

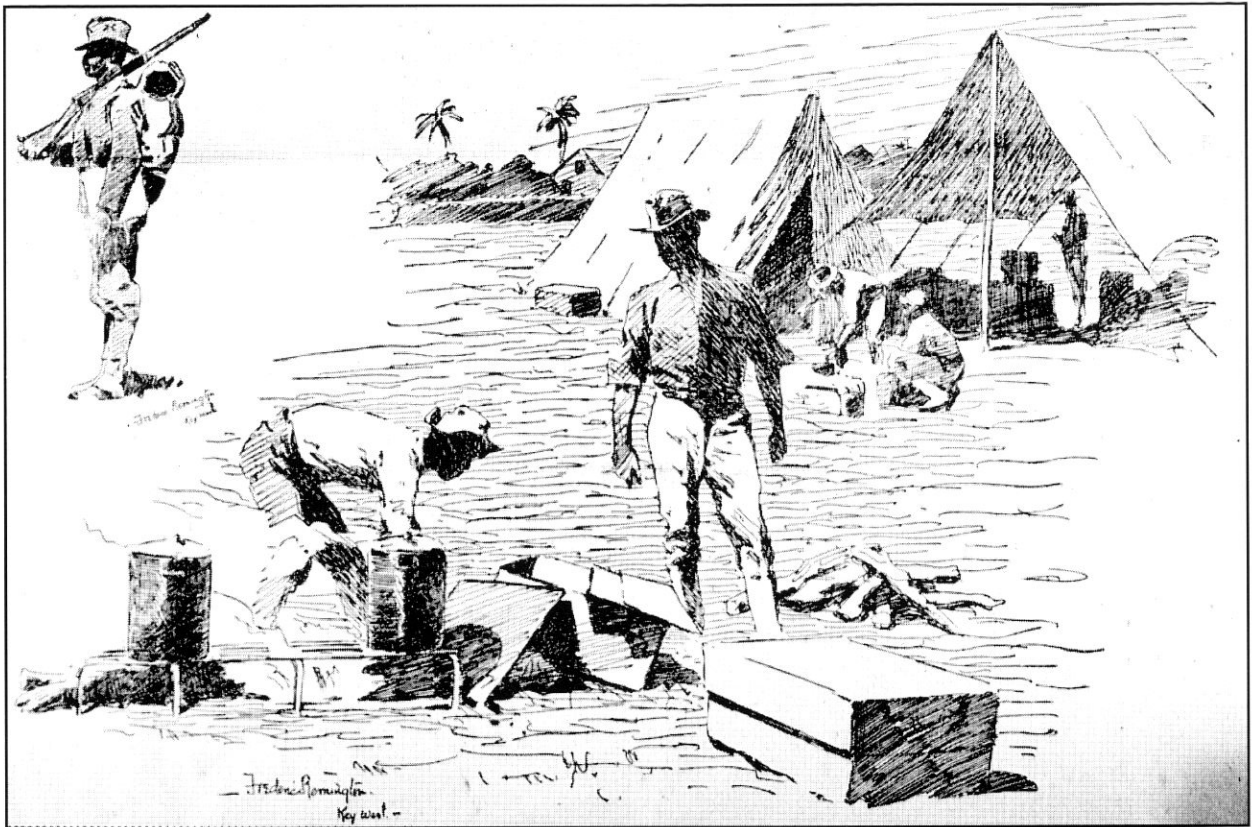
South Florida History

M A G A Z I N E

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Historical Museum of Southern Florida
Fort Myers Historical Museum
Collier County Museum
Clewiston Museum
Loxahatchee Historical Museum



Men In Camp by Frederic Remington, 1898

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Somehow, The Keys have always attracted the gifted. Maybe it's because we appreciate them so much. Or maybe it's just because we leave them alone.

From 1826 to 1920, many artists, painters, journalists, and photographers ventured to The Florida Keys. What they found gave them the inspiration to create the works we now treasure.

Join us at the East Martello Museum as we bring together these celebrated works in our newest exhibition, *A Traveler's View of The Florida Keys*. See the paintings, drawings and prints of John Audubon, Frederic Remington,

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**A Traveler's View of
The Florida Keys, 1826-1920**
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THE REAL FLORIDA SM

On the cover: The Sands hotel on Miami Beach as depicted on a postcard. It is indeed Art Deco, but it differs in interesting ways from the actual photograph. . . See Rebecca Smith's *Visual Record* on page 18 to learn about some "Deco Deceptions."



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Editor's Notes

By Stuart McIver

We were talking about Florida's past when the question came up. Who was the greatest of all Floridians? Two names kept popping up, Henry Morrison Flagler and Marjory Stoneman Douglas. No mention of either Wayne Huizinga or Don Shula in our small group of history-minded souls.

"But Flagler and Douglas came here from somewhere else," I pointed out. "Let's see if we can pick somebody born in Florida."

The late Leroy Collins, one of the best and most important of Florida's governors, was suggested immediately. He gained strong support, but the list stopped there. Then I trotted out my candidate, the one I had in mind when I suggested the discussion.

Sam Jones was my choice. Sam Jones the Invincible. His refusal to surrender to the overwhelming force of some 50,000 American soldiers, sailors and Marine Corps is the reason there is a significant Indian presence in Florida today.

Sam Jones, whose Indian name was probably Abiaka, was a Miccosukee medicine man, born in North Florida, near today's Tallahassee, possibly as early as 1750. He was the leader of a band of Indians living near Silver Springs when the Second Seminole War broke out in December 1835. Already ancient, he became the leader of the Seminoles in Florida after Osceola was captured.

Sam Jones was never captured, because he never made Osceola's mistake of sitting down to parley with the enemy. Sam Jones could not be talked to, reasoned

with, captured, bribed, outsmarted or killed. With his band he retreated down the state, trying always to stay ahead of the relentless U.S. military forces. He fought on the shores of Lake Okeechobee on Christmas Day, 1837, against Zachary Taylor, a future president. He led his group then to the Seven Islands of Sam Jones, just west of Fort Lauderdale, an area of the Everglades that he had visited many times in the past. The old medicine man, who may well have been in his 80s by this time, was driven away from Pine Island in 1836, disappearing back into the Big Cypress Swamp. Later, he came back and burned Fort Lauderdale to the ground.

The greatest of all the Indian fighters, Lieutenant Colonel William S. Harney, assembled a force of 250 fighting men and set about to force a showdown with old Sam. He chased him across the Everglades to the west coast, then back to the New River and then up to Fort Jupiter near the Loxahatchee River. No capture of Sam. Colonel Harney's men were worn out.

Meanwhile, Sam Jones just kept on ticking. He was too old for this sort of running around, but he did what he had to do and kept his band of loyal followers with him. He was still around when the Second Seminole War ended and still around when the Third Seminole War ended in 1858. His band had shrunk to five very old men, a few women and children and just 12 warriors.

The stated goal of the U.S. government had been to remove every Indian from Florida. Sam Jones blocked Uncle Sam at every turn and was still succeeding at his impossible task past the age of 100. He is supposed to have died sometime after the end of the Third Seminole War. I'm not sure he ever died. He may have been too tough, too ornery and too true to what he believed in.



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Sometimes out in the Glades, I can almost hear him shrieking:

"In Florida I was born. In Florida I will die. In Florida my bones will bleach."

No greater man was ever born in Florida. At least, that's my opinion. What's yours? If you've got a candidate, we'd like to hear from you.

We've got an interesting lineup of stories again this month. Dr. Joe Knetsch looks at the closing days of the Third Seminole War and, yes, Sam Jones is one of the players in his account. Arthur Chapman tells us the story of the legendary Ox Woman, and Don Gaby recounts the incredible life of Kate Thornhill, a true Renaissance woman, musician, business woman and environmental activist; also a woman who could swear in three languages.

From Florida's west coast comes Patti Bartlett's story about the Kinzie Brothers Steamboat Line, which used to ferry cars and passengers over to Sanibel Island. And, finally Becky Smith gives us a look at some of Miami Beach's Art Deco hotels from a fresh viewpoint.

In our winter issue of *South Florida History Magazine* we included a bit of a teaser at the end of our book review of *Vic Knight's Florida*, pointing out that he throws in a few pop quizzes from time to time. We left unanswered the question of who was the young woman who served as a hostess and waitress at a rustic Florida inn and later almost made it to the throne of England. Several people have asked the answer and here it is: Wallis Warfield Simpson, the Duchess of Windsor. Her uncle, S. Davies Warfield, built the Seminole Inn at Indiantown in 1925 when he was president of the Seaboard Air Line Railroad. For a brief time during a break from her marital adventures she ran the dining room for her uncle.

