

# Five Collier County Museums

Presentation by  
Paul Pacter

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Five Collier County Museums  
[www.colliermuseums.com](http://www.colliermuseums.com)



All good!  
All free!



Government Center



Naples Depot



Marco Island



Immokalee Pioneer



Everglades City

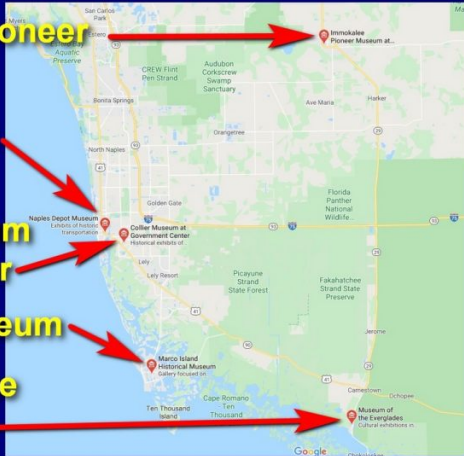
Immokalee Pioneer  
Museum

Naples Depot  
Museum

Collier Museum  
at Govt Center

Marco Is Museum

Museum of the  
Everglades



When:

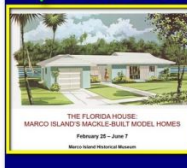
- All 5 Museums Tues-Sat 9am to 4pm.
- Closed Sundays and Mondays.

Special Exhibitions and Events:

- Online Calendar:

<https://colliermuseums.com/events>

Special Exhibits - Examples



Online Collections Database

<https://colliermuseums.pastperfectonline.com/>

Search by keywords or terms.

Categories of Collections:

Archives: Documents and Post Cards  
2,940 items\*

Libraries (publication series) 3,059 items\*

Photos 7,416 items\*

Objects 1,272 items\*

\*As of May 12, 2025

For each item: Photo, description, date, etc.

Online  
Collections  
Database -  
Examples

Library  
Archive  
Photo  
Photo  
Object



Collier Museum at Government Center



Collier Museum at  
Government Center

Website: [www.colliermuseums.com](http://www.colliermuseums.com)

Where: At Government Center, 3331  
Tamiami Trail, East Naples 34112.

Get There: South on US-41, left on  
Harrison Rd (just before Wal-Mart),  
Follow signs.

When: Tues-Sat 9am to 4pm.

Admission: Free.

**What:** Exhibits and galleries that present local prehistory, native civilizations, settlement, and development.

**Examples of exhibits:**

- Colossal sharks.
- Prehistoric mastodons.
- Calusa Indian civilization.
- Indian Wars.
- Seminole people.
- Collier pioneers and developers.



**Buildings include:**

- Main gallery: 10,000 sq feet of displays.
- Native gardens.
- Restored Naples cottages.
- Archaeology lab.
- Seminole Wars army fort.
- Calusa Indian camp.
- Original Keewaydin Ferry Boat to Keewaydin Barrier Island.
- 1915 logging train.
- Very early Swamp Buggy & Garage.



**Collier County Museum  
Main Exhibit Building**



**Pre-History**

**7 foot Giant Sloths**

**SOUTH FLORIDA'S FIRST PEOPLE**

**Mammoths**

**Walked across from Asia**

**In SW FL just 10,000 years ago!**

**Sabre-toothed Tiger**

**Sabre Cats  
with 9-inch  
fangs in SW FL**



**Discovery  
of Florida**

**JUAN PONCE DE LEÓN**  
*Discoverer of Florida*

The former governor of Puerto Rico and a sailing companion of Columbus, Juan Ponce de León is credited with leading the first European expedition to Florida in 1513.

Spanish slave hunters and unknown mariners almost certainly reached Florida's shores before him, but left their voyages unrecorded.

Attracted by the prospect of finding gold and adventure, Ponce set sail from Puerto Rico in March 1513 and made landfall on April 2 somewhere along the Atlantic coast near present-day St. Augustine. He named his new discovery *La Florida* (the "flowery land") in honor of Easter Week.

During the next several months, Ponce's three ships sailed south around the tip of Florida, exploring the Gulf coast as far north as Charlotte Harbor and charting the Gulf Stream, Florida Keys and Dry Tortugas for the benefit of future navigators. Local historians believe that Ponce may have put ashore at Cape Romano or at Caxambas on Marco Island to resupply his crews with fresh drinking water.

Although met by hostile Indians wherever he landed, Ponce returned safely unharmed by Calusa warriors.

**Juan Ponce de Leon led the first European expedition to Florida in 1513. Same year he sailed around the tip to SW FL.**

In the summer of 1565, King Philip II of Spain sent a powerful armada of ships and soldiers to America to prevent French settlers from establishing a rival colony.

**16th Century Weapons**




**Spanish Olive Jar - 1700**






### Barron Gift Collier

- Born Memphis 1873.
- Made \$1 million in street lighting by age 26. Then printing and streetcar advertising.
- Visited SW Florida 1906. Loved it.
- By 1916 had bought 1 million acres of land.
  - He became the largest landowner and developer in Florida.
  - He also owned a chain of hotels, bus lines, banks, newspapers, telephone company, steamship line.



- 1915: State wanted a road from Tampa to Miami.
- No money for Naples-Miami section. In 1923, Collier offered to build the road if the State would split Lee County in two and name the lower half Collier County. State agreed.
- Tamiami Trail cost him \$13 million to build 1923-1928.
- He built Everglades City. County Seat to 1962.
- Collier died 1939 New York City.



Collier Memorial at Collier-Seminole St. Park





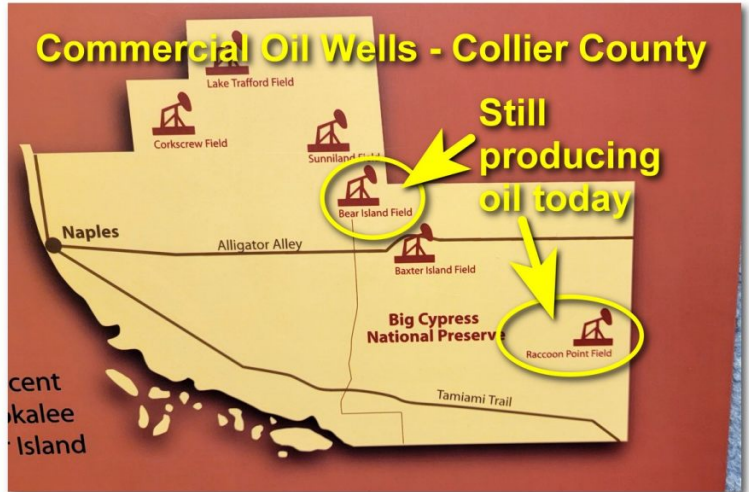
In Collier-Seminole State Park you can see a 1924 walking dredge used to build Tamiami Trail.



Logging Train "The Deuce" c. 1915  
Used by Lee Tidewater Cypress Co. in Lee-Collier Counties  
Retired 1957



Naples Army Air Field WW2



Commercial Oil Wells - Collier County



Huntoon Cottage  
1940s



Huntoon Cottage  
George Huntoon was an avid hunter and fisherman  
This cottage has some of his collection of Florida wildlife.



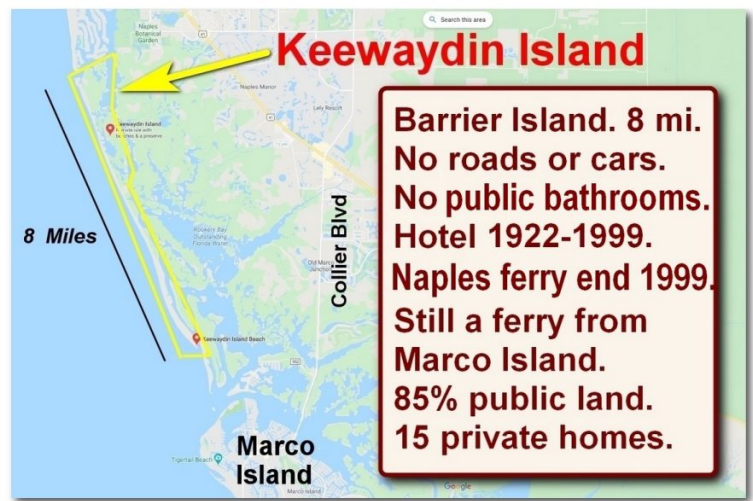
Local Fish and Birds



Florida Panther, Bald Eagle

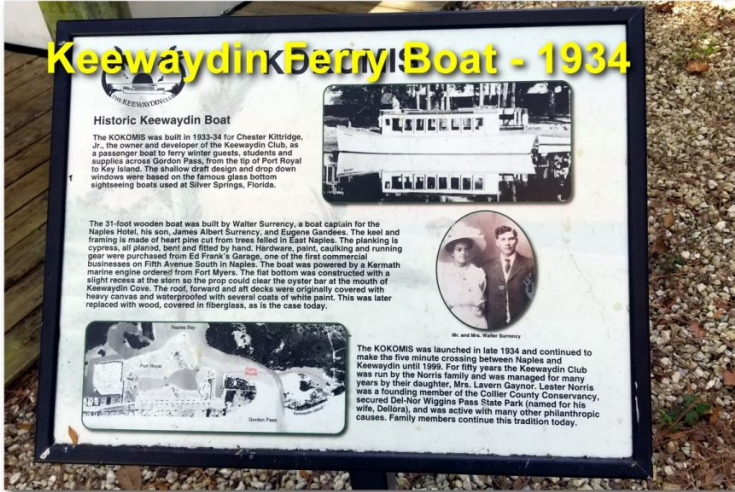


**More Local Fish and Birds**



**Keewaydin Island**

**Barrier Island. 8 mi.  
No roads or cars.  
No public bathrooms.  
Hotel 1922-1999.  
Naples ferry end 1999.  
Still a ferry from  
Marco Island.  
85% public land.  
15 private homes.**



