

## 4.0 HISTORICAL OVERVIEW

The following overview traces the historical development of the general study area from the European settlement through the twentieth century. The intent of this overview is to serve as a guide to field investigations by identifying the possible locations of any historic cultural resources within the project area and to provide expectations regarding the potential historic significance of any such sites. It also provides a context with which to interpret any historic resources encountered during the study.

### 4.1 European Contact and Colonial Period (1513–1821)

Three Native American ethnic groups were known to inhabit east central Florida at the time of Spanish contact: the Ais, the Mayaca, and the Jororo. The Ais lived along the Atlantic Coast and were closely involved with the Spanish. They inhabited the coastal strand and Indian River areas at this time. They apparently mixed indigenous hunting/gathering/fishing economy with the salvaging of Spanish shipwrecks (Milanich 1995:64-65). The Mayaca and Jororo peoples occupied an area from north-central Florida to as far south as Lake Okeechobee (Mitchem et al. 1998).

The earliest contact between the native populations and the Europeans occurred through slave hunting expeditions. “Slaving expeditions,” which provided workers for the mines of Hispaniola and Cuba, were not recorded in official documents as the Spanish Crown prohibited the enslavement of Caribbean natives. Evidence of these slave raids comes from the familiarity with the Florida coast stated by navigators of the earliest official coastal reconnaissance surveys (Cabeza de Vaca 1922: Chapter 4). The hostile response of the native population to expeditions during the 1520s may confirm this hypothesis.

Official credit for the discovery of Florida belongs to Juan Ponce de León, whose voyage of 1513 took him along the eastern coast of the peninsula (Tebeau 1980:21). He is believed to have sailed as far north as the mouth of the St. Johns River before turning south, stopping in the Cape Canaveral area and possibly at Biscayne Bay. The expedition then continued southward, following the Florida Keys, making contact with the local Tequesta people en route before turning to the northwest, where they encountered the Calusa along the southwestern Gulf Coast. Other Spanish explorers followed Juan Ponce de León, and over the next 50 years, the Spanish government and private individuals financed expeditions hoping to establish a colony in “La Florida.” In 1565, King Philip II of Spain licensed Pedro Menéndez de Avilés to establish a settlement in St. Augustine, Florida. Between 1565 and 1566, Menéndez sailed along the Florida coast placing crosses at various locations and leaving Spaniards “of marked religious zeal” to introduce Christianity to the Native American people (Gannon 1983:29). Settlements with associated missions were established at St. Augustine, San Mateo (Ft. Caroline) and Santa Elena, and smaller outposts and missions were located in Ais, Tequesta, Calusa, and Tocobaga territory (Gannon 1983:29).

Jesuit missions were established in what are now referred to as the Central Peninsular Gulf Coast and Glades archaeological regions, including the mission of Carlos at Charlotte Harbor, the mission of Tocobaga at Tampa Bay, and a mission at a Tequesta village at the mouth of the Miami River. In March of 1567, Menéndez sailed into the Bay of Tocobaga (now Old Tampa Bay) with a group of 30 soldiers, Captain Martinez de Coz, and Fray Rogel. The mission was established at the village of the cacique known as Tocobaga and consisted of 24 houses (Velasco 1959:161). It was abandoned in January of 1568 due to the hostility of the Native Americans (Solís de Merás 1964:223-230). This Jesuit mission represented the final Spanish attempt to colonize the region.

In 1567, Brother Francisco Villareal was sent to one of the large Tequesta villages located on Biscayne Bay. In 1568, a skirmish between the Spanish soldiers and the Tequesta Indians temporarily closed the mission. By the end of 1568, the Tequesta were willing to reopen the mission, largely due to the work of Don Diego, a Tequesta who had visited Spain. Despite zealous attempts, the native groups in Florida continued to resist conversion, and in 1572, Jesuit authorities decided to abandon their missionary efforts in Florida.

Undaunted, Menéndez turned his attention to another order, the Franciscans, and entreated them to send priests. The Franciscan mission effort was most successful in the northern areas of Florida. One possible reason may have been differences in Native American settlement patterns and economies. According to Milanich (1978:68), the failure of the Spanish missions among the southern Florida native populations was due partially to the groups' subsistence pattern, which required seasonal movement for maximum resource exploitation. Consequently, for the remainder of the First Spanish period (1565–1763), southern Florida was virtually ignored as the Spanish concentrated their efforts in the northern half of the peninsula.

The Mayaca and Jororo peoples who lived in central Florida were first mentioned in Spanish documents from the 1560s; Franciscan friars were working among them as early as the 1590s, but a formal mission was not established until about 1655 (Mitchem et al. 1989). It appeared on the 1655 list of missions as San Salvador de Mayaca (Hann 1996:178). The mission list of 1689 lists a mission to the Mayaca as San Antonio de Mayaca, which consisted of a population of 30 families (Hann 1996:264). The Mayaca people were listed as part of the "Province of Timuqua," although there is solid evidence that the Mayaca were not Timucua-speakers, but spoke their own language (Hann 1996:264). The Jororo people, also Mayaca-speakers, apparently did not occupy the region until the late 1600s (Hann 1993:111, 118; Mitchem et al. 1998).

Another attempt to build a mission in southeastern Florida took place nearly 150 years after the establishment of St. Augustine. Because it was in Spain's best interest to maintain control along the Florida coastline and alliances with the native groups inhabiting the coast, a missionary effort was supported in the Biscayne Bay area (Parks 1982:55-65). Father Joseph María Monaco and Joseph Xavier Alaña were sent from Cuba in 1743, and arrived at a Native American village located at the mouth of the Miami River. The village did not appear any more receptive towards accepting

Christianity than before. After Joseph Xavier Alaña conveyed this to the Governor of Cuba, the mission was closed, and the fort they had erected was destroyed to prevent its fall into hostile hands (Parks 1982:55-65). Although the Spanish were resigned to the fact that missionization and settlement of South Florida came at too high a price, they did strive to maintain good relations with the various native people who lived in the area.

By the beginning of the eighteenth century, the Native American population of Florida, including southern Florida, had declined considerably as a result of disease, slave raids, intertribal warfare, and attacks from English-aided Creek, and other, Indians (Steele 1992:11; Tebeau 1966:37; Wright 1986:218). In 1740, Gen. James Oglethorpe, with the aid of Creek warriors from several different towns, led an attack on St. Augustine (Steele 1992:11; Tebeau 1980:68). Shortly after this attack, Cowkeeper, the Oconee chief, led 130 families from the Hitchiti-speaking, Lower Creek towns of Apalachicola, Chiaha, Oconee, and Sawokli to Payne's Prairie, just south of the present-day town of Gainesville (Steele 1992:11; Swanton 1946).

The next significant migration of Creeks into the largely depopulated Florida peninsula occurred after 1755. Two new settlements of Lower Creeks were established at Tallahassee and the southwestern corner of Lake Miccosukki, in present-day Jefferson County. Hitchiti was the main language spoken at these new settlements and eventually, the terms "Hitchiti" and "Mikasuki" became synonymous for the same language and/or peoples who spoke this language (Steele 1992:12; Swanton 1946; Tiger and Kersey 2002:7).

The Alachua band, led by Cowkeeper and his descendents, eventually came to be known as "Seminoles." Unless directly affected, the Seminoles were usually indifferent to British and early United States politics, preferring to deal with these nations either not at all, or on their own terms instead of as part of the Creek confederacy (Steele 1992:11-16).

Throughout the second half of the eighteenth century, Lower Creek settlement of northern Florida increased. Eventually, at least one band of Muscogee-speaking Upper Creeks also immigrated to Florida. Their main settlement was north of modern-day Tampa at Chuckachatti, also known as New Eufala, among other names. This town was established sometime in the 1760s. Upper Creeks made additional migrations to Florida during and after the American Revolution. These migrations were due to several factors, including the expansion of white settlement, farming, and hunting in Georgia, as well as the allure provided by the prosperity of the Alachua Seminoles (Steele 1992:16-21; Weisman 1989:69-74).

