Page 1
X Original
_ Update

ARCHAEOLOGICAL SITE FORM
FLORIDA SITE FILE
Version 2.0 7/92

Site #8 SO 2632
Recorder #
Field Date 10/ /02
Form Date / /

SITE NAME(S) BLACKBURN CANAL/CURRY CREEK SYSTEM [DIST #8]
PROJECT NAME [SURVEY #]
OWNERSHIP _ private-profit _ private-nonprofit _ private-individ _ priv-unspecifd _ city X county _ state _ federal _ unknown
TWP ___ RANGE ___ SECTION ___, ¼ ___, ¼-¼ ___, ¼-¼-¼ ___ IRREG. SECT.? _ y _ n
USGS MAP NAME VENICE 1973 / MYAKKA RIVER 1973 COUNTY SARASOTA
NEAREST CITY VENICE IN CURRENT CITY LIMITS? _ y _ n
[UTM: ZONE 16 (17) EASTING |_|_|_|_|_|0| NORTHING |_|_|_|_|_|_|0|]
ADDRESS/VICINITY OF/ROUTE TO IN VENICE: BETWEEN ROBERTS BAY AND MYAKKA RIVER TO EAST.
NAME OF PUBLIC TRACT (e.g., park)

TYPE OF SITE (Check all choices that apply; if needed write others in at bottom)

SETTING	STRUCTURES OR FEATURES			FUNCTION	DENSITY
X land site	_ aboriginal boat	_ fort	_ road segment	_ none specified	_ unknown
_	_ agric/farm bldg	_ midden	_ shell midden	_ campsite	_ single artifact
X wetland fresh wtr	_ burial mound	_ mill unspecified	_ shell mound	_ extractive site	_ diffuse scatter
X wetland salt/tidal	_ building remains	_ mission	_ shipwreck	_ habitatn/homestead	_ dense scatter > 2/m²
X undwtr (original)	_ cemetery/grave	_ mound unspecified	_ subsurface features	_ farmstead	_ variable density
_ undwtr (inundated)	_ dump/refuse	_ plantation	_ surface scatter	_ village/town	
_	_ earthworks	_ platform mound	_ well	_ quarry	

OTHER HISTORIC CANAL SYSTEM FOR NAVIGATION AND DRAINAGE.

HISTORIC CONTEXTS (Check all that apply, except use most specific subphases only)

ABORIGINAL					NONABORIGINAL
_ Alachua	_ Fort Walton	_ Hickory Pond	_ Perico Island	_ Semi: Colonization	_ 1st Spanish 1513-99
_ Archaic unspecif	_ Glades Ia	_ Late Archaic	_ Safety Harbor	_ Semi: 1st War to 2d	_ 1st Spanish 1600-99
_ Belle Glade I	_ Glades Ib	_ Late Swift Creek	_ St. Augustine	_ Semi: 2d War to 3d	_ 1st Spanish 1700-1763
_ Belle Glade II	_ Glades I unspec	_ Leon-Jefferson	_ St. Johns Ia	_ Semi: 3d War on	_ 1st Spanish unspecified
_ Belle Glade III	_ Glades IIa	_ Malabar I	_ St. Johns Ib	_ Seminole-unspecif	_ British 1763-1783
_ Belle Glade IV	_ Glades IIb	_ Malabar II	_ St. Johns I unspecif	_ Swift Creek unspec	_ 2d Spanish 1783-1821
_ Belle Glade unspec	_ Glades IIc	_ Manasota	_ St. Johns IIa	_ Transitional	_ Amer.Territor'l 1821-45
_ Cades Pond	_ Glades II unspec	_ Middle Archaic	_ St. Johns IIb	_ Weeden Island I	_ Amer.Civil War 1861-65
_ Deptford	_ Glades IIIa	_ Mount Taylor	_ St. Johns IIc	_ Weeden Island II	_ American 19th Century
_ Early Archaic	_ Glades IIIb	_ Norwood	_ St. Johns II unspecif	_ Weeden Island unsp	X American 20th Century
_ Early Swift Creek	_ Glades IIIc	_ Orange	_ St. Johns unspecified	_ prehistorc nonceram	_ American unspecified
_ Englewood	_ Glades III unsp	_ Paleo-Indian	_ Santa Rosa	_ prehistoric ceramic	_ Afro-American
	_ Glades unspecif	_ Pensacola	_ Santa Rosa-Swift Crk	_ prehistoric unspecif	

OTHER (Less common phases are not checklisted. For historic sites also give specific dates if known)

SURVEYOR'S EVALUATION OF SITE

				Local Designation Category
Potentially elig. for local designation?	X yes	_ no	_ insuff.info	
Individually elig. for Nat. Register?	_ yes	_ no	X insuff.info	
Potential contributor to NR district?	_ yes	_ no	X insuff.info	

EXPLANATION OF EVALUATION (Required if evaluated; limit to 3 lines; attach full justification)
SEE SUPPLEMENT SHEET.

RECOMMENDATIONS FOR SITE SEE SUPPLEMENT SHEET.

DHR USE ONLY ======= OFFICIAL EVALUATIONS ======= DHR USE ONLY

NR DATE / /	KEEPER-NR ELIGIBILITY: y n pe ü	Date / /
DELIST DATE / /	SHPO-NR ELIGIBILITY: y n pe ü	Date / /
	LOCAL DESIGNATION:	Date / /
	Local office	

ARCHAEOLOGICAL SITE FORM

Site #8 So 2632

Division of Historical Resources, Florida Department of State

FIELD METHODS (Check one or more methods for detection and for boundaries)

SITE DETECTION			SITE BOUNDARIES		
_ no field check	_ exposed ground	_ screened shovel	_ bounds unknown	X remote sensing	_ unscreened shovel
X literature search	_ posthole digger	_____	_ none by recorder	_ insp exposed ground	_ screened shovel
_ informant report	_ auger--size:___	_____	X literature search	_ posthole digger	_ block excavations
X remote sensing	_ unscreend shovel	_____	_ informant report	_ auger--size:___	_ estimate or guess

Number, size, depth, pattern of units; screen size NA

SITE DESCRIPTION

EXTENT Size (m²) _____ Depth/stratigraphy of cultural deposit NA

BLACKBURN SEGMENT CA. 32,400' LONG; CURRY CREEK SEGMENT CA. 14,600' LONG.

TEMPORAL INTERPRETATION Components: _ single _ prob single X prob multiple _ multiple _ uncertain

Describe each occupation in plan (refer to attached large scale map) and stratigraphically. Discuss temporal and functional interpretations.

CANAL SYSTEM DATES TO CA. 1926 WITH COMPLETION OF FINAL LINK POST-1973.

INTEGRITY Overall disturbance: _ none seen X minor _ substantial _ major _ redeposited _ destroyed-document!

Disturbances/threats/protective measures MAINTENANCE

AREA COLLECTED _____ m² Surface: #units__, total area ___m². Excavation: #units __

ARTIFACTS

TOTAL ARTIFACTS # 0 (C)ount or (E)stimate? __ Surface #_____ Subsurface #_____

COLLECTION STRATEGY		ARTIFACT/FEATURE CATEGORIES			
_ unknown	_ unselective (all artifacts)	_ unspecified	_ daub	_ nonlocal-exotic	_ bone-unspecif
	_ selective (some artifacts)	_ lithics, aborig'l	_ brick/bldg matl	_ metal, nonprecious	_ unworked shell
_ uncollected	_ general (not by subarea)	_ ceramic-aborig'l	_ glass	_ bone-human	_ worked shell
	_ controlled (by subarea)	_ ceramic-nonabo	_ precious metal/coin	_ bone-animal	_ subsurf feats

Other (Strategy, Categories)_____

DIAGNOSTICS (Type and frequency)

1_____	N=__	5_____	N=__
2_____	N=__	6_____	N=__
3_____	N=__	7_____	N=__
4_____	N=__	8_____	N=__
		9_____	N=__

ENVIRONMENT

Nearest fresh water (incl. relic source) _____ Dist. (m/ft)/bearing _____

Natural community MESIC FLATLANDS: MESIC FLATWOODS

Local vegetation SLASH PINE

Topography LOW RELIEF INTERIOR FLATLANDS W. WETLANDS Elevation 10 m(ft)

Present land use VARIOUS

SCS soil series MULTIPLE WETLAND TYPES Soil association ONA-SCRANTON

FURTHER INFORMATION

INFORMANT(S): Name/Addr./Phone B.W.BURGER / P.O.BOX 201, TERRACEIA ISL, FL 34250 / (941) 722-3403

LOCATION & FILE NOS. (Field notes, artifacts/accession nos, photographs/negative nos.)

SAME AS INFORMANT.

MANUSCRIPTS OR PUBLICATIONS ON THE SITE (if unpub., give FSF file # or location)

J.S.MATTHEWS, 1989: VENICE; JOURNEY FROM HORSE AND CHAISE; A HISTORY OF VENICE, FLORIDA. PINE LEVEL PRESS, SARASOTA, FL

RECORDER(S): Name/Addr./Phone SAME AS INFORMANT.

Affiliation or FAS Chapter SAA, RPA, SEAC, FAC, FAS

LARGE SCALE MAP: At 1"=200' or larger scale, show: site boundaries, scale, North arrow, datum, test/collection units, landmarks.

NARRATIVE DESCRIPTION/CONTINUATIONS: Attach additional sheets with detailed information or with continuations.

REQUIRED: USGS MAP OR COPY WITH SITE LOCATION, EXTENT MARKED

SUPPLEMENT FOR SITE FORMS

SITE NAME BLACKBURN CANAL/CURRY CREEK SYSTEM

NATURE OF SITE _standing structure archaeological site _both
X historical feature

A. NARRATIVE DESCRIPTION OF SITE (Use back of page and continuations)

The feature is an historic, dredged canal system that was integral to the John Nolen 1926 regional master plan for Venice, Florida, and was designed by Black, McKenney, and Stewart, engineers, of Washington, D.C. Part of the Brotherhood of Locomotive Engineers' proposed massive development, the Blackburn Canal segment was proposed chiefly as a navigational aid from Roberts Bay to the Myakka River and Charlotte Harbor, effectively a bypass for intracoastal traffic. The chief purpose of the Curry Creek segment was to effect drainage of adjacent farm lands. Background research has determined the historic Blackburn Canal segment is ca. 32,400' long by ca. 100' wide by ca. 5-6' deep. It begins at UTM E359100 N2999720 (Point #1), runs ESE ca. 4500' to UTM E360400 N2999320 (Point #4), thence SE ca. 14,100' to UTM E364140 N2997320 (Point #3), thence E ca. 13,800' to UTM E368120 N2997440 (Point #2) at the Myakka River. The historic Curry Creek segment is ca. 14,600' long, but its other original dimensions are unknown due to subsequent maintenance. From Point #4, it runs NE ca 7,200' to UTM E362400 N3000010, then curves SE ca. 7,400' to UTM E364460 N2999290 (Point #5). [All UTMs are in ZONE 17.] The canal system is maintained for drainage purposes by Sarasota County government.

B. DISCUSSION OF SIGNIFICANCE (Use back of page and continuations)

As an early example of a project of a local drainage district (Venice Drainage District), the canal system may be considered significant at the local level. While subsequent and continuing Sarasota County maintenance has altered its original profiles, and subsequent extensions have modified its flows, the original system loci are unchanged and functioning. As an example of land use design by a nationally recognized planner, John Nolen, the system may also have claims for national significance. To the degree that deeded easements exist along at least portions of its segments, the system, or portions thereof, might be used within hiking/biking (greenways) and/or kayak/canoe (blueways) trails, with interpretive signage placed to document the previous development plans of the Brotherhood of Locomotive Engineers, the nation's first railway union.

C. HISTORY AND BIBLIOGRAPHY OF PAST WORK AT SITE (Use back of page and continuation sheets if necessary)

J.S. Matthews
1989 Venice; Journey from Horse and Chaise; A History of Venice, Florida.
Pine Level Press, Sarasota, FL.

Appendix 2: Florida Master Site File, Survey Log Sheet

SURVEY NO.*_____ SURVEY LOG SHEET Plotted?* Y_ N_

FLORIDA MASTER SITE FILE

Version 1.3: 10/89

TITLE HISTORICAL DOCUMENTATION OF THE BLACKBURN CANAL/CURRY CREEK SYSTEM (8So2632), VENICE AREA, SARASOTA COUNTY, FLORIDA

AUTHOR(S) BURGER, B.W.