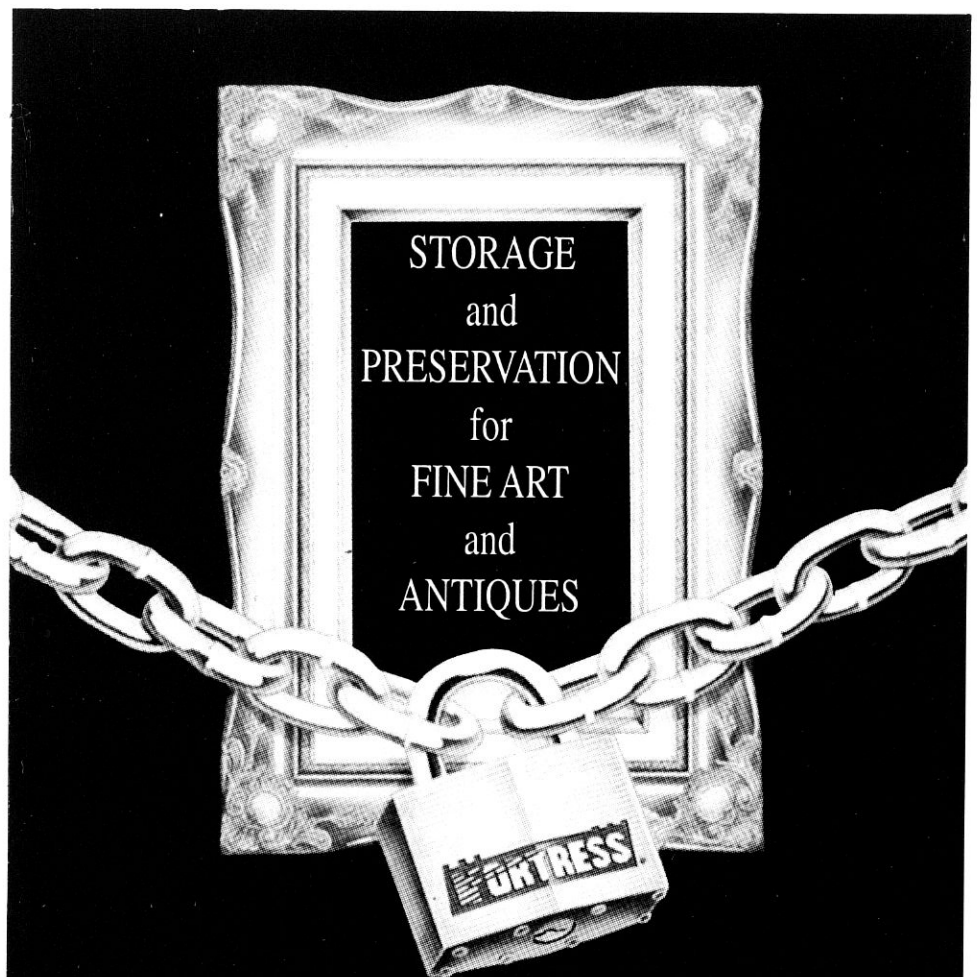
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Around the Galleries...



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101 West Flagler Street, Miami
(305) 375-1492

Major Exhibitions

PLACES IN TIME: Historic Architecture and Landscapes of Miami

April 21 - July 4, 1994

This exhibition features 100+ platinum prints of historic sites in Dade County by architectural and fine art photographer John Gillan. The timeless images captured by Gillan are printed in the platinum process, a technique distinguished by extraordinarily detailed images of high quality that will last a lifetime.

ECHOES: The Tradition Continues

July 15 - September 25, 1994

This exhibition brings together the works of 11 folk artists winning the Florida Folklife Heritage Award. Quilts, braided cow whips, baskets and model boats are among the traditional arts featured. Created by the Florida Craftsmen.

Hurricanes

July 15 - September 25, 1994

A photographic look at hurricanes past and present in South Florida.

Mialhé's Colonial Cuba

Oct. 1 - January 30, 1995

This exhibition features the original works responsible for creating the world's view of 19th century Cuba by visual artist Pierre Toussaint Frederic Mialhé. Mialhé depicted colonial Cuba's landscapes and peoples during 16 years of residence in Havana, producing quality lithographs eagerly copied by the foreign press and ending up on plates, cigar wrappers, albums and many other everyday items.

Special Events

Springtime Harvest Festival

Apr. 30 & May 1, 1994, 10 a.m.-5 p.m.

Dade County Youth Fair & Expo Ctr. Featuring more than 300 crafts booths, international farmers' market, folklife and entertainment. \$3 adults; \$1.50 children 6-12.

Readers' Choice presents Evelyn Wilde Mayerson, author of *Miami: A Saga*

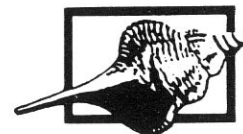
May 19, 1994, 12 noon Luncheon, The Colonnade Hotel, Coral Gables Hear the author of the Miami book everyone's talking about. \$35 per person. Call (305) 375-1492 to receive an invitation.

General Information

Open Mon-Sat. 10 a.m.-5 p.m.; Thur. til 9 p.m.; Sun. 12 noon-5 p.m.

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Exhibitions

Reeling in the Years: The Sport, the Lifestyle and the Sportfishing Industry

April - May 1994

A exhibition exploring saltwater and freshwater fishing, fly and bait with a focus on the national history and conservation of the area's environment. Peruse the old time tackle shop and try your hand at pulling in "the big one."

Touch of Life

June - July 1994

Four large hands-on components from the South Florida Natural History Museum and "Florida Fossils" from the Fort Myers Historical Museum.

Florida Photography

August - September 1994

One or more photographers coordinated with a local photo contest.

Special Events

SeaFare '94 Sixth Annual Seafood and Maritime Festival May 22, 1994

Arts, crafts, entertainment and local seafood.

General Information

Open Tues.-Fri. 10 a.m.-4 p.m. and weekends 1-4 p.m.



**2300 Peck Street
Fort Myers, Florida
(813) 332-6879**

Exhibitions

American Sewing Guild "Shares"

May 5 - June 30, 1994

During the Depression, sewing groups like the American Sewing Guild made clothing for the poor. Guild members felt this was a useful way to share their skills, hence the name "shares."

50th Anniversary of Normandy

May 5 - June 30, 1994

In June 1945, the Allied push to end WWII began with an invasion of four beaches on the Normandy Coast. Museum docent Frances Commiskey has created this exhibit with photos, artifacts and weaponry to detail the logistics of the operation.

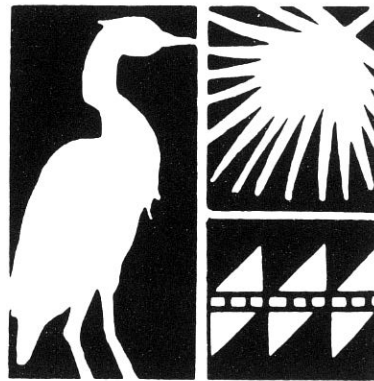
Wish You Were Here

May 5 - June 30, 1994

Ten framed groupings of the museum's postcard collection depict Fort Myers around 1925 as a tropical garden, a booming metropolis, a fisherman's paradise, and as an agricultural wonderland with elaborately detailed hotels.

General Information

Open Mon.-Fri. 9 a.m.-4:30 p.m., Sun. 1-5 p.m. Closed Sat. & major holidays. Adults \$2.50; children under 12 \$1.



Collier County Museum

**3301 Tamiami Trail East
Naples, Florida
(813) 774-8476**

General Information

The Collier County Museum explores the people, places and everyday events that have shaped Collier County's heritage—from prehistoric fossils and long vanished Indian civilizations, to the settlers and visionaries of the area's pioneering past.

The museum's four-acre historical park offers exploration through a typical Seminole Village, an archaeological laboratory, a Children's Discovery Cottage, extensive native Florida gardens, a restored swamp buggy and a 1910 steam logging locomotive.

The museum is open Monday through Friday, 9 a.m. to 5 p.m.

Admission is free.

May 19-21, 1994

**Florida Historical Society
Annual Meeting**

At the Fort Myers Sheraton and the Fort Myers Historical Museum

Registration: \$40.

Call (813) 974-3815 for details.



CLEWISTON MUSEUM

**112 South Commercio Street
Clewiston, Florida 33440
(813) 983-2870**

Exhibitions

American Beach

March 10 - June 15, 1994

A exhibition exploring the African-American community of Jacksonville Beach.

