

In and Around Naples  
**A Series of Presentations  
 for the Collier County Library  
 by Paul Pacter**

**Collier County Museums  
 Overview of the Five Museums**

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[www.paulvisits.com](http://www.paulvisits.com)

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

**All good!  
 All free!**



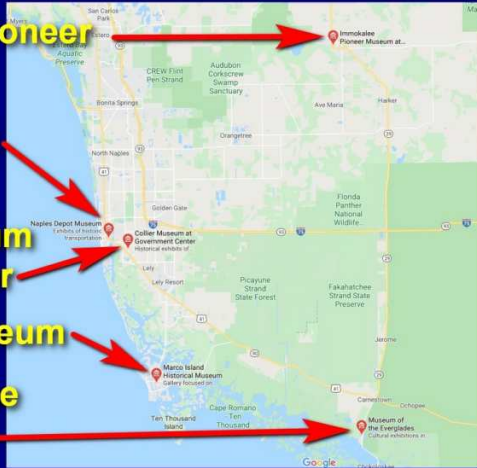
**Immokalee Pioneer  
 Museum**

**Naples Depot  
 Museum**

**Collier Museum  
 at Govt Center**

**Marco Is Museum**

**Museum of the  
 Everglades**



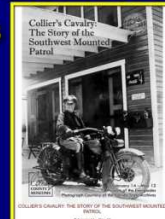
**When:**

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

**Special Exhibitions and Events:**

- Online Calendar:  
<https://colliermuseums.com/events>

**Current special exhibitions**



**On-line Historic Photo Archive  
<http://i.colliergov.net/museum/>  
 Slide 1 of 2**

- Historic Photos of:**
- County Officials
  - Barron G. Collier
  - Everglades & 10,000 Is
  - Everglades City, FL
  - Immokalee, FL
  - Naples, FL
  - Marco Island, FL
  - Hunting & Fishing
  - Logging



**On-line Historic Photo Archive  
<http://i.colliergov.net/museum/>  
 Slide 2 of 2**

- Historic Photos of:**
- Maps
  - Postcards
  - Railroads
  - Seminole Indians
  - Swamp Buggies
  - Tamiami Trail
  - World War II



**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.

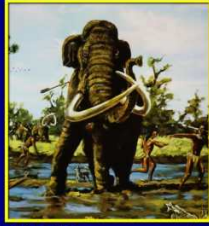
**When:** Tues-Sat 9am to 4pm.

**Admission:** Free.

**What:** Museum offering historical exhibits about early settlers and American Indians in Southwest Florida.

**Examples of exhibits:**

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



Just 10,000 years ago in FL

**Buildings include:**

- Main gallery: 10,000 sq feet of displays.
- Native gardens.
- Restored Naples cottages.
- Archaeology lab.
- Seminole village.
- Seminole Wars army fort.
- Calusa Indian camp.
- Original Keewaydin Ferry Boat to Keewaydin Barrier Island (still accessible only by boat today).

## Collier County Museum Main Exhibit Building



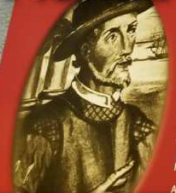
In SW FL just 10,000 years ago!

## 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 to Spain 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.

## 16th Century Weapons



## Spanish Olive Jar - 1700



## Seminole Wars - 1817-1858

**A NATION BUILT**  
Between 1817 and 1858, the United States... (text continues)

**THE FIRST SEMINOLE WAR 1817-18**  
In 1817, the American... (text continues)

**THE SECOND SEMINOLE WAR 1835-42**  
In 1835, the Seminole... (text continues)

**THE THIRD SEMINOLE WAR 1855-58**  
In 1855, Florida... (text continues)





## Seminoles 20th c Florida's forgotten People

An impoverished minority in their own land, it was not until 1924 that the federal government officially made Seminole Indians citizens of the United States. Their fragile economy was threatened again during the Florida real estate boom of the 1920s when white development closed off hunting and grazing areas. Drought and drainage projects also lowered water levels in the Everglades and led to shortages of fish and game. Even travel by dugout canoe became more difficult.


To help support their families, some Seminole opened their camps to the growing tourist trade. Changed admission, vested alligators and sold Indian crafts. When the Tamiami Trail was completed in 1912, Indian-operated tourist camps and gift shops were set up alongside the highway, dotting the new road all the way to Naples. Deaconess Harriet M. Bodek, an Episcopal missionary who began working with the Seminole in the 1930s, inspired a renewed interest in traditional craftswork and encouraged the sale of woven sweetgrass baskets, patchwork clothing, ruyess carvings and palm-tree fiber dolls to boost their economy.



During the Great Depression many Seminole began resettling on new federal reservations at Hollywood, Brighton and Big Cypress. Under the Roosevelt administration, Seminole men were offered jobs in the Civil Works Administration and the "Indian Division" of the Civilian Conservation Corps, and worked on projects to improve living conditions on the reservations. Seminole families also found jobs picking crops, moved into government housing, sent their children to public schools, and began reestablishing themselves as successful cattle ranchers. Many adopted new religious beliefs and converted to Christianity.

**1936 Paw-wow**  
On February 22, 1936, in a group of men... (text continues)

**Hunting Guides**  
Some Seminoles became leading wildlife... (text continues)

**Old Man New Year**  
... (text continues)


## Seminole Traditions

**Family**

**Ritual and Medicine**

**Planters, Hunters and Herders**

**Life in the Everglades**






## Seminole Crafts

**Seminole Patchwork**

The Seminole patchwork... (text continues)



## Huge Gator



**the Florida Frontier**

## Barron Collier - 1873-1939

**Thanks to my investment with Florida and never off my feet by what I own... (text continues)**

**Naples Business, March 1929**















## 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.



- 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**

**Collier Family Today**  
Owns 280,000 acres of land.

– Primarily in Collier County.

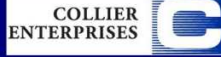
**Activity divided into two companies:**

– Collier Enterprises: Real estate, agriculture (citrus, vegetables, cattle, sod), oil exploration, golf courses, private equity investments.

– Barron Collier Companies: Real estate, engineering, agriculture, utilities.

**Both headquartered in Naples, FL.**

**Family est. net worth \$2.3 billion.**



**Hurricanes**



**Tamiami Trail (Now US-41)**

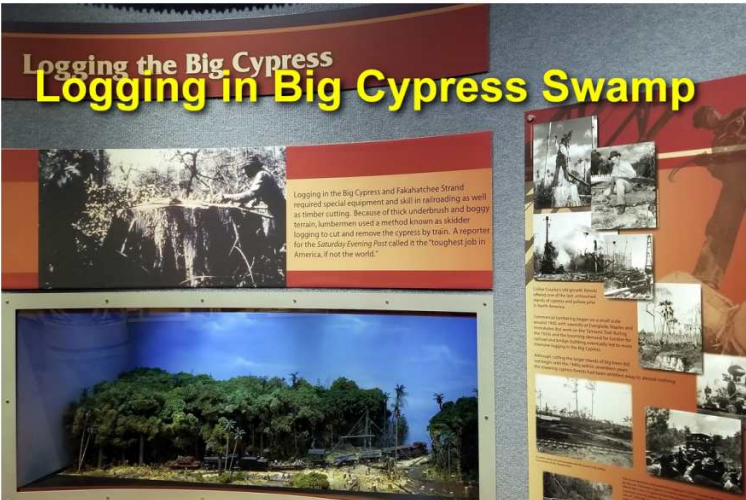
**The Trail Builders**

**Florida's Applan Way**

*\*See next slide*



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



**Logging the Big Cypress**  
**Logging in Big Cypress Swamp**

Logging in the Big Cypress and Fakahatchee Strand required special equipment and skill in railroad and boggy terrain. Lumbermen used a method known as skidder logging to cut and remove the cypress by train. A reporter for the Saturday Evening Post called it the "toughest job in America, if not the world."



**Logging Train**  
c. 1915

*Locomotive No. 2 "The Deuce"*



**Naples Army Air Field WW2**

**OVER HERE**

**Collier County During World War II**

Hundreds of servicemen were introduced to Naples when the U.S. Army's 13th Air Force's 3rd Bombardier Group was activated in December 1942 to train fighter pilots for war in the combat theaters of Europe and the Pacific.

The Naples Army Air Field served as an auxiliary air base to the 13th Fighter Group's Training Group of Buickington Field, ten miles east of Fort Worth. It was one of 150 new military installations dotted across Florida during the war.

A smaller airport at Immokalee was also established in 1942 for emergency landings.

Each day planes departed at Naples flew out over the Gulf of Mexico to intercept the 8-17 bombers from Buickington, using their AT-6 trainer planes as armed "sniper" targets. In Collier, most of the women could practice their marksmanship with electronic gun cameras.

In 1944, a squadron of P-39 and P-40 fighter planes was added to the Naples base and pilots began flying up to 90,000 missions a day against the enemy.

At the height of the war, several hundred men and 75 aircraft were assigned to the Naples base.

The airport was returned to the city and county after the war and was dedicated as the Naples Municipal Airport in 1953.



**Huntoon Cottage**  
1940s

# George Huntoon Founder of this Museum

**George Griggs Huntoon**  
1913 - 1992

George Huntoon joined the Bureau Collier Company in New York City in 1933 as sales manager for the Express Motion Picture Service - an advertising franchise originally formed by Barney Dill Collier to advertise Gregory's Cheating Gam on the sides of trucking companies across America. Huntoon received the buying company, with a million dollar contract to advertise the fledgling television. He remained in the job until 1938, later in Naples as Vice President and Director of the Collier Development Company.

A successful businessman and early South Florida pioneer, Huntoon focused his interests on tourism and real estate and was the County's only real estate appraiser for a number of years during the 1950s. He served as a land appraiser for the Everglades National Park, a charter member of the Naples Board of Realtors, president of the Collier County Historical Society, and a founder and director of the Nature Conservancy. He was an avid sportsman and small plane pilot, an accomplished race car driver and a recognized authority on the wildlife and history of Southwest Florida.