**Keewaydin Ferry Boat - 1934**



**Keewaydin Ferry Boat - 1934**



**Swamp Buggy early 1920s**



**Collier County Museum  
Craighead Laboratory  
Archaeology Research**



**Typical Naples Cottage of 1920s  
Built 1926. Pine.  
Originally stood Airport Rd at US 41.**



**Typical Naples Cottage - 1920s**



**Sherman Tank - WW2**



**Seminole Wars between US Army and Seminoles 1817-1858**

**Seminole War Fort**



**Seminole Camp**



**Calusa Indian Mound Ritual Platform**



**Everglades Cabin**



**Naples Depot Museum**



**Naples Depot Museum**

**Reopening Early 2025**



## Naples Depot Museum

**Website:** [www.colliermuseums.com](http://www.colliermuseums.com)

**Where:** 1051 Fifth Ave South at 10th St, Naples 34102.

**Get There:** One block east of US-41 downtown. **Temporarily closed due to Hurricane Ian Damage!**

**Admission:** Free. ~~Tues - Sat 9am to 4pm.~~

**Same site: Naples Train Museum (private):** \$7 adult, \$3 kids. Fri and Sat. 10am to 2pm. **Model Railroad.** **Open in Season**

**What:** History Museum set in 1927 depot used by two railroads: **Seaboard Air Line and Atlantic Coast Line.**

**1927:** Both railroads began passenger and freight service to Naples.

**1930s:** Freight service ended (due to opening of roads into Naples).

**1971:** Passenger service ended.

**Depot:** Is now on National Register of Historic Places.

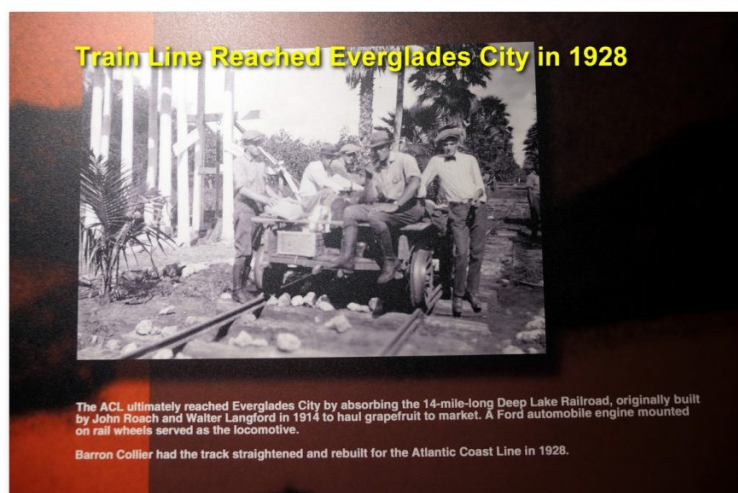
**Naples Depot Museum includes:**

- Railroad memorabilia, photos, artefacts, interactive exhibits.
- Restored rail cars.
- Seminole dugout canoes.
- Mule wagon.
- Antique swamp buggy.
- Old cars.

After  
1967  
Merger

**Museum is about the history of Naples in general, not just about railroading!**

Today



# Dining Car Menu

## Silver Meteor

### Our Specialties

### Table d'Hôte Dinners

NECANTARUS 7:00 and 8:00  
 This dinner is served in the dining car. It includes a choice of soup, salad, meat, vegetables, potatoes, bread, dessert and coffee. **\$5.00**

THE HALF DUTCH CO.  
 (Price after miscellaneous tax complete menu)

Roast Coneymeat, Potatoes	Chicken
Grilled Pork or Vegetable Slice	
Gravy Gravy, Potato, Beans	
1. FISH STEAK, Potatoes, Turkey, Beans	\$4.00
2. BAKED CHICKEN OF PARS, Apple, Beans	\$4.00
3. BAKED CHICKEN OF PARS, Turkey, Potato, Beans	\$4.00
4. CHARCOAL BROILED STEAK, Potato, Beans	\$4.00

Poultry Baked Potatoes

Roast Beef, Corned Beef

Chicken or Turkey

Chopped Cabbage

Gravy Gravy, Potato, Beans

Watermelon and Grapes Salad - \$1.00, Dressing

Grapefruit and Grapes Salad - \$1.00, Dressing

Brew, Maltine

Ice

Cherry

Relish Apple with Cream

Relish Apple with Walrus

Fruit Jelly, Whipped Cream

Assorted Cakes, Scones

Coffee

Tea

Milk

THIS MENU IS SERVED IN THE DINING CAR. IT INCLUDES A CHOICE OF SOUP, SALAD, MEAT, VEGETABLES, POTATOES, BREAD, DESSERT AND COFFEE. **\$5.00**

### Our Specialties

CHICKEN  
 BROILED  
 STEAK  
 POTATOES  
 BEANS  
 GRAVY  
 \$5.00

CHICKEN  
 BROILED  
 STEAK  
 POTATOES  
 BEANS  
 GRAVY  
 \$5.00

CHICKEN  
 BROILED  
 STEAK  
 POTATOES  
 BEANS  
 GRAVY  
 \$5.00

CHICKEN  
 BROILED  
 STEAK  
 POTATOES  
 BEANS  
 GRAVY  
 \$5.00

**For Children:** Under 12 years of age, reduced prices on all items. This includes a choice of soup, salad, meat, vegetables, potatoes, bread, dessert and coffee. **\$2.50**

An extra charge of \$1.00 per person will be made for table service and for delivery.

This service is subject to change without notice or to help.

## A la Carte

### Soups and Appetizers...

Hot Chicken Noodle Soup	25	Pot or Vegetable Soup	25
Consommé, Potatoes	35	Salad and Dressing	40
Florida Fruit Salad	35		

### Suggestives...

Turkey or Roast Chicken, Chef's Salad, Dressing	3.00
Pork Fried with Egg, Potatoes, Cato Salad	2.50
Prime Rib of Beef, Potatoes and Tomato, Cato Salad	2.00
Apple Hamburger, Baked Potatoes	2.00
Prime Pork Chop, Potatoes, Cato Salad	2.00
Wash Hamburger, Prime Rib of Beef, Dressing	2.00
Steak and Eggs, Cato Salad, Dressing	2.00
Grilled Chicken, Turkey, Beans, Cato Salad, Tomato Salad	2.00
Florida Potatoes, Prime Rib with Potatoes	1.00
Letitia and Apples, Prime Rib with Potatoes	1.00
Florida Potatoes with Turkey Salad	1.75

### Breads...

Assorted Breads	40	Fruit or Cakes	40
Brown Butter	40		

### Desserts...

Pumpkin or Apple Pie	20	Ice Cream with Walrus	20
Assorted Cakes, Scones	20	Banana and Raisin Pudding	20
Pot or Jelly, Whipped Cream	20	Relish Florida Grapes	20
Relish Apple with Cream	20		

### Beverages...

Coffee, Potatoes, Hot Chocolate, Tea, etc.	40	Milk, Biscuits	30
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Your comments and suggestions about our dining car service will be greatly appreciated.

W. H. B. BROS.  
 1000 N. W. 10th St.  
 Miami, Fla. 33136

A 1710-6

**Naples Depot Handled Both Passengers and Freight**

THE  
NAPLES TRAIN DEPOT

**FREIGHT ROOM**

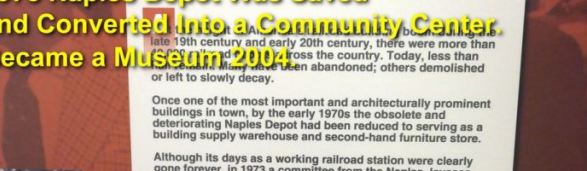
The Naples Depot was planned and built as a "combination" station to handle heavy freight as well as passengers. Railroad box cars were loaded with barrels of iced fish, tomatoes, citrus and other locally-grown produce through the single loading door located on the east side of this room.

Although the station remained closed during World War II, on Saturday nights the Atlantic Coast Line Railroad opened the freight room and loading dock for dances and USO shows to entertain the servicemen stationed nearby at the Naples Army Air Field. It was the biggest form of wartime entertainment in what the soldiers jokingly referred to as "the gigantic town of Naples."

A committee of civilians formed by Mrs. Stephen F. Briggs recruited the town's women and young ladies to help prepare refreshments for the troops and decorate the Depot with fishing nets and paper cut-outs. Music was provided by a juke box loaned by local businessman, Dan House.

The Saturday night dances were moved to the Naples Country Club in November 1944.

1927



# 1975 Naples Depot Was Saved and Converted Into a Community Center. Became a Museum 2014

late 19th century and early 20th century, there were more than 100 rail depots scattered across the country. Today, less than 100 remain. Many have been abandoned; others demolished or left to slowly decay.

Once one of the most important and architecturally prominent buildings in town, by the early 1970s the obsolete and deteriorating Naples Depot had been reduced to serving as a building supply warehouse and second-hand furniture store.

Although its days as a working railroad station were clearly gone forever, in 1973 a committee from the Naples Jaycees led by local residents Emilio Galagarza and Harry Cunningham spearheaded a grass-roots effort to rescue the run-down Naples Depot from destruction. Although listed on the prestigious National Register of Historic Places on September 10, 1974, the Depot's fate remained uncertain until 1975 when a group of concerned citizens banded together as Southwest Heritage, Inc., and launched a determined \$800,000 fundraising drive to purchase and preserve the local landmark. Under the leadership of W. Roy Smith, Dr. Weimer K. Hicks, Edward J. Gates, Earl G. Hodges, and other prominent Naples citizens, the Naples Depot was purchased from the Seaboard Coast Line Railroad on January 7, 1976.