(ARCHAEOLOGIST)/HISTORIAN BURGER, B.W.
AFFILIATION SHEDA ECOLOGICAL ASSOCIATES, INC., TAMPA, FL
PUB. DATE JAN 2003 TOTAL NUMBER OF PAGES IN REPORT 58
PUBLICATION INFO BW BURGER, TERRA CEIA ISLAND, FL
KEY WORDS/PHRASES DESCRIBING SURVEY (max of 30 columns each)
HISTORICAL RESEARCH & DOCUMENTATION

CORPORATION, GOVERNMENT UNIT, OR PERSON SPONSORING SURVEY
NAME SARASOTA COUNTY GOV'T
ADDRESS

DESCRIPTION OF SURVEY: NUMBER OF DISTINCT AREAS SURVEYED 1
MONTH/YEAR DATES FOR FIELD WORK: START 12/02 THRU 12/02
TOTAL AREA 5 ha/(ac) IF CORRIDOR: WIDTH ___m/ft LENGTH ___km/mi
TYPE OF SURVEY (Use as many as apply): X archaeological
__architectural __underwater
OTHER TYPE(S): HISTORIC FEATURE

METHODS EMPLOYED (Use as many as apply):

_unknown	X archival	X pedestrian	_shovel test
_test excav.	_posthole	_extensive excav.	_auger survey
_coring	X local informt	X remote sensing	_windshield
_surf.exposrs	_probing		

OTHER METHODS
SCOPE/INTENSITY/PROCEDURES ARCHIVAL RESEARCH

SITES Significance discussed? Y X N_ Circle NR-elig/signif site nos:
PREVIOUSLY RECORDED SITES : COUNT ___ LIST

NEWLY RECORDED SITES : COUNT 1 LIST 8So2632

COUNTIES: SARASOTA

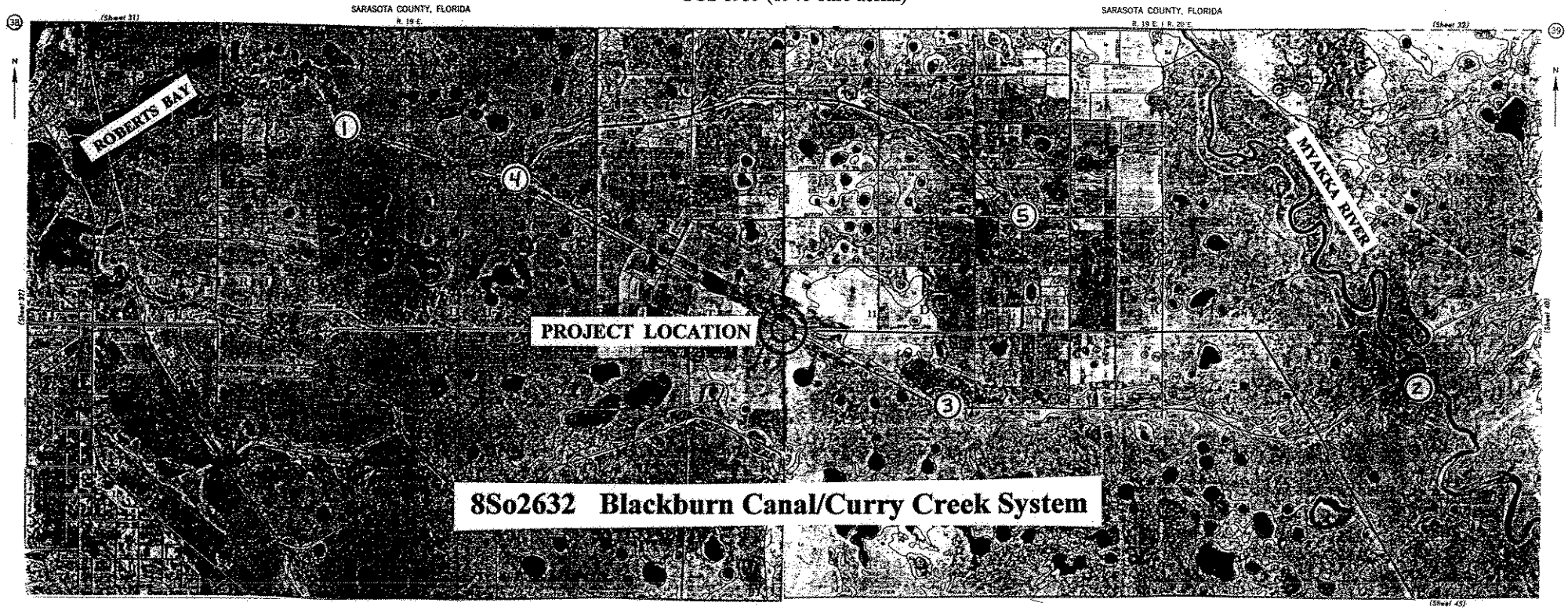
USGS MAP(S) VENICE AND MYAKKA RIVER QUADRANGLES.

TOWNSHIP/RANGE (list all township/range combinations eg, 04S/29E)
T39S, Rg 19E; SECS 10 & 11
REMARKS (Use reverse if needed): SUCCESSFUL DOCUMENTATION AND RECORDATION WITH FMSF.

OUTLINE OR HIGHLIGHT SURVEY AREA ON FDOT COUNTY HWY. MAP. ATTACH OR PHOTOCOPY ONTO BACK OF FORM.

* For use of Fla. Master Site File only: Div of Historical Resources/R A Gray Bldg/500 S. Bronough St/Tallahassee, FL 32399-0250

SCS 1959 (1940 base aerial)



MEMORANDUM

Historical Research of the Blackburn Canal/Curry Creek System

Venice Area, Sarasota County, Florida

Prepared by:
Scheda Ecological Associates, Inc.
4013 E. Fowler Avenue
Tampa, Florida 33617

Prepared for:
Dufresne-Henry, Inc.
Attn: Ervin Sterling, Transportation Projects Manager
301 North Cattleman Road, Suite 201
Sarasota, Florida 34232

Technical Memorandum:
Historical Research of the Blackburn Canal/Curry Creek System, Venice area, Sarasota County, Florida

B.W.Burger, M.A., R.P.A.
Archaeologist

October, 2002

The following research is preliminary. However, the evidence uncovered has been used to piece together at least a partial picture of the history of the Blackburn Canal/Curry Creek system. Archaeologist Dan Hughes, Sarasota County History Center, who required this research as mitigation for a road project proposed by Sarasota County Public Works at Venice Avenue and Jacaranda Boulevard, was kept appraised of the course of the research and of the difficulties encountered. He communicated to the author his satisfaction that the information uncovered, though incomplete in many specifics, was sufficient to document and record the Blackburn Canal/Curry Creek system with the Florida Master Site File, Tallahassee. Such recordation was the primary concern of the History Center.

To fully document the creation of drainage districts within the study region and within the State as a whole, considerable additional research would be required. The present research has not determined at what time or in what manner the Legislature began creating drainage districts by separate Acts. It appears that districts were chiefly created as a result of separate, local petitions by influential owners of large tracts of land. Districts were set up as independent authorities having taxing power. It is presently undetermined whether district boards were appointed, elected at large, or elected solely by those voters within the limits of the particular district.

Research of the minutes of the Sarasota Board of County Commissioners (BOCC) found that in July, 1931, a resolution was passed in response to House Bill No.142X, an act that provided for a special election to determine whether or not to repeal Chapter 13795, Acts of 1929. Chapter 13795 had authorized creation of the Sarasota-Fruitville Drainage District. House Bill No.142X was voted on solely by voters residing within the defined boundaries of the Sarasota-Fruitville Drainage District, and the majority voted for approval, thus terminating the district. Thus it appears that drainage districts were created by individual Legislative acts, and with completion of their projects (and/or perhaps due to taxpayers' complaints), districts and their bureaucracies could be terminated by the voters located within their boundaries.

Other points found within the minutes showed that in June, 1927, the BOCC had agreed to pay the Sarasota-Fruitville Drainage District $16,137.70 that the district had advanced to the County for the installation of concrete drainage pipes. In February, 1954, County Engineer Purce was authorized by the BOCC to charge the costs of drainage surveys to

the respective drainage districts. Clearly, these independent authorities worked together while maintaining entirely separate budgets.

A map found in the archives of the Sarasota County History Center (Map CF 1917) shows that in 1924, there were only two drainage districts in the county: Sarasota-Fruitville and Sugar Bowl. A large blueprint (CF 2079) illustrates the addition of "The Manifold" to the Sugar Bowl Drainage District within Manatee County, and is dated 1920 – showing that the creation of this district predated the 1921 creation of Sarasota County, and also that district boundaries spanned county lines. Neither the 1924 map, nor a blueprint dated 1923 (CF 1324), nor any other earlier image of Sarasota County in the archives shows the presence of the Blackburn Canal/Curry Creek system. However, a large blueprint (CF 1317 – which is too large and fragile for photocopy reduction and inclusion herein) is "Map Showing Venice Drainage District, Venice, Sarasota County, Florida, March 19, 1927." This blueprint shows the routes of the Blackburn Canal/Curry Creek system, and it is the earliest dated image found to date. The engineers of record were Black, McKenney, and Stewart of Washington, D.C. However, labeling on CF 1317 does not indicate whether the blueprint illustrates planned or finished construction of the canal system.

However, from CF 1317, it can be concluded that the Venice Drainage District was in existence as early as 1927, and that at least the start of the Blackburn Canal/Curry Creek system could also date to that year. If, as appears certain, the Venice district was created by special Legislative act, documentation of its creation and termination would exist in State records.

Insofar as the drainage districts and the BOCC were independent authorities, mention of the districts within the BOCC minutes is only occasional and specific to some interaction between the respective boards. In reviewing the BOCC minutes from 1921-1954, no reference was found to the Venice Drainage District. As it seems likely that all the local drainage districts were ultimately eliminated or instead amalgamated into the water management districts of today, perhaps research at the Southwest Florida Water Management District offices in Brooksville would lead to the discovery of the minutes of the previous local drainage districts. If such minutes do exist, they would allow a more complete history to be told about the sequence of the creation of districts, about their extents, methods, projects, budgets, boards, and other personnel. However, such a research project is beyond the scope of the present investigation.

It is not the intention here to recount the entire history of the creation and development of Venice. The following summary is abstracted from Venice; Journey from Horse and Chaise; A History of Venice, Florida by Janet Synder Matthews, an excellent book that minutely details the history of "Boom & Bust" in the Venice region.

Sarasota County's first representative to the State Legislature was Joseph Lord, who had acquired large tracts of land at the future site of Venice. Lord was first vice-president and

co-owner of the Sarasota-Venice Company created by the Palmers of Chicago: Adrian Honore was president, Potter Palmer, Jr., treasurer, and Honore Palmer secretary. The Company was a massive real estate and land development corporation that had begun buying lands after the 1910 visit by family matriarch, Bertha Honore Palmer. Lord had built his home in 1897 and begun a seventy-five acre grove in the center of what later became Venice. Together with Lord and his father-in-law, Frank Webber, the Sarasota-Venice Company acquired thousands of conjoined acres at Venice.

The Brotherhood of Locomotive Engineers, the nation's first railway union, was attracted to the proposed Venice project and invested heavily with the Sarasota-Venice Company. By 1927, the BLE had paid $8 million for 53,000 acres of undeveloped Venice land (See attached Figure 1.). In 1925, developer Dr.Fred Albee had purchased 1,428 acres from the Palmers that contained most of the present site of Venice, and brought in planner John Nolen to design a model city. Later that year, the BLE's purchases included this Albee tract.

The BLE hired John Nolen as master planner for a regional concept that included city residential and commercial districts joined to an interior farm district (See attached Figure 2.). The plan included excavation of an inland waterway from Roberts Bay to the Myakka River, with an additional new city envisioned for the area where this canal met the river. The canal would be 100' wide and serve both as drainage for adjacent farm lands and as a link between the intracoastal waterways located to the north and south of the Venice region.

In 1925, the BLE's Albert Cummer had met with local Albert Blackburn for assistance in acquiring land options on interior acreage. Blackburn had earlier worked at Bertha Potter Palmer's "Meadowsweet" Myakka ranch and had been contractor for some of Palmer's bayfront dredging projects. He had also been involved in drainage systems for the Palmers' Myakka lands. In 1923, he had been the contractor for Honore and Potter Palmers' Fruitville Drainage District that had channelized Phillippi Creek (Matthews 1989:227). By late 1925, Blackburn was on salary to BLE Realty.

Sarasota's Southern Construction Engineers was engaged by BLE, and the firm's head, J.G. Kimmel, conducted drainage surveys for locating the proposed canal between Roberts Bay and the Myakka River. BLE hired consulting engineers Black, McKenney, and Stewart, which firm eventually became the overall engineers for the entire Venice development project. Early in 1926, dredging began on the Roberts Bay-to-Myakka River canal from the Curry Creek end (Matthews 1989: 235.).