Awarding George Huntoon's many civic accomplishments was the creation of the Collier County Museum, which was presented as a gift to the citizens of the county in 1978.

Huntoon's many outdoor activities included golf, hunting and fishing. Like many early residents, he always carried fishing lures in the back of his car and always had Tupperware fish and tackle boxes in the trunk of his car. He was an avid sportsman and avid shooter and enjoyed the hunting and fishing opportunities of the area. He was a member of the Florida and South Florida Game and Fish Clubs and the Hunting League.

George Huntoon and Margaret T. Scott, founder of the Collier County Historical Society, with their children, George and Margaret, in 1938. George was president of the Historical Society from 1973 to 1978 and was the last surviving partner in the firm.

# 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



# Florida Bobcats



# 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

**Historic Keewaydin Boat**

The KOKOMIS was built in 1933-34 for Chester Kittridge, Jr., the owner and developer of the Keewaydin Club, as a passenger boat to ferry winter guests, students and supplies across Gordon Pass, from the tip of Port Royal to Key Island. The shallow draft design and drop down windows were based on the famous glass bottom sightseeing boats used at Silver Springs, Florida.

The 31-foot wooden boat was built by Walter Surrency, a boat captain for the Naples Hotel, his son, James Albert Surrency, and Eugene Gaudes. The keel and framing is made of heart pine cut from trees felled in East Naples. The planking is cypress, all planed, bent and fitted by hand; Harwood's, paint, caulking and running gear were purchased from Ed Frank's Garage, one of the first commercial businesses on Fifth Avenue South in Naples. The boat was powered by a Kermath marine engine ordered from Fort Myers. The flat bottom was constructed with a slight recess at the stern so the prop could clear the oyster bar at the mouth of Keewaydin Cove. The roof, forward and aft decks were originally covered with heavy canvas and waterproofed with several coats of white paint. This was later replaced with wood, covered in fiberglass, as is the case today.

The KOKOMIS was launched in late 1934 and continued to make the five minute crossing between Naples and Keewaydin until 1999. For fifty years the Keewaydin Club was run by the Norris family and was managed for many years by their daughter, Mrs. Lavern Gaynor. Lester Norris was a founding member of the Collier County Conservancy, secured Del-Nor Wiggins Pass State Park (named for his wife, Della), and was active with many other philanthropic causes. Family members continue this tradition today.

**Mr. and Mrs. Walter Surrency**



**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 War Fort**



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



**Seminole Camp**



**Calusa Indian Mound Ritual Platform**



**Everglades Cabin**



**Sugar Cane Press - 1914**

**Turned by mule, ox, or small tractor**



**Naples Depot Museum**



**Naples Depot Museum**



**CLOSED** for  
Hurricane Ian Repairs  
Reopen early 2024.



**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.

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

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

**What:** In 1927, two rival railroads rolled into Naples within 10 days of each other. Set in Naples' restored 1927 Seaboard Air Line Railway and Atlantic Coast Line passenger station, the Naples Depot Museum explains how rail transportation helped to conquer a vast and seemingly impenetrable frontier.

**Passenger service ended 1971. Freight service ended 1930s.**

**Depot:** 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

Today



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



## Naples Depot Museum



## Construction of the Naples Depot 1927



## Trains arrived in Fort Myers in 1904. But the train line from Fort Myers south to Naples was not built until 1926.

Foley Brothers, Inc., of Saint Paul, Minnesota, was brought in to begin grading and laying track on February 8, 1926 for the Seaboard's new 36-mile extension from Fort Myers to Naples. The last spike was driven in December 1926. Six steam locomotives, a Roberts track-laying machine and more than 500 men were needed to build the line.

In 1979 the track's last owners, the Seaboard Coastline Railroad, abandoned the Naples line and removed the rails.



## Tools Used in Building the Fort Myers to Naples Railroad Line



## Tools Used in Building the Fort Myers to Naples Railroad Line



## "The first trains arrived at Punta Gorda in 1886 and reached Naples forty years later."





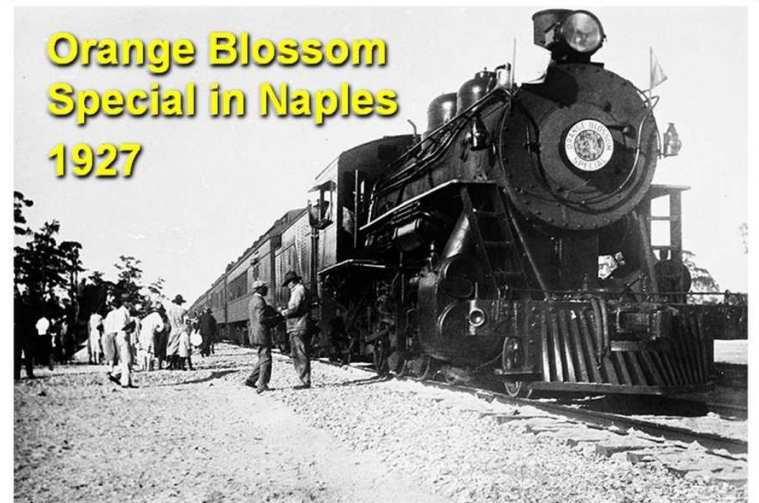
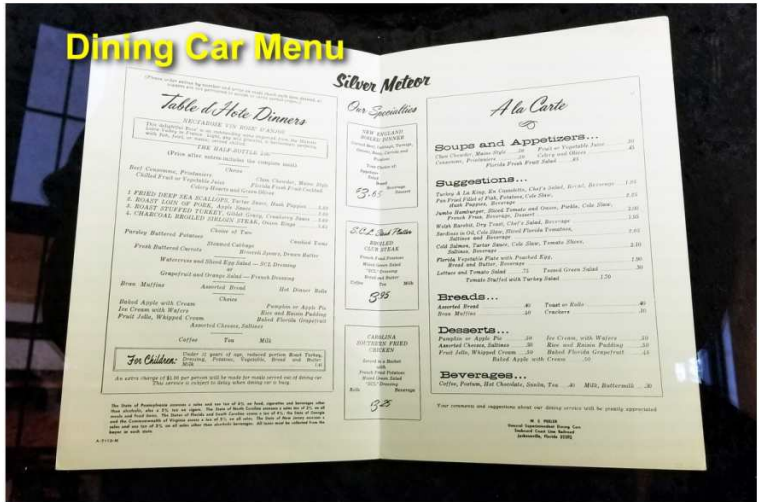
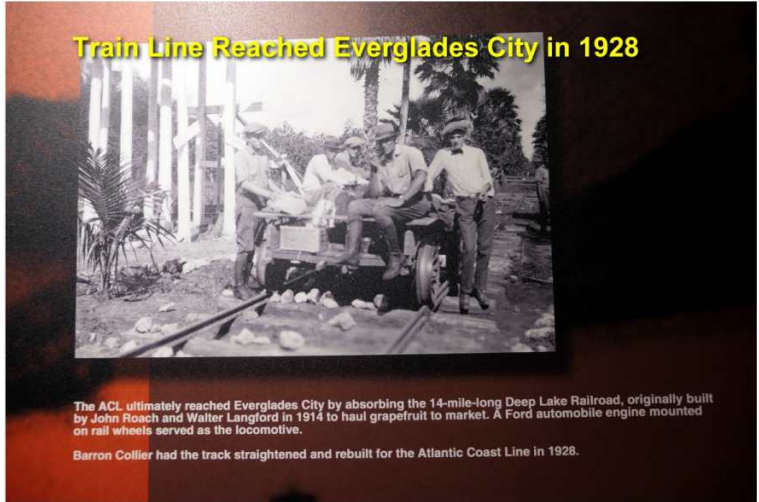
**You could take a train to Key West, and then a steamship to Havana.**

**FLORIDA CUBA - AUGUSTA - SOUTH**  
**Atlantic Coast Line**  
*The Standard Railway of the South.*  
**Four Pullman Trains Daily**  
 Leaving New York, from New Penn. R. R. Terminal, 10-16 A. M., 1-26 P. M., 3-38 P. M., 9-30 P. M.

**OFFICES:**  
 NEW YORK: 100 W. 40th St.  
 BOSTON: 208 W. Washington St.  
 PHILADELPHIA: 300 Chestnut St.  
 WASHINGTON: Light & German Sts.  
 JACKSONVILLE: 140 N. New York Ave., 2d Fl.

**FLORIDA & WEST INDIAN LIMITED**  
**"New York & Florida Special"**  
**"Palmetto Limited"**  
**"Coast Line Florida Mail"**

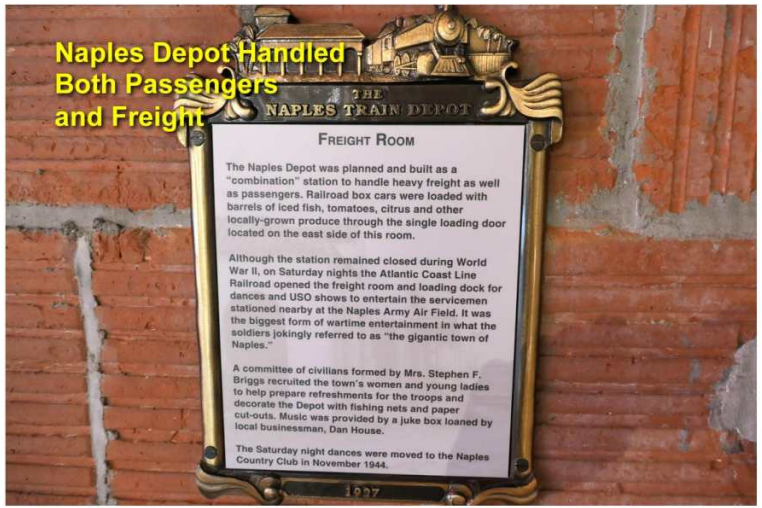
Superior Roadway, Equipment and Service to  
 Augusta, Summerville, Thomasville and Florida Resorts.