Tampa Tribune

September 1 - December 31, 1994

A exhibition from the Florida Museum of History.

The Logging Industry of the Big Cypress Swamp

December 1-28, 1994

The Clewiston Museum, founded in 1984, is a growing museum, collecting and displaying items, large and small, important and trivial, which reflect the past of Clewiston and its surrounding area.

General Information

Open 1 to 5 p.m. Tuesday through Saturday, with seasonal adjustments.

No admission fee is charged, however, donations are encouraged.

LAST BOAT TO SANIBEL ISLAND

By Patti Bartlett

In the late 1920s, taking one's car to Sanibel Island near Fort Myers was quite simple. You drove to the Kinzie Dock at Punta Rassa, paid your fare, and waited for *The Best*.

The Best was the Kinzie ferry, and it made four scheduled trips a day, when demand merited it.



The *Best* ferry boarding autos at Punta Rassa. (Courtesy of the Fort Myers Historical Museum)

The Best was primarily a people-and-car mover, and at seven cars per trip, not too efficient at that. The heavy traffic took place earlier, just about the turn of the century. It started with that fine American institution, the corporate takeover, and brought in a family of boatmen, the Kinzies.

In this case, the "swallowee" was the Fort Myers Steamboat Line, a small Fort Myers company which was owned by the Roan (pronounced "Row-Ann") brothers, Henry and Sam. The "swallowee" was Henry B. Plant and his mammoth Plant system transportation line.

The Roan brothers were running two steamers, the *Clara* and the *Lawrence*, from Fort Myers to Punta Gorda, with stops on the islands in between.

The steamers caught the attention of Henry Plant as he was trying to "out-Flagler" Henry Flagler, who was developing the east coast. Plant was constructing a series of fancy resort hotels to go with the railroad he was building, which meshed nicely with his growing steamboat line. Plant and Flagler were in sort of a race, each to develop his side of Florida first. Plant had been given thousands of acres of land by the State of Florida, in return for building railroads at his expense instead of the taxpayers'.

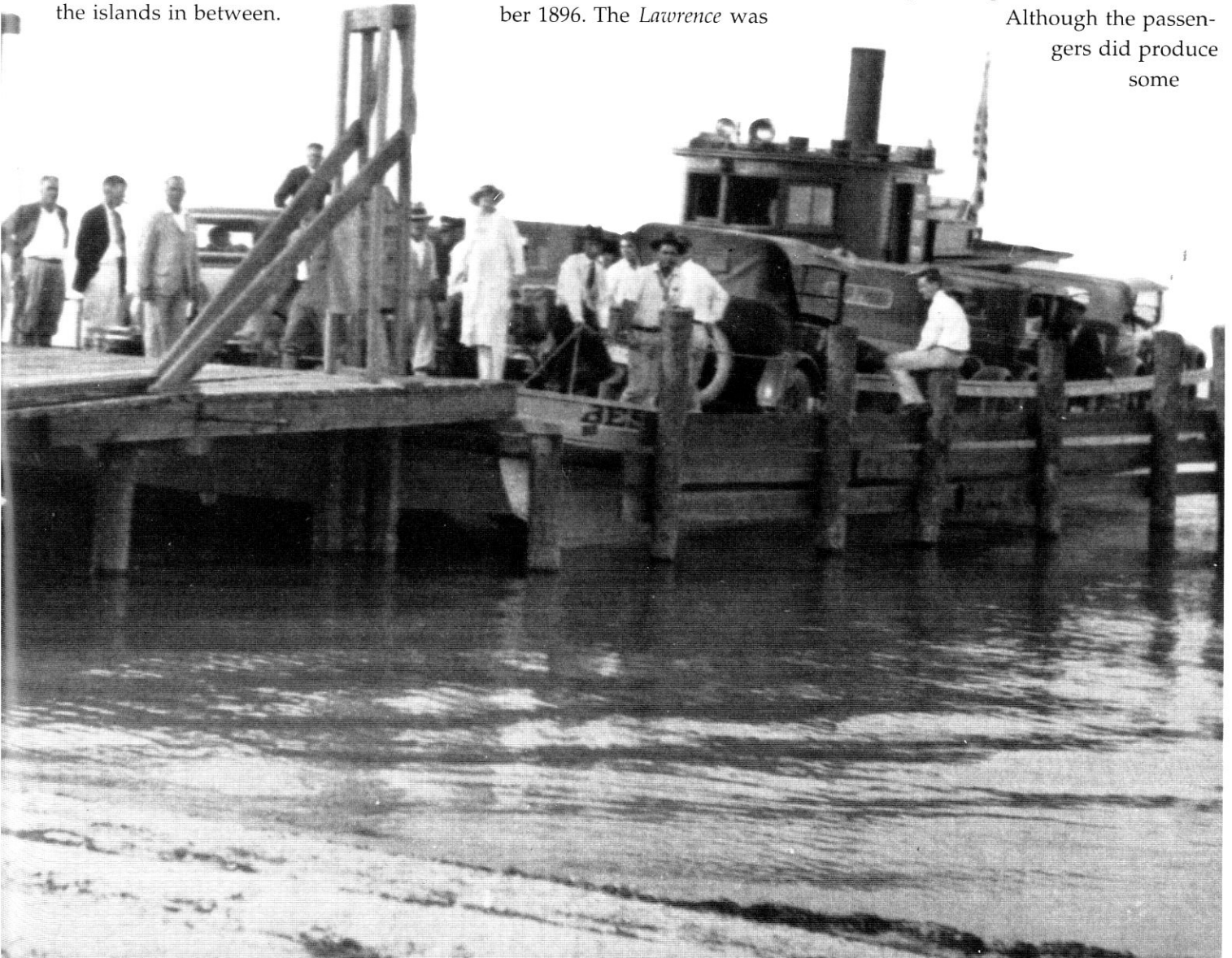
Plant had no time for penny-ante competition. When he realized the Roans and their small steamers were already in place of the Fort Myers-Sanibel-Pine Island-Punta Gorda run, he simply bought them out in October 1896. The *Lawrence* was

moved to the Manatee-Tampa run, while the *Clara* continued to make the island run from Fort Myers.

Six weeks later, Plant moved in one of his big steamers, the *St. Lucie*, which he had picked up for a song in another business deal. The *St. Lucie* began making thrice-weekly runs between Fort Myers and Punta Gorda, with stops at intermediary islands along the route.

The *St. Lucie* was a good steamship for these shallow waters. It drew just four feet of water when fully loaded and could carry 40 tons of freight and 150 passengers. It had 24 staterooms and a large dining area. The cuisine featured oysters, scallops, redfish, lobster and grouper. The *St. Lucie* was grander than any prior ship seen in these waters.

Although the passengers did produce some



revenue, the *St. Lucie's* cargo-carrying capacity was what made the ship important. The islands, Sanibel and Captiva in particular, were winter vegetable and fruit gardens of enormous productivity. This produce could be taken to the nearby rail line at Punta Gorda, loaded into iced box cars, and sent to the northern markets within 48 hours.

On its maiden voyage, the *St. Lucie* took 1,100 boxes of oranges to Punta Gorda. During the winter season, each time the ship pulled up to one of the docks or bulkheads at Sanibel or Captiva, cases of vegetables would be stacked in preparation for northern shipment. Tomatoes, bell peppers, cucumbers, eggplant, squash, beans, beans—the variety seemed endless and the market unlimited. Between October 1899 and the following April, the islands produced 100,000 crates of produce. The Plant system transported it all.

Business was good, so good that the *St. Lucie* was joined by the steamer *H.B. Plant*, running the same route on alternate days.

By local standards, the Plant Company looked like a good employer. In 1898, two Fort Myers boys, George and Andrew Kinzie, went up to Tampa to work for the Plant system. Before long, both were working on the *St. Lucie*, Andrew as purser,

and George as chief engineer.

Henry Plant died that same year, and shortly thereafter, his lucrative island business began to falter. The problem wasn't just the loss of Henry Plant, but rather the addition of the railroads. They moved in. By 1904, the Atlantic Coast Line Railroad had come to the Fort Myers area, ending the Plant system's monopoly on shipping between Fort Myers and Punta Gorda.

Andrew and George Kinzie knew opportunity when they saw it. They left the Plant system and went into the shell (for railbeds and roads) and steamship business for themselves. They were joined by another brother, Eric.