Albert Blackburn was hired to manage an 80-acre demonstration farm located within "Venice Farms." The plat for this was filed and recorded in August, 1926 (CF 2159; located in Sections 10 & 11, T 39S, Rg 19E). The plat is bisected by a swath labeled "Not Included in Plat. Suggested Location for Canals & Drainage." Blackburn was named as one of the three members of a Venice Farm Board established to advise potential buyers. He also became one of the original directors of the Venice-Nokomis Bank.

By the end of 1927, the development boom had burst and the BLE's credit was exhausted. During that summer, among many others, farm purchasers had sued, claiming that road and drainage systems had not been completed as promised and that the heralded soils were poor.

From the foregoing, it is concluded that initial construction of the Blackburn Canal/Curry Creek system began from the creek end in early 1926. Given his BLE involvement and previous experience in constructing drainage systems, it appears most likely that the canal portion was named after Albert E. Blackburn. The creek had certainly been named after the Currys, an early homesteading family on the Manatee River. In 1874, John Curry had married Frances Knight; the Knight family had settled in the Venice area in about 1868.

The Nolen master plan for the BLE (See attached Figure 2) clearly shows the proposed locations and routes of the Blackburn Canal/Curry Creek system, as does CF 1317. Confusion due to inconsistent naming on various subsequent maps leads this author to propose and hereinafter follow these distinctions (See attached Figures 3 & 4): The canal route from the headwaters of the once sinuous, natural channel of Curry Creek (Point #1: a point located in the northeast quarter of the northwest quarter of the southeast quarter of Section 5, T 39S, Rg 19E) running southeasterly to the Myakka River (Point #2: a point located in the southeast quarter of the northwest quarter of the southwest quarter of Section 6, T 39S, Rg 20E) will be called the "Blackburn Canal." Reference to the 1944 USGS quadrangle map and the 1959 SCS soils maps indicates that the additional channelization from Point #1 north and west to Roberts Bay occurred after 1944. For purposes of recordation, this author is excluding this channelized segment north and west of Point #1, as this was not a product of the BLE dredging that began in the creek. It is clear from the SCS soils map that the BLE dredgers had worked the sinuous creek channel as far as Point #1 before beginning their linear, box-cut channel.
It is also apparent that a midsection of the Blackburn Canal located in the southeast quarter of Section 11 (Point #3) was not completed until post-1973. It appears evident that the original excavations must have proceeded as separate projects from both Curry Creek and Myakka River ends of the route. Thus, this "golden spike" section of Nolen's plan was not completed until well after BLE involvement. However, insofar as the completed canal reflects Nolen's original concept, the entire route from Point # 1 to Point #2 will be hereafter recorded as the "Blackburn Canal."

The "Curry Creek" portion of the drainage system, as here defined, and as seen on Nolen's plan, extends northeasterly off from the Blackburn Canal at Point #4 (located in the northwest quarter of the southwest quarter of the southeast quarter of Section 4, T 39S, Rg 19E) to Point #5 (located in the northwest quarter of the southwest quarter of the southwest quarter of Section 1, T 39S, Rg 19E). Reference to the SCS soils map and to the USGS Myakka River quadrangle map indicates that an extension eastward from

Point #5 to the Myakka River was constructed post-1959. Insofar as this extension was not part of the original Nolen plan and postdates BLE involvement, it is not herein included for recordation as part of the "Curry Creek" segment of the historic Blackburn Canal/Curry Creek system.

The present research has documented the general context and history of the Blackburn Canal/Curry Creek system. This system was designed by John Nolen both to drain adjacent farmlands and to provide an intracoastal bypass from Roberts Bay to the Myakka River and thence to Charlotte Harbor. The massive commercial, residential, and farming ventures proposed by the Brotherhood of Locomotive Engineers based upon Nolen's regional development master plan ultimately failed due to overambitious investment enacted on the eve of national economic depression.

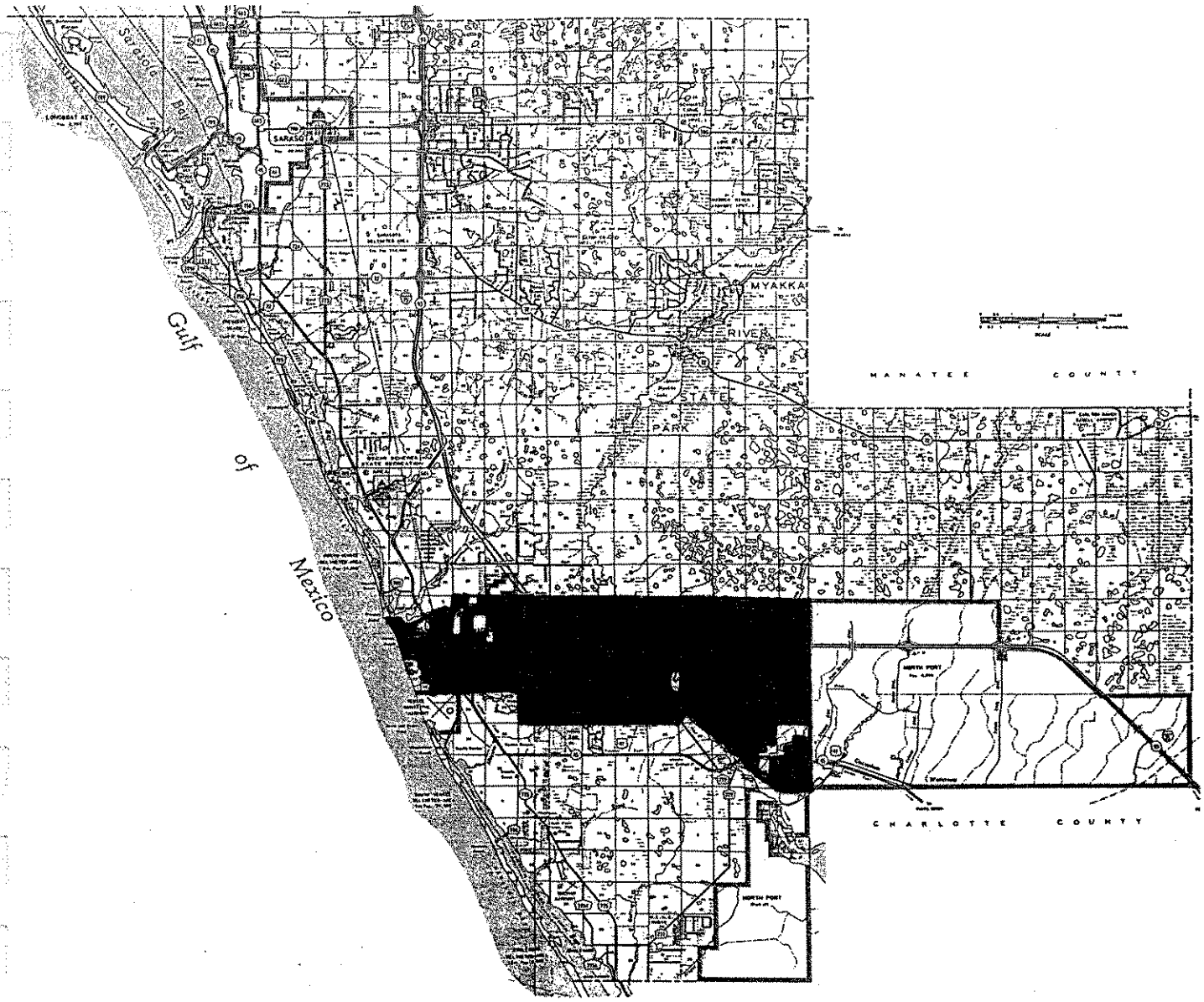
A field visit by the author has verified that the Blackburn Canal has been and continues to be maintained by Sarasota County. Thus, any historic profiles have long since been lost. Subsequent discussion with archaeologist Dan Hughes resulted in his removal of the requirement for canal profiling. The field visit also revealed that previous improvements made at the intersection of Venice Avenue and Jacaranda Boulevard resulted in the diversion of canal flow to roadside ditches and also that a segment of the original canal route to the northeast of the intersection had been backfilled.

It is the professional opinion of the author that the project proposed by Sarasota County Public Works at and adjacent to the intersection of Venice Avenue and Jacaranda Boulevard (within Sections 10 & 11, T 39S, Rg 19E) will not have any negative impacts upon the historic Blackburn Canal/Curry Creek system. This proposed County project has resulted in the official recording of the historic Blackburn Canal/Curry Creek system with the Florida Master Site File and thus has served in documenting an important part of Sarasota County's history.

Attachments:

Figure 1. Approximate limits of BLE land holdings.
Figure 2. Nolen master regional plan, Venice, Florida.
Figure 3. SCS soils maps.
Figure 4. USGS quadrangle maps.
Florida Master Site File forms, Blackburn Canal/Curry Creek system (8So2632).

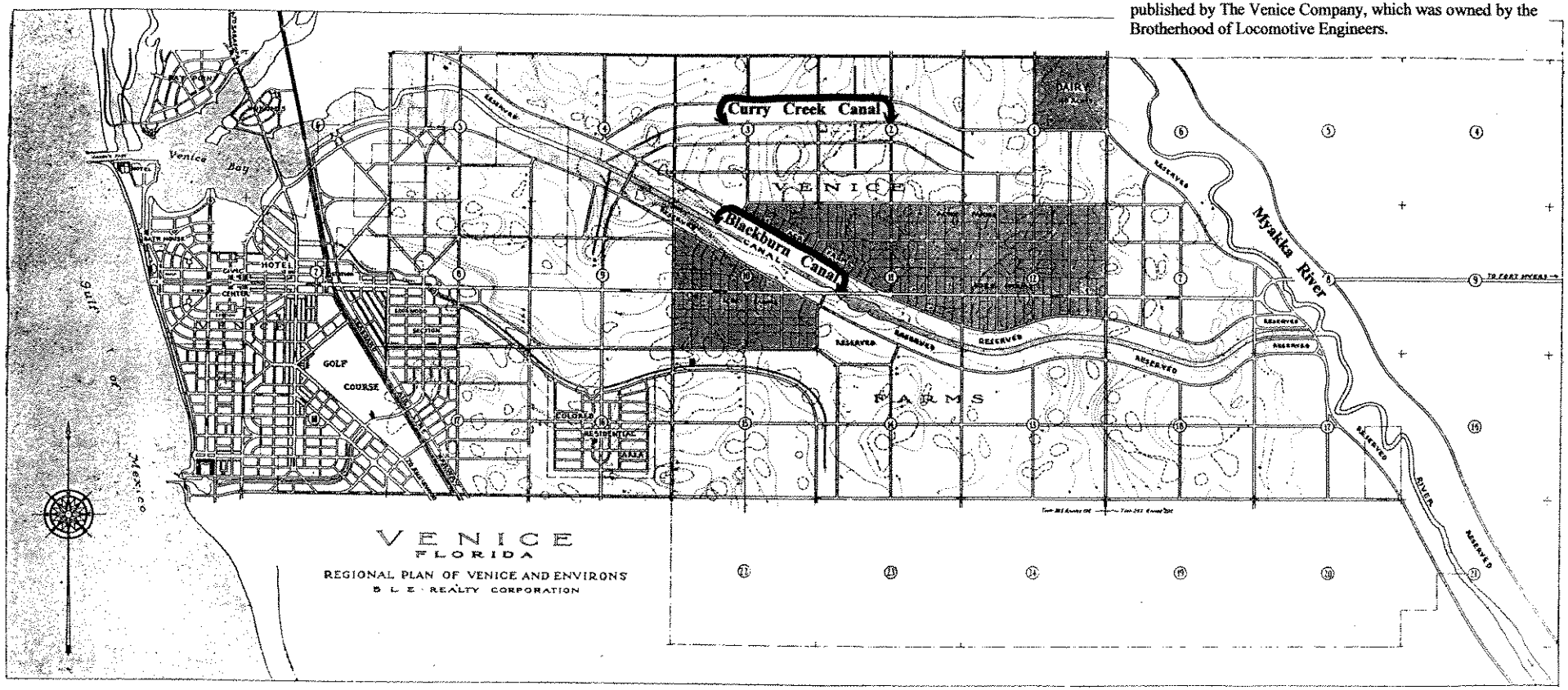
Figure 1. Approximate limits of BLE land holdings.



Approximate limits of the holdings of the
Brotherhood of Locomotive Engineers Realty Corporation
in Sarasota County, Florida, ca. 1926/27
(for greater detail, see maps CF 1999 and CF 2121,
Sarasota County History Center).