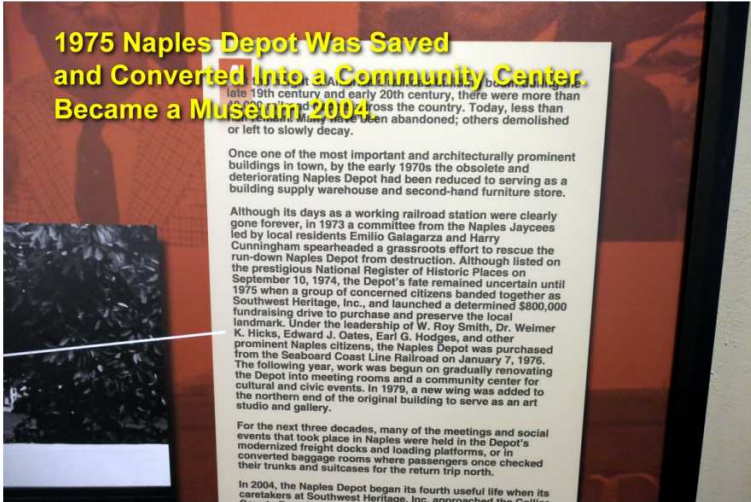
**Bench from the Naples Depot**



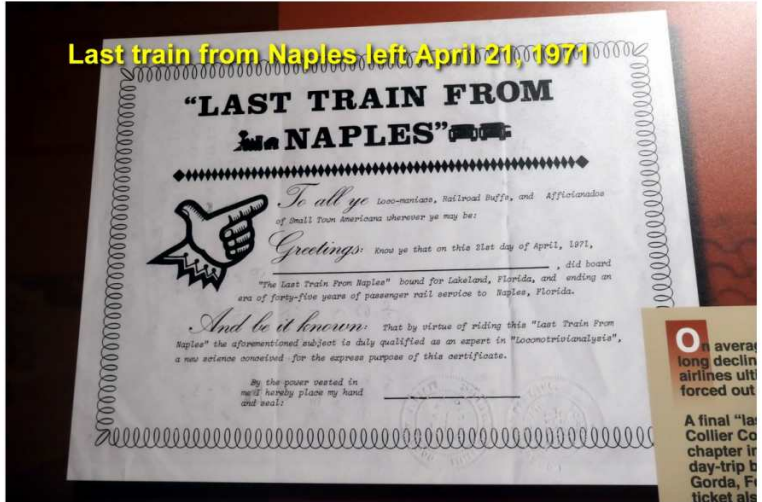
**Naples Depot Handled Both Passengers and Freight**



**1975 Naples Depot Was Saved and Converted into a Community Center. Became a Museum in 2004.**



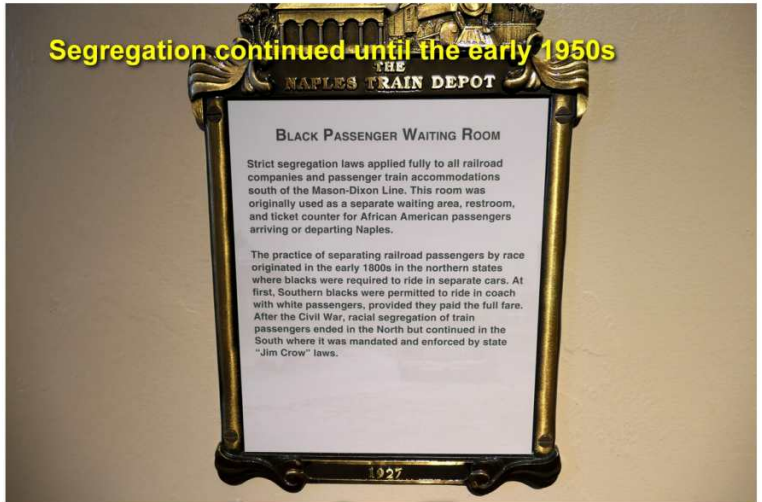
**Last train from Naples left April 21, 1971**



**African-American Workers on the Railroads Serving Naples**



**Segregation continued until the early 1950s**

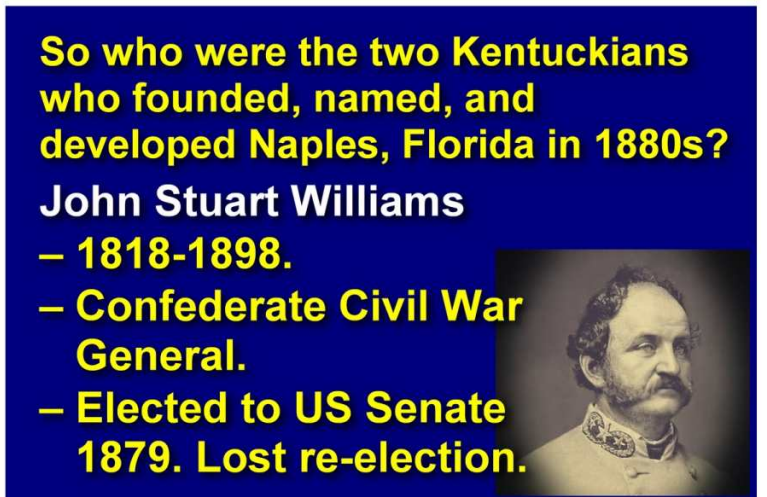
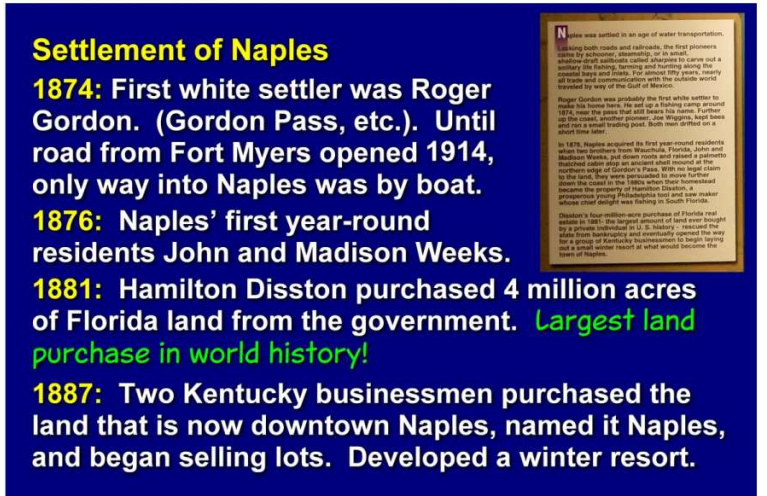
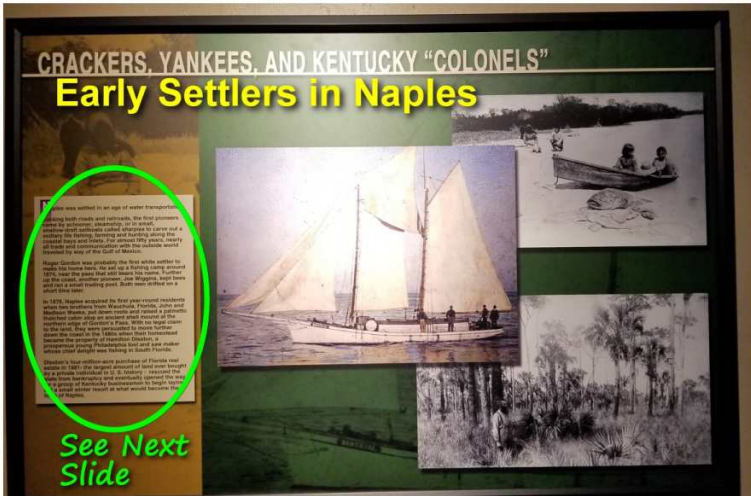
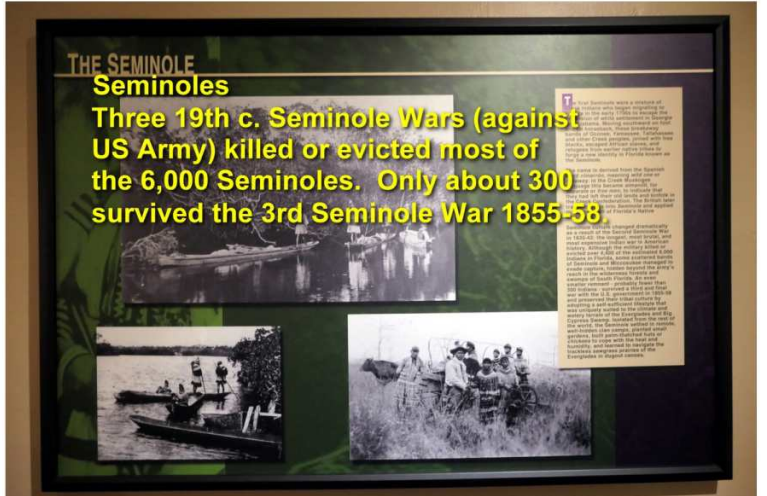
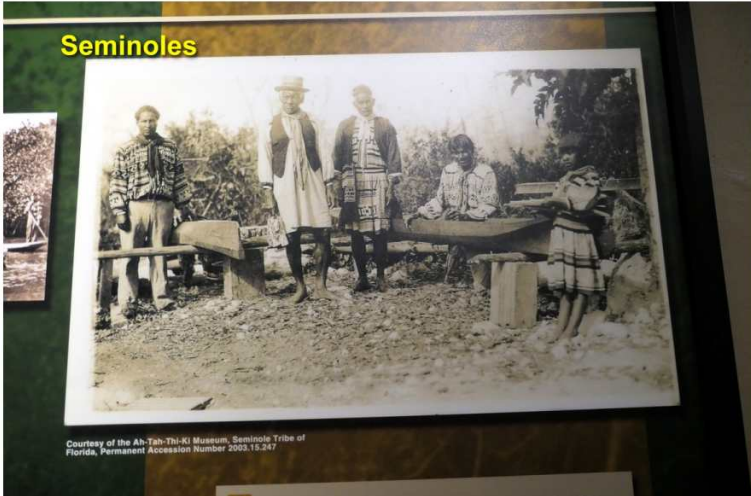


**The Naples Depot Museum Is MUCH More than Just Railroads. Exhibits about the Seminole.**



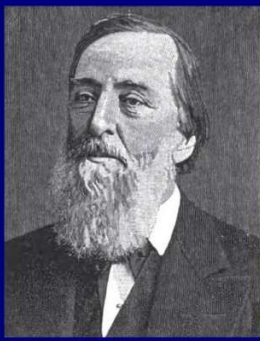
**The first people came to SW Florida 10,000 years ago. Mastodons were there!**





# 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



## 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 of beautifying Naples' streets with coconut palms was the brainchild of Pulling and his close friend, John Hachmeister. 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 Bonita Springs before the Naples Depot was opened in 1927. A one-way trip to Naples 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 Barnett, Mayor.