The following year, work was begun on gradually renovating the Depot into meeting rooms and a community center for cultural and civic events. In 1979, a new wing was added to the northern end of the original building to serve as an art studio and gallery.

For the next three decades, many of the meetings and social events that took place in Naples were held in the Depot's modernized freight docks and loading platforms, or in converted baggage rooms where passengers once checked their trunks and suitcases for the return trip north.

In 2004, the Naples Depot began its fourth useful life when its caretakers at Southwest Heritage Inc. announced plans to

## African-American Workers on the Railroads Serving Naples

**Segregation continued until the early 1950s**

**THE  
NAPLES TRAIN DEPOT**

**BLACK PASSENGER WAITING ROOM**

Strict segregation laws applied fully to all railroad companies and passenger train accommodations south of the Mason-Dixon Line. This room was originally used as a separate waiting area, restroom, and ticket counter for African American passengers arriving or departing Naples.

The practice of separating railroad passengers by race originated in the early 1800s in the northern states where blacks were required to ride in separate cars. At first, Southern blacks were permitted to ride in coach with white passengers, provided they paid the full fare. After the Civil War, racial segregation of train passengers ended in the North but continued in the South where it was mandated and enforced by state "Jim Crow" laws.

1927




[illegible]

The Calusa Indians lived in SW Florida from at least 5th century BC. In early 18th century, Creek Indians (aka Seminole) invaded from Georgia and Alabama. The Calusa either were killed or fled by late 18th c. Below are Calusa artefacts from Naples area.

## THE SEMINOLE

### Seminoles

Three 19th c. Seminole Wars (against US Army) killed or evicted most of the 6,000 Seminoles. Only about 300 survived the 3rd Seminole War 1855-58.



The Seminole wars were a struggle of survival for the Seminoles living in Florida in the mid-19th century. The Seminoles had been driven from their ancestral lands in Georgia and Alabama by the United States Army. They fought three wars against the U.S. Army, which was determined to remove them from Florida. The first war, known as the First Seminole War, took place between 1817 and 1818. It ended with the Treaty of Moultrie Creek, which required the Seminoles to move to a reservation in central Florida. The second war, known as the Second Seminole War, took place between 1835 and 1842. It ended with the Treaty of Adams-Oniz, which required the Seminoles to move to a reservation in western Florida. The third war, known as the Third Seminole War, took place between 1855 and 1858. It ended with the Treaty of Payne's Landing, which required the Seminoles to move to a reservation in Oklahoma. The Seminoles who refused to sign the treaty were driven from their homes and sent to the Seminole Reservation in Oklahoma. Many died during the journey, and those who survived were often treated poorly. The Seminoles who remained in Florida were also persecuted and many were killed. By the end of the Third Seminole War, only about 300 Seminoles remained in Florida.

The Seminoles were a brave and resilient people who fought hard to survive. Their story is a testament to their strength and courage. Today, there are still Seminoles living in Oklahoma, and they continue to preserve their culture and traditions. The Seminole Wars are a important part of American history, and it is important to remember the sacrifices made by the Seminoles.

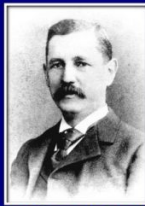
## Settlement of Naples

**1874:** First white settler was Roger Gordon. (Gordon Pass, etc.). Until road from Fort Myers opened 1914, only way into Naples was by boat.

**1876:** Naples' first year-round residents John and Madison Weeks.

**1881:** Hamilton Disston purchased 4 million acres of Florida land from the government. **Largest land purchase in world history! 11% of Florida!**

**1887:** Two Kentucky businessmen purchased the land that is now downtown Naples, named it Naples, and began selling lots. Developed a winter resort.



Hamilton Disston

Two men from Kentucky purchased a large amount of land in Naples in 1887, named the place Naples, and began developing and selling the land.

## THE ITALY OF AMERICA



Naples' future changed dramatically in June 1887 when Civil War General John S. "Carry" Gordon, returning to Kentucky, met here and U.S. Senator, purchased 64 lots of land in Naples for himself, and another 64 lots for Walter K. Haldeman, the owner and publisher of the Louisville Courier-Journal. Other prominent Louisville statesmen and business leaders followed suit and backed the Naples venture by taking over the company in 1887.

Work began on building a small, twenty-room hotel at Naples, six beach cottages, and a 600-foot pier to bring in construction crews, passengers, and cargo. A wooden trolley running the length of the pier was used to shuttle luggage and supplies up to the hotel.

The company also opened new offices in Boston, Philadelphia and St. Paul, Minnesota, and used the power of Walter Haldeman's newspaper to sell the idea that Naples offered the same exotic beauty, relaxation and warmth of southern Italy. A 32-page sales pamphlet, printed in Louisville, carried a full-page illustration of a lush landscape of palms and fruit trees and promised residents a chance to escape the "chill" of winter while curing their bronchitis, asthma and hay fever.

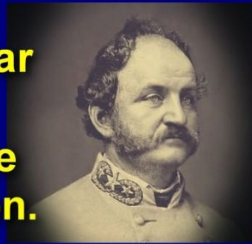
## So who were the two Kentuckians who founded, named, and developed Naples, Florida in 1880s?

**John Stuart Williams**

– 1818-1898.

– Confederate Civil War General.

– Elected to US Senate 1879. Lost re-election.



**Walter N. Haldeman**

– 1821-1902.

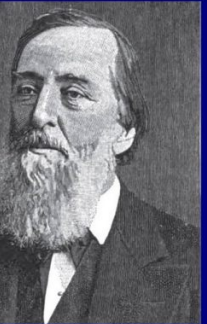
– Pro-secessionist newspaper editor.

– Founded Louisville

Grays 1876 – National

League baseball team.

Grays were involved in a betting scandal (fixing games). Out of business in 1878.



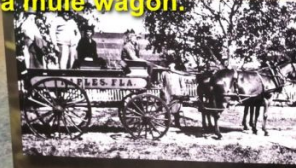
## History of the Naples Pier - First Built 1888

### THE NAPLES PIER



## NAPLES TAXI

The "taxi" in Naples in 1915 was a mule wagon.



Mule-drawn wagons could travel over sand, brush and palmetto roots and proved a practical way to get around town for William J. Pulling (standing) and his family, seen here on an outing in 1915. Naples' streets were originally built from beach sand and oyster shell hauled in from the shell mound at Gordon's Pass and remained unpaved until the early 1930s. Third Street South and Fifth Avenue South were the first streets to be surfaced with asphalt. The only sidewalks in town were built around the Naples Hotel.

William J. Pulling, from Windsor, Canada, made his first visit to Naples on a hunting and fishing trip in February 1912 and immediately made it his permanent winter home.

The idea for beautifying Naples' streets with coconut palms was the brainchild of Pulling and his close friend, John Macomber. The two men eventually transplanted some 3,000 palms from Marco and nearby islands to Naples at their own expense.

## Naples Mule-Drawn "Taxi" 1915



## The Original Naples Hotel and Naples Beach Hotel



## Naples' First Auto Garage The First Building on 5th Ave South - 1927

### NAPLES IN THE AUTO AGE

Automobiles, railroads and electric power transformed Southwest Florida during the 1920s and early 1930s and gradually began reshaping Naples with gasoline stations, a telephone exchange, general store, diners, and several small "mom-and-pop" hotels.

A depot "hack" built on Henry Ford's sturdy Model T chassis, was provided by the railroad to carry passengers and their baggage to and from the Naples Hotel. The hotel also operated a ten-passenger bus to meet the train in Fort Myers and Sorita Springs before the Naples Depot was opened in 1927. A one-way trip to Naples over the crushed shell, "two-cut" or trail often took four hours or more. Passenger comfort was minimal and travelers recalled that the old bus had most of the springs in its seat cushions "sticking up through the upholstery."

This 1922 Ford Model T, 4-door depot hack was a gift from the City of Naples, the Honorable Bill Barrett, Mayor.



In 1927, a young merchant from Bonita, Ed Frank, filled in a "gutter hole" between the hotel and Naples Depot with crushed shell. He named his business Frank's Garage in 1927. Frank's Garage also held the distinction of being the first converted building in Naples. Frank's Garage and was situated as the area's authorized Ford dealership in 1927. His business interests eventually spread both sides of the Naples-South Tamiami Trail and a hardware store, doghouse, grocery store, electrician's shop and barber shop.



## Early Schools in Naples

Although the Naples Community donated a site, the first one-room schoolhouse was not built until 1905. One teacher taught all of the grades. Lee County contributed \$25 per month for the school's upkeep.

A larger, five-room school was built in 1924 on Fourth Street South to accommodate Naples' 35 students. A small library divided the boy's and girl's restrooms and doubled as the principal's office and a public library. Arthur Stewart, the son of Naples' postmaster Captain Charles Stewart, was the first and only high school graduate in the class of 1923. By 1922, the graduating class had grown to two students.

The school was dismantled and divided into four private residences in 1936 when a new school was constructed on Third Street South, where Gulfview Middle School now stands.



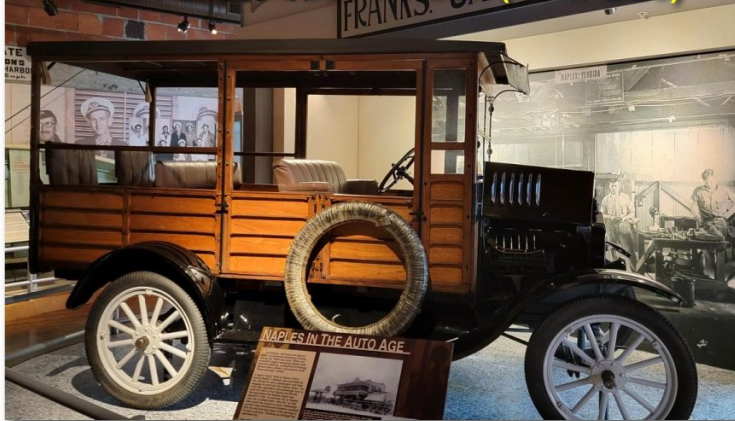
Naples High School on Fourth Street South in 1934.

