

*A Feasibility Study for the Restoration of
Historical sites in Collier County and Guidelines
To Establish a Proposed Cultural Heritage Trail
Compiled for*

**Naples Cultural
Landscape**

This study contains in part a report that is a synopsis on the merit and process of designating several historic districts throughout Collier County with a view of understanding the past, present, and future cultural programs, and to give general guidelines on the processes required to implement a program that would recognize, nominate, and establish as a beginning foundation several nominations to The National Register of Historic Places. These would include structures, places, objects, and historical districts with a definitive view of preserving and interpreting to the public the cultural aspects and past heritage of Collier County. It will also outline in a broad sense the direction of a proposed Historical and Cultural Heritage Trail and or Greenway Trails in the county, based on systems presently in use in other county's and states. It will also outline the Historical (themes) that could be used on any proposed Trails and the cooperation between county, state, Federal entities, private landowners, or organizations and their possible roles with any of the above mentioned proposed projects in the future.

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SECTION 1

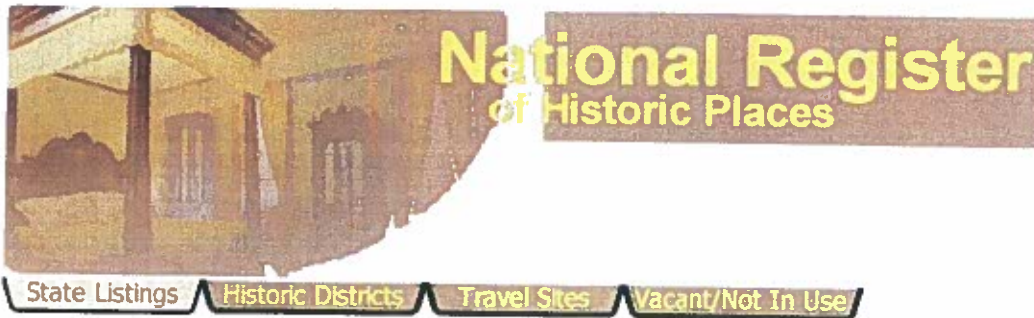
In taking a brief look at the sites that are registered in Collier County on the National register of Historical Places the total as of 2008 comes to 2 sites in Everglades City-The Bank of Everglades City and The Everglades Laundry (which is also one of Collier County's museums). Everglades City has been in the process since 2007 of nominating several other buildings. Another site is located in Chokoloskee-The Ted Smallwood Store, run by the Smallwood family. One is The Ochopee Post office 30 miles east of Naples on highway US 41, run by the U.S. Post office in conjunction with the Wooten family who own the property and one is located in the Collier Seminole State Park - The Bay City Walking Dredge (also known as The Monegan Walking Dredge), managed by park officials.

On Marco Island there is the Captain John Foley Horr house, which is private – The Church of God (recognized by the county) and the Historic Otter Mound Property (also only recognized by the county) both managed by The Marco Island Historical Society.

In the city of Naples there was – The Keewaydin Club [no longer in existence] on the north end of Key Island in Naples- The Parker House, which is Private- The Palm Cottage, which is run by The Naples Historical Society- The Seaboard Coastline Railroad Depot, which is run as a museum by the Collier County Museum, and the Rosemary Cemetery off Pine Ridge Road and highway US 41 (only recognized by the county)

There are 2 Historic Districts in Collier County, one being The Naples Historic District covering an area from Ninth Ave S. Third St., and Thirteenth Ave. S. to the Gulf of Mexico. The other Historic District is the Roberts Ranch in Immokalee City 50 miles northeast of the downtown district on the opposite end of the county and is run by the Collier County Museum.

The Big Cypress National Preserve on the eastern edge of the county has nominated a total of 9 sites but 8 of those sites are off limits to the general public and the 9th site Monroe Station added in 2002 is still found to be in a condemned state as of 2008 after being in the possession of the Dept. of the Interior (N.P.S.) officials for over 15 years. This then gives a fair recording of the actual historically recorded and nominated sites in Collier County as of 2008 and the actual National registry files will be attached on the following 9 pages.



FLORIDA - Collier County

Bank of Everglades Building (added 1999 - Building - #99000825)

201 W. Broadway, Everglades City

Historic Significance: Architecture/Engineering, Event

Architectural Style: Classical Revival

Area of Significance: Architecture, Commerce

Period of Significance: 1925-1949

Owner: Private

Historic Function: Commerce Trade

Historic Sub-function: Financial Institution

Current Function: Domestic

Current Sub-function: Hotel

Bay City Walking Dredge (added 1974 - Structure - #74002371)

Also known as **Monegan Walking Dredge**

Barron G. Collier--Seminole State Park, Naples

Owner: State

Burns Lake Site (8CR259) ** (added 1986 - Site - #86001192)

Also known as **8CR259;BICY-080**

Address Restricted, Ochopee

Historic Significance: Information Potential

Area of Significance: Prehistoric

<http://www.nationalregisterofhistoricplaces.com/FL/Collier/state.html>

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Cultural Affiliation: Native American
Period of Significance: 1000-500 AD, 1499-1000 AD
Owner: **Federal**
Historic Function: Domestic
Historic Sub-function: Camp, Village Site
Current Function: Landscape
Current Sub-function: Conservation Area

↳ Everglades Laundry (added 2001 - Building - #01001012)

Also known as **Museum of the Everglades**
105 W. Broadway, Everglades City

Historic Significance: Architecture/Engineering,
Event
Architect, builder, or engineer: Sparklin, William O.,
Sparklin-Gift
Construction Co.
Area of Significance: Commerce, Community
Planning And
Development,
Architecture
Period of Significance: 1925-1949
Owner: **Local Gov't**
Historic Function: Commerce/Trade
Historic Sub-function: Business
Current Function: Recreation And Culture
Current Sub-function: Museum

↳ Halfway Creek Site (added 1980 - Site - #80000365)

Also known as **8Cr176**
Address Restricted, Carnestown

Historic Significance: Information Potential
Area of Significance: Prehistoric, Historic -
Aboriginal
Cultural Affiliation: seminoles, glades iii b, glades
ii
Period of Significance: 1000-500 AD, 1499-1000 AD,
1749-1500 AD, 1875-1899,

1900-1924

Owner: **Federal**

Historic Function: Agriculture/Subsistence,
Domestic

Historic Sub-function: Animal Facility, Village Site

Current Function: Landscape

Current Sub-function: Conservation Area

Hinson Mounds (added 1978 - Site - #78000345)

Also known as **8Cr180**

Address Restricted, Miles City

Historic Significance: Information Potential

Area of Significance: Prehistoric

Cultural Affiliation: glades iii, native american,
glades i

Period of Significance: 499-0 AD, 1000-500 AD,
1499-1000 AD

Owner: **Federal**

Historic Function: Agriculture/Subsistence,
Domestic, Funerary

Historic Sub-function: Graves/Burials, Processing,
Village Site

Current Function: Landscape

Current Sub-function: Park

Horr, Capt. John Foley, House (added 1997 -
Site - #97001215)

Also known as **Site File #8CR203**

N side of Whiskey Creek Dr., Key Marco

Historic Significance: Event,
Architecture/Engineering

Architectural Style: No Style Listed, Other

Area of Significance: Architecture,
Exploration/Settlement

Period of Significance: 1875-1899, 1900-1924

Owner: **Private**

Historic Function: Domestic

Historic Sub-function: Single Dwelling

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Current Function: Vacant/Not In Use

Keewaydin Club ** (added 1987 - **Building** - #87001979)

N end of Key Island, Naples

Historic Significance: Event,
Architecture/Engineering

Architect, builder, or engineer: Kittredge, Chester

Architectural Style: No Style Listed

Area of Significance: Architecture,
Entertainment/Recreation,
Education

Period of Significance: 1925-1949

Owner: **Private**

Historic Function: Domestic, Recreation And
Culture

Historic Sub-function: Camp, Outdoor
Recreation

Current Function: Domestic, Recreation And
Culture

Current Sub-function: Camp, Outdoor
Recreation

Monroe Station (added 2000 - **Building** - #00000427)

Jct. of Tamiami Trail and Loop Rd., Ochopee

Historic Significance: Event

Area of Significance: Exploration/Settlement,
Transportation

Period of Significance: 1925-1949

Owner: **Federal**

Historic Function: Commerce/Trade, Domestic,
Government, Transportation

Historic Sub-function: Correctional Facility,
Department Store,
Institutional Housing, Road-
Related

Current Function: Vacant/Not In Use

↻ Naples Historic District (added 1987 - District - #87002179)

Roughly bounded by Ninth Ave. S, Third St., Thirteenth Ave. S, and Gulf of Mexico, Naples

Historic Significance: Event,
Architecture/Engineering

Architect, builder, or engineer: Unknown

Architectural Style: Bungalow/Craftsman,
Late 19th And 20th
Century Revivals,
Colonial Revival

Area of Significance: Architecture, Commerce

Period of Significance: 1875-1899, 1900-1924,
1925-1949

Owner: Private

Historic Function: Domestic

Historic Sub-function: Single Dwelling

Current Function: Commerce/Trade

Current Sub-function: Business

↻ Ostl, C. J., Site (added 1978 - Site - #78003380)

Also known as **8 Cr 163**

Address Restricted, Ochopee

Historic Significance: Information Potential

Area of Significance: Prehistoric

Cultural Affiliation: Glade II

Period of Significance: 1000-500 AD, 1499-1000 AD

Owner: Federal

Historic Function: Domestic

Historic Sub-function: Village Site

Current Function: Landscape

Current Sub-function: Park

↻ Palm Cottage ** (added 1982 - Building - #82002371)

Also known as **Henry Watterson Cottage; The Cement Cottage; The Palmer Home; A**
137 12th Ave., S., Naples

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Historic Significance: Person,
 Architecture/Engineering,
 Event
 Architect, builder, or engineer: Unknown
 Architectural Style: No Style Listed
 Historic Person: Watterson, Henry
 Significant Year: 1906, 1888
 Area of Significance: Architecture,
 Exploration/Settlement
 Period of Significance: 1875-1899, 1900-1924
 Owner: **Private**
 Historic Function: Domestic
 Historic Sub-function: Single Dwelling
 Current Function: Recreation And Culture
 Current Sub-function: Museum

P **Parker House** (added 1990 - **Building** -
 #90001732)

Also known as **8CR00705**
 680 Eighth Ave. S., Naples

Historic Significance: Event,
 Architecture/Engineering
 Architect, builder, or engineer: Unknown
 Architectural Style: No Style Listed
 Area of Significance: Architecture, Community
 Planning And
 Development
 Period of Significance: 1925-1949
 Owner: **Private**
 Historic Function: Domestic
 Historic Sub-function: Single Dwelling
 Current Function: Domestic
 Current Sub-function: Single Dwelling

P **Platt Island** (added 1978 - **Site** - #78000934)

Also known as **8Cr182**
 Address Restricted, Miles City

Historic Significance: Information Potential
 Area of Significance: Prehistoric

Cultural Affiliation: Glades I (Late), Glades II A
Period of Significance: 499-0 AD, 1000-500 AD
Owner: **Federal**
Historic Function: Domestic
Historic Sub-function: Village Site
Current Function: Landscape
Current Sub-function: Park

Plaza Site (8CR303) ** (added 1986 - Site - #86001196)
Also known as **8CR303;BICY-126**
Address Restricted, Ochopee

Historic Significance: Information Potential
Area of Significance: Prehistoric
Cultural Affiliation: Native American
Period of Significance: 1000-500 AD
Owner: **Federal**
Historic Function: Domestic
Historic Sub-function: Village Site
Current Function: Landscape
Current Sub-function: Conservation Area

Roberts Ranch (added 2003 - District - #03000990)
Also known as **Old Allen Place;Baucom Place**
1215 Roberts Ave., Immokalee

Historic Significance: Event,
Architecture/Engineering,
Person
Historic Person: Roberts, Robert, Jr
Significant Year: 1915
Area of Significance: Agriculture, Architecture
Period of Significance: 1900-1924, 1925-1949, 1950-1974
Owner: **Local Gov't**
Historic Function: Agriculture/Subsistence,
Domestic
Historic Sub-function: Agricultural Outbuildings,

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Animal Facility, Secondary
Structure, Single Dwelling
Current Function: Recreation And Culture
Current Sub-function: Museum

**R Seaboard Coast Line Railroad Depot (added
1974 - Building - #74000613)**
Also known as **Naples Railroad Depot; Seaboard
Air Line Railroad Depot**
1051 5th Ave., South, Naples

Historic Significance: Architecture/Engineering,
Event
Architect, builder, or engineer: Clarke, L. Philips
Architectural Style: No Style Listed
Area of Significance: Architecture,
Transportation, Industry
Period of Significance: 1925-1949
Owner: **Private**
Historic Function: Transportation
Historic Sub-function: Road-Related
Current Function: Commerce/Trade, Social,
Transportation
Current Sub-function: Civic, Road-Related,
Warehouse

**R Smallwood, Ted, Store (added 1974 - Building -
#74000612)**
Also known as **Smallwood's Trading Post**
FL 29 in Everglades National Park, Chokoloskee
Island

Historic Significance: Event
Area of Significance: Commerce
Period of Significance: 1900-1924
Owner: **Private**
Historic Function: Commerce/Trade,
Government
Historic Sub-function: Post Office, Specialty Store
Current Function: Commerce/Trade,
Government

Current Sub-function: Post Office, Specialty Store

 **Sugar Pot Site** (added 1978 - Site - #78000264)

Also known as **8Cr172**

Address Restricted, Ochopee

Historic Significance: Information Potential

Area of Significance: Prehistoric, Historic -
Aboriginal

Cultural Affiliation: seminole

Period of Significance: 1499-1000 AD, 1800-1824,
1825-1849, 1850-1874, 1875-
1899, 1900-1924

Owner: **Federal**

Historic Function: Domestic

Historic Sub-function: Village Site

Current Function: Landscape

Current Sub-function: Conservation Area

 **Turner River Site** (added 1978 - Site -
#78000263)

Also known as **8Cr8**

Address Restricted, Ochopee

Historic Significance: Information Potential

Area of Significance: Prehistoric

Cultural Affiliation: glades i, glades iii a

Period of Significance: 499-0 AD, 1000-500 AD,
1499-1000 AD

Owner: **Federal**

Historic Function: Domestic

Historic Sub-function: Village Site

Current Function: Landscape

Current Sub-function: Park

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<http://www.nationalregisterofhistoricplaces.com/FL/Collier/state.html>

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One important item that should be noted about the recording and registration of these sites is the fact that all of these sites were either nominated by private individuals, historical societies, park managers, or county employees for a specific purpose tailored for their specific needs. There has never been a concentrated effort to record or nominate all of the sites or Historical Districts in Collier County. If one was to read the past minutes from the Collier County- Historical / Archaeological Preservation Board (H.A.P.B.) in 1987 they would see that over 50 properties and structures were recognized as being historic, but no formal action was ever taken. These actions or inactions cannot be placed at the feet of the H.A.P.B. but because of the present system it serves to highlight the fact that there is no unified approach to nominations of many of these sites.

Since then properties have had either had development take place in certain areas with no historical recognition and consequently many of the structures have been either destroyed or demolished. This also applies to the 5 Park systems that presently surround Collier County and the land that is presently under their management. As of 2008 over 80 per cent of Collier Counties land is under the jurisdiction of the – Picayune Strand State Forest, The Florida Panther National Wildlife Refuge, The Big Cypress National Preserve, The Fakahatchee Strand State Preserve, and the Everglades National Park. This would give the appearance that the history and cultural heritage of Collier County is represented until you consider the fact that none of these 5 parks have ever nominated to the National Register any structures or historical districts accessible for the public since their establishment.

For the Big Cypress / Collier County area to have a history and culture that stretches back over 170 years, well past the counties inception in 1923, and no cultural representation in respect to their past cultural heritage is a disservice to the residents and ultimately to the State of Florida as a whole. Other counties in the state have fiscal budgets of over 100 times less than Collier County and yet they continually display the history in many ways, through Nominations, Historical Districts, heritage trails, pioneer museums, and interpretive centers. Many have cooperative agreements with the park systems in their counties to display their heritage but as of this writing Collier County has no agreements with any of the park services in present day Collier County. These agreements should have been instituted as far back as 1947 with the establishment of the Everglades National Park. Collier County at this point does not even have a cooperative agreement within its own local jurisdiction with Everglades City.

SECTION 2

Presently the order of nominating a site in Collier County usually begins with a hearing request at a meeting of the H.A.P.B. which takes place once a month in one of the county facilities. After the request is made the requesting party is scheduled to be placed on the agenda for the next months meeting at which time the formal request is made to the board. Understanding that the H.A.P.B. is an advisory committee to the Board of County Commissioners, authority still resides with them to, make recommendations, or notify owners that a designation will be made, or use the county's resources and legal dept to investigate designations. For demonstration purposes only an example will be given on how the board operates.

Taken from the minutes of the meeting on November 15, 2006 which is a matter of public record:

On 9-20-06 a request was made by a private citizen of Collier County before the H.A.P.B. to designate a historical status for 2 structures – Weavers Station on highway US 41, 20 miles east of the city of Naples, and Royal Palm Hammock and restaurant, eight miles east of Naples on Highway US 41. Also requested was to have a historical designation placed on 2 properties. One was the present site of a known monument placed in 1941 by David Graham Copeland marking the site of Fort Simon Drum, an Army fort used in the 3rd Seminole war located 6 miles east of Immokalee City and the other was at the site of Deep Lake, 14 miles north of Everglades City on highway # 29.

*

It was also requested that the Deep Lake site be nominated to the National Register of Historic places in view of the fact that it was the site of the first railroad in what is now Collier County. A current picture of the Deep Lake site was also submitted which will be placed on the following page.

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For the first time in Collier County's history Deep Lake has been placed off limits to the citizens of the county. The last time Big Cypress officials purchased the historic post office in Copeland they immediately bulldozed the structure before citizens were able to register it on the national register of historic places. Out of the last 9 properties in Collier County registered by Big Cypress officials 8 have been placed off limits to the citizens of Collier County. Plans are now being taken by Big Cypress to nominate 385 sites including Deep Lake on the national register at which time access that has always been a part of this county's history to these areas will be restricted. Furthermore the 10 acre parcel of land across highway-29 which used to house the Copeland prison has been cleaned up as ordered by the state. This property had a clause attached to it when it was leased to the state that it should revert back to the owners. This should be investigated as a property that can be ceded back to the county or purchased.

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Out of that request made on 9-20-06 a discussion was brought up in the next meeting on November 15, 2006 where several significant factors were revealed. Among those were:

1. The possibility of several letters could be drafted and sent to State and Federal governing bodies.
2. No structures are necessary: a plaque would serve as notice that it is a historic site.
3. A determination was needed by the County Attorney's office on what the preservations board jurisdiction is on Federal and State owned lands, within Collier County: especially when the public has been discouraged from accessing those lands.
4. Inquiries were made into the possibility of having a cooperative agreement of some kind that could provide site markers and public access at historic sites.
5. It was agreed that the process of researching the county jurisdiction and boundaries would begin.
6. It was discussed that Deep Lake is in Big Cypress, Royal Palm Hammock is privately owned and Fort Simon Drum is in County land.
7. It was noted that Fort Simon Drum is owned by parties that may be willing to work with the Board on site designation.
8. A discussion was held on the need to hire someone to survey Fort Simon Drum.

The meeting moved to address these issues and it was seconded and carried unanimously 5 – 0

* Unfortunately these actions were never followed up on but it does serve to show that a process was begun that has been needed for a long time. It also shows (the cart before the horse) in regards to the process of working on specific sites as opposed to Historic Districts being designated first.

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SECTION 3

The differences between Historic places and Historic Districts are fairly well straight forward. They are noted as:

A. Historic places are considered to be a traditional cultural property and can be defined generally as one that is eligible for inclusion in The National Register of Historic Places because of it's association with cultural practices or beliefs of a living community that:

1. Are rooted in a community's history.
2. Are important in maintaining the continuing cultural identity of the community.

B. As per the National Historic Preservation Act there are 5 different property types:

1. Districts
2. Sites
3. Buildings
4. Structures
5. Objects

C. An example of different variations of categories could include:

1. A farm house that that could be filled with 19 century furniture (as is the case with the Roberts Ranch).
2. A fence may be viewed as a discrete structure.
3. The extension of a building
4. Part of a landscape.

D. Historic Districts can be formed by various combinations of cultural landscapes, structures, and Ethnographic and Archaeological Resources.

E. Cultural landscapes are settings people create in the Natural world. They can be Settlements, Transportation Routes, an area of Recreation, Social, Artistic, and Religious expression. They can also be Plants, Fences, Watercourses, Buildings, Gardens, Cattle Ranches, Cemeteries, and Pilgrimage Routes.

SECTION 4

Today there exists in Collier County 2 historic districts. One is in the city limits of old Naples and the other one is located in Immokalee City. The one in downtown Naples is around 5 city square blocks and is recorded on the National Register under time frame as 1875-1899. Under the heading Architect, Builder, or Engineer it states: unknown, and under owner it states: private. In general the only house in the historic district that the public can visit inside is the Palm Cottage. Other houses included in the Register can only be viewed by driving past or walking by foot. This in itself shows the need for a small brochure for the public at large to read about the history of the houses, buildings and even the pier in the district and can be as simple as a marked footpath.

The other historic district is located in Immokalee City at the Roberts Ranch. Although it is described as an historic district it can be fairly stated it was just the farm / homestead of one man, Robert Roberts Jr., with a date recorded on the register as significant: 1915. The distance between these 2 districts is 50 miles and can be accurately described as the farthest points opposite of each other geographically in Collier County with no unifying historical (theme) to tie them together. This theme whether as a registered structure or district should have the following as a minimum criteria:

1. The first exploration of the land in the present county.
2. The beginning incorporation of the county
3. The culture and heritage of the first settlers and pioneers.
4. The transportation routes in the time before the county was established to include, Native Americans, U.S. Army routes used during the Second and Third Seminole Wars that took place in the Big Cypress area, the settlers and pioneer trails and roads, and the later development of transportation routes (such as US 41)
5. The past townships, farms, and communities in the early county.
6. Places, structures, and locations where significant events took place in history in the county.

Therefore it can be seen that the two present historic districts in Collier County have no connecting attributes within the framework of a unified (theme).

Looking at the general dates of the nominations to the National Register for Collier County it becomes apparent that the majority of the nominations took place within the last 15 years. A closer look would also reveal that all of the sites or districts were registered one at a time either by individuals, the county, or by Federal entities (N.P.S.) the latter being solely for land management issues and not for any interpretation to and for the general public. This policy of nominations which can be described as individualistic can be highlighted by example by reading the minutes of the Collier County H.A.P.B. minutes taken on April 18, 2007. On page 4 under: Discussion of addenda items, three properties were brought before the board for an application for historical designation in Everglades City.

1. The Everglades City Hall.
2. The Rod and Gun Club.
3. The Everglades Community Church.

In the process to nominate these buildings to the H.A.P.B. and eventually to the National Register it was revealed that there was no inter local agreement between Everglades City and Collier County. This agreement is necessary to (spell out) what each jurisdiction can and cannot do in the others jurisdiction. On page 5 of the minutes it states that: "A discussion took place on designating the whole Everglades City area as a historic district".

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Considering the fact that Everglades City is close to 50 miles east of the city of Naples this would make all three of the historic districts geographically as far apart from each other in regards to the same distance on opposite corners of the county.

This would take a driving distance of over 100 miles in one district to connect with the other 2 districts in Collier County. This distance can be better visualized as a three point triangle with Naples Historic District on one point, Everglades City on the other point and Immokalee City on the top point. These points are isolated with no historic districts in between them and for all general purposes there are no presently marked historic sites between them. The most common sense approach to tie these 3 districts together would be to have an historic district that stretches from the Naples Historic District on US 41 all the way east on that route to the Dade County line. The next historic district should stretch from the town of Chokoloskee, through Everglades City north to Immokalee City on highway # 29. This would follow the guidelines set forth in the National Register for historic districts. Once the districts are tied together all of the historic sites, townships, and structures, would be nominated for historical status along the entire west to east route, and the south to north route. To accomplish this in a reasonable and effective manner the first step would be to go before the Collier County Historical / Archaeological Preservation Board and request the board to recognize these 2 new districts and assign an historical designation to them. The following procedure would then be to return to the board and request the individual sites to be recognized and designated as historical along the districts. Nominations to the National Register of Historical Places for the districts and sites would naturally follow. This would allow the process to be streamlined instead of single nominations and would allow the H.A.P.B. board to review their files for other sites they have recorded. Much of the required information by the National Register would then be at hand and available. This process if followed in a logical fashion would readjust the presently fragmented system in Collier County to effectively unify the Historical, and Cultural Heritage (theme). For clarification purposes a list of the proposed sites along the proposed districts will be recorded here as well as being placed on the survey map which will be enclosed in this report.

For the first Historic District starting near county road # 951 traveling east on US 41 to the Dade County Line proposed sites for markers in order are proposed as:

1. A marker for the Belle Meade Trail Station
2. A marker for the Royal Palm Hammock Trail Station
3. A marker for the Big Cypress Bend / Weavers Station Trail Station
4. A marker for Carnestown (north side of 41)
5. A marker for the past township of Halfway Creek
6. A marker for the past township of Birdon
7. A marker for the Turner River Trail Station
8. A marker for Burns Lake
9. A marker at the Kirby Storter Park
10. A marker for Monroe Station
11. A marker near Loop Road for the township of Pinecrest
12. A marker for the Paolito Trail Station

* A marker at the Collier County / Dade County line should describe the large stone arch (The Gateway to the West) that was in place at the Incorporation of Collier County in 1923.

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For the second Historic District starting in the town of Chokoloskee and heading north on highway # 29 to Immokalee City proposed sites for markers in order are proposed as:

1. The town of Chokoloskee
 2. The city of Everglades
 3. The town of Copeland
 4. The town of Jerome
 5. Deep Lake
 6. The Old Copeland Prison (across the street from Deep Lake)
 7. The Deep Lake Railroad Depot Platform (on the Old Copeland Prison property)
 8. The township of Tuckerton
 9. The township of Matmon
 10. The township of Rock Island
 11. The township of Miles City
 12. The township of Sunniland
 13. The oil pump # 1 donated by Humble Oil Co. presently in Oil Well Road Park.
 14. The old railroad depot north of Sunniland.
 15. The township of Arzell
 16. The township of Harker
 17. The township of Bunker Hill
 18. Marker for the previously monumented site of Fort Simon Drum – A U.S. Army fort used in the Second and Third Seminole Wars, 6 miles east of Immokalee City on Immokalee Road.
-

The Department of State, Florida Division of Historical Resources on 9-09-2008 accepted a Site File Survey Report # 15576 titled "A Final Report on the Army Forts South of the Caloosahatchee River during the 2nd and 3rd Seminole Wars". In this report 8 new locations were registered on the Florida Master Site File as being the site of U.S. Army Forts and Fortifications built and used during the 2nd & 3rd Seminole Wars located in Collier County and 1 name and 1 location change for previous sites recorded in Collier County. They are listed as follows:

1. A change of status form requesting that the name recorded as Fort Doane (CR660) be changed to Camp Keais as David Graham Copeland accurately monumented it in the 1940s.
2. A change of status form requesting that the site previously recorded as Fort Keais (CR669) have a name change to Fort Keys.
3. CR1074 is now registered as Old Fort Foster
4. CR1075 is now registered as Fort Loomis
5. CR1076 is now registered as Camp Near Depot No. 1
6. CR1077 is now registered as Depot No. 1
7. CR1078 is now registered as Fort Doane during the 3rd Seminole War
8. CR1079 is now registered as Fort Keais during the 2nd and 3rd Seminole War
9. CR1080 is now registered as Fort Kneas
10. CR1081 is now registered as Fort Doane during the 2nd Seminole War

This brings to a total of 41 Historical sites as of 9 -11 -2008 in Collier County that can be recognized by the Collier County Historical / Archaeological Board and have the ability to have historical markers placed at those locations either by the county or the State and have them placed on any future proposed Cultural or Heritage Trails implemented by the county. This also paves the way to have these sites eventually nominated and placed on the National Register of Historic Places.

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Historical Collier County, Florida

Map of

IMMOGALLEE-Name derived from Spanish meaning "my home". First mentioned about 1817. First post office approved in 1870. The name was changed to Collier in 1886. The present name was adopted in 1914. The name was changed to Collier in 1886. The present name was adopted in 1914.

CHOKESCREAK-Name derived from Spanish meaning "my home". First mentioned about 1817. First post office approved in 1870. The name was changed to Collier in 1886. The present name was adopted in 1914.

TRINIDAD-Name derived from Spanish meaning "my home". First mentioned about 1817. First post office approved in 1870. The name was changed to Collier in 1886. The present name was adopted in 1914.

COMMUNITIES

AMMOGALLEE-Name derived from Spanish meaning "my home". First mentioned about 1817. First post office approved in 1870. The name was changed to Collier in 1886. The present name was adopted in 1914.

CHOKESCREAK-Name derived from Spanish meaning "my home". First mentioned about 1817. First post office approved in 1870. The name was changed to Collier in 1886. The present name was adopted in 1914.

TRINIDAD-Name derived from Spanish meaning "my home". First mentioned about 1817. First post office approved in 1870. The name was changed to Collier in 1886. The present name was adopted in 1914.

RAILROADS

DEEP LAKE RAILROAD-Approved to have from the line approved in 1914. The line was completed in 1915. The line was completed in 1915.

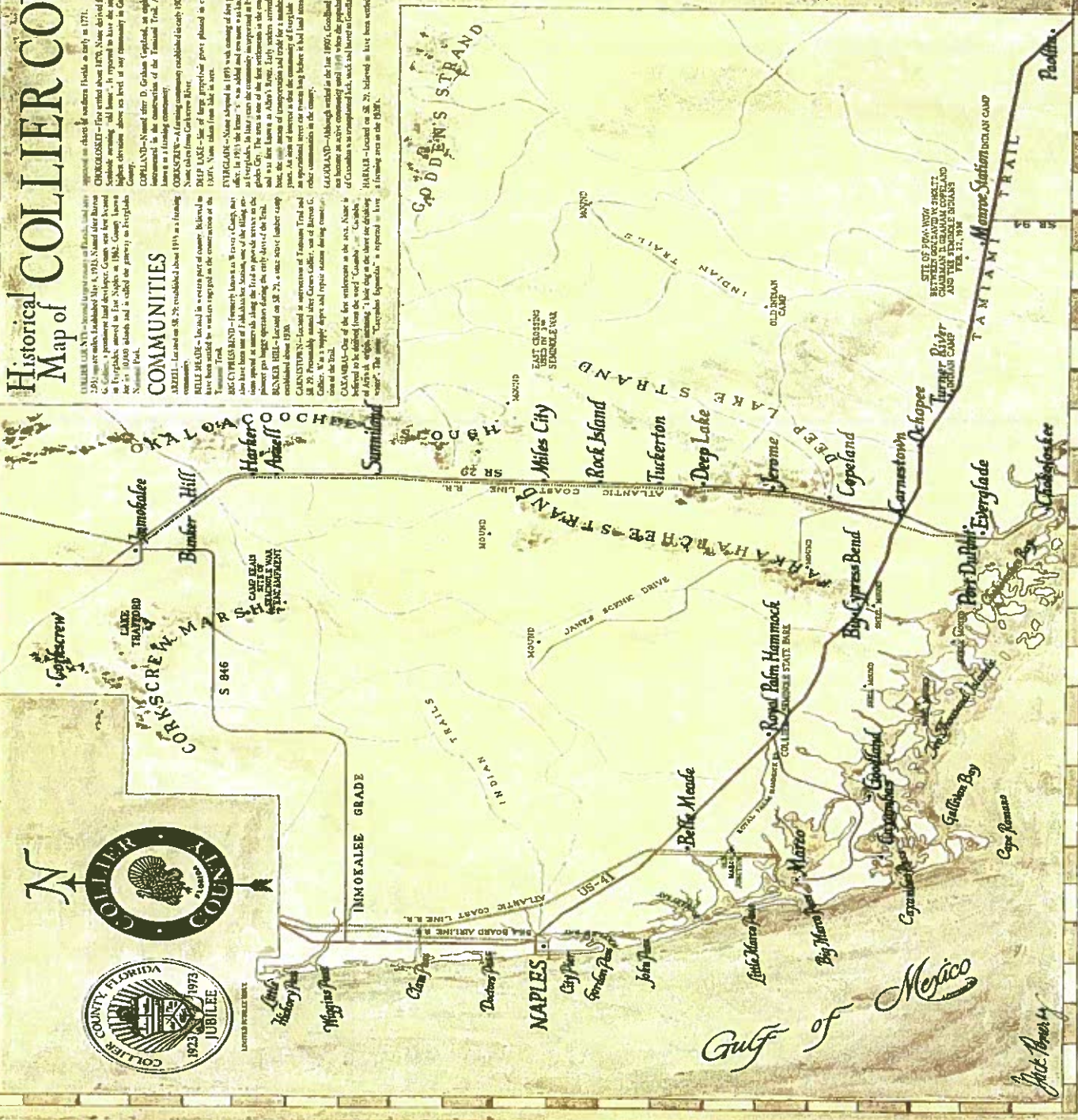
ATLANTIC COAST LINE-Approved to have from the line approved in 1914. The line was completed in 1915. The line was completed in 1915.

SEABOARD COAST LINE-Approved to have from the line approved in 1914. The line was completed in 1915. The line was completed in 1915.

POINTS OF INTEREST

NAPLES BEACH-One of the first attractions in Naples, the pier was originally a wharf extending 600 feet to deep water to accommodate the passenger and freight steamers. The pier was about 400 feet long and 20 feet wide. It was built in 1892. The pier was about 400 feet long and 20 feet wide. It was built in 1892.

OLD INDIAN CAMP-One of the first attractions in Naples, the pier was originally a wharf extending 600 feet to deep water to accommodate the passenger and freight steamers. The pier was about 400 feet long and 20 feet wide. It was built in 1892. The pier was about 400 feet long and 20 feet wide. It was built in 1892.



THE COLLIER COUNTY JUBILEE HISTORICAL MAP

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TYPES OF HISTORICAL MARKERS

There are in general 2 types of markers used in the State of Florida today. One is the individual county markers which are based on the profile of the state markers and the other is the State of Florida markers distributed by the Florida Historical Markers Program. The Collier County Museum currently has the equipment to produce the county type markers which they have done at several sites. The following are the type of state markers available today and the State of Florida requirements for those markers and landmark sites.

Florida Historical Markers Program

Historical Markers Of Florida



CRITERIA FOR FLORIDA HISTORICAL MARKERS

The Florida Historical Marker Program recognizes historic resources, persons and events that are significant in the areas of architecture, archaeology, Florida history and traditional culture by promoting the placing of historic markers and plaques at sites of historical and visual interest to visitors. The purpose of the program is to increase public awareness of the rich cultural heritage of the state and to enhance the enjoyment of historic sites in Florida by its citizens and tourists.

To be recognized as either a Florida Heritage Site or Florida Heritage Landmark a resource must meet the following criteria:

FLORIDA HERITAGE SITE

- To qualify as a Florida Heritage Site a building, structure or site must be at least 30 years old and have significance in the areas of architecture, archaeology, Florida history or traditional culture, or be associated with a significant event that took place at least 30 years ago.

- Resources associated with a historically significant person may qualify as a Florida Heritage Site 30 years after the death of the individual or 30 years after the event with which the person is associated.

- The resource should visibly retain those physical characteristics that were present during the period for which it or the associated person is significant.

- A moved building or structure may qualify as a Florida Heritage Site if the move was made 30 or more years ago, or the move was made to preserve the resource from demolition and reasonable attempts were made to ensure that the new setting is similar to the historical setting.



"Railroading in High Springs" at the High Springs Station Museum.

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FLORIDA HERITAGE LANDMARKS

● To qualify as a Florida Heritage Landmark a building, structure or site must be at least 50 years old and have regional or statewide significance in the areas of architecture, archaeology, Florida history or traditional culture, or be associated with an event of statewide or national significance that took place at least 50 years ago.

● Resources associated with persons of regional or statewide historical significance may be recognized with Florida Heritage Landmark status 50 after the death of the individual or 50 years after the historical event with which the person is associated.

● In certain cases, resources that are less than 50 years old but are significant at the statewide or national level also may qualify as a Florida Heritage Landmark.



Mayo, County Seat of Lafayette County.

● The resource should visibly retain those physical characteristics that were present during the period for which it or the associated person is significant. A moved building or structure may still qualify as a Florida Heritage Landmark if the move was made 50 or more years ago, or the move was made to preserve the resource from demolition and reasonable attempts were made to ensure that the new setting is similar to the historical setting.

TYPES OF FLORIDA HISTORICAL MARKERS

MARKER FUNDING

Normally, individuals and for profit organizations must bear the full cost of paying for historical markers and plaques, but when funds are available state and local governmental agencies and nonprofit organizations may apply for matching grants to defray half the cost of markers and plaques.

PROGRAM INFORMATION

The Division of Historical Resources will provide detailed information about eligibility requirements and application and review procedures for the marker program. Requests for information and application forms may be made by writing or telephoning the Division of Historical Resources, Department of State, R.A. Gray Building, Tallahassee, Florida 32399-0250, (850) 245-6333 or 1-800-847-7278. Office hours are from 8:00 a.m. to 5:00 p.m., Monday through Friday.



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SECTION 5

Today to establish with any sort of accuracy the present state and condition of any Historical or Cultural Heritage interpretation in Collier County it is necessary to understand the basic geographical boundaries in the county. This would serve to give a general view of the present situation in regards to any proposed plans. There are currently 5 park systems in and around Collier County's borders and will be placed here in order as:

1. The Big Cypress National Preserve (Federal)
2. The Picayune Strand State Forest (State)
3. The Fakahatchee Strand State Preserve (State)
4. The Florida Panther National Wildlife Refuge (Federal)
5. The Everglades National Park (Federal)

These parks today represent 80 per cent of the total land area in Collier County. Each one of these parks, have their own directives, policies, and comprehensive plans, to deal with the management and maintenance of these lands with no required input from Collier County government. Therefore it should be of paramount interest to the citizens and county as a whole to review how the policies of these parks relate to the Historical and Cultural representation of the county's past heritage. Since such a large amount of history is to be found on this land a general and basic report on 4 of these parks will be attached on the following page, the one not being attached is The Everglades National Park for reasons of their being in control of the least amount of geographical land area in Collier County. This report on the next several pages should in fact serve to give an accurate review of how the county's past history is and has been displayed and interpreted to the public at large in these parks and preserves.