In 1927, a young mechanic from Bonita, Ed Frank, filled in a "vapor hole" across the street from the Naples Depot and built Naples' first garage with his brothers, Louis and Ruffy. Frank's Garage was the first and was destroyed by being the first commercial building on Fifth Avenue South and was selected as the area's landmark from 1927 to 1931. The business owners had previously acquired land: Ed and the newly-weds, Ed and Ruffy, had a hardware store, drugstore, grocery store, electrician's shop and barber shop.

Ruffy's Cafe, the first restaurant on the Trail in Naples, opened next door to Frank's Garage in 1931 and was run by Ruffy's brothers, Ed and Ruffy, and their son, Thomas. Ed, Ruffy, and Ruffy's brother, Ruffy, were the first to open a restaurant in Naples. Ruffy's Cafe was the first Naples restaurant, owned in the 1930s by Jack Prince.

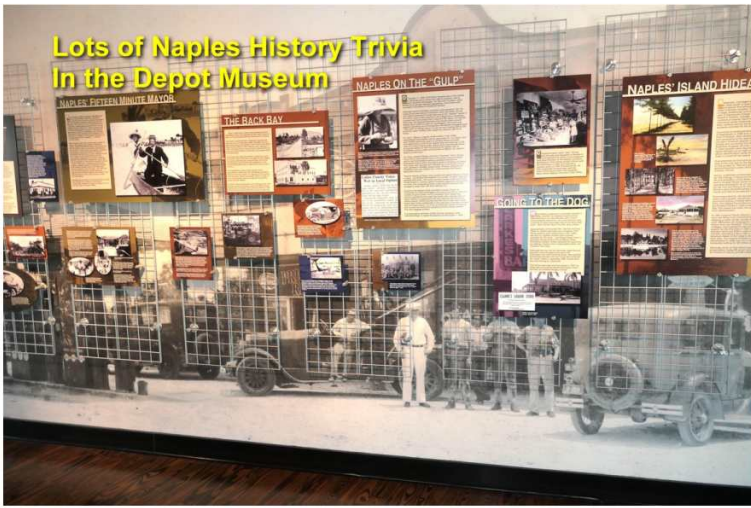
## 1922 Ford Model-T Hack (Taxi-Bus)



## 1955 Chevrolet Bel Air from Naples



## Lots of Naples History Trivia In the Depot Museum



## Early Schools in Naples

Although the Naples Company donated six one- or two-room schoolhouses 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' 65 students. A small library divided the boys' and girls' 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 1928. By 1932, 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: Leila Canant, Lucille Buckles (Howell), and Maxine Songer.

Each teacher taught two grades, first through twelfth.

Leila Brinson Bryan 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 1928 until her retirement in 1969. She died in 2006 at the age of 100.

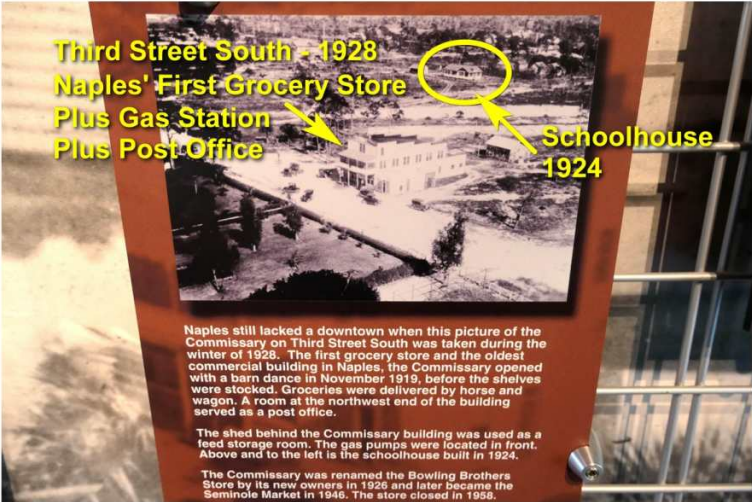
A group of local boys, the entire 8th grade graduating class of Naples High, pose in front of their school in May 1928.

## 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 Tamiami Trail Tours.

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



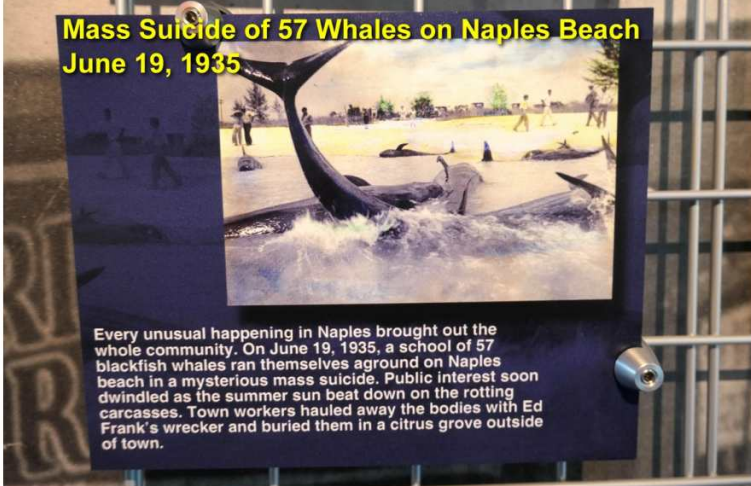
Schoolhouse 1924

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.

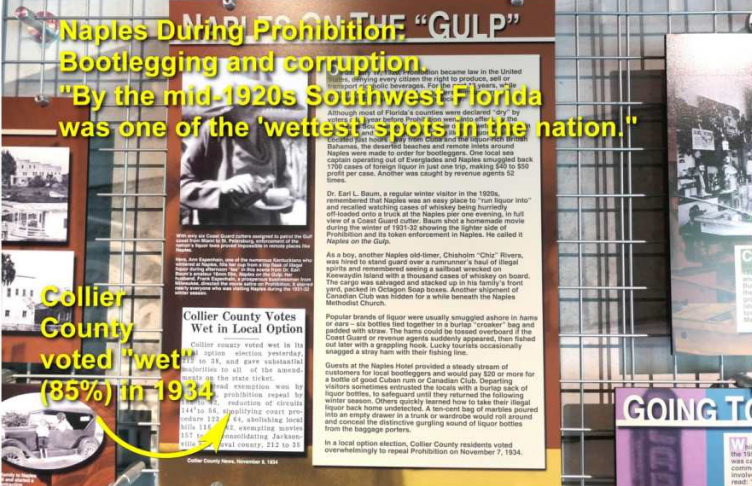
The Commissary was renamed the Bowling Brothers Store by its new owners in 1926 and later became the Seminole Market in 1946. The store closed in 1958.

## Mass Suicide of 57 Whales on Naples Beach June 19, 1935



Every unusual happening in Naples brought out the whole community. On June 19, 1935, a school of 57 blackfish whales ran themselves aground on Naples beach in a mysterious mass suicide. Public interest soon dwindled as the summer sun beat down on the rotting carcasses. Town workers hauled away the bodies with Ed Frank's wrecker and buried them in a citrus grove outside of town.

## 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

Collier County votes wet in local option

Collier county voted wet in 1934. The vote was 85% in favor of prohibition. The vote was held on the 23rd of the month. The vote was held on the 23rd of the month. The vote was held on the 23rd of the month.

Dr. Earl L. Bann, a regular visitor to the 1920s, remembered that Naples was an easy place to "run liquor into" and recalled watching cases of whiskey being hurriedly off-loaded onto a truck at the Naples pier one evening, in full view of a Coast Guard cutter. Bann said a homemade movie during the winter of 1931-32 showing the lighter side of Prohibition and its bootleg enforcement in Naples. He called it "Naples on the Gulp."

As a boy another Naples old-timer, Chisholm "Chiz" Rivers, was hired to stand guard over a rumrunner's haul of illegal spirits and remembered seeing a sailboat wrecked on Kennerly Island with a thousand cases of whiskey on board. The cargo was salvaged and stockpiled in the barns in front of the old Chicago Hotel Bann. Another shipment of Kennerly Club was hidden for a while beneath the Naples Methodist Church.

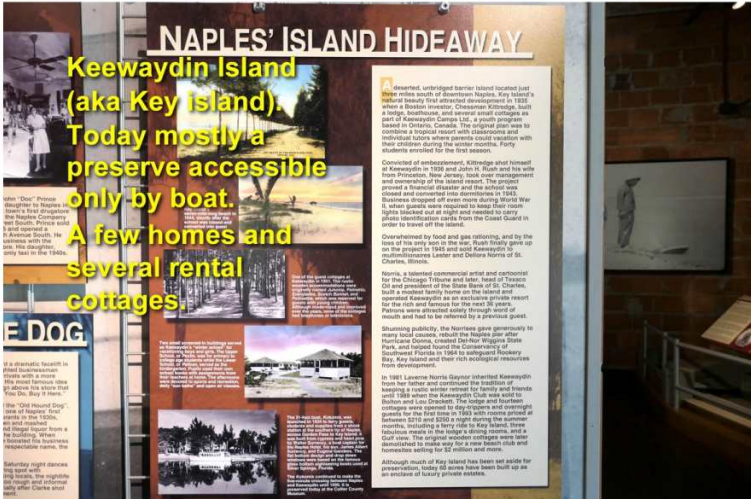
Popular brands of liquor were usually smuggled ashore in hams or deer - size bottles held together in a "burrito" bag and packed with straw. The hams could be tossed aboardboard if the cutter was spotted and quickly disappeared, then hauled through a story back with their families.