The teaching staff at Naples High School in 1928. Pictured left to right are Principal Ernest Bridges, Alice Portner (Bowling), Inez Hall, and Lillian Barnes. Bottom row: Lelia Canant, Lucille Buckles (Howell), and Maxine Songer.

Lelia Brinson Bryant Canant, a 1927 graduate of the Georgia State College for Women, was among the first teachers in Collier County. Her teaching career in Naples spanned forty-one years, from 1925 until her retirement in 1969. She died in 2006 at the age of 100.

A group of local boys, the entire 8th grade graduating class of Naples High, pose in front of their school in May 1923.

## 1922 Ford Model-T Hack (Taxi-Bus)



## Bus from Ft Myers to Naples - 1914

Failed after one season.  
Re-established 1926.



Fort Myers entrepreneur, Harvie Heitman, introduced the first hack line to Naples in 1896, carrying travelers three times a week by mule wagon for a \$2.50 charge each way. The Naples & Fort Myers Transportation Company took over the route in 1914, but failed after one season because of the poor road and lack of customers. Barron Collier established a more reliable, same-day-return bus connection to Fort Myers in 1926 with his Tami Trail Tours.

## Third Street South - 1928 Naples' First Grocery Store Plus Gas Station Plus Post Office

## Schoolhouse 1924

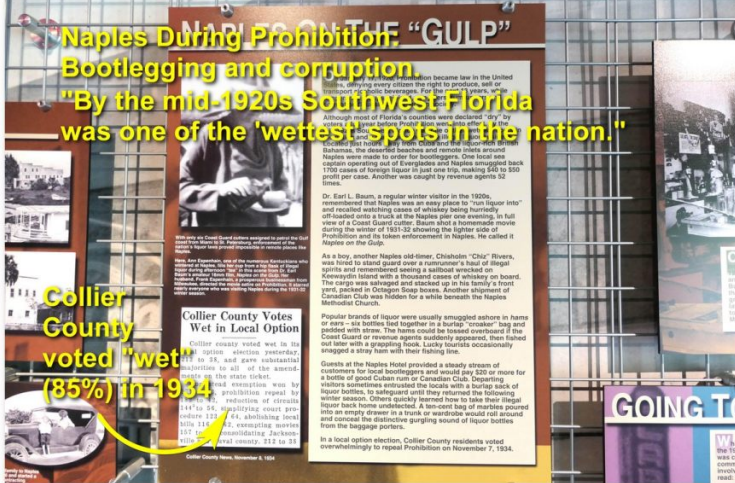
Naples still lacked a downtown when this picture of the Commissary on Third Street South was taken during the winter of 1928. The first grocery store and the oldest commercial building in Naples, the Commissary opened with a barn dance in November 1919, before the shelves were stocked. Groceries were delivered by horse and wagon. A room at the northwest end of the building served as a post office.

The shed behind the Commissary building was used as a feed storage room. The gas pumps were located in front. Above and to the left is the schoolhouse built in 1924.

The Commissary was renamed the Bowling Brothers Store by its new owners in 1926 and later became the Seminole Market in 1946. The store closed in 1958.

## Naples During Prohibition: "GULP"

Bootlegging and corruption.  
"By the mid-1920s Southwest Florida was one of the 'wettest spots in the nation.'"



Collier County voted "wet" (85%) in 1934.

## Keewaydin Island (aka Key Island). Today mostly a preserve accessible only by boat. A few homes and several rental cottages.

### NAPLES' ISLAND HIDEAWAY

Unsettled, ungrazed barrier island located just 1/2 mile south of downtown Naples, Key Island is a natural beauty spot. Established in 1920 as a bird refuge, it was later named Keewaydin Island. The island is a natural beauty spot and a popular destination for bird watching. The island is a natural beauty spot and a popular destination for bird watching. The island is a natural beauty spot and a popular destination for bird watching.

## Naples Airport was established in 1942 as Naples Army Airfield by the US Army Air Forces. Used for pilot and gunnery training. Privatized in November 1945.



## Naples Airlines – 1960s and 1970s Flew to Naples from Tampa, Punta Gorda, Miami

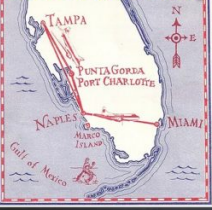
The image is a composite. The top half shows a red and white Naples Airlines DC-3 aircraft in flight over a coastal landscape with green fields and a beach. The bottom half features a map of the Naples area, showing flight routes to Tampa, Punta Gorda, Port Charlotte, and Miami. The map is titled "1977 Route Map" and includes a compass rose indicating North, South, East, and West. The map also shows the Gulf of Mexico and Marco Island.

**1977 Route Map**

Naples Airlines, Naples - On The Gulf, Florida

The demand for service was so great that the airline had increased 25% in just one year. The airline expanded its daily shuttle service with flights from Marco Island to Miami, and Fort Myers to Naples. Douglas DC-3s were added in 1968 when the airline was flying its Naples-Tampa route.

The airline's fleet included three DC-3s, several Piper Cherokee, and the Lockheed 10 Electra, shown in red-striped livery, gliding out over the Naples with Naples Airport in the background.



airline's fleet included three DC-3s, several Piper Cherokees, and the Lockheed 10 Electra, shown in red-striped livery, gliding out over the Naples Municipal Airport in the background.

**Naples Airlines Plane at Naples Airport 1968**

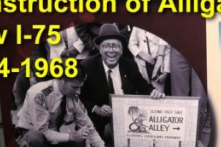
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nd.

Captain Howard Fields and Flight Attendant Wanda Snell posed for this publicity shot beside a PRA Lockheed 10E Electra at the Naples Airport in 1968. The plane was used for flights to Provincetown, Massachusetts Bay the following summer.

[illegible]

# ALLIGATOR ALLEY

## Construction of Alligator Alley

### Now I-75

### 1964-1968

In the late 1950s and early 1960s, the idea for a new highway across the Everglades gained popular support in both Collier and Broward Counties, despite opposition from a powerful group who felt the Tamiami Trail should be improved before road monies were spent elsewhere.

Opponents to the new road included the American Automobile Association which threatened to route its members clear of the proposed highway. The AAA dubbed the road "Alligator Alley" as an expression of supreme contempt for the two-lane highway which it said was "designated with a flagrant disregard for safety... and that charged a toll besides." Newspapers applied the name "Spurpike", "Death Row" and "Chuckle Chickadee" among others.

When suits were brought to stop construction, the Seminole Tribe of Florida successfully intervened in support of the road as a valuable element in establishing business in the Big Cypress Reservation.

The "Alley" was built from both ends toward the middle. For five months survey crews waded through the Everglades, archaists and amphibious vehicles labored to mark out and align the roadway through one of the most impenetrable areas in the country.

Actual construction began in 1964 when huge dredges started stripping away the top layers of sawgrass and muck. Barges carrying dynamite drills were floated in behind the dredges to blast time rock out of the solid Everglades floor. The dynamite rock was scooped up, crushed and stabilized to form a compacted roadbed 8 1/2' thick. Over this, the final surface material was laid. Sixteen small bridges had to be built to permit the natural flow of water to the south, southwest.

The Everglades Parkway, as it was officially titled, was dedicated on February 11, 1968. Construction had taken a little over three years, a remarkable feat considering the thirteen years it took to complete the Tamiami Trail.

This road sign was presented to Margaret T. Scott, Collier County's Clerk of Courts, by the Florida State Road Department on February 16, 1968.

[illegible]

# Naples' First Bank

## The Bank of Naples

### 1949

**B**y the time World War II ended in 1945, Naples was still without a bank. Local merchants had to drive forty miles to Everglades City or Fort Myers every Saturday afternoon to make their deposits, cash checks and get enough change for the next week's business. A chronic shortage of tickets plagued Naples shopkeepers for more than a week in early 1949.

To overcome such hardships, a group of five citizens led by Mayors Mayor W. Roy Smith and Clarence Tookie, the assistant cashier at the Lee County Bank, met in June 1948 to begin raising the \$750,000 needed to charter a new bank with the date. They also bought a lot on the southwest corner of Fifth Avenue South and Eighth Street South and built a 3,814 square foot bank building.

The Bank of Naples opened for business the following year, on February 15, 1949, and was managed by a husband and wife team of native born Floridians, Clarence and Mamie Tookie. Mamie worked as the assistant cashier – one of three employees and eventually took over as the bank's president when her husband died in 1985. A pioneer in the banking business, she was the first female bank president in the state and became one of the most influential women in South Florida.

Mamie's concern for her customers was legendary. She had her desk moved to the lobby and near the entrance doors so she could personally greet her customers. She also started the practice of serving "hot cookies to everyone who came into the bank and rewarded her employees and their families with the standard tips don't get anywhere. She was also well-known affectionately referred to the Bank of Naples as "Mamie's Bank."

As president, Mamie doubled the bank's size, introduced million by 1957. She married the Bank of Naples with Barnett Barnett Bank of Naples and a director of Barnett Bank of Florida until her retirement in December 1997.

**THE BANK OF NAPLES**  
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 2204-2205  
 22

**Naples Depot Museum Has 3 Restored Rail Cars**

- Caboose.
- Freight Car.
- Passenger Car.

Baggage car will be restored as Naples black railroad history museum.

BLACK HISTORY  
BAGGAGE CAR HAPES

## A photograph of a Seaboard Line 1947 Budd Passenger Car, completely restored, parked on a paved area next to a building. The car is silver with dark windows and has a platform at the rear. The text "Seaboard Line 1947 Budd Passenger Car Completely Restored" is overlaid in yellow at the top.