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The Big Cypress National Preserve Today

The Big Cypress National Preserve was established in 1977 with a total of 574,440 acres of land. Starting in 1977 through 1983 a total of 5 Archaeological expeditions took place on the preserve to fulfill the requirements of Executive Order 11593 that mandated inventory on Federal properties for Archaeological Resources. Out of those 5 expeditions a total of 395 archaeological sites were recorded. From those 5 expeditions approximately 1,132,461 artifacts have been collected. Out of this collection, by 2002, - 625,947 objects had yet still to be cataloged. From a direct result of the first 5 expeditions, 8 sites were nominated to the National Register of Historic Places between 1978 and 1986. Of those eight sites, all were classified as "address restricted" with no access or mention to the public. The ninth site, Monroe Station was added in 2000 but after 15 years in the possession of the Department of the Interior it has not yet been restored as of 2007. This in itself is interesting considering the fact that the Big Cypress National Preserve only has 2 sites listed in its inventory under [list of classified structures] one being the Monroe Station- structure # HS-01, and the other is listed as the H.P. Williams Park Marker- structure # HS-02. The actual 2 foot x 3 foot marker was moved to this site from its actual historical location. When added with the fact that no Historic Resource Study, Cultural Landscape Inventory, or Cultural landscape Report, all items that were made a requirement by Federal Legislation in 1991-Public law, 101-628, Section 1209, it becomes evident there are shortcomings in the present system.

Although David Graham Copeland placed monuments at 4 sites from 1938 to 1942 in the Big Cypress National Preserve- (1. the site of the 1936 Seminole Conference, (2. the East Crossing site, (3. Fort Harrell site and (4. Hinson Mound [Billy Bowlegs Old Town]), no mention was made to Register one of those sites even though they were clearly indicated on County Maps and the 1947 US Geological Survey Maps. In 1988 the Preserve was enlarged with an additional 146,000 acres of land commonly referred to as the "New Addition Lands." From the year 2000 to 2002, two separate Archaeological Expeditions were conducted on the new addition lands producing 71 new sites of Archaeological importance. In a move that was unprecedented, Big Cypress National Preserve officials (Federal) refused to divulge the locations of the 71 sites to the Division of Historical Resources (state), the agency who is officially in charge of maintaining the Florida Master Site Files. They expressed concern over the "protection of site location information."

Evidence from all available records indicates there has never been a violation of Historical or Archaeological artifact removal from someone who has used the public accessed Florida Master Site file from any Parks location in South Florida. This evidence is supported in Big Cypress Preserves own Archaeological Overview and Assessment; completed in 2005 where page 247, paragraph 4 (a) states:

"Although no violations of the Archaeological Resource Protection Act, have been investigated within the preserve."

Of the 395 sites originally found between 1977 and 1983, ninety six percent have never been revisited by Archaeologists for almost 25 years and then the selected few that were visited in 2002, were found to be mostly damaged by animal "burrowing and activity". While the Archaeological Overview written in 2005 recommends on page 232 paragraph A (2) to, "Identify the location and nature of Sawmill sites, sites of logging operations, and agricultural and company towns, identify, map, and record extant 54 structural remains, features and landscapes."

* Thirty years after the establishment of the preserve this remains to be accomplished.

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As a requirement of Federal Law under the Antiquities Act, Historic Sites Act, National Preservation Act, and Archaeological Resources Protection Act, a primary responsibility of the National Park Services is to "identify, interpret, and protect cultural resources under its jurisdiction."

Now many question the fact that after 30 years in existence, the Big Cypress National Preserve according to their own overview in Chapter 9, page 237, under Cultural Landscapes, states "to date, no cultural landscapes have been identified in Big Cypress." On the same page under Structures, paragraph 2 it states, "Though no formal inventory of structures has been conducted in Big Cypress, dozens of significant structures have been recorded during Archaeological Surveys of the Preserve." The dozens of significant structures spoken of are recorded in the archives of the South East Archaeological Center in Tallahassee Florida which is the support center of the National Park Services Southeast Region. It is registered under the Accession number 1396.

Although the National Park Services management policy is predicated on the National Historic Preservation Act and includes Cultural Resources as Archaeological Resources, Cultural Landscapes, Structures, Museum Objects and Ethnographic Resources, Chapter 9 Page 238 paragraph 6 states that "to date no inventory study aimed at identifying ethnographic resources has been conducted for Big cypress National Preserve."

Furthermore in chapter 9 of the Archaeological Overview it states under Archaeological Evaluation Studies, page 239, paragraph 1 "an Archaeological Study is conducted to meet a, parks specific needs and to assess and document the scientific value, integrity, condition, and National Register eligibility of Archaeological Resources." Paragraph 3, under the same heading concludes:

"Unfortunately, a final report detailing the results of previous evaluation studies was never prepared." Under the same heading paragraph 4 it states, "To date no evaluation studies have been conducted in the New Addition Lands." This then would bring a total of 455 sites to be placed on the National Register with "address restricted" placed in the nomination. Under the heading Confidentiality of Site Information, chapter 9, page 248 paragraph 2, it is stated: "It is recommended that Big Cypress National Preserve management continue to protect the dissemination of sensitive Archaeological Information including public venues, documents, maps and printed and electronic media."⁹³

Although basic information proffered by Big Cypress National Park officials states that the 455 Archaeological sites found to date all have a Seminole Historic context that includes sacred and burial sites and are "Sensitive Archaeological Sites" (as those type of sites should be). The information provided during the first 5 field seasons of Archaeological Expeditions, 1977-1983, clearly show a preponderance of sites "clumped together" with traditional pioneer sites. Out of the 395 sites found during the 5-year survey, records indicate there were:

1. Thirty-six Historic Camps, one clearly an Euro American Historic Site (first contact)
2. Seventy two Fields with gardens
3. Three Sugar Cane Mills
4. Two Stills
5. One Trading Post
6. One hundred twenty four Seminole Camps
7. One Green Corn Dance Site (sacred)
8. One Well
9. One House
10. One Rock Wall

* After 34 years of being established there remains no mention of these sites in the Big Cypress National Preserve either by a marker or in an interpreted way, and available for the public to visit.

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The Picayune Strand State Forest Today

The State Forest today known as the Picayune Strand State Forest is located two miles east of Naples, south of Highway I-75. It is an area of land that has been combined from the South Golden Gates Estates and the property known as the Belle Meade tract. Through acquisitions today it comprises more than 69,975 acres of property. Since its establishment in 1996 several Archaeological surveys have been conducted by the Division of Forestry revealing 44 Seminole and early Army sites built and occupied since the mid 1800s. To date, none of these sites have been disclosed to the public, recorded on the National Register, or displayed in any type of interpreted way.

The "Old Walker Horse Trail" used by the US Army during the Seminole Wars is now called the Belle Meade Horse Trail and although it stretches over 22 miles through the forest there is no interpretation in the form of kiosks or markers not only for the trail, but any of the known cultural or historical sites from early pioneer communities or homesteads, that had occupied the area for over a hundred years. Although one of David Graham Copeland's monuments was placed at a site there during the 1940s called Table Camp, there is no available access for the public to visit this site. Starting in 1985 purchase of the land from 17,000 different landowners began in order to expand the park. In 1998 the federal government gave 25 million dollars in aid to the state of Florida for additional land purchases with the intent of restoring the natural sheet flow of water over the area. This restoration project is included in the Comprehensive Everglades Restoration Program (CERP). In 2004 Governor Jeb Bush included in the state budget a 360 million dollar allocation for Picayune Strand State Forest to begin removing 227 miles of roads and blocking 45 miles of canals, (a process now more than 50% completed). In a move most Collier county residents disagreed with, Collier County officials in 2003, "transferred authority over Southern Golden Gate Estates roads (and access to historic areas) to the South Florida Water Management District.

Part of that agreement included an agreement by the South Florida Water Management District to provide a 640 acre parcel, at the Belle Meade site for off road vehicles to retain a right for use.

*

Soon after the State took control of the right of way in Southern Golden Gates Estates, officials at the Picayune Strand State Forest made it illegal to use off road vehicles in the Park (an activity in use for over 80 years) and as of 2008 the South Florida Water Management District has failed to fulfill their obligation providing a 640 acre site for recreational vehicles. There was an attempt to do so in 2005 but the 640 acre parcel then being offered, was found to have considerable arsenic contamination from past farming activities and was therefore rejected. These actions prompted one of the members of the Sportsman's Alliance club to comment in a local interview "We feel like we've been sold out."

* Today there remains no historical markers, or interpretive displays in the Picayune forest for the public, and with the subsequent flooding of the area that will be the result caused by the C.E.R.P. program chances are good there probably will never be.

The Fakahatchee Strand State Preserve Today

The almost 80 thousand acre wilderness area purchased by the Lee Tidewater Cypress Company in 1913-14 is today known as the Fakahatchee Strand State Preserve. It has one of the largest subtropical strand Swamps in the United States. It is located south of the Florida Panther National Wildlife Refuge on I-75 and east of the Picayune Strand State Forest in Collier County. Access to the Strand was traditionally made from the S.E. or N.W. corner of the Preserve but with the restoration process going on in Picayune Strand State Forest, access from the N.W. Bridge at Prairie Canal has been eliminated by the removal of the bridge. This is in fact the location of the new border between the Picayune and Fakahatchee Preserve. Today there is only motorized access through the Park on Janes Scenic Drive located in Copeland on Highway # 29, approximately 4 miles north of the Tamiami Trail. The Strand is about 5 miles wide and 20 miles long and was created from the first land purchase in 1974 by the State of Florida.

Today if you used your computer to go online at Fakahatchee Strand State Parks website it would direct you to the Nature & History section under which you would find the heading "Florida's Cultural Resources" where it states:

"Cultural resources management in state parks involves identifying, maintaining, protecting, preserving and interpreting evidence of those who lived in Florida before us. This evidence takes the form of resources which range from Native American sites thousands of years old to military sites from World War II. Many state parks exhibit and interpret diverse collections of cultural objects which may include archaeological artifacts, furniture, textiles, papers, tools, and agricultural implements."

It further states:

Florida State Parks Cultural Resources Sites

"The Division of Recreation and Parks, is charged by statute to provide for perpetual preservation of historic sites and memorials of statewide significance and interpretation of historic sites and memorials of statewide significance and interpretation of their history to the people. Approximately 200 historic structures and 750-1000 archaeological sites are located on lands in the Florida State Park system. All but a few of the 151 parks have pre-historic or historic resources."

Fakahatchee Strand State Preserve is one of those "few" that have no historic resources with markers or any type of interpretation of historical sites for the general public. Probably one of the main reasons is that there never has been an archaeological survey conducted in the park over the last one hundred years. Dozens of the earliest pioneers have built houses in the Strand and many hunting camps, but as of 2006 none had been recorded.

In March of 2007, the first of what is called a Level I archaeological survey was begun in the Strand by a two-man team representing the University of South Florida. The team, which also used volunteers from the community, found over a two-month period several sites of importance. The initial report has not been completed yet as this is only the beginning of the most basic of surveys. However in all it probability will come at a time perceived by most as too late now that the Prairie Canal has been filled in and the subsequent flooding of the area has begun in both the Picayune and Fakahatchee state parks. It is in a way ironic that the Table Camp monument placed by David Graham Copeland in 1942 at a sacred and historic site has changed borders from the Picayune Forest to the Fakahatchee Strand State Park by reason of the same event that will probably end up destroying the site.

* As of July 2007 there, remains no historic markers, cultural interpretation trails, signs, or any listing of structures on the National Registry of Historic places, in the Fakahatchee Strand State Park.

The Florida Panther National Wildlife Refuge Today

The Florida Panther National Wildlife Refuge is located approximately 20 miles east of Naples along I-75 in present day Collier County. It was established in 1989 by the authority of the Endangered Species Act and its primary purpose was to protect the endangered Florida Panther. According to the Comprehensive Conservation Plan for the Refuge written in 1997 under the National Wildlife Refuge System Improvement Act, the history of the Refuge is described as follows: History of the Refuge: "Prior to the Refuge establishment the area was owned by the Collier family. Land use was limited to private hunting leases and cattle grazing. Several hunting camps were constructed throughout the Refuge. The largest camp was located on the east side and was referred to as the "Fakahatchee Conservation Club". Deer were hunted by the leaseholders or their guests with the aid of dogs, tree stands, swamp buggies, or on foot. The service purchased the initial 24,300 acres of the Refuge from the Collier family (for which Collier County was named) for 10.3 million through a series of Fee Title acquisitions. With the addition of lands from the Collier Land Exchange on December 18, 1997, the Refuge grew to approximately 26,400 acres."

When the Fish and Wildlife Service prepared a comprehensive Conservation Plan for the Florida Panther National Wildlife Refuge in Collier County by 1997, part of the recommendations for an Operational Guide for management for the next 10 to 15 years was to establish a Visitor Center and Interpretive Facilities.

Under Federal Law public input into the use of the Panther Reserve was implemented as a joint group called the Stake Holder Committee, which came together for recommendations to the Preserve management. At the time the public was evenly split 50/50 on whether or not to allow the general public access to the preserve through as variety of interpretive displays, hiking trails and general activities. Management at the Preserve went ahead with the decision to keep the Refuge off limits to the general public stating that in five years the managers would reevaluate the Recommendations again. Ten years later this still has not been accomplished under the Comprehensive Conservation Plan (CCP).

The CCP clearly states under management direction that:

"The mission of the Florida Panther National Wildlife Refuge is to conserve and manage lands and waters in concert with other agency land efforts within the Big Cypress Watershed, primarily for the Florida panther; other threatened and endangered species; natural diversity; and cultural resources for the benefit of the American people."

Under Appendix C of the Public Involvement Process of the CCP it is recorded that:

"Stakeholder Consensus and Recommendations"

"On November 5 1997, the committee voted unanimously that a visitor center be constructed close to the I-75 corridor, be a multi-agency venture, and not on a site containing sensitive resources. It could be located either inside or outside the Refuge."

The Stakeholder Group recognized the need for more public access when under the same appendix, recommended:

"Service Responses"

"The, I-75 highway connects Naples to Miami and bisects the greatest wetlands of the United States, the Everglades, and Big Cypress Swamp. Yet no facility exists along this stretch to fully inform the public of the wonders of these wetlands or the major restoration events that are taking place. No site exists where school groups can go and learn about the dynamics of this intricate system. Interstate 75, in Collier County, east of Naples offers a perfect venue for a multi-agency interpretive and education center to accomplish these endeavors."

Although the CCP states in Appendix A under environmental assessment one of the objectives under 6.3 is to: "Facilitate partnerships to manage cultural resources with the National Park Service, the State Historic Preservation Office, professional archaeologists, Native American communities, and the general public."

* This has never been undertaken since the Preserves inception.

It was recommended under the Archaeological Resources Management Goal Objective 7.1: "By 2005 conduct a Refuge-wide Archaeological Survey". * To date this has not been done. On page 79 Appendix A of the CCP one of the alternatives proposed under Cultural Resources states: "This alternative would provide for greater public interpretation of historic and archaeological resources on the refuge. Refuge interpretation would mostly be in conjunction with the exhibits associated with historic uses, however, other cultural resource sites associated with the refuge would be opened up for interpretation as well."

* The development of these resources has never been implemented despite the fact that there are seventeen recorded archaeological sites in the Preserve.

As of 1989 there were thirty-one National Wildlife Refuges, containing historical sites with a total of ninety-one actual sites having been placed on the National Register of Historic Places. Despite the Florida Panther National Wildlife Refuge having recorded 11 twentieth century Rock Island camps and the historic Colding House, page 66 of the CCP states:

"None of the Historic sites are considered eligible for the National Register of Historic places."

Conspicuously absent from the list of recorded sites at the Preserve is the monument David Graham Copeland placed at the Preserve in 1942 indicating an Indian village and mound site. This placing of the monument in 1942 at this site makes it eligible for the National Register. The fact is officers of the U.S. Army have recorded on most topographical engineer maps from 1837 to 1858 this site including, Army Forts and trails, Indian Villages, and Supply Depots.

The CCP on page 66, Appendix A states: "Miccosukee and Seminole bands may have utilized the Refuge in the 19th and early 20th centuries. However, no sites or camps have been found or reported on the Refuge which can be attributed to either group."

Questions now being raised by residents of Collier County (as should also be raised with Big Cypress National Preserve) why with such a large number of sites from early Pioneer Communities, industries, and buildings, has one of the preserves main goals has been, under Cooperative Management Goal 6.3.4: To: "Work with local Native American Communities to develop an education program regarding their cultural heritages."

Although the Preserves officials will readily admit that they have a serious shortcoming in the areas of implementing past goals and have shortages in the Refuges staff, one of their main objectives (which the budget hasn't seemed to impede) found on page 31 under Strategies 6.1.1 states: "By 2005 strive to achieve perpetual protection of approximately 10,000 acres of Panther Habitat north of the Refuge through easement or Fee Title acquisition."

It would be important to note here that the research report completed in 2006 reveals that Fort Keais and Fort Doane in the Second Seminole War along with several Army encampments are located on this parcel of land north of the Preserve. In 2005 after a decade in the planning a small 1.5 mile hiking trail, (representing 4 percent of the Preserve) was opened on the S.E. corner of the Preserve on Highway # 29 for use by the general public.

* No interpretive markers to denote any past cultural sites exist along this hiking trail and as of 2008 the Preserve remains off limits to the general public.

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The Preservation of Historical Sites in South Florida Today

Today almost no historic structures or sites, on the National Register of Historical Places today can be visited by the general public in 5 of the largest State and Federal Parks in South Florida. This encompasses a vast 21,000 square mile area that can best be described as "historically threadbare." It should also be noted that there is no historical district (an area to incorporate any past place or communities) between Miami on the east coast and Naples on the west coast. Indeed by 1985 eighty nine years after Miami had become incorporated did the historic preservation board in Miami act on a 1980 Historic survey done in Metropolitan Dade County. By that time out of the 587 properties that were envisioned to be placed on the National Register, it was found that 201 of those properties "had been demolished." This then would have to raise the question why the longest continuous stretch of past communities in Collier County, some older than Miami's and numbering over 15, (the largest number in a continuous 40 mile line in Florida) have not been placed on the National Register as an historic District. Stretching from Chokoloskee north through Everglades City, Carnestown, Copeland, Lee Tidewater, Jerome, Deep lake, Matmon, Tuckerton, Rock Island, Miles City, Sunniland, Arzell, Harker, Bunker Hill, onward north on Highway # 29 right up to the gates of Fort Simon Drum.

SECTION 6

This then gives an accurate description in section 5 in regards to the loss of Cultural sites in respect to governing agencies presently managing land in Collier County. The actual statement: loss of Cultural sites is perhaps a misnomer considering these sites are not (lost), they are just not being interpreted to the general public in any meaningful way thereby depriving Collier County residents and ultimately all of the residents in the State of Florida of their past History, Culture, and Heritage. Since 1974 with the establishment of the Big Cypress National Preserve and the subsequent establishments of the Fakahatchee Strand State Preserve, the Florida Panther National Wildlife Refuge, and the Picayune Strand State Forest it can accurately be stated that Collier County has lost over one million acres in the last 34 years that are not now under any county taxable base, management, or possible usage in regards to development and sustainable infrastructure for the county's future. It is apparent that with such a large geographical area of land here being discussed – 80 percent of the county – that an equally proportionate part of the county's past History, Culture, and Heritage would be found on those lands. These are in essence a part of the county's past that stretches back to 1837, at least one hundred years farther back than the county's inception in 1923. It therefore becomes incumbent for Collier County officials to review how such preservation and interpretation of the county's past history is presently being demonstrated and in what manner this will be done in the future.

In Section 14 - A plan to establish cooperative management agreements that can be used with several of the Federal and State park systems in Collier County - will address this issue in more detail.

SECTION 7

In describing what would be considered an economic loss to Collier County in respect to no present Historical, Cultural, or Heritage related themes it would in general be of primary importance to view what the county's assets are in regards to attracting visitors/ tourists with a specific travel destination in mind. During the 1970s and continuing into the late 1980s there was a definite direction to establish Naples as the (Golf capital of the United States). The results of this process can fairly well be seen in view of the fact that there are now over 300 golfing clubs, developments with a golfing theme, and private golf driving ranges. However the recent downturn in the real estate market (the reasons not offered here) coupled with the fact of several hurricanes damaging the area (something not seen for more than 40 years), a national economic downturn coupled with the fact of the affordable housing situation, unprecedented growth in population and progressive development it becomes apparent that what was once considered to be sustainable economic commodities, has indeed found its limits and short comings.

In looking at what is economically sustainable using the county's resources, a need to review the present system should warrant a closer look. One obvious and untapped asset that can be readily seen is the county's historical past and cultural identity. These assets are now fully being realized and used in the eastern part of the county to a large degree but unfortunately the financial returns and assets are not finding or being received in a full measure by the county nor is there any meaningful results being derived in the fashion of attracting tourists / visitors through this historical or cultural (theme). This can be further illustrated by a simple review of:

1. The current processes and a geographical understanding of the routes the visitor / tourist arrives by in entering Collier County and the city of Naples.
2. What purposes or destinations would that visitation best be described as including.
3. What attractions are available in a time saving manner and set forth as a concentrated and uniform direction that leads the visitor / tourist into the Collier County and city of Naples area.

As can be expected this visitor would arrive at the destinations by the primary mode of travel which would be the automobile. Therefore it is essential to understand those routes and services presently used there and the conditions relating to those on and during travel by those same routes. Two directions can be used to enter Collier County and the city of Naples. These would be the eastern direction and the northern direction. The Eastern direction would consist of 2 roadways leading from the east coast, one being the I-75 Interchange in the central part of the county and the other road would be US 41 in the southern part of the county running east from Miami to its terminus in the city of Naples where it turns and continues in a northerly direction up the west coast. The same roadway US 41 can easily be seen to be the other direction on a return trip south in which Collier County and the city of Naples can be accessed.

The 2 roadways on the eastern directions will be discussed here in section 7
The other northern section will be addressed in a later section of this report.

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TRAVEL DESTINATIONS FROM THE EAST COAST ON I-75

In taking a view of the direction taken by visitors / tourists traveling from the east coast on I-75 towards Collier County / Naples the first stop on the leg of the journey would bring you to exit # 14 where a service station, rest area, and restaurant are located and leads to the entrance of The Miccosukee Casino and Hotel area located 25 miles west of Fort Lauderdale. This has become a favorite travel stop and has become very profitable and a major attraction for the Miccosukee Tribe. On this same exit road can be found the (Snake Road) which stretches for 14 miles north until it reaches the Big Cypress Seminole Reservation where attractions such as the Ah-Tah-Thi-Ki museum is located along with several other tourist attractions including the, Billy Swamp Safari tours, and other similar tour attractions operate on a daily basis. After returning to I-75 to continue your journey west the next exit stop available would be a rest stop 12 miles west of Snake Road. Here refreshments can be purchased and a large 3 dimensional electronic map can be interactively used by the public showing the Big Cypress National Preserve and the entire biological resources (not historical) in the Everglades region are displayed. This rest area is also the northern terminal point for the Florida National Scenic Trail (Federal not state or county) that stretches for about 20 miles south through the Big Cypress National Preserve. Visitors walking on this trail will eventually end up at the Big Cypress National Preserve Oasis Visitor Center run by the Dept. of the Interior (N.P.S.) on US 41 where the visitor center offers an interpretive center, ranger tours, refreshments, visual and audio displays, concessions, books, souvenirs, and a long boardwalk in front of the center. In these services are included maps of the Big Cypress and Everglades region which highlight the other N.P.S. visitor centers and activities to be found at these locations. Continuing west on I-75 towards the city of Naples an unbroken stretch of highway for 45 miles continues past the Fakahatchee Strand State Preserve on the south side, the Florida Panther National Wildlife Preserve on the north, followed by the Picayune Strand State Forest on the south side with no other available areas to rest or experience any part of Collier Counties past or present opportunities.

This highlights the fact that on one of the most heavily traveled roads leading into the county no financial returns are realized by the county, which is obviously in the tens of millions of dollars annually, as well as no county control or management input on or near any stretch of the I-75 Interchange. This will even be more pronounced when plans for the state to start leasing out portions of I-75 to private enterprises takes place in the near future. These services currently being utilized are only represented by a small land area by the Miccosukee Tribe, The Big Cypress Seminole Reservation, and the Dept of the Interior (N.P.S.) entities despite the fact, that the actual land area being used only represents about 10 per cent of what is actually available to Collier County. This would naturally be along the highway # 29 roadway which is in the center portion of the I-75 interchange and runs north and south 20 miles in each direction. Although much of this land presently still has the capability of being acquired by donations, preservation credits (offered to in lieu of development rights), and purchases from individual land owners the county still has no possession or control of any part of this area.

Particular attention should be given towards preservation credits from development on both sides of highway # 29 in respect to establishing greenways west, north, and east of the Florida Panther National Wildlife Preserve where development is starting to take place in Sunniland, the Ave Maria Phase 2 project, and the proposed development of the Okaloacootchee Slough area leading to Immokalee City. This then represents approximately 78 miles on the I-75 Interstate and 38 miles of roadway on highway # 29 that are not only devoid of capital generating facilities and any existing traveler / tourist information on scenic destinations in the western part of the county but is completely barren in regards to having any historical, cultural, or interpretation of the county's past heritage that is now currently being used so effectively by these 3 previously mentioned entities.

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* It should be noted that the preliminary discussion talked about by the state and Federal agencies found on page 28 in regards to any interpretational centers along the I-75 corridor would in general be run by either a state or Federal agency with no financial assets recognized, and no control or input by Collier County as to the policies, usage, and management of such a facility.

In 2003 the Collier County government sold the right of way to the roads in Southern Golden Gates Estates to the State of Florida for 25 million dollars. This action had the effect of causing a geographical separation from the eastern part of the county in land management terms and future financial returns. Now that the Picayune Strand State Forest is in the largest control of this area the most likely land area to compensate this imbalance would be to have an effective greenway starting on the north side of the I-75 Interchange at or near Everglades Blvd. and continuing in an easterly direction to Highway # 29. This in fact may seem complicated but with the proposed I-75 exit being proposed for the Everglades Blvd. exit or the possible alternative near Desoto Blvd. having the county own property along this route would be a wise long term benefit considering the Florida Dept. of Transportation would own the right of way on either side of the exit.

Future development that would include the Big Cypress project, phase 2 of the Ave Maria project, or any other project that would naturally fall in line with any projected, preservation areas, conservation easements and / or development credits. Conservation Collier has an agenda leaning more towards purchasing property where ever it can be found but the benefits of using a unified approach would serve the purposes of the county better by acquiring more of a land area at a vastly cheaper cost. With a possibility of approval by the county for Conservation Collier to use certain funds for purchase of any lands along this Heritage / Greenway space for a specific area and purpose its use would be enhanced rather than diminished as is now presently on some of the preservation lands now in the county's possession that have accessibility and maintenance issues.

- An understanding of this process should include the fact that if the Florida Panther National Wildlife Preserve were to be successful in pursuing their plans to purchase, acquire by easement, or to obtain lands by fee title acquisition on the approximately 10,000 acres north and west and of the present day preserve, the off limits to the general public policy would likely continue, and the county would loose this income generating potential indefinitely with a large part of its past history that took place along this trail, never being able to be fully interpreted to the public at large.

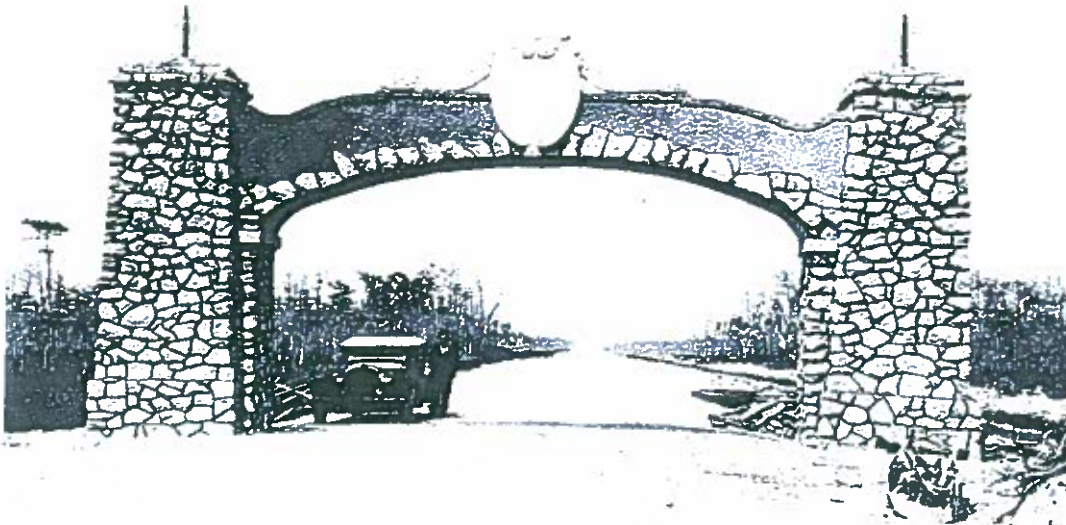
By establishing the largest possible greenway space that is now possible to do in the near future with proper planning and concentrated efforts, access to income generating land that has been lost since the inception of the Everglades National Park system in 1947 and by slow attrition from the 4 major parks outlined in section 5 may be regained and utilized in an economic revenue producing way for Collier County. This will further be highlighted in the following section.

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TRAVEL DESTINATIONS FROM THE EAST COAST – US 41

The lower transportation route from the east coast (Miami) to the city of Naples is the highway known as US 41. Constructed and completed by 1928 it holds a large part of Collier County's past history and cultural heritage. To begin the journey from the east coast to the west coast a look at how the counties past history, culture, and heritage that is now being interpreted along this route will be reviewed. Starting from the east coast the first opportunity for the tourist / traveler to safely exit this road would have been the Dade County / Collier County marker which at that time was a large stone arch. This information will be attached here.

If you would have started from Miami traveling west on the newly built Tamiami Trail in 1928, your starting point would have been at the large stone arch that was built several years earlier. The colossal arch was built not only to designate the Dade and Collier County borders, but was built to showcase the beginning of what at the time was called "the greatest road ever built". It was the new gateway to the west coast and was a highly visible landmark designed to give the traveler a visual perspective of the new frontier now opening up. For over 3 decades the spot was used for various social celebrations.



The Gateway to Paradise Stone Arch -1958

The Stone Archway was an historic landmark for over 30 years until the State Road Department decided to widen the road in 1958 and had the structure razed, despite many objections from the public and different historical societies desiring to save the Arch, and place a pass around easement. Today there remains no Historical Marker at the location of the "Gateway to Paradise".

Following US41 west for about 1 mile would have brought you to the first Tamiami Trail station that was named the Paolito station. The following attachment with information on that station will be added here.

The Station at Paolita

Completed at the end of 1927 the Paolita Station was identical to the other 5 stations built by Barron Collier for travelers on the Tamiami Trail and was located about 200 feet west of Chestnut Billy's Village on the south side of the road. Named after David Graham Copeland's daughter, it was the farthest station east on the Trail and by all accounts, one of the most dangerous. The Southwest Florida Mounted Police Force, started by Barron Collier to patrol the Trail every hour, had their headquarters in each of the 6 stations.



Deputy Sheriff Bill Weaver - 1924

This photograph of an officer in the Southwest Florida Mounted Police was taken in 1924. It shows the type of uniform (based on the Canadian Royal Mounted Police) and Harley Davidson motorcycles used at the time. The patrols taken every hour between stations when the Trail was first opened were very dangerous because of potholes and no shoulders on the road. During the first year of the Trails opening, 4 Police Officers were killed in the line of duty riding their motorcycles according to Maria Stone, historian and author of The Tamiami Trail - 1998. The first Deputy killed was W. B. Richardson on December 14, 1928, 14 days after being hired. His motorcycle struck a bridge and he was killed instantly making his patrol from the Paolita Station. The second Deputy Sheriff killed was William Irving on January 20, 1929 only 60 days after he was hired. Working the route between Paolita and Monroe Station, he was struck head-on by an automobile in a heavy fog. The Paolita Station continued in existence after 1932 when the Collier County Sheriffs office took over Patrol of the Trail, but in 1960 Hurricane Donna destroyed the Station. Today there remains no evidence or marker to denote its past history.

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Continuing on US 41 the next destination that you will encounter today would be the Shark Valley Visitor Center on the south side of the road 28 miles west of the city of Miami. It is run by the Dept. of the Interior – The National Park System (N.P.S.). It has services for a tourist destination that include a rest stop, boardwalk, interpretive trail, and an above ground tram rail that stretches for over 7 miles until it reaches an observation tower. Continuing on US 41 for another 16 miles brings you to the N.P.S. Oasis Visitor Center. Here visitors / tourists are offered a rest stop, an interpretation center (based on the N.P.S. park theme not Collier County's history). Also offered are refreshments, souvenirs, books, a running film loop, ranger guided tours on the trails nearby, and a long boardwalk out front.

Landmarks on the Tamiami Trail

One of the most visible landmarks in south Florida was located on Tamiami Trail several miles east of Monroe Station. Bordering the trail on the north side was a privately owned commercial airfield known as the Oasis Airport. Built in the early 1960s the small runway which was graded rock had a large 2 story airplane hangar that the owners planned to turn into a hotel. Its biggest form of advertisement was a large propeller commercial aircraft that was built on a frame and was mounted over the building.



Propeller Aircraft on the roof of Oasis Airport - 1974
After Big Cypress National Preserve was established in 1974 the plane was removed. Today this is the present site of the Oasis Visitor Center run by the Dept. of the Interior (N.P.S.)

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Traveling 4 more miles west on 41 would bring you to the western edge of Loop Road where on the north side of the road there is a Native American (Indian Village) located and is presently off limits to the general public. Across the road on the south side of 41 the Historic Monroe Station is located. Basic information on that structure will be attached below.

Monroe Station

Traveling on the Tamiami heading west after leaving Chestnut Billy's Village, your next structure would be the Monroe Station. Built in 1927, the foundation and framing was built of Dade County Pine (now extinct) while the outer walls were made out of Cypress wood. The 12 foot deep x 24 feet wide building had a second story above, the general store used by employees. Every week they would bring the receipts to Collier Company in Everglades City stationed in the Manhattan Mercantile Company building. The National Park Service took ownership of the Station in early 1990. The Station, which had been in continuous use for 65 years, was closed without further use for over a decade. According to one Park official "we just mothballed the building."

The National Park Service, under pressure from Historical Societies and citizens, finally placed the Station on the National Register of Historic Places in 2001 and spoke of restoring the building. As of May 2008 the building remains closed and off limits to the public.



Monroe Station - 2008

The present condition of Monroe Station was further damaged by Hurricane Wilma and was to many accurately spoken of in an interview for a local paper when one resident commented, "Wilma exposed a long running problem at Monroe Station. While skilled at preserving nature, park officials have proven less capable of caring for History."

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MONROE STATION - 1927

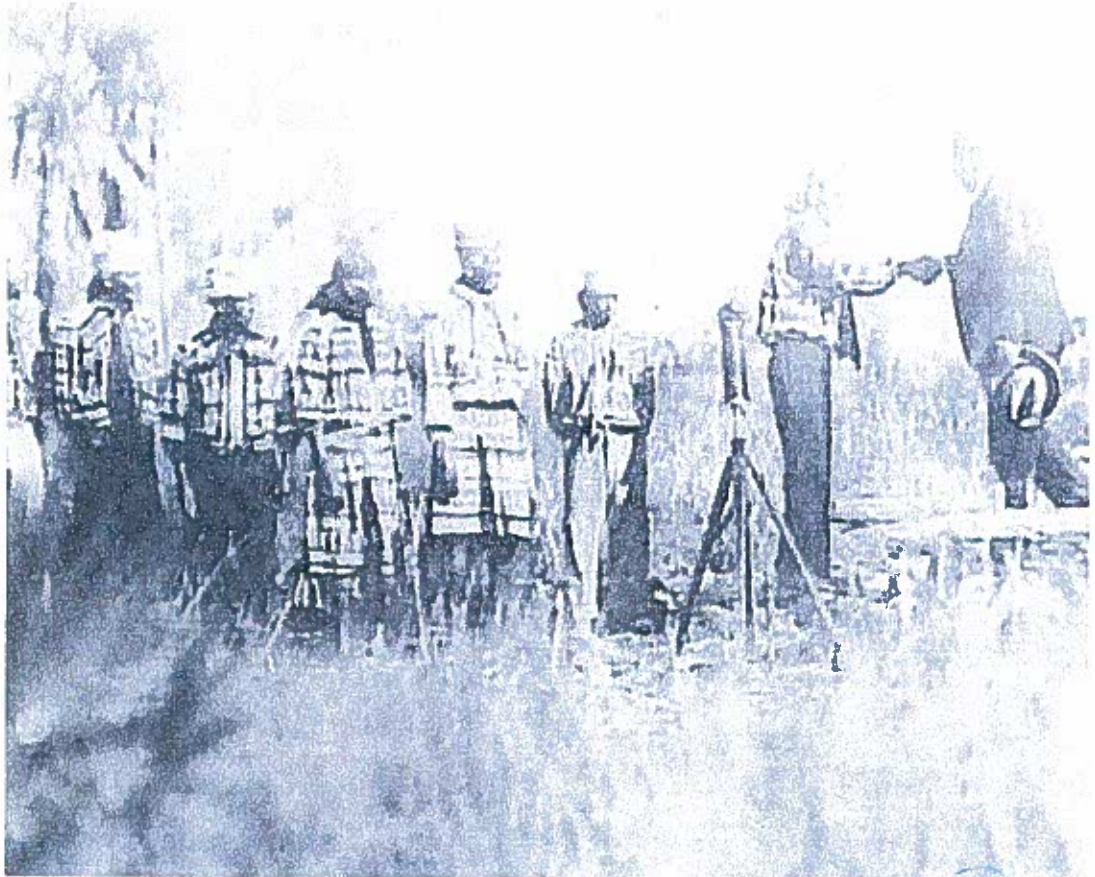


MONROE STATION - 1929

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Monument Lake

Traveling west the next stop you would come to would be Monument Lake. The lake was used first by the Seminole / Miccosukee Indians as a ceremonial site during the mid 1800s. It is now under management by the National Park Service, and it was at this site on February 22, 1936 that several local and state officials met with about 275 Seminole residents. Also present at the ceremony was David Graham Copeland, Collier County Commissioner, who was acting as a liaison in the historic conference. Also present was acting Chief Tush Kee Henche (Corey Osceola) and Council Member Gotch Nagoftie (Josie Billie).