By the 1790s, the town of Mickasuky and the adjacent villages had become a center of pro-British, anti-U.S. activities. Hitchiti-speaking Lower Creeks, Muscogee-speaking Upper Creeks, and escaped black slaves all found haven at this settlement. The growing threat posed to the U.S. by this town led to its destruction by U.S. forces in 1818 (Pepe et al. 1998:65).

During the eighteenth century, Cuban fisherfolk had established seasonal fishing camps or ranchos along the Gulf coast. These fisherfolk were engaged in catching mullet and drying them for sale in the Havana markets. By the early nineteenth century, Native Americans were often employed as workers in these “ranchos pescados,” which is probably why they were called “Spanish Indians” in Anglo-American documents (Wright 1986:219). The origins and ethnicity of these “Spanish Indians” is not clear and has been a matter of considerable historical debate.

The relatively small numbers of Native Americans in Florida at the end of the eighteenth century were increased dramatically as a result of the Creek Rebellion of 1813–1814. This rebellion was part of a larger nativist movement that swept through the Southeast in the first two decades of the nineteenth century. Its main proponent was the great Shawnee leader, Tecumseh.

Tecumseh organized many Creek, and other native towns in the Southeast, against the encroachment of white civilization and culture. He taught that the white invaders could be driven away through a combination of intertribal solidarity and a return to native religion and culture. Among the Creeks, his teachings were adhered to most strongly among the mostly Muscogee-speaking Upper Creeks, although a few mostly Hitchiti/Mikasuki-speaking Lower Creek towns also were converted. Creek adherents of this movement were known by Anglo-Americans as “Red Sticks.”

The Red Sticks rose up in rebellion against white settlements, mostly in Alabama and Georgia, during 1813 and 1814. The rebellion was eventually crushed by a combination of U.S. troops and pro-U.S. Cherokee under the command of General Andrew Jackson at the Battle of Horseshoe Bend in March of 1814. More Native Americans died in this battle than any other in the history of the United States did. This defeat and the harsh conditions Jackson forced on the Creeks through the subsequent Treaty of Fort Jackson led to a massive migration of Creek refugees into Florida. It is safe to say that by 1820, two-thirds of the native population of Florida consisted of recent refugees of the Creek War, many of whom were Red Sticks with strong anti-U.S. sentiments (Martin 1991; Pepe et al. 1998:51-53).

By the end of the eighteenth century, the Seminoles had become the dominant Native American group in the state. Groups of fugitive African-American slaves also had settled among the Seminoles by the early nineteenth century (Brown 1991). Armed conflict with pioneers, homesteaders, and eventually the United States Army resulted in the removal of most of the Seminoles from Florida. This action forced the withdrawal of the remaining Seminole population to the harsh environment of the Everglades and Big Cypress Swamp by the late nineteenth century.

## **4.2 Territorial and Statehood Period (1821–1860)**

In 1821, after several years of negotiations with Spain, the U.S. acquired Florida as a territory. The population of the territory at that time was still centered in the northern areas around Pensacola, St. Augustine, and Tallahassee; although by the mid-1820s, a few scattered plantations were recorded on the southwest Gulf Coast, as far south as Marco Island. These plantations generally were owned by European-American settlers and employed Native Americans and escaped slaves (Tebeau 1966:33-34).

Although generally indifferent to the United States, after the Creek War, the original Alachua band of Seminoles soon found themselves outnumbered by strongly anti-U.S. Creeks. Some of these dissidents spoke Hitchiti/Mickasuky, whereas others spoke Muscogee. However, by 1828, it seems that many Anglo-Americans had come to call all dissident native groups in Florida “Mickasuky,” regardless of the language spoken (Pepe et al. 1998:65). On the other hand, many Anglo-Americans began, or continued, to call all Native Americans in Florida by the term Seminoles, no matter their origins, native language, or political leanings.

As more European-American settlers moved into Florida, conflicts arose with the Seminole and Mickasuky people over available land. Pressure began to bear upon the government to remove the Native Americans from northern Florida and relocate them farther south. The Treaty of Moultrie Creek (1823) restricted the Seminole/Mickasuky people to approximately four million acres of land in the middle of the state, running south from Micanopy to just north of the Peace River (Mahon 1967:rear fold-out map). The Seminoles/Mickasuky did not approve of this treaty because they were reluctant to move from their established homes to an area that they felt could not be cultivated. Other treaties soon followed such as Payne’s Landing (1832) and Fort Gibson (1833), which called for Seminole/Mickasuky immigration to the western territories (Mahon 1967:75-76, 82-83). These treaties fostered Seminole resentment of settlers that would culminate in the Second Seminole War in 1835.

During the Second Seminole War, the area around Lake Tohopekaliga was a Seminole/Mickasuky stronghold. They kept their cattle in the woods around the lake and retreated into the cypress swamp west of the lake at the approach of soldiers (Mahon 1967; Moore-Willson 1935; Sprague 1964). Tohopekaliga means “Fort Site” and the lake was so named because the islands within the lake housed the forts and stockades of the Seminoles/Mickasuky (Moore-Willson 1935:29).

In January 1837, General Jesup’s men encountered the Seminoles/Mickasuky near the “Great Cypress Swamp.” The soldiers drove the Indians into the swamp, across the “Hatcheelustee” and into even more dense swamp (Sprague 1964:172). On the 28<sup>th</sup> of January, the army “moved forward and occupied a strong position on Lake Tohopekaliga, within a few miles of the point at which the Cypress Swamp approaches it, where several hundred head of cattle were taken” (Sprague 1964:172). Hetherington (1980:3), citing Major Edward Keenan, a “noted authority on the Seminole Wars,” believes that General

Jesup's base camp was located in the vicinity of the present-day Kissimmee Airport. The "Great Cypress Swamp" and "Hatchelustee Creek" referred to by Sprague (1964) are now called Reedy Creek Swamp and Reedy Creek (Hetherington 1980:3; Mackay and Blake 1839; Mahon 1967:rear foldout map; USGS 1953).

In February 1837, Lt. Col. A. W. Fanning and his men were sent up the St. Johns River aboard the steamer *Santee* to search for the Seminole leader, King Philip. On February 8, 1837, Fanning and his men engaged the Seminoles in a small skirmish at Lake Monroe. Captain Charles Mellon was killed in the fighting and 15 soldiers were wounded (Sprague 1964:189). Later, a fort was built on the site and named Fort Mellon in honor of the fallen officer.

Fort Mellon, located near present-day Sanford, was the principal military installation in the east central Florida area during the Second Seminole War. Other smaller installations included Fort Maitland near Lake Apopka; Fort Gatlin located between Lakes Mary, Jennie Jewel, and Gatlin; and Forts Lane, Christmas and Taylor along the western side of the St. Johns River (Mahon 1967). The city of Orlando later developed around Fort Gatlin (FWP 1984). Although various stories exist, it is believed that the city was named after a Seminole War soldier, Orlando Reeves, who died near Lake Eola in 1835.

At the beginning of the Second Seminole War, the conflict was centered near the Withlacoochee region. In 1838, U.S. troops moved south to pursue the retreating Seminoles into the Lake Okeechobee and Everglades regions. There was a skirmish in 1842 in the present day Neighborhood Lakes area of Seminole County. Colonel Zachary Taylor was sent to the area between the Kissimmee River and Peace Creek. Colonel Persifor Smith and his volunteers were dispatched to the Caloosahatchee River, and U.S. Navy Lt. Levi N. Powell was assigned the task of penetrating the Everglades (Mahon 1967:219-220). Powell's detachment had several skirmishes with Seminole people near Jupiter Inlet. It is probable that these Seminoles were descendants of the original Alachua band of Seminoles (Pepe et al. 1998:66). Powell established a depot on the Miami River and erected Fort Dallas in the approximate location of present-day downtown Miami. For three months, Fort Dallas was a base of operations as Powell led his men into the Everglades in search of the Seminoles (Gaby 1993:47).