They named their company the Kinzie Brothers Steamship Line, and bought their first boat, the *Belle of Myers*. The *Belle* was almost 20 years old, but it was in good shape. The

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Patti Bartlett is the director of the Fort Myers Historical Museum. She has studied southwest Florida history since 1980

and is the author of five books. Her degree is from Colorado State University. In her spare time, she writes about natural history and history. She lives in Fort Myers.

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Kinzies used it for hauling and towing.

The Kinzie Brothers Steamship Line put in a bid for the mail contract to the islands. In those days, the government subcontracted the job of carrying the mail between distant sites. Getting the contract meant a steady income.

The Kinzie Brothers kept the mail contract for the next 32 years, during which time they expanded their own transportation business. They bought a steamship in New York, brought it down to Punta Rassa, and named it the *Gladys*. The *Gladys* began making its island runs about 1904. Then the Kinzies added a new ship, the *Success*. By 1909, there were two island trips daily, departing from the City Dock in downtown Fort Myers. The *Gladys* left downtown Fort Myers at 6:00 a.m., steamed downriver to Punta Rassa and the islands, and returned to the dock at 5:30 p.m. The *Success* repeated the trip, departing at 2:00 p.m. Sunday was reserved for special beach excursions.

Not every site offered a wharf. Some, like the stop at Captiva, were at bulkheads—shacks built on pilings in the waterway. Settlers would “lighter” out to the bulkheads with their crates of produce, and then

bring back to the island any mail, freight, or passengers.

The *Gladys* and the *Success* carried everything from vegetables and fruit headed northward to “inbound” lumber for the Sisal Hemp and Development Company at St. James City. Freight rates were reasonable. Packages from Sanibel to Fort Myers were carried at a cost of 10 cents per package, up to 50 pounds.

The steamer *Dixie* joined the Kinzie line in 1915. It was licensed to carry 200 passengers, but could easily carry twice that number.

Both the *Dixie* and the *Gladys* were involved in special excursions, as well. In May 1915, Sundays belonged to the churches. The *Dixie* took the Catholic Sunday school to Sanibel one Sunday, followed by the Baptists the next Sunday, and the Episcopalians the next.

The *Dixie* ran until the World War I. With the advent of war, the vessel was requisitioned as a troop transport. Understandably, the Kinzies waited until after the war to replace the *Dixie*.

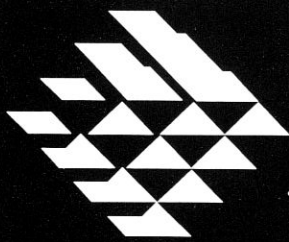
In the meantime, Eric, who had been managing a sawmill and then a 28-acre farm in Iona, found property in Fort Myers. He sold his share of

the business to his brothers, and went into the nursery business in Fort Myers. In those pre-gladiolus and pre-mum days, he raised roses.

George and Andrew Kinzie traveled to New York to obtain a replacement for the *Dixie*. Their check was refused; after all, no one in New York knew them. Nonplussed, the brothers conferred on what to do—until they spied Miss Flossie striding by outside. Miss Flossie, the owner of a ladies clothing store in downtown Fort Myers, was in New York on a buying trip. She had credit, vouched for the Kinzies, and made the deal.

But that war—the “war to end all wars”—dealt the islands and Kinzies an insidious body blow. Most of the able-bodied labor moved off the island to fight in the war. Potash had been commandeered for the war, which meant no fertilizer for the farms on the islands. The third whammy hit when the hurricane of 1921 killed the crops and inundated the farmland with saltwater, leaving the soil too salty for farming.

But the Kinzies had been aboard boats too long not to turn a problem into an opportunity. They still had their barges and their tugs, and the Florida boom meant that Ft. Myers



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needed good shell roads. The Kinzies helped to provide that shell, and the tourist trade to the islands was steady during the season.

In June 1928, the Kinzies began a ferry service to Sanibel Island, using a former barge, *The Best*. Leon Crumpler, who had worked on the *Dixie*, had his master's papers, and moved over to pilot the ferry. It was a position he would keep for almost 40 years. Crumpler carried mail and informal messages and picked up ordered items at the Punta Rassa dock. He also steered *The Best* across the waters between Punta Rassa and Sanibel every half-hour during the high season.

By 1939, a second ferry, the *Islander*, was added. The *Islander* held 20 cars and carried 100 passengers, a big step up from *The Best*. Although the Kinzies lost the mail contract during the 1930s Depression years,

there was still enough ferry business to keep the company running.

World War II meant rationed gasoline and tires. Auto travel dropped considerably, and only *The Best* operated. Once the war was over, business was back to normal.

By 1953, three ferries were running, making nine trips a day each for the six-week "season" in mid-winter. By 1955, three ferries ran year-round at 20-minute intervals. Two years later, a fourth ferry was added. The *Yankee Clipper*, the *Rebel*, *The Best* and the *Islander* were as familiar sights to area residents as U.S. Highway 41 is today. The ferry charges were \$1.00 per car and 47 cents per passenger. Crumpler boasted he never left a passenger stranded, but his passengers paid attention to his schedule.

Soon people were learning about the splendid isolation of Sanibel, and

they began telling others. In a way, the success of the Kinzie ferries contributed to their demise. So many people clamored for access to Sanibel that a causeway feasibility study was made in 1960. Two bridges, connected by an artificial island, would span the gap between Sanibel and Punta Rassa.

Not everyone wanted the causeway built. The islanders liked having the island to themselves after 5:30 p.m., and the fishermen were concerned about fishing, not visitors.

Despite the protests, the causeway was built and opened in May 1963. A symbolic last voyage by the ferry heralded a motorcade across the causeway; Leon Crumpler was in one of the first cars. Hundreds of cars passed over the causeway that first day. As quickly as the whirr of tires over the causeway grew steady, the era of the Kinzie boat lines was over.

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PEACE COMES TO FLORIDA

NEWSPAPER COVERAGE OF THE END OF THE THIRD SEMINOLE WAR

BY JOE KNETSCH

THE REMOVAL OF A LARGE PORTION OF THE INDIAN POPULATION FROM THE LANDS OF FLORIDA WOULD FOREVER CHANGE THE FACE OF THE STATE AND THE PEOPLE IN IT. LITTLE WONDER THE REMAINING INDIANS KEPT A RESPECTFUL DISTANCE BETWEEN THEMSELVES AND THEIR WHITE NEIGHBORS UNTIL THE 20TH CENTURY.

As the Third Seminole War drew to a close, the movements of Major Elias Rector, the superintendent for Indian Affairs for the Southern Superintendency, Billy Bowlegs, and others involved with the removal of the "remaining" Seminoles was followed minutely by the Florida press.

In the March 20, 1858 edition of the *Floridian & Journal*, a Tallahassee newspaper, the headline under "Latest Indian News" read as follows: "Billy Bowlegs and three other Indians in Council with Maj. Rector. Negotiations for a Removal of the Seminoles to the West progressing favorably. Probable Close of the Florida War." The article continues in this vein and explains the procedure of leaving a white flag tied to bushes to signify the desire for a parley and the

removal of the flags as a sign for acceptance of the gesture. It also discusses the delegation of Assinwah (Assinwar) to negotiate a removal on behalf of Sam Jones' group.

Most interestingly, the same story also notes that the services of General Luther Blake had been politely refused by Major Rector. Blake had made his name for removal by assisting in the negotiations for the infamous "Trail of Tears" and earlier removals from Florida. He was not thought of highly by the remaining Seminoles or settlers, who felt he had not fulfilled his obligation to remove all Indians from Florida. Major Rector had none of Blake's historical baggage to interfere with his negotiations.

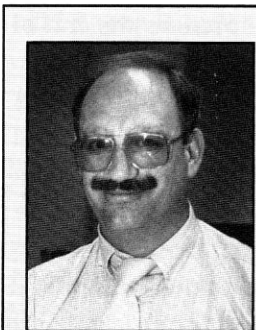
In the newspapers of Florida for

southern Florida. The *Columbia Democrat* for this date noted that: "Reliable information has reached us that Gen. Billy Bowlegs, commander in chief of the Seminole Indians, in South Florida, has agreed to [western emigration] . . . All honor is due our noble Regiment of Florida Volunteers for this result. But for the untiring energy of this Regiment in penetrating the Everglades, and discovering the hiding places of the Indians, Florida would have been cursed a long while yet with the presence of these red depredators."

It went on to advocate some form of bonus to the these volunteers as a reward for their services, presumably a land bounty of some sort.