Historic Council with Governor Sholtz, 1936

This historic photograph, taken on February 22, 1936, shows Governor David W. Sholtz asking the Seminole tribal leaders if there was any way he could offer aid from the Government. The classic reply now recorded for all posterity was simply "Pohoan Checkish" (just leave us alone).

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The site at Monument Lake today reveals the monument missing the bronze plate that was attached to it in 1947. Today there is a smaller aluminum marker placed near the site, but it is not located in the same historical location where the historic conference took place and there is no interpretive kiosk or easily accessed parking area for the general public near the site.

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At this point in the report considering that a large part of Collier County's past history is to be found traveling along US 41 through the Big Cypress National Preserve it will be necessary to take a basic review of what the N.P.S. policies and guidelines are in respect to the recording, preservation, and eventual interpretation to the public of any, buildings, sites or objects. In 1991 public law 101-628 required the U.S.-N.P.S. Park system to revise its thematic framework for history and pre history to reflect among other things – current scholarship – and represent the full diversity of Americas past. In 1996 the Dept. of the Interior (N.P.S.) revised this theme to include as its first change: (Theme 1. **“Peopling Places”**) This can be found in the Big Cypress National Preserve Archaeological Overview and assessment manual where on page 252 p-3 it is recorded:

“Historic sites in Big Cypress also provide good examples of this theme. Early American pioneer settlements and communities, such as those at, Halfway Creek, Turner River, Black Hills, and the later agricultural, sawmill, and logging communities of Birdon, Ochopee, and Pinecrest are clearly representative of this theme as they represent the story of the settlement, success and abandonment of this harsh, remote region”.

* Since the establishment of Big Cypress National Preserve in 1974 this has not been accomplished. The following attachment will be added here:

Traveling four miles west on Tamiami Trail from Monroe Station in 1940 you would have come across a large sawmill operation named the Reynolds Saw Mill, one of nine sawmills that was located in the Big Cypress region. The Reynolds Mill was opened in 1937 by C.J. Jones, owner of the Jerome Sawmill that opened 5 years later. The mill was capable of cutting 20,000 feet of lumber a day and Jones built bridges on the north and south side of the Trail with (tram) roads that stretched for 10 miles south until it reached Gator Hook Strand. It was at the time the closest road leading to Fort Harrell on New River. The sawmill compound had houses on the north side for the foreman and houses for the employees and a, sawmill with wells and a borrow pond (to soak the lumber) on the south side. During the seven years the mill was in operation one worker was killed, the son of George Cromartie. In return for compensation to the young workers family C. J. allowed George and his wife Hattie Cromartie to continue living at the site of the sawmill until his death in 1960. During this time he opened a small tour guide and hunting camp at the location.



Today remnants of the wooden bridge leading to where workers at the Sawmill lived remain on the north side of the Tamiami Trail.

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Looking south about 100 feet off the Tamiami Trail across from the old bridge the remains of the concrete footings that supported the large saw can be seen. This site as well as 8 other former sawmill sites remain unmarked in the Big Cypress National Preserve.

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Three miles farther west on 41 on the south side of the road is the small roadside stop area (100 feet by 20 feet) called the Kirby Storter Park. Despite the fact that Kirby Storter was the son of George Storter a pioneer who first came to the Everglades City area in 1887 and founded the town of Everglade and the first trading post in the area which is now known as Everglades City, this site only has several picnic tables and no historical interpretations of any kind about this pioneer's past.

Continuing to travel on 41 heading west 4 miles farther will bring you to the site of Burns Lake another site in Collier County's past that has no historical interpretation for the public despite the fact that one of the sites listed on the National Register of Historic Places in Collier County is located there. It is presently managed by the N.P.S. and is only open to the public at certain times of the year.

One mile further down US 41 on the north side the visitor / tourist will come to the H.P. William's Park. This park is on the Turner River Road that runs north 20 miles to Bear Island to a small visitor's area managed by the N.P.S. The H.P. Williams run by the Dept. of the Interior has a public restroom facility, parking, and a large boardwalk for visitors to observe the Turner River Road Canal (not the river) for about 200 feet running south to north. The historic Turner River Jungle Gardens (a tourist attraction for several decades before the Big Cypress National Preserve was established and the site closed) was located about 1000 feet north of the present park on the north side of 41. It was the traditional home site of one of the county's pioneers C.G. Mckinney and the site of the Big Cypresses first planned communities then called (Needhelp).

The Tamiami Trail Station called the Turner River Station, one of 6 such stations built right after the creation of Collier County and the completion of the Tamiami Trail was located opposite of this community on the south side of 41. Today there is no present interpretation center, kiosks, markers, or historical representations of these sites that were such a vital part of the county's early past.

Traveling west on 41 about 2 miles west of the H.P. Williams park on 41 the next stop on the destination of travel would bring you to what once was the community of Ochopee. Started in the year's right after the completion of the Tamiami Trail the following attachments on the next several pages will give a basic view of this community's past and present condition.

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OCHOPEE

Although there were still some forms of segregation in the town as was the case throughout the era, all the workers were paid about the same wages during the 1930s which was about \$1.25 a day. The fields were very difficult to work in because of the thick and wet marl prairie, which made walking and working a real chore. But above average prices the Gaunt farms were receiving for their winter tomatoes which were shipped by rail up north, allowed them to employ workers in the season that reached an all time high of 1200 people in 1940, more than the population of Naples at that time. Workers were paid in Company coin called "babbit or Jigaloo" depending on who you asked and made most of their purchases at the Company Store similar to the payroll on the farms in Copeland and the Store run by J. B. Janes there.

Ochopee continued to prosper until the late 1940s when the effects of the newly constructed Turner River Road and Birdon Road began to cut off the natural sheet flow of water and started to affect the crops supply of water. In 1953 in the middle of the night, during a rather long cool spell, a fire broke out when an overnight guest fell asleep in the Boarding House smoking a cigarette. The people of the small town tried to fight the blaze and ironically, the only person killed was the guest when he (apparently ashamed of running out naked) went back into his room. In the morning the effects of the fire could clearly be seen. The Boarding House, General Store, Post Office and several buildings were burned completely.

After realizing that a new Post Office was quickly needed, Mr. Sidney Brown and Raymond Cail moved a water pipe irrigation shed approximately 7'3" x 8'4" from the north side of the trail to the south side of the trail. Shelves were installed in the shed and a new Trailway Bus Depot sign was posted next to it. Several years later several lawsuits against the Gaunt Company and the death of partner Ralph Brown coupled with several years of drought began to see the decline of the township and several farm operators in the area decided to move to Immokalee where the land was easier to cultivate.



Ochopee Post Office, Gas Station and Garage, 1958

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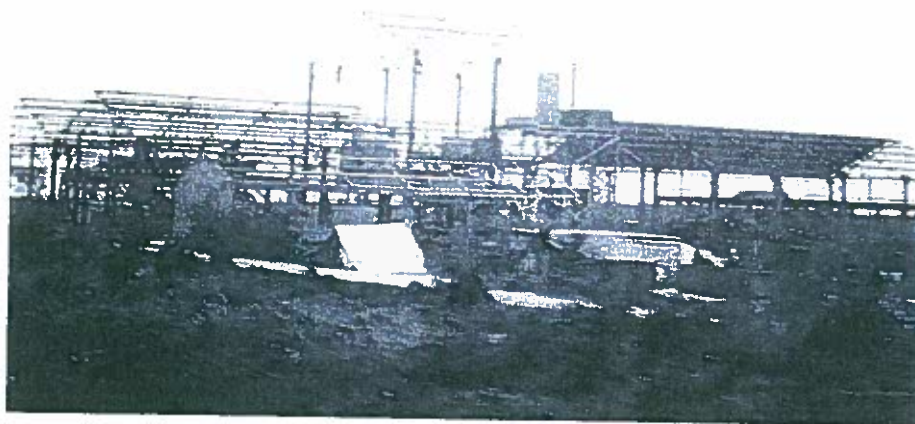
What can be described as the end of the Ochopee Township finally came in 1960 when the State Road Department which also had offices and a camp in Ochopee for maintenance of the Tamiami Trail, announced plans to widen the Trail and according to Erica Lynne in her 1995 booklet remembering Ochopee, "The Ochopee Packing House, Ochopee Garage and Ochopee Café, all historic buildings were demolished in order to widen the Tamiami Trail. When the National Park Service established the Big Cypress Preserve in the 1970s other historic buildings were sold and moved onto private property or burned". Her sentiments about the destruction of the historical features of the town of Ochopee would be mirrored by 88 year old Maria Stone, author of several books on Collier County's history most notably, The Tamiami Trail 1998 when in an interview given on July 9, 2006 she stated "They have taken away everything historic in this town." Today only the Post Office remains as a symbol of one of the last, communities that were the beginning of Collier County.



Today the Post Office at Ochopee represents what is billed as the smallest Post Office in America but it also represents the only township along the Tamiami Tail recognized on the National Register of Historical Places from Miami to Naples. In the words of Erica Lynne "It is ironic that Ochopee's present fame revolves around this little Post Office, whose very existence symbolizes the end of the dreams for those who lived here".

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Continuing to head west on US 41 the traveler would soon see Wootens Air Boat attractions (the owners of the Ochopee Post Office) and the Trail Lakes camping grounds (home of the Skunk Ape Research Center) on the south side of the road. Less than a mile more traveling west would bring you to Birdon Road on the north side of the road. This road runs north where it has a left turn available on Wagon Wheel Road until it reaches highway # 29 about 2 miles further. At this spot on US 41 an early town in Collier County's history called Birdon started in the 1930s. The following attachment will be added to give a basic review of that town's past.



Captain Jaudon's Sugar Mill, 1937

* * * * *

This 1937 picture of the sugar mill Captain Jaudon had worked so hard to establish was finally built but the Captain was never able to procure the needed funds to jump start all of the operations and plans he had hoped for. During 1934-35 he applied for a \$750,000.00 loan from the government and had written proposals for up to 75,000 acres of land to be under cultivation for sugar cane but the momentum of investment had been lost and in 1938 Captain Franklin Jaudon father of the Tamiami Trail died. Several years of flooded crops because of improper drainage on the Trail and a change of right of way along the Trail turned Birdon, a community of thousands of workers, into a ghost town by 1945. When most of the land in the Big Cypress area became the Big Cypress National Preserve in 1974, park officials started an acquisition program to purchase most of the homes and properties in Birdon and proceeded to remove over 95% of the historic structures. Today there remain only a few homes now used by park officials and the remains of all the processing plants have been demolished. There is no marker presently to denote Birdons past.

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Continuing west on 41 for 1 more mile would bring you to the Big Cypress National Preserve Headquarters on the north side of the road. These headquarters are located about 1,000 feet east of Sea Grape Drive, a road on the south side of 41 that runs for about 2,000 feet until it terminates at a turnaround where a small boat launch is located. This area at the launch is in fact the headwaters to one of Collier County's oldest communities called Half Way Creek. It was so named for the fact that it was a transportation waterway located halfway between Everglades City and the Turner River and former community located there. The Half Way Creek community was an early pioneer settlement that had farms and dozens of homes where families lived since the 1890s and prospered bringing their crops to such places as Everglades City and Chokoloskee where they would then be shipped to different ports like Key West and Fort Myers. The Half Way Creek community was also the location where the first elections held in the Ten Thousand Islands took place in 1892.

Big Cypress National Preserve officials have known about the Half Way Creek site for several decades having sent several Archaeologists to the area during one of their surveys. The surveys which were started in 1978 have now produced over 455 archaeological sites in the Big Cypress National Preserve but unfortunately none of those sites has ever been interpreted to the general public including 9 sites that have been nominated and accepted to the National Register of Historic Places. The exception being Monroe Station in which the past history and present condition of that structure today has already been discussed in the earlier section.

The Half Way Creek site was nominated to the National Register of Historic Places by Big Cypress officials in 1980 and the registration number is # 8000365 also known as 8 Cr 176 – address restricted, Carnestown – Owner, Federal. Although this designation only covers one site (a black midden soil type associated with the Seminole Glades iii b, and Glades ii time frame) the rest of the entire area of the Half Way Creek site is not presently represented with any type of interpretive display or historical marker to denote its past existence either on US 41 or at the terminus of Sea Grape Drive where the small boat launch is located. Collier County still controls the road rights on Sea Grape Drive and this presents a good opportunity to recognize and assign a historic designation to this site and place a rest area for the traveler / tourist with a marker and possible future interpretive center.

*

Now the traveler / tourist who started from the Dade County / Collier County line on west bound US 41 comes to an important 4 way junction in the road. They arrive at the intersection of US 41 and highway # 29 where in 1966 the dedication of a welcome station took place (the first in the county) on the south side of the road where that station is still present. This station was formerly owned by Collier County but it is now managed by the Everglades Chamber of Commerce, and owned by a consortium of business owners living in Everglades City. This intersection will allow the motorist to continue to:

1. Drive west for 30 miles until finally reaching the city of Naples as the final destination.
2. Drive in a southern direction for ten miles which will take them to Everglades City and the final terminus of the road ending with the township of Chokoloskee 2 miles further south than the Everglades City limits.
3. Drive north on highway # 29 for 38 miles until eventually reaching the city of Immokalee.

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For practical purposes here the directions for travel will include what a visual, and destination orientated journey would include if the northern # 3 route is taken. Followed by a continuation of the # 1 route west on US 41. The # 2 route from US 41 to Everglades City will be discussed in a later section as it pertains to other considerations found in this report.

ROUTE # 3

Today if the traveler / tourist would take the northern route on highway # 29 from US 41 for 38 miles to Immokalee City they would have to pass by what would have been a total of 10 past townships that were a part of the early county's history. However in reality in they would never realize this as there are no historical markers or any other forms of historical interpretation along this road. For demonstration purposes an outline of these past communities history will be attached here in the order they would be found in on this journey and would in fact serve to display what type of information could be interpreted about these sites.

Copeland was started in 1932 and named in honor of David Graham Copeland, and was the starting point of a family owned farming business. The owners J.B. Janes and Alfred Webb owned property there where they grew and cultivated tomatoes. The first building to go up in Copeland was the J.B. Janes & Company Store, and Copeland eventually housed 200 families who were largely employees of the Lee Tidewater Cypress Company. Most of the people were taken to work every morning, by the trains that would bring the loggers to their daily work areas. Tokens were issued to employees called "babbitts" that could not be used except for purchases at the Company store. Later the store was remodeled and a post office was added with a restaurant.

* (Big Cypress National Preserve bought the historic post office and restaurant in 2003 and bulldozed the entire site soon afterward)

Jerome, begun in the late 1930's, was named after lumber mill owner C.J. Jones and ended up with a population of 150 people. The benevolent Mr. Jones had about 40 houses built for his employees.

Tuckerton, approximately two miles north of Deep Lake, became a vibrant farming town in the early 1930's building two large packing houses and crate manufacturing sites before averaging 150 people in their community who were proud to have their own "school teacher."

Matmon was a small farm combine just north of Deep Lake along the new Atlantic Coast Railway Line and employed dozens of people who worked the fields or in one of the two tomato packing plants.

*

Rock Island, just to the north of, Tuckerton was a hardscrabble place because of the limestone that is scattered across its plains, but a dozen or so families were able to farm the land for at least a generation.

*

Miles City, named after one of Barron Collier's sons, Miles Collier, opened in the 1920s and was home to dozens of families who worked at the Roskey Packing Plant. Its location was just south of modern day I-75 at Highway #29.

*

Sunniland, started as a small farming community in the 1930s, and became a midway point between Immokalee and Everglades for the railroad lines. This community built a large shipping railway depot, and processing plants were started on the south side of the community. Sunniland's prosperity tripled in 1943, when Florida's first commercial oil producing site was started by the Humble Oil Company, and within a decade 11 oil wells, were producing a half a million gallons of crude oil a year. Eventually the 11,000 foot deep wells required a pipeline to distribute the oil to refineries and a 94 mile pipeline was built to carry the crude oil to Port Everglades on the east coast.

*

Arzell was a collection of small farms in the 1930s about 4 miles north of Sunniland near the bend on Highway #29, and became somewhat famous for its cucumbers and watermelons.

Harker, 2 miles north of Arzell was known for its squash, potatoes and large tomatoes. It was mostly home to farm workers who rode the daily train south to various work sites.

Bunker Hill located four miles north of Harker and about 4 miles south of the city of Immokalee. It was started in the 1920s as a prominent lumber camp town inhabited mostly by African Americans whose numbers rose to around 100 by 1935. The town's claim to fame was being the largest exporter of railroad ties for the growing railroad lines throughout the entire state of Florida.

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ROUTE # 1

Carnestown Today

Continuing to travel west on US 41 past HalfWay Creek right before coming to Highway # 29 the traveler / tourist would see on the south side of the road a large A frame building called an information center. This is a site where the motorist can buy, refreshments, books and souvenirs and is in all general respects fully represented as Carnestown in this location. This can be seen on various maps and travel guides at this site and in most of the visitors and tourist's literature presently being used. However this is incorrect due to the fact that the traditional and historically correct site of Carnestown is one half further west on the north side of 41 where it was a construction boomtown started during the 1920s. At one time it housed one of the largest warehouses on the southwest coast. The railroad coming from Everglades City passed right by Port DuPont and continued north through Carnestown, Copeland, Jerome, Deep Lake, Tuckerton, Matmon, Rock Island, Miles City, Sunniland, Arzell, Harker, and Bunker Hill, until it reached Immokalee City. The site now is presently being used by Collier County as a trash transfer station. There is no historical interpretive marker located here and many historians and preservation societies in Naples would like to see the site restored and used as an interpretive exhibit with a proper marker.

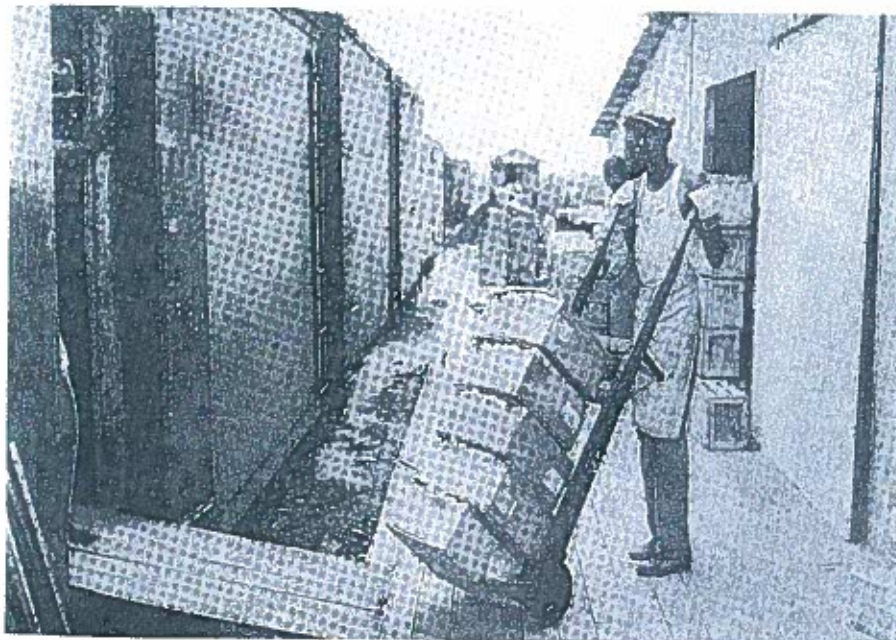


Carnestown today is just a past memory. The town lost much of its luster in 1950 when Samuel Carnes, one of Barron Colliers sons of whom the town was named after, died in an automobile accident racing cars in New York.

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The picture above shows the location of what is today perceived as Carnestown where the large visitor and information building is located on US 41 and highway # 29 on the south side. This picture, taken in 1930 shows the actual Indian Village that was located at this site since the early 1900s.



This picture taken in 1930 shows the actual historical location of Carnestown located today one half mile west of highway # 29 and north of US 41, where this worker is shown loading tomatoes at the railroad depot, for shipment to Fort Myers in refrigerated rail cars.

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Continuing to travel on US 41 heading west the visitor / tourist would see 2 small air boat tour companies in the next four miles located on the south side of the road.

Continuing west for a total of 9 miles past Carnestown the next available stop area would be Big Cypress Bend. The area and location known as Big Cypress Bend is so named for the fact that a jog or (bend) in the road US 41 takes place at that location. Information about this site that includes first, the former Big Cypress Bend Station that was located on the south side of 41, and the Indian Village and Big Cypress Bend Boardwalk on the north side of 41 will be attached here.

WEAVER STATION

Weaver Station was later renamed Big Cypress Bend Station and was smaller than most stations. When it opened in late 1928, Mr. S. M. Weaver, (a.k.a. Red) ran the filling station. Later it was bought and run by Inez Simmons and her husband who changed the name to the Big Cypress Bend station. It had a small restaurant and also held a court for tourists in the back. The Simmons ran the station for over 30 years.



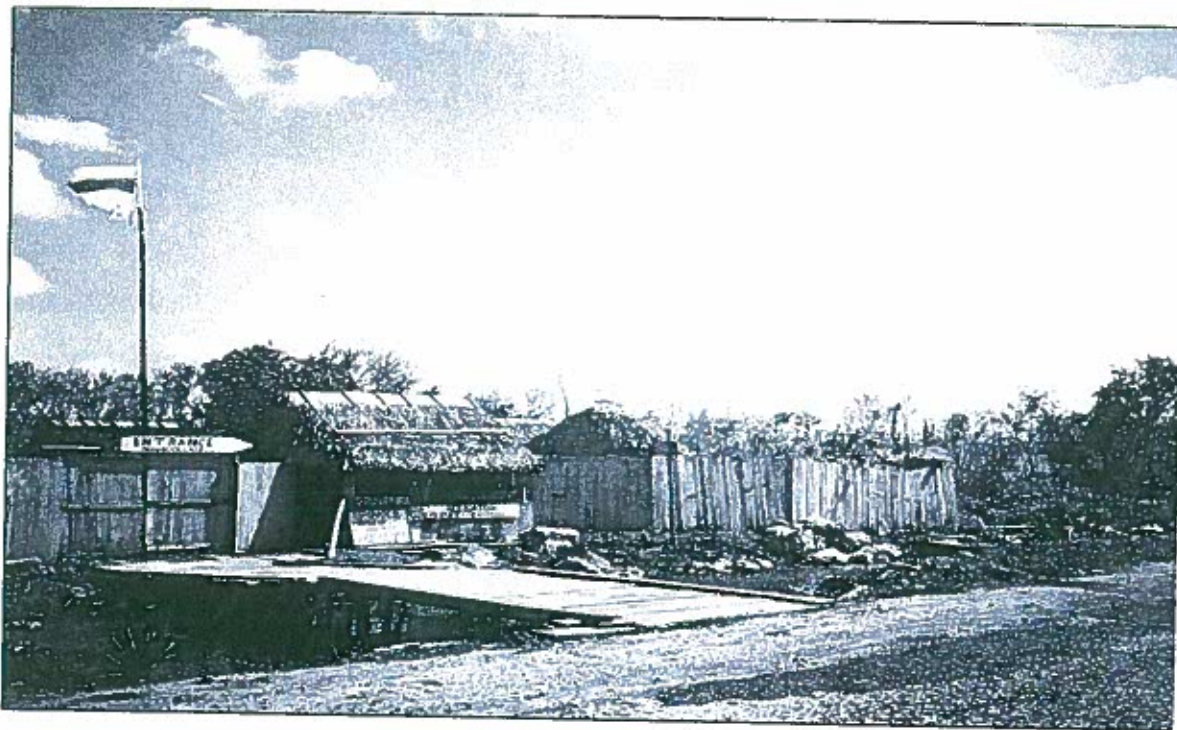
BIG CYPRESS BEND STATION - 1950

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Today the Big Cypress Bend Board Walk, a part of the Fakahatchee Strand State Preserve on the northern border of US 41 is located about 100 feet east of the present day Indian Village and is a wooden boardwalk that stretches for about 1,500 feet in a northerly direction giving visitors a chance to see some of the fauna and wildlife of the region. Across US 41 on the south side of the road is the last remnants of the 4th Tamiami Trail Station built in 1928. The following description of that site will be attached here:

THE TRAIL AT BIG CYPRESS BEND

One of the stations built in 1928 to service motorists on the new Tamiami Trail was Weavers Station at Fakahatchee, or as it is called today, Big Cypress Bend. It was also on the old military trail leading from Royal Palm Hammock east where at the cross junction of trails on the west side of Fakahatchee Strand, it turned north where it eventually led in a north by north eastern direction to Fort Keais. There had always been Indian villages located in the immediate area, and its upper trails led to Fuse Hadjo's village, which was located 11 miles east of Jerome. From there it had trails stretching to Turners River, Monument Lake, and on eastward to the lower Everglades.



This photo shows one of the early Indian villages located at Big Cypress Bend in 1946. The village is still there and sells souvenirs. It is one of the last such shops on Tamiami Trail. While the small store is open for visitors except during the summer months, the small Indian settlement that lives inside the village is closed to the general public.

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Weaver Station Today

Although the Collier County Commission had recognized in the late 1980s the remnants of Weaver Station as being Historic, no efforts to preserve the site were taken. After several severe storms the property now sits vacant, with no Historical Marker to identify it along Highway # 41. It is located at a strategic midway point between Naples and Everglades City across from the Big Cypress Bend Boardwalk.



WEAVER STATION - 2008

*

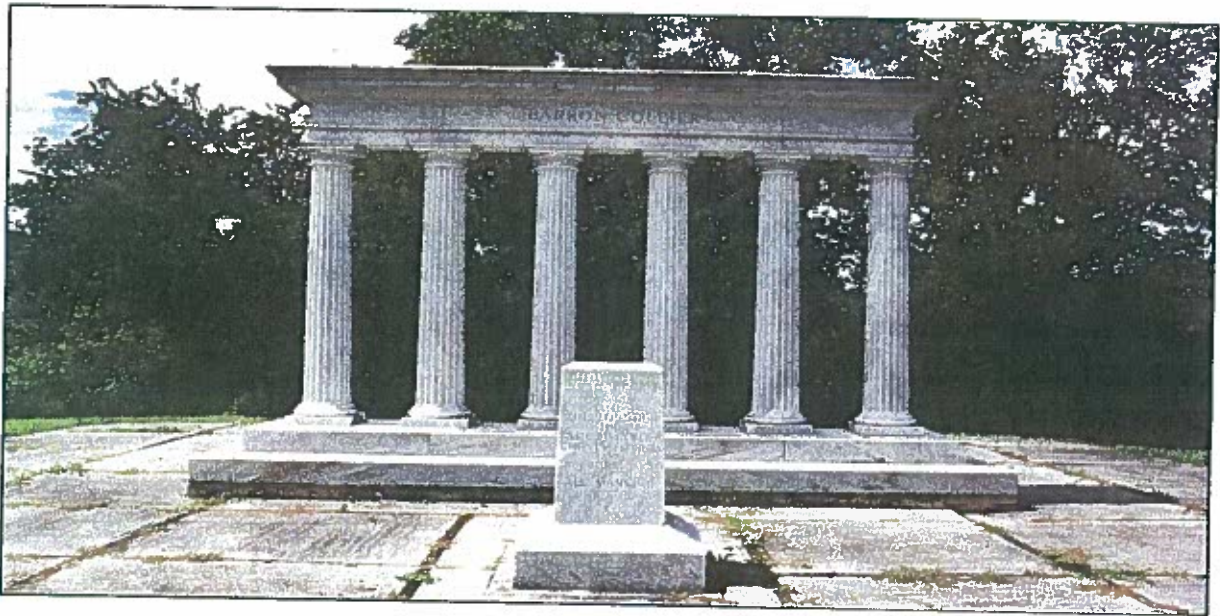
Many residents in Collier County would like to see this property to be bought by the County and restored. It is the only remnant left of the original Weaver Station and Big Cypress Bend Station. Since building along the Tamiami Trail is now very limited, this be seen as a good opportunity to purchase the 5 to 10 acre site for an interpretive exhibit.

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Continuing to travel on US 41 heading west for 2 more miles will bring you to the small development community of Port of the Islands. It is in general a small number of town homes and residences located on the south side and north side of the road. The next available stop would be 6 miles further west would be the Collier Seminole State Park located on the south side of the road. The Bay City Walking (Monegan) Dredge listed on the National Register of Historic Places is located about 2,000 feet inside the entrance of the park. The only other object to be found on the National Register of Historic Places driving on the Tamiami trail starting east at the Dade County border and heading west until you reach the city of Naples would be the Ochopee Post Office. For a fee the park offers refreshments, camping facilities, boat tours, an interpretation center, and a monument dedicated to Barron G. Collier. The following basic information on the park will be attached here.

THE PARK TODAY

One year after the new county obtained its title "Collier" Barron G. Collier donated land surrounding the proposed park, and again offered it to the government as a proposed location of a national park. The government at the time didn't see the need for it and again declined the offer. The county acquired the land under its ownership and started to design a park for its citizens. By 1944 the county had control of 5,475 acres, when they donated the Park to the State of Florida as "Seminole Park." The name Barron Collier had desired to honor the Seminole people of Florida. Finally, 3 years later the State took over management of the Park and in 1947 when the Everglades National Park was dedicated, the Park was renamed the Collier Seminole State Park.



THE BARRON COLLIER MONUMENT DONATED AND ERECTED BY COLLIER COUNTY IN 1941

The name of the founder of the County, Barron Collier is etched in the marble on the top colonnade. On the left side of the name is his birth date, March 23, 1873 and on the right side the date of his death, March 13, 1939. The words on the bottom marble pedestal read "The Founder and Father of Collier County Florida and faithful friend of all mankind" Erected January 1, 1941 by Collier County Florida.

* The marble pedestal supported a bronze bust of Barron Collier for 64 years, until in 2005 when it was stolen. Although the cost of a replacement is only estimated at \$1,500.00 to date it has not been replaced. There were also several bronze marker plates installed in 1941 on the sides of the monument inset on native rocks, with the names of the State and Federal troops, who gave their lives during the Seminole Wars, and the names of Seminole warriors who defended their homes and lands, during the conflict. Park officials have removed the bronze tablets and for reasons still unclear have placed them in storage where they have remained for many years. There are no other monument markers that describe officers and warriors besides these in South Florida.

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Directly opposite of this village on the south side of US 41 is the location of the 5th Tamiami Trail Station that was built when Collier first became a county. Today it is still being used as a service station but it is not being used in a historically interpreted way. There is also a restaurant operating on the west side of the station which borders county road # 82 that runs ten miles south to the community of Goodland and 5 miles in a westerly direction where it finally enters onto Marco Island. The site presently has no markers present to describe its past heritage and history however the present owner has indicated he would be willing to consider those options. There is presently a large 100 X 200 foot lot / area on the western side of # 82 opposite the restaurant that may be available. This would be a good location for an interpretive display considering it is an important 4 way junction on US 41. The following basic information about this station will be attached here.



Royal Palm Hammock Station - 1929

The Royal Palm Station was the second farthest station built on the west side of the Tamiami Trail (Belle Meade station was the farthest) and was the largest of the six stations. The first officer deputized for the station was J. A. Pike in 1928, but by far the most remembered was Meese Ellis and his wife who bought the filling station and restaurant, and later built 10 cottages that were for rent either daily or weekly. The food that was served was well known by locals and visitors alike. By 1934 the southwest Florida Mounted Police Force that had headquarters at the six stations ceased to operate, but Mr. and Mrs. Ellis continued to stay and run the station and restaurant for 30 more years.

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View from the air showing the Royal Palm Hammock Station looking south



The Royal Palm Hammock Restaurant Today - (presently called the Rhino Saloon)

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The Royal Palm Hammock Trail Station Today

Continuing to drive west on US 41 about one half mile past county road # 82 the traveler / tourist would pass a small hiking trail on the south side of the road but chances are good they would not recognize this site because the small sign on the gate located there is barely visible to the motorist and the trail is only open for a short time of the season. Continuing in a westerly direction for ten more miles the motorist would view on the south side of the road a new Real Estate development and the Henderson Creek Trailer Court, and on the north side a golfing range that allows people to play golf at night time, and the site of the new Big Cypress open air market near the small community of West Wind. This area has always been traditionally known as the Belle Meade community and was the location of where the last Tamiami Trail Station was located near present day county road # 951 in the city of Naples. The station was built between 1927 and 1928 and the first proprietor of that station was James Laury who also doubled as a deputized policeman in the Southwest Florida Mounted Police force that Barron G. Collier started and placed at the other 5 trail stations to patrol and help any stranded tourists along the Tamiami Trail. The Belle Meade station was destroyed in 1960 when hurricane Donna came through Naples. Today there remains no marker present to show the location of this station. This ends the historical past history of the Tamiami Trail from the Dade County line to the city of Naples and gives a fairly accurate view of its present day use and status.

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OVERVIEW OF SECTIONS 1 - 7

Facts taken from sections 1-7 can now be placed in the following order:

1. No information in the form of guides, maps, brochures, scenic attractions, or any representation on Collier County's past history or cultural heritage to visitors / tourists is now being interpreted along a major road way leading into the city of Naples, that being interstate I-75 along a 78 mile route running east from a major metropolis city – Fort Lauderdale.
2. No economic benefits are being realized by Collier County along this same 78 mile route.
3. No Collier County governmental authority or jurisdiction is present along this same corridor which passes through and by the borders of the Big Cypress National Preserve, the Fakahatchee Strand State Preserve, the Florida Panther National Wildlife Refuge, and the Picayune Strand State Forest.
4. Collier County presently owns no lands on this same 78 mile corridor.
5. There are presently no cooperative management agreements between these same 4 park entities.
6. Collier County presently owns no lands on the 50 mile corridor route on highway # 29 running south from Immokalee City past US 41 to the town of Chokoloskee.
7. There are currently 18 historical sites that are eligible to be nominated to the National Register of Historical Places on this same corridor on highway # 29 including:
 - [A] - The Humble oil pump # 1 presently located in Oil Well Park Road Park.
 - [B] - The old train depot north of Sunniland.
 - [C] - The previously monumented site of Fort Simon Drum where in 1942 David Graham Copeland (a former county commissioner) placed a marker.
8. There are currently no county or state roadside markers on the entire route of highway # 29 to denote, interpret, or in any other way recognize 11 past townships of the early county.
9. There are currently 14 sites along the US 41 route from the Dade County / Collier County border traveling west 90 miles to the city of Naples that are eligible to be nominated to the National Register of Historical Places.
10. There is presently only one site relating to Collier County's past history and cultural heritage, that being – the Ochopee Post Office placed on the direct roadway of US 41 that can be safely visited and interpreted that is on the National Register of Historic Places, the other site presently found on this roadway and on the National Register of Historic Places is Monroe Station and is presently found to be in an unsafe condition.
11. Collier County presently owns no property on the 90 mile east to west corridor of US 41.
12. The welcome station presently at the crossroad junction of US 41 and highway # 29 formerly owned by the county is now privately owned and operated by the Everglades City Chamber of Commerce, a private consortium of business owners who live in Everglades City.
13. There are presently no interpretive centers being operated by Collier County on a total of 185 miles of roadways leading into the city of Naples or Immokalee City from the eastern part of the county.
14. There is presently no interlocal or jurisdictional agreement between Everglades City and Collier County.
15. There is presently no access for the general public or residents of the county to view or have interpreted in any manner 6 out of the 10 sites that David Graham Copeland monumented in 1941 – 1943 in Collier County today.

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While Section 7 on the previous pages has served to outline what would be considered an inventory of:

1. The physical aspects of certain time frames associated with past history as it relates to specific events, people, places, structures, and geographical locations in Collier County.
2. The county's past history in a basic way as it applies to a planned (visitor / tourist) destination with emphasis on scenic attractions and activities as it relates to a sustained mobile medium (the automobile).
3. The availability of using resources and assets in a financial and economic manner.
4. The decline of actual geographical land for purposes of taxation, usage, future development, and sustainable infrastructure.
5. The inability to exercise any jurisdictional control and future planning in land areas larger than a present day land tax base area in Collier County.

Section 8 will discuss:

The economic benefits to Collier County endorsing a unified Cultural and Historical program

SECTION 8

Today in what could be described as economic and financial returns to the county in the eastern part of the county would be described as:

1. A limited property tax base.
 2. Revenue from a relatively small number of occupational licenses.
 3. Compared to the western part of Collier County a small percentage of impact fees from any new construction or development projects.
 4. No financial return on any property that is that is leased from the county to any other entity.
 5. No financial returns to the county in what could be perceived as goods or services to the Traveler / Tourist.
 6. No financial returns to the county as related to any scenic attraction, concessions, souvenirs, guiding services, boating and water related services, or Historical interpretation in any manner as it relates to the county's past Cultural Heritage.
- * Here it should be noted that the Museum of the Everglades, a county run museum and the only present entity in the eastern part of the county that displays and interprets the past history of the county, presently located in Everglades City, does not charge an entrance or admission fee to visitors or tourists.