Figure 2. Nolen master regional plan, Venice, Florida.

From promotional pamphlet
"A New Life of Independence" by James E. Alden, 1926,
published by The Venice Company, which was owned by the
Brotherhood of Locomotive Engineers.



This map shows how Venice life is divided between agriculture, industry and resort activities. Here, to the East, is one of the most unique of modern farm developments, planned by experts in a locality chosen for its remarkable combination of climate, soils and living advantages. Here, between the Canal and the Tamiami Trail, is an industrial and business community, developed simultaneously, and embracing manufactures and trades offering unusual opportunities for capital and the will to win. Here, directly on the Gulf, is a modern city, planned by men who are experts of international reputation in city planning; a resort city developed after a study of the leading vacation places in Southern Europe and in America's Leisureland.

Figure 3. SCS soils maps.

SCS 1959 (1940 base aerial)

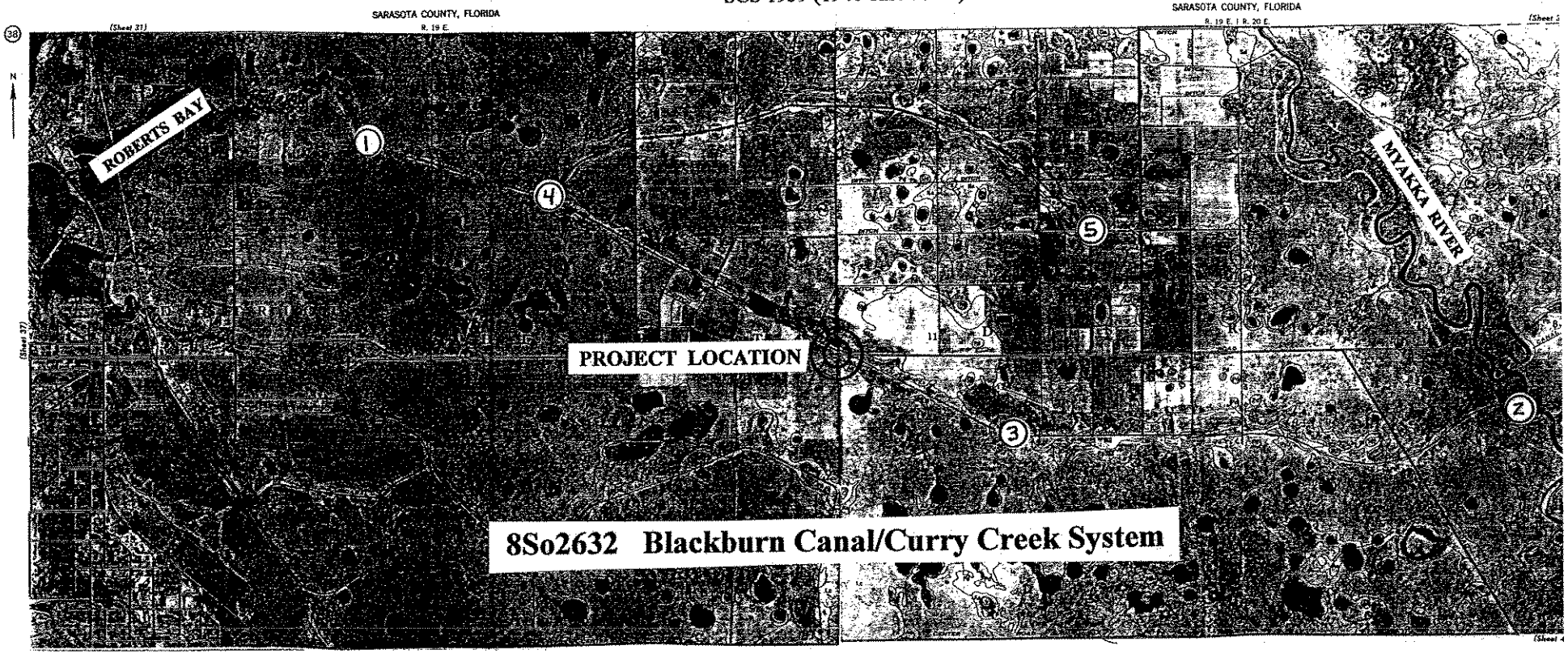
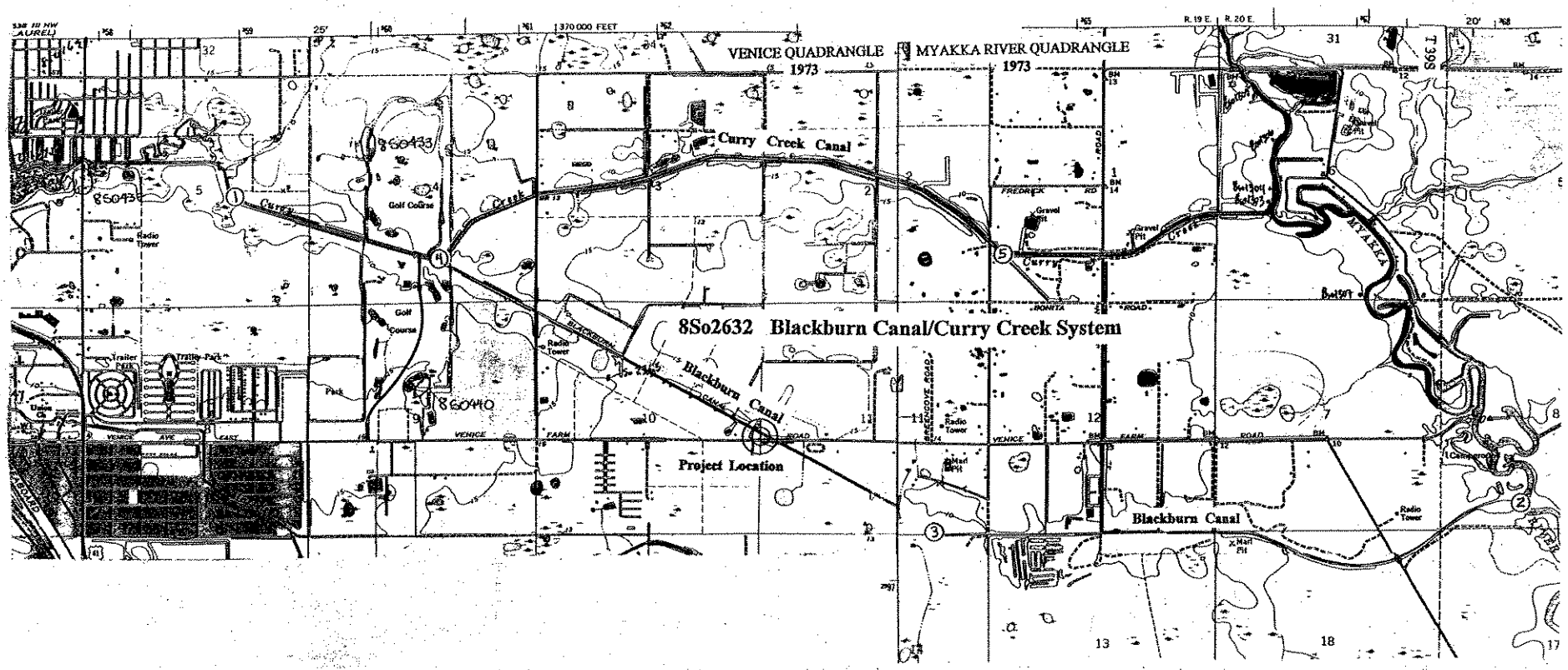


Figure 4. USGS quadrangle maps.



Page 1
X Original
__ Update

ARCHAEOLOGICAL SITE FORM
FLORIDA SITE FILE
Version 2.0 7/92

Site #8 SO 2632
Recorder #
Field Date 10/ /02
Form Date / /

SITE NAME(S) BLACKBURN CANAL/CURRY CREEK SYSTEM [DIST #8]
PROJECT NAME [SURVEY #]
OWNERSHIP _ private-profit _ private-nonprofit _ private-individ _ priv-unspecifd _ city X county _ state _ federal _ unknown
TWP RANGE SECTION , ¼ , ¼-¼ , ¼-¼-¼ IRREG. SECT.? _ y _ n
USGS MAP NAME VENICE 1973 / MYAKKA RIVER 1973 COUNTY SARASOTA
NEAREST CITY VENICE IN CURRENT CITY LIMITS? _ y _ n
[UTM: ZONE 16 (17) EASTING 0 NORTHING 0]
ADDRESS/VICINITY OF/ROUTE TO IN VENICE: BETWEEN ROBERTS BAY AND MYAKKA RIVER TO EAST.
NAME OF PUBLIC TRACT (e.g., park)

TYPE OF SITE (Check all choices that apply; if needed write others in at bottom)

SETTING	STRUCTURES OR FEATURES			FUNCTION	DENSITY
X land site	_ aboriginal boat	_ fort	_ road segment	_ none specified	_ unknown
_	_ agric/farm bldg	_ midden	_ shell midden	_ campsite	_ single artifact
X wetland fresh wtr	_ burial mound	_ mill unspecified	_ shell mound	_ extractive site	_ diffuse scatter
X wetland salt/tidal	_ building remains	_ mission	_ shipwreck	_ habitatn/homestead	_ dense scatter > 2/m²
X undwtr (original)	_ cemetery/grave	_ mound unspecified	_ subsurface features	_ farmstead	_ variable density
_ undwtr (inundated)	_ dump/refuse	_ plantation	_ surface scatter	_ village/town	
_	_ earthworks	_ platform mound	_ well	_ quarry	

OTHER HISTORIC CANAL SYSTEM FOR NAVIGATION AND DRAINAGE.

HISTORIC CONTEXTS (Check all that apply, except use most specific subphases only)

ABORIGINAL					NONABORIGINAL
_ Alachua	_ Fort Walton	_ Hickory Pond	_ Perico Island	_ Semi: Colonization	_ 1st Spanish 1513-99
_ Archaic unspecif	_ Glades Ia	_ Late Archaic	_ Safety Harbor	_ Semi: 1st War to 2d	_ 1st Spanish 1600-99
_ Belle Glade I	_ Glades Ib	_ Late Swift Creek	_ St. Augustine	_ Semi: 2d War to 3d	_ 1st Spanish 1700-1763
_ Belle Glade II	_ Glades I unspec	_ Leon-Jefferson	_ St. Johns Ia	_ Semi: 3d War on	_ 1st Spanish unspecified
_ Belle Glade III	_ Glades IIa	_ Malabar I	_ St. Johns Ib	_ Seminole-unspecif	_ British 1763-1783
_ Belle Glade IV	_ Glades IIb	_ Malabar II	_ St. Johns I unspecif	_ Swift Creek unspec	_ 2d Spanish 1783-1821
_ Belle Glade unspec	_ Glades IIc	_ Manasota	_ St. Johns IIa	_ Transitional	_ Amer.Territor'l 1821-45
_ Cades Pond	_ Glades II unspec	_ Middle Archaic	_ St. Johns IIb	_ Weeden Island I	_ Amer.Civil War 1861-65
_ Deptford	_ Glades IIIa	_ Mount Taylor	_ St. Johns IIc	_ Weeden Island II	_ American 19th Century
_ Early Archaic	_ Glades IIIb	_ Norwood	_ St. Johns II unspecif	_ Weeden Island unsp	X American 20th Century
_ Early Swift Creek	_ Glades IIIc	_ Orange	_ St. Johns unspecified	_ prehistorc nonceram	_ American unspecified
_ Englewood	_ Glades III unsp	_ Paleo-Indian	_ Santa Rosa	_ prehistoric ceramic	_ Afro-American
	_ Glades unspecif	_ Pensacola	_ Santa Rosa-Swift Crk	_ prehistoric unspecif	

OTHER (Less common phases are not checklisted. For historic sites also give specific dates if known)

SURVEYOR'S EVALUATION OF SITE

				Local Designation Category
Potentially elig. for local designation?	X yes	_ no	insuff.info	
Individually elig. for Nat. Register?	_ yes	_ no	X insuff.info	
Potential contributor to NR district?	_ yes	_ no	X insuff.info	

EXPLANATION OF EVALUATION (Required if evaluated; limit to 3 lines; attach full justification)
SEE SUPPLEMENT SHEET.

RECOMMENDATIONS FOR SITE SEE SUPPLEMENT SHEET.