**Seaboard Line 1947 Budd Passenger Car  
First-Class Lounge**



**Seaboard Line 1947 Budd Passenger Car  
Dining Car and Bar**



**Naples Lionel Train Museum  
Open (not closed due to Ian)  
Behind Naples Depot Museum  
10-train Indoor Layout**



**Naples Lionel Train Museum  
Open Fri-Sat Mid-Oct to End-April**



**Naples Train Museum  
Outdoor  
Train Ride**



**Museum of the Everglades**



## **Museum of the Everglades**

**Websites:** [www.colliermuseums.com](http://www.colliermuseums.com)  
<https://evergladesmuseum.org/>

**Where:** 105 West Broadway, Everglades City.

**Get There:** South on US-41, right on US-29. 35 miles from central Naples.

**Admission:** Free.

**When:** Tues-Sat 9am to 4pm.

**What:** History of Everglades City including:

- **People of the Everglades:** Calusa and Seminoles.
- **Founding and History of Everglades City.**
- **Building the Tamiami Trail.**
- **Illegal Trades:** Moonshine.
- **Opening Everglades National Park.**
- **Fishing.**
- **The Python Problem.**
- **Several excellent videos.**



# Museum of the Everglades Everglades City



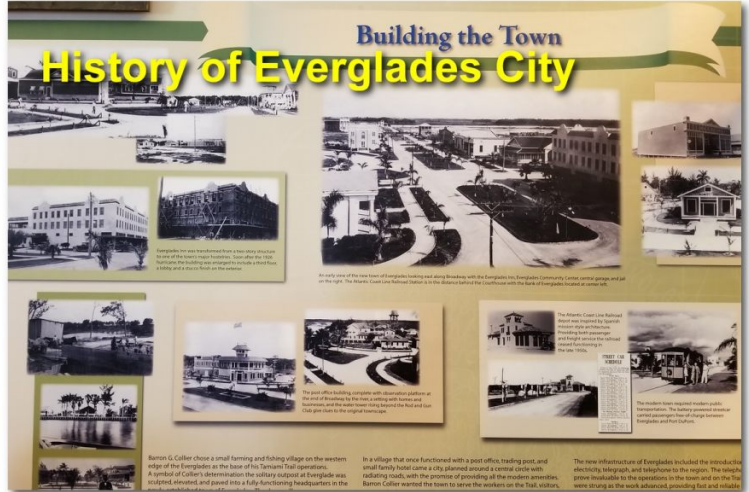
## Museum of the Everglades Old Laundry Building - 1928



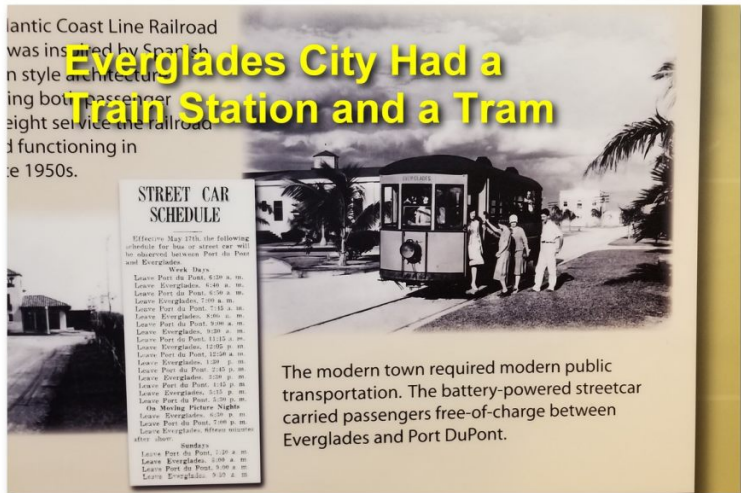
## Story of Barron Collier



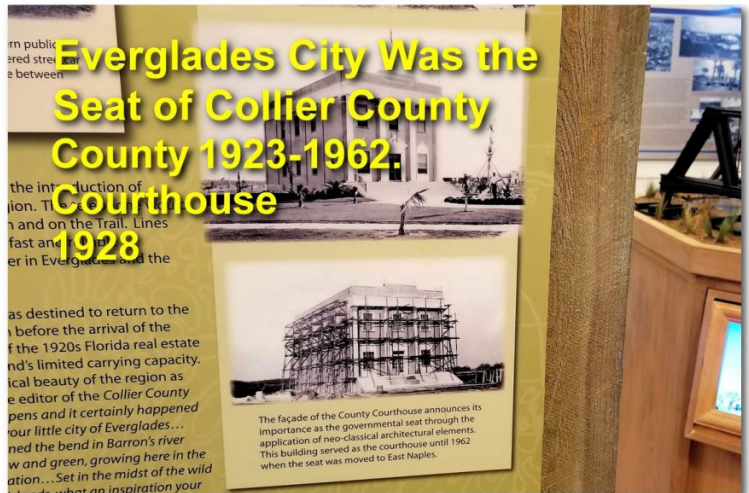
## Building the Town History of Everglades City



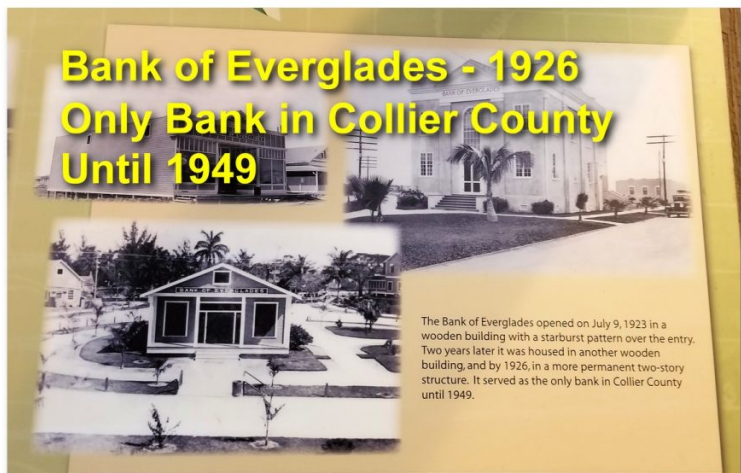
## Everglades City Had a Train Station and a Tram



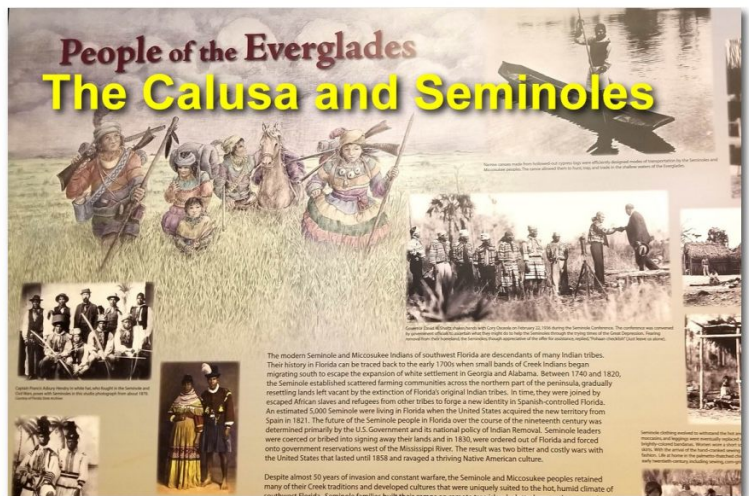
## Everglades City Was the Seat of Collier County County 1923-1962. Courthouse 1928



## Bank of Everglades - 1926 Only Bank in Collier County Until 1949



## People of the Everglades The Calusa and Seminoles



## Seminoles



Two Seminole men in traditional dress with bowler hats pose with a stuffed alligator, ca. 1910. The man with the rifle is Dave Poole Tiger and on the right is identified as Billy Jim or Enom.

Seminole women frequently wore multiple necklaces of brightly-colored glass trade beads, as shown in these pictures from about 1915.



## Building the Tamiami Trail



## Opening Day Motorcade Tamiami Trail Opening - 1928



The Tamiami Trail opening in April 1928 was celebrated with a motorcade from Tampa to Miami. Celebrants arriving in the town of Everglades were treated to a parade and three-day county fair. Boy Scouts march on Broadway toward the Barron River. The three-story Everglades Inn is festooned in bunting to the left of the picture, April 26, 1928.

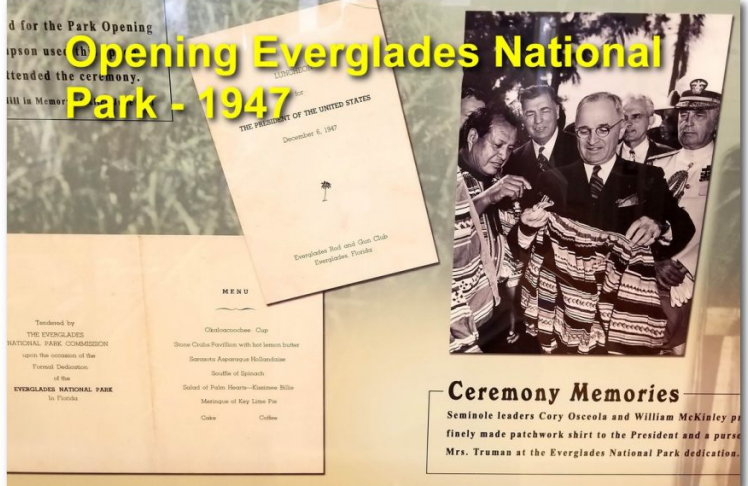


The Tamiami Trailblazers helped to publicize the Trail in 1923 by attempting to drive the Trail's proposed route. They and their original cars were given lead positions among the 500 automobiles in the celebratory parade.