On the following page the general map that is handed out to all visitors, travelers, and tourists, at all of the N.P.S. visitor centers, rest areas, and trail locations in the Everglades National Park and Big Cypress National Preserve lands under present management will be attached. It should serve to give a visual understanding of how all interpretation and visitor / tourist directed traffic is being moved in a direction that not only is limited to the services that bring the largest financial returns to the Dept. of the Interior (N.P.S.) and other private and non county entities but:

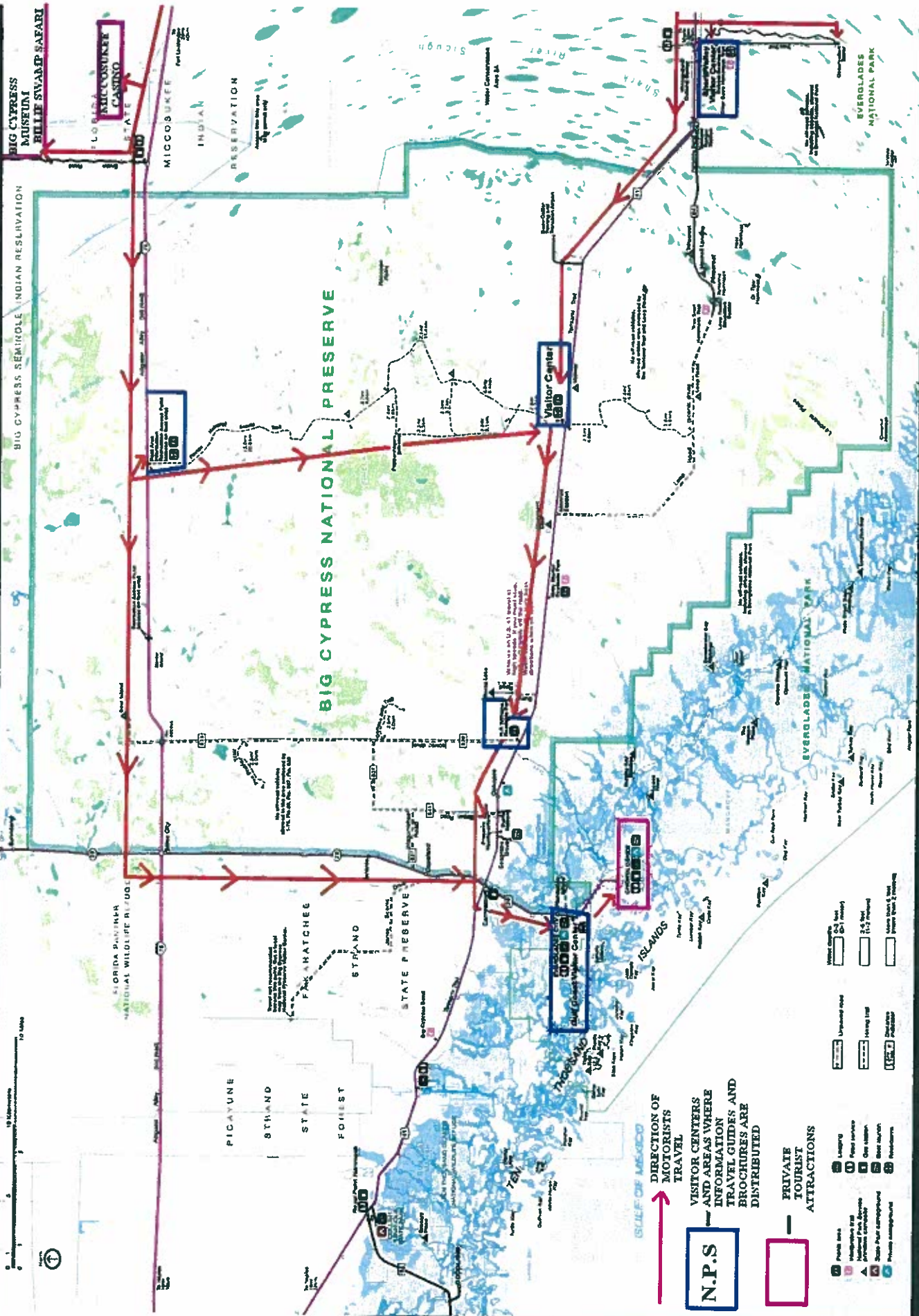
* A close examination of the map would reveal that the City of Naples and Immokalee City is not present on the map. Arrows in red have been highlighted to show the general direction of travel on Interstate I-75 and US 41 from the east and areas in the Blue boxes have been highlighted to show the N.P.S. visitor centers. The areas in magenta have been highlighted in boxes to describe private enterprises considered tourist attractions.

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Big Cypress

Color Key to Symbols

National Park
 State Park
 Private Land
 Visitor Center
 Private Tourist Attraction



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By studying this map it becomes apparent that a large part of Collier County's attractions are now being utilized in the eastern part of the county with a minimal interpretation of the county's past history and almost no financial assets realized to the county. This is in fact due to the most simple of reasons being that the visitor / traveler / tourist - has most of their planned travel destination needs met in the eastern part of the county and finding no practical reason to continue in either a northern direction to Immokalee City or in a westerly direction to the city of Naples concludes the full (Everglades experience) has been achieved. In reality the full experience has not been achieved in a complete manner as the majority of the destinations have only relied upon and introduced the mostly (Biological) assets the county has to offer and not the Historical, Cultural, or full measure of the county's past Heritage. A unified and continuous system of the county's historical past would bring into alignment a full realization of what is described in section 8 as - The economic benefits to Collier County endorsing a unified Cultural and Historical program.

SECTION 9

In describing what would be the economic benefits to private organizations, investors, partners, contractors, surveying or any engineering work: in Section 9 a basic list of possible aspects to any part of a unified program will be listed here.

1. **Private Organizations** - Private organizations and a host of Nonprofit Organizations now present and operating in Collier County have traditionally taken over the task of preserving the county's past History, Culture, and Heritage. This can be seen in such places as the Corkscrew Swamp Sanctuary originally conceived and now presently run by the Audubon Society - The Naples Historical Society which currently manages The Palm Cottage - the Marco Island Historical Society which presently manages or oversees several historical sites and is presently leading the financial drive to establish a new museum on Marco Island, the Everglades Wonder Gardens, Naples Trolley Tours, Naples Botanical Garden, and many more similar attractions.
2. **Investors** - Investors from private and non profit organizations in different areas of the tourist industry can be seen in such organizations as the Authorized National Park Concession Tours in Chokoloskee and Everglades City, the Big "M" Casino Cruises, Wootens Everglades Airboat Tours, and many others currently operating in Collier County.
3. **Partners** - Partners in specific projects can be found in many instances with the N.P.S. Park systems, state programs and parks, and many joint ventures with counties in the State of Florida. They range from concessions, guide services, boat tours, gift shops and parking areas to name a few.
4. **Contractors** - Awards of contracts to contractors are traditionally the general result of any proposed projects in the State of Florida that (bids) are needed to fulfill plans such as roadways, structures, trails, concession stands, interpretation centers, or kiosks in public areas that accompany a host of proposed or planned projects on Federal, State or County and private lands.
5. **Surveying or engineering work** - Needless to say before any proposed project is usually approved or implemented the services of surveying companies or engineering companies are needed whether the project is Federal, State, or county oriented. Most of the time local companies in the specific area are hired, employed, or otherwise given / awarded the contract to fulfill any proposed projects.

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OVERVIEW ON SECTION 9

When the seat of Collier County was relocated in 1960 from Everglades City to the city of Naples the companies usually associated with the above services continued to operate in the eastern part of the county which was within an extremely limited geographical scope. The companies now providing those services had a general movement resulting in the fact that they are now mostly engaged in those services in the western part of the county. Any proposed projects started in present day Collier County and directed in an easterly direction would naturally financially benefit these companies whose services have been geographically [isolated] from the eastern part of the county since 1960.

SECTION 10

Section 10 – A unified Historical theme assembled into workable programs to include a Heritage Trail and travel destinations and interpretive centers along the proposed historic districts. A unified historical theme that would include any transportation routes was already discussed in Section 4 and included the fact of having 2 historic designations attached to 2 roadways.

1. US 41 from the city of Naples traveling east to the Dade County / Collier County line approximately 80 miles.
2. Highway # 29 starting in the town of Chokoloskee and heading north to the city of Immokalee approximately 50 miles.

Using the basis of these roads as a beginning point of any unified proposal / project it will be necessary to review the US 41 roadway in more detail. The following information will be attached to more accurately understand the present Historical status of this road.

One of the more popular misconceptions about historical designations is that once a property or Historic Trail, House, or even road for that matter is established, it can never be reversed. In what would seem a typical one step forward two steps back scenario a grass roots effort was started back in 1995 to designate the Tamiami Trail as a "Florida Scenic Highway." After thousands of hours of research work the proposal was brought forward to the Metropolitan Planning Organization [M.P.O.] and in 1996 the M.P.O. which is in charge of future decisions for a three County area, decided to move forward with the Tamiami Trail Scenic Highway designation on April 2, 1996.

The section of the Trail in question was the east to west stretch from Naples to Miami.

Other counties had already designated their part of the 275 mile road starting in Tampa on State Road 60 to U.S. Route 1 (State Road 5) in Miami.

In May of 1996 the first Stakeholders meeting was held and confirmed the decision to create a Corridor Advocacy Group, a necessary step the state required. In June of 1997 the Collier M.P.O. prepared and submitted an eligibility application to the State of Florida.

In February of 1998 a Community participation program was developed, and in August of that same year, the Tamiami Trail Corridor Management Plan was developed. By December 1988 the east to west section of the Tamiami Trail was approved by the State of Florida as a designated "Florida Scenic Highway." By June 2000 more paperwork and submissions were made by a grass roots effort and historical societies, and were rewarded with the fifty mile stretch of the Tamiami Trail being designated on the Federal level as a "National Scenic Byway." With all of the obstacles removed in January 2004 the Master Plan for the Tamiami Trail National Scenic Highway was completed finalizing the process. In what would then seem, an incomprehensible action certain, "vested interests" without the knowledge of all the people and groups involved, came before the M.P.O. Board in early 2005 and requested the State and National designations be removed.

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In May of 2005 the M.P.O. Board voted to remove the Scenic Highway designation. When the State and Federal Authorities received the request to remove the designations they were astonished at how much work had been done to accomplish the designations and refused to de-designate the Highway, citing the fact that the community and efforts of all organizations were not informed of the meetings that led to the M.P.O. Board vote. The battle to keep the designation intact was still going strong when on September 14, 2007 the M.P.O. reiterated its position at a public meeting, and proceeded with the motion to "dedesignate" the stretch of highway on the Tamiami Trail. It was not without protest on the part of a large group of organizations. One person Jack Wert, executive director of the Naples, Marco Island, and Everglades tourism bureau perhaps summed it up best when he said:

"Without the scenic highway designation, we lose a valuable promotional opportunity... The brand equity that we have with this designation truly helps us showcase our unique attractions. If we lose this designation, it really is going to hurt us all over the world in promoting our destination."

Unfortunately even with supporters like Joe Bonness, co-president of the Naples Pathways Coalition board of directors, all of the participants in favor of the project were ignored. He went on to say that his organization "would love to see a scenic trail for bikers and walkers to be able to make it from the east coast to the west coast and vice-versa." ... "It hasn't hurt what's out there, and it's been in action for years."

* The motion prepared by the M.P.O. to have the Tamiami Trail's designation removed has been sent to the state level, and the future status of the Tamiami Trail's designation is uncertain.

A relevant understanding of the process which is now taking place should include the fact that regardless of any designation that the State or Federal government places on US 41, the Collier County Government or The Historical / Archaeological Preservation Board can recognize and designate a historical designation on US 41. At a later date other designations can be nominated to either a State or Federal level. Considering the fact that Dade County has announced plans to continue with a historical recognition of US 41 or with any Federal or State designations now in place or considered in the future it becomes apparent that the only section of the Tamiami Trail in the present 275 mile route in regards to any significant State or Federal designations being removed is now on the west to east corridor of this roadway through Collier County. This in turn relates to Section 7 – ROUTE # 2 spoken of on page 46 being later discussed in this report. This designation can be considered to be the 1st step in establishing a Historical or Cultural theme. The second step in the process would be to ask the county / (H.A.P.B.) to recognize and designate the south to north route of highway # 29 as a historic district first by the county of Collier and later by any state or Federal entities. The third step would be to have the county recognize the sites listed on pages 19 and 20 and designate a Historic status to those.

* If in the event the county neither recognizes or designates the 2 historic districts or individual sites, this can be done on a State and Federal level by private citizens or organizations. With what could be described as [travel destinations] placed along the highway routes the process of installing interpretive centers would be the next phase. Interpretive centers can be viewed in several contexts much of which will be determined after steps 1-3 have taken place and logistics are considered such as:

1. Ownership of land – Private individual, private organization, Collier County, or State of Florida (Federal ownership would not be recommended)
2. Right of way – usually in conjunction with the Florida Dept. of Transportation with a standard 100 foot easement
3. Types of interpretation – Markers - Replicas – Kiosks – Maps on boards showing routes - Printed literature – Chickee Hut / Hutch – Building / Museum with a pioneer theme
4. Management of site – Benches – landscaping – Water – Restrooms - Parking
5. Location of site

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HERITAGE TRAIL THEMES

A heritage trail can be described or displayed in many ways. Usually it represents a theme that includes:

1. Information about a single individuals – Place of birth – Place of work – Place of residence
2. Events in history that took place at certain areas or at a specific geographical location
3. Information about a either a single structure or several structures in a specific location or several locations having to do with past history
4. Certain time frames that would include a period of time where early activities took place having to do with the past history of a state, county, or town in which it is located
5. A certain progression of events having to do with industry, politics, communities or community events
6. Places that past authors have lived in, written about, included in their work, or visited
7. Transportation routes or routes of travel that were used in certain locations during a certain time period and associated with past historical events
8. Types of transportation used at specific locations or at certain time periods such as, automobiles, trains, ships, airplanes, or even wagons and carts
9. Ethnic themes based on cultures that were the first inhabitants of the land
10. Pioneering themes describing the first time settlers arrived, lived, or started settlements or communities

This gives a basic understanding of what can be displayed or interpreted on a certain path, trail, route on any roadways, or museums that Historical, Cultural, or Heritage themes are presented to the public. The distance that a Heritage trail can extend to can be as little as several hundred feet or several thousand miles (As is the case with the Trail of Tears or the Lewis and Clark Heritage Trail) It can have one single theme or have a combination of all the themes presented above.

* * * * *

An example of the several different heritage trails that exist today in Florida and around the country will be attached on the following pages. After these basic types of heritage trails are reviewed a proposal on the type of heritage trail will be discussed that would best fit the Historic and Cultural Heritage theme for Collier County.

THE HERITAGE RAIL TRAIL IN OHIO



About the Trail

Trail Highlights



Dedication platform located at the trailhead is surrounded by bricks with names of supporters etched in them.

Trail History



An information kiosk located at the trailhead holds information about upcoming events as well as news about the trail, trail maps, and information about the Heritage Rail-Trail Coalition.

Trail Ownership and Maintenance

Trail Etiquette



The warm up area at the trailhead is adjacent to the parking lot on Center Street.

The Heritage Rail-Trail is a 7 mile multipurpose trail which stretches between Hilliard, Ohio and Plain City, Ohio in the central portion of the state. (See trail map for more information.) The trailhead is located in the "Old Hilliard" historic district of Hilliard which contains many shops and eateries as well as the Northwest Historical Village located in Weaver Park.



"Old Hilliard" historic district located in downtown Hilliard, Ohio.



Hilliard's Station built in 1899 is now located in Weaver Park



Log cabin built in Weaver Park is fashioned after one built in the area around 1850.



Colwell Church built in 1876 is located in Weaver Park.

The Northwest Historical Village run by the Northwest Franklin County Historical Society, is a portrayal of real pioneer living from 1850 to 1900. Inside the village stands the train station built in 1899 that once stood on the north side of the railroad tracks west of Main Street in Hilliard, Ohio.



The bluebird boxes located along the trail are enjoyed by all.



Water fort and play area at Homestead Park.



Shelter house at Homestead Park.

Two and a half miles northwest of Hilliard along the trail you will find The Homestead, a public park operated by Washington Township. This park contains many special play areas for children such as a water fort and toddler play area, as well as basketball and sand volleyball for those interested in active recreation. Don't forget to tour the the three quarter mile picturesque path around the park.

A thank-you from the riders and their horses.



Horse trailer parking and a corral are available at the Hayden Run Trailhead.



A large crowd of walkers and riders, prepares to use the new Hayden Run trail.

Opened in July of 2002 the Hayden Run Road Trailhead is where the Franklin County Metro Parks has developed

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The next Heritage trail would be the Zora Neale Hurston – Dust Tracks Heritage Trail – Located at the city of Fort Pierce in St. Lucie County, Florida.



THE KIOSKS

The following texts are included with illustrations on the full-color maps of Florida and Fort Pierce on each of the three kiosks at the following locations.

"The strangest thing about it was that once I found the use of my feet, they took to wandering. I always wanted to go. I would wander off in the woods alone, following some inside urge to go places. This alarmed my mother a great deal. She used to say that she believed a woman who was an enemy of hers had sprinkled 'travel dust' around the doorstep the day I was born."--*Dust Tracks on a Road* (1942)

I Zora Neale Hurston Branch Library



3008 Avenue D

The Zora Neale Hurston Dust Tracks Heritage Trail commemorates the life of author Zora Neale Hurston through the prism of her Fort Pierce years. Markers along each stop of the trail, where memories of Zora coalesce, focus the light of her life's story onto her final days.

Zora Neale Hurston, writer and ethnologist, storyteller and dramatist, drew inspiration from the African American folklore of Florida.

Nurtured by rural folkways, she knew no other world until sent off to boarding school at age 13.

After a long struggle to work her own way through school, she arrived at



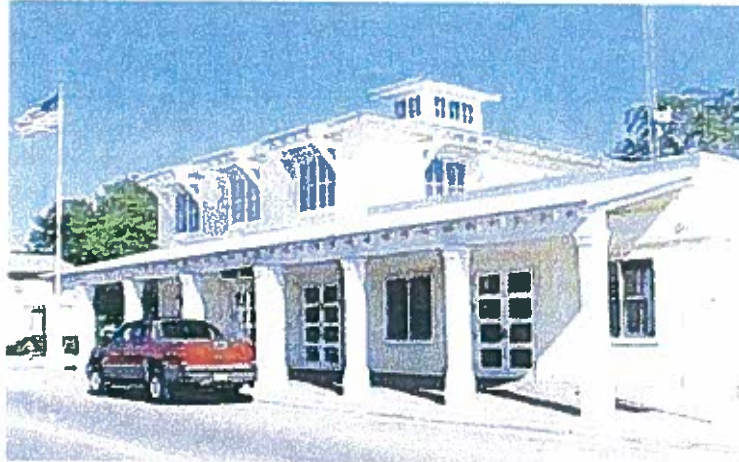
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Barnard College in New York during the Roaring Twenties. There she shone among the stars in a constellation of talent called the Harlem Renaissance.

She revisited her roots in 1927 under a fellowship from **Columbia University**. With the "spy-glass of anthropology," given her by her teacher, **Franz Boas**, in hand, she set off in a used car named "Sassy Susie" on an adventure of research and rediscovery. It would take her, over the next two decades, all across Florida, to the islands of the Caribbean and to the coast of Central America

Zora became a leading authority on African American anthropology. She sought to elucidate the workings of folk tradition, to reveal its depth and complexity both as art and as a creator of community. She pioneered an inside-out approach to research, and a unique delivery that aimed at involving her audience in the ongoing action of tradition.

2 Fort Pierce Police Substation



1220 Avenue D

When she ultimately moved from documentary works to fiction, for which she is best known, her art was fueled by the same inspiration. To be true to herself, it was inevitable that she drop the spyglass and let the folklore live through her. Live, it did. She published seven books and nine more appeared posthumously. She wrote more than 140 short stories, articles, poems, songs and plays. That Zora's writings, so earthy, so often hinging for effect on a turn of phrase, are sold in bookstores around the world validates her vision and attests to the universality of her art. Her books have been translated into languages as different as Swedish, Italian and Korean.



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Not content to document her folkloric discoveries with notebook, tape recorder and camera, Zora memorized the tales, songs, and dances she collected until she could tell, sing and perform them herself. Since she had taken folklore to heart from an early age, her sources stretched back to her childhood. She drew upon these sources as long as she wrote. And she wrote as long as she lived.

She taught, as well as wrote, in Fort Pierce. A fellow teacher at [Lincoln Park Academy](#) remembers a half-hour in a hallway streaming with kids spent explaining to Zora why her students should be allowed to break for assembly in the middle of her class. Zora could see nothing more important than their undivided attention to their studies. The years diminished neither her outspokenness nor her zest for learning.

3 Seven Gables House



482 North Indian River Drive

Zora looked at both herself and the world around her honestly and fearlessly. She defied the pigeonholing of her period, to the frequent consternation of her contemporaries. She comes across time standing tall, an American original, with all the stature of a Mark Twain.

Many thanks are due the people of Fort Pierce—the residents of Avenue D and the Northwest neighborhoods; the teachers, writers, artists, philanthropists; the just plain folk who befriended Zora many years ago—who have donated their time and lent their memories and mementos to make the Zora Neale Hurston Dust Tracks Heritage Trail a reality.

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This gives 2 examples of what a basic Heritage Trail would be comprised of and the different forms of interpretation at those locations. While both of these Heritage Trail programs offer several items out of the ten themes presented on page 64 the fact is, that most counties in the state of Florida have only 3 or 4 themes that can be incorporated into any type of Historical or Cultural themes. This is not true of Collier County for the simple fact being that all ten of the themes found on page 65 are a recorded part of the county's past. This makes Collier County one of the most unique areas found in the state. This will be highlighted and described on the following pages as a uniform theme to be proposed based on the county's past. It will be laid out in a chronological manner as a continual Ethnographic time table that includes past indigenous residents, exploration, political resolutions that led to military actions at specific locations, geographical locations associated with past history, activities, pioneers, the establishment of different settlements, industry related to several unique biological factors, and transportation routes. The Heritage Trail theme will start with what the first display would interpret and progress in stages along the proposed trail.

PROPOSAL FOR 11 HISTORICAL AND CULTURAL HERITAGE TRAIL THEMES IN COLLIER COUNTY

1. Since Collier County's inception in 1923 the geographical area of the county encompassed about 3 million acres in what would today be referred to as Big Cypress – The Ten Thousand Islands - The Big Cypress region – The Everglades. As most of this actual history on the southwest coast took place in Collier County these terms will be used and interpreted to mean the same areas. Archaeology has now proved beyond any doubt that the first indigenous people in the Big Cypress area were the Calusa Indians. The tribe known as the Calusa from the earliest reports numbered in the thousands and lived on the Southwest coast below Charlotte Harbor to where some historians and archaeologists have said one of the main villages near present day Naples was located. The Calusa's subsisted mostly on sea food and they built their main villages along the sea coasts, and around rivers, inlets, mouths of creeks, and on many of the islands in the Ten Thousand Island areas. This was proven in written accounts as far back as the mid 1500s when Spanish explorers mentioned them. Further archaeological finds like the one that took place on Marco Island in 1895 resulted in one of the most celebrated finds of Calusa Indian artifacts an a expedition led by the Frank Hamilton Cushing recovered thousand of items that were then taken to the Smithsonian Museum. The abundant shell mounds found by archaeologists in the last 100 years in the Big Cypress region and Collier County region are well documented and are found in more numbers in the S.W. Florida area than any where else in the state. There are dozens of, Federal, State, and County parks in Florida that display the Calusa theme with recreated villages at the actual locations where these large shell mounds were discovered and are now being interpreted to the public including several non profit organizations that have interpretive centers and trails. Unfortunately Collier County has never had one of the many hundred of sites located in the county interpreted to the public. This can be done at an actual location along the beginning of the trail or can have a replica mound built to interpret this theme. In addition at one of the kiosks a picture of what one of the mound sites actually looks like now presently along the Turner River but presently placed off limits to the general public by the N.P.S. Park system. This picture can also have a dual purpose and be placed at an interpretive center or kiosk at the Halfway Creek Site or the Turner River Trail site that is placed on the Heritage Trail map that will be enclosed with this report / proposal. This shows that the roadway travel routes can also share information at the actual locations of these sites. The following picture of those mounds will be attached on the next page taken from a sketch that was drawn in 1922.

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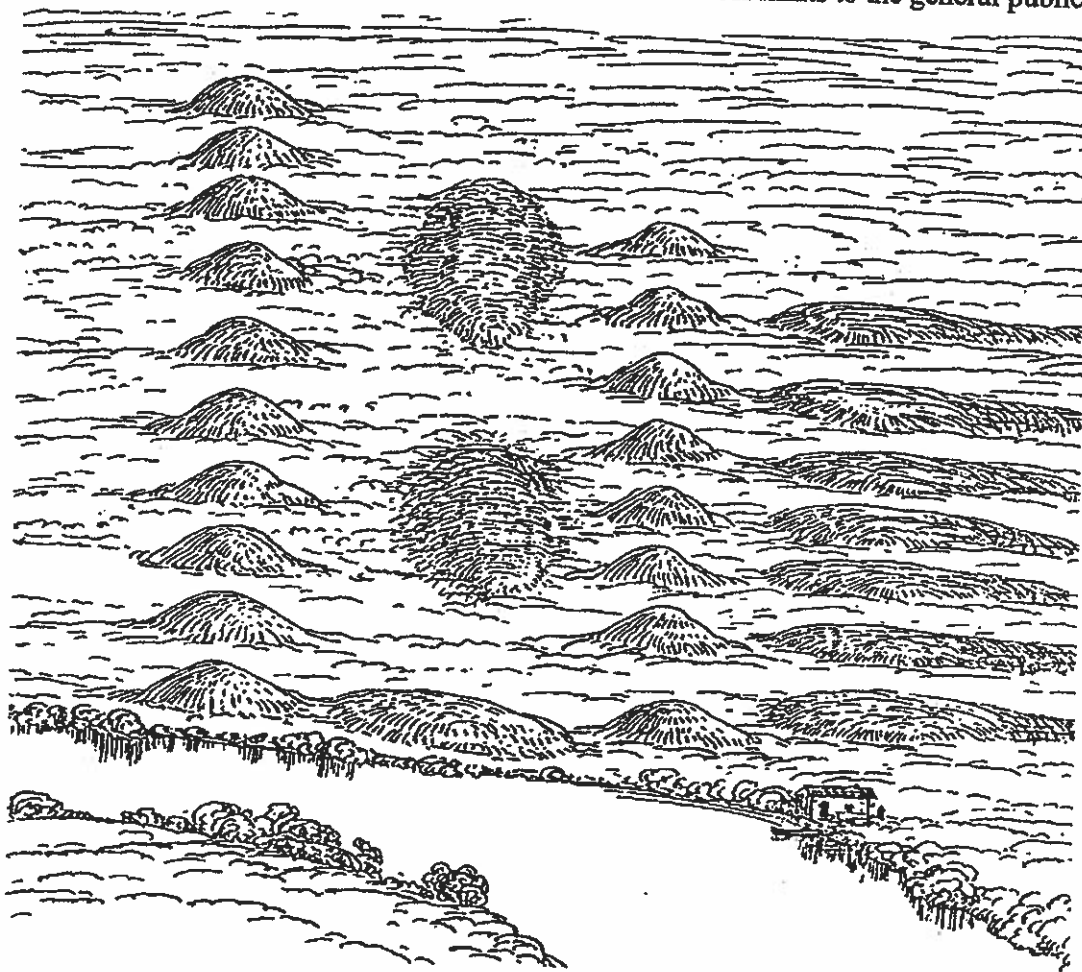
The River called Turner

Heading west on the Trail from the old Reynolds Saw Mill you will come upon the Turner River. Flowing in a north to south direction the River was named after its most famous resident who moved to the mouth of the River in 1874, Captain Richard Turner. The Captain who was a guide for the army during the Seminole Wars received pre-emption papers for 80 acres in 1878. His farm was located on the east side of the Turner River about a quarter of a mile north of the River mouth and he farmed there, until selling the property to Dr. Harris in 1890, who then sold the same property to David Daniel House five years later in 1895. The house and farm was located on property at one of Florida's largest Indian mound complexes unknown to archaeologists until Ales Hrdlicka in 1918 conducted one of the first archaeological expeditions into the Ten Thousand Island area.

Ales Hrdlicka was an anthropologist for the Smithsonian museum and wrote in his book published in 1922, Anthropology of Florida, a description of the Turner River site:

"So characteristic, so easily approached and probably so important to science, that steps, it would seem, ought to be taken to preserve it for posterity which would best be done by making it a National Reservation.

Today it is part of Everglades National Park but the mounds are off limits to the general public.



A sketch of the mound complex made in 1922 by Ales Hrdlicka and published in his book, Anthropology of Florida. The small house in the picture was described as Brown's place and the 27 mounds are described as "12 to 15 feet in height and 60-70 feet in diameter at the base.

2. The first exploration of and mapping of the Big Cypress area of Southwest Florida took place in 1837. It was at this time that the U.S. Army started sending in troops into the Everglades region in an attempt to locate members of the Seminole and Miccosukee tribes who were at war with the government. This was the starting of the wars now known as the Second and Third Seminole Wars. The individuals leaders most sought after were a chief named Sam Jones and another named Holatter Micco better known as Billy Bowlegs. The Army established several outposts, forts, and supply depots in the Big Cypress region in an attempt to locate and remove any Indians. Several battles and campaigns took place in the area now known as Collier County including the Big Cypress Campaign and the Battle of Royal Palm Hammock. More Army forts had been built in the area of Collier County than any other area in the state of Florida but to date none of these forts or battle sites, have been interpreted to the citizens of Collier County. This is presently being done at several state and Federal parks in the northern part of the state, with replicas of the forts and kiosks describing these important events that took place in Florida's past. One other important fact is that the past presence of the Seminole People in the Big Cypress region during the conflicts and afterward has not been interpreted presently in the county. Although there is a small replica of an army fort presently at the Collier County Museum it is at least 40 miles away from any actual site and is not in a proper geographical setting. This leaves a large void in the county's history and should be placed as second in order along any proposed Heritage Trail. The following information will be attached here about Old Fort Foster, the first fort built in Collier County.

OLD FORT FOSTER

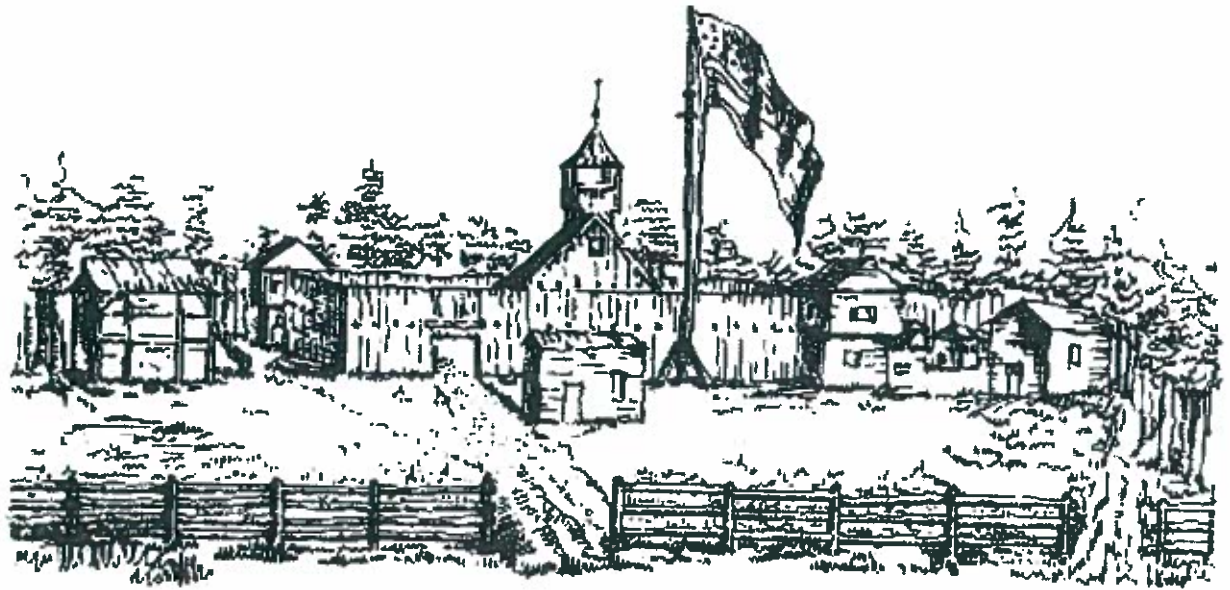
A physical description of this Fort is found in Charlton Tebeau's book Florida's Last Frontier, page 39 where he states "In March of 1837 the Army established "Old Fort Foster" on Rattlesnake Hammock nine miles out of Naples towards Immokalee. This was an oval shaped stockade with a small creek flowing through one edge. It stood on an old Indian trail from the head of Henderson Creek northward to Bonita Springs and Fort Myers, Fort Dulany at Punta Rassa near the mouth of the Caloosahatchee, Fort Poinsett at Cape Sable, and Fort Harrell at the head of New River followed soon after."

From historical records it is established that Fort Foster in Collier County was first built by the U.S. Navy in March of 1837. The forts first activation was under the command of Major Richard A. Zantzingler who was enrolled in the U.S. Army. It was closed in 1838 one year later and reopened in December of 1841. It was then closed at the end of the Second Seminole War in 1842 and reopened again in 1855 at the start of the Third Seminole War when it was referred to as "Old Fort Foster". A supply depot "temporary Depot II" was opened during the Third War one half mile north of the Fort site.

* * * * *

An example of an interpretation in the form of a kiosk and a breastwork replica of Fort King in Marion County, Florida will be attached to the next several pages. This kiosk and replication were reproduced from a sketch drawn 150 years ago.

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SKETCH OF FORT KING MADE 150 YEARS AGO

FORT KING

An integral part of Florida's frontier history

1827 (March) - Fort established, quarters built and occupied.

1832 (July 3) - Post was ordered abandoned and remained so for three years.

1832 (June 7) - Post was reoccupied.

1835 (Dec. 18) - Maj. Francis L. Dade and 111 of his men enroute to Fort King from Fort Brooke on Military Road (Fort King Road) were ambushed and killed by Seminole Indians.

1835 (Dec. 18) - General Wiley S. Thompson, Lt. Constantine Snoych and three civilians were attacked and killed outside the gates of Fort King by Osceola and his men.

1835 (Dec. 31) - First organized engagement against the Seminole Indians. The beginning of the Seminole War.

1836 (May) - Post was abandoned again and subsequently destroyed in June when Indians set it on fire.

1847 (Apr. 22) - Post was reoccupied and rebuilt.

1848 (Mar. 25) - Fort King was finally abandoned by troops for good.

Legend:

- A. Magazine
- D. Officer's quarters
- B. Blockhouse
- E. Enlisted men's quarters
- C. Kitchen

Location where Fort King stood until it was turned over to the General Land Office in 1846 and subsequently sold for building materials to local residents.

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REPLICA OF THE BREASTWORKS AT FORT KING

Fort King was a major Seminole Indian War Fort in pioneer Florida. Established in 1827 it was garrisoned off and on from 1827 to 1829 and then reoccupied in 1832. In 1835 Major Francis Dade and 108 men were massacred on way from Fort Brooke (Tampa) to Fort King along the Fort King Road. (This attack enraged the country how ever it was short lived overshadowed, one month later, by an event called "The Alamo") The Fort King Road was once an old Indian trail and now is basically SR301. Dec 28th 1835 General Wiley S. Thompson was killed along with others just as they left the gates of the Fort by Osceola and his men. His scalp was divided among the attackers as trophies. The post was abandoned burned in 1836. In 1837 it was reoccupied and reconstructed. The Fort was finally abandoned in 1843 and in 1846 the General Land Office sold the materials to the locals for building materials. There is a local effort to buy the site and possibly reconstruct a replica. Reportedly, up to 40 years ago remnants of the fort could still be found on the McCall property. Today the site would require an archeology team to locate the garrison's wooden stockade

* * * * *

Fort Keais was the next fort built in Collier County and the following information on that site will be attached on the following page:

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THE FOUNDING OF FORT KEAIS

General Persifer F. Smith opened Fort Keais on March 7, 1838 and in a report to his superiors states that "he left Fort Denaud with a Company of Second Dragoons, a Battalion of Second Infantry Marines under Captain Dulany on the edge of Big Cypress Swamp. "I erected on this spot, which is about 35 miles south by east from Fort Denaud, a small work in which I placed 20 days rations and one Company of LA volunteers manning the work until the Generals pleasure is known after one of the officers who fell with Major Dade (Keais)."

The battle he refers to in his report to General Jesup, is the Dade Massacre, (emphasis mine)

To begin the research of Fort Keais we have to go to the beginning of the written accounts of when the Fort was first used in battle. This would have been in December 1841 when Major William Belknap took command of, 'the Campaign of Big Cypress.' The most complete account of this is in Sprague, The Origin, Progress, and Conclusion of the Florida War-1848 pages 348-375. Major Belknap also drew a fairly accurate map of the Forts, Depots and routes during this time.

The orders for the different companies came on October 30, 1841 from the Headquarters of the Army of Florida, Tampa and it instructed them to all join at Fort (Keas) page 349. Belknap, after receiving his orders wrote to Col. Worth, page 357, about his activities at Fort Keais, as did all the other officers call it with the exception of C.R. Gates (Captain) who referred to it as Fort Keas in his journal. His journal, recorded as the daily events unfolded, was one of the most accurately preserved during the Second War.

As to the date regarding the opening of the Fort, Tebeau states in "Florida's Last Frontier" page 39-40 that: "In January of 1838, units of the Seminole hunting party first crossed the Caloosahatchee and established Posts there, some of which later became settlements with the same name. General Persifer S. Smith gave the name T. B. Adams to a camp on the north bank and Fort Denaud on the south bank where he crossed. On the return trip from Fort Harvie, Smith's forces moved southward and established Fort Keais on the western edge of the Okaloocoochee Slough, then marched northeastward and established Fort Thompson at the head of the Caloosahatchee. "A military map of 1840 shows the pattern of action down toward Collier County. Interestingly enough, this map also shows a route for small boats from the north end of Key Biscayne across the Everglades to Fort Keais "as reported by the Indians". Actually, the commonly accepted location of Fort Keais is thirty miles west of the edge of the Everglades on the eastern edge of a large Cypress strand now know by the name Camp Keais Strand. It is unlikely that the water level ever was high enough for the last thirty miles to be navigable."

* * * * *

The next fort that was built in Collier County was Fort Simon Drum. The following information on that site will be attached on the next 2 pages.

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FORT SIMON DRUM

State records indicate this fort was established as a base of operations in March 1855, ten months before the start of the third Seminole war. The fort's name was taken from Captain Simon Drum a West Point officer who was killed on September 13, 1847 during the American assault on Mexico City during the war with Mexico. In the beginning the fort most likely was a staging area because Indian trails crossed it in a NW, SW, and easterly direction.

Tebeau in Florida's Last Frontier, pg 45, describes:

"A detachment of 2nd artillery personnel that included Commander First Lieutenant George L. Hartstuff, 2 non-commissioned officers and eight privates who left Fort Myers on a reconnaissance mission on December 7, 1855 and soon after arrived at Fort Simon Drum to find it burned." Not long after this they found Fort Shackelford in the same condition.

On January 12, 1856, Brevet Major Harvey Brown wrote a letter with detailed instructions and construction plans for the fort to be rebuilt and sent it to Brevet Major Lewis G. Arnold.

