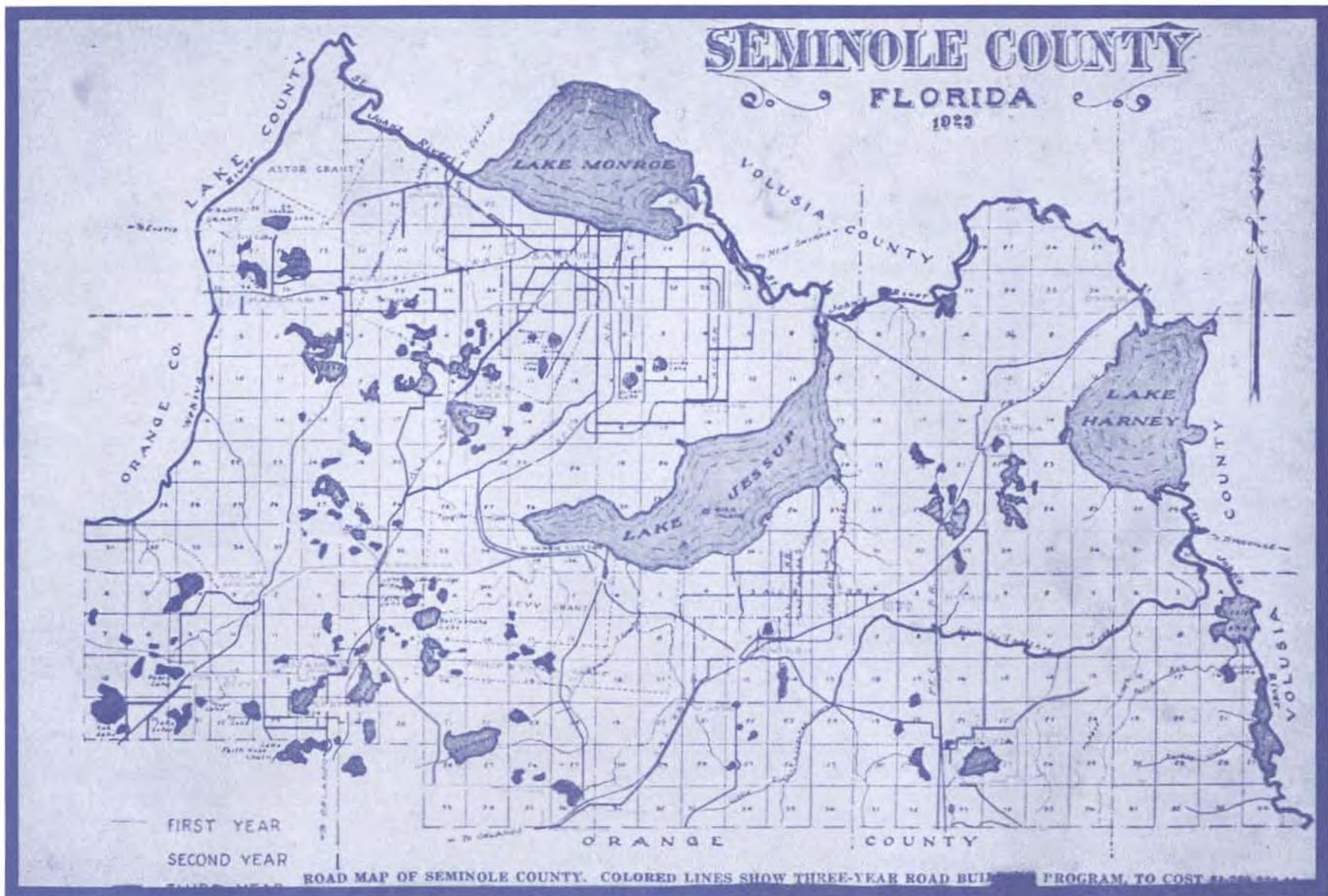


**EARLY DAYS
OF
SEMINOLE COUNTY, FLORIDA**





This map is from a 1926 County commission promotional brochure bearing the subtitle "The Biggest Little County in the State of Florida, which complimentary commentary was coined by Gov. John W. Martin.

EARLY DAYS OF SEMINOLE COUNTY, FLORIDA

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Cover Photos:

Top: South Florida Railroad locomotive.

Bottom: 1910 and earlier Sanford mule team school bus.

**HISTORICAL MARKERS
LOCATED IN SEMINOLE COUNTY**

1. **FORT LANE**
On west shore of Lake Harney. Proceed east on State Road 46 from intersection of SR.46 and SR.426. Turn north on Jungle Road. Turn north on Fort Lane Road to park.
2. **PRESBYTERIAN CHURCH OF UPSALA**
From SR.17-92, proceed west on 25th St.(46A) approximately 2 miles to Church at intersection of SR.15.
3. **NEW UPSALA SWEDISH COMMUNITY CEMETERY**
From 25th Street and 17-92, go west on 25th Street(46A) approximately 2 miles to SR.15. Turn north, approximately 1 1/2 miles on left.
4. **WHITE'S WHARF-CLIFTON SPRINGS**
Located at Hiley's Fish Camp, near Oviedo, approximately one mile north of SR.419 at Clifton Springs.
5. **ALTAMONTE SPRINGS**
Marker is in Hermitage Park on SR.436 near intersection of Maitland Road and 436.
6. **LAKE CHARM**
Located in Lake Charm Circle in Oviedo, just off 426 near Geneva.
7. **LAKE JESUP**
Located about 2 miles north of Oviedo at intersection of 419 and Deleon Road.
8. **KING PHILIPSTOWN**
Located on Fish Camp Road--off Osceola Road northeast of Geneva. Take Osceola Road--turn on Osceola Fish Camp Road to marker.
9. **LONGWOOD**
Located on CR.427 and West Warren Avenue, in front of the Longwood Village Inn.
10. **SLAVIA**
Located near St.Luke's Lutheran Church, off SR.426 and Red Bug Lake Road.
11. **CHULUOTA**
Located in front of the Chuluota Community Center on the corner of 7th St. and Avenue E off Route 419.
12. **DR. SETH FRENCH**
Located at Sanford Middle School, 1700 South French Avenue.
13. **FORT REID**
Located in Sanford on Mellonville Avenue between Forest Drive and 24th Street.
14. **SEMINOLE COUNTY**
Located at East & West Rest Stops on I-4 in Longwood.
15. **RAILROADS**
Located in Sanford on 1st Street near Oak Avenue.

Photo Credits:

Grace Bradford, Longwood; Bonner Carter, Sanford; Brad Johnson, Winter Park Telephone Co.; Edward Mueller, Jacksonville; Lisanne Renner, Orlando Sentinel; St. Johns-Oklawaha Rivers Trading Co., Deland; Lester Schelz, Paola; Elmer Tyner, Sanford; Earl Vaughn, Casselberry; William Vincent, Sr., Sanford; Lorraine Whiting, Geneva

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PREFACE

By its nature this presentation of early Seminole County can be profiled or outlined only as in a silhouette.

The time span entertained covers the American era beginning in 1822, which includes the Mosquito County period from 1825 to 1845, the Orange County period from 1845 to 1913, and the Seminole County period beginning with a population of 9,483. Except in several instances when it has seemed expedient to round out an account, so that the connection of the past to the present is not lost, we have limited the time span of "early days" up to and including the 1930s.

Because the average small town or city has little or no recorded history, we have to some extent relied on the oral accounts of second and third generation descendants to pass along information handed down; and as it is obvious from sources mentioned herein, other information has been drawn from written secondary references, as well as the primary sources provided by photo illustrations.

Place names indicated with asterisks (*) are identified by local or Historical Commission site markers. (Some spelling and data on the Fort Mellon and Fort Reid old existing markers are incorrect.)



Lyman Bank Building.

EARLY DAYS OF SEMINOLE COUNTY, FLORIDA

The early American history of what is now Seminole County started first with military activity and its concomitant exploration of the interior, followed by homesteaders whose early agricultural pursuits engendered development of transportation, first steamboats and then railroads, and culminating finally in a later more intensive agribusiness and early urban development.

FORT MELLON

Military history began in 1837 on the shore of Lake Monroe, named after our fifth president. During the three-hour attack by Seminole Indians on February 8 against a U.S. Army camp, Captain Charles Mellon was killed. Thereafter Camp Monroe was named Fort Mellon*, and the surrounding village became known as Mellonville, both antedating Sanford but now within its confines.

Fort Mellon owed its existence to its position on the St. Johns river-lake system at the head of steamboat navigation which provided the deepest land penetration to pursue the southward retreating Seminoles. Logistically, it was thus a staging area to funnel in troops and their supplies. General Jesup, the Commander of the Army of the South in 1837, saw the St. Johns as an avenue of transportation for 200 miles from its mouth. And the nine named steamboats serving as Fort Mellon military transports in 1837, along with some thirty other steamboats chartered by the army in the Second Seminole War (1835-42), constitute the first extensive logistical use of steamboats in warfare.

Exploration of the river above Fort Mellon resulted in the American discovery and naming of Lake Harney and Lake Jesup in Seminole County, as well as the charting of the river to these lakes and above.

In the Museum of Seminole County History, the museum dedicated to the history of Seminole County, (see picture of same on outside back cover), there is an exhibit focused on the earliest American history of Seminole County: This features the manuscript account and map of Lt. Richard Peyton describing his discovery and naming of Lake Jesup on May 22, 1837, when 20 soldiers and four Indians rowed a heavy barge 90 miles in 52 hours. Using this material, local artist the late E. B. Stowe has rendered an oil painting of the event on display also in the Museum. The discovery and naming of Lake Harney accomplished on November 10, 1837, by use of the steamboat **Santee**, is also exhibited in the same museum display, "Three-Forts-Three-Lakes." illustrated by a map and text by Lt. William Davidson, who led the expedition.



Oil painting of Osceola by Capt. John R. Vinton.

*For the story of the original oil color painting see "Osceola: Portraits, Features, and Dress," by John M. Goggin, in *Florida Historical Quarterly*, Vol. 33 (January and April 1955): 162-63, 166-67, and an article on same subject which appeared in the 1982 issue of *El Escribano* (St. Augustine Historical Society).

Fort Mellon also provided the setting for a war artist, Capt. John R. Vinton, who drew sketches of Osceola from life and another of the fort. On page 7 is shown a rarely published photograph of Vinton's only oil painting of Osceola, probably done at Fort Mellon, where he sketched another pose of Osceola "at Lake Monroe, during the Armistice, May 1837."*

Thus, Fort Mellon over its five year span (1837-42) was significant for more than the obvious military impact, involving over 100 commissioned officers, 59 being West Pointers. Some of these officers also built, staffed, and supervised the satellite forts: Fort Reid* (Sanford), Fort Maitland, Fort Gatlin (Orlando), Fort Lane* on Lake Harney, and Fort Kingsbury across Lake Monroe. (Fort Reid is the correct spelling of the military post. Locally, there have been several variant spellings.) In total, the nonmilitary spinoffs signal the first American beginning in Seminole County of ten endeavors still pursued today, although some time lapsed before being reintroduced: medicine, music, sports, exploration, cartography, journalism, art, natural history, steamboating, and construction engineering.

The first year of the fort's official existence introduced the next phase of this area's history — the taking up of land. In 1842 a group of 160 people of all ages, sexes and occupations landed at Fort Mellon to take possession of the fine lands bordering Lake Jesup. In its May 28, 1842, issue, the *News of St. Augustine* colorfully described the scene at the wharf: "Just imagine children, dogs fighting, pigs squealing, geese quacking, turkeys gobbling, negroes snoring, some of the old women scolding, two or more fiddles screaming at intervals, occasionally steam blowing off." They called their settlement Camp Defiance, but when the government reversed its land policy, soon all but a few left the area. Those who remained became some of the early Seminole County pioneers.

It appears that live oak cutting for naval ship rib requirements was also pursued.

(For more information read: *Fort Mellon 1837-42; A Microcosm of the Second Seminole War* by Arthur E. Francke, Jr., 1977, Banyan Books Inc., Miami, FL.)