Guests at the Naples Hotel provided a steady stream of customers for local bootleggers and would pay \$20 or more for a bottle of good Cuban rum or Canadian whisky. Bootleggers sometimes entrusted the boats with a bulging sack of liquor bottles, to safeguard until they returned the following liquor back home unloaded. A secret bag of machine screws would help an empty barrel in a truck or automobile sound like a barrel and conceal the distinctive gurgling sound of liquor bottles from the highway patrol.

In a local option election, Collier County residents voted overwhelmingly to repeal Prohibition on November 7, 1934.

## NAPLES' ISLAND HIDEAWAY

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



Remained uncharted barrier island located just three miles south of downtown Naples. Key Island is a barrier island that stretches approximately 10 miles from the Collier County line to the Gulf of Mexico. It is part of the Collier County line, a growth program based in Collier, Canada. The original plan was to create a regional resort for the wealthy. Individual lot owners were permitted to sell their lots during the winter months. Fourth Islanders enrolled for the first season.

Keewaydin, a barrier island, was first named in 1936 and John H. Bann and his wife were the first to build a home on the island. The project was a financial disaster and the Banns sold the island to the Collier County line, a growth program based in Collier, Canada. The original plan was to create a regional resort for the wealthy. Individual lot owners were permitted to sell their lots during the winter months. Fourth Islanders enrolled for the first season.

Overwhelmed by food and gas shortages, and by the fact that his wife was about to give birth, Bann gave up on the project in 1945 and sold Keewaydin to the Collier County line, a growth program based in Collier, Canada. The original plan was to create a regional resort for the wealthy. Individual lot owners were permitted to sell their lots during the winter months. Fourth Islanders enrolled for the first season.

Shutting publicly, the Naples gave generously to many local causes, including the Naples Airfield, Park, and United Board of the Conservancy of the Collier County line, a growth program based in Collier, Canada. The original plan was to create a regional resort for the wealthy. Individual lot owners were permitted to sell their lots during the winter months. Fourth Islanders enrolled for the first season.

In 1981 Lavonne Morris Gaynor inherited Keewaydin from her father and continued the tradition of a refuge for the wealthy. The Naples Club was sold to the Collier County line, a growth program based in Collier, Canada. The original plan was to create a regional resort for the wealthy. Individual lot owners were permitted to sell their lots during the winter months. Fourth Islanders enrolled for the first season.

## 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.



LEARNS ITS WINGS

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



### 1977 Route Map



The traffic to Naples had reached a respectable 8,000 year. The demand for service was so great that it bought an extra, ten-seat Lockheed 10 Electra. By 1967 traffic on the airline had increased 25% in just 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 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



Captain Howard Fields and Flight Attendant Wanda Snell posed for this publicity photo with a PBA Lockheed 10E Electra at the Naples Airport in 1968.

## Naples Airlines T-Shirt



## 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 "Spurnpike," "Death Row" and "Chickie Quicker," 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 equipped with helicopters, airboats 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 dynamic drills were floated in behind the dredges to lay a glass line rock out of the solid Everglades floor. The dynamited rock was scooped up, crushed and substituted 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 compared to 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.

## Hurricane Donna September 1960

### DOUBLE IN PARADISE

Although South Florida is uniquely blessed with a semi-tropical climate, it is one of the most vulnerable areas to tropical storms and hurricanes in the nation. Thirty-six percent of all U.S. hurricanes strike Florida and nearly a year goes by that the Gulf coast is not threatened by a hurricane or its side effects.

Disaster struck Collier County on September 10, 1960 when Hurricane Donna crossed a direct hit on Naples. With sustained winds clocked at over 150 miles per hour, the Category 4 hurricane packed enough energy to equal that of a hydrogen bomb exploding every eight minutes. It was one of the most destructive hurricanes ever to strike the United States.

Although initially used as a Red Cross shelter, the Naples Depot was evacuated around noon when 30 miles-an-hour winds began peeling off the roof. The people inside were moved further north to the Pine Lakes Bowling Alley.

Naples Bay and the Gordon River were blown almost completely dry as the storm swept inland water out into the Gulf. By 1:00 that afternoon, Donna's winds water back into downtown Naples. Homes that survived the initial winds gave way to a 9 1/2 foot storm surge from the Gulf. The released water flooded yards, swamped homes and businesses, and caused property damage.

Incredibly, although Donna claimed 12 lives as it roared across Florida, there were no storm deaths in Naples or Collier County. Florida Governor LeRoy Collins later pardoned two men serving jail sentences in Naples for their terror reaction of killing one another and children during the hurricane.

Quick to recover, modern redevelopment in Naples was actually stimulated by the hurricane, pulling mobile homes and insurance claims and low interest business loans into the local economy to help residents rebuild.

## Naples Community Hospital - Built 1956 Until then, closest was Lee Memorial (Ft Myers)

### NAPLES COMMUNITY HOSPITAL

The Naples Community Hospital was the first hospital built in Naples, Florida. It was built on the site of the former U.S. post office building.

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## Naples' First Bank BANKING ON NAPLES The Bank of Naples 1949

### BANKING ON NAPLES

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 nickels plagued Naples shopkeepers for more than a week in early 1949.

To overcome such hardships, a group of five citizens led by Naples Mayor W. Roy Smith and Clarence Tooke, the assistant cashier at the Lee County Bank, met in June 1948 to begin raising the \$70,000 needed to charter a new bank with the state. They also bought a lot on the southwest corner of Fifth Avenue South and Eighth Street South and built a 2,614 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 Marie Tooke. Marie Tooke was the first female president of a bank in the state and eventually took over as the bank's president when her husband died in 1955. 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.

Marie'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 cookies to everyone who came into the bank and provided her employees and their families with weekend trips during the summer. Marie's dedication to her customers and employees was well-known in the community.

As president, Marie doubled the bank's size, introduced drive-up window tellers, and increased deposits to over \$7 million by 1959. She was named the Bank of Naples with Barnett Bank in 1974 and served as chief executive officer of the Florida Bank until her retirement in December 1981.

## Naples Depot Museum Has 3 Restored Rail Cars - Caboose, Freight Car, Passenger Car.





**You can go inside the Atlantic Coast Line Caboose**

**Recently repainted.**



**Atlantic Coast Line Caboose**



**Atlantic Coast Line Caboose**



**Freight Car (not open)**



**Seaboard Line 1947 Budd Passenger Car Completely Restored**



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



**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**



**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



**Museum of the Everglades**  
 National Register of Historic Places

**OLD LAUNDRY BUILDING-  
 EVERGLADES WOMEN'S CLUB**

The first permanent white settlers arrived in this portion in the late 18th century. A community dependent on hunting, fishing and farming soon emerged. The land upon which Everglades City now stands was acquired in 1821-22 by Barron Collier, a wealthy advertising man. In 1825 Collier County was formed with the Town of Everglades as county seat. A planned town, it was built on tilled land as Collier's direction, service facilities were provided, and by 1828 this building had been completed as a community laundry. That year also marked the opening of the Tamiami Trail from Tampa to Miami and completion of the Atlantic Coast Line Railroad into Everglades. After a prosperous beginning, the town suffered economically during the depression and World War II. The Town of Everglades was changed by charter into Everglades City in 1953, and the community moved away from its "company town" origins. This structure ceased to function as a laundry after WWII but remained Collier-owned until 1963, in that year the Everglades Women's Club, founded in 1928 but later disbanded, was reactivated and in 1968 purchased the building for use as a clubhouse. The structure retains the typical appearance of the company town period.

7-282

1978

1978



## Barron Gift Collier

# Story of Barron Collier

**Car Cards**

**Car Advertising for Everglades**

**Barron Collier**

**Car Cards**

**Barron Collier and his wife Adell**

## Building the Town

# History of Everglades City

**Everglades City was built from the very beginning...**

**It was one of the first towns to be built in the Everglades...**

**The first building in Everglades City was the Collier Hotel...**

**The first school in Everglades City was the Collier School...**

**The first church in Everglades City was the Collier Church...**

**The first newspaper in Everglades City was the Collier News...**

**The first streetcar in Everglades City was the Collier Streetcar...**

**The first public library in Everglades City was the Collier Library...**

## Atlantic Coast Line Railroad

# Everglades City Had a Train Station and a Tram

**STREET CAR SCHEDULE**

Effective May 15th, the following schedule for the street car will be observed between Port Du Pont and Everglades.

Week Days	Port Du Pont	Everglades
Leave Port Du Pont	6:00 a. m.	6:15 a. m.
Leave Everglades	6:15 a. m.	6:30 a. m.
Leave Port Du Pont	7:15 a. m.	7:30 a. m.
Leave Everglades	7:30 a. m.	7:45 a. m.
Leave Port Du Pont	8:30 a. m.	8:45 a. m.
Leave Everglades	8:45 a. m.	9:00 a. m.
Leave Port Du Pont	10:00 a. m.	10:15 a. m.
Leave Everglades	10:15 a. m.	10:30 a. m.
Leave Port Du Pont	12:00 p. m.	12:15 p. m.
Leave Everglades	12:15 p. m.	12:30 p. m.
Leave Port Du Pont	2:30 p. m.	2:45 p. m.
Leave Everglades	2:45 p. m.	3:00 p. m.
Leave Port Du Pont	5:00 p. m.	5:15 p. m.
Leave Everglades	5:15 p. m.	5:30 p. m.
Leave Port Du Pont	5:30 p. m.	5:45 p. m.
Leave Everglades	5:45 p. m.	6:00 p. m.
Leave Port Du Pont	6:30 p. m.	6:45 p. m.
Leave Everglades	6:45 p. m.	7:00 p. m.
Leave Port Du Pont	7:30 p. m.	7:45 p. m.
Leave Everglades	7:45 p. m.	8:00 p. m.
Leave Port Du Pont	8:30 p. m.	8:45 p. m.
Leave Everglades	8:45 p. m.	9:00 p. m.
Leave Port Du Pont	9:30 p. m.	9:45 p. m.
Leave Everglades	9:45 p. m.	10:00 p. m.