Courtesy Florida State Archives

The Tamiami Trail officially opened with a grand and fitting flourish—a large motorcade traveling the length of the trail from Tampa to Miami, greeted by crowds of celebrating townsfolk and visitors along the entire route. From April 24 to April 26, 1928, the procession traveled an estimated 26 mph through spruced-up cities and towns alight with decorations designed to show each place at its best. And the town most resplendent with bunting, electric lights, and fireworks was Everglades, where motorists stopped for hours to enjoy Collier County's first fair and a barbecue.

## Opening Everglades National Park - 1947



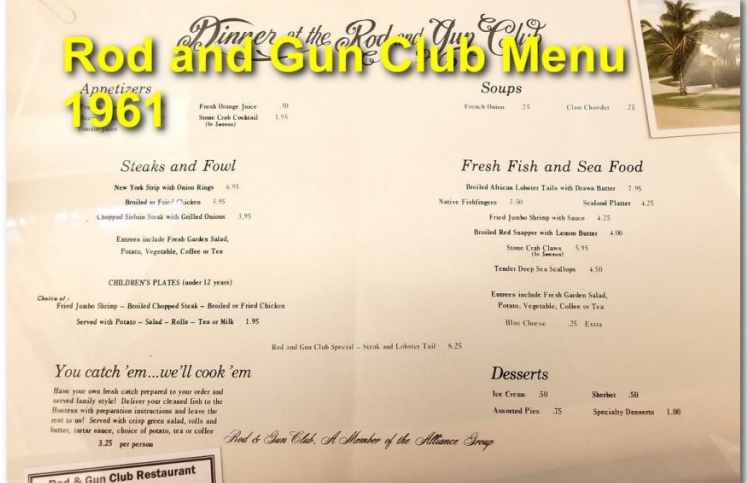
### Ceremony Memories

Seminole leaders Cory Osceola and William McKinley presented a finely made patchwork shirt to the President and a purse to Mrs. Truman at the Everglades National Park dedication.

## Everglades National Park Opening - 1947



## Rod and Gun Club Menu 1961



## Fishing



## The Python Problem HOW BAD IS IT?



**Illegal Trades Moonshine and Drugs**

1970s-80s Everglades was drug smuggling capital of USA! 80% of adult males were arrested. But still too sensitive for the museum to display.

**Illegal Trades Moonshine and Drugs**

1970s-80s Everglades was drug smuggling capital of USA! 80% of adult males were arrested. But still too sensitive for the museum to display.



- 5,000 miles of coast and coastal waterways.
- Proximity to the Caribbean and Latin America.
- Replace lost commercial fishing income.



**Immokalee**

**State of FL Farmer's Market**

**Pioneer Museum**

**Lozano's Rest.**

**Casino**

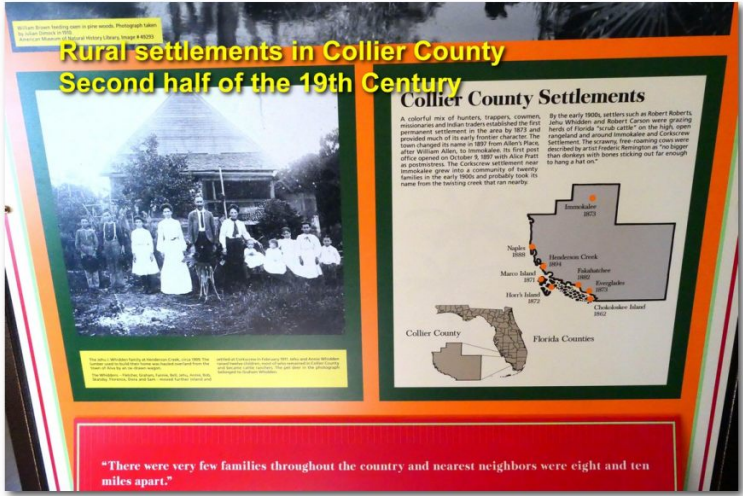
**Immokalee Rd Is S. 1st St.**

**30 miles from I-75**

**Exhibits and 15 carefully preserved original buildings tell the story of the cow hunters, ranchers and pioneer-spirited families who struggled to tame this vast wilderness on the edge of a swamp.**



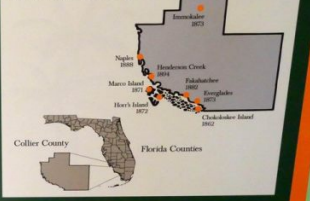
**Pioneer Museum at Roberts Ranch  
Immokalee  
Main exhibit hall  
Built as 1st Baptist Church 1916**



**Rural settlements in Collier County  
Second half of the 19th Century**

**Collier County Settlements**

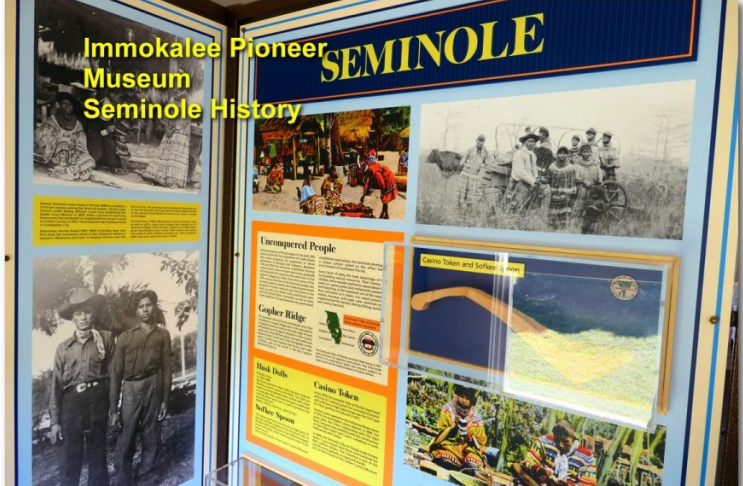
A colorful mix of hunters, trappers, cowboys, missionaries and other pioneers established the first permanent settlements in the area by 1873 and provided much of its early frontier character. The town changed its name in 1887 from Allen's Place to Immokalee. In 1890, the first post office opened on October 1, 1890, with Allen Post as postmaster. The Collier County settlement near Immokalee grew into a community of nearly 100 families in the early 1890s and probably took its name from the Indian word for "big water."



"There were very few families throughout the country and nearest neighbors were eight and ten miles apart."



**Farming in Immokalee**



**Immokalee Pioneer Museum  
Seminole History**

**SEMINOLE**

**Unconquered People**

**Copler Ridge**

**Black Hills**

**Cactus Trees**

**Cactus Trees and Soften**



**Roberts Ranch  
Robert and Sarah Roberts**

**IMMOKALEE PIONEER MUSEUM  
at Roberts Ranch**

**Pole Barn**

This pole barn was built in 1943 to store and protect farm machinery. The roof is original and now shelter equipment that was used to maintain the Robert Roberts citrus grove. A small grove had already been planted here when Robert Roberts acquired the land from Charles W. Corcoran in 1914. Considered to be one of the oldest groves in Collier County, some of the trees growing here are descendants of those original orange trees.

**Granero de Troncos**

Esta granja de postes fue construida en el 1943 para almacenar la maquinaria de la granja. El techo es original y ahora sirve de albergue para los equipos que se utilizan para mantener el sembrado de naranja de los Roberts. Una pequeña arboleda estaba ya sembrada cuando Robert Roberts adquirió los terrenos de Charles W. Corcoran en 1914. Considerada para ser una de las más antiguas arboledas en el Condado de Collier, algunas de sus árboles que han crecido aquí son descendientes de los árboles originales.

Robert Roberts eventualmente expandió la operación de su cultivo y fue muy afortunado de mantener sus cítricos y sobrevivir al devastador frío en 1960.



**Roberts Family Home  
1924**

**Home to Robert and Sarah Roberts  
and their Nine Children**



**Roberts Family Home  
Kitchen  
1924**



**Roberts Family Home  
Kitchen  
1924**



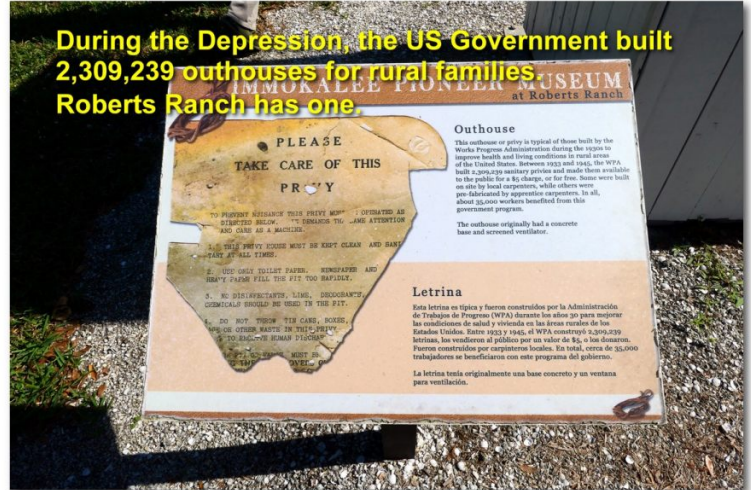
**Roberts Family Home  
Living Room  
1924**



**Roberts Family Home - 1924  
Main Bedroom**



**Roberts Family Home - 1924  
Dining Room**



**During the Depression, the US Government built  
2,309,239 outhouses for rural families.  
Roberts Ranch has one.**



**Outhouse built by US Government for rural  
families 1933 to 1945.**



**Roberts Ranch  
Horse Stalls and Barn  
Early 1940s**

**Roberts Ranch: Horses, cattle, oranges, and sugar.  
At its peak was 100,000 acres.  
On National Register of Historic Places.**



**Roberts Ranch  
Horse Barn Interior**



**Roberts Ranch  
Pole Barn for Machinery Storage  
1943**

**Roberts Ranch  
Smokehouse  
1926**



**Roberts Ranch  
Hide House  
1950**



**Roberts Ranch  
Bunk House  
1930s**



**Roberts Ranch  
Bunk House  
1930s**



**Roberts Ranch  
Sugar Cane Mill  
(Press)**



**Roberts Ranch  
Sugar Cane Boiler  
1921**



**Roberts Ranch  
Well - Dates from 1870s**



**Oranges Still Grow at Roberts Ranch**



## Annual Event Sponsored by Museum



**Immokalee Cattle Drive and Jamboree - March 8, 2025.**  
 Drive goes thru Immokalee. Ends at Roberts Ranch.  
 At Ranch: Traditional demonstrations, music, craft and food vendors, alligator wrestling, petting zoo, games.