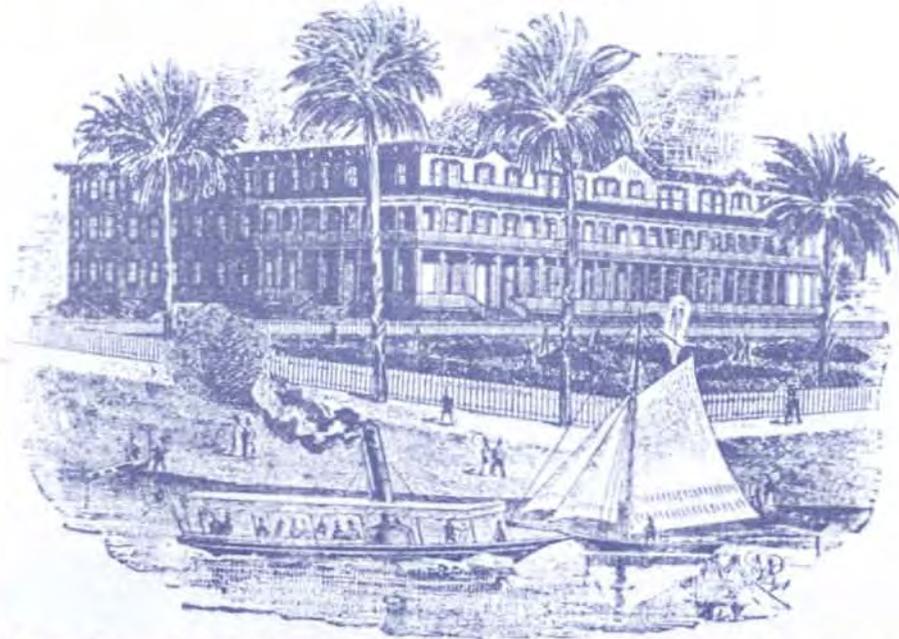
MELLONVILLE

While the Camp Defiance colony mainly dissolved, a small community called Mellonville* was growing in the shadows of Fort Mellon. From 1845 to 1856 this town was the second county seat of Orange County. (Seminole County was created from Orange County in 1913.) In 1860, Mellonville was the only post office for a large area of Orange County; it was also the shipping point to Savannah and Charleston for cotton grown around Apopka. Landing at Doyle's Dock at Mellonville, boat passengers found their way southwest through the woods to newer settlements forming in Orange County. By 1866 the government fort buildings had been removed, and Mellonville, with one large emporium and one house, became the trading center for a broad area. As a last flicker of its military role, it might seem, Mellonville, from May to July 1866, is listed as a fort. However, the presence of some sixty men and two officers was a welcome one during a period in Florida after the Civil War when there was an absence of state authority. In 1871 the Mellonville school enrollment of fifty was the largest in the county - Orlando could boast only thirty, Apopka only twenty-five. The community was incorporated on June 27, 1876, and was officially dissolved in 1883, after which it became part of Sanford.

SANFORD

Sanford was founded in 1870 by General Henry B. Sanford, the minister to Belgium for eight years and a confidant of Stanley in the Congo. Locally, the general organized a land company, built a 600-foot pier into Lake Monroe, established a telegraph service, and in 1875 erected the 200-room Sanford

SANFORD HOUSE,
SANFORD, ORANGE COUNTY, FLORIDA.
 UNDER NEW MANAGEMENT.



Situated on the south side of Lake Monroe, at the head of navigation for large steamers on the St. Johns River, and terminus of the South Florida Railway. Boating and fishing on Lake Monroe. A new and splendid Steam Yacht connected with the hotel, which may be chartered by guests at a moderate charge. Steamers connect with trains at Jacksonville, and give the tourist a splendid VIEW OF THE FAR-FAMED ST. JOHNS RIVER AND ITS SCENERY.
 For further particulars as to location of rooms, terms, etc., address
COL. FRANK A. ARNOLD, MANAGER. **SCOVILLE & BEERMAN, Proprietors.**

House facing its horticultural park on the lakefront and situated between Commercial and First Street where the old Library and the Maisch Building are now situated. The hotel was torn down in 1920. Among its guests were Presidents Ulysses S. Grant, Chester A. Arthur, and Grover Cleveland with his new bride, Frances Folsom.

The approximate 19 square mile acquisition of General Sanford was originally a Spanish grant, passing to P.R. Yonge, to William Travers, to Moses E. Levy, to General Joseph Finegan, general of the Confederate forces at Olustee, Florida, to General Sanford. It was then incorporated into the Florida Land and Colonization Company Ltd., and commonly called Sanford Grant. In 1884 the FLCC advertised the sale of lots on easy and long-time terms to settlers. Even after General Finegan sold out to Henry Sanford, he retained and lived on a site near Silver Lake, being the only one of the previous grant owners to become a local resident.

In order to work his personal land operations, Sanford brought two colonies totaling about 150 adults from Sweden to labor a year for their travel expenses. Today, as evidence of these people, and in addition to Swedish family names in the

area, we have Upsala Cemetery* and Upsala Presbyterian Church,* both on Upsala Road.

Rand Court, next to 202 E. First Street, between Commercial Street and E. First Street, and the Rand railyard between Sanford and the community of Lake Monroe are two remaining references to a pioneer Sanford city citizen. They are named for Frederic H. Rand, who in the 1880s was general manager of the Florida Land and Colonization Co., general passenger agent of the South Florida R.R., and early mayor of Sanford, and in 1887 vice-president of the First National Bank.

This bank was a reorganization of the 1883 Lyman Bank, the earliest bank in the Orange-Seminole County area, a memento of which is the Lyman Bank Building still standing at the southwest corner of First and Park. Modified over the years, this building is now a rather inglorious reflection of its former simple beauty as the illustration on page 6 shows. Built in 1884, this, the oldest building in Sanford, also housed an early office of Chase & Co.

In 1885 a historic meeting was held in the bank when its vice-president, Frederick Lyman,

was elected president of Rollins College trustees in their first session to organize and incorporate.

Sanford history has been enriched in the role it has played as a transportation center - both rail and steamboat - and as an agricultural center known as the "Celery City" until 1974. The military role begun at Fort Mellon culminated about 100 years later with the Sanford Naval Air Station in World War II.

As with other typical small cities in the years of this century before the advent of television, Sanford enjoyed, along with other types of recreation and entertainment, a position on the Chautauqua circuit - that American phenomenon which provided "the instruments of civilization for a summer populace." Another cultural diversion which originally began in Sanford in the early 1920s but now is county and area oriented, is the Central Florida Zoo near Lake Monroe off I-4.

See headings **Agriculture**, **Railroads** and **Steamboating** for more about Sanford.

(For more information read *Sanford Now and Then* by Katherine Bishop, 1977 and "A Tale of a Mosquito" by Mrs. J.N. Whitner, 1910, pub. 1977.)



Oviedo Station of Sanford and Indian River R.R. The building was recently moved to a new location on South Jesup Avenue.



Swedish Cemetery marker erected by Seminole Historical Commission.

OVIEDO

Oviedo grew out of a loosely defined "Lake Jesup Settlement," about a mile south of the lake. In 1875 it comprised about forty families. Solary's Wharf about midway on the south shore of the lake became the port of the community. When the families of the settlement desired a post office nearer than the one at Solary's Wharf, the name Oviedo was proposed by the new, scholarly post-

master, Andrew Aulin, who wanted something unique and Spanish, like the name of the State, and so in 1879 he chose the name of a university city in northern Spain.

Closely associated with Oviedo was nearby Lake Charm which was reported to have a population of 250 in 1887. This community differed from the more strictly oriented agricultural Oviedo in that the former was settled largely by those seeing it as a winter haven. Dr. Henry Foster, one of Lake Charm's leading citizens, in 1888 sponsored the creation of the Lake Charm Improvement Company, which accomplished the expected results. Foster also attracted some notable people, such as the Chicago farm machinery manufacturer, William Deering.

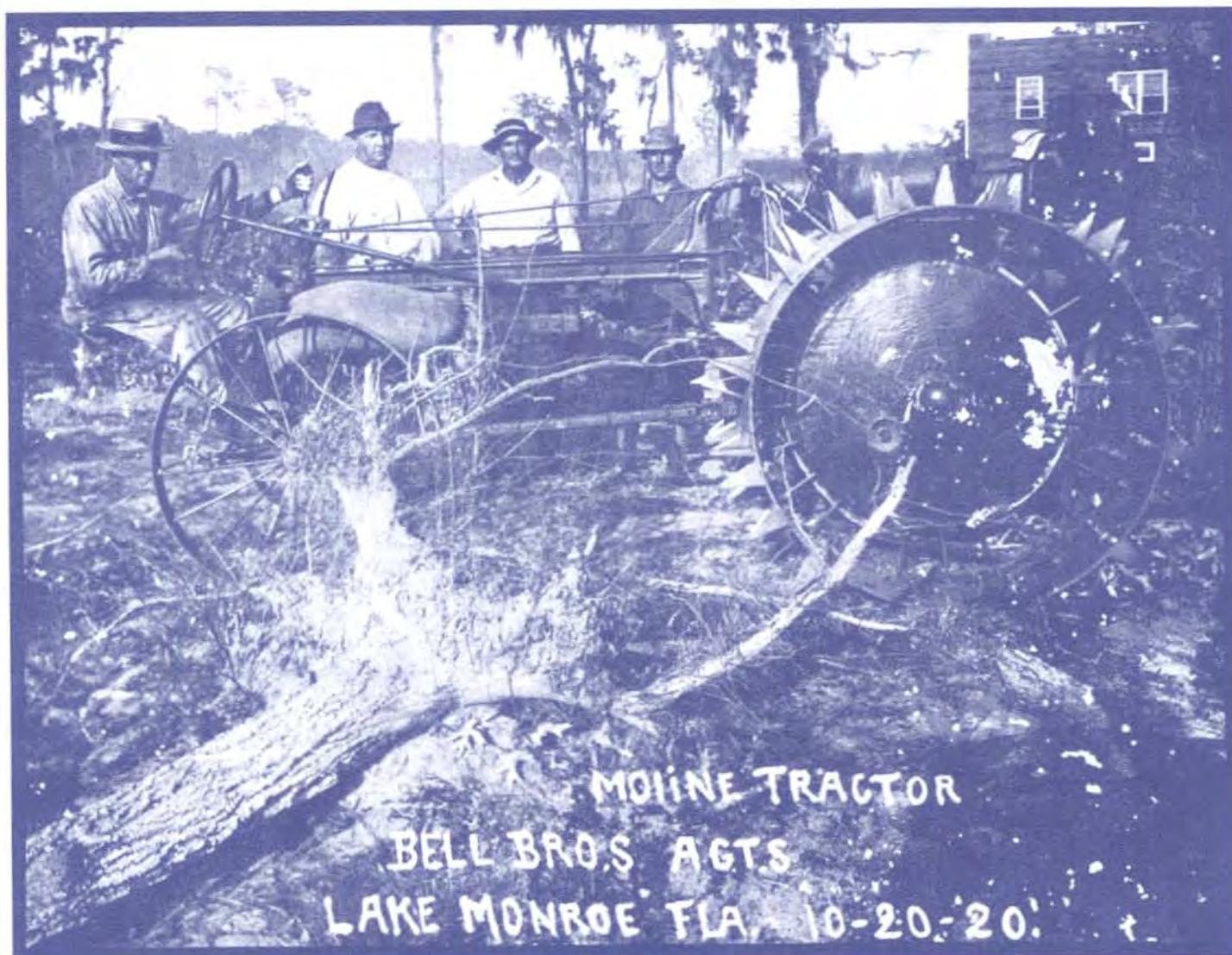
Both Oviedo and Lake Charm can claim the beginnings of their development to Kentucky-born Walter Gwynn, the earliest and largest land owner in the Lake Jesup area. Beginning in the late

1850s, Gwynn's career in Florida successively involved him in the office of the Register of Public Lands, the Internal Improvement Fund, Comptroller of Florida, land selector and surveyor for the Pensacola and Georgia Railroad, as well as for the Plant System line from Sanford to Tampa, land locating agent for the Freedman's Bureau, and finally as State Treasurer. Thus, his exposure to land acquisition, no doubt, stood him in good stead in locating the desirable Lake Jesup hammock lands. His daughter is said to be responsible for the name Lake Charm.

Two significant dates are the great fire of 1914 and the incorporation of Oviedo as a city in 1925. Lake Charm is part of Oviedo.

See headings **Agriculture, Railroads, and Steamboating** for more on Oviedo.

(For more information read *Oviedo Biography of a Town* by Richard Adicks and Donna M. Neely, 1979, Oviedo, FL.)



The first tractor in Seminole County.

WOODLAND PARK

- ¶ The shell-mound at the mouth of Lake Monroe.
- ¶ Open for the fifth season every Sunday. Beginning May 4th, also Thursdays until end of summer.