DHR USE ONLY ======== OFFICIAL EVALUATIONS ======== DHR USE ONLY

NR DATE / /	KEEPER-NR ELIGIBILITY: y n pe ii	Date / /
DELIST DATE / /	SHPO-NR ELIGIBILITY: y n pe ii	Date / /
	LOCAL DESIGNATION:	Date / /
	Local office	

ARCHAEOLOGICAL SITE FORM

Site #8 So 2632

Division of Historical Resources, Florida Department of State

FIELD METHODS (Check one or more methods for detection and for boundaries)

SITE DETECTION

_ no field check
_ exposed ground
_ screened shovel
X literature search
_ posthole digger
_
_ informant report
_ auger--size:___
_
X remote sensing
_ unscreend shovel
_

SITE BOUNDARIES

_ bounds unknown
X remote sensing
_ unscreened shovel
_ none by recorder
_ insp exposed ground
_ screened shovel
X literature search
_ posthole digger
_ block excavations
_ informant report
_ auger--size:___
_ estimate or guess

Number, size, depth, pattern of units; screen size NA

SITE DESCRIPTION

EXTENT Size (m²) _____ Depth/stratigraphy of cultural deposit NA

BLACKBURN SEGMENT CA. 32,400' LONG; CURRY CREEK SEGMENT CA. 14,600' LONG.

TEMPORAL INTERPRETATION Components: _ single _ prob single X prob multiple _ multiple _ uncertain

Describe each occupation in plan (refer to attached large scale map) and stratigraphically. Discuss temporal and functional interpretations.

CANAL SYSTEM DATES TO CA. 1926 WITH COMPLETION OF FINAL LINK POST-1973.

INTEGRITY Overall disturbance: _ none seen X minor _ substantial _ major _ redeposited _ destroyed-document!

Disturbances/threats/protective measures MAINTENANCE

AREA COLLECTED _____ m² Surface: #units__, total area ___m². Excavation: #units __

ARTIFACTS

TOTAL ARTIFACTS # 0 (C)ount or (E)stimate? ___ Surface #_____ Subsurface #_____

COLLECTION STRATEGY

_ unknown
_ unselective (all artifacts)
_ selective (some artifacts)
_ uncollected
_ general (not by subarea)
_ controlled (by subarea)

ARTIFACT/FEATURE CATEGORIES

_ unspecified
_ daub
_ nonlocal-exotic
_ bone-unspecif
_ lithics, aborig'l
_ brick/bldg matl
_ metal, nonprecious
_ unworked shell
_ ceramic-aborig'l
_ glass
_ bone-human
_ worked shell
_ ceramic-nonabo
_ precious metal/coin
_ bone-animal
_ subsurf feats

Other (Strategy, Categories)_____

DIAGNOSTICS (Type and frequency)

1 _____ N=__
2 _____ N=__
3 _____ N=__
4 _____ N=__
5 _____ N=__
6 _____ N=__
7 _____ N=__
8 _____ N=__
9 _____ N=__

ENVIRONMENT

Nearest fresh water (incl. relic source) _____ Dist. (m/ft)/bearing _____

Natural community MESIC FLATLANDS: MESIC FLATWOODS

Local vegetation SLASH PINE

Topography LOW RELIEF INTERIOR FLATLANDS W. WETLANDS Elevation 10 m/(ft)

Present land use VARIOUS

SCS soil series MULTIPLE WETLAND TYPES Soil association ONA-SCRANTON

FURTHER INFORMATION

INFORMANT(S): Name/Addr./Phone B.W. BURGER / P.O. BOX 201, TERRACEIA ISL, FL 34250 / (941) 722-3403

LOCATION & FILE NOS. (Field notes, artifacts/accession nos, photographs/negative nos.)

SAME AS INFORMANT.

MANUSCRIPTS OR PUBLICATIONS ON THE SITE (if unpub., give FSF file # or location)

J.S. MATTHEWS, 1989: VENICE, JOURNEY FROM HORSE AND CHAISE; A HISTORY OF VENICE, FLORIDA. PINE LEVEL PRESS, SARASOTA, FL

RECORDER(S): Name/Addr./Phone SAME AS INFORMANT.

Affiliation or FAS Chapter SAA, RPA, SEAC, FAC, FAS

LARGE SCALE MAP: At 1"=200' or larger scale, show: site boundaries, scale, North arrow, datum, test/collection units, landmarks.

NARRATIVE DESCRIPTION/CONTINUATIONS: Attach additional sheets with detailed information or with continuations.

REQUIRED: USGS MAP OR COPY WITH SITE LOCATION, EXTENT MARKED

SUPPLEMENT FOR SITE FORMS

Site 8So2632

SITE NAME BLACKBURN CANAL/CURRY CREEK SYSTEM

NATURE OF SITE _standing structure archaeological site _both
X historical feature

A. NARRATIVE DESCRIPTION OF SITE (Use back of page and continuations)

The feature is an historic, dredged canal system that was integral to the John Nolen 1926 regional master plan for Venice, Florida, and was designed by Black, McKenney, and Stewart, engineers, of Washington, D.C. Part of the Brotherhood of Locomotive Engineers' proposed massive development, the Blackburn Canal segment was proposed chiefly as a navigational aid from Roberts Bay to the Myakka River and Charlotte Harbor, effectively a bypass for intracoastal traffic. The chief purpose of the Curry Creek segment was to effect drainage of adjacent farm lands. Background research has determined the historic Blackburn Canal segment is ca. 32,400' long by ca. 100' wide by ca. 5-6' deep. It begins at UTM E359100 N2999720 (Point #1), runs ESE ca. 4500' to UTM E360400 N2999320 (Point #4), thence SE ca. 14,100' to UTM E364140 N2997320 (Point #3), thence E ca. 13,800' to UTM E368120 N2997440 (Point #2) at the Myakka River. The historic Curry Creek segment is ca. 14,600' long, but its other original dimensions are unknown due to subsequent maintenance. From Point #4, it runs NE ca 7,200' to UTM E362400 N3000010, then curves SE ca. 7,400' to UTM E364460 N2999290 (Point #5). [All UTMs are in ZONE 17.] The canal system is maintained for drainage purposes by Sarasota County government.

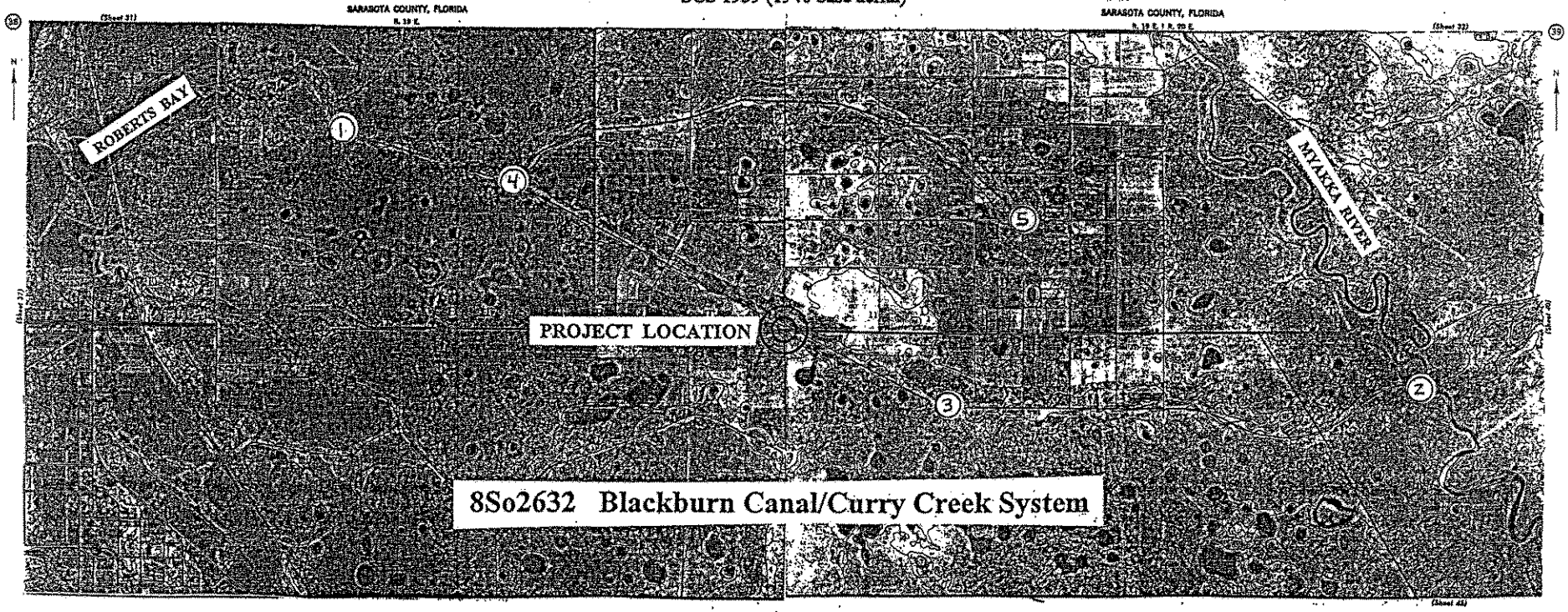
B. DISCUSSION OF SIGNIFICANCE (Use back of page and continuations)

As an early example of a project of a local drainage district (Venice Drainage District), the canal system may be considered significant at the local level. While subsequent and continuing Sarasota County maintenance has altered its original profiles, and subsequent extensions have modified its flows, the original system loci are unchanged and functioning. As an example of land use design by a nationally recognized planner, John Nolen, the system may also have claims for national significance. To the degree that deeded easements exist along at least portions of its segments, the system, or portions thereof, might be used within hiking/biking (greenways) and/or kayak/canoe (blueways) trails, with interpretive signage placed to document the previous development plans of the Brotherhood of Locomotive Engineers, the nation's first railway union.

C. HISTORY AND BIBLIOGRAPHY OF PAST WORK AT SITE (Use back of page and continuation sheets if necessary)

J.S. Matthews
1989 Venice; Journey from Horse and Chaise; A History of Venice, Florida.
Pine Level Press, Sarasota, FL.

SCS 1959 (1940 base aerial)



8So2632 Blackburn Canal/Curry Creek System

2003 B

Historical Documentation of the Blackburn Canal/Curry Creek System (8So2632), Venice Area, Sarasota County, Florida

B.W. Burger, M.A., R.P.A.
Archaeologist

January, 2003

Historical Documentation of the Blackburn Canal/Curry Creek System (8So2632), Venice Area, Sarasota County, Florida

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Project Justification and Scope:

Per Sarasota County Preservation Ordinance 66-73/75, the improvement project proposed by the Sarasota County Roads Program for the intersection of Venice Avenue and Jacaranda Boulevard was subjected to a cultural resources assessment review by Mr. Daniel Hughes, archaeologist at the Sarasota County History Center. Mr. Hughes determined that while there was no potential for archaeological resources within the project area, the project could have negative impacts upon a portion of the historic Blackburn canal system. As a result, he required that archival research be completed for the canal and that it be recorded with the Florida Master Site File, Tallahassee, as an historic feature of Sarasota County. After a field visit by the author and discussions with Mr. Hughes, it was agreed that cross-sectional profiling of the canal was unnecessary, as the canal had been and continues to be maintained by Sarasota County. Thus, historic profiles no longer exist. The final, agreed Scope of Work consisted of the documentation and recordation of the historic Blackburn canal. No subsurface testing was required.

Project Description:

The proposed road improvements at the Venice Avenue/Jacaranda Boulevard intersection are located within Sections 10 and 11, Township 39 South, Range 19 East. The proposed widening of Jacaranda Boulevard would be within a corridor approximately 1850' N/S by 250' E/W; that of Venice Avenue, within a corridor approximately 1700' E/W by 250' N/S. An existing artificial pond to the northwest of the intersection was identified as a potential stormwater treatment pond site after expansion, and another potential site for a pond was identified to the southeast of the intersection.

Assessment Procedures:
Background Research:
National Register of Historic Places:

There are no listed properties on or immediately adjacent to the subject parcel.

Florida Master Site File:

Review of site files, maps, and reports maintained by the Sarasota County History Center duplicating and exceeding those maintained by the Florida Division of Historical Resources, Tallahassee, indicated no archaeological sites had been previously recorded within Section 11. However, one site had been recorded within Section 10: 8So2365 is located approximately ¾ mile to the northwest of the project location. It consists of a scatter of lithic flakes of indeterminate cultural/temporal affiliation.

Title and Lands Records:

The exterior lines of Township 39 South, Ranger 19 East were surveyed in 1844 by Sam Reid. Interior sectional lines were run by A. H. Jones and Frederick Loring in 1847. Loring's plat map does not indicate any homesteads or other cultural features anywhere in the township/range. Jones' notes indicate the boundaries of Sections 10 and 11 of the project area consisted of 3rd rate pine with saw palmetto, ponds, and savannah. Florida Tract Books indicate that the first private owner of both Sections 10 and 11 was the Jacksonville, Tampa, and Key West Railway Company, whose deeds dated to December 30, 1884.