The Second Seminole War had a deleterious effect on new settlement in Florida. To encourage settlement in the middle portion of the territory after the war, the Armed Occupation Act of 1842 offered settlers 160 acres of land at no cost, provided they built a house, cleared five acres, planted crops, and resided on the land for five years. Any head of a family or single man over 18 years of age and able to bear arms, was eligible to receive a homestead. This act, plus the end of the Second Seminole War, created a small wave of immigration by Anglo-American pioneers to central Florida. Most of these immigrants were Anglo-American farmers and cattle ranchers, or "crackers," from the southeastern United States (Gaby 1993). In the early 1840s, a small group of pioneers settled in the areas around Lake Monroe, south of Econlockhatchee Creek and among the numerous lakes nearby. Settlement of the corridor around present day SR 46 appears to

have begun just after the Homestead Act of 1842. The earliest settlement in the study corridor appears to have been focused around Rock Springs.

In 1842, Aaron Jernigan, a cattleman from Georgia, took advantage of the Armed Occupation Act and settled near Fort Gatlin. He acquired 1,200 acres of land on the west and north sides of Lake Holden (Bacon 1975:3). When the army abandoned Fort Gatlin in 1848, Jernigan built a small stockade near his homestead on the west side of Lake Holden as a measure of protection for his family and other settlers in the region. The small settlement that grew around his homestead was eventually called Jernigan. On May 30, 1850, a post office was established at the settlement (FWP 1984:223-224).

The rapid growth of population in central Florida created the need for smaller political jurisdictions. In 1845, the same year that Florida was admitted into the Union, the poorly conceived name of Mosquito County was changed to Orange County. New boundaries were established to encompass present-day Seminole and Volusia Counties and parts of Brevard, Flagler, and Lake Counties. In 1854, Volusia County was created from the eastern portion of Orange County (Fernald and Purdum 1996).

It was in the late 1840s and early 1850s that the lands along the APE were first surveyed by Federal surveyors C. C. Tracy, Ralph W. Norris, W. S. Harris, James M. Gould, Henry Washington, and George Houston (State of Florida 1843, 1845-46, 1846a, 1847-48, 1848a, 1848b, 1855a). Very few historic features are noted near the project area. A couple of trails are located along the southern boundary of Township 19 South, Range 27 East, a trail segment is depicted in Sections 28 and 29, Township 19 South, Range 29 East, and a trail crosses through Section 30, Township 19 South, Range 30 East (State of Florida 1846b, 1848c, 1848d, 1849a, 1852, 1857). There are two roads traversing Township 20 South, Range 27 East, however, neither is named (State of Florida 1849b, 1855b). No historic features are recorded proximate to the project area within Township 20 South, Range 28 East or Township 21 South, Range 27 East (State of Florida 1848e, 1849c, 1855c, 1882).

During the 1850s, settlers in central and southern Florida were plagued with periodic attacks by the remaining Seminoles. These outbreaks of hostility forced many of the new residents to leave their farms and dissuaded others from establishing homesteads. By 1858, the Seminoles no longer resided in central Florida and settlers began to immigrate to the area in appreciable numbers. Steamboats flourished along the St. Johns River and a viable trade network was established. The site of old Fort Mellon became a trading post named Mellonville (FWP 1984:360).

Several decades prior to the Civil War, new settlers moved into the lands around Lake Apopka and the smaller lakes in the central portion of Orange County near Orlando. The settlements that were established during this time include Apopka, Beulah, Christmas, Oakland, Ocoee, Orlando, and Winter Garden (HPA 1995:3). Mellonville became a hub of transportation due to its proximity to the St. Johns River and the flourishing steamboat era.

### **4.3 Civil War and Post-War Period (1860–1898)**

With the beginning of the Civil War, cattle were needed to help feed the Confederate Army. Herds from as far south as central Florida were driven to railheads near the Georgia border. However, cattle ranchers discovered they could sell their herds in Cuba for a greater profit and began dealing with blockade-runners. The Union attempted to stop all shipping from Florida ports, but blockade-runners were too abundant. Cattle ranchers from all over Florida drove their cattle to Punta Rassa to be shipped to Cuba for payment in Spanish gold. Jacob Summerlin, a successful cattle rancher from the Fort Meade area, gave up his contract with the Confederate government to supply cattle and in 1863 teamed up with James McKay from the Tampa area. McKay, a successful and daring blockade-runner, supplied the schooners and Summerlin the cattle. It is not known how many cattle were shipped from the port during the Civil War. However, after the war as cattle continued to be shipped, it is reported that in the decade between 1870 and 1879, more than 165,000 head were shipped (Grismer 1949).

Following the Civil War, the Homestead Acts of 1866 and 1876 provided additional incentive for settlers to come to the area. The Act of 1866 gave Union-loyal African-Americans and southerners the opportunity to receive 80-acre tracts in Florida and the other four public land states. Former Confederates, however, were ineligible to receive homesteads until the Act of 1876 (Tebeau 1980:266, 294).

The post-war economic conditions of much of the rest of the south contributed to changes in the economy of the Tampa Bay area and communities to the south along the Gulf Coast. An influx of poor farmers coinciding with the southward movement of cattle ranches made the economic stability of the area dependent upon reliable sources of overland freight transport. Beginning about 1870, many settlers began to buy the land on which they had homesteaded for so many years in anticipation of the coming railroad (Hetherington 1980:86).

In the 1880s, interest in the resources of Florida increased due in large part to people like Hamilton Disston and Henry B. Plant. By 1881, the State of Florida faced a financial crisis involving a title to public lands. On the eve of the Civil War, land had been pledged by the Internal Improvement Fund to underwrite railroad bonds. After the War, when the railroads failed, the land reverted to the State. Almost \$1 million was needed by the state to pay off the principal and accumulated interest on the debt, thereby giving clear title.

Hamilton Disston, son of a wealthy Philadelphia industrialist, contracted with the State of Florida in two large land deals: the Disston Drainage Contract and the Disston Land Purchase. The Drainage Contract was an agreement between Disston and the State in which Disston and his associates agreed to drain and reclaim all overflow lands south of present-day Orlando and east of the Peace River in exchange for one-half the acreage that could be reclaimed and made fit for cultivation. They agreed to purchase Internal Improvement Fund Lands at \$0.25 an acre to satisfy the indebtedness of the fund. A contract was signed on June 1, 1881 for the sale of 4,000,000 acres for the sum of \$1 million, the estimated debt owed by the Improvement Fund.

During 1881 and 1882, channels were dug between the lake systems to the north and the Kissimmee River (Tebeau 1980:279). The Atlantic and Gulf Coast Canal and Okeechobee Land Company was responsible for opening up Lake Okeechobee to the Gulf of Mexico by dredging a channel to the Caloosahatchee River. Disston and his associates received 1,652,711 acres of land under the Drainage Contract, although they probably never permanently drained more than 50,000 acres (Tebeau 1980:280). Drainage operations began and the Florida Land and Improvement Company and Kissimmee Land Company were formed to help fulfill the drainage contract (Hetherington 1980:6).

Disston changed Florida from a wilderness of swamps, heat, and mosquitoes into an area ripe for investment. This enabled Henry B. Plant to move forward with his plans to open the west coast of Florida with a railroad-steamship operation called the Jacksonville, Tampa & Key West Railway. Through the Plant Investment Company, he bought up defunct rail lines such as the Silver Springs, Ocala & Gulf Railroad, Florida Transit and Peninsular Railroad, South Florida Railroad, and Florida Southern Railroad to establish his operation (Harner 1973:18-23; Mann 1983:68). In 1902, Henry Plant sold all of his Florida holdings to the Atlantic Coast Line, which would become the backbone of the southeast (Mann 1983:68).

However, many Florida residents were not very happy with the Disston Drainage Contract. They resented the \$0.25 per acre price Disston paid under the land contract, as they were required to pay \$1.25 per acre under the terms of the Homestead Act of 1876. Claims also were made that Disston was receiving title to lands that were not swamplands or wetlands (Tebeau 1980:278). Many residents bought up the higher, better-drained parcels of land for speculation, knowing that the surrounding wetlands and flatwoods would be deeded to Disston under the Land Purchase contract. Many hoped that their more desirable land purchases would increase in value.