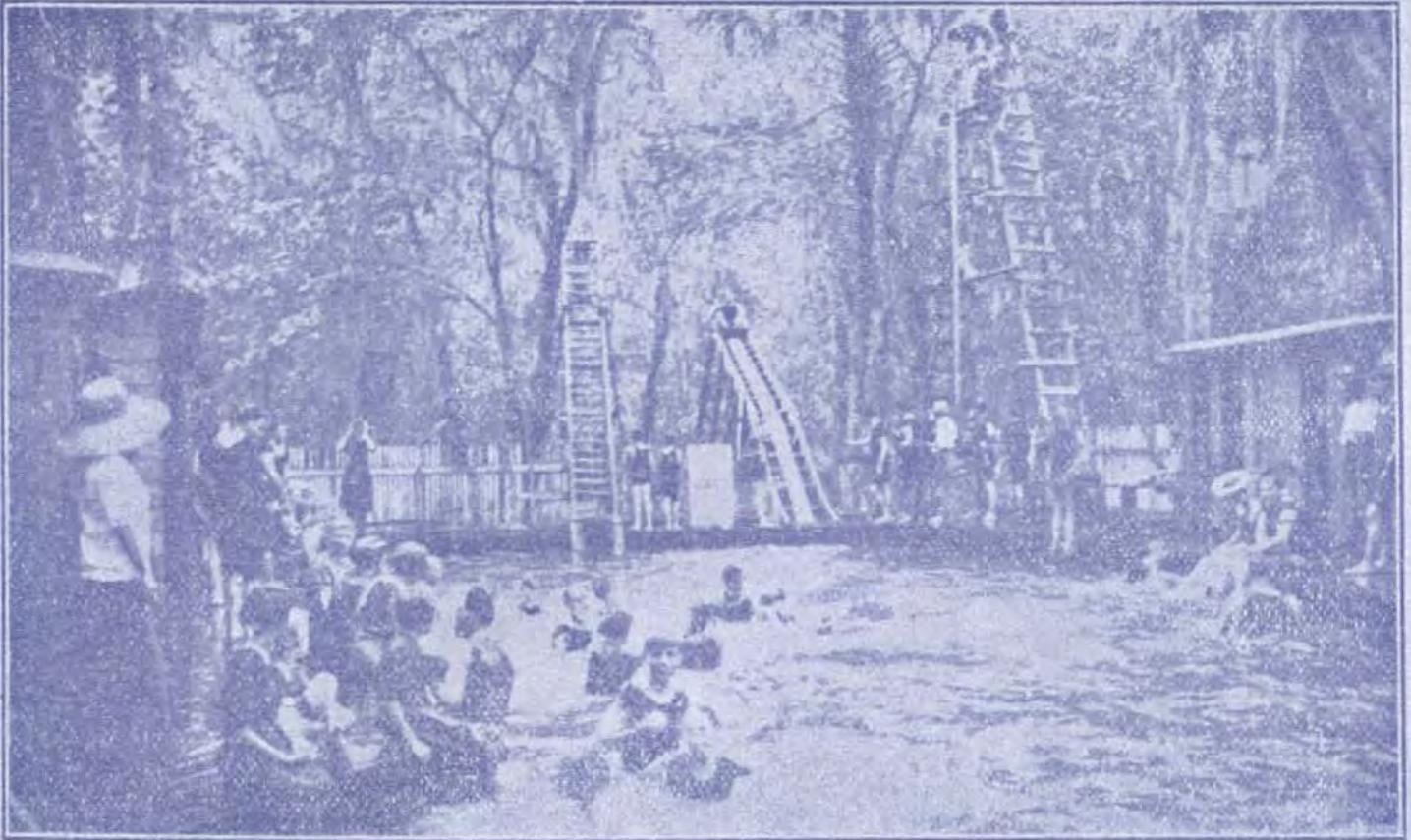
ADMISSION FIVE CENTS

- ¶ Leased to PRIVATE PARTIES on other days at very low rates.
- ¶ A large DANCE HALL has been added lately and a SELF-PLAYING ORCHESTRION. Will lease to parties reasonably. Other improvements will follow.
- ¶ Woodland Park is located on Lake Monroe, three miles north-west from Sanford, within a half mile of Monroe and brick road to Monroe-DeLand Ferry.
- ¶ Launches and automobiles make regular trips at lower rates than same distance elsewhere.
- ¶ For lease of Park privately, apply to

VICTOR SCHMELZ & SON, Woodland Park, R. No. 2, SANFORD, FLA.



WOODLAND PARK is in a class by itself and must not be confounded with the so-called Amusement Parks. No rowdyism will be allowed; a fact well understood. Everything is being done to insure the safety and pleasure of visitors. The Eagles held their Picnic and Fish Fry at Woodland Park last summer, entertaining twelve hundred people without overcrowding and everybody was happy.



PONCE DE LEON COULD NOT FIND IT

Woodland Park Pool.

PAOLA-SYLVAN LAKE-MARKHAM

within a half mile of Monroe and brick road to Monroe-DeLand Ferry." (The present 17-92 highway bridge over the St. Johns River between Seminole and Volusia Counties is the second bridge built after the ferry was discontinued.)

Today all that is discernible in a dense cover of oaks, palms, and cypress are two concrete walls, the artesian well, and shells. In retrospect it seems providential that only a few hundred feet to the east, about fifty years later, there now exists another attraction - the Central Florida Zoological Park.

What we know as Paola today was originally Sylvan Lake, named from the nearby lake. Both Sylvan Lake and Paola, beginning in the 1880s existed side by side. The original Paola is no longer evident where it once existed on County Road (CR) 431 between the railroad track crossing and SR 46A. To this area in about 1880 came a New York City surgeon and physician, Dr. Joseph N. Bishop, who presumably attached the name Paola. Bishop lived in Paola, but his offices were at 9 and 11 Bishop Block, a two story brick Romanesque building that he erected circa 1887 at 305 E. First Street in Sanford. A partnership between Dr. Bishop and a Dr. Turner ran an unsuccessful sanatorium called Pinecrest Inn located at Lake Lindon and Lake Mary Boulevard. When the inn was torn down in 1910, a second story portico overlooking the lake was moved to Woodland Park where it served as a gazebo. Bishop also operated a 70-80 acre grove near the present Hanson grove.

Paola had a post office and a school. The latter, located next to the present two-story Hanson house on CR 431, was taken apart about 1912 and reerected as a church on Markham Road.

The Orange Belt Railway, built in 1886, had its Sylvan Lake depot at approximately the present southwest corner of SR 46 and CR 431, to which point the wood-fired locomotive strained to reach from a downhill running start. In 1902 the narrow gauge rails on 6-foot ties were taken up. The Sylvan Lake post office, run by lawyer Thomas Emmet Wilson, was located on the southwest corner of Wayside Drive and CR 431, and his residence is still standing on the southeast corner of the intersection. Wilson, a former state attorney, divided his law practice - a Sanford office open three days a week and a two-day week in Sylvan lake - according to his 1886 advertisement. Surveyor John A. McDonald laid out the community.

Present-day Wilson School on CR 431 is built on land donated by the Wilson family, whose name

also pertained to the wharf at Wilson's Landing about where the Port of Sanford is now located. This was a steamboat mail stop. Sylvan Lake, after its heyday, became known as Wilson Corner.

Just to the south of the present Wekiva bridge on SR 46, but before its existence, the river was first forded at Rutland Ford. Here, later, access to Lake County was by a two-wagon capacity scow first poled across. Subsequently, the scow was guided by a cable.

At Markham, after the turn of the century, turpentine distillery and sawmill activities were carried on until comparatively recent time. Spencer sawmill was followed by Zachary Lumber Co., which in County partnership, built the first bridge across the Wekiva on what is now SR 46.

Paola is unincorporated.

First Wekiva River Bridge.



LAKE MARY

This community began as Bents, a station on the South Florida Railroad. Bent was the name of a local orange grove owner. The name Lake Mary became attached after 1894, when the Rev. J.F. Sundell, pastor of the Swedish Presbyterian Church of nearby Upsala, built a house on the north shore of the lake which he named for his wife, Mary.

Sundell's religious influence seems to have been considerable. As a result, a congregation was organized, which became part of the Presbytery of Lakeland, in 1894, and acquired the church building built two years previously by Mr. A.E. Sjoblom, one of the Sanford Swedish colonists, who later worked for Mr. Bent. After an interval of four years, Sundell served as pastor for about ten years. His burial place is in the Lake Mary Cemetery. In 1900 Planters Manufacturing Company built a factory to produce starches, dextrines, farina, and tapioca. A hotel and a general store were also operated by the owners for their employees. The manufacture of the above products was dependent on the local culture of the cassava plant. To open up more land for cassava cultivation, a contract was let in 1902 to Victor Schmelz of Paola to clear forty acres at \$25 per acre. Stumps were pulled by a mule operated capstan. The land was then rented to cassava growers. However, the competition of imported

cassava forced the shutdown of manufacture in 1910. Mr. and Mrs. R.E. True of Lake Mary possess a set of millstones used in the factory.

Lake Mary's first sub-division was called Modern Woodman's Winter Homes, platted in 1916 by A. E. Sjoblom. Four years later this was replatted under the name Crystal Lake Winter Homes. Many New England families were attracted to Lake Mary by Dr. George R. Fellows of Seabrook, New Hampshire.

Through the efforts of the Chamber of Commerce founded in 1922, a modern school, electric power, telephone service, and a beautification program were introduced. The Lake Mary Tourist Club was also organized to provide social events and covered dish suppers for winter visitors and local residents. This organization owed much of its success to the solicitous concern of Mr. Frank Evans, former Boston dye manufacturer and son of Dr. William Harrison Evans, an early pioneer of Lake Mary from Indiana, and mayor of Sanford in 1889, 1900, 1901, and 1902.

The community building housing the Tourist Club and other social activities has by recent renovations been converted into a complex serving as the city hall.

Establishment of Lake Mary as a city came in 1973.

Starch factory at Lake Mary located West of 5th St. between Crystal Lake Ave. and Wilbur Ave. near Crystal Lake.



GENEVA

The Geneva area was originally called Harney Cove because of its proximity to Lake Harney. When in the late 1870s, a Mrs. Van Valkenburg from New Geneva, New York, arrived and built a house, the name Geneva came into use.

Before the first Geneva-to-Sanford road was built in 1910, the distance was covered by a thirty-mile boat trip down the St. Johns. A year later, the FEC RR line from the east coast to Lake Okeechobee ran through Geneva, which provided train service until the forties, when the line was taken up. The first paved road to Sanford was built of brick in 1917. SR 46, constructed from a mixture of sand and oil was completed in 1946.

Over the years, the community supported saw mill activity, citrus growing, turpentine manufacture, cattle raising, and commercial fishing.

Most of the woodcutting activity was confined to sawmills, but one operation around 1900 floated logs down the river to Jacksonville.

The turpentine industry extended from 1899 to 1927 about two miles east of Geneva. At the zenith of this activity 300 were employed, with 80 buildings involved, and 27 mules and horses in use.

Three fruit packing houses shipped to Sanford by steamboat from a dock and warehouse on Lake Harney.

The Geneva Historical and Genealogical Society owns the site of Fort Lane* on Lake Harney, where they have a picnic pavilion and park grounds. Early in May every year they hold two-day social festivities. This society also maintains a museum in town where those interested in more information about Geneva, Fort Lane, and Osceola town may turn.

Geneva is unincorporated. (See headings **Cattle Raising** and **Commercial Fishing** for more on Geneva.)

OSCEOLA

The cypress mill town of Osceola was located from 1916 to 1940 near Geneva, where the St. Johns again asserts itself after emerging from Lake Harney. In the American era at the time of the Second Seminole War in 1837 this area, the camp of Seminole chief, King Philip, and his son Coacoochee or Wildcat, was called King Philipstown by the army. When a man by the name of Cook bought acreage here, probably about 1850, the army was gone and King Philipstown forgotten. Since Cook operated a ferry, the name Cook's Ferry was logically applied to the site. This name also lost significance when the FEC RR crossed the river in 1911; the location was called Bridge End, and more recently Osceola Fish Camp.

In 1916-18, the Osceola Cypress Co., a timber company from around Cedar Key, formed a new company and moved into this strategic St. Johns area. They erected their own self-sufficient mill town to house 200 people, which they called Osceola - back to an Indian name - a change of which the owners undoubtedly were unaware.



Osceola Cypress Co. log unloader, machine shop, and sawmill sorting table along the St. Johns River about one mile below Lake Harney.

The company began by concentrating on cutting trees from the Lake Okeechobee area, hauling them to Osceola over the FEC RR. From Bithlo 18 miles south of Osceola came the largest cypress trees. Daily cutting of lumber ran from 55,000 to 60,000 board feet.

By 1939 the company phased out its Osceola operation and moved some of its equipment to Port Everglades, Fort Lauderdale, FL.

The town according to the County Commissioners in 1926 was described as "the principle commercial industrial community of Seminole County" has come and gone; its company has been reincarnated and continues today. The Seminole County Historical Commission has memorialized the original name of King Philipstown by a suitable marker reading as follows:

Here, where the St. Johns River emerges from near-by Lake Harney, stands a shell mound complex significant to the history and pre-history of Seminole County. The mound has been examined by anthropologists Daniel Britton in the 1850's, Jeffries Wyman in the 1860's, and Clarence B. Moore in the 1890's, and remains today a significant archaeological and anthropological site in Seminole County. The site contains archaeological evidence supporting its use by prehistoric Orange (2000-500BC) and St. Johns (500BC-1500AD) cultures, and later by the historic Seminole.

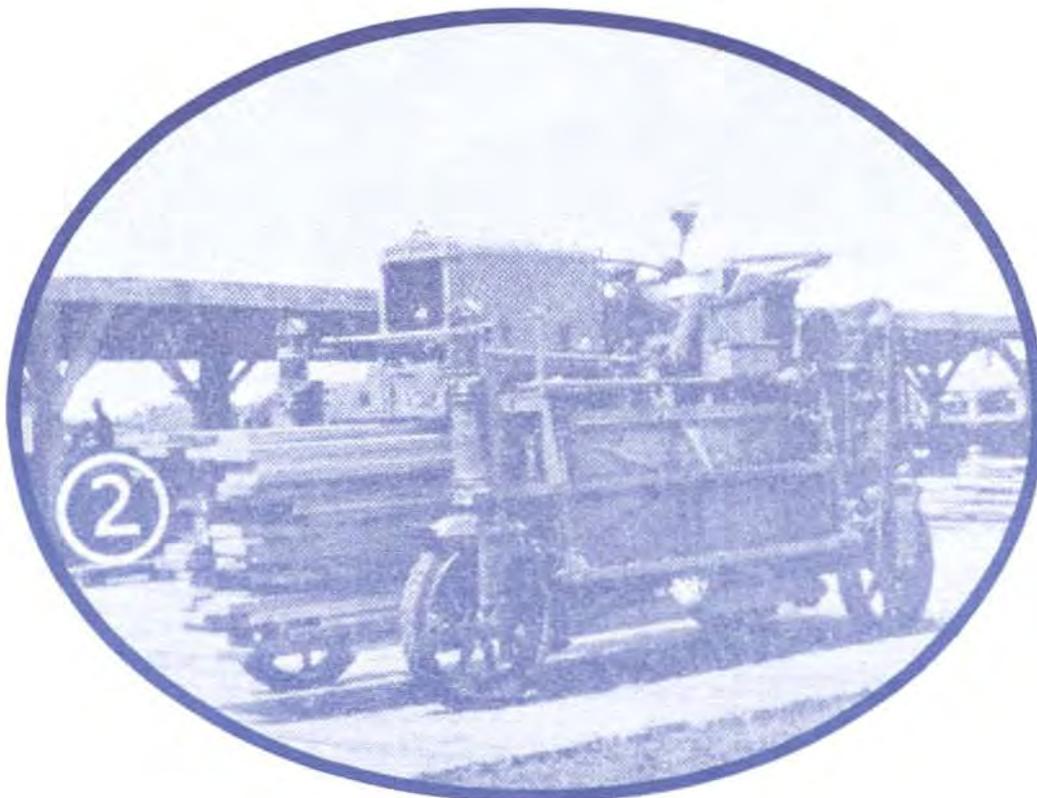
By the time of the American settlement of the area, King

Philip (Emaltha) and his son, Wildcat (Coacoochee), together with about 200 Seminoles had established a settlement here known as King Philipstown. At the start of the Second Seminole Indian War (1837 - 1842) the Indians, feeling threatened by the army camp established at Lake Monroe in 1836-37, attacked the camp on February 8, 1937. The Indians were repulsed, and by the early 1840s the army had driven the Indians from this area.