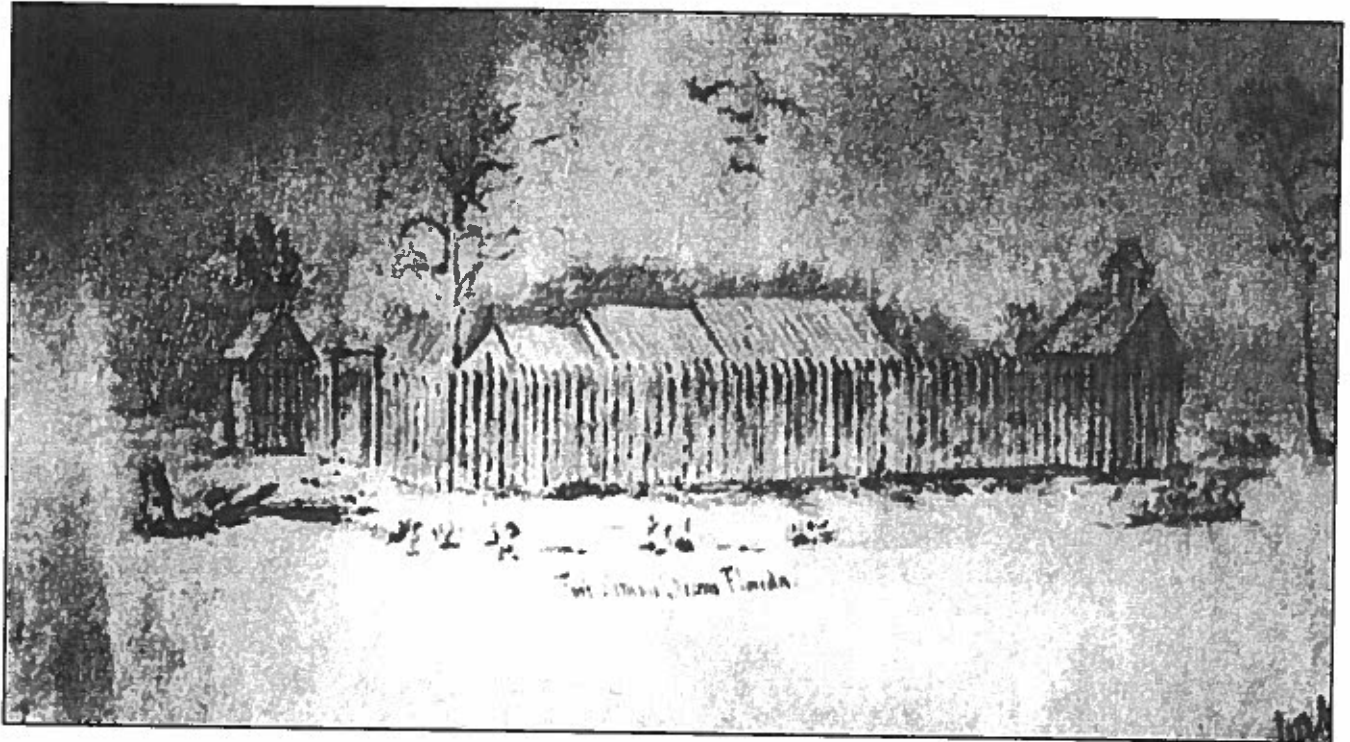
State historical records then indicate the Fort was rebuilt into a wooden blockhouse 200 feet by 300 feet out of pine logs in April 1856 by Major Lewis G. Arnold and members of the 1st and 2nd Artillery. Alexander Webb made a drawing of this Fort about that time and it is the only one known to exist. It shows a fort approximately 150' x 150' square with 2 guard towers built diagonally on the inside perimeter. One tower appears to be 12 foot high while the other looks to be about 18 feet high with an upper lookout station. The drawing also shows one gate about 8 feet by 8 feet. Its three tiered structure shows barracks 8'x8', one 10'x10 and another 12'x12' with its main perimeter of logs being about 10' tall.

James Covington in his book The Billy Bowlegs War states that on May 1, 1856 one month after the large blockhouse was erected, a task force consisting of 38 men of Johnston's Company, 20 men from the Kendrick Company, and 26 from Durrance's Company left Fort Denaud under the command of Captain Abner P. Johnston (Florida mounted volunteers) and Hartstuff who had 28 (regulars) a total of 113 people left for Fort Simon Drum. On arriving at the Fort the next day on May 2, shots being fired were heard by soldiers in the vicinity of Fort Simon Drum and was later learned that Indians were attacking soldiers stationed there who were out hunting. The Indians disappeared quickly when the soldiers showed up to engage them.

Correspondence from soldiers indicates that this Fort was still used as a negotiation site as late as February 1858 and when the Army abandoned usage, the Seminoles continued to use it as a crossroads for trade.

* * * * *

Excavations by archaeologists H. B. Collins in the early part of the century at the Fort Simon Drum site produced a quantity of decorated pottery and other artifacts. Some of those artifacts, and others representing the eight Army Forts of Collier County, are in possession of Historical Preservation Inc. a Florida based non-profit organization.



Sketch of Fort Simon Drum made by Alexander Webb In 1856

David Graham Copeland placed a general vicinity monument at what he believed was the Fort Simon Drum site in 1941. This monument was located 6 miles east of the city of Immokalee on Immokalee Road # 846. It has not been verified that the monument is still present and would in effect represent one of the last of 10 monuments placed by Mr. Copeland in and around Collier County. Without access to this site no further studies can be made. A replica of Fort Simon Drum from this sketch can be made as was in the case of Fort King. There are several more fort sites located along the strip of land of the proposed Heritage Trail in this proposal that follow a west to east direction in a general path that is parallel to Golden Gate Blvd. and ending up on highway # 29. Regardless whether the trail is close to the original sites or will be just be an interpretational version this gives an outline on what the 2nd theme would be on the proposed Heritage Trail. This sketch can be used for interpretation or for a replication as was in the case of the Fort King sketch.

3. The third theme would encompass the U.S. Army soldiers and the battles and skirmishes between them and the Seminole Indians. The actual locations are along the proposed Heritage Trail and the following information will be attached to give a basic insight of what the interpretation of this historic time frame would include.

BATTLE OF BIG CYPRESS

During the 2nd Seminole War when the US Army occupied it's first fort in southwest Florida, Fort Foster, on March 24, 1837 in Collier County, expeditions, battles, skirmishes, and general warfare declared on the Seminoles continued with various campaigns from the Army forces, through the Big Cypress and Everglades areas. One of the last confrontations before the second war ended in 1842 was the Battle of Big Cypress, December 20, 1841 when Lieutenant Collinson Read Gates was leading an expedition through the area that is now known as the Picayune Strand State Forest, on Collier County's east section when the force was attacked. Here are the words taken directly from C. R. Gates journal on that day and the two following days . . .

December 20 "Started from camp about seven; went westerly a mile and a half through thin pine and cabbage, till we came to the edge of the cypress; we here were halted by the firing of a musket on the left, shortly after another, and another; it proved to be a flanker who go lost; he was not paying attention when we took at turn north; after waiting an hour or more, and hunting for him, he came up. We then entered the swamp westerly, went a mile nearly, and came to a flag-pond, (very bad place to get through), and water waist-deep; after emerging from it a short distance, we came upon an Indian camp, with signs of the day before; rested a short time, and then pursued the trail through pine, oak and cabbage-hammock a mile and a half, then through swamp another mile and a half, there found *evident signs* of the Indians. The guides refused to go in front. We went half a mile further, when the cypress was more open on the trail, a large flag-pond one hundred yards to the left, and a small one immediately on the right, water nearly waist-deep. Here the advance was fired upon by about twenty Indians, who were posted about forty yards in front and to the left, behind the cypress. Sergeant Down of my company was shot dead at the third shot; the ball hit just above his left collarbone, and cut the artery; he was in the advanced guard, next to Lieutenant Johnson. Foster, of D company, 4th infantry, was shot also in the advance; was shot in his right arm, and the ball passed through the left; shot dead. The Indians ran, after the first fire; to the left and right; some companies pursued a short distance, and returned, as the thicket was very dense. I went back, and after finding the dead bodies, brought assistance and carried Down to camp, which was in the one where the Indians were evidently just making preparations for a permanent camp. A sentinel fired at night; the men turned out promptly; no cause of alarm discovered."

December 21 "We started this morning, and carried the bodies as far as the second flag-pond, and there sunk them - very had work taking them through the cypress. We reached the edge of the cypress (where the flanker fired) about 12. We then turned a small cypress and went northerly. Captain Thornton had been taken with chills and fever the day before, and now had to be put into a blanket and carried. We went three miles and discovered Captain Hutter's trail, leading S.W. into the cypress, but one day old, apparently; marched a mile further, and camped near some small cypress. Marching, since we left the cypress, pretty good; pine most of the way."

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December 22 "Started at seven, and went northerly through the cypress. We marched six miles through thin cypress and pine islands. We halted to lunch on a piney point, a large extent of thin cypress. We then went two miles, and came to a pine-barren and two or three cabbage trees. A pine-tree was blazed at nine miles. Wagons can come here. A mile further we came to a cypress, bordered with oak scrub. Horse trail (Walkers) discovered.....

"We steered easterly through pine and thin cypress belts two miles and two more through prairie, and reached Fort Keas at four P.M., the men and officers much fatigued, and out of provisions – some the day before Lieutenant Arnold in command, with fourteen dragoons and six infantry sick. Captain Hutter with his command, have gone on a six days' scout. We had half a barrel of biscuit divided in the command, and an express sent to depot No. 1, ten miles for rations. We went to Arnold's tent, and ate every thing he had in short order. Captain Sibley and Lieutenant McClay arrived at half past ten, P.M., with provisions."

* The Horse Trail talked about by C. R. Gates as the Walker Horse Trail is the modern day Belle Meade Horse Trail that starts on Sable Palm Road in Naples and continues 22 miles through Picayune Strand State Forest and ends in Golden Gate Estates.

With this theme interpreted the next phase of history in Collier County to be interpreted would be the actual battle that took place referred to as the Battle of Royal Palm Hammock. That information will be attached here.

The Army's scorched earth policy of capturing the women and children, burning villages and crops, taking all the livestock including cattle and hogs to the nearest depot, and if not practical, destroy them and shoot warriors on sight, began to take its toll and led up to one of the last battles of the 3rd War. Colonel S. St. George Rogers, commanding a force of 110 volunteers from Florida, landed on the south side of present day Everglades City to continue the pressure on the Indians. Unfortunately he became ill so command of the troops was given to Captain John Parkhill who took 75 men and led them on an expedition 9 miles north up the Turner River on November 24, 1857 where they left their guide Captain Richard Turner and proceeded on foot for the next 3 miles until coming upon the higher lands of Deep Lake Hammock. Four days out into their journey they discovered a large Indian settlement and destroyed it with fire. The following day they came upon 2 other large Indian fields with crops and they quickly burned those also. While in the same area fresh Indian tracks were seen, and in one of the worst military mistakes of the war the captain left his garrison there while he proceeded to follow the tracks where they led to a small stream. In the process of crossing the stream he was ambushed by a band of Indians who instantly killed the captain in the first volley of shots. As his troops fell back approximately 40 Indians wounded another 5 men of his force before Lieutenant John Canova was first to hold the line, but as usual in these circumstances the Indians retreated into the swamps. The Captain's men then carried the lifeless body of their commander back to the awaiting garrison left behind.

While some historians say they carried the body 10 miles, others say they carried it 15 miles before burying it, but most agree the captain was interred at a local lake. Which lake he was buried at is in question. Some say Deep Lake, which at the time was called "Lake Lizzy" by the soldiers, and "Fish Eating Lake" by the Indians, or at a lake at the fork of the Fakahatchee River as recorded by some historians. Charlton Tebeau says the soldiers traveled a total of 40 miles back to Chokoloskee Island, almost starving on the way before they reached the Island on November 30th. Recent research shows that this battle, The Battle of Royal Palm Hammock, might not have taken place near where it is reenacted every year at Collier State Seminole Park. Collier Seminole Park has decided in 2008 not to sponsor this reenactment on any future events. Evidence points to the battle taking place near Assinwabs town, 40 miles north of Chokoloskee, while Deep Lake is 15 miles south of that village and geographically matches the historical report.



CAPTAIN JOHN PARKHILL

The highest ranking officer killed in the 3rd Seminole War

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The next theme would be the relationship between the Seminole chief Billy Bowlegs, the Army, and the land of Big Cypress. The actual site of Billy Bowlegs [Old Town] was monumented by David Graham Copeland in 1942 in what is now The Big Cypress National Preserve. It is under the site registered on the National Register of Historic Places called the (Hinson Mounds) the site is located near the N.P.S. managed site of Bear Island and has never been revealed to the general public or interpreted in any way. The following information on Chief Billy Bowlegs will be attached here.

4. - THE LAST WARRIOR

By the end of 1857 forays into the Big Cypress to destroy villages and crops had finally worn down the Indians. Relentless hounding by the forces of Captain William Cone of the Florida mounted volunteers, continually destroyed villages that held from 15 to 50 huts, and burned hundreds of acres of crops at a time. By the end of 1858 the government finally established the Indians on reservations in Arkansas. Billy Bowlegs left for New Orleans, on the steamer QUAPAW with the remnants of his family and tribe headed for Arkansas, where a reporter from Harper's Weekly Magazine wrote this article on June 12, 1858:

"Billy Bowlegs – his Indian name is Halpatter-Micco – is a rather good looking Indian of about fifty years. He has a fine forehead, a keen black eye; is somewhat above the medium height, and weighs about 160 pounds. His name of "Bowlegs" is a family appellation, and does not imply any parenthetical curvature of his lower limbs. When he is sober, which, I am sorry to say, is by no means his normal state, his legs are as straight as yours or mine. He has two wives, on son, five daughters, fifty slaves, and a hundred thousand dollars in hard cash. He wears his native costume; the two medals upon his breast, of which he is not a little proud, bear the likenesses of President Van Buren and Fillmore."

"Billy Bowlegs is a direct descendant of the founder of the Seminole nation. A little more than a century ago, a noted Creek chief, named Secoffee, broke away from his tribe, and, with many followers, settled in the central part of the peninsula of Florida. They were followed by other bands and all received the name of Seminoles, or "Runaways." The Mickasukies, the legitimate owners of the country, at first opposed these emigrations, but they were too feeble to make any effectual resistance. In a short time all the Indians amalgamated, and joined in efforts to resist the white men, the common foe of all. Secoffee was a bitter enemy of the Spaniards and a strong ally of the English. When Florida was re-ceded to the Spaniards, in 1784, he took the field against them. He died the next year, at the age of seventy, and was buried near the site of the present Fort King. When he felt that his end was near, he called his two sons, Payne and Bowlegs, and exhorted them to carry out his plans. The Great Spirit, he said, had revealed to him that, if he would be happy in a future state, he must cause the death of a hundred Spaniards. Fourteen of this number, were still wanting; and he adjured his sons to make up the deficiency."

"In 1821 Florida was ceded to the United States. Emigrants began to pour in who demanded possession of the lands. The Indians were estimated at four thousand men, women and children with eight hundred Negro slave. Their villages were scattered from St. Augustine to the Appalachian River. They consisted of log-huts surrounded by cleared fields. It was vain for them to urge their claim to the country. Our Government recognizes no such title in the Indians.

In 1823 they were compelled to enter into a treaty making over to the whites the greater part of their lands, and restricting themselves within narrow bounds formally, laid down. Still the white settlers pressed upon the Indians. A thousand pretexts for quarrels arose. Slaves ran away and joined the Indians who refused to surrender them. The property of the whites was plundered, reprisals were made, and a border war seemed imminent, which must involve the extermination of the Indians. In 1832 Mr. Cass, then Secretary of War, directed Colonel Gadsden to negotiate with the Florid Indians for a total relinquishment of their lands in exchange for others west of the Mississippi River ".....

"With much difficulty Mr. Gadsden succeeded in inducing some of the Seminole chiefs to sign a treaty empowering a delegation to visit the country proposed to be allotted to them, and in case they were satisfied with it, the nation should cede all their Florida lands, and remove west of the Mississippi. This was the famous "Treaty of Payne's Landing" made on the 9th of May 1832. The delegation visited the country, made their marks to a paper expressing themselves satisfied with it, and agreed that their nation should commence their removal as soon as satisfactory arrangements could be made. In this treaty the name of Halpatter-Micco appears for the first time in history. He was then a young man, a sub-chief of the band of Arpiucki, or "Sam Jones". It is noticeable that the names of the leading Seminole chiefs, especially that of Micanopy, the recognized head of the nation, were wanting in this treaty."

"Such was the opening scene of the Florida War, which was to cost so much blood and treasure, and task so severely the skill and energy of our ablest officers. Generals Gaines, Clinch, Scott, Call, Jesup, Macomb, Taylor, Armistead and Worth were successively placed command. For a time it seemed as though a few hundred savages would successfully defy the whole power of the United States. The Indians, indeed, soon found that in open fight they were wholly unable to cope with the whites. They adopted the true policy of scattering themselves in small detachments, striking a sudden blow upon some exposed point, and then taking refuge in the almost inaccessible swamps. Still, year-by-year something was gained. One chief after another was killed or captured, and their bands surrendered, and were sent to Arkansas. Osceola, coming into the camp of General Hernandez, on pretense of treating, was made prisoner, sent to Fort Moultrie, where he died of a broken heart. He had broken truce more than once, and had no right to complain of any want of faith. Coacoochee, or Wild Cat, next after Osceola, the most formidable warrior, surrendered. "I am leaving Florida," he said; "it was my home; I loved it; to leave it is like burying my wife and child. But I have thrown away my rifle and taken the hand of the white man, and said to him, "Take care of me." So band after band had been broken up and sent to Arkansas. The remaining Indians were slowly forced southward toward the impassable Everglades, where they were sorely pressed by the enemy. The name of Billy Bowlegs appears only rarely during the first three years of the war, and then only incidentally as a sub-chief under Sam Jones."

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“From this time the influence of Bowlegs began to increase. Sam Jones, who was said to be ninety years old, was feeble and inert. He was formally deposed from the chieftainship, and Bowlegs was put in his place. The dignity was hardly worth the having. The band now numbered scarcely two hundred and fifty souls, of whom only eighty were warriors. The new chief saw that further resistance was useless, and, after sending an emissary to ascertain that proposals for peace would be favorably received, he made his appearance at headquarters, fully authorized to treat. At last, under date of May 8, 1858, came “General Orders, No. 4” from the “Head-quarters of the Department of Florida” announcing that the war was closed. “You have,” says Colonel Loomis, in mustering the volunteers out of the service of the United States, “with untiring zeal and energy, penetrated in every direction the swamps and Everglades of the country, driving the enemy from their strong-holds and hiding-places; you have engaged them in several skirmishes and action, killing more than forty of their warriors, as acknowledged by the chief, Billy Bowlegs; you have destroyed their magazines of stores and provisions; you have captured more than forty of their men, women and children; you have rendered them hopeless of remaining any longer with safety in the country, thereby preparing them for, and greatly facilitating their peaceful emigration, by the delegation under Colonel Elias Rector, Superintendent of Indian Affairs.”



HOLLATTA-MICCO – BILLY BOWLEGS

**BILLY BOWLEGS GRAVE SITE AND TOMBSTONE
ARE LOCATED AT FORT GIBSON NATIONAL
CEMETERY IN OKLAHOMA**

After being relocated to Arkansas, Chief Bowlegs enlisted in the Union Army in May of 1862 with the rank of Captain, where he fought battles at Cane Hill. He was given command of Company A of the First Indian Home Guards, and continued in several battles serving with many commendations and distinctions, until his death in 1864 of small pox.

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The next theme would be the first pioneers in the area and the settlements they started. Information on those resources will be attached on the following page.

5. SETTLEMENTS IN THE BIG CYPRESS AFTER THE THIRD WAR

The generally held belief by most historians regarding the first recorded settlements in the Big Cypress and Collier County area after the wars was in the town of Chokoloskee. Charlton W. Tebeau, in his monumental book *Florida's Last Frontier* states "The name of the first modern day settler on Chokoloskee is difficult if not impossible to determine. That he came in the early 1870's is fairly certain."

Digging deeper in the state of Florida archives reveals the first official settler of record as John Weeks and his family in the year 1862. He began a farm near his palmetto house on the west bank of the Allen River; now known as the Barron River (renamed after Barron G. Collier in 1923).

Further investigation of the Chokoloskee area was made by Dr. Joe Knetsch, an historian in Tallahassee Florida, when he wrote a treatise "Surveying Chokoloskee's Wilderness World". In it, he describes a letter written by surveyor John P. Apthorp on June 9, 1883 to the Surveyor General, which is most revealing.

It states:

"I have been requested by the people living in what is known as Chockaluskee in the Ten Thousand Islands, to present to you their situation and desire in regard to the survey of their lands. Some 30 or 40 families are living at the place named on the keys near the coast, mostly along banks of creeks that come down from the main land. These strips of alluvial land are of the highest fertility and the settlers are engaged in raising early vegetables and tropical fruits for the Key West and northern markets. Some of them have been occupying their places from upwards of thirty years, but have never been able to acquire any title, as the lands have not been surveyed."

Dr. Knetsch then comments:

"Thirty or forty families at Chokoloskee Bay in the year 1883 shows the area was well known and settled at least a decade earlier than other historians have reported. Historian Charles W. Tebeau who interviewed many of their memories did not establish any totals for the area and recognizes only a few of the families, e.g. the Santini's and Von Phitsters, as being there earlier than 1883. Now one can see that the actual time and growth of the settlement around the Bay came earlier than Dr. Tebeau's witnesses could have remembered."

This in turn prompted early settler William S. Allen to write a letter in 1883 to E. O. Gwynn, a Deputy Surveyor from Key West. In it, Allen wrote the following:

"I need not inform you that nearly everyone, of us in this community are old acquaintances of yours and every house will be open to you as to an old friend." (Allen listed the settlers in the area including the number of people living at each homestead.) "David Roberts, 11: Phineas Myers, 7: Lewis Roberts, 4: J. R. Walker, 7: John F. Ferguson, 2: C. M. Brown, 1: W. S. Allen, 3: Geo Phister, 2: Augustine Swicurse, 4: T. T. Avan, 1: D. B. Lott, 7: N. F. Brown, 4: B. B. Brown, 1: L D. Lockhart, 2: John Hall's Wife, 3: John Gardner Jr., 6: R. B. Turner, 2: Jos. Wiggins, 3: Geo. Christian, 2: Wm. H. Van Phister: P. A. Santini, 7: Nicholas Santinj, 6: Gregorie Gonzalas, 4: Mrs. Fletcher, 3: Joshua McLeod, 2: Richard Hamilton, 9: and Luther Barnes, 1."

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Dr. Knetsch goes on to comment:

"This detailed letter gives a very clear picture of the nature of the Chokoloskee bay settlements and the number of people involved. The total of 116 named settlers and the estimate of 125, including transients show that a viable frontier community had been established as early as 1883 and probably earlier. What is so interesting is the notation that about 50 of these people attended Sunday school, the first mention of this type of church organization made in the known literature in Chokoloskee."

In 1874, Captain Richard Turner, a scout for the Army during the Seminole wars settled along the river's mouth, directly opposite from the island of Chokoloskee. The river was once known as the Wahiki Inlet, when its name changed to Chokoloskee Creek. Later it was aptly named the Turner River after its most famous resident. George Storter Sr. who came from Alabama in 1881 to the Everglades region, joined with William S. Allen in his first year to grow a variety of produce including cucumbers, tomatoes, and later sugar cane. His experience as a tinner allowed him to can and preserve his goods. His son George W. Storter Jr., later known as the judge, would follow his father to the area in 1887 when he brought his wife and daughter with him. After five years, in 1892, he opened the second trading post in the area. Title to the first trading post goes to Joseph Wiggins who opened one in 1883.

Living on the west bank of the Allen River very close to the modern bridge were the first recorded black settlers, Augustus Swycover and his wife who were making deliveries for William S. Allen, on his boat to Key West for his produce. He also was shipping his own sugar cane up to 1,500 stalks at a time from his home site where the later Port Dupont was established. In 1887 he sold his property to George W. Storter who then bought the property owned by William Allen in 1889, which effectively gave him ownership of the entire area of modern day Everglades City for the total princely sum of \$800.00. From the William Allen house, where he ran his trading post down the river, the industrious George Jr. took a small wooden shack with dirt floors, and with continued renovations enlarged and furnished it, to eventually, became known as the modern day Rod and Gun Club. It was in the year 1886 when the illustrious C. G. McKinney declared he would start the first city on the north side of modern Highway 41, and taking a few people began clearing a six acre area and planting crops. The project was a disaster because as later soil samples would reveal, there just wasn't enough nutrients to allow for healthy crops. In his own words it was "just too wet and too hot in the summer and it killed my stuff." After relating to a visitor "the site is surely a dull looking place now, the orange and grapefruit trees are yellow, and they have no fruit to speak of. There is no water on the land and grass and weeds have control." When further asked what the name of the community was he replied "Need Help." This then establishes the name of the first planned town in the Big Cypress area, later to become Collier County.

In the year 1888 around the halfway creek area, records indicate the first teacher came to the area, a Mr. D.W. Black. In 1889 the first preacher, Rev. George W. Gatewood gave the first sermon at William F. Brown's house. The scattered settlers continued to prosper trading with the Seminole people, and taking their crops to Key West until 1895, when David Daniel purchased property near the large shell mounds on the Turner River, and bought Dr. Harris' two story house. He then moved his family in and opened a vegetable packaging house, which increased the shipments from the community to Key West.

Unfortunately weather patterns changed over the next five years, so that by 1900 constant overflowing of salt water on crops, made the land practically useless at that site. It was a direct result of Florida's great freeze of 1895, which destroyed large numbers of citrus groves in north Florida, and hundreds of farmers started looking for a frost-free zone. The common thought of the day was that heavily wooded areas near a water supply or lake would provide shelter from the cold for vegetable and citrus crops. This would in effect bring two businessmen to the area of Deep Lake in 1900, to start what would become the forerunner of a new county and the city of Naples.

The next theme would be the beginning of the first industry in the Big Cypress region which in turn would eventually become modern day Collier County.

6. THE FUTURE BEGINS FOR COLLIER COUNTY

Hardships had always accompanied the settlers in South Florida, so in 1900 when the vegetable packinghouse and farms were abandoned on Turner's River because of flooding, two men, John Roach and Walter Langford purchased 200 acres of land in the Deep Lake area. The land was situated on a hardwood hammock that stretched for about 2,000 acres and their property comprised the most fertile part of it, with the lake almost in the center. It was this frost proof area they believed could weather any freeze, but realistically the freezing rains never came this far down south. Walter Langford knew several families in the area and being from Fort Myers, was familiar with the farming done there. His partner John Roach was mostly the investor. They hired locally and imported help for what was then, the high pay of six dollars per week, but considering the fact that they had to uproot large pine trees and shrubs, all the time working in a half swamp and mosquito infested area, its no wonder that after ten years of hard work, the two hundred acres had still not been completely cleared. Walter Langford brought a special hybridized grapefruit strain from northern farmers which, was developed for its seedless quality and the ability to start producing fruit before the traditional seven year wait period.

After five years the grove, aptly named the Deep Lake Company Groves, was still not turning a profit. Partly because the partners had to bring everything from Fort Myers to build the houses and tool facilities, when scarcely more than Indian trails existed in the whole area. This brought even more difficulty when the fruit on over 300 trees started bearing, and required a transportation system that could keep up with the delivery of produce over land, fourteen miles away at the head of navigation on the Allen River. From there it could be shipped by a barge type boat to Fort Myers, where packing would take place before shipping it to various different markets. The only form of transportation for shipment to the Allen River was by a team of wagons being pulled by oxen, which was a slow and tedious operation.

By 1908 the trees were producing so much fruit that the growers inability to have the fruit picked and sent to market quick enough, resulted in over seventy percent of the crops being lost when the fruit fell to the ground, and began to rot. By 1910 the grove was still financially breaking even, despite the reputation of the fruit being "so sweet no sugar is needed." When the great hurricane hit that same year the trails became flooded and were under water. It was during this time that one of the partners, John Roach, a wealthy man in his own right being president of the Chicago Street Railway Co, purchased Useppa Island near Fort Myers just off the coast, and built a home and rather small hotel, to entertain wealthy tourists and travelers. In 1911 he invited his friend Barron Collier to visit the island, and it appears they discussed the problems at the grove because soon after, the two partners of the grove decided to open a railroad line from Deep Lake to Everglade. Barron Collier purchased the island and home with the hotel staff to stay on in that same year and in early 1913 the owners of Deep Lake Grove had ordered the fourteen miles of railroad tracks they needed to go from the grove to Everglade. They also purchased the wheels and frames for the carriage that would basically be a steel box with a Ford engine taken from a Model T. The wheels would have flanges to keep the narrow gauge train on course, which then would tow several flat cars behind. Paychecks were raised to \$9.00 a week for anyone willing to help clear the path and lay a grade. Workers started immediately and on May 21, 1913, George Storter Sr. drove the first of the six inch spiked nails to begin the project accompanied by his son, George Storter Jr., who drove the second nail, which was the official beginning of the Deep Lake Rail Road.



Opening day at Deep Lake Railroad

George Storter Jr. is at the controls accompanied by his wife on the right. First engineer Harry Magill on the left would only drive the "locomotive" for one year until when in 1914 he died of appendicitis. The Deep Lake groves along with all the communities including Marco, Chokoloskee, and Everglade were still under Lee County's district until 1923 when Everglade added an 'S' and became the seat of the new county, "Collier".

The Deep Lake Groves immediately began to prosper from the ability to bring not only the grapefruits to the market quickly, but other groves like the Welch grove seven miles to the north, became paying customers to the new freight line. The Deep Lake Groves reputation was becoming well known and when A. W. Dimock visited there in 1911 he wrote an article called "Turkey Tracks in Big Cypress" based on his experience visiting the grove. His short story is found in the compilation of stories titled "Tales of Old Florida". In his article he relates his first hand account at the grove, and the hundreds of wild turkeys that would frequent the grounds.

He thus records:

"In many states where these birds once flourished, they may be classified with the dodo. The one place within my observation where their number has decreased but little, in the last two decades, is the country of the Big Cypress Swamp in Florida."

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“Here their environment protects them. In the dry season the turkeys scatter over the open prairies where they are not easily approached. When these are covered with water that rises to the hunters’ knees, above fathomless mud in which he might disappear entirely, they gather in the thick woods of the hummocks. On one of these almost approachable oasis is a recently established grapefruit plantation. The owner of these three hundred acres has forbidden the killing of turkeys on his grounds. The Indians, who often visit his place, scrupulously respect the prohibition. White hunters don’t poach on the domain, because of its inaccessibility and the certainty of detection, while the Negroes that work in that isolated field prefer not to incur the twenty five dollar penalty, the sure enforcement of which means involuntary servitude for an indefinite period. He goes on to record the relationship of the turkeys with the employees: “on the plantation groups of young gobblers and hen turkeys with their broods walk freely and fearlessly among workmen and they have often come within reach of my hand as, in the shade of a water oak, I sat idly on a stump. Yet they kept wary eyes upon the suspicious character who neither slung an ax nor grubbed with a mattock, and were more distrustful of a slight motion of my hand than a shovel full of soil thrown beside them by a laborer. They responded promptly to the call of a tree felled by the workmen, to seek the insect life to be found in its upper branches.”

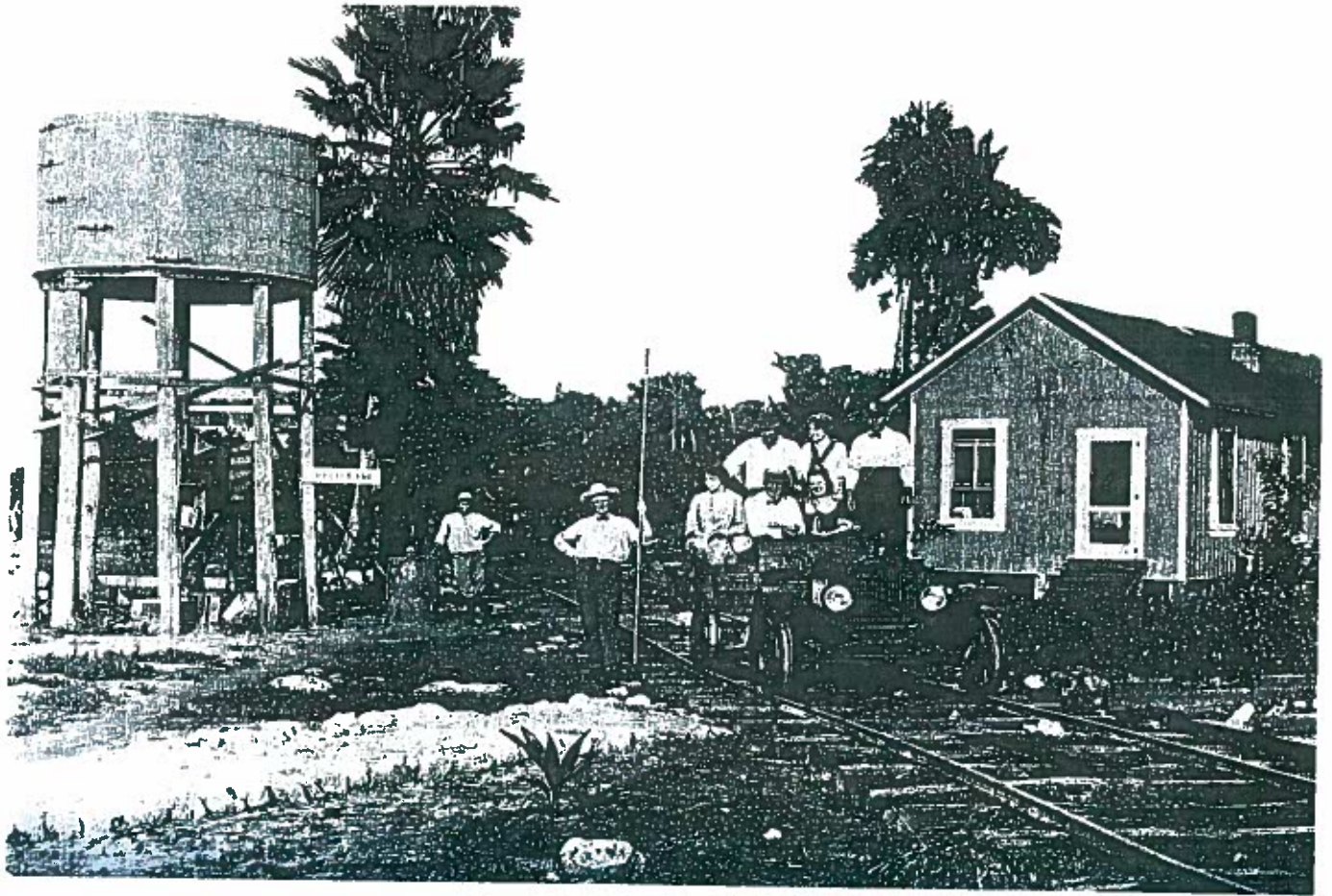
“I sought to secure their confidence by scattering handfuls of grain among them, but they feared the gift bearing Greek, and I only succeeded in implanting distrust, by actions which their inherited experience had taught them, were of evil portent.”



WALTER G. LANGFORD - 1924

Business continued to prosper and by 1915 a newspaper in, Key West started to question the possibilities of the small railroad reaching all the way south to Key West. Henry Flagler considered this at one time but decided the cost was too great. If the truth be told, the rail line weaved in slow curves around obstacles and underwater, for a good portion of time because of the low grade. The Grove started to financially prosper and by 1917, when they installed another rail to make a round circuit, newspapers were reporting a record 17,000 field boxes, (crates made out of wood slats) were being taken to Everglade every year.

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Picture from 1920 shows the first passenger train in the Big Cypress area

By the time 1920 rolled around 40 employees were working at the grove, and there was close to a dozen families living there in small tents and chickee huts. The Foreman had a larger house and there were several tool sheds nearby. The owners had installed a small generator, and had a water tower built approximately 30 feet high. By this time people had their fill of riding in a steel box car, especially passengers and visitors to the Groves. The owners decided that building the first commercial railway in the area was not enough, so they concluded that a first class passenger train was needed. This proved not too difficult of a task considering all they had to do was cut the steel box off the frame, and welded on a Model T car body. It was an instant success and highly used considering there was no charge for riders.

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The success of the Railroad and Grove spread far and wide, and rumors of the Lake being bottomless added to the mystery of the site. Modern day geologists believe the lake is a common 'sinkhole lake' like four others in Florida, that exist when over time the water table fills a void, and erodes or sculpts the edges creating a deep body of water. However there may be ample evidence to show that this is not entirely correct in regards to Deep Lake.

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In 1921, a year before Barron Collier bought the Railroad and Grove, Charles Torrey Simpson heard about the Lake, and took the 400 mile round trip journey from West Palm Beach, (the only way to get there at the time) and rode the train from Everglade to the Lake to investigate.

Torrey, a veteran of over 300 journeys into Florida's hammocks, was called "The Patriarch of the World's Naturalists" by the Miami news when he died in 1932.

He describes in detail on the pages of his book Out Of Doors in Florida his findings where he relates: "It's possible for the Lake to have been an enormous spring that has long since been dead." He goes on to state that "In the period of the Pleistocene, a crack or crevice under the now formed Lake could have forced tremendous pressure through it, which eroded and dissolved the limestone until a big basin was formed." He believed Silver Springs was formed the same way, but that spring is still active today.

He concluded his investigation by stating that "The bottom of the Lake is sloped like a cone and if a line rested on one of its shelves it would register 95 feet, but if it went through the mouth of the spring it would probably be unfathomable."

When Charles Torrey Simpson passed away in 1932 his widow donated part of his vast collections and scientific papers to the Flagler Memorial Library that included 34 volumes on geology. More evidence of the Lakes mysterious features was revealed in 1953 when researchers found that the Lake was separated in two layers, the top one half being fresh water and the bottom half being salt water. Later investigators placed a dye in the lake and found that the dye appeared in Chokoloskee Bay 17 miles further south. Another fact that Simpson found out is the waters do not overturn with seasonal temperature changes.

* * * * *

The abundant wildlife that still surrounds the area around the Lake was immortalized in text in May of 1952, by Ed Scott when he wrote an article called Deep Lake for the magazine Florida Wildlife. On page 19 he writes: "There is song, and there is tragedy; pursuit of life disrupted by the pangs of hunger from the carnivores in search of their daily food. This is love, courtship, and happiness; there is life in all its various forms and there is death." Ed Scott would later become foreman of the Grove from 1929 to 1939 and later became a columnist in the Collier County News (forerunner to the Naples Daily News) under the heading "Lets Grow" where he continued to write stories about Deep Lake until his death in 1959.

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The next phase of Collier County and the Big Cypress region will be attached here.