Informants:

Dr. Ernest Estevez, Mote Marine Laboratory, graciously shared information obtained as a result of continuing research and data collection for on-going studies of the Myakka River system. Sarasota County staff were, as always, of exceptional assistance in the author's pursuit of historical documentation.

Contexts:
Physiography:

Florida comprises most of the Floridian section of the Atlantic Coastal Plain province of the eastern United States. Within the peninsula, Sarasota County occupies part of the Terraced Coastal Lowlands subdivision, a topography of marine terraces formed during successive higher and lower sea levels stands of the Pleistocene. During alternate periods of relative stability in ambient sea level, five marine terraces and four shorelines formed in Sarasota County. The present highest land surface, located in the northeast of the county, is at about 29 meters. For the most part, the change from one marine terrace to the next is ill-defined, with more apparent change in the northeast.

Due to the relatively slight slope of the Pleistocene terraces, much of Sarasota County is poorly drained. Most of the county consists of level to nearly level interior plains, with the floodplains of the Myakka River and Big Slough only a few feet below adjacent uplands. During rainy periods, numerous interior wetland depressions may become linked, forming seasonal sloughs to the Myakka River or to coastline creeks. The county's western boundary is fronted by the shifting sands of offshore barrier islands.

Soils and Vegetation:

The project location consists of an area of Immokalee fine sands of little relief, with subareas of lower Adamsville, Delray, and Pompano fine sands found within and adjacent to the corridor of the canal. Original vegetational associations would have been low uplands of saw palmetto prairie and pine flatwoods bordering the wet prairie and hydric hardwoods in the seasonal slough that formed part of the watershed of Curry Creek, later channelized as part of the Blackburn canal.

Present Conditions:

The project location presently consists of the corridors of Venice Avenue and Jacaranda Boulevard, edged by maintained, grassed shoulders and bordering ditches of willow, water oaks, and the omnipresent Brazilian pepper. To the southeast, the Blackburn canal is additionally bordered with cabbage palms, with adjacent spoil ridges and easement largely covered in Brazilian pepper, and the canal is choked with cattails. To the northwest, the canal is adjacent to a residential development, with a cleared, bordering easement, with largely open water in the canal.

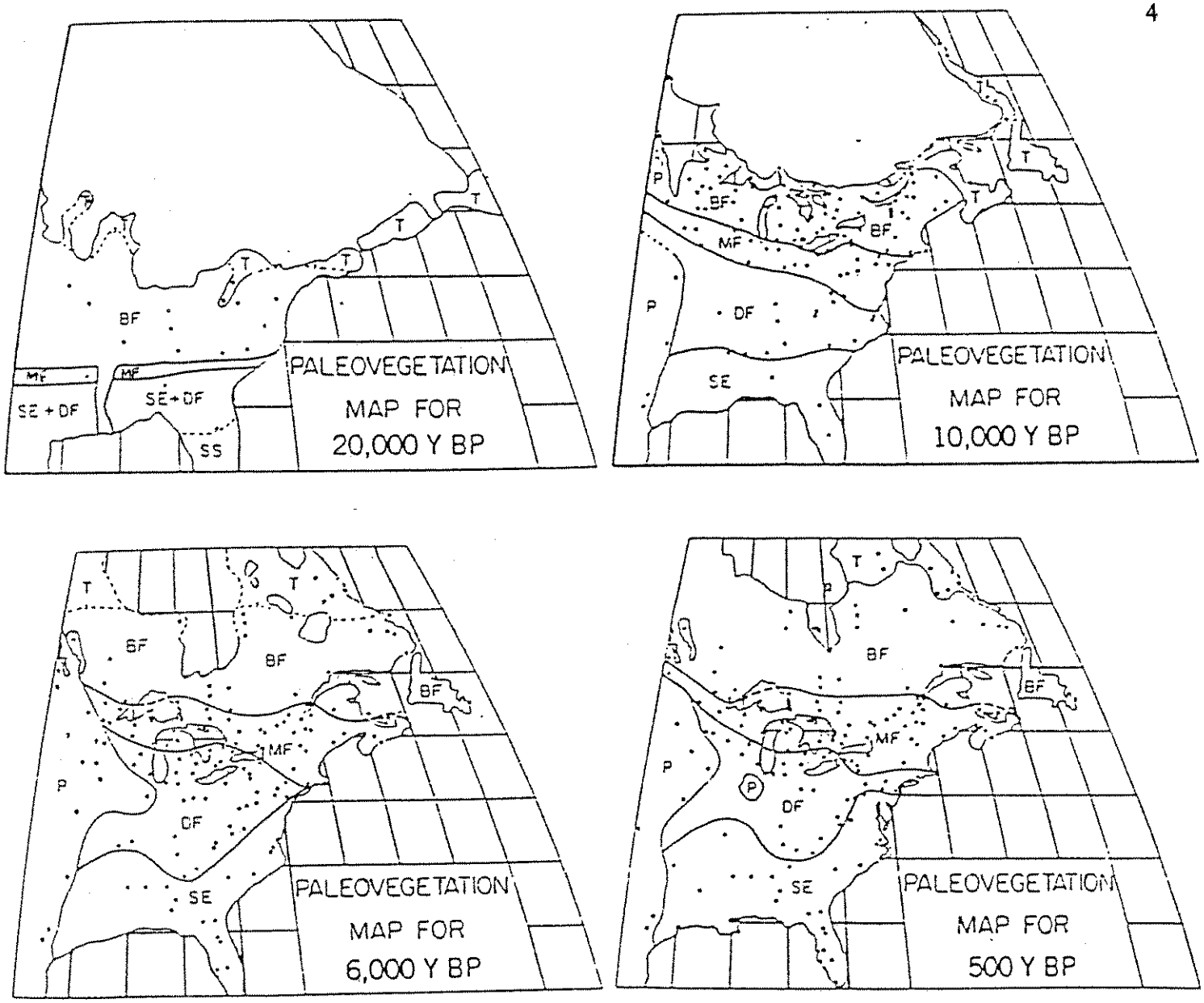
Paleoenvironment:

The effects of the Wisonsinan glacial conditions in eastern North America significantly altered the composition and distribution of flora and fauna in the southeastern region. At the maximum advance of the Laurentide ice sheets at about 16,000 BCE (before Christian era), boreal coniferous forests had extended southward to northern Mississippi and Alabama and across the Carolinas. Farther south, glacial meltwaters supported similar flora within entrenched valley bottoms of the major river systems flowing to the Gulf and Atlantic. These systems flowed through a warm-temperate zone of oaks, hickories, and southern pines that occupied much of the coastal plains. More temperate deciduous trees grew within foggy, peripheral uplands bordering these cold river systems (See Figure 1.).

During full glacial times, 22,000-16,500 BCE, vegetation in northern Florida consisted of pine forests with some oak and hickory, with prairie and sandhill herbs probable in unforested spots. Mesic deciduous tree species occurred within sheltered, better-watered places. General conditions were dry and windy, with a lower average temperature than at present: Work by various researchers indicates that the continental ice sheet acted as a barrier to arctic air masses, resulting in mild winters; its proximity resulted in cool summers and decreased evaporation. The result was decreased seasonality: There were many years of little difference between winters and summers, the climate controlled by a persistent west-to-east flow of air masses along the Polar Frontal Zone at the ice sheet.

Peninsular Florida was considerably larger in area than today, lowered sea levels having exposed a great expanse of the Gulf continental shelf. Much of this area was largely covered in xeric herbs and shrubs on eolian sand dunes, with patches of scrub oak.

A diverse mosaic was created by northern boreal and temperate ecotypes "pushed" south into the Florida cul-de-sac meeting southern subtropical ecotypes reaching north. The mix presented optimal habitats for a diverse assemblage of fauna that could flourish together in the cool summer/mild winter climate. The juxtaposition of otherwise more northern porcupine, beaver, bog lemming, meadow vole, and mammoth with more southern species such as capybara, tapir, armadillo, and ground sloth supports the palynological research that indicates decreased seasonality and patchy ecotypes. The more equitable climatic conditions are particularly indicated by the presence of giant land



T tundra
P prairie
BF boreal forest
MF mixed conifer-northern hardwood forest
DF deciduous forest
SE southeastern evergreen forest
SS sand dune scrub

Figure 1. Paleoenvironment of Eastern North America (after Delcourt and Delcourt 1981).

tortoises as far north as present Charleston: It is unlikely that these non-burrowing reptiles could have withstood freezing winters even given their large body masses.

At the peak of the glacial advance, sea level was approximately 100 meters lower than at present. Reflecting this, the Floridan aquifer reached its lowest level, 26-31 meters below present height, between 16,000-13,000 BCE. After the glacial peak, by about 13,000 BCE, a high, closed deciduous forest had developed in north central Florida around present Gainesville. This reflected a period of higher precipitation, warm summers, and cool winters – a seasonal climatic regime. However, due to rapid percolation to the still lowered aquifer, little surface water existed.

By about 10,000 BCE, precipitation had again decreased and broad-leaved trees declined. South-central Florida's vegetation consisted of oak forest/scrub with open prairie. North Florida initially saw a return to pine forest with low herbs reflecting the drier conditions, then, after 8000 BCE, became similar to the south-central region.

Comparable reconstruction of paleoenvironmental conditions in south Florida is more problematic due to the absence of lakes sufficiently deep to preserve long pollen records without interruptions. Other data indicate that the Lake Okeechobee basin and Everglades trough were apparently dry during most of the late Wisconsinan glaciation. H.K. Brooks concluded that the basin contained a perched hardwater lake at about 10,000 BCE, then a calcitic mud lake at about 4300 BCE, with the present lake beginning its development at about 2000 BCE.

Continuing sea level rise since 12,000 BCE resulted in a continued decrease of open xeric habitats in south Florida as more of the exposed continental shelf was again inundated. A consistent climatic trend has been toward coastal aridity, which would have been a limiting factor in the development and productivity of estuarine systems.

Evidence from Little Salt Springs, Sarasota County, indicates the water level in this sinkhole rose from -26 meters to within one meter of its present surface during the period between 10,000-6500 BCE. Pollen samples indicate that the dominant tree species in the area at about 7500 BCE consisted of wax myrtle, oak, pine, and hickory. The absence of floating or emergent aquatic species may suggest a well-drained upper basin and relatively dry surrounding flatlands for the region around this sinkhole.

By about 6000 BCE, sea level had risen close to its present level. Lake levels had been rising since 6500 BCE, but were still relatively shallow. This may reflect a corresponding, but probably delayed response by the Floridan aquifer. The continuing rise of water tables after 3000 BCE accelerated after 500 BCE in a complex interrelationship between sea level, aquifer, and increased precipitation that is yet to be fully understood. With the increased precipitation, more freshwater reached the coastlines to create estuarine conditions.

By about 3000 BCE, present vegetational associations were established in most of Florida: In the north, there were pine forests with swamps; to the south, pine woodland with swamps. A series of severe droughts between 2000-1000 BCE led to the dominance of sawgrass within the Everglades trough south of the developing Lake Okeechobee.

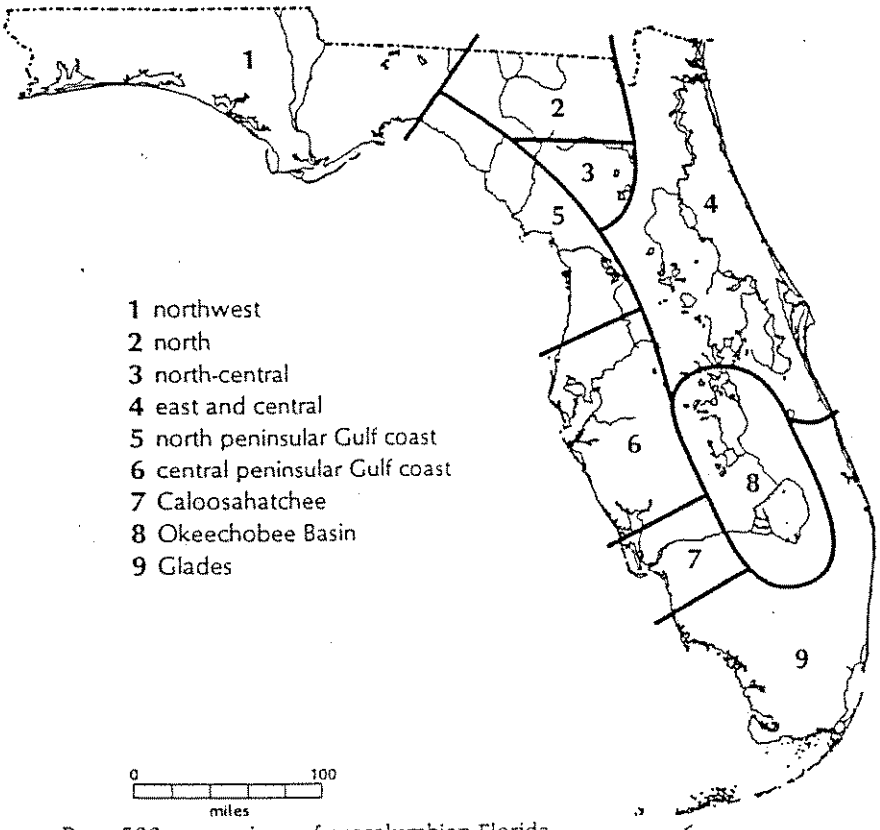
Prehistory:

Archaeologists have formulated space-time regional divisions for the periods and traditions of Florida's prehistoric aboriginal cultures. Since 1936, various archaeologists have worked to refine the insights and discoveries of their professional predecessors in order to better understand the succession and evolution of indigenous societies.