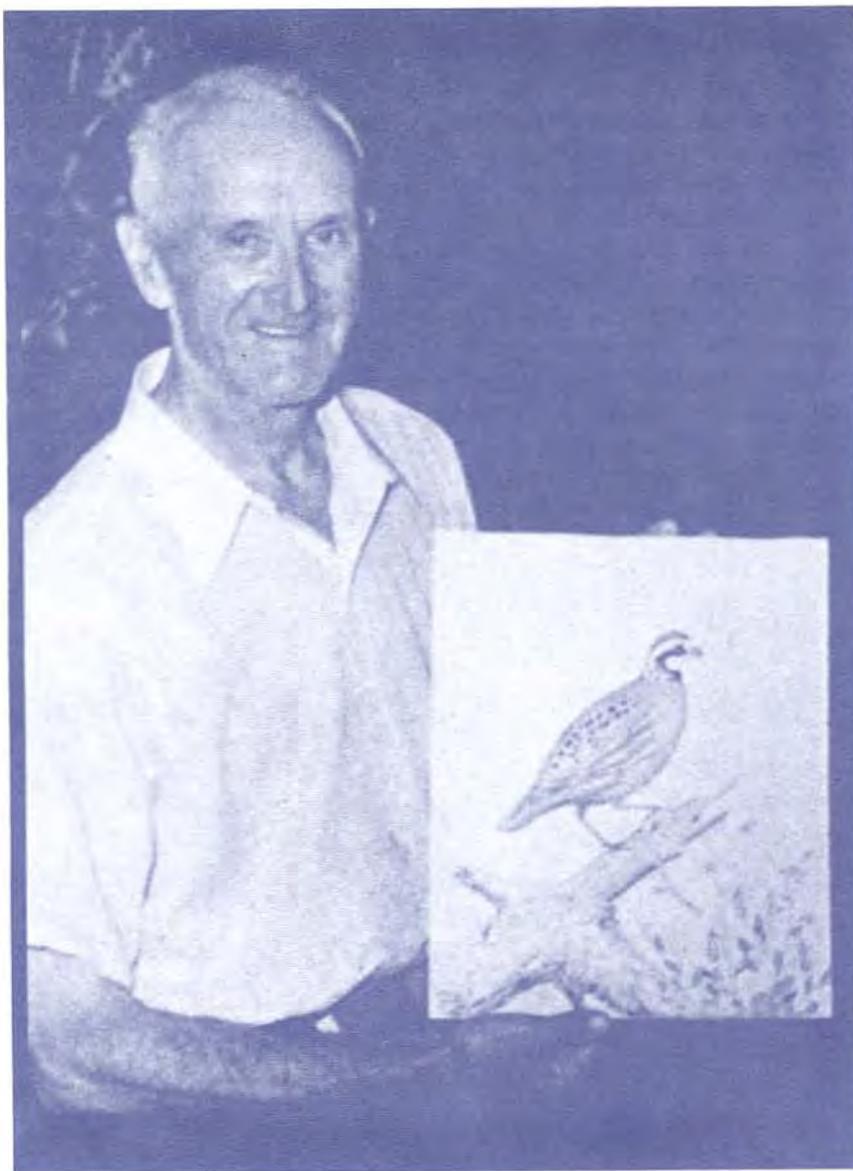
About 1850 a man by the name of Cook operated a ferry here, and the location became known as Cook's Ferry. After the Florida East Coast Railroad crossed the river in 1911, the area became known as Bridge End.

From 1916 - 1940 a self-sufficient cypress mill town of 200 people known as Osceola flourished here operated by the Osceola Cypress Co. Daily cuttings of lumber ran about 60,000 board feet. In 1926 it was described as "the principal commercial industrial community of Seminole County". The timber gone, the only relics of its past still visible are timber piling along the river bank, and on land, the square concrete block former company vault.

The area is presently known as Osceola Fish Camp.



Osceola Cypress Co. Ross Carrier straddle truck. Ross basically builds the same unit today except with pneumatic tires.



Stoddard in 1952 holding painting of eastern bobwhite from an illustration in his *Memoirs*.

CHULUOTA

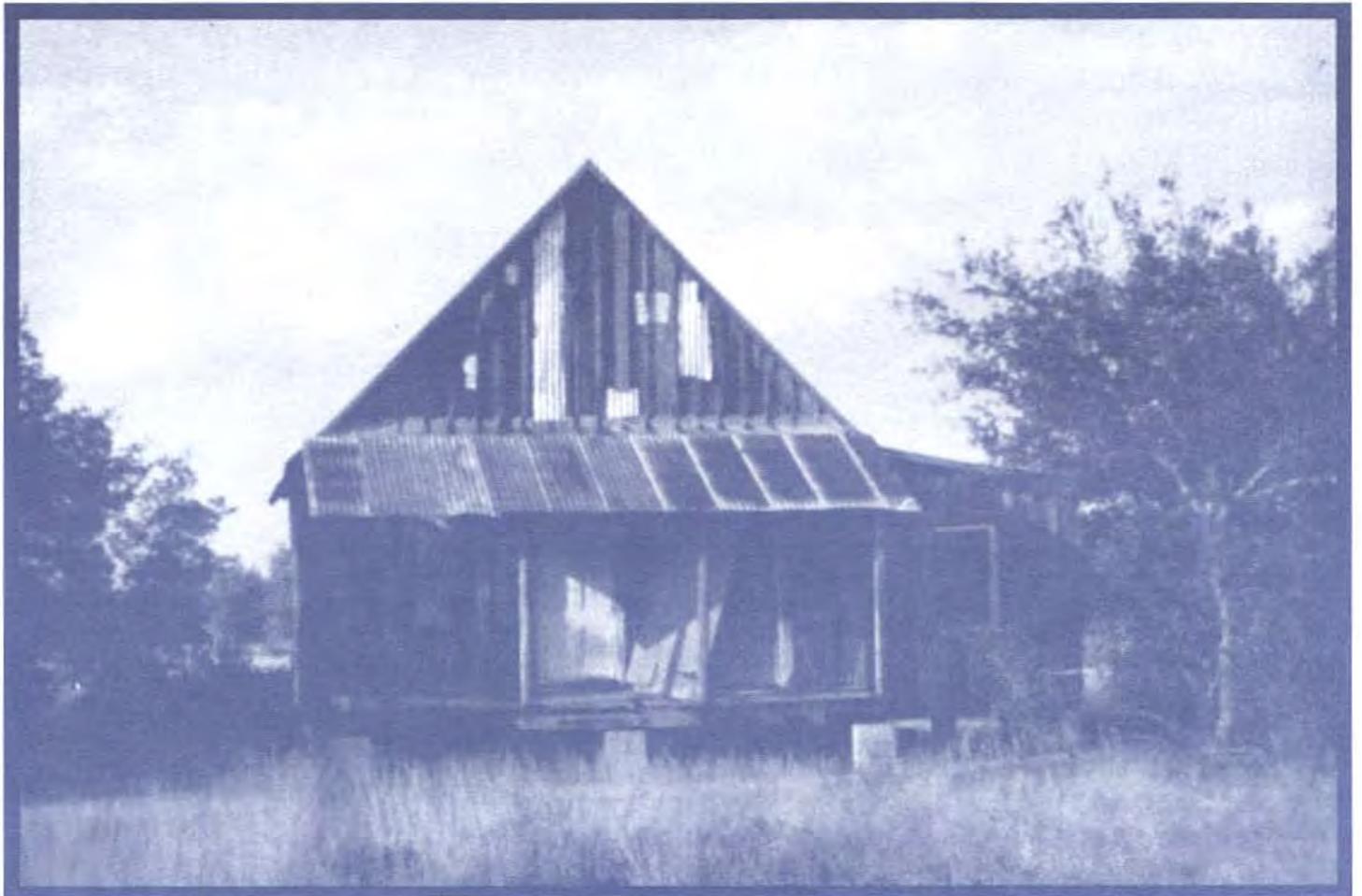
Robert A. Mills, who developed a community in the 1880s near the lake which since has borne his name, is also credited with choosing the lyrical Indian name of Chuluota, which may have been the original Seminole village site name. About 1892 the name was continued by Henry Flagler, who created the Chuluota Land Company to sell land acquired by the FEC RR. According to Creek Indian etymology Chuluota means "pine island," which is a fitting description as well in our language.

The essence of this seems also to be depicted by Chuluota's most famous adopted son, Herbert L. Stoddard, Sr., who in his *Memoirs of a Naturalist* (1969), vividly and with reverence records the seven years of his early boyhood living in Chuluota from 1893 to 1900. Unknowingly identifying with the Indian name, Chuluota, Stoddard actually describes stands of pines on "islands." His contributions to forestry management, ornithology, ecology, and wildlife research he attributes to the early lessons in natural history he

learned at Chuluota, along the shores of "cypress-fringed" Lake Mills. (His monumental work, *The Bobwhite Quail*, is commonly referred to as the "Bobwhite Bible.")

Today this unincorporated community's main claims, aside from Stoddard, are Lake Mills County Park and Mickler's Antiquarian Books dealing in rare and out of print Floridaiana. Their former Mickler's Floridaiana is now operated by a successor company in Oviedo.

See heading **Cattle Raising** for more on Chuluota.



Gabriella old general store and post office.

GABRIELLA

Gabriella, near the southern County line, is more or less just a name on the County map. Its location today can be described as on SR 426 about a mile north of Goldenrod between there and Jamestown. The former post office was a short distance west of SR 426 about where the new Florida Power Corporation maintenance building is located. In 1891 Gabriella could claim an agricultural fair. It was held from February 12 to 13

in the packing house of F. P. Fair. The organizers were John Beidler and Zeke Fry, the grandfather of the late Elmer Tyner whose photo documenting the event is on display at the Seminole County Historical Museum. A nostalgic note is that a certain "Dinky Line" engineer sometimes delayed his train at Gabriella to let passengers pick oranges and wild flowers.

LONGWOOD

E. W. Henck, who in 1880 started the South Florida Railroad, in 1873 had joined a small group of settlers at Myrtle Lake, which name in 1876, as postmaster, he was instrumental in changing to Longwood after a suburb of Boston he had helped to lay out. By 1887 the population numbered 1027, and public buildings included five churches, three hotels, eight stores, and weekly newspaper.

Brochures circa 1920s touted Hotel Longwood (later called the Orange and Black) and the St. George Hotel. The former was run by Mr. E. A. Whitcomb, owner of a hotel in Newfane, Vt.; the latter was operated by the Clarks, owners of camps in Wilton and Farmington, ME. Both hotels were on the brick-paved Dixie Highway. Advertising on the back of the Longwood brochure, E. W. Henck, still active in 1930 when he died, offered lots from \$100 to \$500 at \$10 to \$50 down, with balance at \$5 to \$20 per month. Palm Springs with 152 acres was offered at \$11,000. Apparently, Henck had no trouble in going from real estate to railroading to real estate!

Palm Springs and Sanlando Springs (formerly Hoosier Springs) are now part of "The Springs," the development off SR 434, nicely blending with the natural setting of trees and springs there. Sanlando Springs is remembered by earlier county residents, before the advent of many state parks, as a popular bathing attraction. On the 1925 County map here-in, however, the name Palm Springs was assigned to this location of springs, as can also be noted by its

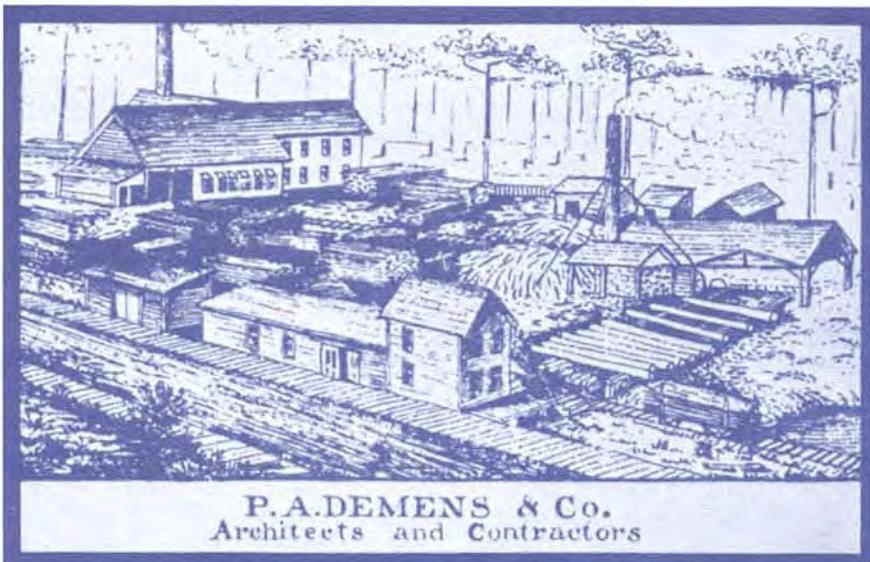
Palm Springs circa 1930, when offered for sale.