7. THE BEGINNING OF THE COLLIER ERA

With his purchase of Useppa Island and Hotel in 1911, Barron Collier visited Florida every year and became increasingly interested in the area. With his substantial profits from the Consolidated Street Railway Advertising Company, which he set up at the age of 25, he quickly established franchises all over the United States. This was at a time when land in Southwest Florida was considered swamp overflow lands. The average price going for an acre of land was between 12 and 30 cents, and smart investors were starting to look at south Florida for its potential profits in lumber, farming, and real estate. Barron Collier in a little over a decade from his first purchase of Useppa Island would become the largest landowner in Florida, owning more than 1.4 million acres in what was then southern Lee County.

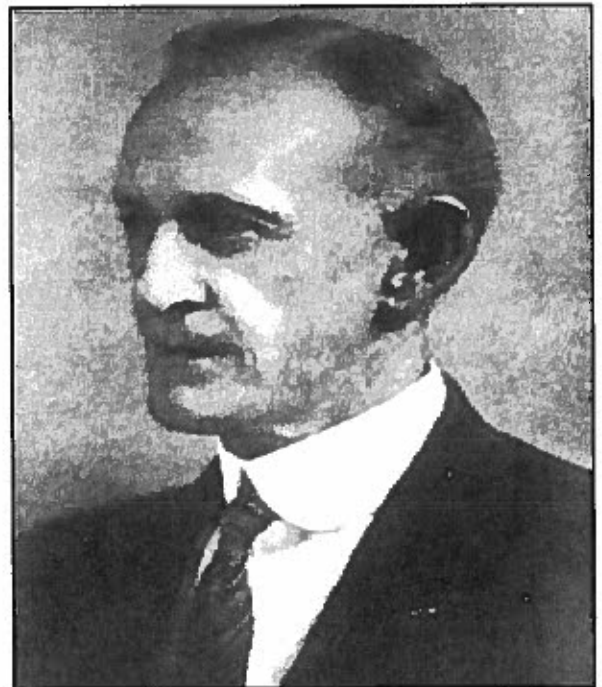


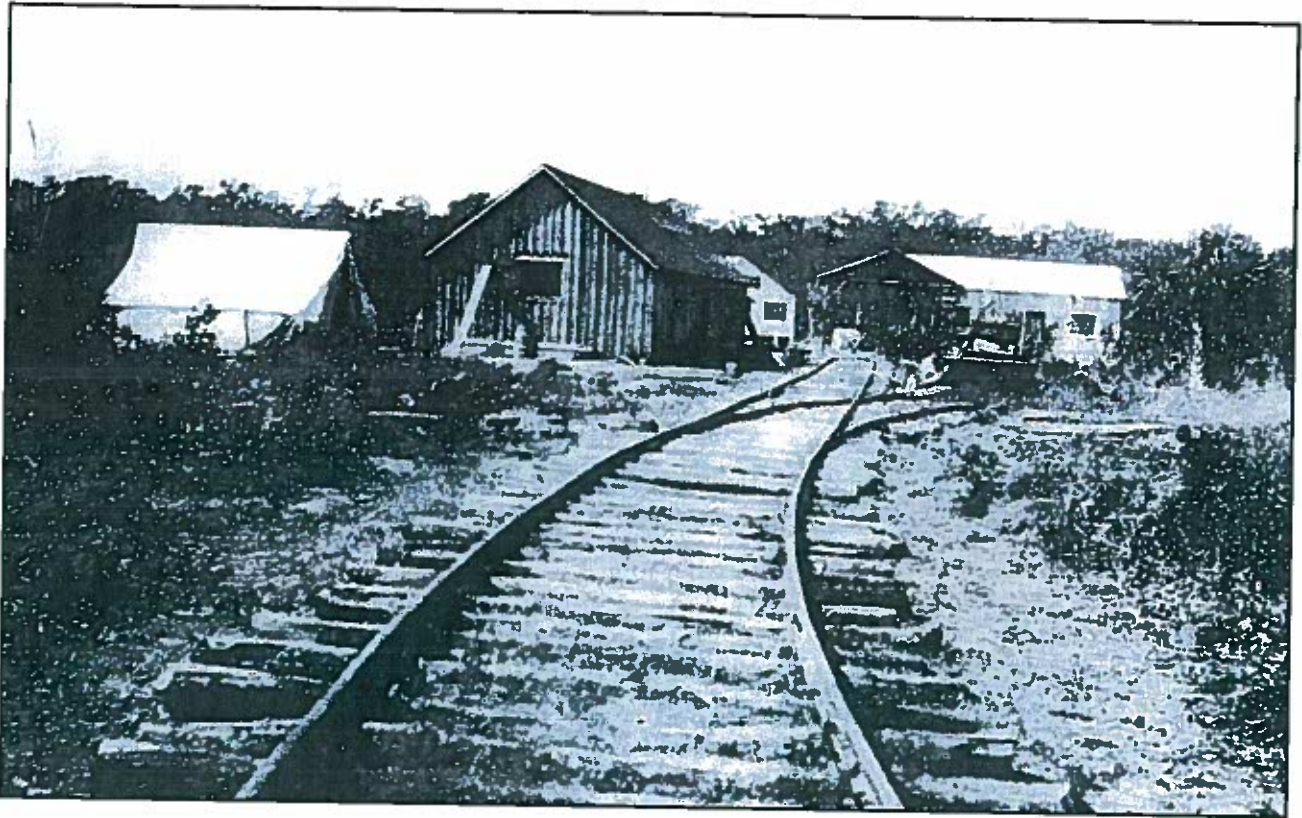
BARRON GIFT COLLIER

In 1915 state legislators along with business men from the east and west coast of Florida started to formulate a plan, that would put a highway through the Everglades from the city of Miami to the west coast of Florida. It would be called the Tamiami Trail, a name derived at the joining the names of Tampa and Miami and would become one of the costliest construction projects at the time, taking over 12 years to complete. The man most responsible for generating interest in the project was Captain James Frankli Jaudin, the tax assessor for Dade County. He not only owned a real estate company that was very successful , but he was the President of the Royal Palm Sugar Cane and Planting Company, The Consumers Power Company, Perrine Mercantile and Investment Company, and a half a dozen other companies in Dade County. Captain Jaudon completed the surveys for the Tamiami Trail in 1916, and Dade County issued the Bonds a year later, at which time the Captain established the Chevalier Corporation. He had big plans to develop the land that bordered the new highway, and built logging operations along with sugar plantaions nearby. Work was slow on the new road, and Lee County in 1919 building from the west end to the east end, finally ran out of finances. This forced Captain Jaudon along with the Chevalier Corporation to pay for the route through the northern part of Monroe County where his Corporation owned 207,000 acres. The corporation had also planned to build the community of Pinecrest, with 54 residential city blocks, carved up into sellable lots. The community was to have a school, a community center and a park. The Captain started to build the road now known as Loop Road, and advertised to potential buyers up north that this would become the "Next Miami".

CAPTAIN JAMES FRANKLIN JAUDON

In 1921 Barron Collier bought the Deep Lake Railroad and Groves from John Roach and Walter Langford, and with the purchase slowly and steadily, bought the property down the fourteen mile track heading to Everglade. In 1922 he purchased almost all of the land in the Everglade-Halfway Creek region from George Storter. During this time he raised the grade of the railroad, and added several more small locomotives, which required the rails to be widened. Slowly over the next two years, he started buying large parcels of land from the state and different timber companies in Lee and Hendry Counties, which would leave him with over a million acres before the new county was named after him. His sights were set on Everglade and during the Florida boom of the 1920's, thirteen new counties were started in the state. Most of the residents did not trust owners of large tracts of land or corporations, so when Barron Collier announced in 1922 his plans to open the lands for settlement and transportation, and provide drainage, people in general had reservations.





THE DEEP LAKE RAILROAD IN 1922

In 1923 Mr. Collier petitioned the state to allow the forming of a new County to be named Collier, and it was granted with the stipulation that he would continue the Tamiami Trail, to the eastern side. He immediately made the town of Everglade the new County seat, added an "S" to the name, and had his engineers begin to draw building plans for the new city. The first item to be addressed was the problem of the town being barely above sea level, causing large parts of it to be flooded during high tide. This was solved by dredging canals, and later dredging the bay area, in an effort to raise the grade of the approximately 700 acres of land in the town. Next was to install an industrial site that would be able to service the equipment being used on the construction of the Trail. This area would be named Port Dupont, built in 1922 and by 1927 it was one of the largest machine shops on the south west coast. It also had a sawmill that could produce 10,000 feet of lumber a day, to keep up with the demand of the numerous building projects, that were taking place on the Tamiami Trail and in Everglades City. New boats were also built as needed, and a special mill was set up to plane and mill the lumber. Barron Collier now expanded the Deep Lake Railroad to supply not only a bigger passenger service, but added two more locomotives to bring wood in from the various logging camps, that were springing up. At the same time he increased advertising for the Deep Lake produce.



THE NEW LABELS FOR THE BOXES OF GRAPEFRUIT HAD A TROPICAL THEME.

Work on the Tamiami Trail now progressed as Captain Jaudon's company the Chevalier Corporation, was struggling under the burden of having crews surveying and drilling holes, in the hard Tamiami limestone. The limestone then had to be dynamited before it could be removed by walking dredges that piled it up on the right side. This gave a one hundred and thirty foot right of way for the raised roadbed. His corporation spent vast sums of money on the Chevalier Road, later named Loop Road. It was a road that took a long horseshoe route near Pinecrest, the town which the Captain had such grand plans for.



This picture from 1920 shows the men and machinery starting the Tamiami Trail, on the outskirts of Miami.

* * * * *

During 1923 through 1927, Barron Collier cleared large areas of the Deep Lake Hammock where he began planting more grapefruit trees, and started working on a hunting lodge styled after a large resort cottage. Although no hunting was permitted near the groves, forays into the Big Cypress regions were a common activity, for the guests that were invited during the cooler seasons. Mr. Collier personally was never the director of his business activities in south Florida, but allowed many local people and others from out of state to design and run the day-to-day operations of the road building and construction of Everglades City the "Crown Jewel of South West Florida." No one became more important than civil engineer David Graham Copeland, who personally took over all of the projects in 1923 as Chief Engineer. He resigned that position in 1929 when the Trail was finally completed however he still continued to be resident manager of Barron Collier's interests, for the next quarter of a century.

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Barron Collier's hunting lodge and cottage at Deep Lake, 1926

During 1924, when the building of Everglades City was starting to blossom with new streets, homes and a business district, Barron Collier lobbied State legislators to change the route of the Tamiami Trail. His reasoning was that since he provided the main financing, most of the drainage, dynamiting, and road building, the new road should be moved farther north, through properties he owned in Collier County, and the State agreed. Soon the road took a northern route effectively bypassing the community of Pinecrest and devastating the Chevalier Corporation's plans for a host of projects. Barron Collier then immediately had the new County issue bonds to help pay for the rest of the road to be completed. Six months after this, the State agreed to finish the construction of the Tamiami Trail by calling it State Highway 27, which would be joined to the new State Highway system. Barron Collier continued to provide materials to the system already set up. The Trail still had over 85 miles of hard work still ahead that would require crews to drill holes for the dynamite, explode it, and dredge through mostly swampland. Nevertheless, many of the crews had sleeping quarters built right into the drilling platforms and dredges, and continued to live and work for 12 hours a day, 6 days a week, for the next 4 and a half years, until the official opening of the Tamiami Trail late in 1928.

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The next theme for Collier County would be the early trading posts, pioneers, Seminole Indians in the 19th century and the beginning of Everglades City and the seat of the new county.

8. THE TRAIL THROUGH THE OLD TRADING POSTS

One of the earliest trading posts during the turn of the century was Chief Charlie Tigertail's Trading Post. The site was located on a large hammock island at the head of Lost Man's River, and has mixed hardwood trees around the entire area. All the local people knew the owner of the site, and many of the settlers used to bring their sugar cane there, because it was one of the few places that had a cane mill (a piece of equipment used to extract syrup from the cane). For a small portion of the crop, the locals could use this mill to make sugar cane syrup, a valuable commodity before molasses was primarily used. The Chief was a friend of Ted Smallwood and used to provide teams of guides from his tribe, to take wealthy hunters and sportsmen to the deepest reaches of the Everglades.



THIS IS A 1920 PHOTOGRAPH OF THE INDIAN GUIDES AT CHARLIE TIGERTAIL'S CAMP. NOT ONLY DID THEY GUIDE HUNTING TRIPS, BUT WERE GENERALLY SOUGHT OUT BY BOTANISTS AND NATURALISTS IN SEARCH OF EXOTIC PLANTS AND ANIMALS.

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A census taken in July of 1915 by Special Commissioner Lucien A Spencer reveals that Charlie Tigertail was born in 1870, and had his mother and one sister in his immediate family. There were only 3 other Trading Posts in the area at the time of the turn of the century. The other posts were C. G. McKinney's Place, Ted Smallwood's Post, and George Storter Jr.s Store.

Charlie Tigertail was a colorful individual who for a fee would pose for tourists, and give guided tours of his camp. Later in 1948 after the site was abandoned a survey party led by John Goggin, an archaeologist by trade, visited the site which he described in his notes as having four coconut trees over a two acre area, with a small shell mound. He described the site as untouched and in a natural state in his unpublished notes, and he named it the Coconut Camp site. When he registered another site called the Cane Mill Mound in 1952 designated Florida Site # 8M070, it was discovered that it referred to the same site as the Coconut Camp site and is listed today as the same with the number 8M070. The site was visited in 1977 by archaeologists working for the National Park Service, and a small quantity of shells, glass beads, and metal artifacts were found. The cane mill that was on the property was reported to have been removed, and was being shown at one of the Indian tourists villages on Highway 41 for some years.



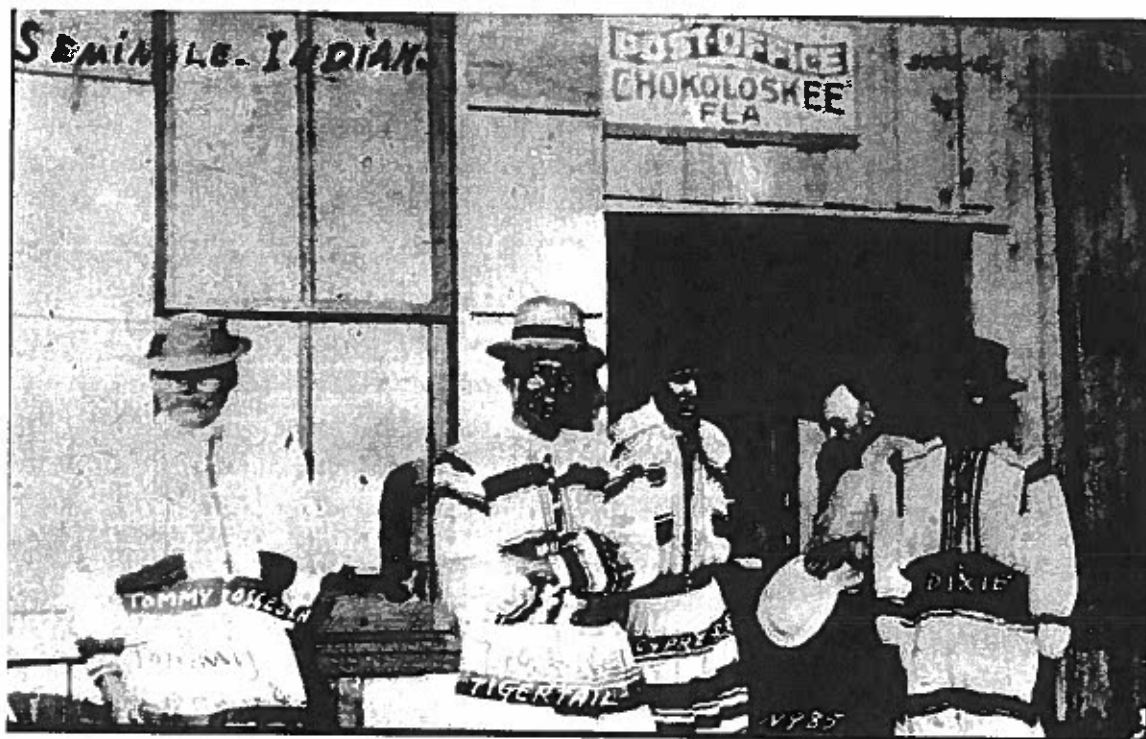
Charlie Tigertail photographed in 1910 on Chokoloskee Island

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The Ted Smallwood Trading Post

Chokoloskee Island is approximately 150 acres in extent, and is generally at a higher elevation than the other surrounding areas in the Ten Thousand Island area. Its highest point rises more than 20 feet above sea level, and coupled with the fact that there are fresh water springs on the Island, it made a suitable habitation for early tribes of Indians, which modern day archaeology has shown stretched back for thousands of years.

When Ted Smallwood came to the Chokoloskee area in 1896, he would later relate that there were only five other families on the Islands. However there were at least a dozen more living in the immediate area. Six years earlier C. G. McKinney petitioned the US Postal Service to have a Post Office placed at his small store, and collected the twelve signatures need for the application. He was told by the Postal Service that if he could continue a steady mail route for a one year period they would approve a new Post Office at the Island. He performed this for a year by sending all mail by boat to Key West, and on November 27, 1891, he hung his sign over his Trading store as the new Post Office of 'Comfort.' Later on June 30, 1892, the name would be changed to Chokoloskee Post Office. Ted Smallwood had come from Fort Ogden to the Chokoloskee area as early as 1891 at 18 years of age, where he helped farm along the Halfway Creek region. He soon left and would not return for another 5 years. When he did return he worked on the farm of D. D. House on the Turner River. Living at the farm was his future wife he would marry one year later, Ms. Mamie House. Three years later in 1900, Ted along with his father Robert B. Smallwood bought two houses from the Santini family. The senior Smallwood occupied the larger of the two houses while Ted resided at the smaller house. Six years later in 1906, Ted opened a Trading post in his home and in the same year became the Postmaster of the Island, moving the Post office from C. G. McKinney's place to his house.



Historic photo taken around 1911

left to right, Tommy Osceola - Charlie Tigertail - Charlie Cypress - Little Jim Dixie.

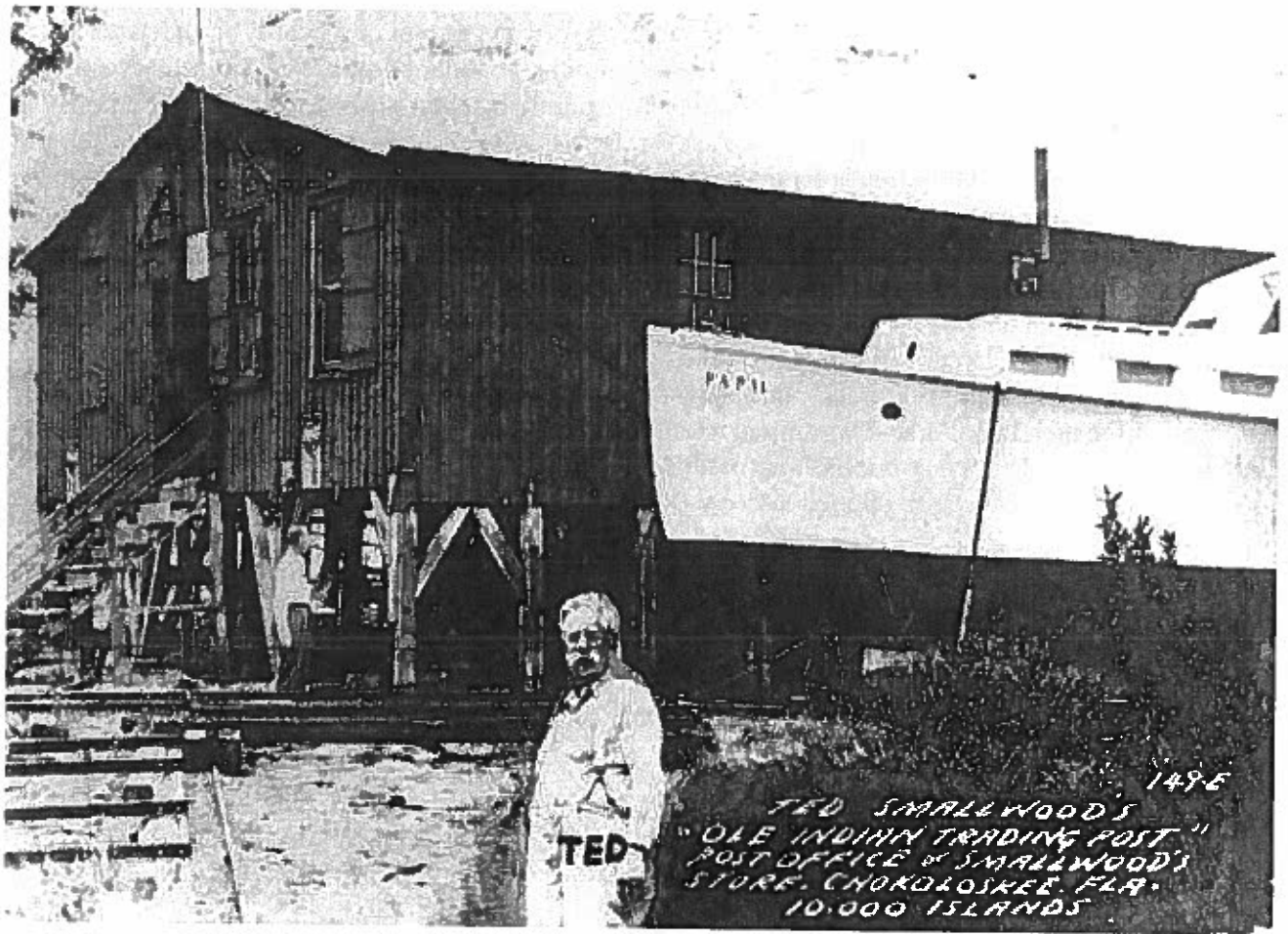
The Trading Post soon prospered as Mr. Smallwood began buying animal and alligator hides from the Indians and local hunters, while at the same time he would buy seasonal crops from the farmers in the area. Early on there was also certain bird species that were exclusive to the Island, and they were hunted for their plumes before the laws were changed. Since Smallwood had the only accessible Trading Post between Key West and Fort Myers with the exception of George Storter, Jr. in Everglade, he began to prosper at a fast rate. Adolphus Santini, the person who sold two houses to Ted and his father, had also sold him all the property on the Island at that time. Santini had pre-emption papers for 160 acres that was granted to him in 1877. He had never had a clear title granted to him because the land had never been surveyed, a requirement by the State of Florida. When the Smallwood's attempted to acquire title to the land in early 1900 from the United States government, they were told that all of the land had been granted previously to the State who in turn had granted it to different railroad companies as a subsidy for building railroad lines in different parts of the State. Upon further investigation it was found that the railroad companies had sold the property to different land and timber companies. Up until that time only squatter rights had been established and while the timber companies recognized the claims for the squatters, they were unwilling to pay for the survey. In 1902, R. B. Smallwood, Charles Sherod (Ted) Smallwood along with George Storter, Jr. in Everglade had the surveyor for Lee County, Joseph F. Shands do the survey work at which time Ted, received the eastern side of the Island, while his father received the western part of the Island.

George Storter, Jr. received title to the Halfway Creek and Everglade region. The original home Ted Smallwood built his Trading Post in was about one hundred yards east of the waters shores until in 1917 he dismantled the house and rebuilt the Trading Post as it still stands today, right near the shore. By 1918, Ted had dug a well that provided clean water, and in 1918 he dredged a deeper channel that led to his stores docks, that would allow the larger boats to access his store. A bad storm in 1924 flooded his store, so he decided in 1925 to have his store raised on large wood pilings, just in time to beat the killer hurricane of 1926. The 1926 storm ravaged the Island and flooded the whole area but the store remained undamaged and continued to prosper.

* * * * *

Ted Smallwood was the Postmaster of Chokoloskee for 35 years until 1941 when he retired. He had 6 children during this time, three girls, Nancy, Marguerite, Thelma, and three boys, Robert, Glen, and Ted. His wife died in 1943 and was buried at the cemetery on the Island, and Ted died 8 years later in 1951. The store and Post Office remained open and was run by his daughter when in 1974 it was placed on the National Register of Historic Places. It was in use as a general store until it was closed in 1982. Seven years later in 1989 the store was reopened and still retained over 90 percent of its original trade goods. Today it is used as a living museum, and remains one of the few Trading Posts from the 19th Century, still left in the State of Florida on display for tourists.

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This photograph was taken of Ted Smallwood in 1928 after the Trading Post was raised 8 feet higher on wood pilings.

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Everglades City – The Early Days

When John Weeks first came to the area in 1862, later to be known as Everglades City, he had not recorded visitors until 6 years later in 1868. That's when William Smith Allen stopped by on his way to Key West. Allen was just returning from Sanibel Island where he had failed to bring to market, a crop of castor beans he had been trying to grow for over a year, before weather destroyed the entire harvest. Looking for fresh water on his journey south, Allen met Mr. Weeks, who at the time was living at the mouth of a nearby river, (later named the Allen River) where he was impressed at the soils richness, and the abundant crops Weeks was harvesting. Later records showed John Weeks bought his homestead from 2 plume hunters, a Mr. Lowell, and William Clay around 1861. When William Allen returned to the area several years later, John Weeks eventually sold his home to Allen and moved away. Mr. Allen soon became sole owner by squatter rights of all, the Everglade region until George W. Storter Sr. came in September of 1881, and started to farm at the north end of the town. Allen had already been living in a house raised 2 feet high on concrete blocks, and when a hurricane hit in 1873 the house became flooded, forcing Allen to raise it another 4 feet. In 1887 George W. Storter, Jr. came to the area and two years later on January 1, 1889 George Jr.'s wife gave birth to Frances Eva Storter, the first "white" child born in the area. That same year George Jr. became the owner of the entire Everglade area when he purchased it from William S. Allen for \$800.00, and moved in Allen's house. He opened one of the few Trading Posts around the area in 1892, and continued to cultivate sugar cane, and farm, while at the same time trade with Indians and hunters. With continual improvements over the years, George Storter Jr.'s home eventually became the Rod & Gun Club opened later by Barron G. Collier, soon after he purchased all of George Jr.'s property in 1922.



This picture ca. 1910 shows the original George W. Storter Trading Post. C. G. McKinney is standing in the center, fifth from left. He died in almost the exact same spot sixteen years later on October 16, 1926 while he was at the store picking up supplies.

George W. Storter Jr., along with his brother R. B. Storter also known as Bembery, continued to prosper selling sugar cane and syrup. A general rule of thumb was that one acre of sugar cane could produce almost 800 gallons of sugar cane syrup. Although the Storter's were the largest landowners in the town of Everglade owning over 700 acres, they only used about 50 acres of the most productive soil. The area was still a wild sort of breed as the first minister sent by the Methodist church, George W. Gatewood found out. On an initial survey of the area in 1888, Reverend Gatewood booked passage on a sailboat to Everglade, but before it reached its destination there was a shooting on board and one of the Reverends first duties was to hold a memorial service for the murdered man.

The area continued to grow and in 1895, George Storter Jr. received word the U.S. Postal Service granted him permission to open a Post Office at his Trading Post. He tried to use the name Chokoloskee Post Office but C. G. McKinney had the name previously recorded and it is at this time that George Jr. along with his father and brother named the Post Office and town area Everglade. It was under Lee County's jurisdiction until 1923 when it became incorporated into Collier County.



One of the earliest photographs of a vehicle taken in Everglades City was the Deep Lake Company car, as it led a parade down the streets in 1915. Later the car would be turned into the first passenger train in Collier County.

The next past historical events that happened in Collier County that can be included in the Heritage Theme would have been the building of Everglades City, the completion of the Tamiami Trail, the trail farmers and the Seminole People as it related to the trail, and the expansion of the Deep Lake Groves.

9. EVERGLADES CITY

In 1923, after the state voted in favor of the city of Everglades as the new County Seat, the first Board of Commissioners met on July 7 at the modern day Rod & Gun Club. Board members were William D. Collier (no relation to Barron Collier), Adolphus Carson, James Barfield, George Sorter, Sr. and The Deep Lake Company's manager, Jack Taylor.²⁹ The first order of business was the location of the new courthouse. It was decided to be established at the Rod & Gun Club and would later be moved to one of the first buildings planned, the Manhattan Mercantile Building.

The first Sheriff elected was Captain W.R. Maynard, who advised the Commissioners that when the new road was finished, it would require a small police force and travel stations every 10 or 15 miles, to help service motorists and tourists. This advice was taken and by 1928, six stations were built along the Trail to serve the meals and sell gasoline and other goods.

In 1924 progress on the City of Everglades was in full swing with the basic plan of the city laid out in two half sections. Port Dupont, named after Coleman Dupont one of the Barron Collier employees, was built in the northern section. Its claim to fame was a single streetcar, powered by battery to make the journey from Port Dupont to Carnestown. What made this so interesting was that at that time there were no roads going to or from Everglades City, hence there were no other automobiles in the new City. All traffic was through the rivers on boats and barges.

Although the railway car generated a lot of publicity and was heavily used, no fares were charged to ride on it. It was only in operation 4 years before a fire damaged it beyond use, but by then the "little train that could" served its purpose well. Another employee on Barron Colliers Board of Directors was Cornelius Vanderbilt Jr., who oversaw the purchase of the Fort Myers Steamship and Navigation Co. Through one of the company's subsidiaries, he set up a route from Fort Myers to Everglades City called the Collier Line. This Line was mainly used to bring supplies into the new city, but was later expanded to offer services up and down Florida's southwest coast. The Collier Line became mostly obsolete, when it had largely served its purpose by the time the Trail opened in 1928, and the new Atlantic Coast Railway Line (A.C.L.) train route arrived.

Phone lines had been set up from the very beginning and they stretched from Everglades City, to Immokalee and onwards to Fort Myers. Houses in the new City were slow to be built until the huge dredge called BAR-CAR-MIL was completed in early 1926. Its sole purpose was to make fill from the nearby channel in the river for the foundations of the streets and houses. Its name was a combination of joining Barron Colliers three sons names; Barron Jr., Samuel Carnes Collier and Miles Collier. For almost 4 years, 24 hours a day, the barge was operated until finally being disassembled in 1929.

With the bank of Everglades being open since July in 1923 on the banks of the river, many homes and properties were being bought at an increasing pace. Slowly the Everglades Railway Light and Power Company was lighting the darkness of a once 'quaint fishing village' to a modern well planned City. The streets were wide and the draftsmen were continually trying to make each house a little different so as not to give it the feeling of being a company built city, leaving plenty of room for trees and later improvements. One of the highlights of the city was the Everglades Inn, begun in 1924, a beautiful building in the middle of what was at the time called a "construction camp".

The Rod & Gun Club formerly opened its doors in 1925 after continual renovations over the years, while the state had just announced they were going to take over the completion of the Tamiami Trail. Most of the infrastructure had been built for the new town, along with roads going west where the Trail was to be joined, ready for a new era of development, finance and the long awaited "gateway road" from the east to the west.

THE TAMIAMI TRAIL

Over 12 years of hard work finally brought the Tamiami Trail to its completion. Its construction under the guidance of David Graham Copeland, a highly qualified civil engineer, was one of the great achievements in Florida during the 20th Century. Draining the 80 miles of swamps drilling holes for dynamite, blasting, excavating, and grading the roadway finally paid off on April, 25 1928 at its completion. The next day a large gathering was held at Everglades City where County, State and local people had a ceremony with invitations extended to the Seminole people.



Tamiami Trail Opening day ceremony, April 26, 1928, brought thousands of people to the City of Everglades. Barron G. Collier is seen standing second from right.

The completion of the Trail started to bring prosperity almost immediately, not only to the people who started purchasing land, but also to the homesteaders and farmers, who previously had to take their crops to the rivers, where commercial barges charged a hefty price to transport to markets.

Now fruit stands and vegetable stands started popping up along the barren road, where farmers used the leftover spoil from the road to set up little roadside markets. The farmers, who had been using the highly rich black soil of the flat prairies, were producing crops that were better tasting, and much larger. They did this without using fertilizers like the produce sold in stores and other markets.



This woman in 1929 proudly displays a large head of cabbage that was typical of the “trail farmers.”

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The Tamiami Trail and the Seminoles

Although the Seminole and Miccosukee Indians had lived in the southwest Florida for hundreds of years, they mostly were only seen when they went to trading posts like Ted Smallwood's in Chokoloskee, or Brown's Trading Post at Boat Landing, closer to Immokalee. Charlie Tigertail was one of the few Indians that had an early trading post in the Everglades, but unfortunately the completion of the Tamiami Trail was his downfall. After purchasing an automobile, he became one of the Trails first fatalities, crashing into the canal and drowning.



This photo shows a typical small Seminole family alongside the Tamiami Trail after it opened in 1928.

The Seminole and Miccosukee quickly took advantage of the new road by opening small souvenir shops and selling their cloths and handmade goods. At the turn of the century, there were over 400 Indians living in the immediate area of the new county, with over 25 villages that ignored the government's offer to either move on the reservation in Hendry County, Dania or the Brighton Reservation. Today there are only a few of the souvenir shops and airboat tours left but the government has reimbursed the native tribes with larger tracts of lands and monetary compensation.



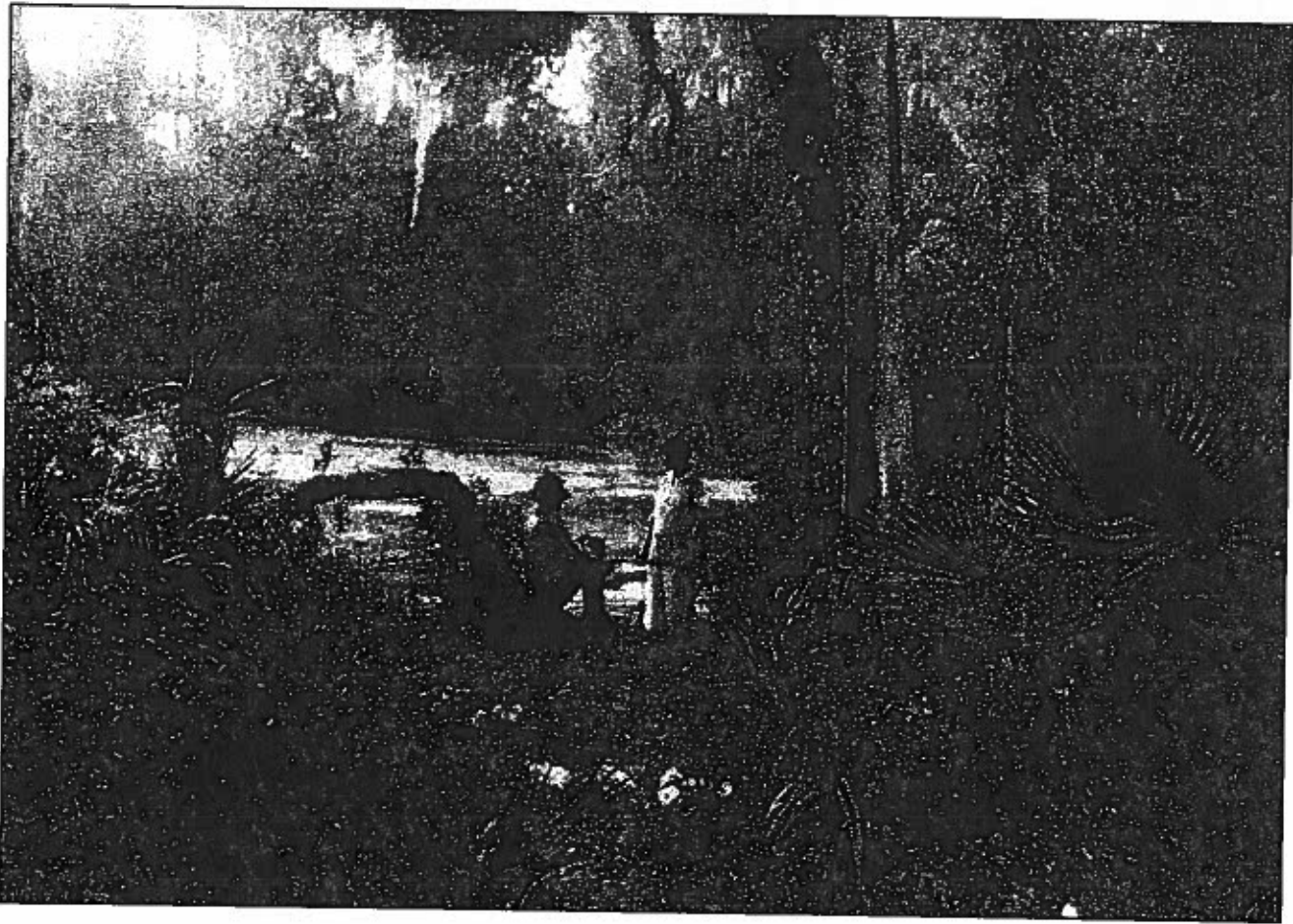
This village was located on the Tamiami Trail at Turner River crossing and was owned and operated by Ingraham Billie (standing in center) Ca. 1938

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The Deep Lake Groves

The grove and small railway Barron Collier bought in 1921 had now grown, to include 2 small locomotives and a passenger train. Three other tractor trains were operating on a daily basis bringing supplies and laborers, back and forth from the trails and Everglades City. Mr. Collier had already rebuilt the railway from the grove, to Everglades City by widening the tracks and improving the grade.

When the grade for the new road, which is modern day Highway # 29, was completed and the Atlantic Coast Railway finally reached south to Everglades City on June 15, 1928, Barron Collier sold The Deep Lake Grove Railway to Atlantic Coast Line Railway.



This rare photograph shows visitors at Deep Lake in 1927. Although the lake has been at the center of much activity for over a hundred years, it has only been photographed a handful of times.

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Barron Collier had not only cleared and planted, more grapefruit trees by 1928, but also had workers plant different fruit trees and other vegetables. Now was the time to start expanding, and with two other companies, the Scott Canning Company, and the Webb Trading Company leasing land at the grove, Barron Collier decided to open up a large new canning company. The new cannery was opened in 1929 and was marketed under the name brand "4-C", short for Collier County Canning Company and started processing all types of vegetable juice from the neighboring farms. With the new railroad stretching north to Fort Myers, shipping problems from the past had been largely overcome.

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THIS IS THE LABEL FROM THE GRAPEFRUIT DIVISION OF THE 4-C CANNERY THAT WAS OPENED IN 1929. THE CANNERY OPERATED FOR 10 YEARS UNTIL THE DEATH OF BARRON COLLIER IN 1939.