**Monday Night**

Leave Port Du Pont 6:00 p. m.

Leave Everglades 6:15 p. m.

Leave Port Du Pont 7:00 p. m.

Leave Everglades 7:15 p. m.

Leave Port Du Pont 8:00 p. m.

Leave Everglades 8:15 p. m.

Leave Port Du Pont 9:00 p. m.

Leave Everglades 9:15 p. m.

**Sundays**

Leave Port Du Pont 7:00 a. m.

Leave Everglades 7:15 a. m.

Leave Port Du Pont 8:00 a. m.

Leave Everglades 8:15 a. m.

Leave Port Du Pont 9:00 a. m.

Leave Everglades 9:15 a. m.

The modern town required modern public transportation. The battery-powered streetcar carried passengers free-of-charge between Everglades and Port DuPont.

## Everglades City Was the Seat of Collier County

# County Courthouse 1928

The introduction of the automobile and the Trail Lines fast and efficient service in Everglades City was destined to return to the city before the arrival of the 1920s Florida real estate boom's limited carrying capacity. The architectural beauty of the region as well as the Collier County Courthouse and it certainly happened here. The Courthouse is a landmark in our little city of Everglades... It was built on the bend in Barron's river and green, growing here in the heart of the Everglades. Set in the midst of the wild Florida landscape, what an inspiration your eye can see.

The facade of the County Courthouse announces its importance as the governmental seat through the application of neo-classical architectural elements. This building served as a courthouse until 1962 when the seat was moved to East Naples.

## Bank of Everglades - 1926

# Only Bank in Collier County Until 1949

The Bank of Everglades opened on July 9, 1923 in a wooden building with a starburst pattern over the entry. Two years later it was housed in another wooden building and by 1926, in a more permanent two-story structure. It served as the only bank in Collier County until 1949.

## Museum of the Everglades

## People of the Everglades

# The Calusa and Seminoles

The modern Seminole and Miccosukee Indians of southwest Florida are descendants of many Indian tribes. Their history in Florida can be traced back to the early 1700s when small bands of Creek Indians began migrating south to escape the expansion of white settlement in Georgia and Alabama. Between 1740 and 1820, the Seminoles established scattered farming communities across the northern part of the peninsula, gradually settling lands left vacant by the extinction of Florida's original Indian tribes. In time, they were joined by escaped African slaves and refugees from other tribes to forge a new identity in Spanish-controlled Florida. An estimated 5,000 Seminoles were living in Florida when the United States acquired the new territory from Spain in 1821. The future of the Seminole people in Florida over the course of the nineteenth century was determined primarily by the U.S. Government and its national policy of Indian Removal. Seminole leaders were coerced or bribed into signing away their lands and, in 1832, were ordered out of Florida and forced onto government reservations west of the Mississippi River. The result was two bitter and costly wars with the United States that lasted until 1858 and resulted in a thriving Native American culture.

Despite almost 50 years of invasion and constant warfare, the Seminoles and Miccosukee peoples retained many of their Creek traditions and developed cultures that were uniquely suited to the hot, humid climate of southwest Florida. The Seminoles and Miccosukee have a rich and diverse history that is still being passed down to this day.

## Calusa Artefacts

# Seminoles



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



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



# Building the Tamiami Trail The Walking Dredge

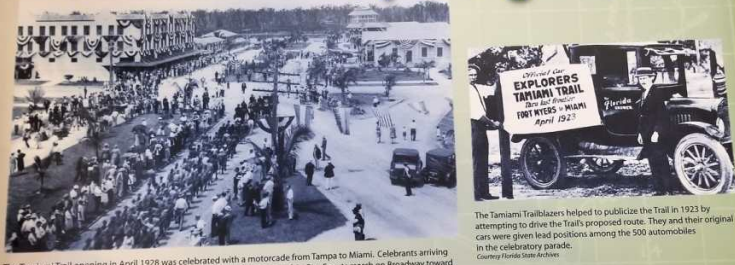


Images of Trams

# Building the Tamiami Trail



# Opening Day Motorcade Tamiami Trail Opening - 1928

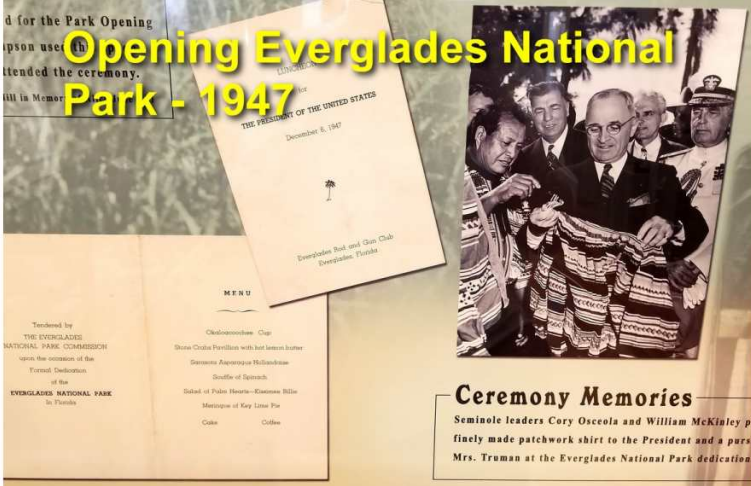


The Tamiami Trail opening in April 1928 was celebrated with a motorcade from Tampa to Miami. Celebrants arriving in the town of Everglades were treated to a parade and three-day county fair. Boy Scouts march on Broadway toward the Barron River. The three-story Everglades Inn is festooned in bunting in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

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 alflutter 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 two 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 parasol to Mrs. Truman at the Everglades National Park dedication.

# Everglades National Park Opening - 1947



# Rod and Gun Club Menu 1961

Appetizers		Soups	
French Orange Juice	50	French Onion	75
Some Crab Cocktail (to 4 persons)	1.95	Clam Chowder	75
Steaks and Fowl		Fresh Fish and Sea Food	
New York Strip with Onion Rings	6.95	Broiled African Lobster Tails with Down Butter	7.95
Broiled or Fried Filet Mignon	3.95	Naive Fishingers	3.50
Chopped Sirloin Steak with Grilled Onions	1.95	Sealord Platter	4.25
Entrees include: Fresh Garden Salad, Potato, Vegetable, Coffee or Tea		Fried Jumbo Shrimp with Sauce	4.25
CHILDREN'S PLATES (under 12 years)		Broiled Red Snapper with Lemon Butter	4.00
Fried Jumbo Shrimp - Broiled Chopped Steak - Broiled or Fried Chicken	1.95	Some Crab Claws (to 4 persons)	5.95
Served with Potato - Salad - Rolls - Tea or Milk	1.95	Tender Deep Sea Scallops	4.50
Rod and Gun Club Special - Steak and Lobster Tail		Entrees include: Fresh Garden Salad, Potato, Vegetable, Coffee or Tea	
8.25		Blue Cheese	25 Extra
Desserts			
You catch 'em...we'll cook 'em	Have your own fresh catch prepared to your order and served family style! Deliver your cleaned fish to the kitchen with preparation instructions and leave the rest to us! Served with crisp green salad, rolls and butter, coffee, choice of potato, tea or coffee. 3.25 per person.		
Ice Cream	50	Sherbet	50
Assorted Pies	75	Specialty Desserts	1.00

# Fishing



## The Python Problem

# HOW BAD IS IT?



Photo courtesy National Park Service

### DEVASTATING THE FOOD CHAIN

### HOW MANY ARE OUT THERE?

Although the low detectability of pythons makes population estimates difficult, most researchers propose that at least 30,000 and more likely upwards of 300,000 pythons occupy Everglades National Park, the Big Cypress National Preserve, and the Collier-Seminole State Forest. With no natural predators in the region, the invasive Burmese python population continues to grow with no end in sight.

## The Python Problem



WHERE CAN I SEE ONE?

## 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.

## Square Grouper

Nickname given to bales of marijuana thrown overboard or out of airplanes by smugglers in South Florida in the 1970s and 1980s.

### Why was South Florida the drug smuggling capital of US?

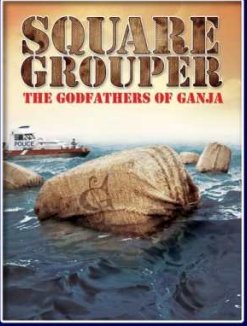
- 5,000 miles of coast and coastal waterways.
- Proximity to the Caribbean and Latin America.
- Replace lost commercial fishing income.



## "Square Grouper - The Godfathers of Ganja"

2011 Documentary about 3 groups of drug smugglers:

- Miami: Ethiopian Zion Coptic Church of Jamaica.
- Miami: Black Tuna Gang.
- Everglades City: Two large DEA raids in 1983 and 1984 led to the arrest of nearly 80% of the adult male population of Everglades City. 80% Try to see this movie. Was on Netflix.