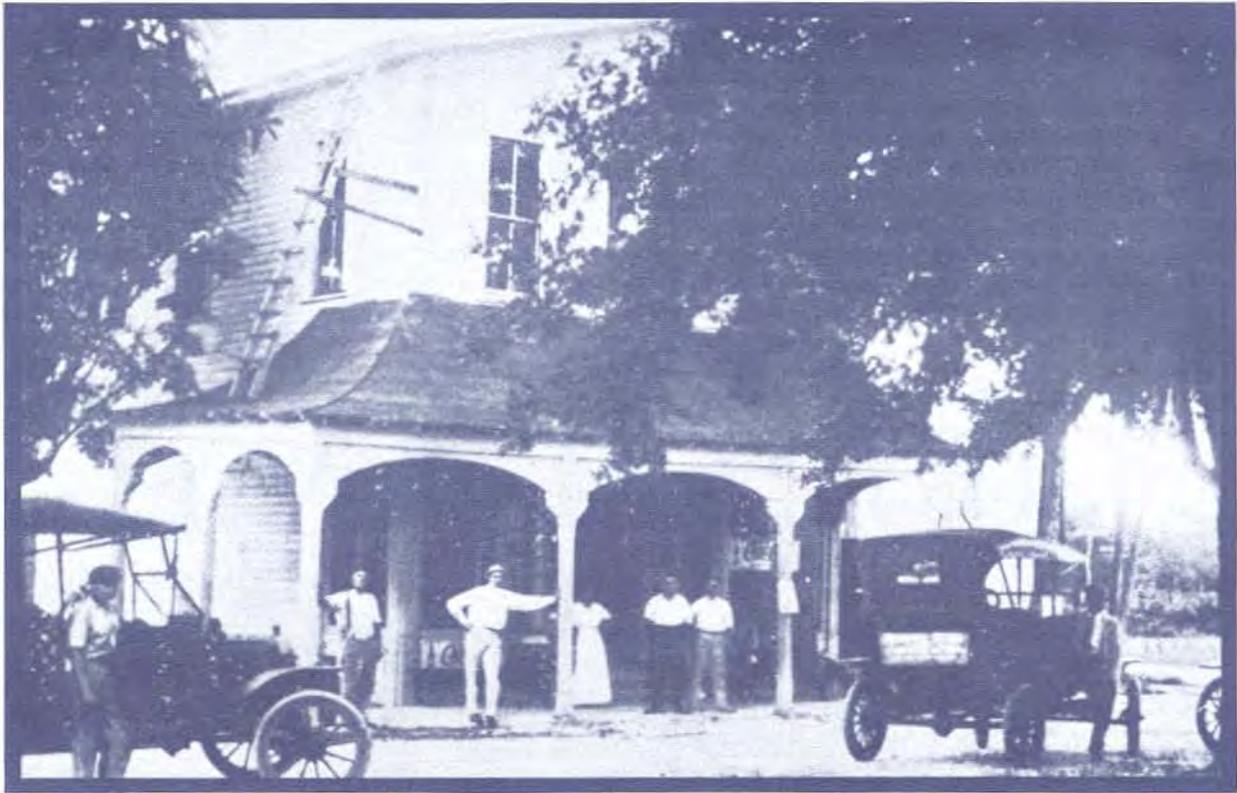


inclusion as an 1892 station between Longwood and Altamonte on the Florida Midland Railroad and also on the Orange Belt Railway. These two railroads crossed at Palm Springs. The present street bearing this name between SR 436 and SR 434 from its southern end originally extended in a more northwesterly direction through the present Rolling Hills Golf Course to Palm Springs, hence the name Palm Springs Drive. Today, however, its route to the springs is rather indirect.

Longwood's other railroad entrepreneur, P.A. Demens, in 1885 appears also to have had the leading business in Longwood. In that year his company published a 34" x 20" "birds eye view" of Longwood. This view, of course an artist's conception, is very realistic and shows objects in

almost the same detail as a modern aerial view. Included are 4" x 6½" sketches (see illustration below) arranged around the top and bottom of the view as follows: Dr. R. Norman, Drugs, Medicine and Stationery; King, Miller & Hall being two of the three original incorporators of the (Orange Belt Railway); A.M. Taylor & Co., General Merchandise (with \$2000, being one of three informed to build the railroad); Longwood Hotel, Henry Hand-Proprietor (not the extant Hotel Longwood but an earlier built by Henck in 1883, destroyed by fire in the 1890s); P.A. Demens' Residence; and P.A. Demens & Co., Architects and Contractors. The latter furnished most of the lumber for the first Rollins College buildings and station on the Orange Belt Railway.





Longwood General Store and Garage.

Demen's ability to supply lumber also enabled him to bail out E.W. Henck, who was unable to complete his second hotel, the one still standing today and used as office suites. Demens completed it in 1886; his building foreman was Josiah Clouser, great grandfather of Longwood residents, Fred and John Bistline.

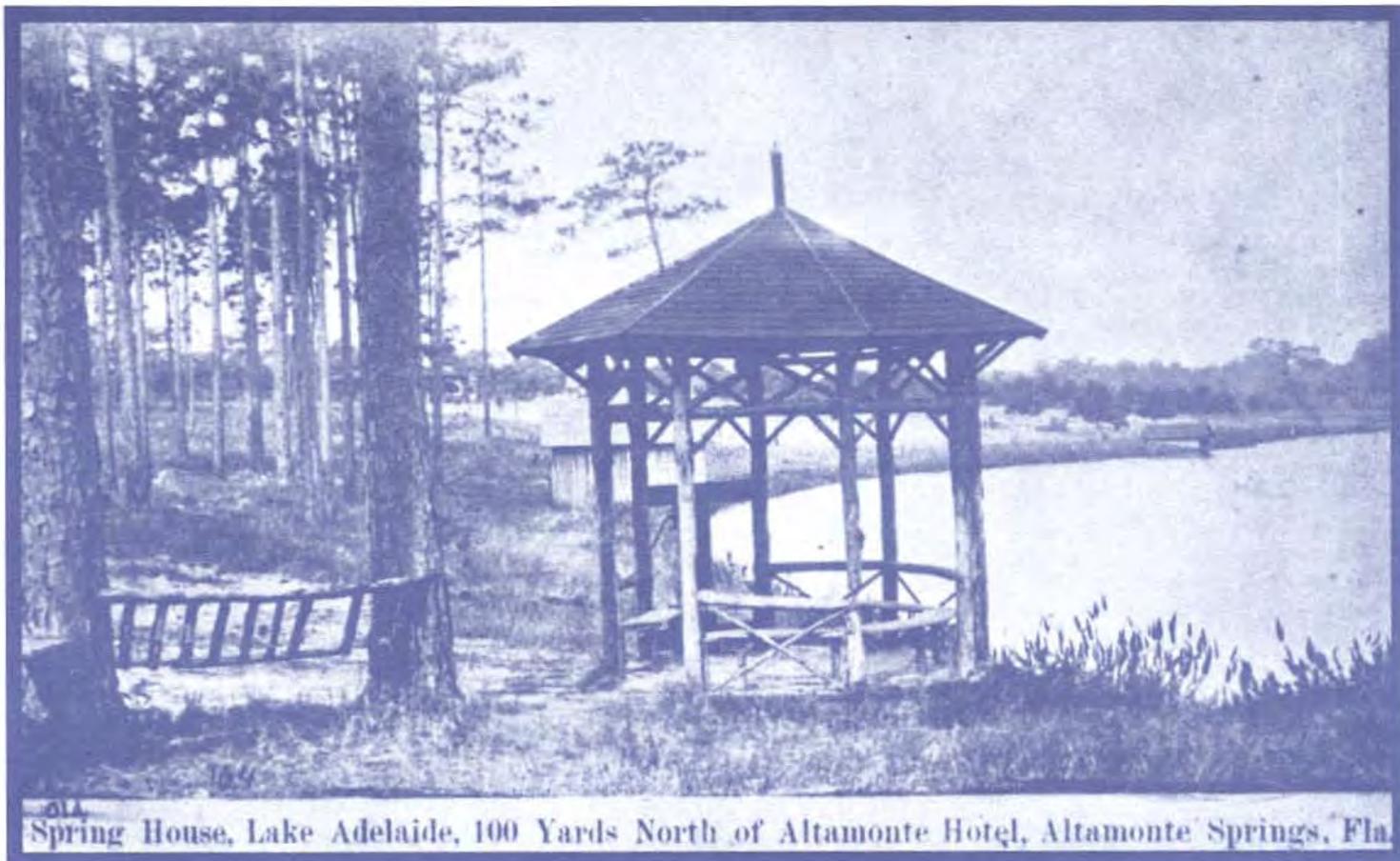
The Central Florida Society for Historic Preservation was responsible in 1973 for the preservation and moving from Altamonte Springs of two old houses to an area set aside for historic preservation in Longwood opposite the Longwood Hotel. One is the Inside-Outside house, prefabricated in Boston in 1872 and reassembled the following year on Boston Ave. in Altamonte Springs. This first example of prefabricated construction in

Florida is of Victorian style and features studs on the outside of the walls instead of the inside - hence its name. The other building is the 1885 Bradley-McIntyre House built by Nathaniel Bradley as a so-called winter cottage, of which type it is about the only remaining example.

In 1926 Longwood was nationally known as the poultry center of the state.

Within the confines of Longwood is the county Big Tree Park featuring "The Old Senator," one of the largest known living cypress trees, between 3,000 and 3,500 years old.

Longwood was incorporated as a town in 1883 and as a city in 1923.



Spring House, Lake Adelaide, 100 Yards North of Altamonte Hotel, Altamonte Springs, Fla.

ALTAMONTE SPRINGS

It is of interest to note the considerable input of the city of Boston by way of capital and people into Seminole County, as well as the adjoining cities of Maitland and Winter Park; Boston money was invested in the South Florida Railroad; the town of Longwood was named for a Boston suburb; Lake Brantley, Lake Charm, and Lake Mary early residents were mainly Boston winter people who wanted "a Florida Boston town, a pleasant, refined and restful winter home where one is sure of good company and the best of hotel accommodations."

In 1882 this Boston group formed the Altamonte Land, Hotel, and Navigation Co. and bought 1200 acres at what was then called Snows Station on the South Florida R.R. (See old timetable on page 37. The name Altamonte was presumably taken from the original post office of that name on Lake Brantley.) A year after the company was formed, the proposed hotel was built between Lake Orienta and Lake Adelaide; and when springs were discovered on the lake shore to the north across the road, a spring house was built and water piped to the hotel. To capitalize on the springs and by

petitioning the U.S. Post Office, the name was changed in 1887 from Altamonte Station to Altamonte Springs (the fourth name). As a goal, implied in the name of the developers, it was hoped to dig a canal connecting Lake Adelaide to the Wekiva River and navigable water. However, the plan never materialized. The hotel was destroyed by fire in 1953. Some guests of the hotel were said to have been Presidents U.S. Grant, Benjamin Harrison, and Grover Cleveland; Edward Everett Hale, Thomas Edison, and Cordell Hull.

In 1889 Altamonte Springs had a population of about 250. By the 1920s its Chamber of Commerce was extolling the town's setting in high rolling ground, beautiful lakes, stately pines, flowers, orange groves, palms, pure water, golf, hunting and fishing, and "automobiling." The latter it was

said could traverse "fine brick roads" connecting the surrounding towns; and electrical current was available for household and manufacturing purposes.

Altamonte Springs from 1912 to 1940 could boast of the largest ferneries in the world. This enterprise was started by a congressman from New York State, Charles D. Haines, the grandfather of Webber Haines, recent resident on Lake Orienta. On the north shore of the lake, Charles bought a small grove on 200 acres, built a house, and raised 70 acres of ferns under wooden shade slats, operated under three or four fern company names. B.F. Haines, Webber's father, also owned 60 contiguous acres. The Haines' enterprise necessitated their providing 30 houses for about 200 employees, as well as a church, school, and store. Later the houses were moved to Altamonte Springs.



From the combined 260 acres, 140 acres were sold in 1940 to Hibbard Casselberry, who sold this a short time later to Tally Hattaway's father, Casselberry's fernery manager. The Hattaway greenhouses are still visible off I-4 south of SR 436.

For about 15 years after 1965, Webber and his brother Lewis leased the unsold acreage to the Valley Forge Golf Course. Its clubhouse was later moved to SR 436 next to the railroad, where it now serves as an office for lawyers. When the golf course land was sold it became the sites of Orienta Point Condominium, the Publix Market, Barnett Bank, a doctors' professional building, and Escondido condominiums.