The *Floridian and Journal* reported that emigration was "almost a certainty" for the Seminoles and the removal would open up the vast interior to immigration and the planting of "rich tropical productions." It was reported in the April 3, 1858, edition of this paper that Major Rector offered the followers of Bowlegs \$500 apiece for every warrior willing to emigrate and \$100 for each woman and child.

Yet, although it was a certainty that Bowlegs and his band would emigrate to the west, the band around Sam Jones presented a differ-



A native of Michigan, Joe Knetsch moved to South Florida in 1969, living for four years in Fort Myers, and 12 in Broward before moving to Tallahassee. As historian with the Bureau of Survey and Mapping, Division of State Lands, Florida Department of Natural Resources, Dr. Knetsch has conducted extensive research in the history of state-owned lands. He holds a doctorate in history from Florida State University and a master's from Florida Atlantic

University. He is a frequent contributor to *South Florida History Magazine* as well as *Broward Legacy*, *Florida Historical Quarterly*, the *Sunland Tribune* and the *Gulf Coast History and Humanities Review*.

March 27, 1858, there was general rejoicing at the impending removal of the Seminoles from



Seminole Chief Billy Bowlegs. (HASF, X-993-1)

ent picture. On another page in the April 3rd edition of the Tallahassee paper it was noted: "Maj. R. has set a day, not far distant, on which he will make his ultimatum; at which time it is expected Billy and his tribe will embark for the west. There is great hope of Sam Jones' party emigrating also, but the prospects for a removal in their case are not as fair as we could wish."

Quoting the *Tampa Peninsular*, the May 1, 1858, edition of the *Floridian and Journal* stated that the Indians of Bowlegs' band were slowly arriving

in Tampa, and some were sent out to the Istokpoga region to try to find some of Sam Jones' band, who were also expected to emigrate. However, because he was so old and "says he has but few days to live" Sam Jones was refusing to emigrate. The papers were sanguine in believing that "his objections will not influence his followers to persist in resisting Government."

The following week's papers regaled over the fact that 117 Indians were in Fort Myers awaiting transport to Tampa and points west. There were,

however, some others not willing to emigrate and members of the "Arkansas delegation" were sent to try to persuade them to come in for removal. All of these "hostiles" consisted of members of Sam Jones' band, thought to number "23 warriors, 13 of the 'Markoe' tribe and 7 Tallahasseees."

The papers went on to state that the total number of warriors reported was a meager 76, far fewer than were supposed to be in the wilds of southern Florida. Major Rector, in a prudent move, refused to pay the Indi-

ans until they had boarded the ships and were properly registered, so the paper stated. Although the army was disappointed in the total number of warriors, the estimate was allegedly close to one made by the former Indian agent, Captain John Casey.

The New Orleans *Picayune* was quoted widely in the state in describing the arrival of Billy Bowlegs in the Crescent City. The quotations began: "The King of the Everglades and his copper skinned followers have attracted no little attention since their arrival at the Barracks. Yesterday quite a number of the tribe visited the city and went about shopping... They appeared to have plenty of money, and spent it in a genuine business-like manner."

Thousands of people gathered around the area where the shopping took place, and crowds seemed to follow them everywhere. One handsome fellow, over six feet in height, wore a silver circlet around his head and "paced the streets with a majestic tread, as if he was doing an honor to the pale faces by walking through their brick and mortar." Bowlegs' band surely made an impression on the citizens of New Orleans on their way to Arkansas.

While Bowlegs' band aroused the curiosity of the Westerners, Sam Jones and his band remained in Florida. The removal of Bowlegs was considered by the press as the end of the Seminole threat in Florida, but the lingering worry about Sam Jones' followers began appearing almost weekly in the newspapers.

The *Floridian and Journal* for June 6, 1858, on reporting the news that Billy Bowlegs was found in New Orleans "drunk and fast asleep" with no one around but his wife and child, also noted the alleged fact that Sam Jones was still in the Everglades with about 20 warriors.



Artist Ken Hughs' depiction of the ambush of Major Dade and his troops. (HASF, 1974-24-3)

It stated that Sam Jones, "is said to be one hundred and seven years old, and in his dotage." It painted a picture of an old warrior, without the regular use of his legs, hopping around by means of his powerful arms and a handy stick, like the ones "used by boys in leaping." It also remarked that Captain Casey was the only white man ever known to have talked with Sam Jones and that the old chief would allow only one of the Arkansas delegation to visit with him, and solely because he was formerly a member of the tribal council.

Throughout the middle months of 1858, the few Indians remaining in South Florida were discounted as an important element in the future of the state. Yet, Floridians generally realized that something important had taken place with the removal of the Bowlegs Band. One writer stated

the case bluntly in the *Madison Courier* (quoted in the *Floridian and Herald*): "... we cannot but admire that almost Spartan courage and resolution which has so long sustained them; in that desperate defense of their homes and upon the ancestral soil. . . . With the surrender of this wrecked and decimated remnant on the Florida peninsula the curtain falls forever upon Indian sovereignty and Indian independence east of the Mississippi."

But the writer continued in the fashion of the day: "Yet throughout this terrible doom can we not recognize the directing hand of God? — Was it meant that the New World should remain forever undeveloped — forever in the chains of Nature?" The Indians, removed to the west and placed on lands unsuitable to their needs, were simply discounted

as counter to God's plan and the useful development of southern Florida.

The Indians, however, were not totally gone from the scene. In June of 1858, Captain John McNeill led a party of men to search for the remnant of the Tallahasseees in the area of Lake Pierce (then called Catfish Lake), in modern Polk County. The captain reported finding some of their fields and reported a "superabundance of corn, potatoes, melons, beans, peas, &c." in the upper reaches of the Kissimmee chain of lakes.

In each field he left the customary white flag and some pipes with tobacco as a symbol of his friendly intent. In his actual correspondence, McNeill reported not finding all of their camps and no landing places for their canoes in the labyrinth of creeks, swamps and lakes that characterize this region.

All appeared to be quiet with the Indians of Florida until October of 1858, when Tiger Tail and 13 young men and two boys of his band were reported by a Mr. Fletcher in the vicinity of Miami.

According to the account first published in the *Key of the Gulf*: "We had a visit, Sept. 19th and 20th, from Tiger Tail's party of Indians. . . . They are all peaceable and express a wish to continue so. Three of the young Indians could read and write and calculate in dollars and cents. They are determined to remain in Florida; they have plenty of money and say that all the money in the United States could not bribe them to leave here. . . ."

The article continued: "We are informed that many are engaged in clearing land about six miles from the residence of Mr. Fletcher. All the Indians are now in the Eastern part of the Everglades, engaged in the cultivation of arrowroot." The peaceable intents of the Indians were obvious to those on the scene, however, things were soon to be reported differently.

According to the report, another band again showed up in Miami on October 6, 1858, and attempted to trade. They called themselves Tallahasseees. In this article, they "repre-

sent themselves as in a destitute condition, without clothing or ammunition, which they say they must have, either by fair or foul means."

In the party were 20 warriors and one Negro who all claimed to be willing to live in "amity with the whites," and if there was any interruption of this feeling it will be because the government refused to let them trade for the goods they desperately need. The Indians informed the locals that Tiger Tail's band, about 20 in number, would soon join them in council to name him head of the Florida Indians, replacing the aged and ailing Sam Jones. As to the exact number of Indians to be accounted for, "the Indians [are] keeping perfectly silent upon the subject."

The fact that Indians still inhabited any region of southern Florida was enough to raise an alarm in some quarters. In December 1858, U.S. Deputy Surveyor John Jackson reported the following to Surveyor General, F. L. Dancy:

"On the 25th of last month [November] my party started from here on our expedition. I sent some of my men by land with my team and I sent two men with my supplies in a boat to land them at the mouth of Peas Creek and appointed a place for them to join me. I went to the ap-

pointed place and left instructions for them to follow us. They say they put my provisions some place near old Fort Ogden but when they went back

a short distance they found so many Indian signs they would not venture any further—not without an army. . . ."

Jackson, besides reporting to his boss, also wrote a letter to the *Florida Peninsular* describing a February 1859 encounter, which led to his being ordered out of the territory. This triggered a reaction for fellow surveyor James D. Galbraith, who wrote to the Surveyor General: "Since writing my last Mr Jackson has arrived having been ordered to Leave by the Indians. My men have deserted me and it is impossible to get others immediately, as soon as I can, I will go again into the field."

Galbraith was not able to continue the work in the surveying season because of the Indian scare reported by Jackson. How much truth can be taken from these letters may be suspect, however; the simple fact that Indians might do harm, and notice that none did, was enough to warn of two surveying crews in 1858-59.