Private land claims between 1881 and 1883 were probably squatters acquiring the land on which they lived prior to the land transfers under the Disston Land Purchase contract. The flurry of land transfers recorded in the early 1880s was mainly the result of two factors: large influxes of people as a result of the railroads, and the widespread unpopularity of the Disston Land Purchase and Drainage Contracts.

In the early 1880s, railroads made the previously isolated area of central Florida accessible to tourists and prospective settlers. Many communities located in present-day Orange, Seminole, and Lake Counties began as “whistle stops” on the numerous rail lines constructed during the last two decades of the nineteenth century. Tables 4.1 through 4.7 list the original property owners of the lands along the Wekiva Parkway alignments (State of Florida n.d.-a:62; n.d.-b:208-210, 212-213; n.d.-c:239, 241-242, 244-245, 247, 249-250; n.d.-d:140-142).

**Table 4.1.** Property owners in Township 19 South, Range 27 East.

Township 19 South, Range 27 East			
Location	Portion Owned	Owner	Date of Deed
Section 26	NE ¼ of NE ¼	Sarah Williams	November 20, 1875
	SE ¼ of NE ¼	Jacksonville, Tampa, and Key West Railway Co.	February 15, 1889
	NW ¼ of NE ¼	Mary MacDonald	February 25, 1876
	SW ¼ of NE ¼	Jacksonville, Tampa, and Key West Railway Co.	February 15, 1889
	NW ¼	Abram Johnson	August 19, 1893
	NE ¼ of SE ¼	Jacksonville, Tampa, and Key West Railway Co.	February 15, 1889
	SE ¼ of SE ¼	Daniel Williams	December 15, 1882
	W ½ of SE ¼	W. P. Butts	August 13, 1883
	SW ¼	William Clark	October 1, 1885
Section 27	N ½ of NE ¼	John Bronson	June 21, 1889
	S ½ of NE ¼	John L. Page	July 21, 1879
	NW ¼	J.W. Taft and James Family	December 20, 1882
	N ½ of SE ¼	Albert Donnily	May 6, 1889
	SE ¼ of SE ¼	Alfred Woodcock	December 10, 1885
	SW ¼ of SE ¼	William Somerville	April 10, 1882
	NE ¼ of SW ¼	Robert W. Pierce	June 30, 1884
	SE ¼ of SW ¼	William Somerville	April 10, 1882
	W ½ of SW ¼	Robert W. Pierce	June 30, 1884
Section 33	NE ¼ of NE ¼	Charles W. Rantone	April 4, 1877
	NW ¼ of NE ¼	Volney Leonard	July 25, 1876
	S ½ of NE ¼		
	NE ¼ of NW ¼	Robert Harberton	June 30, 1884
	NW ¼ of NW ¼	Augustus Swanson	September 25, 1882
	S ½ of NW ¼	William Wicking	February 13, 1884
	N ½ of SE ¼	Robert Harberton	June 30, 1884
	SE ¼ of SE ¼	Charles Fowler	October 20, 1883
	SW ¼ of SE ¼	Charles Fowler	October 20, 1883
	NE ¼ of SW ¼	Emma Townsend	March 22, 1876
	NW ¼ of SW ¼	Aaron H. Cook	January 15, 1883
	SE ¼ of SW ¼	Aaron H. Cook	January 15, 1883
	SW ¼ of SW ¼	Emma Townsend	March 22, 1876
Section 34	N ½ of NE ¼	Melton Simpson	June 30, 1883
	S ½ of NE ¼	Alfred Woodcock	December 10, 1885
	NE ¼ of NW ¼	Charles Rantoul	September 25, 1882
	NW ¼ of NW ¼	Alfred Woodcock	December 10, 1885
	S ½ of NW ¼	Mary MacDonald	April 8, 1876
	SE ¼	Charles Rantoul	September 25, 1882
	SW ¼	Nathaniel Lawyer	February 13, 1884
Section 35	N ½ of NE ¼	C.C. Codrington	February 10, 1883
	S ½ of NE ¼	William Butts	August 13, 1885
	NW ¼	Calvin Butts	June 30, 1884
	SE ¼	John Craig Young	March 10, 1886
	SW ¼	Ludwig Johnson	March 10, 1886
Section 36	SW ¼ of SW ¼	John Hartnett	January 18, 1888
	NE ¼	Alvin Lawyer	April 30, 1883
	N ½ of NW ¼	Francis Raymond	October 11, 1884

Township 19 South, Range 27 East			
Location	Portion Owned	Owner	Date of Deed
	S ½ of NW ¼	George Stevens	February 13, 1884
	N ½ of SE ¼	Calvin Butts	August 1, 1883
	S ½ of SE ¼	Frank Reeve	October 5, 1883
	N ½ of SW ¼	Jacksonville, Tampa, and Key West Railway Co.	February 15, 1889
	SE ¼ of SW ¼	Calvin Butts	August 1, 1883
	SE ¼ of SW ¼	William Stauffer	July 12, 1927

**Table 4.2.** Property owners in Township 19 South, Range 28 East.

Township 19 South, Range 28 East			
Location	Portion Owned	Owner	Date of Deed
Section 25	W ½ of NE ¼	Edgar Fenan	May 9, 1885
	SE ¼ of NE ¼	Charles Fox	June 20, 1883
	E ½ of NW ¼	Charles Fox	June 20, 1883
	W ½ of NW ¼	Elizabeth Hardy	June 20, 1883
	NE ¼ of SE ¼	Charles Fox	June 20, 1883
	NW ¼ of SE ¼	Elizabeth Hardy	June 20, 1883
	SE ¼ of SE ¼	Charles Fox	June 20, 1883
	SW ¼ of SE ¼	Ashford Addison	November 23, 1885
	NE ¼ of SW ¼	Wilson Cypress Co.	August 1, 1902
	NW ¼ of SW ¼	Elizabeth Hardy	June 20, 1883
	S ½ of SW ¼	John Tucker	May 9, 1892
E ½ of NE ¼	Wilson Cypress Co.	August 1, 1902	
Section 26	NW ¼ of NE ¼	Jacksonville, Tampa, and Key West Railway Co.	February 15, 1889
	SW ¼ of NE ¼	Wiley Bagwell	October 8, 1920
	NE ¼ of NW ¼	Lawrence Hughey	June 30, 1884
	SE ¼ of NW ¼	David Washburn	June 3, 1885
	W ½ of NW ¼	John Graves	June 3, 1885
	E ½ of SE ¼	Lawrence Hughey	February 13, 1885
	NW ¼ of SE ¼	Jacksonville, Tampa, and Key West Railway Co.	February 15, 1889
	SW ¼ of SE ¼	Jasper Dykes and Florence Litcomb	September 7, 1877
	N ½ of SW ¼	David Stewart and Lawrence Hughey	August 22, 1877
	SE ¼ of SW ¼	William Koontz	February 8, 1926
	SW ¼ of SW ¼	John Rush	May 21, 1896
E ½ of NE ¼	Wilson Cypress Co.	August 1, 1902	
Section 27	W ½ of NE ¼	Lawrence Hughey	February 13, 1885
	NW ¼	David May and Henry DeForest	April 2, 1883
	NE ¼ of SE ¼	David May and Henry DeForest	April 2, 1883
	NW ¼ of SE ¼	E.L. Bergskjold	July 5, 1883
	SE ¼ of SE ¼	Edward Cleaveland	July 5, 1883
	SW ¼ of SE ¼	Joseph McAllister	July 16, 1919
	N ½ of SW ¼	Lawrence Hughey	April 10, 1885
	S ½ of SW ¼	Mary Hughey	June 20, 1883
E ½ of NE ¼	Victoria Wilcox	May 16, 1883	
Section 28	NW ¼ of NE ¼	David May and Henry DeForest	April 2, 1883
	SW ¼ of NE ¼	A.S. Matlock	October 5, 1883