Mr. and Mrs. Charles D. Haines in their Lake Orienta fernery-grove setting, indulged themselves in the luxury of a private theater which they called the Jasmine. Besides having a stage, auditorium, and dressing rooms, there were a special sitting room, dining room, and kitchen. Historic preservation of the theater was accomplished by Grace and Robert Bradford, who converted it into their residence.

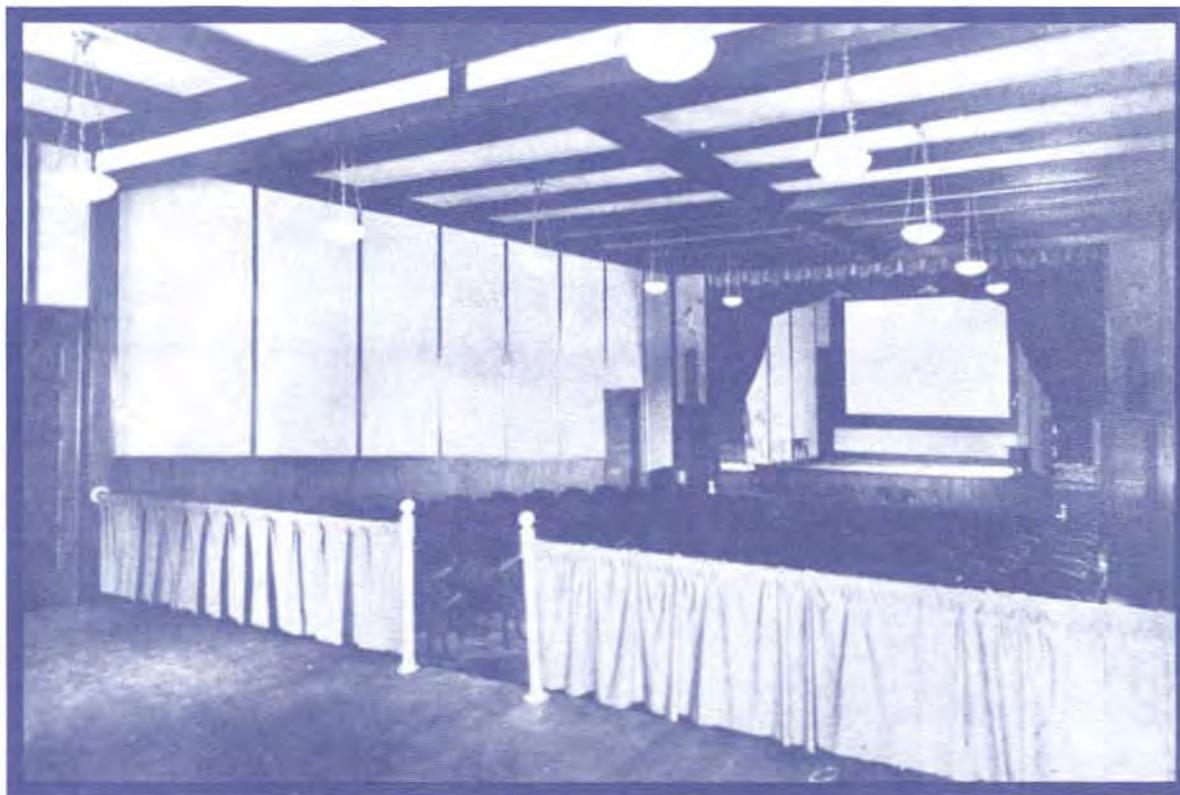
William Jennings Bryan, a member of Congress with Mr. Haines, was a frequent visitor at the Haines'

home, as was Governor Catts of Florida and many others. The Congressman brought from Jacksonville boat builders who constructed on Lake Orienta a two-deck, fifty passenger boat. Groups from all over Central Florida were invited for cruises on the lake, barbecues, and shows at the Jasmine.

Altamonte Springs was incorporated as a town in 1920 and as a city in 1967.

The Historical Commission in 1981 erected the following marker in Hermitage Park at Altamonte Springs:

In 1882 five Bostonians formed the Altamonte Land, Hotel and Navigation Co. and bought 1200 acres here at Snows Station, a stop on the South Florida R.R. It later was called Altamonte, then Altamonte station, and finally Altamonte Springs, when springs were found on the shore of Lake Adelaide, west of this marker. Tradition says that Presidents U.S. Grant, Grover Cleveland, and Benjamin Harrison stayed at the Altamonte Hotel on the shore of Lake Orienta. The Hotel burned in 1953. From 1892 to 1909 Henry Herman Westinghouse owned a house nearby, similar to the Bradlee-McIntyre house, moved to Longwood in 1972. Henry, associated with his brother George as President of Westinghouse Machine Co.; was a trustee of Rollins College and according to tradition, a benefactor of the still existing Altamonte Chapel.



Jasmine Theater interior.

LAKE BRANTLEY UNION CHAPEL

In 1883 Mrs. Carlos Cushing, one of a group of pioneers around Lake Brantley, mainly from New England, succeeded in having a Boston architect design a chapel for which she also collected money locally and in the north. It was completed in 1885 and called the Lake Brantley Union Chapel.

All went well until the famous freeze of 1894-95, after which the area was deserted. The chapel was rediscovered abandoned, but in good condition in 1908, and moved piece by piece to its present site in Altamonte Springs, where it is known as the Altamonte Chapel, part of a community church.

According to the history of the chapel published in 1960, many of the Altamonte Springs Hotel guests also attended services at the chapel. Names so indicated are Presidents U.S. Grant and Benjamin Harrison, as well as Harrison Dodds,

president of Princeton University, and Henry Westinghouse. The latter, as president of Westinghouse Machine Co., was associated with his brother, George, in many of their Pittsburgh endeavors.

From 1892 to 1909 Henry was a prominent landowner here, owning a total of twelve lots. The Westinghouse dwelling located on what is now the southeast corner of Maitland Dr. and SR 436 was also diagonally across from, and built like except the opposite hand of, the Bradlee-McIntyre house, in 1972 moved to Longwood. Henry's house burned to the ground in 1930.

Henry Westinghouse appears to have been a generous benefactor of the chapel; and from his Florida days until his death in 1935, he was a trustee of Rollins College.



Lake Brantley Union Chapel before it was moved to Altamonte Springs.

FERN PARK-CASSELBERG

Like Paola and Sylvan Lake, the subjects of this profile are also interrelated and intermixed. The story starts with Fern Park, where in 1921 Congressman C. D. Haines of Altamonte's Lake Orienta started another fernery, the 40 acre Standard Fern Co., next to Lake Concord in Fern Park. Here, prior to this, no settlement had existed, not even highway 17-92. The property was accessible via a sand trail from present SR 427 near where stands the Lyman High School.

Another fern grower in Altamonte Springs was Frank Vaughn from Kansas. In 1934 he started by buying the one-acre Ballard fernery in Altamonte and expanded it to about ten acres, where now an apartment exists on Ballard St. along the railroad. Then, in 1938 he bought from C.D. Haines, the Standard Fern Co. in Fern Park, and in 1940 Vaughn moved his office and packing house to the Fern Park acquisition. From 1950-60, a third generation Vaughn and present executive officer, Earl Vaughn converted from ferns to indoor plants. Now two of the fourth generation, Jack and Bob, are also active in the business, which in 1989 will make another move to 6700 West S.R. 46 in Sanford.

The oldest employee of the Vaughn company was Henry Thomas, who had been on the job for over 50 years. Starting with the Haines people in Altamonte Springs in 1923, he was transferred



Henry Thomas stands in one of the greenhouses where he worked. The memento he holds, borrowed from the wall of a Vaughn, Inc. office where it usually hangs, is a framed newspaper article about him.

from Fern Park in 1924, and in 1938 continued with Vaughn up to 1985. In so doing, he reflects the history of the local fernery-plant industry - once in Altamonte Springs, next in Fern Park, then converted to house plant culture. Now both he and the business are no longer in Casselberry, and with no ferns in the picture.

In 1940 after Hibbard Casselberry bought some of the Haines acreage in the Lake Orienta area, which he later sold to Hattaway, he acquired acreage in the Fern Park area, and in 1940 incorporated the town of Casselberry. (In 1965 Casselberry was incorporated as a city.)

Across from the Vaughan greenhouses in Casselberry limits is what is termed locally as the old Indian Cemetery on a one-acre corner plot. However, the only grave markers are two bearing the Hooker family name. Only one shows dates -Mar. 9, 1837- Aug. 2, 1904-this of Stephen (sic) J.L. Hooker/Florida/Pvt., Fla. Mounted Vols./Indian Wars. The other stone, reading 'Hooker Family,' lists Mary A., Sallie M., Stephen M., and Rosa with no dates shown. These markers do not appear to be old, certainly not back as far as 1904; the Hooker name is not recognized locally today.

The first Fern Park post office was south of Lake Concord about where now is Long Hardware Co. Fern Park itself remains unincorporated, and its present post office is opposite the Jai Alai on Highway 17-92, serving along the highway area south of SR 436 to O'Brien Road.

FOREST CITY

Forest City's earliest settlers, as far as can be determined, were Swedish people, three of whom had groves up until the great freeze of 1895. Accordingly, it is possible that these people, coming from the 1871 Sanford Swedish colony, until the freeze forced them to leave Forest City, could have operated their groves here for some 20 years.



The packing house of Chester C. Fosgate Co., "growers, packers, and shippers of citrus fruits" soon after completion of the building in 1927.

Their groves were in the general area of the three present-day citrus processing plants. One grove, about where now is the Coca-Cola establishment, was called Lone Cedar Grove.

The Swedes had their supplies brought up by boat to Wekiwa Springs, and some time after 1886 it appears that their fruit was carried over a rail branch line from Forest City junction to the springs for transfer by boat eventually down the St. Johns River.

After the freeze, the next industry was a sawmill operated by Frank Pounds, who in 1920 and, no doubt, even before was producing wooden crates at the site of the present Hi Acres plant. Pounds lived in a converted schoolhouse where now stands the Hi Acres water tower.

This area around the railroad crossing of what is now SR 431 was the original center of Forest City, where was located the depot, a general store, a two-story boarding house, and the Pounds' house and sawmill. Lots were platted in 1883. It is possible that the name of this locality was assigned as Forest City by the 1886 Florida Midland Railroad on whose timetable it appears as a station.

Adjoining Pearl Lake, one of the original Swedish groves was bought in 1920 by H. M. Sweeney, operator of the Union Drawn Steel Co. of Hamilton, Ontario. His move to this area was for reasons of his wife's health. To run the grove, Sweeney brought with him the father of former Forest City resident, Allen Forward; the latter resided on a one acre piece of the grove. Hi Acres operates the balance of this grove.

In 1925 a new name appears on the scene when the Seventh Day Adventists bought about 500 acres of land "near Forest City junction," north of SR 436 to Sand Lake Rd. between Bear Lake Rd. and Lake Brantley Rd., lying north of Mirror Lake. Influenced by this purchase, Harold Curtis, a resident of Forest City today, came as a young boy with his family about this time. From the grounds of the Florida Hospital in Orlando the Adventists immediately moved their Winyah Lake Academy to Forest City, where they renamed the school Forest Lake Academy, still flourishing today along with a church, nursing home, and a citrus grove.

The Chester C. Fosgate enterprise came in 1927. Mr. Robert Bradford, the packing house manager for Fosgate lived with his wife, Grace, in the

Pounds' converted schoolhouse, moved by Fosgate in about 1953 to the corner of Bunnell Rd. and SR 431. In 1928 Highland Stanford Co. of Los Angeles, Ca., built the first citrus concentrate plant in Florida on the site of the old sawmill. After the 1929 season, they did not continue and later sold the plant to Fosgate. In the early 1940s Fosgate sold the packing house and concentrate portion of the business to the Bradshaw interests, who operated this under the name Hi Acres. The marmalade making end of the business Fosgate sold the Deep South, a Winn Dixie subsidiary. Coca Cola, in turn, bought the concentrate plant from Hi Acres.

So, intensive activity continues today to be concentrated in the railroad crossing area where first the Swedish growers and the sawmill operation began.

Forest City is unincorporated.

MORE SEMINOLE FACTS

Shell mounds visited by anthropologist Jeffries Wyman between 1860 and 1875 located in terms of positions on the downstream flow of the St. Johns River were King Philipstown (Cook's Ferry), left bank, less than a mile below the outlet of Lake Harney; two mounds at Bear Hammock, right bank, near mouth of Lake Jesup; Black Hammock, left bank, near mouth of Lake Jesup; Speer's Landing, left bank, 5 or 6 miles above Lake Monroe at large shell field and burial mound (east end of Celery Ave.); and Buzzard's Roost, left bank, near the entrance to Lake Monroe.

In 1869-71 the schools and their enrollment listed in what is now Seminole County were Mellonville 50 and Lake Jesup 15. Later, in addition to Mellonville, school names included Ft. Reed, New Upsala*, Econlockhatchee, Longwood, Lake Harney, Altamonte Springs, Tusawilla, Sanford, Wekiwa River, Oviedo, Paola, and Clyde.

Population and postmasters of towns listed in 1889 by Elliott's Florida Encyclopedia published in Jacksonville: Altamonte, 12 miles north of Orlando,

200, R. S. Fuller; Altamonte Springs, 10 miles north of Orlando, 50, E. P. Tebeau; Chuluota, 200, C. T. Steever; Forest City, 150, G. N. Cooley; Geneva, 250, H. H. Pattishall; Lake Jesup, 100; Longwood, 1,000, J. N. Searcy; Markham, 500, G. A. Ginn; Oviedo, 100, Andrew Aulin (Cf. Oviedo); Palm Springs on Wekiva River, 300, Frank W. Baker; Sanford, 3,500, J. J. Harris; Sylvan Lake, 200, T. E. Wilson (Thomas Emmett Wilson, Cf. Paola); Clay Spring, Joel Dwight Smith.