Sarasota County is located within what is now termed the Central Peninsular Gulf Coast archaeological region, presently defined by Milanich as extending from Pasco County south to Sarasota County through Pinellas, Hillsborough, and Manatee counties, and reaching inland nearly to the Peace River drainage in Polk, Hardee, and DeSoto counties. (See Figure 2.). It should be stressed however that boundary delineations of archaeological regions are not precise and are ultimately futile attempts to constrain dynamic and adaptive cultural systems within a static framework. As Stirling stated, "We should not let these [temporal/regional divisions] spoil our perspective on the interrelationship of cultures as a flow rather than as a series of static jumps."

The concept of an archaeological culture area was a variation of an ethnographic idea. But archaeological culture areas or regions are more generally delineated, in part because prehistoric archaeology does not have the precision of recorded history necessary to exactly map past cultural changes through time and space. Prehistory, after all, is not history. Most importantly, the essential differences between these archaeological and ethnological concepts need to be clearly understood and appreciated: A unique archaeological culture is defined on the basis of particularly patterned material assemblages, while a distinct ethnographic culture includes those, as well as innumerable, non-materially expressed behaviors as well. Ethnography provides examples of distinctively different societies sharing the same material culture – societies that would be archaeologically indistinguishable. Add to this the variable preservation of the archaeological record and the difference between the terms becomes clear: "Archaeological culture" and "ethnographic culture" should not be assumed to be equivalent. Prehistoric archaeology is the study of the archaeologically defined cultures of *Homo sapiens*; only rarely can it specify the people(s) who produced the evidence that is uncovered. As W.H. Holmes once said, "[T]races of particular peoples fade out quickly into the generalized past."

The following overview of regional prehistory is presented using the temporal and developmental framework and terminology presented by J.B. Stoltman for eastern North America as a whole (See Figure 3.). While his system requires some adjustments to better fit the specifics of the Florida sequence, this author feels it is superior to the hybridized



Post–500 B.C. regions of precolumbian Florida.

Figure 2. Archaeological regions (Milanich 1994:xix).

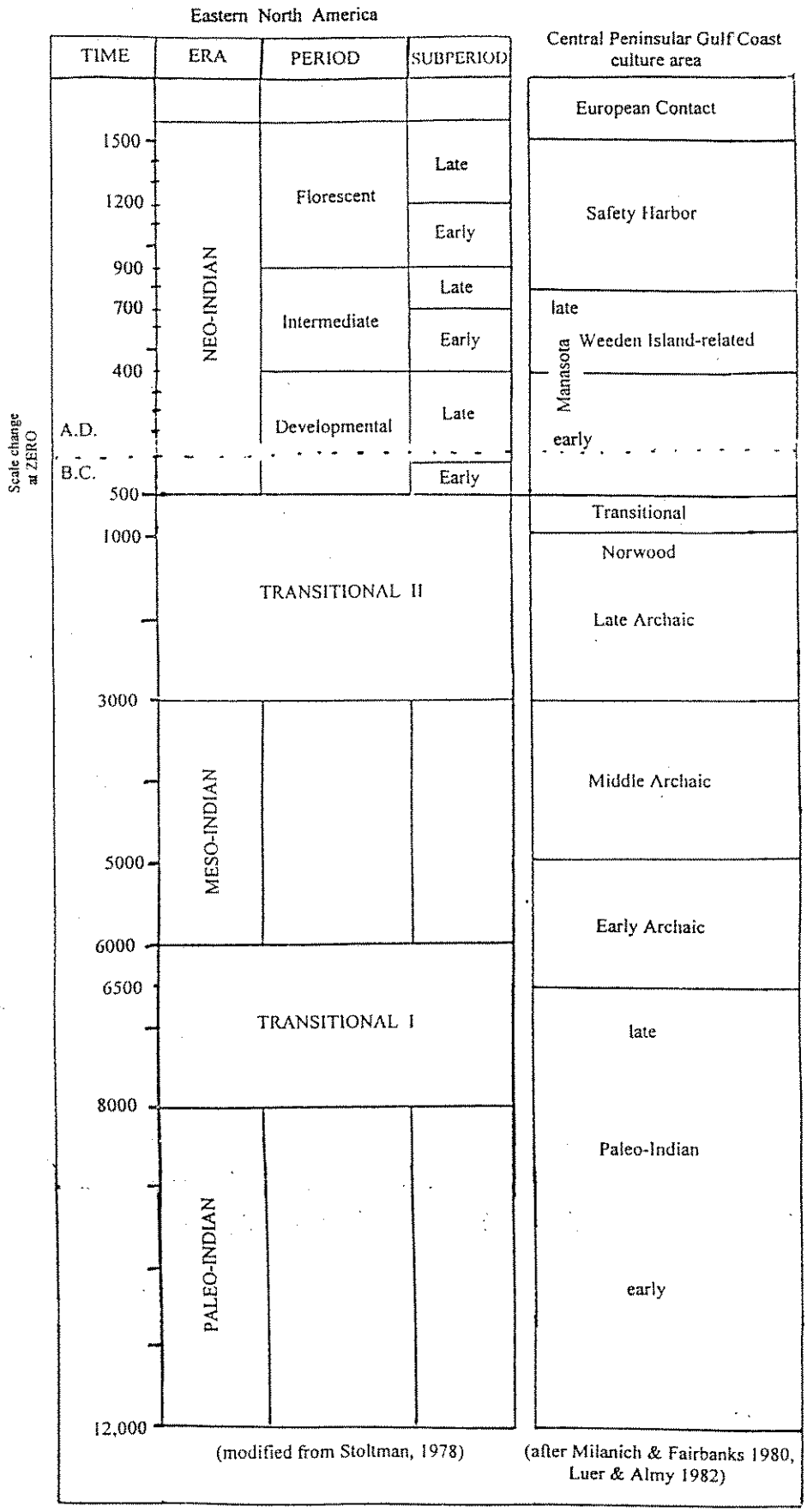


Figure 3. Cultural/temporal chart (modified from Stoltman 1978; after Milanich & Fairbanks 1980, Luer & Almy 1982).

alternatives in current use whose commonality resides in a fluid misuse of both terminology and of theoretical concepts. However, any conceptual scheme that tabulates the sequential lifespans of particular archaeological cultures against a chronometric scale within a progressivist social evolutionary paradigm must ultimately fail to convey the rich detail of the prehistoric past and only approximate it. A particular archaeological culture may characterize a segment of time in a particular area or region, but use of a "culture period" concept as a monolithic entity or "type" may disguise the cultural variability actually present in the archaeological record. And it is that variability that is significant, since it fuels cultural change.

The first and earliest human presence in Florida marks the beginning of the Paleo-Indian era. Early contested claims for man's coexistence with extinct Pleistocene fauna were vindicated by discoveries at Warm Mineral Springs and Little Salt Springs of remains dating to 12-10,000 years ago, as did more recent discoveries in the Aucilla River dating to perhaps 14,000 years ago. At the peak of the last ice age at about 16,000 BCE, with sea level lowered some 300 feet, Florida was a cool and arid place over twice its present size. Peninsular Florida was largely covered in xeric herbs and shrubs with patches of scrub oak on active sand dune systems.

Lasting until about 8000 BCE, the Paleo-Indian era encompassed extreme, post-ice age readjustments of climate, sea level, and ecosystems. These changes certainly affected the essentially small, nomadic, egalitarian bands of humans who probably utilized large territories. The time between 10,000-7000 BCE witnessed the extinction of the Pleistocene fauna that had been an important component of the Paleoindian subsistence base, causing shifts to a greater variety of resources. Recovery of late Paleoindian artifacts from shell midden dredged from portions of Tampa Bay indicates the start of adaptations to increasingly important estuarine areas forming with the rise of sea level. As the relatively level stretches of Gulf continental shelf were inundated, brackish conditions would have formed within the combined lower reaches of westward-flowing rivers, providing optimal salinities for estuarine species. Sea level continued to rise, nearing its present stand by around 5000 BCE. Human lifeways and technologies adapted to the changes in flora, fauna, and climate during the Transitional I era of 8000-6000 BCE.

Artifact assemblages suggest a division between Transitional I and Meso-Indian eras with the beginning of the Archaic tradition at about 6500 BCE. Increasingly precise cultural adaptations to specific plant and animal resources were evolving in particular areas, creating regional cultural differences. With the establishment of the warmer Atlantic climatic episode, many varieties of nut-bearing trees spread throughout eastern America. The seasonal dependability of such food resources within circumscribed areas allowed increasingly sedentary, or at least semi-sedentary human developments to occur based upon scheduling a mixture of hunting, gathering, and fishing strategies. In certain areas, the intensive gathering of starchy seed-producing plants became incipient horticulture. The intensive exploitation of shellfish in other areas resulted in huge shell midden sites.

By the end of the Meso-Indian era at 3000 BCE, present vegetational associations were established across most of Florida.

The existence of larger social groupings during the Meso-Indian era is reflected in archaeological sites of greater size. Large central base camps may indicate the coming together of those responsible for the more numerous small, special use camps for purposes of collective gathering of seasonally available foodstuffs. Such scheduled meetings would have facilitated social interchange between the small, otherwise dispersed groups. Some larger sites represent quarry locations at lithic outcroppings. The Central Peninsular Gulf Coast region bridges a transitional zone in which stone suitable for lithic technologies – silicified limestone (chert) and coral – was available. In the geological absence of such stone south of Hillsborough County, more of the aboriginal technologies farther south were based upon shell, bone, and wood, though stone was traded and carried southward.

During the Transitional II era of 3000-500 BCE, the interaction of climatic, societal, and technological processes effected the emergence among some aboriginal cultures of a new level of social integration, termed the Formative stage, expressed as the Woodland cultural tradition. Scheduling of subsistence activities became even more finely tuned to optimize the harvesting of seasonal resources and was integrated into well-established, sedentary village life by some groups. Populations increased. Varying levels of horticultural dependence were components of some cultural systems. Pottery first appeared in the Southeast in the lower Savannah River Valley of South Carolina and in coastal Georgia at about 2500 BCE, and at scattered sites in Florida by about 1200 BCE. Ritual mound building and systematic, long-distance trade in exotic materials spread. Social relations became more stratified and less egalitarian. Developments in Florida reflected interactions with more precocious cultures located elsewhere in the Southeast and Midwest.

The Developmental period, 500 BCE- CE 400, marks the beginning of the Neo-Indian era. Central Peninsular Gulf Coast cultures exhibited a continuing reliance upon estuarine resources during this era, with the largest sites located on or near the shorelines. Evidence for any appreciable agricultural component of subsistence systems here is lacking. In the study region, Luer and Almy proposed the name "Manasota" for this era's archaeological culture.

Fiber-tempered ceramics gave way to pottery tempered with sand or ground limestone. The limestone-tempered ceramic tradition centered in Pasco County. As the era continued, interactions with distant, more complex cultures intensified, and greater amounts of social time and energy were committed to socioreligious ritual and the construction of public works. During the Intermediate period of CE 400-900, elements of the Weeden Island cultural assemblage, including elaborate funerary ceramics and status items made of exotic materials, are found in burial mounds of the Central Peninsular Gulf Coast. While this cultural tradition was first identified archaeologically in Pinellas

County, it is now recognized that its actual heartland was located in northern Florida/southern Alabama and Georgia.