## Immokalee Pioneer Museum at Roberts Ranch




## Immokalee Pioneer Museum at Roberts Ranch

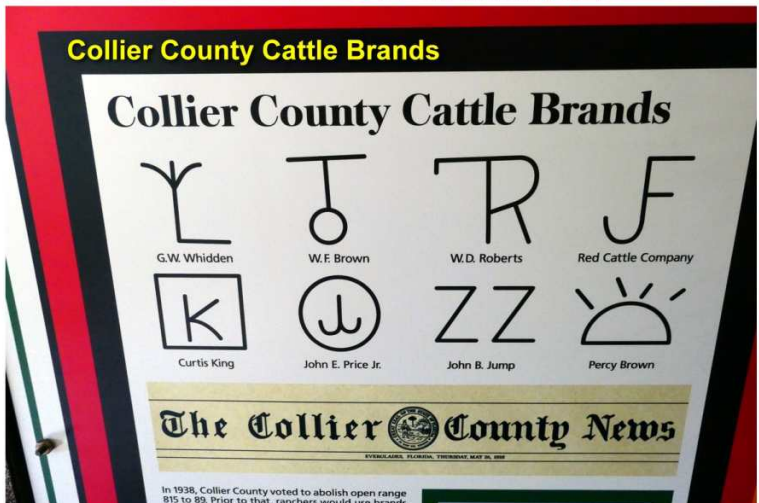
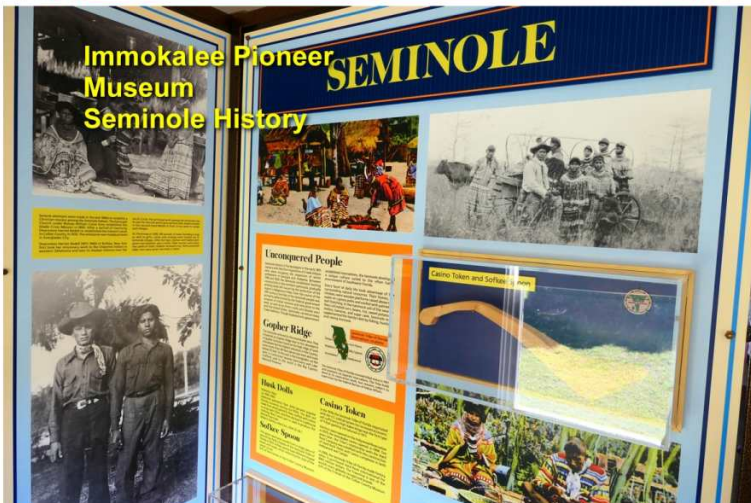
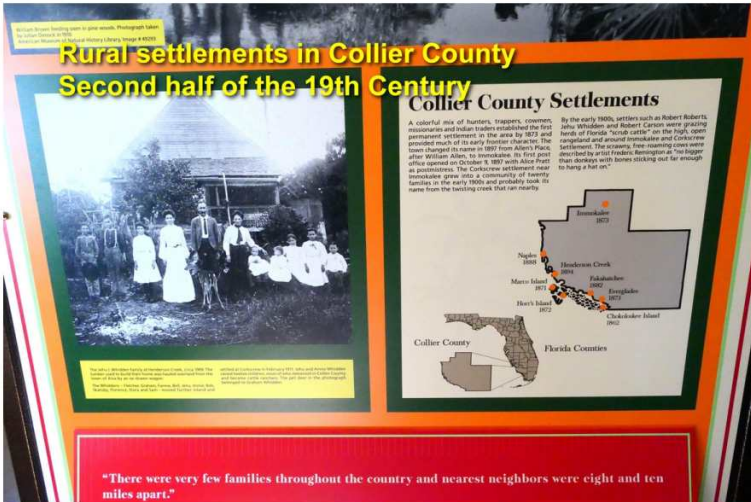
**Website:** [www.colliermuseums.com](http://www.colliermuseums.com)  
**Where:** 1215 Roberts Avenue West, Immokalee.  
**Get There:** Immokalee Road east from Naples. Left on W. Main St, Immokalee.  
**When:** Tuesday-Sat 9am to 4pm. Closed Sun and Mon.  
**Admission:** Free.

**What:** Immokalee is Collier County's largest inland community. Sprawling cattle ranches and agriculture. First occupied by the Calusa Indians and later by the Seminole, the area has seen a colorful mix of hunters, trappers, cowmen, missionaries, and Indian traders since it was first settled in 1872.

**Early pioneers renamed the town "Immokalee" in 1897 after a Seminole word meaning "my home" or "his home."**



Originally home to cattleman Robert Roberts and his family. 13-acre historic site and museum illustrate the daily working life on a Southwest Florida pioneer homestead and citrus grove from the early 1900s. 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.



**Roberts Ranch  
Robert and Sarah Roberts**



**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  
Bedroom  
1924**



**Roberts Family Home - 1924  
Dining Room**





**Roberts Family Home - 1924**  
**Dining Room - Screened Pie Safe**  
**AKA Pie Chest or Pie Cupboard**  
**Food Storage**

**Major repairs to the Roberts House were done in 2021:**

**"Stabilization and rehabilitation project".**

**Repairs included:**

- Foundation work and chimney repointing.
- Replacing rotted wood.
- Second-floor structural stabilization.
- Hurricane protection.
- New heating, ventilation, and air conditioning system.



**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.**

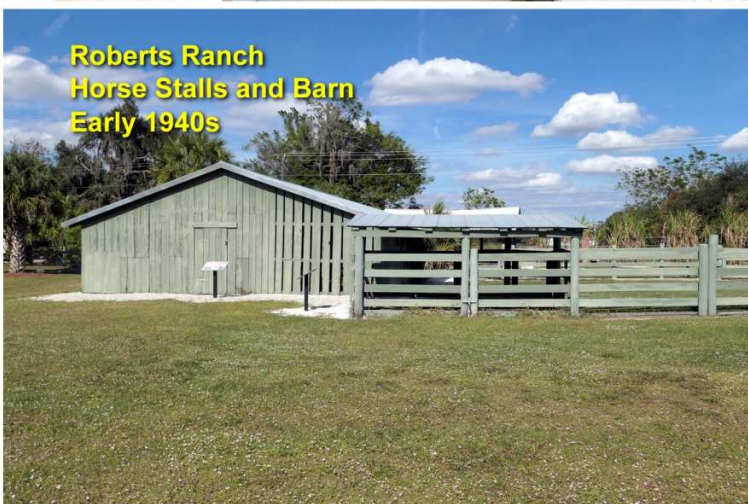


**Roberts Ranch**  
**Depression-era outhouse**



**Roberts Ranch**  
**Immokalee, Florida**  
**Horses**  
**Cattle**  
**Oranges**  
**Sugar**

*At its peak, Roberts Ranch was 100,000 acres.*  
**National Register of Historic Places**



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



**Roberts Ranch**  
**Horse Barn Interior**



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



**Roberts Ranch  
Fertilizer Spreader - 1940**



**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)**



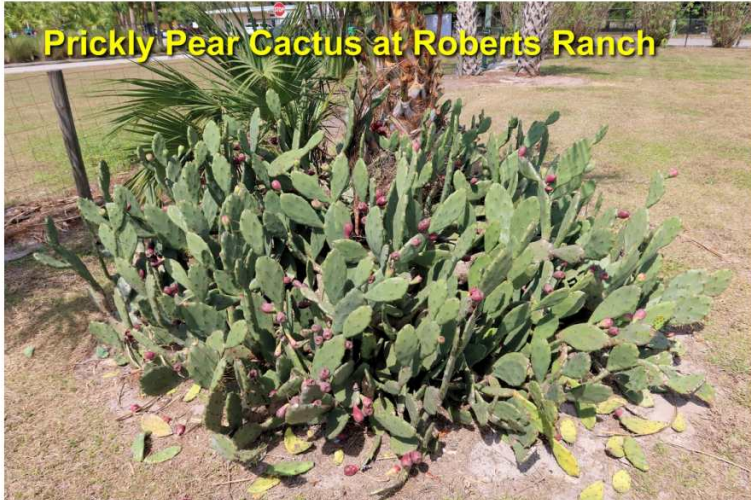
**Roberts Ranch  
Sugar Cane Boiler  
1921**



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



**Oranges Still Grow at Roberts Ranch**



**Prickly Pear Cactus at Roberts Ranch**



**Candelabra Cactus at Roberts Ranch**



**Annual Event Sponsored by Museum**

### **Immokalee Cattle Drive & Jamboree**

March 18, 2023 | 7:00 AM – 3:00 PM  
Immokalee Pioneer Museum at Roberts Ranch  
1215 Roberts Ave W, Immokalee



### **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).





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



**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.

**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.



### MARCO'S OVERLOOKED INHABITANTS THE MUSPA INDIANS

**People living on Marco 500 BC to 1300 AD were actually a separate tribe – Muspa – that later joined the Calusa.**

People living on Marco Island between A.D. 1300 and A.D. 1500-1700

Traditional archaeological theory maintained that the Calusa lived on the northern edge of the Calusa region and that south of the Calusa territory, the Muspa lived on Marco Island. This theory was based on the fact that the Calusa were traditionally thought of as the heart of Calusa territory. Most pottery found on Marco Island is Glades ware, which is a type of pottery that is found in the Calusa region. However, some researchers believe that the pottery found on Marco Island is actually a separate type of pottery that was made by the Muspa. This theory is based on the fact that the Muspa were a separate tribe that lived on Marco Island before they joined the Calusa. Some researchers believe that the Muspa were a separate tribe that lived on Marco Island before they joined the Calusa. Some researchers believe that the Muspa were a separate tribe that lived on Marco Island before they joined the Calusa.