In addition to the ferry crossings already mentioned across the St. Johns at the south end of Lake Monroe on the road to DeLand (Harden's Ferry), across the St. Johns near the south end of Lake Harney (Cook's Ferry), and over the Wekiva at Rutland Ford near Paola, there was also the Osteen Ferry across the St. Johns at the Seminole County end of SR 415. These ferries, existing somewhat before and after the turn of the century, were guided by submerged fixed wire cable crossings and propelled by repeated positioning of hand-held poles grooved to slide on and grip the cable when pulling pressure was applied by the ferry operators.

AGRICULTURE

After the abortive Camp Defiance colonizing effort of 1842, settlers were slow in coming to the Seminole County area. But after 1866, land in Florida was available under a more favorable federal enactment, the Homestead Act of 1862. By the late 1860s the Gwynn brothers had bought land and settled on the south shore of Lake Jesup. In 1870 General Henry Sanford bought 19 square miles adjacent to Mellonville on the south side of Lake Monroe.

Although Henry Sanford envisioned the city of Sanford, his most ambitious personal efforts were in the direction of experimental agriculture - the St. Gertrude orange grove and 125 acre Belair tropical garden - the latter also his occasional residence off what is now SR 46A. It was his advanced ideas on agriculture and horticulture that helped to accelerate the intensive orange culture in Florida.

Earlier pioneer citrus endeavors were the Speer grove* set out before 1850, its location spotted by a marker on Mellonville Ave., as well as the Beck and Hughey groves planted in 1850 near Sanford.

The culture of orange groves continued to be the area's main agricultural endeavor until the great freeze of 1894-95, which forced efforts in another direction. Up until this time Sanford was the largest orange shipping point in Florida. Here, the chief shipper for their own extensive groves and for others was Chase and Co. founded in 1884. After the freeze they went into vegetable production, eventually led the area into the celery business.

This was greatly facilitated by the fact that Seminole County is endowed by nature with a unique combination of artesian wells and the presence of a layer of hard pan near the soil surface. In 1897 it was found that with the use of pipes constructed by forming wooden boards as a triangle and placed below the topsoil throughout the fields, an efficient sub-irrigation and drainage system resulted. Later, this method employing a grid of 4" tile pipes and 22"x12" cement controllers has become known as the Sanford system. The employment of this system extended from the town of Lake Monroe to the west of Sanford to Moores City and Cameron City, settlements off Celery Road to the east of Sanford. Edward Cameron was the second farmer to enter celery culture in the eastern limits.

As evidence of the intensity of the agricultural products this produced, figures for 1923-24 show shipments out of Sanford of 8,363 cars of lettuce, oranges, grapefruit, cabbage, peppers, and miscellaneous vegetables, including 5,822 cars of celery.

Cooperatives distributing the preponderance of these crops were the Sanford Farmers' Exchange, The Florida Vegetable Corp., and the Sanford-Oviedo Truck Growers, besides the independent operators Chase & Co., The American Fruit Growers Inc., and F.F. Dutton. In Oviedo, Nelson and Co., founded in 1886, was also shipping bumper crops of oranges under the brand of "Pride of Oviedo" until the big freeze of 1895. But after the turn of the century, in the packing season, Oviedo was again in business shipping

COMMERCIAL FISHING

In the period 1888-1918 commercial fishing in lakes Monroe, Jesup, and Harney, as well as the St. Johns River, brought more money into Seminole County than all other business combined. In Sanford during the late 1800s and early 1900s, there were five fish dealers servicing the county lake areas, who operated run or buy boats with icing facilities. This enabled fishermen to dispose of their catches and continue fishing.

The Sanford dealers were C. R. Walker, local manager of the Florida Fish and Produce Co., who operated the run boat Chloris captained by Ed Rice; James E. Vincent (father of the late William Vincent, Sr.,) whose run boats were *J.E.V.*, *Dixie*, and *Big Riegler* the latter propelled by a Riegler marine engine, Otto Brandt serving as captain of one or

more; Bill Stafford; Frank Hatch; and William Lefler. Later, Geneva fish dealers were Thad Geiger, P.D. Parker, A.J. Carriola, Fred Ballard, Gillie Sipes, Tom Oglesby, and Claude Widden. The extent of the Geneva-Lake Harney area participation in this can be noted from the fact that there were 24 seiners and 10 hook-and-liners operating there. After 1911, Lake Harney fish were handled by Geneva dealers, who shipped by FEC RR.

Commercial fishing today is mostly confined to catfish trotlining with hooks and lines as well as by wire nets.

CATTLE RAISING

Cattle raised in Seminole County, as elsewhere in Florida, until recent times never posed shipping problems such as with citrus, fish, and produce. The typical Florida cow hands with their long-thonged short-handled leather cow whips and accompanying dogs accommodated both local and more remote transportation requirements. During the open range period, overland cattle drives took care of beef deliveries to Georgia during the Civil War, and later to Fort Myers at the time of the Spanish American War.

Those were the days when the names Summerlin, DeBogary, Higginbottom, Townsend, Baxter, Lassiter, Tippin, Delk, Hall, Jordan, and Raulerson featured in Geneva area ranching before the Civil War.

Around the turn of the century, additional area rancher names appear: Nicholson, Taylor, Roberts, Hart, Prevath, LeFils, and Gresham. In 1935 E.H. Kilbee ushered in a new era when he fenced in some 1800 acres southeast of Geneva; the law requiring all livestock to be behind some fences came in 1949.

Herbert Stoddard, Sr., in his Memoirs (see **Chuluota**) tells about his observations and participation in herding cattle from 1896 to 1900 around Chuluota, which he regretfully left at the age of ten. In Chuluota he was called "Little Hubbard," and his best companion was George Jacobs, scion of one of Chuluota's post Civil War founding families from North Carolina, prominent then and still in Florida ranching today.

Stoddard recalled how he and George together were employed in minding cattle at cowpens or bunching cattle on the prairie, sometimes requiring a bit of hard riding and use of the whip, as well as living off the land. Their duties also included throwing, earmarking, branding, and altering calves.

It would seem entirely natural that the activities described by Stoddard were duplicated in the nearby prairies extending from Lake Jesup's Beck Hammock to Woodruff's Cutoff of the St. Johns River, where Beck, Woodruff, and Humphrey are the actual names of rancher families. These names, as well as those of the Geneva and Chuluota area, comprise the cattle raising story of Seminole County.

RAILROADS

It may be that the first railroad of the area was in the mind of George C. Brantley, who with Michael Doyle had a store in Mellonville. But the railroad idea came into play at Brantley's store at the end of Brantley Road (the actual physical extension of today's Tuscawilla Road to Lake Jesup). His store was "near Tuskawilla," named for the Indian village referred to by William Bartram as "Cuscowilla," now called Micanopy in Alachua County. Because his business entailed hauling by oxcart goods deposited by steamboats for destinations to the south, Brantley in 1878 went to New York to buy rails and rolling stock to build his own railroad. However, his sudden death there ended this dream.

Sanford railroading had its physical beginning January 10, 1880 when former President U.S. Grant broke ground near this spot for the South Florida RR. The South Florida RR operated from 1880-1886, its name successively changed to Jacksonville, Tampa and Key West Ry, 1886-1899, the Plant System 1899-1902, the Atlantic Coast Line RR 1902-1967, the Seaboard Coast Line RR 1967-1980, and in 1980 becoming the CSX Corporation, a union of the Seaboard and the Chessie Systems. With at least 25 railroad trains a day positioned along these facilities, Sanford became an important early railroad center. A 12 mile loop route around the celery farms east of Sanford made it Florida's first city with an integrated rail system. The state's largest railroad ice plant at the Rand Yard allowed farmers to ship celery and other produce nationwide, making Sanford the "Celery Capital of the World". Today, in 1995 Sanford is the southern terminus of Auto Train. The other side of the marker shows locations of important transportation sites of the 1890s.

THE SOUTH FLORIDA RAILROAD

A transportation idea based on more solid footing was the South Florida Railroad, which had its beginnings in a charter issued in 1875 for the Lake Monroe and Orlando Railroad. No progress was made until 1879, when the name was changed to the South Florida Railroad, at which time E. W. Henck of Longwood, Dr. C. C. Haskell of Maitland, and Frederic H. Rand of Sanford and Longwood procured articles of incorporation. These men had the vision and nerve in spite of the jeers of railroad magnates in Jacksonville to proceed with bonds mainly bought by the owners of the Boston *Daily Herald*. One of the owners was the brother of Dr. Haskell. In railroad circles, this road was often noted as the first and only one built, owned, and run by a newspaper. The road, built to a three-foot narrow gauge of thirty-pound iron, was to extend from the St. Johns River to Charlotte Harbor on the Gulf.

Highlighting this endeavor was the groundbreaking ceremony in Sanford on Saturday, January 10, 1880, when the first spadeful of earth was turned by former president General Grant at the time making a tour of Florida. The shovel used for the occasion is on display in the Henry Shelton Sanford Library & Museum* in Sanford. Announcement of the occasion had been sent by a horse messenger to Mellonville, Fort Reed, Twin Lakes, Paola, and Sylvan Lake.



Located just to the south of the present Sanford City Hall, the Sanford depot of South Florida Railroad, circa 1885, showing the narrow gauge tracks and the "improved" Mason engines with large smoke boxes.

By June 1, 1880, the line was in operation to Longwood, 10 miles; to Maitland, July 1, 15 miles; and by October 1, it was completed to Orlando, total distance 23 miles.

The following day an excursion from Sanford was run mainly on flat cars fitted with wooden benches. On the last car was mounted a cannon, which waded with Spanish moss, saluted the occasion en route. The Orlando residents entertained with a barbecue.

This was the first railroad south of latitude 29 degrees north. In 1884 it was advertised as "The DeSoto Line Through Florida," with reference to its terminus at Tampa, where DeSoto started his weary march in 1539. In 1887 it was billed as the "Gate City Route."

Three Mason-improved engines "with extended smoke boxes to secure passengers from all annoyance by smoke or cinders" were owned by the line: R.M. Pulsifer No. 7; H.B. Plant No. 8, and H.S. Haines No.9. (R.M. Pulsifer of the Boston *Herald* was the vice president of the S.F.R.R., and H.S. Haines was general manager of the Plant Steamship Co. Railroad men dubbed the engines "cabbageheads."

In 1883 a three-fifths interest of the road was sold to the Plant Investment Company (PICO), making it part of the Plant System, which then extended the line to Tampa. There being no railroad south of Jacksonville at this time, the SFRR made steamboat connections at Sanford until 1886, when the Jacksonville, Tampa, and Key West Railway reached Sanford. By 1899 this line also became part of the Plant System; in 1902 it was consolidated into the Atlantic Coast Line Railroad. (The latter in 1967 was merged with the Seaboard Air Line Railroad to form the Seaboard Coast Line Railroad, which in 1980 joined with the Chessie System to become the Seaboard System Railroad, a unit of the CSX Corporation.)

Meeting of the two lines at Sanford made this city for some time a railroad center. Repair and maintenance shops were at French Ave. and Sixth St., and Union Station was located at the west end of Commercial St. Sanford was also the earliest Florida city with an integrated rail system of its own. Recently, a flicker of Sanford's former role as a railroad junction and center was relived when this city became the southern terminus of Auto-Train.

The First Public Timetable Issued by the South Florida R. R.

SOUTH FLORIDA R. R.

Office South Florida Rail Road,
Longwood, Fla., Nov. 11th, 1880
On and after Monday, November 12,
1880, trains will run as follows:

GOING NORTH

Leave Orlando at	7:00 am
Leave Willcox* at	7:10 am
Leave Osceola* at.....	7:23 am
Leave Maitland at	7:33 am
Leave Snows* at	7:48 am
Leave Longwood at	8:00 am
Leave Soldier Creek* at.....	8:10 am
Leave Bents* at	8:20 am
Leave Belair* at	8:30 am
Arrive at Sanford at	8:40 am

GOING SOUTH

Leave Sanford at	4:00 pm
Leave Belair* at	4:10 pm
Leave Bents* at	4:20 pm
Leave Soldier Creek* at	4:30 pm
Leave Longwood at	4:40 pm
Leave Snows* at	4:52 pm
Leave Maitland at	5:07 pm
Leave Osceola* at	5:17 pm
Leave Willcox* at	5:30 pm
Arrive at Orlando at	5:40 pm

*Flag Stations.

E. W. Henck, Pres't.

THE ORANGE BELT RAILWAY

Longwood can claim another railroad entrepreneur, Peter A. Demens, whose Russian name was Piotr Dementieff or Petrovitch Demenscheff. (Some further remarks about him are included under the **Longwood** heading.) In 1885 he bought the charter of a railroad incorporated as the Orange Belt Railway to be built from the town of Monroe (now Lake Monroe) to Lake Apopka, a distance of 35 miles; it was completed in November 1886 to Oakland on the south shore of Lake Apopka. Despite Demens' serious financial involvement, he then decided to extend the line to Point Pinellas on the Gulf, which was accomplished in 1888 after a further series of financial and contractual crises. Because the settlement of Oakland declined to change its name to St. Petersburg in honor of

Demens' native city, the name was given to the western terminus of the line at Pinellas Point, which has become the city of St. Petersburg that we know today. When the 117.68 miles of 25-pound rails were completely laid, this road then became the country's longest narrow gauge railroad, which status continued until 1897 after it became a part of the Plant System in 1893 as the Sanford & St. Petersburg Railway. The stations listed in 1892 within the bounds of present Seminole County were Monroe, Sylvan Lake, Paola, Island Lake, Glen Ethel, Groveland, Palm Springs, Granada, Forest City, and Toronto, eighteen miles overall.