Mr. Collier now needed someone who was energetic with experience in running his grove at Deep Lake and had to look no farther than one of his present employees. His name was Edmond Franklin Scott and he was then living on Marco Island when Barron Collier offered him the job of manager and foreman of the Deep Lake Groves & Cannery. He accepted and one of the first things he did was to hire 40 additional workers, bringing the total number of employees at the Grove to 100 people. He also had workers clearing and planting new trees so that by the end of a decade almost 12,000 trees were producing fruit. Ron Jamro, present day Director of Collier County Museums, wrote a small article about Ed Scott in 1999, in which he described Ed Scott's enthusiasm;

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"Scott became so engrossed the grove's possibilities that when he wasn't packing and shipping the golden fruit, he was experimenting with it in the kitchen, turning the factory's by-products into a bewildering variety of grapefruit goodies. To test the consumer appeal of his concoctions, on Halloween night 1929, Scott and his wife hosted a dinner party at their Deep Lake home for just about everybody who was anybody in Collier County. Threading their way past eerily decorated grapefruit trees, guests were invited to fill up on homemade grapefruit cakes, grapefruit pies, grapefruit candies and cookies, all served with grapefruit punch and bottled grapefruit soda, with sides of fresh grapefruit, grapefruit butter and grapefruit jellies and marmalades. For dessert, there was grapefruit sherbert. The party was a huge success despite so much grapefruit."

In 1932 Ed Scott was appointed Clerk of the Circuit Court and held that position until his death in 1959. His list of accomplishments included Acting County Agent, Director of the Bank of the Everglades, 1st President of the county Farm Bureau, Liaison for the County and State for road dept., and the job he loved most, writing a column in the Collier County News, under the heading "Let's Grow." He wrote numerous articles on Deep Lake and its abundant fish and wildlife. Ed Scott's father was a Canadian citrus grower, however Ed was born in Florida where he quickly became what one would call "a natural farmer." In 1947, while talking with Mr. Terrell, Director of the Lee Tidewater Cypress Company, he lamented the fact that many of the hardwood species left behind by loggers could not be used as wood for a small sustainable furniture business. In one of his articles, under the heading "Let's Grow", he wrote:

"WOODS WITH POTENTIALITIES"

"Along the coast, the Buttonwood and alligator apple abounds with a texture of wood, all its own. The Seminole Indians have worked up a profitable business making small toy canoes from these woods. Light as a feather, white in color, they make beautiful displays. The red and black mangrove has quite a number of possibilities along this line and besides, the tannic acid in their bark is quite valuable. The mangrove roots, intertwined as in their native habitat, can be fashioned into numerous outdoor decorations, such as a base for a pot of native ferns, wicker chairs and the like. When the state took over and established the Collier-Seminole State Park, I suggested that a portion be reserved for some of the Seminoles who could be encouraged to ply their trade, and not inconsiderable art, in the handicraft at which they are quite adept. There are innumerable small local industrial possibilities within the county that might, in time, be a stepping stone to the really big industries that no doubt will soon invade this land of promises."

By the end of a decade long run from 1929 to 1939, the Deep Lake Groves & Cannery had prospered but labor costs and lowered profits coupled with the death of Barron G. Collier in 1939, led the Board of Directors of Collier Companies to close the operation in early 1940. However several families, including locals and Indians, remained to live in the area around the Lake.



DEEP LAKE HAS REMAINED PRISTINE AS SEEN IN THIS 2006 PHOTO. THE LAKE HAS NEVER BEEN OPENED TO THE PUBLIC AND REMAINS ONE OF THE 'BEST KEPT SECRETS' IN THE BIG CYPRESS.

The Deep Lake area has always been treated as a preserve and has only been viewed by a handful of people through time, but those who have seen it would not disagree with the prosaic words of Ed Scott: "The Deep Lake Hammock strand is a virtual laboratory for botanists. Here are thousands of small and large animals all bent on the furtherance of their existence, the haven for the naturalist and the perfect sanitarium for all nervous disorders."

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The next theme in Collier County would have been the logging era. This took place all over the Big Cypress area and was the most prevalent in the lumber town of Jerome and the town of Copeland.

10. THE LOGGING ERA OF BIG CYPRESS

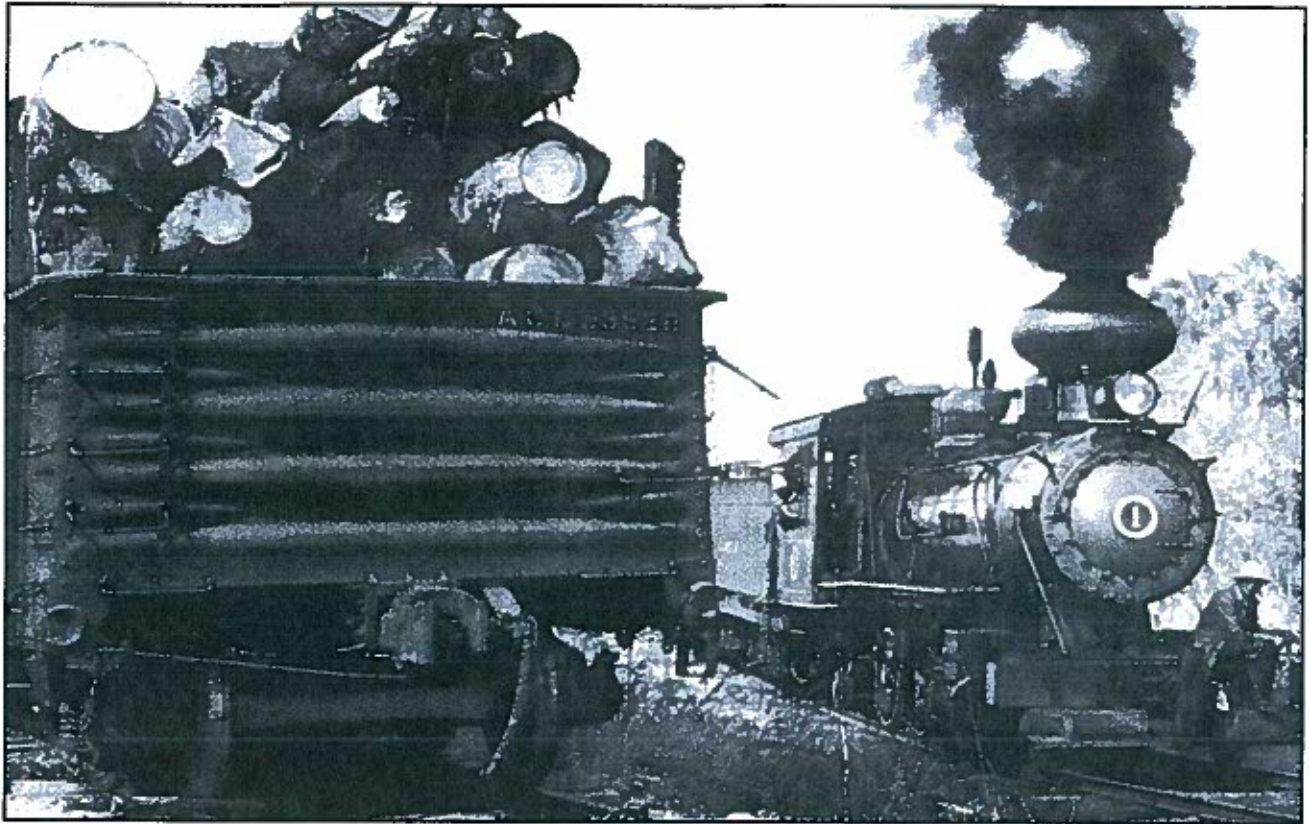
While Barron Collier owned more land and timber rights than anyone in Southwest Florida during the 1920's, his interests were in building the Tamiami Trail, and the City of Everglades. In the area of Pinecrest, where Captain Jaudon had planned on building a new town, a commercial sawmill was opened near the doomed town by the name of Cummer & Sons Lumber Company. The lumber company was milling pine from the 1920's, when teams of men had to go out and chop the trees down, before loading the lumber on carts pulled by oxen. When loaded the teams of oxen would then take the timber to the mills.

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The Cummer & Sons Company was largely responsible for the many tram roads that were built for the next 20 years that stretched from Monroe County to eastern Collier County. It was around 1945 that operations were taking place on Collier lands. The basic way a tram road was built involved dredging soil in a long tract, to build the grade of the road higher than the water level, and installing crossties to lay flat while machines called skidders were used to drag the felled trees onto the railroad cars, waiting to take the lumber to the mill. Channels were also cut to run alongside of the tram roads to help the water drain and keep the tram road from being washed away. A large number of hardwood strands including Gator Hook, East Hinson Strand, Bear Island, and several others were depleted by the 1950's. There were several smaller portable sawmills like the Williams Sawmill on the south side of the Tamiami Trail, 4 miles east of modern day Burns Lake Road, that could quickly be moved to a certain area.

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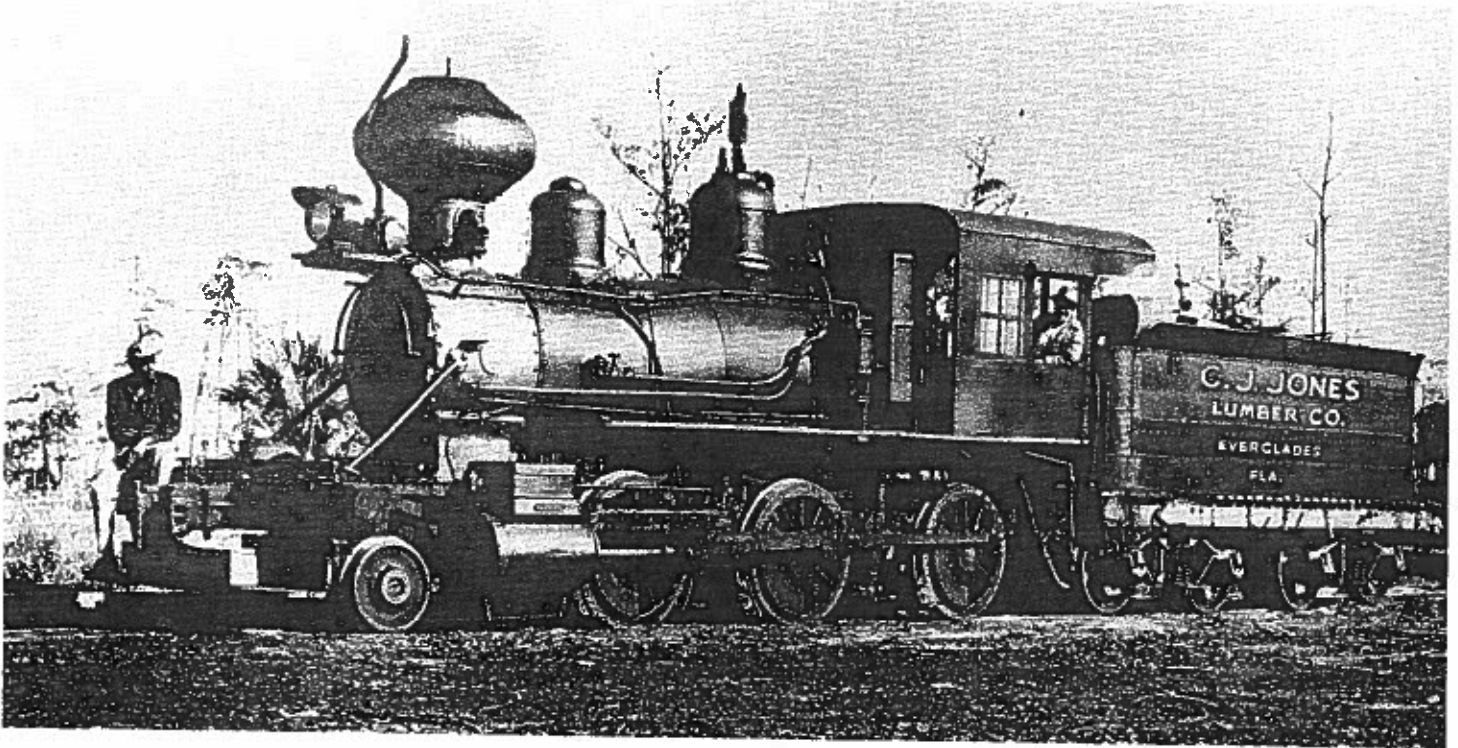
Different trees required different techniques for harvesting the lumber. In the case of the 150 foot tall Virgin Bald Cypress, some had so much water stored in them they had to be 'girdled' by cutting a large gash around the perimeter of the trunks and letting the water drain out for at least a year before cutting. Several other lumber operations started during the 1930's including the Maxcey Mill near the Turner River, which mostly logged Cypress north of Tamiami Trail, at a time when huge virgin Bald Cypress strands ran through Collier County, for over 50 miles in length. The logging operations started to flourish when in 1928 the Atlantic Cost Lines came to Everglades City and started hauling out trees faster than they could be milled.



Early Pioneers tell stories of the largest Bald Cypress trees taking 3 or 4 train cars to haul away. Here the Atlantic Coast steam locomotive is shown taking some of the first shipments of lumber from Collier County.

Early in 1913, the J.C. Turner Lumber Company paid fourteen dollars an acre for a huge tract of land in Collier County, a little over a hundred thousand acres. This was at least two thirds of the Cypress Reserves in the growing County, and by the 1950's a division of their company, the Lee Tidewater Cypress Company, had become the world's largest supplier of Cypress lumber. Few if any gained more notoriety than Conrad Jerome Jones from Felda, a.k.a., C.J. Jones, who opened the Reynolds Mill in 1937, just on the western edge of Miami.

His mill was producing 20,000 feet of lumber a day, nearly twice as much as Port Dupont. His new mill used tractors with special wheels to bring logs to the mills and pioneered the skidding process so that by the end of seven years he was able to open a new mill in the town of Jerome, aptly named after his middle name, which began processing over one hundred thousand board feet of lumber a day by 1950. He was considered to have the "golden touch" when he secured the contract to supply the government with lumber for the rebuilding of war torn Europe.



C. J. JONES at the controls of his flagship locomotive in 1943

By the early 1940's the pinelands farther north near Immokalee had been logged out. C. J. moved his operations to bear Island. In 1956 a fire devastated the Jerome sawmill and Mr. Jones moved his operations to northern Florida.

By the 1950's the huge groves of pines had been depleted and logging operations had begun to come to a crawl. In a rare correspondence between business partners from a letter dated August 4, 1934, one partner complains to the other that several sawmills are not clearing their land fast enough because of other clients the, sawmills are contracting with. This then gives a clear insight into the massive logging operations in service at the time and the indifference to clear-cutting. In part it reads:

"It was our idea that they would cut one hundred thousand or more pine per month thus earning us at least one hundred dollars or more per month; when they started on cypress (of which we have some two million feet) it was our idea that they would cut much more than one hundred to two hundred thousand feet monthly; thus, on the commission or percentage of 20% of gross with cypress at sixty to one hundred dollars per thousand, would create a revenue of one thousand dollars or more monthly."

They are paying Copeland et al six dollars per thousand for their pine, (selling them no cypress but cypress is now worth more than pine) even cross tie stumpage is .15 cents per tie; thus, if our timber was cut into cross-ties it would pay far more than the lumber price."

Many of the property owners wanted the roads that the logging operations ultimately left, thereby leaving the land cleared and ready for development or farms. When the vast tracts of the Fakahatchee Strand were finally logged out, it was only by a small handful of people who organized a local citizens group to save the final stand of, virgin Bald Cypress trees. Though an initial donation from the Lee Cypress Company of 640 acres, and the Collier Companies donation of the same amount of land, Collier County can now enjoy a long boardwalk trail through the Corkscrew Swamp Sanctuary.

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V-2—Giant Cypress Stump at McKee Jungle Gardens,
Vero Beach, Fla.



This 1910 hand painted post card was one of many sold in souvenir shops and gives some perspective of the mighty "Wood Eternal" Bald Cypress. This particular tree was reported to be 3,100 years old.

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This picture taken just outside of Copeland in 1948 shows the process of extracting the trees from the swamp in an operation called skidding.

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"THEY ARE GONE, GONE FOREVER THESE BEAUTIFUL WILD BIRDS AND ANIMALS, THE GLORIOUS FORESTS, THE WIDE UNTOUCHED STRETCHES OF SWAMP, THE PEACE AND HOLINESS OF THE EVERGLADES. THEY ARE VICTIMS OF GREED, OF FOLLY, OF UNBELIEVABLE BRUTISHNESS AND CRUELTY OF THAT STRANGE DESIRE IN THE HEART OF MAN TO TRAMPLE OUT AND MERCILESSLY DESTROY."

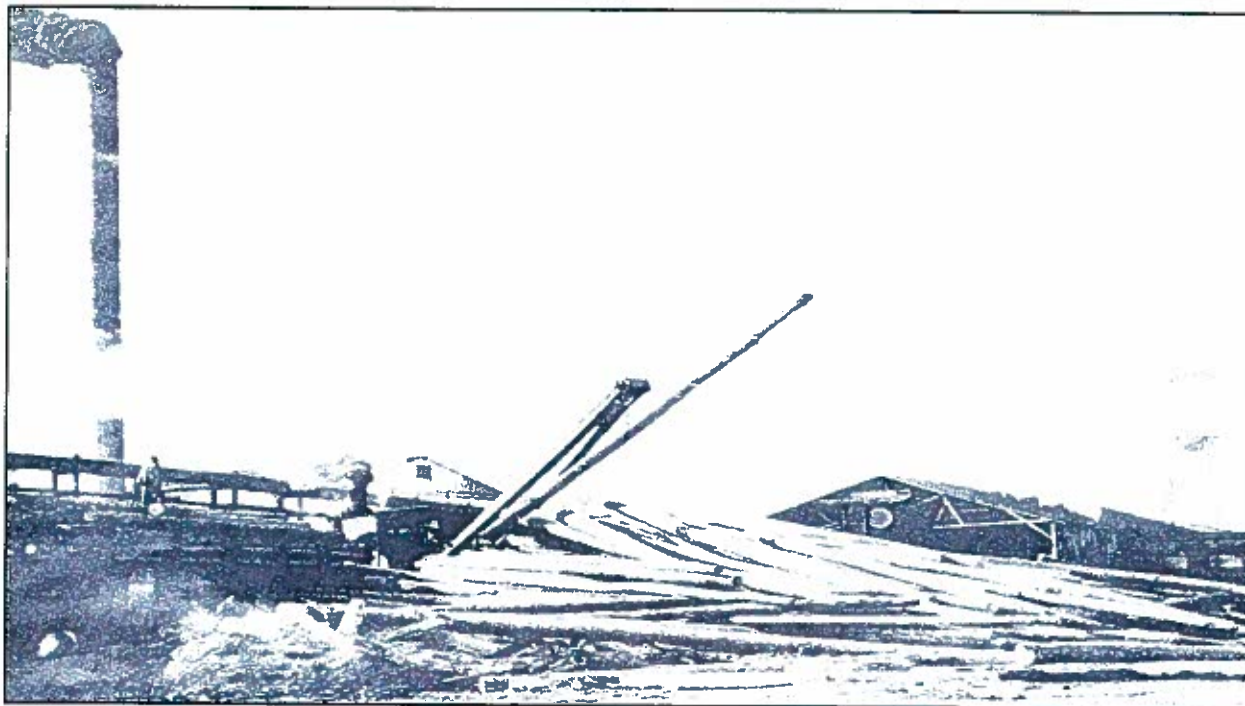
CHARLES TORREY SIMPSON

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Jerome

The town of Jerome located 10 miles north of Everglades City on highway # 29 had its beginnings in 1940 when Conrad (Jerome) Jones, closed the operations of the Reynolds Mill just outside of Miami's city limits, and brought all his equipment to a small parcel of land just north of the town of Copeland. He secured a lease from the Manhattan Mercantile Corporation (a Collier family business) and soon started to build two large buildings, that would house his new sawmill and lumber operations. Different than other lumber and sawmill operations in the area the new mill would not only trim the logs into stock dimensional lumber, but it was set up to plane the wood and add preservatives to keep the wood impervious to the weather.

Most other sawmills were set up for machinery to process pine, but C. J. (as he was called by his friends) was set up to cut and mill the larger Bald Cypress trees. Mr. Jones only had a ninth grade education but he was trained well by his father who was in the turpentine extraction business since the turn of the century. His process of preserving the wood was to dip the pieces of lumber after they were milled and dried into large containers of creosote. Creosote today has mostly been outlawed because of its harmful chemicals. Large lumber operations today now stack large loads of lumber into containers and subject them to high pressure, which bursts the woods capillaries allowing them to then inject chemicals into the sealed containers, hence the modern term 'pressure treated wood' is the most commonly preserved wood available today.



This photograph of the Jones Lumber Company in 1955 shows part of the operation which was all stream operated. At the height of its operation in 1953 the mill employed almost 200 workers. The smokestack at the mill was over 200 feet tall.

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When Mr. Jones first came to the area in 1940 there had only been about a dozen families working on the farms of J.B. Jones and Alfred Webb several miles to the south. Within 10 years C.J. had over 200 employees and had helped build over 40 homes for his workers. The small lumber town of Jerome taken from Mr. Jones' middle name was named after him. His sawmill became one of the largest wood producing and processing plants in the state of Florida. Jones came at the right time because the Lee Cypress Company was just starting to harvest lumber on their vast properties, and the Federal Government offered Mr. Jones a contract to purchase as much lumber as his operation could produce. The lumber was being used overseas to repair war torn Europe and was in demand for such items as crates, telephone poles, railroad ties, coffins, and PT boats used by the US Navy. Jones also sold lumber at his own retail stores that he set up on both coast at eight different locations. Demand for cypress lumber was so high at that time that in exchange for not using cypress wood on his workers homes, the US government had redwood shipped in from California to build the homes. Mr. Jones was responsible for building most of the logging tram roads in Eastern Collier County, and modern day Big Cypress Preserve.



This 1951 photograph shows train # 22 at the Jerome Sawmill getting ready to load the 100,000 feet of board lumber that was cut, milled, and dipped in creosote daily.

Production at the Jerome Sawmill required workers to put in at least 12 hours a day. It was at this time that the Lee Tidewater Cypress Companies full production run of producing 40 million board feet of lumber a year, came to a crawl in 1955 when most of the harvestable lumber had been used, and the smaller strands of trees were deemed to be too expensive to build tram roads to recover them.

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C. J. decided to shut down his sawmill at the end of 1955 and sell everything including equipment and trains to a scrap dealer in Miami. The official closing took place on December 3, 1956. Three days later one of the workers employed to disassemble the plant accidentally started a fire that burned down the entire site including most of the workers homes and their favorite hang out "the Jerome Juke" a two story structure and after hours club owned by Buster Graham.

The fire was seen from as far away as 20 miles and the flames rose as high as 150 feet. The two buildings that housed the sawmill along with lumber sheds, 2 drying kilns, and a special mill setup for sizing wood boards, were completely destroyed. Witnesses described one of the creosote vats that held about 3,000 gallons of the preservative (there was at least one more) burning and spilling creosote all over the property. With the closing of the mill and the subsequent fire soon after, the fate of Jerome was sealed. Today only a handful of people live in Jerome near the site of the old mill. The National Park Service purchased an additional 146,000 acres of land from private landowners to be added to Big Cypress National Preserve property in 1988. Final ownership was accomplished in 1996 bringing the total acreage of the Preserve to 729,000 acres. Mostly all of the early townships of Collier County including Jerome were located in the new addition lands.



The site of the Jones Lumber Mill today as with all other property purchased by the Big Cypress National Preserve in the new addition lands, has been fenced off or gated with no access for the public. There remains no marker today at the site of the Jones Sawmill.

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LEE CYPRESS - COPELAND

The town of Copeland is located 4 miles north of Tamiami Trail on Highway #29 and its actual location, is in an area formerly called Lee Cypress since the 1940s. The roots of the Lee Cypress region began in 1907 when a Michigan based corporation purchased 150,000 acres of land in southern Lee County (now Collier County). The land was a vast wilderness that had never been surveyed and held one of Florida's last strands of virgin Bald Cypress, a wood that was highly prized at the turn of the century. The land stretched mostly through parts of what are now Big Cypress National Preserve and the Fakahatchee State Park system. Because of a lack of roads and the remoteness of the area, the company refrained from any operations in the Big Cypress area. It was during this time that a large property and sawmill owner, J. C. Turner was buying logging rights and sawmill operations in northern Florida and in 1910, set up a new large-scale lumber sawmill located at Centralia Florida. Mr. Turner soon learned about the vast supply of harvestable lumber in southwest Florida and approached William Burton and Edward Swartz, both large property owners in Florida with timber interests, and convinced them of the potential profits to be made on this large strand of lumber.

By early 1913 J.C. Turner had convinced Mr. Burton and Mr. Swartz to purchase the 150,000 acres with Mr. Turner providing 40% of the cost and the other 2 partners to supply 60%. They decided to name the new subsidiary of J.C. Turner Lumber Company (in the Big Cypress area) the Lee Cypress Company. However it would be almost 20 more years before large scale logging operations would take place in that area (now Collier County) because of the deaths of J.C. Turner in 1923 and William Burton in 1926.⁷⁴ It was during this time in 1932 that 2 men from Miami, J. B. Janes and Alfred Webb purchased 10 acres, for a reported \$10 about 4 miles north of Tamiami Trail on Highway # 29. The low purchase price was due to the fact that landowners wanted to bring farming operations into the area. After clearing and planting a tomato and pepper crop, farming operations slowly grew to encompass several thousand acres. They employed and housed over a dozen families living in the area. Two brothers of J. B. Janes, Wayne and Winford, came to help their brother and together they opened up the first general merchandise store in the area aptly named, "The Janes and Company Store". This would become the Township that would later be named Copeland after the head engineer for the Tamiami Trail, David Graham Copeland.

By 1941 the Burton and Swartz Lumber Company had almost completely depleted the forests in northern Taylor and Lafayette Counties and in 1943, sold 'lock, stock, and barrel, all of their interests and equipment at the large sawmill in Perry Florida to the J.C. Turner Lumber Company. With full control of the operation the Turner Company announced plans to begin logging operations in the Big Cypress area. Part of their acquisition from the former owners were 5 steam and wood burning locomotives with a 2-6-2 wheel arrangement that was generally preferred in the flat prairies of Florida, because of their enormous power at the wheel ratio. The Company kept engines # 1 and # 2 at the Perry plant for loading and switching operations and sent engines 3, 4, and 5, to a lumber camp that was being set up at the Copeland Township. The J.C. Turner Company signed an agreement with the Atlantic Coast Line Railroad that all lumber harvested in the region would be shipped on their railroad, north to the, sawmill in Perry Florida 400 miles away. In late 1943 the first locomotive # 4 was shipped to Copeland on the Atlantic Coast Line Railroad and in March of 1944 the first shipments on 40 train car caravans were sent to Perry, Florida for processing.

The Lee Cypress Company started hiring workers for their new logging operations, and set up a small switching station on the west end of Copeland. The Company also started a building project to house their workers which by the end of 1950 had reached over 200 employees. Also built were offices, warehouses, and repair stations, all powered by a self-sustaining electrical plant. Altogether over 80 Cypress homes were built to house the workers who left on the 5:30 A.M. trains to go as far as 45 miles into the swamps, where logging tram roads were cleared ahead of the main rail lines. All of the harvested lumber followed a pretty standard routine with surveyors first locating and marking different species, followed by a crew to clear roads and girdle the larger Cypress trees, (an operation that cut a 6" perimeter circle around the base of the trees to drain water). Some trees were so large that it took over a year before the trees were drained and deemed light enough to harvest. All harvesting was done by hand with large two-handed saws some reaching well over 20 feet long.

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The next step in the labor intensive project was to have a crew lay tracks on the cleared logging roads so that train engines and rail cars could attach cables to the largest trees, and use them to winch all other trees in the strands, (a process called skidding) to empty rail cars where they were loaded by a self propelled crane attached to one of the locomotive engines.



The Janes Brothers Mercantile Building in Copeland, known formerly as the Red Barn, was a main supplier of goods to the community for over 30 years. The structure one of the oldest in Collier County has long since vanished, with no marker at the location to denote its past.

By 1947 operations were in full gear and the J.C. Turner Company changed the name of its subsidiary company The Lee Cypress Company, to the Lee Tidewater Cypress Company. During the 14 year operation from 1943-1957, 915 shipments each containing 40 train cars per shipment were made. This brought the total amount of harvested wood in that time frame to around 350 million board feet that was logged and shipped to the Perry plant. The employment and activity of the Lee Cypress Company no doubt had a large influence on the prosperity of the town of Copeland until 1956, when the Jones Sawmill closed, (and subsequent fire) coupled with the depletion of the vast tract of Pine and Cypress, forcing the J.C. Turner Company to discontinue operations in the Big Cypress area by early 1957. By 1961 the J.C. Turner Company acquired sole ownership of all properties in the Big Cypress area and in 1966 the Company sold 75,000 acres to the Gulf American Land Company. They in turn started to promote what would be billed as the worlds, largest subdivision for homes. The new project would be named the "Golden Gates Estates."

The community of Copeland continued as a Township with about 200 residents opening a new general store next door to their longstanding Historic Post Office. One year later in 1967 the developers started to run into financial problems trying to add so many streets. They also cut canals to drain the water (most of the land was previously overflowed during rainy season). By the early 1970s over 95 miles of paved and unpaved roads had been cut and 723 miles of canals had been dug. The canals finally drained most of the water off the land but the ecological disaster that it left on the lands and wildlife continues to this day.

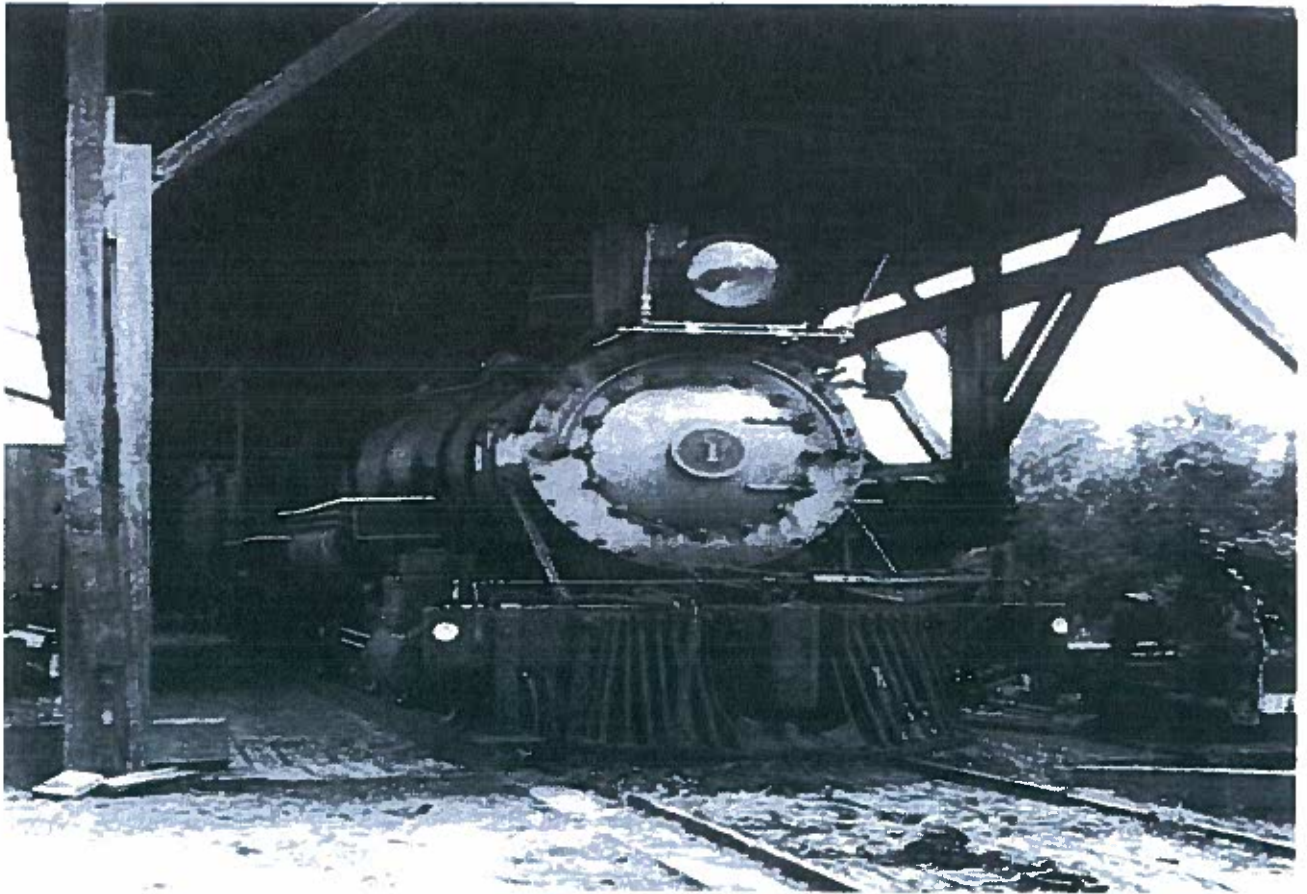
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As early as 1967 the developers were having legal problems and were charged with hundreds of counts of fraud, deceptive business practices, and a variety of other charges which they eventually pled guilty to. By 1973 the developers were claiming bankruptcy and because of an illegal dredging operation the company was involved with in Charlotte County, Cape Coral, they forfeited 9,523 acres to the State in 1972, starting in motion many other land acquisitions by the State so that by 1999 over 69,896 acres had been purchased which now make up the Fakahatchee Strand State Park.

One of the main entrances to the Fakahatchee Strand State Park is located on the north side of Copeland, where the Janes Scenic Highway, stretches west to the Picayune Strand State Park. Copeland continued to enjoy some measure of prosperity until in 2002 the U.S. Department of the Interior bought the Janes Restaurant and Historic Post Office to add to the Big Cypress National Preserve and completely razed the historic structures. This brought an immediate public outcry not only from the community of Copeland, but also from several historical societies. Officials stated that they wanted to restore the area to its original "state" but considering the preserve has over 700,000 acres within its boundaries, and the site only comprised one eighth of an acre, one has to question this decision.

With the closing of the Copeland Road Prison in the same year, and the U.S. Post Office refusing to continue operating a Post Office at the Township, the residents have endured economic hardships. Even though Copeland remains as the last community still surviving on Highway # 29 that borders Big Cypress National Preserve, there is presently no effective industry present today and no historical markers to denote the community's contribution to the early County.

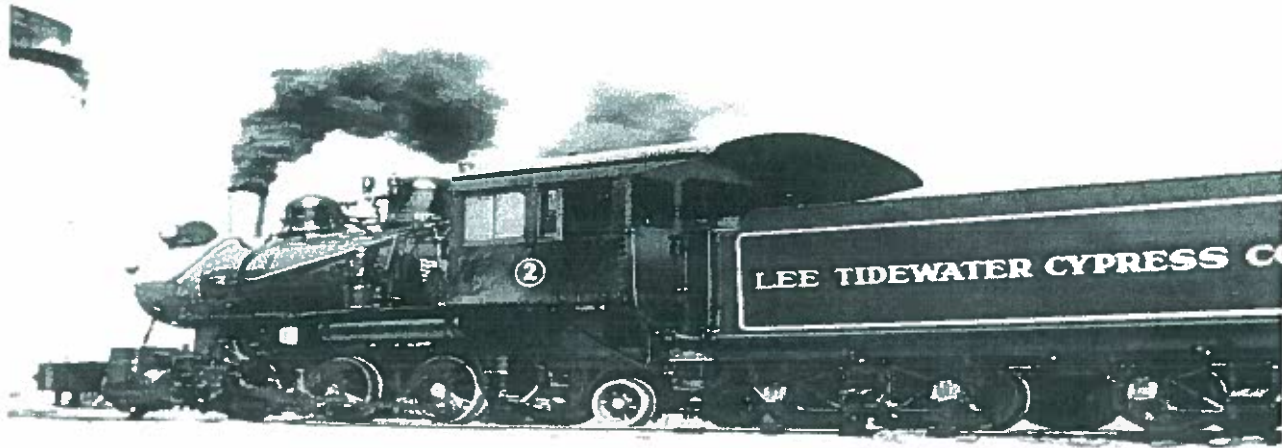
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Locomotive Engine # 1

This picture of Locomotive Engine # 1 was taken from the engine shed of the Lee Tidewater Cypress Lumber Company at Live Oak, Florida, on September 4, 1956.

This was one of the 5 engines used by the J.C. Turner Company at the Perry Plant to switch cars, and was last "fired" in the fall of 1959. The company stored the train until 1962 when it was sold to F. Nelson Blount's Edaville Railroad. Sold and moved several times over the years, it finally ended up in the National Park Services collection at Steamtown in Scranton, Pennsylvania. This train meets all of the requirements to be placed on the National Register of Historic Places as an (Object) and can be requested to be loaned on an agreement with the National Park Service with Collier County Government and placed on the Heritage Trail or the long envisioned [Pioneer Museum of Collier County].



Locomotive Engine # 2

Photographed here in 1944, Engine # 2 which would later be referred to as "The Deuce" was built by the Baldwin Locomotive Company in 1915.