Township 19 South, Range 28 East			
Location	Portion Owned	Owner	Date of Deed
	E ½ of NW ¼	William Serrini	February 10, 1883
	NW ¼ of NW ¼	William Serrini	February 10, 1883
	SW ¼ of NW ¼	William Serrini	February 10, 1883
	NE ¼ of SE ¼	Thomas Hughey	November 8, 1875
	NW ¼ of SE ¼	Charles Elliot	June 23, 1883
	SE ¼ of SE ¼	Robert Rich	March 20, 1883
	SW ¼ of SE ¼	Louis Ginther	June 18, 1924
	E ½ of SW ¼	Charles Adams	May 20, 1885
	NW ¼ of SW ¼	Robert Rich	March 20, 1883
	SW ¼ of SW ¼	Daniel Jenkins	February 25, 1885
	N ½ of NE ¼	Robert Rich	March 20, 1883
Section 33	SE ¼ of NE ¼	David May and Henry DeForest	April 2, 1883
	SW ¼ of NE ¼	Wisner Land Co.	February 15, 1908
	N ½ of NW ¼	John Graves	May 25, 1885
	S ½ of NW ¼	Dennis Eagan	May 5, 1883
	N ½ of SE ¼	Edward Higley and Soloman Haas	April 12, 1883
	S ½ of SE ¼	John Tucker	May 9, 1892
	N ½ of SW ¼	Heirs of Julia Williams	June 30, 1884
	SW ¼ of SW ¼	John Tucker	May 9, 1892
	SE ¼ of SW ¼	George Brown	April 24, 1891
SE ¼ of SW ¼	Daniel Jenkins	February 25, 1885	

**Table 4.3.** Property owners in Township 19 South, Range 29 East.

Township 19 South, Range 29 East			
Location	Portion Owned	Owner	Date of Deed
Section 21	Lot 1	Robert Raymond Reid	May 1, 1855
	Lot 2	David Homer Brown	August 13, 1883
Section 22	All	J.J. Cohen	November 17, 1873
Section 25	E ½ of Lot 1	Thomas Wilson	April 26, 1880
	W ½ of Lot 1	Charles Fox	June 30, 1883
	NW ¼	Moses J. Taylor, Jr.	January 12, 1874
	Lot 2	Moses J. Taylor, Jr.	January 12, 1874
	E ½ of SW ¼	Moses J. Taylor, Jr.	January 12, 1874
	NW ¼ of SW ¼	Moses J. Taylor, Jr.	January 12, 1874
	SE ¼ of SW ¼	Jared MacDonald	June 14, 1873
Section 26	NE ¼ of NE ¼	James Johnson	December 12, 1873
	NW ¼ of NE ¼	Moses J. Taylor, Jr.	January 12, 1874
	SE ¼ of NE ¼	Moses J. Taylor, Jr.	January 12, 1874
	SW ¼ of NE ¼	Mary MacDonald	May 27, 1873
	NE ¼ of NW ¼	Moses J. Taylor, Jr.	January 12, 1874
	NW ¼ of NW ¼	Sarah Dennis	April 20, 1876
	S ½ of NW ¼	Moses J. Taylor, Jr.	January 12, 1874
	E ½ of SE ¼	The South Florida R.R. Co.	October 29, 1881
	NW ¼ of SE ¼	Moses J. Taylor, Jr.	January 12, 1874
	SW ¼ of SE ¼	Clark MacDonald	May 1, 1875
	NE ¼ of SW ¼	Moses J. Taylor, Jr.	January 12, 1874
	W ½ of SW ¼	Moses J. Taylor, Jr.	January 12, 1874
	SE ¼ of NW ¼	John Young	May 26, 1873
Section 27	NE ¼ of NE ¼	Mary MacDonald	May 10, 1873
	NW ¼ of NE ¼	Thomas Wilson	September 6, 1887

Township 19 South, Range 29 East			
Location	Portion Owned	Owner	Date of Deed
	SE ¼ of NE ¼	Moses J. Taylor, Jr.	January 12, 1874
	SW ¼ of NE ¼	Mary MacDonald	May 27, 1873
	NW ¼	Moses J. Taylor, Jr.	January 12, 1874
	NE ¼ of SE ¼	Moses J. Taylor, Jr.	January 12, 1874
	NW ¼ of SE ¼	John Young	May 26, 1873
	SE ¼ of SE ¼	John Young	May 26, 1873
	SW ¼ of SE ¼	John Banchark	June 4, 1874
	NE ¼ of SW ¼	Alonzo D. Moore	March 5, 1869
	W ½ of SW ¼	Carrie McClerry	Mat 12, 1866
	SE ¼ of SW ¼	Moses J. Taylor, Jr.	January 12, 1874
Section 28	NE ¼ of NE ¼	Isaac Rutland	August 1, 1860
	NW ¼ of NE ¼	Isaac Rutland	August 1, 1860
	SE ¼ of NE ¼	Henry Hieks	May 19, 1892
	SW ¼ of NE ¼	A.M. Ried	April 30, 1863
	NE ¼ of NW ¼	Isaac Rutland	August 1, 1860
	NW ¼ of NW ¼	David Homer Brown	August 13, 1883
	SE ¼ of NW ¼	A.M. Ried	April 30, 1863
	SW ¼ of NW ¼	Ely Lee	August 9, 1909
	NE ¼ of SE ¼	Ely Lee	August 9, 1909
	NW ¼ of SE ¼	A.M. Ried	April 30, 1863
	SE ¼ of SE ¼	Arthur Barnett	October 1, 1860
	SW ¼ of SE ¼	James Cone	May 24, 1976
	NE ¼ of SW ¼	Arthur Barnett	October 1, 1860
	NW ¼ of SW ¼	Ely Lee	August 9, 1909
S ½ of SW ¼	Jane Hawkins	February 14, 1895	
Section 29	N ½ of NE ¼	John Musselwhite	June 8, 1906
	SE ¼ of NE ¼	Ely Lee	August 9, 1909
	SW ¼ of NE ¼	Will Lee	April 18, 1912
	NE ¼ of NW ¼	John Musselwhite	June 8, 1906
	W ½ of NW ¼	Edward VanHerliulis	July 12, 1920
	SE ¼ of NW ¼	Will Lee	April 18, 1912
	NE ¼ of SE ¼	Ely Lee	August 9, 1909
	NW ¼ of SE ¼	Will Lee	April 18, 1912
	S ½ of SE ¼	Charles Vermillion	May 17, 1919
	NE ¼ of SW ¼	Will Lee	April 18, 1912
	NW ¼ of SW ¼	Thomas White	November 22, 1926
	SE ¼ of SW ¼	Edward Duval	December 31, 1891
SW ¼ of SW ¼	Newton Moore	September 20, 1882	
Section 30	NE ¼ of NE ¼	Edward Herbulio	July 12, 1920
	NW ¼ of NE ¼	Emma Wildman	October 15, 1889
	SE ¼ of NE ¼	E.C. Parkhrish	March 31, 1884
	SW ¼ of NE ¼	Mary Lee	April 1, 1907
	NE ¼ of NW ¼	Emma Wildman	October 15, 1889
	NW ¼ of NW ¼	Andrew Doivless	January 25, 1892
	S ½ of NW ¼	Mary Lee	April 1, 1907
	NE ¼ of SE ¼	Thomas White	November 22, 1926
	NW ¼ of SE ¼	Mary Lee	April 1, 1907
	S ½ of SE ¼	Newton Moore	September 20, 1882
	NE ¼ of SW ¼	James Waits	June 30, 1883
	NW ¼ of SW ¼	James Waits	June 30, 1883
	SE ¼ of SW ¼	William Moore	December 11, 1875

Township 19 South, Range 29 East			
Location	Portion Owned	Owner	Date of Deed
	SW ¼ of SW ¼	Jacksonville, Tampa, and Key West Railway Co.	February 15, 1889