Horse drawn rail car circa 1880 about to depart from Altamonte Springs station for the Altamonte Hotel a half mile away.

THE SANFORD & INDIAN RIVER RAILROAD

The Sanford and Indian River Railroad, part of the South Florida Railroad was built in 1886, covering nineteen miles between Sanford and Oviedo. (Stations listed in 1892 on this line can be noted on timetable below. An early picturesque and vivid description of some of these stations as seen while en route a train is provided by an unknown author engaged by South Florida RR in 1887, to write a guide book, *Gate City Route*. A 1981 facsimile of this book has been published by St. Johns-Oklawaha Rivers Trading Company, DeLand, Florida. The book also includes similar treatment of Sanford, Lake Mary, Longwood, Altamonte Springs, and Forest City on the mainline of the South Florida Railroad.

As a threat to lower the produce box freight rate between Sanford and Oviedo, the growers in 1888 under the leadership of Dr. Foster of Lake Charm, along with Frederick deBary, Theodore Mead, Antonio Solary, the owner of Solary's Wharf, the Nelson Brothers, and others, incorporated the Oviedo, Lake Charm, and Lake Jesup Railroad. The ploy, though serious, worked — South Florida Railroad reduced its rates; the growers had taken on the Plant System and won. Operation of the line never materialized, but a tangible relic of the project is an 1889 stock certificate of the OLC & LJ Line in the archives of the Rollins College Library.

The Sanford & Indian River Railroad (S. F. Ry. system), is completed to Lake Charm. The stations are:

	0	Sanford	.....	19	
	3	Speer Grove	.....	17	N
	3	Fort Wood	.....	16	
	3.5	Onoro	.....	15.5	A
	4	Silver Lake	.....	15	
	5	Itutledge	.....	14	
	6	Lords	.....	13	
	7	Clydes	.....	12	
	13	Clifton	.....	7	
	14	Tuscawilla	.....	5	
	19	{ Oviedo,		0	
		{ Lake Charm }			

Dist. fr. Sanford. Dist. fr. Lake Charm.

THE OSCEOLA & LAKE JESUP RAILROAD

One other rail line reaching Oviedo and Lake Charm from the west — the Osceola and Lake Jesup Railroad — dubbed the "Dinky Line," connected with Orlando and Winter Park. Today at the latter city, a reminder on the Rollins campus is the "Dinky Dock."

THE FLORIDA MIDLAND RAILROAD

Longwood featured in still another railroad: The Florida Midland Railroad was incorporated in 1883 with a capital stock of \$20,000 by New England capitalists, who also received a grant of 12,856.79 acres. The initial intent was to connect Lake Jesup with Kissimmee. This necessitated the crossing at Longwood of the South Florida Railroad, which the latter would not allow. Accordingly, in 1886 the line was started at Longwood and extended west, crossed the Orange Belt Railway at Palm Springs, and continued south to Kissimmee, which was reached in 1890.

Not only was its beginning ill-started, but business was insufficient to support the road, so that it was necessary to borrow, rent, or purchase second-hand locomotives, one of which was known as the "Betsey Jane." A receivership operated the line from 1891 to 1896, when it was sold at foreclosure to the Plant System, as was the ultimate fate of the other two early railroads operating in what is now Seminole County. After the A.C.L. took over the Plant System in 1902, the section between Apopka and Longwood was abandoned. Stations listed in 1892 were Longwood, Palm Springs, Altamonte, Lake Brantley, Fitzville, East Apopka, Apopka, Clarcona, Villa Nova, Ocoee (Ocoee), Minorville, Gotha, and Englewood.

THE ST. JOHNS & INDIAN RIVER RAILROAD

Another line, incorporated in 1876 was the obscure St. Johns & Indian River Railroad running 8.25 miles from Titusville to Salt Lake, from there 13 miles to Lake Harney, and later extended to Enterprise. An 1891 U. S. Coast & Geodetic Survey map shows a section of this line running between Lake Monroe and Lake Jesup.



Sanford railroad station of the Jacksonville, Tampa, and Key West, circa 1890 in same location as that of the prior South Florida Railroad station. In right center is the 1887 Pico Building built by the Plant Investment Co. This building, renovated in 1967 and minus the awning, is still standing behind the new Sanford City Hall. On extreme right note the W. J. Hill & Co. establishment, in business from 1873 to 1981, claimed to be the oldest lumber and building material dealer in the state. Its present facilities at another location are still intact.



LAKE ONORO, ONORO STATION, S. F. R. R.

An 1887 litho of Lake Onoro about a half mile from Onoro Station. (Southwest corner of Sanford Airport.)

THE SANFORD & LAKE EUSTIS RAILWAY

Branching off its mainline at Jessamine Ave. in Sanford, the J. T. & K. W. in 1886 built its last road, the 29.5 mile Sanford & Lake Eustis Ry., which ran through Paola, Markham, Ethel, Wayland, Sorrento, Mt. Dora, to Tavares. This road was formally opened in February 1887, but the company owned no rolling stock of its own. Its president was physician and surgeon, Dr. J. N. Bishop of Paola and Sanford, described as "a live, wide-awake man, to whose successful management is due in great measure the building of the road." In 1890 the railway became part of the Plant System.

For more about these railroads read *The Story of Florida Railroads, 1834-1902* by George W. Pettengill, Railway and Locomotive Historical Society, Boston: 1952, and *A Handbook of Florida* by Charles Ledyard Norton, Third Edition, Revised 1892.

STEAMBOATING

After the initial spurt of steamboat activity at Fort Mellon during the Indian War, there was only limited steamboat service to the south shore of Lake Monroe. It was a resident of Mellonville, Dr. Algeron Speer, who in the 1840s and 1850s operated three small steamboats, the *Hancock*, the *Tom Thumb*, and the *Sarah Spaulding*. Dr. Speer's wife was a daughter of Colonel I. D. Hart, founder of Jacksonville. During the next two decades steamboat transportation was largely furnished by Capt. Jacob Brock of Enterprise across the lake. In the 1870s and '80s the DeBary Merchants Line and then the DeBary-Baya Merchants Line served San-

ford. But now the railroads were hurting the steamboat business. In June of 1889 the Clyde Line bought the DeBary Line and continued service until about 1930.

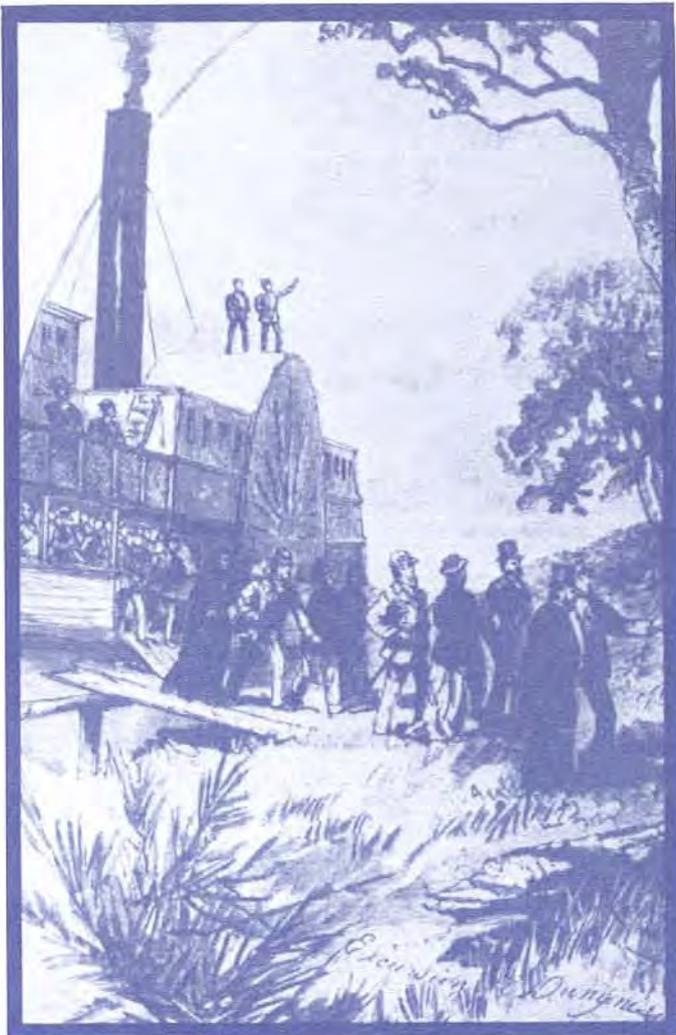
The heyday of the steamboat traffic to Sanford (1890-1930) fitted the economic needs of Seminole County. In 1873 the *Volusia* connected with the ox teams at Tuscawilla. The Historical Commission has erected a marker on State Road 419 directing attention to White's Wharf, Clifton Springs, and Lake Jesup in this area of interest.

In the 1880s the *Welaka* of the DeBary-Baya Merchants Line left Jacksonville every Tuesday and Friday at 3 p.m. for Lake Jesup and intermediate landings, including Sanford. Returning, it left Lake Jesup every Sunday and Tuesday at 5 a.m. In 1885 the *Welaka* and the *Rose* carried "through fast freight" six days a week to Enterprise and Lake Jesup. The *City of Jacksonville* on October 12, 1885, made the run from Jacksonville to Sanford in twelve and a half hours, the fastest on record. An hourly boat ferry to Enterprise was reported in effect as of 1887.

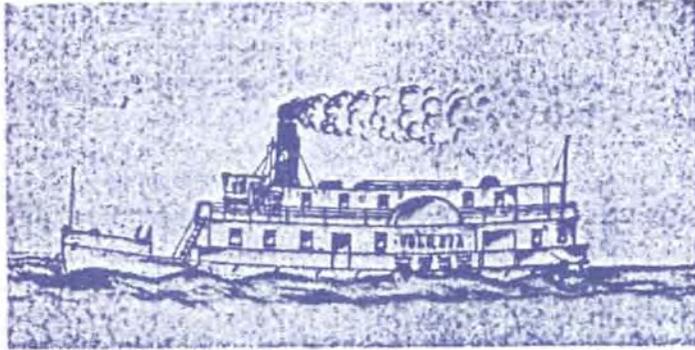
Steamboat landings listed in 1884 for what is now Seminole County were Wekiva, Sanford, Mellonville, Fort Reid, Cook's Ferry, Lake Harney, and Sallie's Camp. In 1909 a table of distances from Palatka listed: Wekiwa River, Monroe Bridge, Sanford, Upper Monroe Bar, Geneva Ferry, Jesup, Lake Jesup Ent., Geigers Landing, Hickmans Landing, Boden, Smiths Landing, Cooks Ferry, Lake Harney Bar, and Mullet Lake. The latter is a county park.

The meeting of steamboat and rail service at Sanford for a while somewhat mitigated the losing battle of river traffic. This dovetailed activity was convincingly demonstrated when trains were moved out on the piers into the lake to attend waiting steamboats. By 1930 both railroading and steamboating had to bow to their common nemesis — the motor truck.

(For a more detailed account read *Steamboating on the St. Johns, 1830-1885* by Edward A. Mueller, 1980, South Brevard Florida Historical Society.) See also *Steamboats of the DeBary Merchants Line* by Arthur E. Francke, Jr. issued 1987 by DeBary Hall Senior Center, Inc.



Engraving depicting General Grant's 1880 visit to Florida.



NATURAL WATERWAYS MAKE SEMINOLE COUNTY ALMOST A PENINSULA

With the exception of the County's man-made straight-lined southern boundary, almost the entire remaining bounds are natural waterways. The western line after a short straight course touches Wekiwa Springs State Park, the spring's outflowing river of which then becomes the County's west border until the St. Johns River is met. This north flowing river, in turn, with the center lines of its inclusive Lake Monroe and Lake Harney, creates the entire northern and eastern county lines.

Residents of Seminole County are, therefore, particularly pleased that in December of 1980 the St. Johns River Water Management District with the assistance of the Nature Conservancy purchased the 30,000 acre Seminole Ranch marshlands on both sides of the river between State Roads 46 and 50 mainly to the east and south of our county. This is a major step as part of the newly agreed upon plan formulated by the District for restoration of water quality and flow of the river. Accordingly, the "attempt to use nature to preserve nature," as Governor Graham referred to this floodplain purchase, predicates that drainage in the contiguous acreage be regulated as a disposition of water and not a use of it, thereby enhancing our major waterway boundary.

Thus, we today may contemplate on again enjoying our important natural resource as in the "Early Days," as well as for our posterity.



**HEADQUARTERS and MUSEUM
of
SEMINOLE COUNTY HISTORICAL COMMISSION**

at County Operations Center
on Highway 17-92 and Bush Blvd.
formerly
County Old Folks Home
(est. 1926)

(Only one other such building is still
standing in Florida)

The tree shading the building
is the third largest camphor in Florida
Circumference 26'2", height 60'
Average crown spread 101'