Fort Drum Incised (A.D. 500-700)

Fort Drum Pointed (A.D. 500-700)

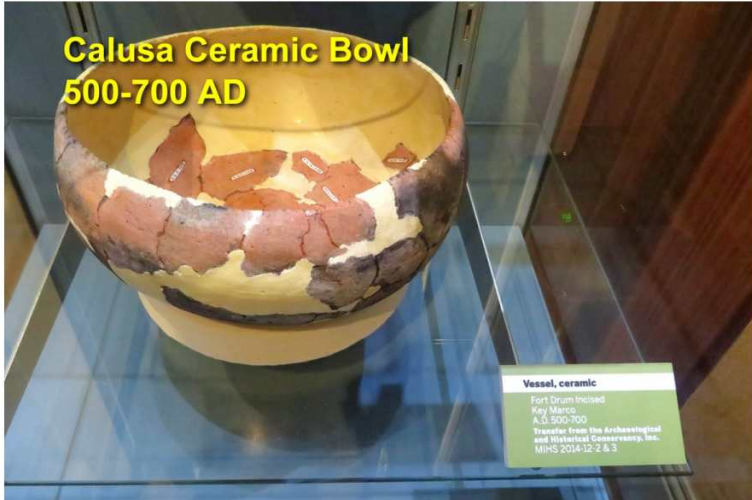
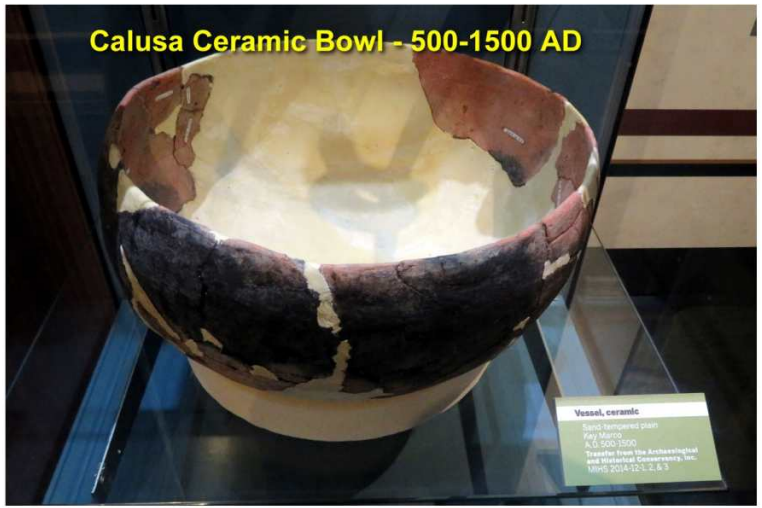
Gordon's Pass Incised (A.D. 700-900)

Miami Incised (A.D. 700-900)

How does Muspa differ from Calusa?

Scene depicting the preparation of a small earthenware Florida around A.D. 250. Note the abundance of ceramic vessels used in the preparation of food.

*Image by Marcel Clark, Courtesy of the Florida Museum of Natural History.*



**Calusa Tools – 13th-16th centuries**

Cooking, Chopping & Scraping

Hammering & Pounding

Chopping & Cutting Tools

Scraping & Smoothing Tools

Cooking, Drinking & Scooping

Key Terms

Indians controlled most of South Florida Marco Island, by the time first arrived.

Hammering & Pounding

- Used to pound food into a paste.
- Used to pound food into a paste.
- Used to pound food into a paste.

Chopping & Cutting Tools

- Used to cut food into small pieces.
- Used to cut food into small pieces.
- Used to cut food into small pieces.

Scraping & Smoothing Tools

- Used to scrape food into a paste.
- Used to scrape food into a paste.
- Used to scrape food into a paste.

Cooking, Drinking & Scooping

- Used to cook food.
- Used to drink food.
- Used to scoop food.

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

**Only 6 Inches Tall**

**Frank Cushing - Smithsonian Archaeologist and Anthropologist - Discovered the Cat**

FRANK HAMILTON CUSHING  
A PIONEER IN ANTHROPOLOGY

Cushing's discoveries at Key Marco opened an era of archaeological discovery in Southwest Florida.

FRANK H. CUSHING

**Frank Cushing's 1897 report to the Smithsonian on discovery of the Marco Cat.**

Frank Cushing's Report

Letter from F.H. Cushing to W.L. McGee

Page 106  
June 2, 1897  
The Smithsonian Institution  
Washington D.C.

**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  
 MIHS 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 post-humously 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.**



Artist's rendering of a Cuban fishing rancho. Image by Merald Clark. Courtesy of the Florida Museum of Natural History.

Fishing ranches may have included structures resembling these palmetto-thatched huts in Florida. Image courtesy of the State Archives of Florida.

**The Civil War**

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 the Gulf of Mexico and the Bahamas. Boat

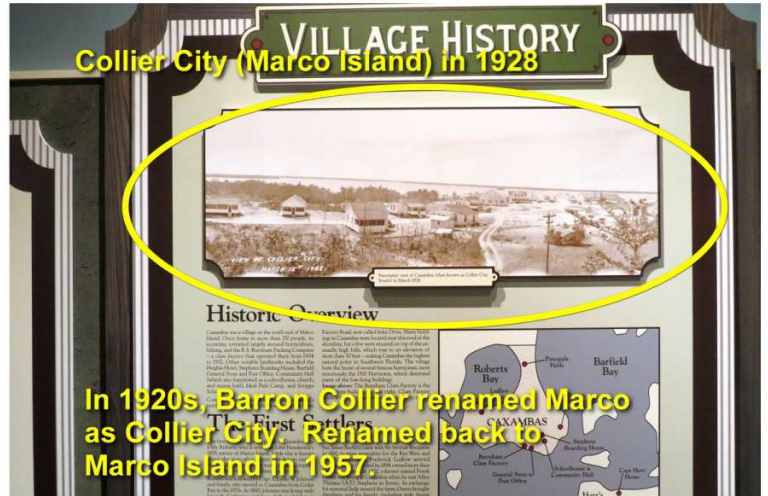
tured goods on small sloops and schooners, often returning with cotton and turpentine, which fetched a hefty price in Havana and the Bahamas. The blockade runners fared well until the U.S. Navy began adding ships to its fleet in 1863. In May 1864, the U.S.S. Fox captured the sloop Oscar just off Marco Pass. 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



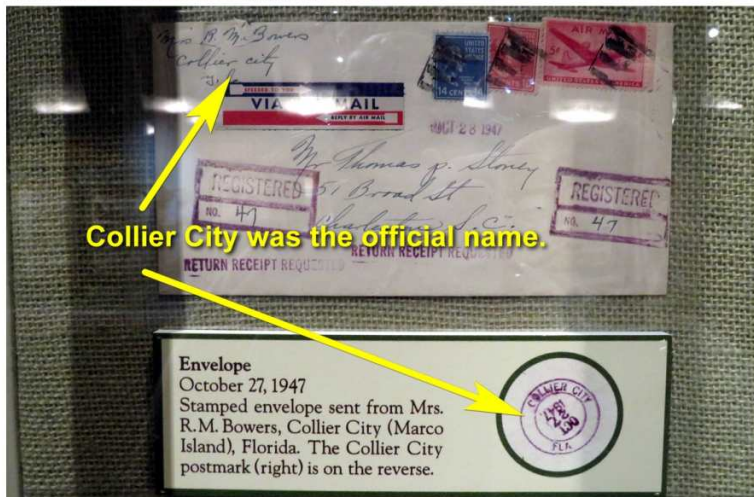
Above: "Chase of a blockade runner" from the State Archives of Florida. Below: "Panorama of the Seat of War" by Burnham (1861). Image courtesy of the Congress, Geography and Map Division.

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

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



**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.**

Ticket, Train  
 Atlantic Coast Line Railroad  
 December 31, 1930  
 An Atlantic Coast Line Railroad ticket like this one would have been used by passengers traveling to Collier City (Marco Island).

Schedule, Train  
 Atlantic Coast Line Railroad  
 This Atlantic Coast Line Railroad schedule includes a stop in Collier City (Marco Island).

Marco Hotel opened in 1896.

Parts survive today as the Olde Marco Inn



W.D. Collier opened the Marco Hotel in 1896. Image courtesy of the State Archives of Florida.

**Deltona Corp. (The Mackle Brothers)**



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

**Deltona Ads for Houses on Marco Island**

<p><b>1965</b></p> <p><b>The Tampico</b></p> <p>1 Bedroom 2 Bath Cul-de-sac 1965 Price - \$14,900</p>	<p><b>1968</b></p> <p><b>The Tartan</b></p> <p>1 Bedroom 2 Bath Golf Course 1968 Price - \$18,450</p>	<p><b>1970</b></p> <p><b>The Catalina</b></p> <p>1 Bedroom 2 Bath 1970 Price - \$33,000</p>
<p><b>1965</b></p> <p><b>The Santa Cruz</b></p> <p>1 Bedroom 2 Bath 1965 Price - \$22,250</p>	<p><b>1968</b></p> <p><b>The Constellation</b></p> <p>1 Bedroom 2 Bath 1968 Price - \$25,300</p>	<p><b>1970</b></p> <p><b>The Buccaneer</b></p> <p>1 Bedroom 2 Bath 1970 Price - \$44,500</p>
<p><b>1965</b></p> <p><b>The Martinique</b></p> <p>1 Bedroom 2 Bath 1965 Price - \$41,500</p>	<p><b>1968</b></p> <p><b>The Voyager</b></p> <p>1 Bedroom 2 Bath 1968 Price - \$55,500</p>	<p><b>1970</b></p> <p><b>The Anchorage</b></p> <p>1 Bedroom 2 Bath 1970 Price - \$55,700</p>

**Five Collier County Museums**

1. Collier County Museum at Government Center
2. Naples Depot Museum



**Five Collier County Museums**

3. Museum of the Everglades
4. Immokalee Pioneer Museum
5. Marco Island Historical Museum



**My Library presentations this season (this was the last one):**

- Four South American Capitals.
- Marco Island, Ochopee, Collier-Seminole St Park, Copeland, Building Tamiami Trail.
- All About Alligators.
- Great Nature Hikes an Hour from Naples.
- Sanibel, Captiva, Ft Myers/Beach, Bonita.
- Wildlife of Southwest Florida.
- Former East Germany.
- Five Collier County Museums.

I hope to see you next season! [www.paulvisits.com](http://www.paulvisits.com)



I hope you enjoyed our visit to the five Collier County Museums.

[ppacter@gmail.com](mailto:ppacter@gmail.com)

[www.paulvisits.com](http://www.paulvisits.com)

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