**Table 4.4.** Property owners in Township 19 South, Range 30 East.

Township 19 South, Range 30 East			
Location	Portion Owned	Owner	Date of Deed
Section 29	Lot 1	The Palatka and Indian River Railway Co.	April 24, 1886
	Lot 2	Mary MacDonald	October 4, 1879
Section 30	E ½ of Lot 1	Samuel Robinson	April 19, 1908
	W ½ of Lot 1	Thomas Wilson	December 20, 1884
	Lot 2	Joseph Foster	August 30, 1875
	E ½ of NW ¼	Joseph Foster	August 30, 1875
	W ½ of NW ¼	Thomas Wilson	December 20, 1884
	Lot 3	Arthur Sinn	April 9, 1878
	Lot 4	Isaac Rutland	August 1, 1860
	SW ¼	Edward Wilson	April 10, 1875
	SE ¼	Austin Draken	December 4, 1875

**Table 4.5.** Property owners in Township 20 South, Range 27 East.

Township 20 South, Range 27 East				
Location	Portion Owned	Owner	Date of Deed	
Section 1	Lot 1	Florida Southern Railway Co.	May 21, 1883	
	Lot 2	Wilimena VanNerden	January 5, 1927	
	SE ¼ of NE ¼	G.M. Hair	June 30, 1884	
	SW ¼ of NE ¼	Wilimena VanNerden	January 5, 1927	
	Lot 3	Anton Jimmerman	October 1, 1885	
	Lot 4	William Redding	June 20, 1883	
	S ½ of NW ¼	Wilimena VanNerden	January 5, 1927	
	NE ¼ of SE ¼	G.M. Hair	June 30, 1884	
	NW ¼ of SE ¼	Howard Miles	February 28, 1927	
	S ½ of SE ¼	L.A. Schmidt	March 17, 1890	
	N ½ of SW ¼	Howard Miles	February 28, 1927	
		S ½ of SW ¼	L.A. Schmidt	March 17, 1890
Section 12	N ½ of NE ¼	John Thompson	December 10, 1885	
	SE ¼ of NE ¼	John Thompson	December 10, 1885	
	SW ¼ of NE ¼	Jacob Anderson	July 3, 1889	
	NE ¼ of NW ¼	Harry Smith	August 13, 1883	
	SE ¼ of NW ¼	Jacob Anderson	July 3, 1889	
	W ½ of NW ¼	Harry Smith	August 13, 1883	
	NE ¼ of SE ¼	John Thompson	December 10, 1885	
	NW ¼ of SE ¼	Jacob Anderson	July 3, 1889	
	S ½ of SE ¼	Edwin Poole	June 3, 1885	
	NE ¼ of SW ¼	Jacob Anderson	July 3, 1889	
		NW ¼ of SW ¼	Harry Smith	August 13, 1883
		S ½ of SW ¼	Benjamin Walker	July 8, 1889
Section 13	N ½ of NE ¼	Harvey Hood	June 3, 1885	
	SE ¼ of NE ¼	Harvey Hood	June 3, 1885	
	SW ¼ of NE ¼	Jennie Morris	February 13, 1884	

Township 20 South, Range 27 East			
Location	Portion Owned	Owner	Date of Deed
	NW ¼	Adam Stewart	June 30, 1884
	N ½ of SE ¼	Jennie Morris	February 13, 1884
	S ½ of SE ¼	George Roberts	December 10, 1885
	NE ¼ of SW ¼	Jennie Morris	February 13, 1884
	NW ¼ of SW ¼	Lane Osborne	November 14, 1888
	S ½ of SW ¼	William Hardee	June 20, 1883
Section 24	N ½ of NE ¼	Newton Dugger	August 1, 1883
	SE ¼ of NE ¼	Frank Bray	December 10, 1885
	SW ¼ of NE ¼	Newton Dugger	August 1, 1883
	N ½ of NW ¼	William Hardee	June 20, 1883
	SE ¼ of NW ¼	Ezra Burbank	June 30, 1884
	SW ¼ of NW ¼	William Hardee	June 20, 1883
	NE ¼ of SE ¼	Frank Bray	December 10, 1885
	NW ¼ of SE ¼	Newton Dugger	August 1, 1883
	SE ¼ of SE ¼	John Harshbarger	June 3, 1883
	SW ¼ of SE ¼	Rebecca Tunno	February 13, 1884
	N ½ of SW ¼	Ezra Burbank	June 30, 1884
	SE ¼ of SW ¼	Rebecca Tunno	February 13, 1884
	SW ¼ of SW ¼	Frederick Roberts	June 5, 1890
Section 25	E ½ of NE ¼	Theodore Goding	December 10, 1885
	NW ¼ of NE ¼	Rebecca Tunno	February 13, 1884
	SW ¼ of NE ¼	Theodore Goding	December 10, 1885
	NE ¼ of NW ¼	Rebecca Tunno	February 13, 1884
	NW ¼ of NW ¼	Elizabeth Tunno	April 30, 1883
	S ½ of NW ¼	George McClintock	June 17, 1889
	E ½ of SE ¼	Edgar Whipple	June 3, 1885
	NW ¼ of SE ¼	Theodore Goding	December 10, 1885
	SW ¼ of SE ¼	Edgar Whipple	June 3, 1885
	SW ¼	Julian King	December 20, 1882
Section 36	NE ¼ of NE ¼	Edgar Whipple	June 3, 1885
	NW ¼ of NE ¼	Amos Swope	February 2, 1876
	SE ¼ of NE ¼	William Hardee	June 20, 1883
	SW ¼ of NE ¼	Alecia Cary	February 10, 1885
	E ½ of NW ¼	Amos Swope	February 2, 1876
	W ½ of NW ¼	Marion Jeffcoat	October 5, 1883
	NE ¼ of SE ¼	William Hardee	June 20, 1883
	NW ¼ of SE ¼	Alecia Cary	February 10, 1885
	S ½ of SE ¼	Alecia Cary	February 10, 1885
	NE ¼ of SW ¼	Amos Swope	February 2, 1876
	NW ¼ of SW ¼	John Wilkins	June 20, 1883
	S ½ of SW ¼	Richard Wilkins	June 10, 1882

**Table 4.6.** Property owners in Township 20 South, Range 28 East.

Township 20 South, Range 28 East			
Location	Portion Owned	Owner	Date of Deed
Section 4	NE ¼ of NE ¼	A.J. Matlock	October 5, 1883
	NW ¼ of NE ¼	Heirs of Julia Williams	June 30, 1884
	SE ¼ of NE ¼	A.J. Matlock	October 5, 1883
	SW ¼ of NE ¼	C.G. Adams	February 13, 1884
	NE ¼ of NW ¼	Heirs of Julia Williams	June 30, 1884

Township 20 South, Range 28 East			
Location	Portion Owned	Owner	Date of Deed
	W ½ of NW ¼	H.P. Williamson	May 9, 1885
	SE ¼ of NW ¼	H.P. Williamson	May 9, 1885
	SE ¼	Prince McFadden	May 9, 1885
	SW ¼	Heirs of Samuel Crockett	November 4, 1889
Section 5	NE ¼	James Madison	August 13, 1883
	E ½ of NW ¼	William Emerson	October 15, 1884
	NW ¼ of NW ¼	William Brooks	August 5, 1890
	SW ¼ of NW ¼	William Emerson	October 15, 1884
	SE ¼	William Pray	June 30, 1884
	NE ¼ of SW ¼	Issac Hoch	October 30, 1883
	SE ¼ of SW ¼	William Woodworth	June 5, 1890
Section 6	W ½ of SW ¼	Albert Atchison	November 30, 1885
	NE ¼ of NE ¼	William Brooks	August 5, 1890
	S ½ of NE ¼	William Brooks	August 5, 1890
	NW ¼ of NE ¼	Mary MacDonald	May 15, 1876
	NE ¼ of NW ¼	Mary MacDonald	May 15, 1876
	NW ¼ of NW ¼	Jacksonville, Tampa, and Key West Railway Co.	February 12, 1892
	S ½ of NW ¼	Philip Isaacs	June 30, 1884
	SE ¼	E.A. Zimmerman	April 30, 1883
SW ¼	James Kerr	August 13, 1883	