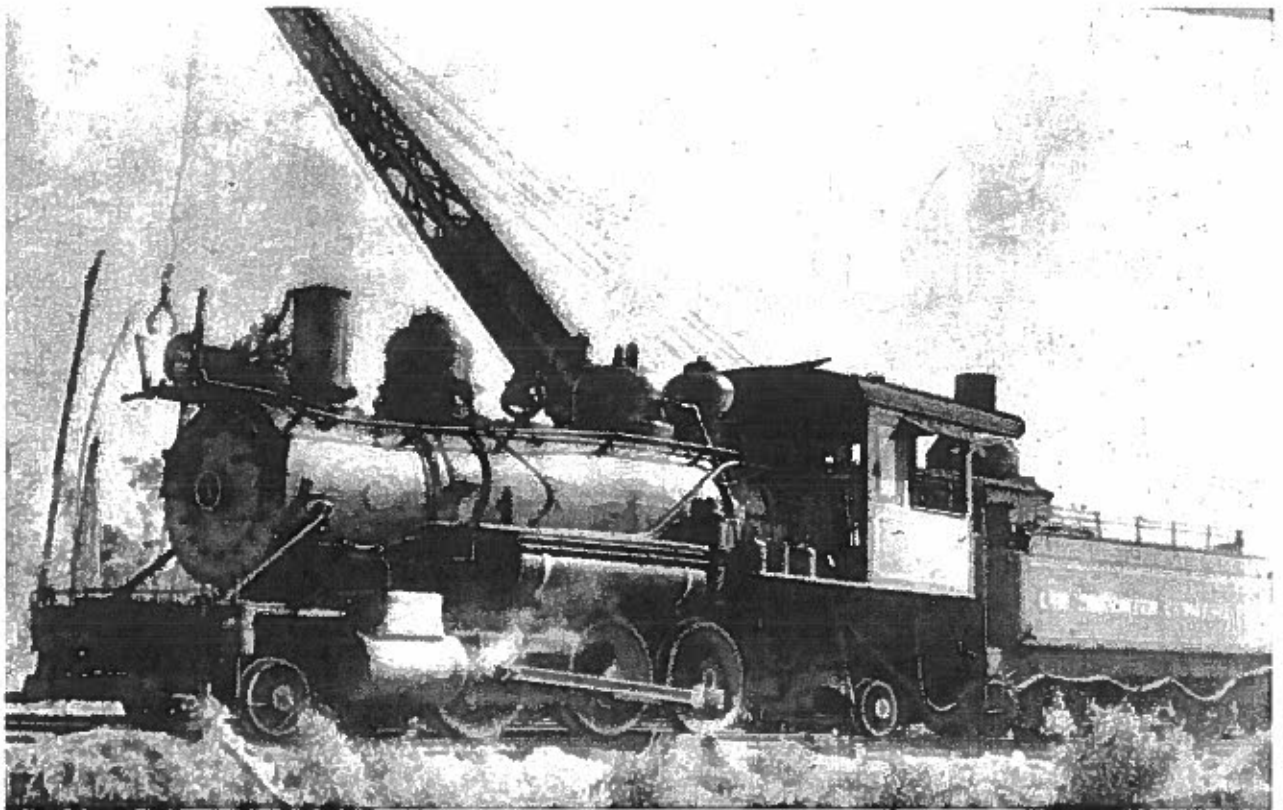
As steam engines go it was the smallest of the Lee Tidewater engines and was primarily used as a transport, to take the daily average of 200 workers deep into the Big Cypress area. Cecil B. Oglesby, an engineer who drove the Deuce for 14 years, made 63 cents an hour at that time. The engine was sold several times over the years and was eventually rebuilt and donated to the Collier County Museum where it has been on display since 1988.



Locomotive Engine # 3

When the Lee Tidewater Lumber Company closed operations in 1957 engine # 3 was sold and re-lettered. It eventually ended up in 2002 at the "Manatee Historical Village" in Bradenton, Florida.

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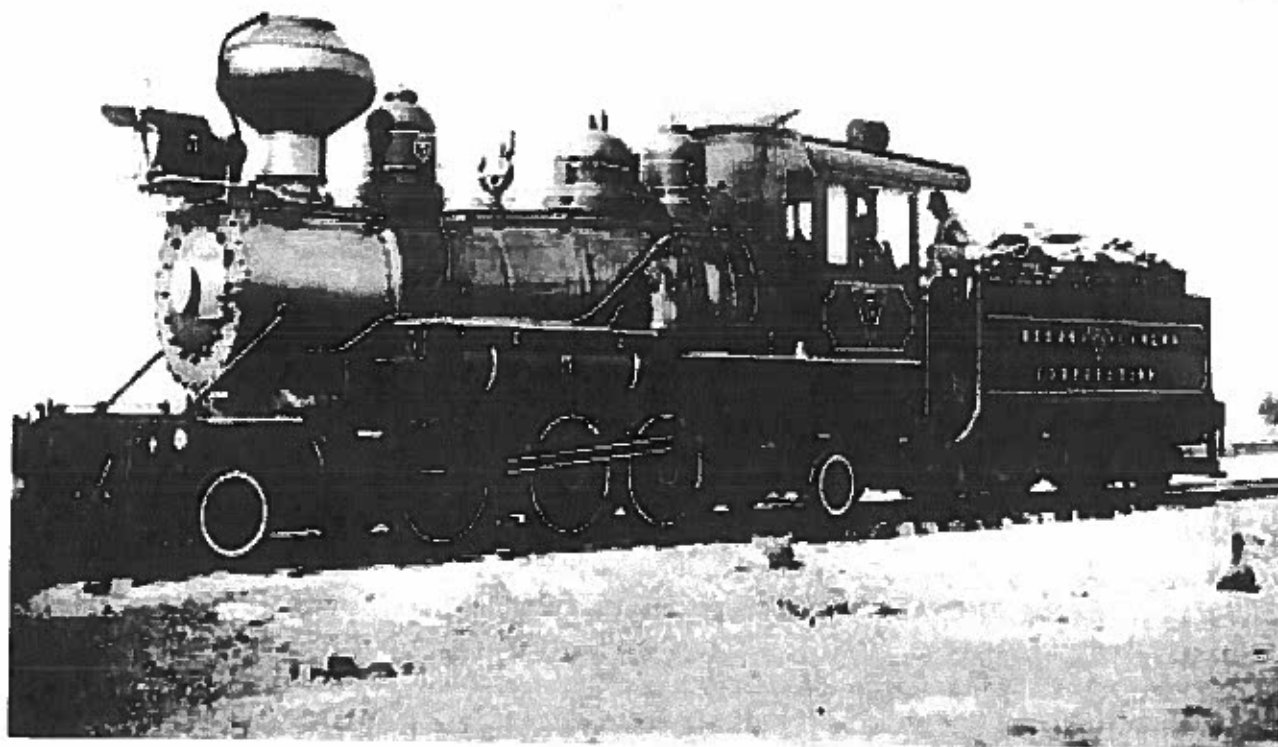
Locomotive Engine # 4

Steam Engine # 4 owned by The Lee Tidewater Cypress Company was perhaps the most famous of all the locomotives owned by the J.C. Tuner Company.

* * * * *

Called "The Big Engine", it was built in 1914 by the Baldwin Locomotive Works of Eddystone, Pennsylvania for the Burton Swartz Cypress Company of Florida, and was shipped 400 miles south in 1943 to Copeland, Florida. Primarily used to bring logs out of Big Cypress, it became known as part of an operational system considered the first true unit train operation in America. When logging operations stopped in Copeland in 1957 the train sat in open storage until F. Nelson Blount bought it in 1962. Mr. Blount kept Engine # 4 in Copeland until 1968 when he sold it to George Silcott who had no choice but to leave it in Copeland because the tracks had been removed years earlier. Years later, Chicago train collector John Thompson bought the train and moved it to his ranch north of Monee, Illinois. In 1988 after 20 years of storage Mr. Thompson's estate donated the # 4 to the Hardin Southern Railroad who then allowed the Mid South Rail Heritage Foundation to start the rebuilding process and bring back a part of history from Florida's Steam Locomotive and Railroad past.

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Locomotive Engine # 5

Engine # 5, owned by the Brooks & Scanlon Company and sold to the J.C. Turner Company in 1943, was the 5th and last 2-6-2 locomotive used by the Lee Cypress Tidewater Company. In 1955 because of maintenance problems the Engine was sold for scrap iron.

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The next and what can be considered last theme in Colliers County's past history would be the era of oil exploration and drilling. This would have taken place in the past township of Sunniland and was started a short time before the logging operations started to slow down.

11. SUNNILAND

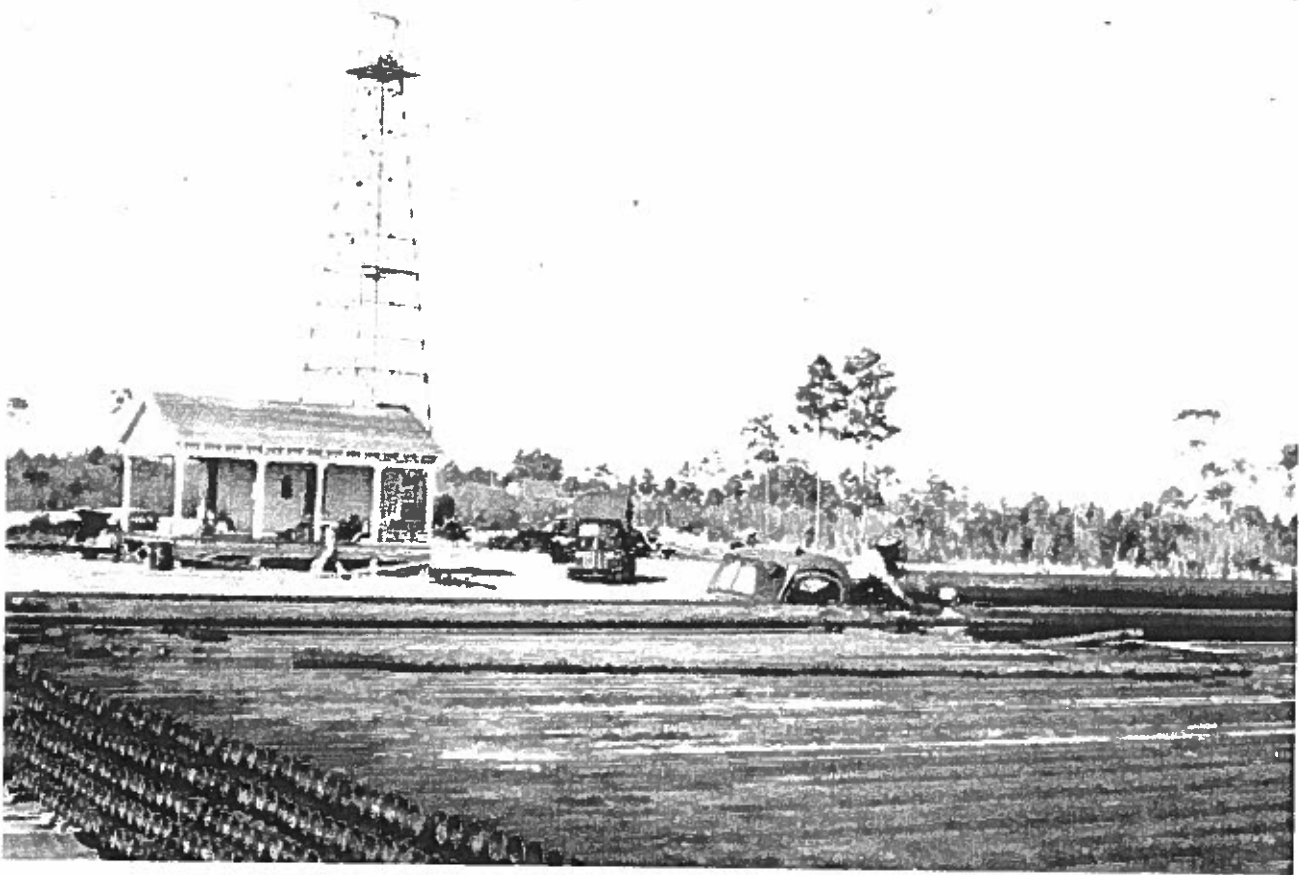
The original Sunniland Township was located on Highway 29, seven and a half miles north of Interstate 75. This was a major area for the Seminoles who lived here from the 1800s because it was on the edge of the Okaloacoochee Slough, and had one of the shallowest crossings. It was later used as a major thoroughfare for the Army troops during the Seminole Wars. The Trail started in Naples at Fort Foster, and stretched east past Fort Doane, Fort Keais, and finally ending up in present day Sunniland, where early military maps show where Fort Keys was located. Starting today on what would be Golden Gate Boulevard in Naples, traveling east you would now come through the future planned Phase II of the Ave Maria township project. If you continued east on the northern border of the Florida Panther National Wildlife Refuge, you would eventually come to Highway 29. Most historians view this as the traditional trail through an historic route used by the Seminoles, the Army, and early pioneers.

Although several preservation and historical societies would like to see this trail used as a greenway and historic interpretive trail stretching from Naples to highway # 29, this has presented various problems. The ownership of land starting on the west side in Naples is private and scheduled for future development. As it continues east to highway # 29 the trail passes by, (not on) the northern side of the Florida Panther National Wildlife Refuge. The Refuge would like to receive the development easement and incorporate it into the preserve. That would then eliminate any possibility of the public in the future to walk on this trail, as the Refuge is off limits to the general public. Fort Keais and several other past Army posts are on this trail. Requests to do an archaeological survey on the land has been proposed to owners or managers in one form or another but unfortunately there has been no response as yet. Many have hoped the future development of these ten thousand acres would use this strip of land after development as a conservation easement, and preserve it as a nature trail with historic exhibits and markers along the way. This has already been done at dozens of development sites and the state of Florida, has a stewardship program just for this reason. By Collier County formerly selling the roadway rights to a large parcel of land to the State of Florida for Picayune Strand State Forest for \$25 million dollars, they have effectively lost access to the eastern part of the County. This trail in essence many believe could bridge that gap and work with development to have a conservation easement, like other counties and preserve this historic corridor.

* * * * *

Previously started as a farming community in the late 1920s, Sunniland reached it prominence in 1943 when Humble Oil Company, (later to become Exxon Corp) drilling to 11,626 feet struck oil. It would be Florida's first producing oil well and would break a string of over 80 failed attempts and a decade of unproductive searching. The well started pumping 140 barrels of oil a day and by 1954 several well fields combined in the Sunniland field were producing 500,000 gallons of oil a day.

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**The Humble Oil Company depot in Sunniland and the oil platform - 1946
The site has long since vanished.**

Sunniland was an important railway stop for farmers during the 1940s through the 1960s with a railroad depot, several stores, and commissary the community grew to over a hundred people. Soon it came to a crawl when the Sunniland mine took over large areas of land in the area. Today there is but a few homes and farms still located in the area but as of yet no historical markers are displayed about Sunniland's past, except for a small oil pump (#1) donated by Humble Oil Company which is now eligible to be nominated to the National Register of Historic Places. After three years the first pump was closed down, restored and now sits at Oil Well Road Park off Highway 29 and is the last visible trace of Sunnilands boom time era.

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Although this appears to be just another one of the dozen or more abandoned stores around Sunniland, this particular spot was a midway point between Fort Keais and Fort Keys on the old military trail.



The Sunniland Railway Depot and Farming Station now sits abandoned along highway # 29. The station is now also eligible for nomination to the National Register and was a midway point between Everglades City and Immokalee City for over 50 years. This would make an ideal site for an interpretational center or a Pioneer Museum.

These 11 themes that have been itemized on the previous pages in **Section 10** from Collier County's past history can be used in an interpretational way along any proposed Cultural or Heritage Trail, Interpretation Center (providing it is large enough) or in a possible future Pioneer Museum. Combined with the proposed highway markers and / or interpretation centers discussed in **Sections 4, 5, 6, and 7** this would represent an effective answer to any future interpretations of Collier County's past history and cultural heritage.

SECTION 11

Section 11 will address: **The acquisition of properties along the proposed Cultural and Heritage Trail**

There are several sites that would make an ideal situation for any proposed interpretational centers or possible future Pioneer Museum building. It should be first understood that the possible donation or purchase of any property need not be through the Collier County Government. As can be seen with the Corkscrew Swamp Sanctuary run by the Audubon Society a private non for profit organization can effectively operate and interpret to the public the past history of the county by property that was donated to a private organization. This is not to say that the county can not:

1. Purchase any property for any proposed project
2. Donate or use any land currently in it's possession
(One example would be the 100 plus acres that were donated to the county by the Ave Maria Project)
3. Seek to set land aside that is presently required to be set aside for preservation land by developers seeking to earn development credits for future development sites
4. Redirect Conservation Collier's resources to purchase any land for any proposed projects
5. Help to maintain any lands used in any proposed projects
6. Ask any developers or development companies presently planning any projects for a donation of land
7. Implement any programs that would be in line with any proposed Interpretation Centers or any future Cultural or Heritage Trail projects
8. Seek to work with privately owned organizations that plan to build or use a certain site for a Pioneer Museum

Although the map that will be proposed in **Section 15** will show a path that stretches through the center portion of the county, practically any area that already has a road system in place will accomplish the projected goals of any Interpretation Center or Cultural Heritage Trail / Pioneer Museum theme. These roadways would ideally be US 41, highway # 29, Oil Well Road, Camp Keais Road or # 846 Immokalee Road.

- An example of a possible donated or purchased site will be attached on the following 2 pages.

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The Collier County Canning Company at the Deep Lake Groves seen here photographed in 1935 had 100 workers and was one of the largest employers in Collier County. The cannery was closed and dismantled after the death of Barron G. Collier in 1939. It later became the site of the Copeland Road Prison.

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The Old Copeland Prison

The property now known as the old Copeland Road Prison was purchased by Barron G. Collier along with all the other properties he purchased in 1920 and 1921. The land where the Deep Lake Cannery was built was on about 50 acres and was deeded to the state in 1952 by Barron Collier Jr. and his wife. It was to be used for any purpose the state seemed fit, or by any use the State Road Department required. The stipulation in the Deed was "the land was to return to the owners if the State ever stopped using the property." Department of Correction records indicate the Copeland Road Prison was opened in 1951 one year before the land was donated. Evidence suggests the grounds were first used as a transportation junction to ferry prisoners between Miami and Fort Myers. The prison was used for level-2 security prisoners and was housing an average population of 68 prisoners in 1995. The Department of Corrections decided in 2002 to close down the prison because of its age and cost associated with its remote location.



Today the Copeland Road Prison across the Highway # 29 from Deep Lake sits abandoned. Many historical Societies believe the large acreage plus the still existing buildings would make an ideal location for a Pioneer Museum, Living Sawmill, or a Cultural Interpretation Center.

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SECTION 12

The ownership or management of acquired properties in relation to any proposed projects.

Besides outright ownership of land other options are available. These would include but not be limited to:

1. Leases on land with any private owner, organization, or corporation
2. Leases on land presently owned by Collier County
3. Cooperative management agreements with State or Federal agencies (to be discussed in **Section 14**)

On general conversations with owners of private businesses along US 41 indications in the past were, that several individuals thought that the idea of proposed markers, interpretation centers or a possible future Pioneer Museum would be a positive step for the county and good for local business. The owners of the Ochopee Post Office currently have many items from the past community of Ochopee and display them in their present gift shop and air boat attraction nearby and have expressed a desire to someday have a permanent place to display these objects. The family that currently owns the Weaver Station property some while back asked the county for permission to clean and fix up the current site but at the present those efforts seemed to have stalled. The new present owner of the Royal Palm Hammock station and restaurant currently owns property around the area and has a small display of gift shop items and has been restoring the station and buildings on his property for the last several years. All of the present owners of property on US 41 understand the benefits would be to their personal businesses and to their property values were there to be any new projects instituted in the immediate area. The State of Florida Division of Historical Resources has several programs that help fund projects of this description and have agreements with the Florida Dept. of Transportation to maintain any sites on easements along any roadways.

SECTION 13

The cooperation between development companies and specific goals to include but not be limited to:

**Conservation Easements, Development credits (in conjunction with Collier County Government)
Florida Archaeological Site Stewardship Programs, and historical and interpretive displays along
trails and adjoining properties along proposed development sites.**

1. Conservation easements are presently used in many places today in the state of Florida. The primary difference between conservation easements and other building and zoning easements are the different purposes they are used for. For purposes of clarification the Conservation Easements that are intended here are presently endorsed and utilized by the Florida Division of Historical Resources for Cultural Preservation on private land. It is one of the options discussed in **Section 13** and a basic explanation of the purposes and procedures to implement these easements will be attached on the following page.

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Conservation Easements

If you own an historic building or an archaeological site, you can play an active role in its preservation by placing a conservation easement on your property. A conservation easement offers property owners flexibility in land management while at the same time protecting some of Florida's history. Additionally, it can afford property owners tax benefits.



Download a brochure on using conservation easements to protect cultural resources or order printed copies online from the Bureau of Archaeological Research

What is a conservation easement?

Conservation easements may apply to a variety of resources. Broadly applied, a conservation easement is a legal agreement a property owner makes with a non-profit or government organization to protect a cultural or natural resource on his property. Depending on the resources they protect, conservation easements are known by several different names. For example, an agricultural easement would protect a family farm. Types of conservation easements commonly used to protect historic buildings and archaeological sites include historic preservation easements and open space or scenic easements.

Why place a conservation easement on my property?

Along with tax benefits and community benefits, conservation easements are uniquely tailored to meet the needs of the individual property owner. They allow property owners to protect specific resources on their property while retaining ownership. An owner can choose which portions of the property he wishes to protect and which to exclude from protective covenants of the easement.

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2. Development Credits – In 2002 Collier County Government established a rural growth plan that encompassed an area of land called the Rural Land Stewardship Area (R.L.SA.). This area is about 195,000 acres and landowners that wished to develop on their lands were allowed to receive development credits [rights] that could be used towards proposed development sites if a certain amount of land was set aside for what is termed [preservation] or for the act of restoring environmental land. Under this plan the new town of Ave Maria was started and well over 10,000 acres have now been set aside from that project for future preservation. With continuing development and other large scale projects like the proposed new town of Big Cypress being planned a total of approximately 30,000 acres have already been set aside by landowners and developers with a total of 60,000 development credits given as of 2007. At this point there is now presently 14,500 more development credits that will be allowed to developers once the owners complete certain proposed restoration projects having to do with those lands. Future expected development in the Collier County area is expected to expand to as much as 40,000 additional acres than has already been proposed from 2002 to 2007 if the new plans, for a development / conservation coalition effort goes through county, state, and Federal review processes. Those plans were announced to the general public in Naples on Monday, June 23, 2008.

- On June 6, 2008 the public was invited to a meeting that was held at 14700 Immokalee Road. That meeting was called; the Northeast Collier County Trail Feasibility Study Workshop. Its purpose was to discuss with the public possible future proposed trails called [Greenways] that would stretch for 20-25 miles on the northern end of the county eventually being envisioned to connect to Lee County and continue for a possible total of 50 miles along the total route. Out of that workshop the following information was discussed:
 1. Potential trail routes pass through county and state property, while others could necessitate the purchase of right of ways through privately owned property.
 2. The vice president of real estate of Consolidated Citrus expressed a desire to “develop a partnership with the county and work together on the project” – citing concerns over the trail crossing an area that has an “active 10,000 acre citrus grove with power lines”.
 3. Proposed plans do not currently include any trails to pass through Ave Maria.
 4. Concerns were raised over the “long term maintenance and management of the trails.
 5. One option “shows the trail turning onto the [under construction Oil Well Road] to pass through the future planned town of Big Cypress and alongside the Ave Maria development”.

Present condition of preservation lands in Collier County

The preservation lands now presently set aside have no access for the general public. This is due to the fact that the actual land being preserved is:

1. **Now on lands that are in the actual development and only residents of the community in the development have access to any portion of the preserved area.**
2. **Border on the Florida Panther National Wildlife Refuge and have [buffers] between development and the refuge * The Panther Refuge is presently off limits to the general public.**
3. **Not being utilized in a fashion that will allow public access in any future planned projects.**

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- This is an important part of what the Historical and Cultural Heritage Trail and [Greenway] plan and proposal is based upon. With the preservation lands that have currently been set aside that do not include any specific plans or definitive plans for access to those lands for the general public and the future preservation lands now being considered by as many as 8 other interested landowners that have plans to develop a total of 40,000 more acres in the future it becomes evident there is no mention of saving any space that would be considered a [Greenway] for future public use. It can now be also established that.
1. No present Historical markers are now present and available for the public to visit on any properties that have been developed upon in Collier County since the Landmark Growth plan was instituted in 2002.
 2. No present interpretation of Collier County's past History or Cultural Heritage has been displayed at any location that the county has allowed the landowners to develop in the last 48 years:
[Since the county seat was moved to the city of Naples in 1960]
 3. No present program exists in the county to display the complete and unified past History and Cultural Heritage of Collier County in a chronological time fashion.
 4. No present programs currently exist in Collier County to specifically record, recognize, nominate to the National Register, or install interpretational markers on any part of Collier County's past History and Cultural Heritage.
 5. No present programs are currently planned in the future to Locate and record any known Archaeological sites where past significant Historical events took place in Collier County.

OVERVIEW OF SECTION 13

* Understanding that with over 80 per cent of Collier County's geographical land area being redistributed to State and Federal entities over the past 34 years and future plans to develop as much as 20 percent more of the geographical land area now available it becomes incumbent on the Collier County Government to take proactive measures to preserve land that holds a large part of the county's past History and Cultural Heritage. While much of this has been done in the past towards biological considerations such as preservation for areas that encompass the Florida Panther Habitat, land area preserved for and used for the interpretation of the county's past History and accessible to the general public has never been properly addressed. It is with this intention that a planned proposal hereby referred to as The Historical and Cultural Heritage Trail / Greenway - be considered and acted upon by the representatives of the citizens of Collier County. This in a most basic view would be the [setting aside] whether by donations, purchase, or lands now presently available or in the future that are to be preserved by any agreements associated with development activities. In **Section 15** a proposed map that delineates these boundaries and ideas will be presented. It will also show on the map the inclusion of one of the proposed Greenway Trails discussed by The Northeast Collier County Trail Feasibility Study Public Workshop on June 6, 2008.

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SECTION 14

A plan to establish: Cooperative management agreements that can be used with several of the Federal and State park systems in present day Collier County.

Today in the state of Florida many counties have established different types of agreements with an assortment of Parks, Refuges, Sanctuary's and Land and Wildlife Preserves and even private landowners. There are several different types of agreements ranging from right of way issues to available access to Historic sites, Structures, or natural settings that the counties past, is tied to. An example of what one past agreement would be is the agreement that Collier County entered into with the State of Florida with rights to the roadways in the Southern Golden Gate Estates. For 25 million dollars the roadway rights were transferred from the county's possession and soon after all 4 wheel drive or (O.R.V.) vehicle use was terminated in the (Picayune Strand State Forest) area. Not only was the right of roadways lost but access that had always been available to past historic sites became non existent. Part of the agreement could have included provisions for that purpose along with several other conditions that would have allowed greater public access and interpretational kiosks along the Historic Walkers Horse Trail (now called the Belle Meade Horse Trail) that stretches 22 miles through Collier County, the majority of that being in the Picayune Strand State Forest. Since Collier County's inception in 1923 there have been no cooperative agreements by the county with The Everglades National Park established in 1947, and the establishments of the Big Cypress National Preserve, The Fakahatchee Strand State Preserve, The Florida Panther National Wildlife Refuge, and The Picayune Strand State Forest.

That is not to say that several times permission was not requested of the county to secure some type of permission having to do with some type of land management issue associated with a particular entities needs, but the cooperation only extended to the point of those specific needs being met, and Collier County's needs and best interests were not necessarily involved. This can be readily seen in any one of Park systems already mentioned by the fact that not one monument, site, or area of Collier County's past History or Cultural Heritage has been represented by any form of Historic interpretation in a meaningful way in any of the present park systems. Although many counties have a member of the county staff involved with the cultural aspects of the park systems in their particular counties and are able to have input into the different programs and interpretational themes presented in those park systems at this point Collier County presently has no such representation with any of the previously mentioned entities.

For these current entities to have 80 percent of the geographical land area of Collier County and retain the effective control of the right of way or any management policies leaves serious shortcomings in the present system. It would be advisable for Collier County Government to establish a general and basic agreement with the 5 park systems that are presently in Collier County. This would benefit the county not only in the areas of interpretation of the county's past history and Cultural Heritage but in many other ways that these entities plan and implement their future policies.

- An example of the present absence of representation on different environmental and preservation committees including several park entities with Collier County will be placed on the following page.

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On June 23, 2008 an article came out in the Naples Daily news that described a new plan that had been worked on since April in 2007. The plan which was devised between various land owners and environmental groups and had as one of its most basic objectives a plan that included:

1. Efforts that would bring attention to the fact that new connecting links on the roadways from the north side of Immokalee and Northwest of Oil Well Road should connect Panther [hot spots] instead of cutting off any routes the Panther's travel on.
2. A discussion with plans to set up a Florida Panther [protection fund] that could possibly receive up to 150 million dollars in the next 40 years from possible new development fees that would be derived from an expansion of present Federal mitigation requirements.
3. A plan to [increase] by 25 percent the number of mitigation units developers already have available to them at the present time with the Federal permitting requirement that are now in place to compensate for any effects on the Florida Panther in the Rural Land Stewardship Area.
4. Plan a program that would introduce a new system to modify Collier County's present [R.L.S.A.] program. This would include a provision that awards landowners extra development credits by preserving present agricultural land and putting added [emphasis] on high Panther travel routes east of highway # 29.

This plan also included the possibility of changing the roadways on certain portions of highway # 29 and the placing of 40 Panther crossings where the endangered animal can safely cross the roadways on highway # 29, Oil Well Road, and Immokalee Road # 846. Also stated in the article was the fact that this [coalition] would seek to work with Collier County on seeking certain right of way areas for the panther crossings. The agreement that they would seek would require the county to set aside an adequate amount of land on each side of the crossings that would in essence be [off limits] to the public. In looking at the proposed crossings it becomes apparent that one of the main corridors planned for the Panther is at the Old Railroad Depot where it meets highway # 29 already previously discussed on page 129.

In taking a closer look at the sites where the Panther crossings are planned it becomes evident that many of those crossings on highway # 29 and Immokalee Road are located at the sites of 16 of the previously mentioned townships, structures, and areas where past historical events took place in Collier County's past history. The complete listing of those places, are found on page 20. By entering in with any type of agreement that places certain areas on these roadways that cannot be accessed by the general public or used in the future for placement of Historical Markers, roadway pull off locations, interpretive centers or any other form of historical display relating the county's past History or Cultural Heritage it should become incumbent on the Collier County Government before signing any type of agreement that steps should be taken to insure that any considerations that may affect the past, present, or future preservation or interpretation of the county's past Historical and Cultural Heritage be reviewed judiciously. This consideration should not be intended to or construed as, having the desire to change any of the proposed locations of any future Panther or wildlife crossings but to examine what effect any of those will have on the past history of the county and any future plans to display or interpret this. It can be seen that any part of the new plans and proposals that were revealed to the public on June 23, 2008 had no inclusion or mention of any past Historical locations in Collier County and failed to describe any future plans or efforts to include them in any type of form presently or in the future.

* It should be noted here that as of June 1st - 2008 fencing is being installed along portions of the east and west side of highway # 29. The eastern perimeter of the Old Copeland Prison along highway # 29 has now been entirely fenced off.

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SECTION 15

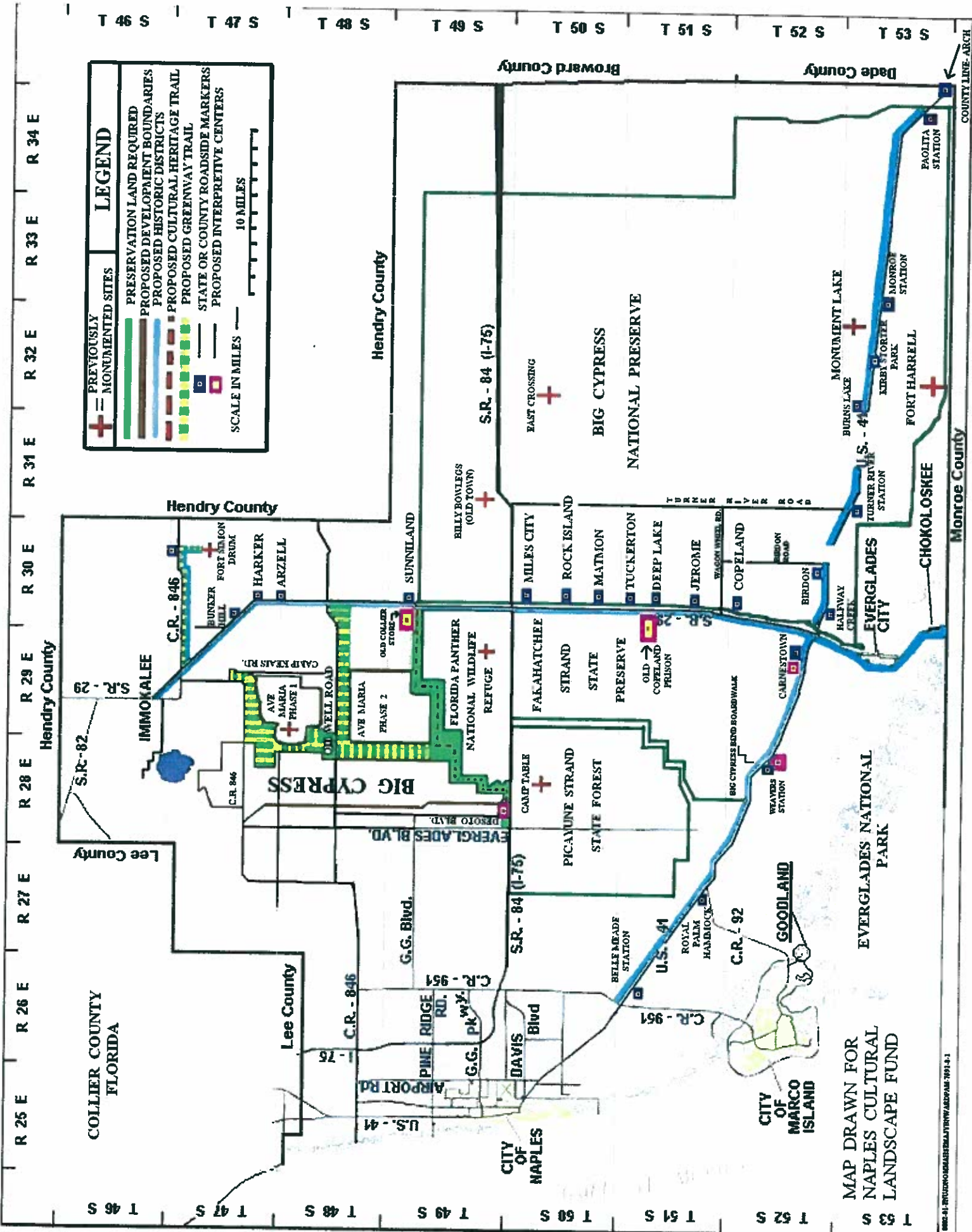
The preparation of a detailed map that [includes the visual plan] showing the proposed Historic Districts, Heritage Trails / Greenways – possible Interpretive centers, and the proposed county or state roadside markers previously discussed in Sections 1-7 found in this report / proposal.

The map that was drawn to supplement this Report / Proposal will be attached on the following page. Contained on the map the list of what has previously been discussed will be found to be included thereon and listed below.

1. An outline of the present townships and ranges presently in Collier County and used in standard survey maps will be found on the outside perimeter edges of the map.
2. A legend in the upper right hand corner that displays in a color coded scheme the following items:
 - A. Eight out of ten previously monumented sites in Collier County placed by David Graham Copeland during the years 1941 -1947.
 - B. Preservation land presently required from development taking place at this time in Collier County
 - C. Proposed boundaries between development sites and preservation land to be set aside from present development now taking place and planned in the near future in Collier County.
 - D. Proposed Historic Districts along US 41 and highway # 29.
 - E. Proposed Cultural Heritage Trail.
 - F. Portions of the proposed Greenway Trail discussed at the Northeast Collier County Trail Feasibility Study Public Workshop that took place on June 6, 2008.
 - G. Proposed highway markers furnished by the county or state along US 41 and highway # 29.
 - H. Proposed Interpretive Centers along US 41 and highway # 29
 - I. A 10 mile scale in single mile units to denote distances in Collier County

The map attached on the following page serves to give a general and basic visual understanding of what a possible proposed / planned map would look like and can be adjusted in any combination of ways that follow what could be interpreted as a logical direction or path.

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LEGEND

- + PREVIOUSLY MONUMENTED SITES
- PRESERVATION LAND REQUIRED
- PROPOSED DEVELOPMENT BOUNDARIES
- PROPOSED HISTORIC DISTRICTS
- PROPOSED CULTURAL HERITAGE TRAIL
- PROPOSED GREENWAY TRAIL
- STATE OR COUNTY ROADSIDE MARKERS
- PROPOSED INTERPRETIVE CENTERS

SCALE IN MILES 10 MILES

66.3

SECTION 16

Compile a final prospectus of the economic benefits to Collier County

The intention of this study was to:

1. Give a general idea of the past ethnic history of Collier County in the Big Cypress, Ten Thousand Island, and Everglade[s] area.
2. Give a general idea of some of the Historical places, time frames, structures, and locations where past historical events took place as it relates to Collier County.
3. Give a general biography of the past pioneers in the Collier County area.
4. Give a general history of past settlements, communities and industries that were a part of Collier County's Cultural Heritage in the past.
5. Give a general idea on the current processes used to record, designate, or nominate any past sites, structures, or objects to establish either a, recognition of these items to the Collier County Government or to the National Register of Historic Places.
6. Give a general idea of the present policies that are used and implemented by 2 State and 3 Federal entities that will be here referred to as parks as they relate to the interpretation of the past history of the Big Cypress, Everglade[s] and Collier County area.
7. Give a general idea of the economic assets that are presently being utilized in the Collier County area.
8. Give a general idea of the present Historical and Cultural Heritage [theme] that is present at this time in Collier County and has been previously referred to as – fragmented.
9. Give a general idea of how Historic Districts can be used at the present time to unify a Historical and Cultural Heritage related theme in Collier County.
10. Give a general idea on what the processes and benefits would be to acquire certain properties or manage certain properties that can be used in a historical and interpretational manner.
11. Give a general idea of how the present system works in relation to development, conservation easements, and basic information on preservation lands including how they are acquired and or used.
12. Give a general idea of cooperation that can be used with private owners of land and the Collier County Government.
13. Give a general idea of the present status of [cooperative management agreements] and how they can be used in the present and in the future with state and Federal entities in relation to the preservation and interpretation of Collier County's past Historical and Cultural Heritage.
14. Give a general idea of how future development may have adverse effects on any proposed plan to establish roadside markers, interpretation centers, or past Historic locations in Collier County.
15. Produce a map that would serve to give a visual understanding of what a unified Historical and Cultural Theme could be based upon in Collier County.

While it is beyond the scope of this report to address any other issues than the above mentioned items, it can fairly well be deduced that with even the most basic implementations of any of these Historical and Cultural Heritage Themes that revenues in the tens of millions of dollars annually can be realized for private industry, private organizations, or by the county in terms of tax bases and tourist related attractions. Private development would naturally have the added benefit of being able to offer the future homeowner the availability of having a unique setting close by that is now absent on any marketing themes presently in Collier County.

* The information for this study was assembled, compiled, and formatted by volunteers, historians, and residents currently residing in Collier County at the request of the Naples Cultural Landscape Fund. Its intended purpose was to evaluate how the County's past history has been and is presently being interpreted and to facilitate in a visionary manner how the restoration of historical sites along with basic guidelines on any planned future programs could facilitate the interpretation of Collier County's past Historical and Cultural Heritage.

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