While Jackson and Galbraith were worrying about the threat to their survey crews, Sam Jones passed on. According to the news reports: "The Tampa *Peninsular* of the 1st inst., says Mr. Kilburn, who arrived at that place the previous day states that the celebrated Seminole Indian Chief, Sam Jones, is dead, and that Tiger Tail has been appointed in his stead. So the old Chief has at last carried out his resolve, to deposit his bones in the land of his fathers, from which no bribe or persecution with fire and sword could swerve him. . . . We all wish to get rid of the Indians, but who can fail to admire the sentiment!"

In the same edition of the *Floridian and Journal* that reported Jackson's troubles, there appears a report from the Bainbridge (Georgia) *Argus*, noting the further emigration of Seminoles, numbering about 50, to the

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west under the care of Colonel Rector [note the promotion]. It was thought that this group comprised "the entire remnant of Billy Bowlegs' tribe in Florida."

Again, the report was augmented by a letter from the Miami area by a Mr. Bissell, who wrote on February 14, 1859, "The Indians are here in considerable numbers, perfectly friendly. . . . There has been a wreck near Jupiter, of a ship fitted out as a slaver in New Orleans for the coast of Africa, at which the Indians were the principal wreckers, and they have received a benefit such as they never before have had. They now have an abundance of Ammunition, provisions liquors, &c, &c." Bissell stated boldly that they were friendly and not disposed to war, but would not emigrate under any circumstances.

The *Argus*, in turn, ventured that as the letter was written *before* the agent had finished his negotiations, the writer could not have known how many would, as the 50 souls exemplified, emigrate under the right conditions

Theodore Bissell was to have a further say, contrary to the news reported elsewhere. In a letter to the *Floridian and Journal*, dated March 10, 1859, he estimated that the number of Tiger Tail's band was nearly 100 and that the wreck had given them new wealth. He wrote that as the people of Tampa had little direct

contact with the Indians, it was easy to arouse their feelings.

Bissell warned against getting any parties up to "punish" the Indians who had warned Jackson to leave the area: "If individuals are to be allowed to make war in this way upon the Indians, on their own account, then I fear the good effects of the public policy which had begun to be manifested will be entirely counteracted." Again, the numbers reported by Bissell and those assumed else-

an population. With both Sam Jones and Billy Bowlegs gone, none of the old warriors were left to disturb the peace, as the whites saw it.

With the death of the old war leaders, the frontier settlers of Florida and the surveyors in the field saw little of the remaining Indians. The approaching breach in the national fabric also contributed to the fading of the Indians from the newspaper columns of the state, yet, the very fact of approaching Civil War made them suspect in the eyes of many.

As historian Robert Taylor has shown in his recent studies, the Seminoles and others were on the minds of Confederate leaders, even before the actual outbreak of hostilities. Even Governor John Milton, in his first address to the Florida legis-



Seminole Indians on the Miami River, 1901. (HASF, X-122-1)

where add to the confusion of the day.

Shortly after the above excitement, the death of Billy Bowlegs was announced in the papers. According to the accounts, Billy Bowlegs died on March 11, 1859, at the home of John Jumper. "There was great lamentations and loud wailings among his people, the Seminoles. The late emigrants had not arrived in the country at the time of Bowlegs' death. . . . Thus has passed away one who has been a terror to the settlers of Florida, and one of the greatest chiefs and Indian warriors of the present day."

The death of Bowlegs may have had a calming impact on the attitude of whites toward the remaining Indi-

lature, noted the need to keep Florida secure from Indians and other threats, such as abolitionists. The fact that the Indians kept their distance from the white settlements did not keep them from the white conscience as the great Civil War conflagration approached.

The legacy of long wars, hundreds of lives lost and the removal of a large portion of the Indian population from the lands of Florida had changed the face of the state and the people in it. Little wonder the remaining Indians kept a respectful distance between themselves and their white neighbors until the 20th century.

Deceptive Deco

by Rebecca A. Smith

Depression-era tourists stayed in modest but charming Art Deco and Streamline Moderne hotels on Miami Beach. Being tourists, they sent postcards home to relatives and friends, and gave sunny reports of their vacations.

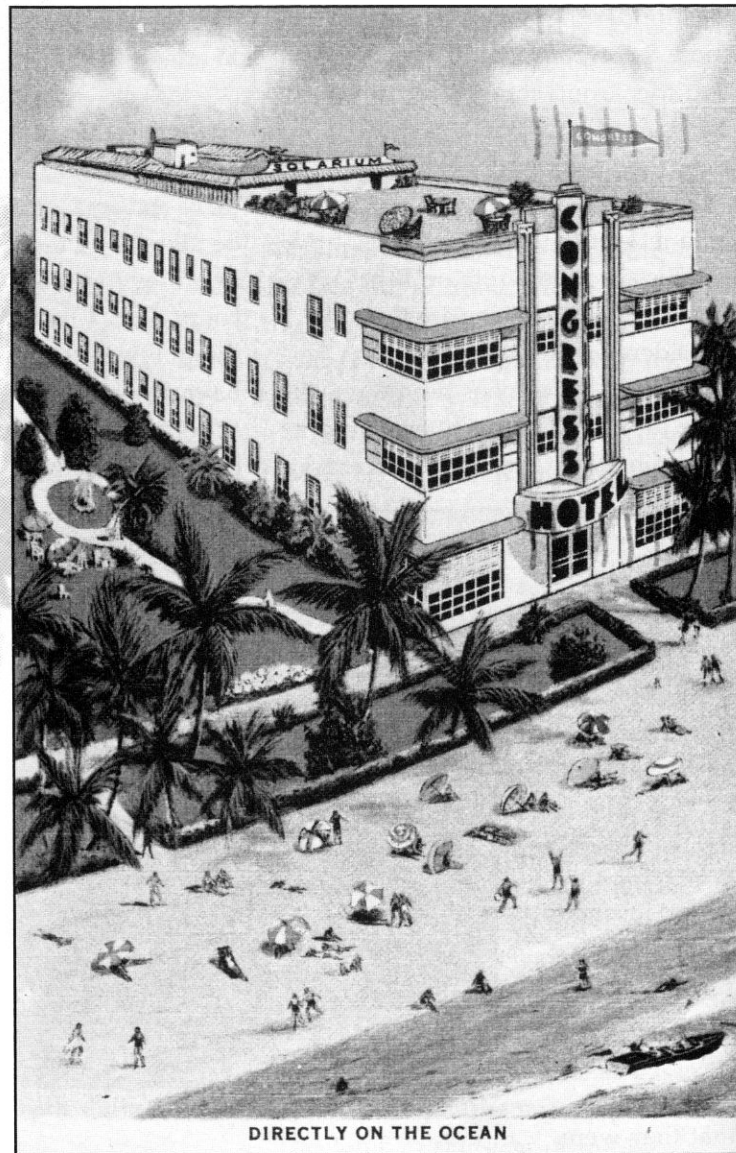
Even today, the postcards they collected evoke perfection. Place them next to photographs from the same period, however, and, low and behold, “Deco deceits” emerge.

Telephone poles, streetlights and neighboring buildings disappear. Hotels miraculously move closer to the beach and ocean, elongate to double their size and acquire lush, spacious grounds.

Streets widen or narrow, and traffic moderates.

When present, palms artistically rearrange themselves; if absent, the ink of the postcards seems to give them life.

In short, the postcards improved upon reality.



DIRECTLY ON THE OCEAN



Congress Hotel, 1036 Ocean Drive, designed by Henry Holhauser. (HASF 1990-246-46 and 1989-011-7588.)





Majestic, 660 Ocean Drive, circa 1940s. (HASF 1989-011-7546 and 1990-246-94)





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18-H1855

The Sovereign, 4385 Collins Avenue. (HASF 1979-11-89 and 1989-011-7718)



Raleigh Hotel, 1777 Collins Ave., circa 1940s. (HASF, 1989-011-7606 and 1987-063-49, gift of Bob Carr)





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**Town House Hotel, 150 20th Street. (HASF
1989-011-7577 and 1990-246-172)**



The Netherland Hotel, 1330 Ocean Drive.
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Kate Thornhill (HASF 1989-011-23473)

The Lady was a Stevedore

By Donald C. Gaby

Kate Thornhill won fame as a concert pianist and environmental activist. In Miami, she was known as the queen of the Miami River.

Successful in a number of business ventures, Kate Thornhill actively promoted the clean-up and restoration of the Miami River. She lobbied for the formation of the Miami River Advisory Board and served as its chairwoman for more than a decade. She even rated a write-up in *Reader's Digest*.