**Table 4.7.** Property owners in Township 21 South, Range 27 East.

Township 21 South, Range 27 East			
Location	Portion Owned	Owner	Date of Deed
Section 1	NE ¼ of NE ¼	Joseph Roney	August 13, 1883
	W ½ of NE ¼	Joseph Roney	August 13, 1883
	SE ¼ of NE ¼	N.G. Wallace	March 10, 1883
	NE ¼ of NW ¼	Joseph Roney	August 13, 1883
	W ½ of NW ¼	Anderson Fudge	June 17, 1889
	SE ¼ of NW ¼	N.G. Wallace	March 10, 1883
	E ½ of SE ¼	M.J. Wallace	April 30, 1883
	NW ¼ of SE ¼	David Washburn	May 9, 1885
	SW ¼ of SE ¼	Thomas Roney	October 15, 1884
	N ½ of SW ¼	Anderson Fudge	June 17, 1889
	SE ¼ of SW ¼	Thomas Roney	October 15, 1884
SW ¼ of SW ¼	Robert Mitchell	May 20, 1885	

One such community was Apopka. Although settled in 1850, Apopka was not incorporated until 1882. The expansion of the citrus and lumber industries, along with the introduction of railroads through the community, spurred significant development in Apopka during the 1880s. One of the first railroad systems built through the area was the South Florida Railroad, completed in 1884. It initially extended from Sanford to Tampa and bypassed western Orange County. Within several years, however, a number of short lines were established to service small communities in central Florida. Organized by Alexander St. Clair Abrams, the founder of Tavares and an important central Florida financier, the South Florida Railroad began as the Tavares, Orlando, and Atlantic Railroad, which was completed in 1885. Apopka served as an important station for the

short line, which extended 32 miles between Tavares and Orlando. The Tavares, Orlando, and Atlantic (TO&A) Railroad ran through Apopka from northwest to southeast, intersecting Park Avenue at Seventh Street (HPA 1992:6).

The TO&A Railroad line also ran through the town of Plymouth, located just five miles northwest of Apopka. Plymouth was settled in 1880 and the town plan was platted in 1885. That same year the railroad extended through the town. Plymouth emerged as a predominantly agricultural settlement. Winter tourism gained some popularity in Plymouth, however citrus cultivation, the railroad, bee apiaries, and turpentine stills were the key economic components (HPA 1992:3). Many agricultural communities were bypassed by the railways including Bay Ridge and Rock Springs. These towns remained small during this era and did not experience the growth of the railway towns until the Boom Period of the 1920s.

A terminus for the railroad was established in Sanford, a city to the northeast of Apopka established in 1870 by Henry Shelton Sanford. Sanford was a wealthy financier from Connecticut who envisioned a model citrus grove town. He purchased over 12,000 acres on Lake Monroe and built a store, sawmill, hotel, and real estate office. He attracted many new settlers to come to the area and buy into his town.

Citrus production was the main industry in Orange and Lake Counties until the winter of 1894-1895. During this period, the “Great Freeze” devastated many citrus crops causing many settlers to return to the north. Those that chose to stay and replant their groves slowly regained their prosperity in the citrus business (Robison and Andrews 1995:183). In Apopka, the bank closed and newspapers ceased publication as a result of the economic recession. Although the community was hailed in 1897 as the “Metropolis of West Orange,” subdivision and construction activity remained lethargic, and it was nearly a decade before citrus trees produced at levels set in the early 1890s (HPA 1992:1, 8). Sanford was also affected by the freeze; however, people who chose to stay were able to harness artesian wells to irrigate their crops (Sanford Historic Preservation Board 2005).

#### **4.4 Spanish-American War Period/Turn-of-the-Century (1898–1916)**

At the turn-of-the-century, Florida’s history was marked by the outbreak of the Spanish-American War in 1898. As Florida is the closest state to Cuba, American troops were stationed and deployed from the state’s coastal cities. Harbors in Tampa, Pensacola, and Key West were improved as more ships were launched with troops and supplies. “The Splendid Little War” was short in duration, but evidence of the conflict remained in the form of improved harbors, expanded railroads, and military installations (George 1990).

In 1904, Governor Napoleon Bonaparte Broward initiated significant reforms in Florida’s politics. Several of Broward’s major issues included the Everglades drainage project, railroad regulation, and the construction of roads. During this time, railroads were constructed throughout the state and automobile use became more prevalent. Improved transportation in the state opened the lines to export Florida’s agricultural and industrial

products (George 1990). As various products such as fruits and vegetables were leaving the state, people were arriving in Florida. Some entered as new residents and others as tourists. Between 1900 and 1910, the state population increased from 528,542 residents to 752,619. In 1913, Seminole County broke from Orange County and Sanford was chosen as the county seat.

Rapid and widespread growth was the theme of this period in Florida history. Thousands of miles of railroad tracks were laid by the Florida East Coast (FEC), Seaboard Air Line (SAL), and Atlantic Coast Line (ACL) railways. The Sanford and Lake Eustis Railway was a spur that ran from Sanford, through Mount Dora to Lake Eustis. This line was purchased by the ACL in 1902. While agriculture, especially the citrus industry, had become the backbone of Florida's economy, manufacturing and industry began growing during the beginning of the century. Fertilizer production, boat building, and lumber and timber products were strong secondary industries (Weaver et al. 1996:3). By 1912, Apopka experienced renewed development when the revitalized citrus industry, support from local government, and the formation of a board of trade sparked the local economy (HPA 1992:9).

During the first part of the twentieth century, Orange County reestablished itself as the dominant area of the citrus industry. By 1910, approximately 500,000 boxes of oranges were shipped annually, making the county the state's leading citrus producer. The Florida Citrus Exchange was started in 1909 as a response to the growing industry. Exchanges also were established in communities such as Apopka, Plymouth, Ocoee, Orlando, and Winter Garden. Numerous citrus and vegetable packinghouses dotted the area around these communities (HPA 1995:6).

In Seminole County, vegetables had replaced citrus as the key crop. Clay pipes fed from underground artesian wells kept fields well irrigated. By 1909, Sanford had established itself as the largest vegetable shipping center in the United States and had received the nickname, "Celery City" (Sanford Historic Preservation Board 2005). Celery growing was very profitable and farmers built large homes on the outskirts of Sanford.

#### **4.5 World War I and Aftermath Period (1917–1920)**

The World War I and Aftermath period of Florida's history begins with the United States' entry into World War I in 1917. Wartime activity required the development of several training facilities in the state, and protecting the coastlines was a priority at this time. Although the conflict only lasted until November 1918, the economy was boosted greatly by the war. For example, the war brought industrialization to port cities such as Tampa and Jacksonville, where shipbuilding accelerated. These cities also functioned as supply depots and embarkation points. An indirect economic benefit of the war was an increase in agricultural production for central Florida since beef, vegetables, and cotton were in great demand (George 1990).

While Florida industrialization and agriculture flourished, immigration and housing development slowed during the war. Tourism increased as a result of the war in Europe, which forced Americans to vacation domestically. Tycoons such as Henry Flagler and Henry Plant were building the hotels and railroads for people desiring winter vacations in sunny Florida. These magnates took an interest in the improvements and promotion of Florida in an effort to bring in more tourist dollars, however small rural communities of Apopka, Plymouth, Bay Ridge, Sanford, and others felt little effect from the increase in tourism.

#### **4.6 Florida Boom Period (1920–1930)**

After World War I, Florida experienced unprecedented growth. Many people relocated to Florida during the war. Many came to work in wartime industries while other were stationed in the state as soldiers. Bank deposits increased, real estate companies opened in many cities, and state and county road systems expanded quickly. Earlier land reclamation projects created thousands of new acres of land to be developed. Real estate activity increased steadily after the war's end and drove up property values. Prices on lots were inflated to appear more enticing to out-of-state buyers. Every city and town in Florida had new subdivisions platted and lots were selling and reselling for quick profits. Southeast Florida, including cities such as Miami and Palm Beach, experienced the most activity, although the boom affected most communities in central and southern Florida (Weaver et al. 1996:3).

