg St., New Orleans, La.
282-0674

or make checks payable to:

Spanish Fort Historical Association.

Where to Camp: Scout Island, City Park, New Orleans, La. Two blocks east of Marconi Drive on Harrison Avenue which bisects City Park from east to west.

Please keep camping area clean, food and candy wrappers should be placed in trash containers. If none available, keep wrappers on person until such time containers are available.
APPLICATION

Historical Trail
n E. J. Mueller, Jr.
6803 Vicksburg Street
New Orleans, La. 70124
Phone: 282-0674.

Robert Schlombreck, III
4525 Toulouse St
New Orleans, La. 70119
H02-6666

_________ (Unit) of _________________ Council, __________
(city &
_________________________, plans to take the Historical Trail on
(state)
___________ Second choice: ________________
(date)
Application should be mailed fifteen days before making the hike to
E. J. Mueller, Jr.
Hike Leader ___________________________________________________________________
Position ___________________________________________________________________
Address ___________________________________________________________________
Phone ___________________________________________________________________

Enclosed is $_______ (or check) for _______ hikers at _____________
per hiker.

NAMES OF HIkers

1. ___________________________________________________________________
2. ___________________________________________________________________
3. ___________________________________________________________________
4. ___________________________________________________________________
5. ___________________________________________________________________
6. ___________________________________________________________________
7. ___________________________________________________________________
8. ___________________________________________________________________

(Use extra sheet of paper if necessary)
SHILoh MILITARY TRAIL
751 S. GOODLETT
MEMPHIS, TENNESSEE 38111

Dear Mr. Humphreys,

Our Troop is honored by your asking to list us in your TRAIL LISTING. Mr. Radlauer is just one of many wonderful people helping our young trail to grow, as I am sure this listing will help us grow.

The SPANISH FORT HISTORICAL TRAIL is 10.2 miles long and travels through CITY PARK, along Bayou St. John to the Old Spanish Fort, along the lakefront seawall to a lighthouse built in 1832, around Mardi Gras fountain, and then back to CITY PARK around Popp's Fountain and finally to Scout Island, where the trail begins. Scout Island offers a camping area, a baseball diamond, and hopefully in the future a log cabin trail headquarters.

It is located about 3 (city) blocks from a food store, theatre, and gas stations.

Our Trail is approved by the Camping & Activities committee of the New Orleans Area Council and offers a medal for $2.50. A trail medal is enclosed, as well as a picture for your files. Thanking you,

encl: Medal
     Medal illust.
     Booklet DO A GOOD JOB AND DOD)
     Application

Robert Schlumberrecht, III
4525 Toulouse St.
New Orleans, La. 70119
Hu. 2-6666