However, in earlier years this woman was known as Irma LaBastille. A very cultivated person, she achieved even greater success and renown in the worlds of music and Latin American culture.

"Kate Thornhill" was born Irma Goebel in California on August 18, 1894. Her father was a professor at Stanford University and at the University of Illinois. By the age of eight, she spoke three languages fluently. She graduated with honors in music from the University of Illinois and later studied in Europe at the University of Berlin. As a concert pianist, in her 20s, she played in the United States and Europe.

The family suffered financially from the "crash" of 1929, and in 1930 moved to New York. She supported the family, including her husband, by teaching piano during this period.

She married a businessman and later became engaged in the exportation of automobiles to South and Central America. There she traveled some 65,000 miles a year with her



Kate Thornhill bellows her orders to a loading crew and can be heard all the way across the bay, 1972. (Courtesy of The Miami Herald.)

husband by ship, air, and even donkey. For five years, while traveling with her husband, she kept his business accounts in several currencies.

During her travels, she sought out and studied native Latin American folk music, dances and costumes of the people in out-of-the-way places and recorded ancient melodies and rhythms from rarely-visited regions.

As a trained musician and musicologist, she gathered a wealth of material, coupled with an intimate personal knowledge of the people, their problems and politics. As a promoter of Latin American folk culture, she enjoyed great success performing and arranging concerts at many leading universities and on the NBC and CBS radio networks under the auspices of the American



American Music Council, the only organization in the City of Miami with delegates officially appointed by foreign governments. Objectives of the Council were to promote closer cultural relations among musicians and musical organizations of the American republics and to present native music performed by native musicians. The Council spon-

sored the First Inter-American Music Conference at Miami in April 1951.

Irma LaBastille parted from her husband sometime during 1952 or 1953. During this period, she moved to Miami and changed her name to Kate Thornhill. This name was that of a dear aunt.

In Miami, Kate, as she was commonly called, used her business knowledge and talents in a number of business endeavors. Associated with the Ross Allen Reptile Farm, she kept such reptiles as alligators, anacondas and rattlesnakes, escorting them to TV shows and other exhibitions.

Within a few years, she became manager of an aircraft parts company, where she learned about air cargo. This led to her own business of shipping livestock by air. The business grew and prospered until 1956.

A catastrophe occurred in El Salvador when she severely injured her right leg. From a hospital in Miami, the doctors declared that she

Association of Colleges, the Office of Education and the Office of Inter-American Affairs, U.S. Department of State.

In addition, as Irma LaBastille, she taught piano and chorus in New York state, Europe and South America. She authored many books and articles on music and travel, and other subjects, for newspapers, magazines, films, radio, and television.

Irma LaBastille became an authority and educator in the fields of music and Latin American folk culture. For 25 years she was active in a movement to bring rare South American music to the United States. A woman of spunk and daring, she combined her gift of music with a talent for organization and business.

She was president of the Inter-



would never walk again. From her hospital bed, she began her own export business by telephone, earning some \$10,000 profits while thus confined. And she walked again.

During 1957, she developed a shipping business on the Miami River and formed Kate Thornhill Exports engaging in freight forwarding, purchasing, and stevedoring of refrigerated cargoes, livestock, and general merchandise.

She was one of only a few women in Florida, perhaps the world, licensed to practice this profession. Perhaps it should be noted that stevedores direct longshoremen who load cargo on ships.

She was affectionately known as "Tugboat Kate" and was reputedly able to curse in three of the five languages she knew fluently. By 1958 Kate had sufficiently recovered her health to be able to throw her crutches into the river.

In 1960 she became interested in a drive to clean up the Miami River.

In those days the river was very much a sewer, polluted by large numbers of derelict vessels and trash. She formed a citizen's committee and obtained press and public support for this effort, which led to the establishment of the Metro-Miami River Advisory Board, under the County Commission, in 1962.

Named chairperson of the Board by the Commis-



sion, she served in that capacity for more than a decade, working toward putting "teeth" in ordinances, with special attention toward pollution control, debris removal and police patrol. By 1964, board action had resulted in acquisition of a converted Navy landing craft to use as a river clean-up vessel, gathering debris and trash five days a week.

Kate did not abandon her earlier interest in music and culture. She taught at the University of Miami and often performed for friends or visiting dignitaries. In 1963, she promoted a Latin American Center in the USA. This effort, lasting three years, was originally intended for the Rockefeller Center in New York. Through her many contacts and considerable influence, the Center was eventually established as the U.S.



Kate Thornhill christens the barge, *Ms. Clean-Up*, designed to collect floating debris on the Miami River, 1964. (Courtesy of The Miami Herald)

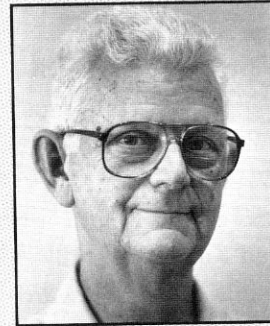
Office of Inter-American Affairs within the Department of State.

By 1969, her expanding business interests included Miami Aeronautical Supply Co., a firm engaged in such trade as exporting Bell helicopters and other aeronautical equipment.

Kate Thornhill, also known as Irma LaBastille, Tugboat Katie and Queen of the Miami River, died on February 4, 1984, at the Sunrise Gar-

dens retirement home, where she lived out the last six years of her long, eventful life. She was 89.

At a memorial service at the Plymouth Congregational Church in Coconut Grove, her doctor and longtime friend, Whitmore Burtner, said: "When she took hold of a project, she really got things moving. I would say that she was one of the finest ladies I've ever known."



A frequent contributor to *South Florida History Magazine*, Don Gaby represents the fourth generation of his family calling

Miami home. Gaby was born in Arizona, but grew up in South Dade, attending all 12 years at Redland Farmlife School. He served as a U.S. Air Force weather officer, an aviation weather forecaster for American Airlines, and in Miami he worked for the National Weather Service and the National Environmental Satellite Service.

Gaby's research on the Miami River has earned him the reputation as the expert on the river's history. His book on the history of the Miami River, published by the Historical Museum of Southern Florida is available through the museum book store. (305) 375-1492.

Gaby will soon be relocating to Ormond Beach, Florida, and will be greatly missed by his museum friends and readers.

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Book Review

By Barbara Guinta

Real Florida. By Jeff Klinkenberg
Asheboro, North Carolina: Down Home Press. 278 pages.
1993, paperback. \$14.95

Real Florida is a remarkable collection of short anecdotes that speak softly in the voice of quiet nostalgia. But Jeff Klinkenberg's stories are also a bugle's wake-up call! They ask the reader to become aware of the peril of ignoring the wonderful customs of yesteryear. They scream for each person's attention to the Florida environment and protection for all who reside here.

The seasonal divisions in this charming book point out the many subtle ways in which Florida's seasons really do change. The changes may not be as blatant as in many other places, but even transplanted New Englanders will view this phenomenon through different eyes after reading *Real Florida*.

All of the stories are drawn from Jeff Klinkenberg's column in the *St. Petersburg Times*. But the warmth in each of them belies the usual journalistic approach. In the "Fall" section, for example, one can almost smell the wood fires in the camp of Elmo Boone and under the big, black kettle where Tommie Smith still makes lye soap in the tradition she had been taught.

Moving into "Winter" brings the story of "Swimming with the Manatees," which brought tears to the eyes of this reader.

"Talkin' Turkey" left me overjoyed to learn that there's much more to these wonderful creatures than just the marvelous feasts they provide on Thanksgiving. Forty years ago wild turkey were nearly extinct, but

thanks to tough wildlife management laws, today more than two million turkeys can be found in the U.S. living in every state except Alaska. Florida is home to more than 80,000. Makes one ready to grab a "call" and head to the woods around Palmdale to experience the feeling of being transported back through time, to the days of the early settlers.

The "Spring" section brings tales of Stew MacDonald, the 63-year-old Tampa resident who has waged a lifelong war against shoes.

The "Summer" section takes readers to "upstairs Florida" to learn the art of relaxation.

Klinkenberg provides a truly joyful read and creates a raised awareness of the beauty of the real Florida.

Barbara Guinta is a teacher with the Education Department of the Historical Museum of Southern Florida. She is an Early Childhood professional, a free-lance writer, and the executive secretary of the South Florida Chapter of the National Writer's Association. She moved to South Florida three years ago and now resides in Kendall.