## Marco Island Historical Museum



## Marco Island Historical Museum

**Website:** [www.colliermuseums.com](http://www.colliermuseums.com)

**Where:** 180 South Heathwood Drive, Marco Island.

**Get There:** Collier Blvd (SR-951) to Marco Is. South on Bald Eagle Dr. Becomes Heathwood Dr. Museum is on right across from Marco Library.

**When:** Tuesday-Sat 9am to 4pm.

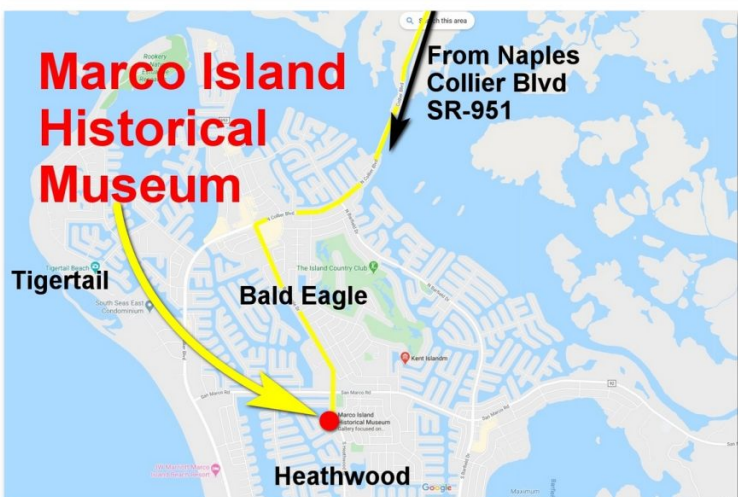
**Admission:** Free.

**What:** Traces the settlement of Marco from Calusa (500 AD), to Spanish, to Seminoles (and Seminole Wars), to permanent settlement in 1870.

**From there, the museum covers Marco's:**

- Agricultural history (fishing, clamming, and pineapple farming).
- Growth of the village (early 20th c).
- Major property development (1920s and again beginning in 1960s).

## Marco Island Historical Museum



**On exhibit is the famous Key Marco Cat: one of the most remarkable and influential discoveries in North American archaeology.**

On loan from Smithsonian.  
 Wooden. Carved by Calusa.  
 Cat statuette, less than 6" high.  
 Estimated to have been made 500 to 1,500 years ago.  
 Discovered 1896.  
 Exhibition includes other Pre-Columbian artifacts.



## Marco Island Historical Museum

**Large copy of the Marco Cat**



## Brief History of Marco Island

**500 AD:** Calusa Indians arrived. Possibly descendants of the Mayans (Yucatan).

**Mid-1500s:** Spanish explorers arrived. By mid-1700s Calusa were wiped out or fled.

**Late 1700s:** Creek Indians arrived from Georgia and Alabama. (Later renamed Seminoles.)

**1816 to 1858:** 3 Seminole Wars vs US Army. Most Seminoles wiped out or fled.

**1845:** Florida statehood.

**1870:** First permanent settler William Collier arrived. Village of Marco founded. *Not related to Barron.*

**1896:** Old Marco Inn opened by Colliers. Still stands.

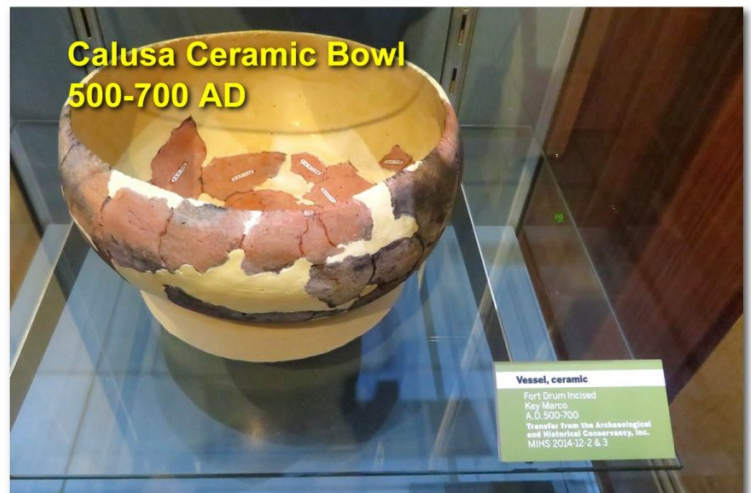
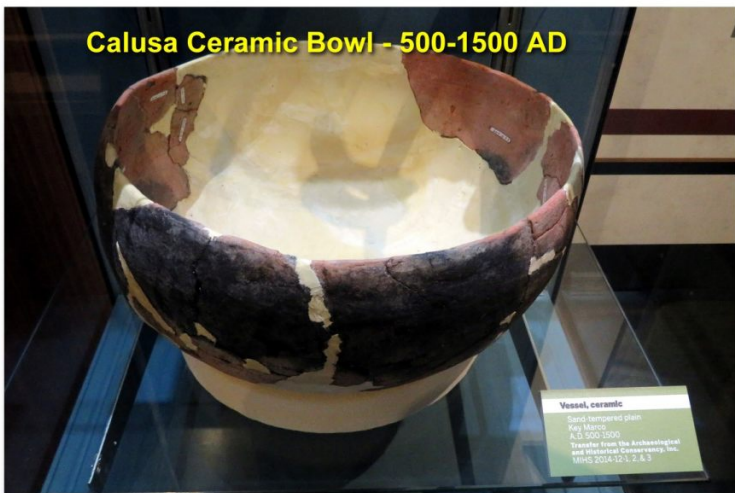
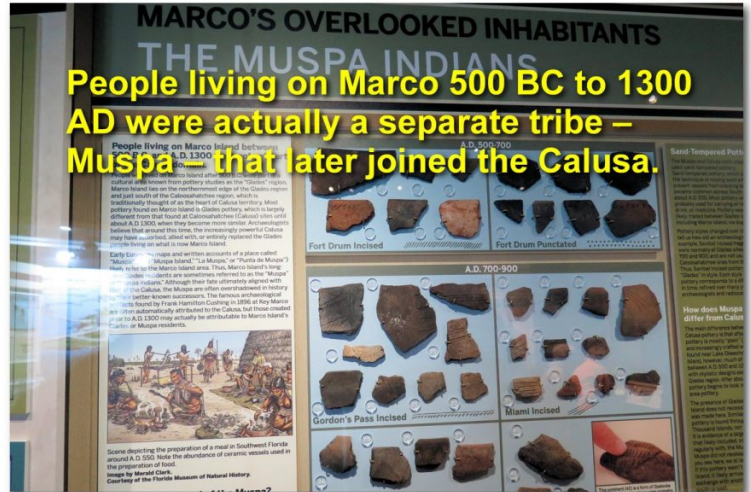
**1912:** Ferry service to Marco began.

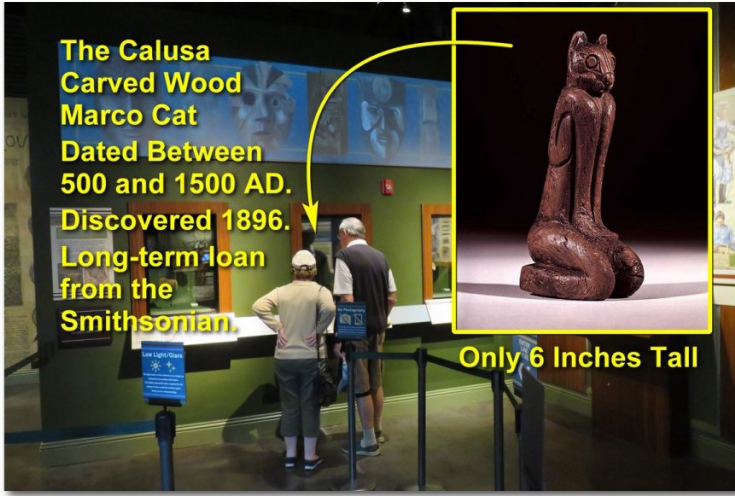
**1920s:** Barron Collier bought large amount of land. Incorporated Marco as Collier City. Development rush began. But failed in Great Depression. 1957 name reverted to Marco.