The population in Orange County grew from 19,890 to 38,325 between 1920 and 1925, while the population of Apopka increased from 798 to 1,001 between the same years (Nolan 1984). Agricultural development included the expansion of citrus groves and the establishment of the ornamental fern industry (HPA 1995:17).

Lake County experienced similar growth, the population there increased from 12,744 in 1920 to 18,870 in 1925. Seminole County grew from 10,986 to 14,738 in the same years (Florida Department of Agriculture 1925:16). As opposed to many counties in Florida where Boom Period growth was happening in cities, growth in Lake and Seminole counties was predominantly in the rural areas.

Road building became a statewide concern as it shifted from a local to a state function. A state highway association, established in Orlando in 1917, sponsored the development of an improved highway system. These roads made even remote areas of the state accessible and allowed the boom to spread. State Road 46 was constructed in 1927, connecting Sanford to Mount Dora. The road was built parallel to the ACL railway tracks. On a daily basis, up to 20,000 people were arriving in the state. The Dixie Highway was constructed between 1915 and the early 1930s by Carl Fisher to encourage travelers to come south to Florida (Harner 1973:63). Extending through Apopka, it became a significant route for travelers through the state (Blackman 1927:28; Shofner 1982:155). Besides the inexpensive property, Florida's legislative prohibition on income and inheritance taxes also encouraged more people to move into the state.

Apopka benefited from its proximity to Orlando, which maintained a metropolitan character and served as a crossroads for several state and federal highways. Improvements to Apopka during this period included the establishment of nearly 25 residential subdivisions, paving of brick roads, and construction of several new public buildings, including Apopka High School, which was built in 1924. The former school now houses the administrative offices of the City of Apopka (Sanborn various dates; Shofner 1982).

Apopka's African-American district also expanded during the 1920s. Local business leaders formed a board of trade, and a chapter of the National Negro Business League was established. In addition, several new African-American churches were built, along with new residences and neighborhood stores. Most of this construction activity occurred near the Consumer's Lumber and Veneer Company (Sanborn various dates; Shofner 1982).

The Boom Period had begun to decline in the mid 1920s, when the Florida East Coast Railway placed an embargo on freight shipments to South Florida. Ports and rail terminals were overflowing with unused building materials. In addition, northern newspapers published reports of fraudulent land deals in Florida. In 1926 and 1928, two hurricanes hit southeastern Florida, killing hundreds of people and destroying thousands of buildings. The collapse of the real estate market and the subsequent hurricane damage effectively ended the boom. The 1929 Mediterranean fruit fly infestation that devastated citrus groves throughout the state only worsened the recession (Weaver et al. 1996:4).

By the time the stock market collapsed in 1929, Floridians were already accustomed to economic depression. Construction activity had halted and industry dramatically declined. Subdivisions platted several years earlier remained empty and buildings stood on lots partially-finished and vacant (Weaver et al. 1996). However, the relatively small amount of real estate activity in rural citrus and vegetable-growing towns in the central part of the state somewhat mitigated the effects of the real estate market collapse (Shofner 1982:176, 181, 189, 241; Tebeau 1980:385-388).

#### **4.7 Depression and New Deal Period (1930–1940)**

This era of Florida's history begins with the stock market crash of 1929. As previously discussed, there were several causes for the economic depression in Florida, including the grossly inflated real estate market, the hurricanes, and fruit fly infestation. During the Great Depression, Florida suffered significantly. Between 1929 and 1933, 148 state and national banks collapsed, more than half of the state's teachers were owed back pay, and a quarter of the residents were receiving public relief (George 1990). New building and development in the Boom Period's subdivisions for the most part ceased.

The Depression affected most areas of the state's economy. Beef and citrus production declined, manufacturing slowed, and development projects were stopped. Celery prices

fell in the northern markets and many farmers in Sanford plowed their crops under in attempt to boost prices. Even the railroad industry felt the pressures of the 1930s, and had to reduce service and let go some personnel. In addition, the increasing use of the automobile lessened the demand for travel by rail.

As a result of hard economic times, President Franklin D. Roosevelt initiated several national relief programs. Important New Deal-era programs in Florida were the Works Progress Administration (WPA) and the Civilian Conservation Corps (CCC). The WPA provided jobs for professional workers and laborers, who constructed or improved many roads, public buildings, parks, and airports in Florida. The CCC improved and preserved forests, parks, and agricultural lands (Shofner 1987).

In Sanford, the first farmer's marketing center was established as part of the WPA. A cross-Florida sea-level canal was proposed to create federal jobs in the area, but was rejected by many farmers in Seminole County who feared salt water would seep into their fields and kill crops (HPA 1995).

Despite the Depression, tourism remained an integral part of the Florida economy during this period. New highways made automobile travel to Florida easy and affordable and more middle-class families were able to vacation in the "Sunshine State" (George 1990).

#### **4.8 World War II and the Post-War Period (1940–1950)**

From the end of the Great Depression until after the close of the post-war era, Florida's history was inextricably bound with World War II and its aftermath. It became one of the nation's major training grounds for the various military branches including the Army, Navy, and Air Force. Prior to this time, tourism had been the state's major industry and it was brought to a halt as tourist and civilian facilities, such as hotels and private homes, were placed into wartime service. The influx of thousands of service personnel and their families increased industrial and agricultural production in Florida, and also introduced these new residents to the warm weather and tropical beauty of Florida.

Several ancillary battalions were stationed in Apopka during the war, including the 351<sup>st</sup> Coast Artillery Search Light Battalion and the 10<sup>th</sup> Anti-Aircraft Automatic Weapons Group (Sanborn various dates; Shofner 1982:259-260; Tebeau 1980:416-419). In the Orlando area, the municipal airport was converted into the Orlando Army Air Base. The Pine Castle Army Air Field also was established. The U.S. Navy established an aviation training base east of Sanford that helped save the bankrupt community in 1943. This increased demand for agricultural products as well as the railway use.

Railroads once again profited, since service personnel, military goods, and materials needed to be transported. However, airplanes were now becoming the new form of transportation, and Florida became a major airline destination. The highway system was also being expanded at this time. The State Road Department constructed 1,560 miles of highway during the war era (George 1990).

At the conclusion of World War II, Florida's economy was almost fully recovered. Tourism quickly rebounded and once again became a major source of the state's economy. Additionally, former military personnel found the local climate amenable and remained in Florida permanently after the war. These new residents greatly increased the population in the 1940s (George 1990).

#### **4.9 Modern Period (1950–Present)**

Following the war, many people stationed nearby remained in Orlando, and the area experienced a population increase at that time. Subsequently, Orlando experienced a post-war economic boom as large numbers of people began seeking permanent residence. As veterans resided in the area in the late 1940s and early 1950s, new housing focused on the development of masonry tract homes in new subdivisions on land that had once been the outskirts of Orlando.

The 1956 Highway Act initiated a plan for 41,500 miles of interstate highway throughout the country. Interstate 4 (I-4), which was constructed in the late-1950s and early-1960s, was part of the plan. Completed in 1965, it passed through downtown Orlando, connecting Tampa to Daytona. I-4 quickly served as the beltway across central Florida, providing access to both coasts and many tourist attractions. After Walt Disney World opened in 1971, growth and development along I-4 in Orange and Seminole counties exploded. Cities such as Apopka and Sanford, as well as others in the surrounding area have experienced large growth in recent years due to their proximity to the metropolitan Orlando area.

State Road 46 was been widened and improved and is now sprawling with new planned communities and golf courses. The ACL rail line between Sanford and Mount Dora was purchased by the Seaboard Coast Line Railway Company. This line was abandoned in 1980 and some sections have been converted to hiking paths in the "Rails to Trails" program.