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A CALL FOR SUBMISSIONS

Editors and advisors for *South Florida History Magazine* encourage the submission of articles for consideration from seasoned historians and new writers alike. Call Natalie Brown at (305) 375-1492 for a copy of the Historical Museum of Southern Florida's Publications Style Guide or write to the Historical Museum at 101 W. Flagler St., Miami, FL 33130.

THE OX WOMAN OF DADE COUNTY

by Arthur E. Chapman

As a fourth generation Miamian, I was raised on a number of "Cracker Tales," some of which were designed to modify or correct my behavior and others designed to illustrate the independence and strength of Florida's pioneers. My Great Aunt Estelle Chapman Fay, Ollie Chapman Lauther and Sadie Vihlen fascinated all of us children with these stories. Some of my favorite tales had to do with the "Ox Woman. . ."



H

er full name was Mrs. Sarah E. McLain. She originally came from South Georgia around the Okefenokee Swamp where she

operated a crosstie business, cutting and hewing the logs herself. Her husband killed a man there and fled with her to southwest Florida.

Somewhere along Florida's Gulf Coast, they obtained land and began to farm. There her husband was found, arrested and returned to Georgia, where he was convicted and hanged. She then crossed the Everglades in her ox cart and became a familiar and unusual sight around Miami and Homestead between 1905 and 1911.

Crossing the Everglades then was no easy task, although it could be more difficult today. Her route would have taken her across the Shark River Slough, along trails left by earlier pioneers. Some of those early trails may still be in use by the swamp buggy rather than the ox cart of yesteryear.

The rough, rocky surfaces of today were covered then with a thick layer of muck making passage during the dry season easier. Later on, due to drainage and burning of

the Everglades, much of that cushion disappeared, and the rough rock was exposed. There were very real dangers then, as well from alligators, other animals and the always present fear of criminals. Perhaps it was these fears that caused the Ox Woman to always have her shotgun close at hand, and she was never seen without it being next to her.

The Ox Woman was well known to be a fine shot, and she frequently shot and dressed her own deer, selling the meat directly from her cart. The customer would simply point out whatever cut was desired and she would take up her hatchet and cut it to suit. A thin slice would then become a steak, a thick cut a roast and everything else stew. Asking for no help, aid or assistance, she was entirely self-supporting, and some claim that she at least once butchered a beef on the floor of the Homestead FEC depot shed.

In a 1979 story in an earlier Historical Association magazine, Jean C. Taylor wrote about the Ox Woman's conversation with a young girl, Annie Mayhew Fitzpatrick. When Annie asked for steak as her aunt had instructed her, the Widow McLain glared at her and said, "It's neck I'm cutting, honey." Annie realized instantly "it was neck or

nothing." She took the neck.

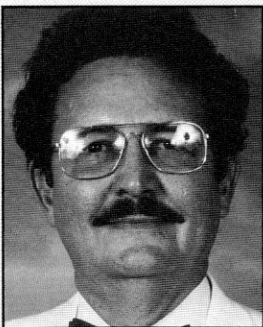
Described as very tall, a giant female at least six feet two inches, possibly six feet four, she was rather muscular and always wore a plain sack-like dress and men's heavy work shoes. The work the Ox Women performed was almost exclusively reserved for men in those days. She farmed near where the Aerojet-General property is located and had a rough camp on Long Pine Key, now a part of the Everglades National Park. As strong as any man, she plowed, hoed, picked vegetables and loaded the filled crates on to her cart, working alongside the strongest of men.

Sarah came by her great size naturally. Her father was said to have been the biggest man in South Georgia. One of her three giant sisters was Hannah Smith, also known as Big Six. She had been killed at the plantation of Ed Watson in the Ten Thousand Islands.

She tried to sell her farm located on the Gulf Coast. When the buyer failed to pay she, fearless as always, went to collect. According the June 12, 1911, *Miami Metropolis*, "She was shot by the man who owed her money. The murderer was later shot by the sheriff's deputies after the man had opened fire on the sheriff."

Annie Mayhew Fitzpatrick remembered Sarah McLain in a poem:

*Yes, I be the Widow McLain.
My man by a posse was slain.
Neither witty nor pretty
I'm asking no pity.
I'm off to my homestead again.
I'm off to my home on Long Key.
My pigs and my cow await me.
In the open I cook
Wash my clothes in a brook.
I'm the Widow McLain, yes, I be.*



Arthur Chapman (also known by his middle name, Ed), is the fourth generation of the pioneering family detailed in this article. He holds a doctorate degree in history from the University of Miami and an MBA from Florida International University. He currently teaches at both universities and is a frequent contributor to *South Florida History Magazine*. He resides in Coral Gables with his wife Toni and his son John, who is the fifth generation of Chapmans in southern Florida.



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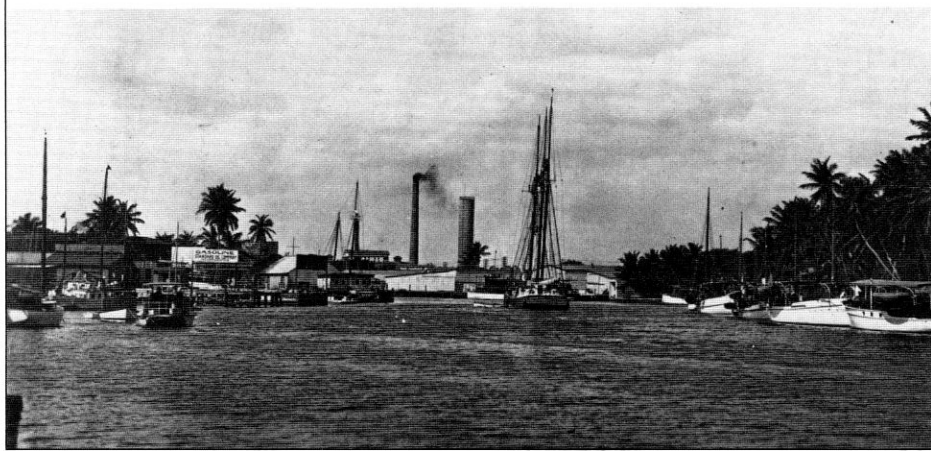
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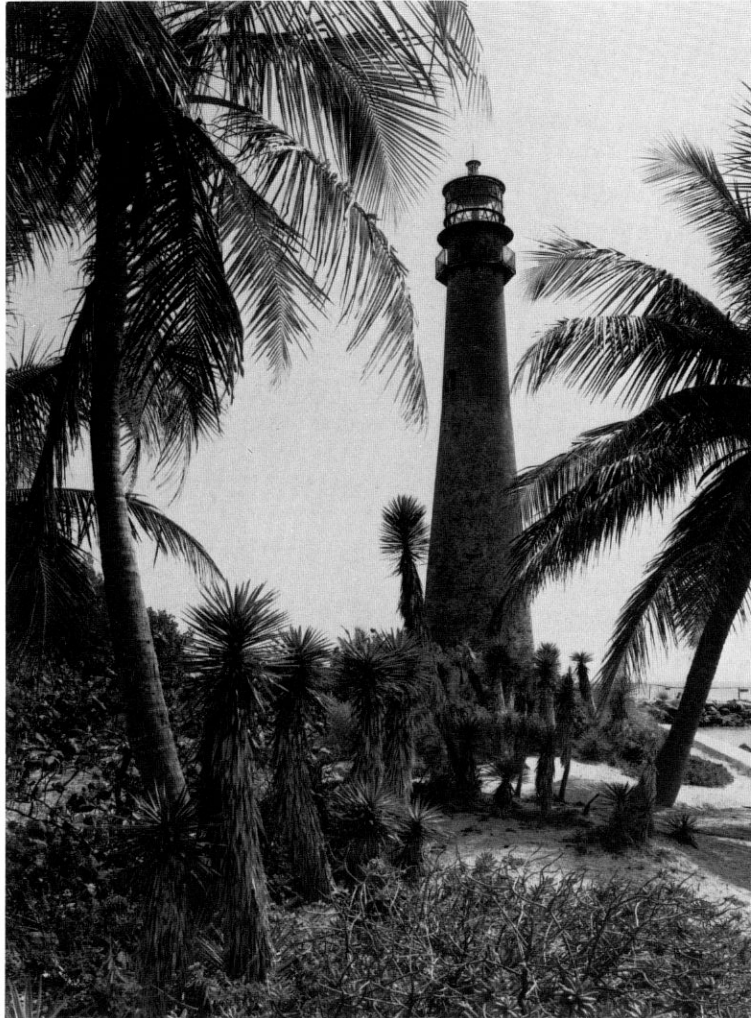
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Historic Architecture and Landscapes of Miami

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