**1938:** First bridge to Marco (Goodland).

**1960s:** Mackell Bros. bought most of Barron Collier's land. Development took off.

**Museum has extensive history of the Calusa and other early native Marco Island people including 200 pre-Columbian artifacts.**





**The Calusa Carved Wood Marco Cat Dated Between 500 and 1500 AD. Discovered 1896. Long-term loan from the Smithsonian.**

**Only 6 Inches Tall**



**Spanish coin dated 1469-1566 – the time the Spanish were on Marco. Found on Marco 1974.**

**Coin (1 real)**

Silver, Spanish  
A.D. 1469-1566  
Found on Marco Island in 1974

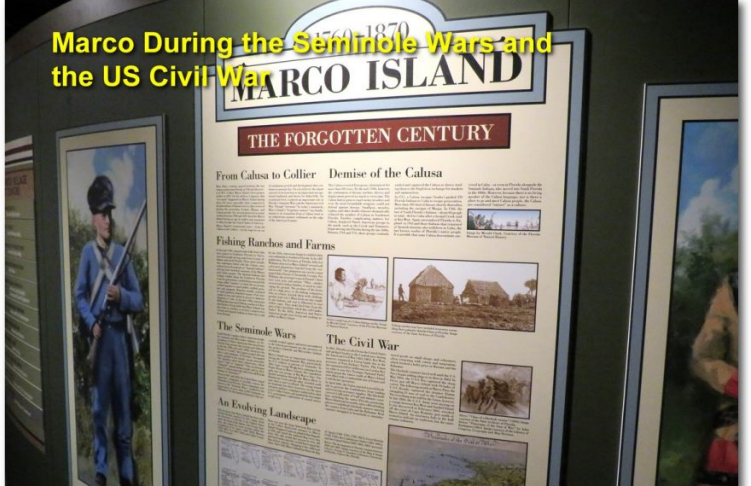
Donated by John Tateo  
MHHS 2013-3-1

This coin bears the royal insignia of the Catholic Kings, Queen Isabella I and King Ferdinand II, who ruled Spain together between 1469 and 1504. They are forever known for authorizing Christopher Columbus's historic voyages (1492-1504) to the New World. This coin was likely

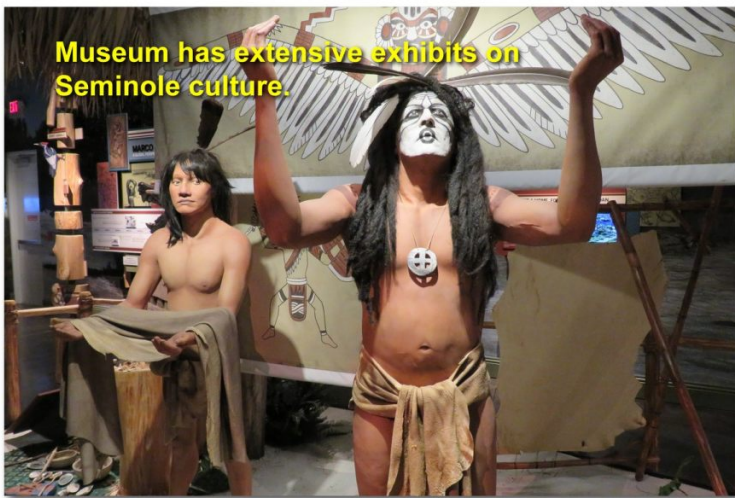
minted in Seville, Spain during this time, but could also have been minted posthumously by Isabella and Ferdinand's successors between 1537 and 1566. Just like the coins in use today, this one probably changed hands many times before winding up on Marco Island.

**What happened to the Calusa?**

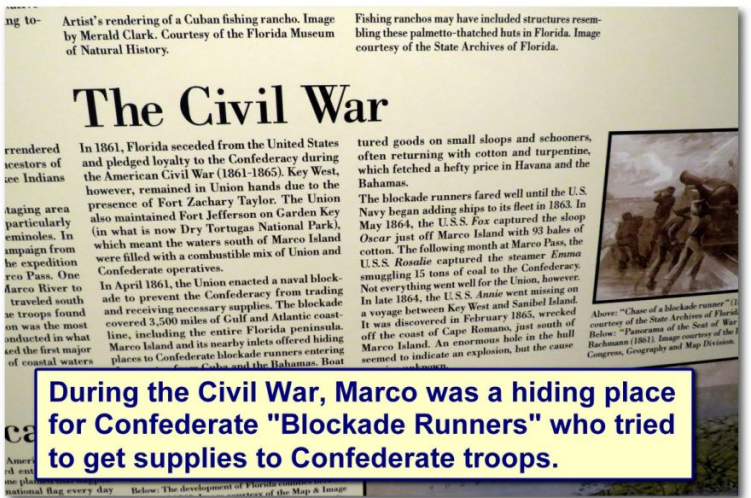
- 1. 1513 Spanish explorers (Ponce de Leon etc) arrived in SW Florida.**
  - Weapons easily defeated the Calusa. Took land and took Calusas as slaves.**
  - Brought diseases (smallpox, measles, typhus) that were fatal to Calusa.**
- 2. Early 1700s Creek and Yemasee Indians (now known as Seminole) invaded from Alabama and Georgia. Conquered Calusa. That was the end of the Calusa.**



**Marco During the Seminole Wars and the US Civil War**



**Museum has extensive exhibits on Seminole culture.**



**The Civil War**

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In 1861, Florida seceded from the United States and pledged loyalty to the Confederacy during the American Civil War (1861-1865). Key West, however, remained in Union hands due to the presence of Fort Zachary Taylor. The Union also maintained Fort Jefferson on Garden Key (in what is now Dry Tortugas National Park), which meant the waters south of Marco Island were filled with a combustible mix of Union and Confederate operatives.

In April 1861, the Union enacted a naval blockade to prevent the Confederacy from trading and receiving necessary supplies. The blockade covered 3,500 miles of Gulf and Atlantic coastline, including the entire Florida peninsula. Marco Island and its nearby inlets offered hiding places to Confederate blockade runners entering

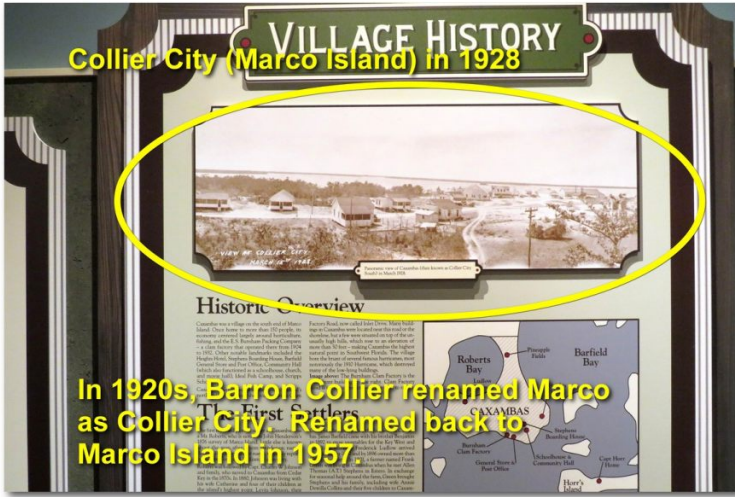
goods on small sloops and schooners, often returning with cotton and turpentine, which fetched a hefty price in Havana and the Bahamas.

The blockade runners fared well until the U.S. Navy began adding ships to its fleet in 1863. In May 1864, the U.S.S. Fox captured the sloop Oscar just off Marco Island with 93 bales of cotton. The following month at Marco Pass, the U.S.S. Rosalie captured the steamer Emma smuggling 15 tons of coal to the Confederacy. Not everything went well for the Union, however. In late 1864, the U.S.S. Annie went missing on a voyage between Key West and Sanibel Island. It was discovered in February 1865, wrecked off the coast of Cape Romano, just south of Marco Island. An enormous hole in the hull seemed to indicate an explosion, but the cause



Above: "Chase of a blockade runner" (11 courtesy of the State Archives of Florida. Below: "Panorama of the Seat of War" (1861). Image courtesy of the U.S. Congress, Geography and Map Division.

**During the Civil War, Marco was a hiding place for Confederate "Blockade Runners" who tried to get supplies to Confederate troops.**

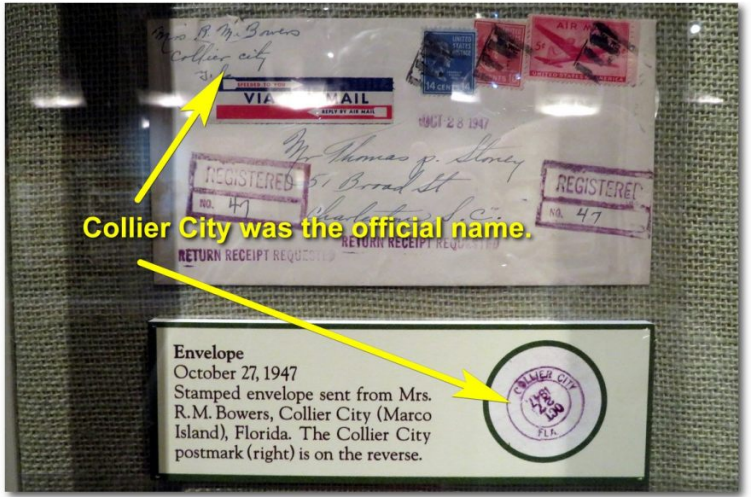


**Collier City (Marco Island) in 1928**



**Historic Overview**

**In 1920s, Barron Collier renamed Marco as Collier City. Renamed back to Marco Island in 1957.**



**Collier City was the official name.**

Envelope  
October 27, 1947  
Stamped envelope sent from Mrs. R.M. Bowers, Collier City (Marco Island), Florida. The Collier City postmark (right) is on the reverse.





The Atlantic Coast Line completed its track into Collier City (now Marco Island) in 1927. ACL terminated all South Florida passenger service in 1971.



The Mackle Brothers first visited Marco in 1962. In 1964 they bought Barron Collier's land and announced a \$500 million planned community.



## THE END Of Our Visit to the Five Collier County Museums

Paul Presentations Coming Up 2H2025

Northern Thailand - Chiang Mai-Lamphun	Mon, July 7, 3-4:00pm.
London Part 1	Mon, Sept 15, 3-4:00pm.
London Part 2	Mon Oct 6, 3-4:00pm.
Barbados	Mon, Nov 3, 3-4:00pm.
Southeast of Naples Along Tamiami Trail	Mon, Dec 1, 3-4:00pm.