After CE 900 and the start of the Florescent period, some Formative stage societies attained their peak of complexity, expressed through the Mississippian cultural tradition. They became fully stratified, ranked social systems having redistributional, horticulturally-based economies of chiefdom-level complexity. These societies occupied large, permanent villages with ceremonial precincts and stockaded perimeters. Attenuated elements of this tradition are expressed in the Central Peninsular Gulf Coast region as the Safety Harbor archaeological culture, first identified at the Phillippi Park site on Old Tampa Bay in Pinellas County. Evidence is still lacking for any appreciable agriculture in the subsistence of Safety Harbor culture: It appears that the intensive, well-scheduled gathering and harvesting of natural resources, especially estuarine resources, formed a sufficient socioeconomic base from which the new types of social integration could grow.

The centerpiece of the classic Mississippian tradition site was the platform, or temple mound, which served as an elevated foundation for chiefly residences and religious structures. Typically, one or more such mounds would overlook an open central plaza separated from habitation areas and burial mounds or cemeteries. Satellite villages might include their own smaller versions of these ritual structures.

History:

With the arrival of the Europeans and the passage after AD 1500 into recorded history, it is known that the Tocobaga people inhabited at least the northern portion of the Tampa Bay region and were bearers of Safety Harbor culture. They were visited at the Safety Harbor/Phillippi Park site by Panfilo de Narvaez in 1528, who noted limited maize agriculture. It should be noted that in the various accounts of early Florida history, the names of ostensible *caciques*, or chiefs, are conflated with the names of their villages and/or ethnic groups. This likely reflects the expectations and ethnocentrisms of the Europeans more than it does the actual native realities. The DeVaca account describes the Narvaez-occupied landing site village as consisting of small huts and one very large structure that could hold more than 300 persons.

In 1539, Hernando de Soto landed with a massive expeditionary force somewhere along the southeastern shore of Tampa Bay and occupied one of the villages of Ucita. The Ucita were subservient to the inland Mocoso, who spoke a different language. Both these and other adjacent native groups were in turn subservient to Hurriparracosi, who lived even farther inland. This latter name is Timucuan, indicating the presence of the Timucua, the native people of the north/central peninsula.

In 1567, Menendez de Aviles sailed up Old Tampa Bay to the Safety Harbor site, bringing Calos, chief of the southern Calusa, to meet with the chief of the Tocobaga. By this time, the west coast was effectively under the control of these two Indian leaders.

Tocobaga summoned a large number of his subservient, lesser chiefs from a considerable adjoining area to parlay at this meeting of the two paramount chiefs with the Spanish governor.

At least as early as the 1570s, the Spanish operated seasonal fisheries along the west coast to supply the markets of Havana. While this industry largely centered around Charlotte Harbor, some of the temporary camps (*ranchos* or *rancherias*) also operated farther to the north: Evia's map of 1783 shows the locations of some of these around the perimeter of Tampa Bay.

During the years 1568-1608, Governor Menendez' colonization attempts in south Florida – Ays (St. Lucie), Tequesta (Miami), Calos (Estero Bay), Tocobaga (Tampa Bay) – had failed. Spanish efforts centered on St. Augustine, with religious missions established to the north, and then spreading west into the panhandle. Guale Indian attacks to the north and the repercussions of Francis Drake's raid on St. Augustine resulted in Spanish military withdrawal from the Carolinas in 1587. British incursions into Virginia kept Spanish eyes directed north. Reports of suspected foreign incursions and attempts to find shipwreck survivors led to occasional southeast/southwest coastal searches and Spanish visits to the Calusa of the Charlotte Harbor region.

That information about events in the southern peninsula reached the Spanish governor in St. Augustine indicates an effective communication network existed. News spread from one end of Florida to the other quite rapidly. Repeatedly, Spanish friars complained that the shifting nature of aboriginal settlement and subsistence systems stymied their attempts to concentrate, convert, and control the various Indian groups.

Regular seasonal movements of bands combined with attempts by some to withdraw from Spanish control resulted in a southern movement of "runaways' (*cimarrones*). Yet concurrently there was a native desire for European trade goods. As in the prehistoric past, native traders likely continued to act as middlemen and communication sources. However, such intergroup contacts resulted in the transmission of European diseases as well as goods.

With the exception of the fishing industry, Spanish efforts in south Florida were minimal during the 1600s. Germaine for the entire peninsula are reports of epidemics of plague, small pox, and measles for 1612-1617, 1649-1650, 1655, 1659, and 1672. Remnant survivors of broken native societies became wandering disease vectors.

By 1608, the Pooy of coastal Tampa Bay were allied with the Tocobaga, and historical accounts and maps indicate their territory also encompassed present Pasco County. The Pooy-Tocobaga alliance began sending raiding parties north into missionized Timucua territory. This resulted in Spanish retaliation in 1611 that executed the Pooy and Tocobaga *caciques*.

By 1675, remnant Tocobagas had moved north and settled along the channel of the Wacissa River in present Jefferson County, mixed with people of other, unidentified tribes. A 1679 Spanish expedition intending to visit the Calusa found that the Pooy and Alafaes of Tampa Bay were then under Calusa control.

In the early 1700s, slave raiding by Creeks and Yamassees and British invasions led to Spanish abandonment of north central Florida and withdrawal to the St. Augustine area. Subsequent destruction of the north Florida missions gave raiders open access to the remnant native populations of the southern peninsula. In 1708, an Indian agent in British South Carolina reported that Creek slavers had to go as far south as the firm land would allow in order to find and capture the remaining native inhabitants.

During the period between 1716-1718, the Spanish of the northeast Florida enclave were actively encouraging the Lower Creek Indian towns of Oconee, Yuchi, Sawokli, and Apalachicola –and later Coweta- to move south from Georgia and Alabama into Spanish territory. These relocations provided greater Spanish control of Creek involvement in the growing deerskin trade and also created a potentially more reliable line of allies along the border with the British.

These Creeks spoke two languages: Hitchiti (ancestral to Mikasuki) and Muscogee, or Creek. Involvement with the European trading systems and separation from their original homeland led to changes in the traditional Creek social system of strong centralized leadership. By 1763, or earlier, some of these people were recognized as "Seminoles," autonomous bands under separate hereditary leaders, often living in small, matrilocal clan camps called *istihapo*.

Many early Seminoles concentrated around the Alachua prairies (near present Gainesville), where rich grazing lands supported their herds of cattle and horses. Runaway black slaves from northern colonies often became a part of Seminole society – either as free men or as slaves farming crops for Indian masters.

Seasonal deer hunting camps were scattered down the peninsula into south Florida. The annual November-March hunting season brought Indians into contact with coastal Cuban fishing stations, particularly active around Charlotte Harbor. These contacts served as trading outlets closer to hunting territories and provided easy access to guns, ammunition, and other goods. Some Indians worked in these fisheries, and some Cubans married Indian women, sending their children to Cuba for baptism and schooling.

In 1727, an epidemic killed all but a few of the Pooy and Alafaes by then living at a mixed Indian village south of St. Augustine. Remnants under *cacique* Antonio Pooy were present in 1734, when Governor Sanchez attempted to move them closer to St. Augustine. Instead, they fled south, some perhaps to their former territories.

In 1744-45, an Englishman, Capt. Braddock, commanding a privateer vessel from Virginia, cruised the Florida west coast, mapping and surveying Tampa Bay. In 1757,

Don Francisco Maria Celi commanded a Spanish surveying expedition to the bay and made a series of soundings and coastal reconnaissances. An Indian village is indicated on the Celi map at or near Cockroach Bay in present southwestern Hillsborough County: The few Indians encountered on and around the bay were male Creek hunters.

In 1763, as a result of England's victory in the Seven Years' War (called the French and Indian War in North America), Britain received the territory of Florida from Spain in exchange for captured Cuba. It divided its new possession into two territories, East and West Florida, divided by the Apalachicola River, with respective capitals at St. Augustine and Pensacola.

By 1767, the Creek/Seminole settlement of Tcuko Tcati (aka Chocachatti - near present Brooksville) had been established, and smaller villages and camps occurred southeast toward Tampa Bay. It is likely that by this time, a north/south trail to the bay, later called the "Chocachatti Road," had been established.

During the period of 1770-1771, Bernard Romans, assistant to the British Surveyor General of southern North America, surveyed and mapped Florida's coastlines. In Tampa Bay, he charted Hillsborough Bay and River, naming them for the British Secretary of State for the Colonies.

Spain and France allied against Britain in 1778, declared war, and recognized the independence of the United States. With its capture of Pensacola in 1781, Spain regained West Florida. Under the terms of the 1783 Treaty of Paris, Spain regained East Florida as well.

In 1793, an Indian delegation traveled to Cuba to request that a trading store be built at Charlotte Harbor. Also in that year, Vicente Folch y Juan was sent to determine if a Spanish settlement would be desirable on Tampa Bay. If he approved of a site, he was instructed to get consent from the Lower Creeks to a Spanish fort and trading post in order to ensure friendship. Folch felt a fort would secure Spanish title to Florida and fishing vessels in the Gulf would be protected by establishing a Spanish coast guard against English intrusions. He also noted that the large stands of timber around Tampa Bay would be useful for Spanish naval stores. But the Spanish government apparently never acted on his recommendations.

Raids into Spanish Florida by American frontiersmen hunting runaway slaves and cattle led to Indian reprisals and increasing levels of hostility. The period between 1811-1820 saw the outbreaks of the Patriot, Creek, and First Seminole wars, as well as the War of 1812. Many northern Seminoles, Red Stick Creeks, and escaped black slaves fled south to Tampa Bay, Charlotte Harbor, and the southwest interior. The Alachua Seminoles were scattered throughout the peninsula, some going as far south as present Miami. A substantial black farming settlement called Angola was established during this period at the confluence of the Braden and Manatee rivers in present Manatee County.

Also during this period, Scottish trader Alexander Arbuthnot of New Providence, Bahamas, had opened trading posts at Ochlockonee Bay, the Suwannee River, and Tampa Bay (likely at Angola) to serve the Indians. British officers Col. Edward Nicolls and Capt. George Woodbine had recruited Indians and escaped black slaves to fight Gen. Andrew Jackson's invading American and Indian forces. Forced out of Pensacola by Jackson, they had retreated east and established a fort on the Apalachicola River. Leaving a force there, Woodbine took some of his black recruits to Tampa Bay, very likely to the settlement of Angola. Though the War of 1812 had concluded with the 1814 ratification of the Treaty of Ghent, Woodbine continued his recruiting at Tampa Bay during the summer of 1815.

In 1817, Woodbine traveled to Fernandina – captured from the Spanish by Scotsman and adventurer Gregor McGregor, who had established his own "Republic of the Floridas." A plan was hatched to enlist decommissioned British soldiers in New Providence, capital of the Bahamas, add their ranks to the Indian and black recruits at Tampa Bay, and then march this "patriot army" overland to attack St. Augustine. They would liberate Florida from the Spanish. A volunteer found in New Providence was Robert Chrystie Armbrister, nephew of the governor, who was enticed with the promise of a captaincy.

Armbrister was instructed to go to Tampa Bay, where, in March, 1818, he dispensed the goods in Arbuthnot's storehouse as presents to promote the recruiting. By this time, Gen. Jackson was occupying St. Marks with his own Indian allies as part of his incursion into Spanish Florida. In an 1818 report to Jackson, Capt. James Gadsden recommended establishing an American fort at Tampa Bay due to the information that Nicolls had assembled a force of Indians and blacks in that location.

Armbrister took Arbuthnot's schooner, sailing to the Suwannee River trading post managed by Arbuthnot's son to collect a force gathered by Woodbine. There he again distributed goods as enticements to potential native recruits. But by the end of April, General Jackson had captured both Armbrister and Arbuthnot and executed them as British agents *provocateur*. Threats and indignation followed this illegal American invasion of Spanish territory and the execution of the two British citizens.

In 1821, Spain transferred ownership of Florida to the United States for $5 million. On the eve of the transfer, a large raiding party of Coweta Creeks advanced south into the territory, destroying Indian and black settlements (including Angola), capturing former slaves, plundering Cuban fishing *ranchos*, and stealing cattle, before returning to Georgia and Alabama. The Indian town of Talakchopco near the headwaters of the Peace River apparently escaped the carnage of the Cowetas and received refugee survivors. Washington congressmen made accusations, but General Jackson pleaded ignorance of the actions of his former Coweta allies. Prior to the transfer to the United States, the King of Spain had made a number of land grants to his subjects, including one in 1818 to the Duke of Alagon that encompassed all of the Tampa Bay region.

A council of chiefs held near St. Augustine in 1823 agreed to the provisions of the Treaty of Moultrie Creek. This created a central Indian reserve located roughly between Ocala and Tampa Bay, but not including any coastal lands – this so as to prevent traffic with Cuba. The western boundary of the reserve ran diagonally north/south through Pasco County through the present Land 'O Lakes area, with the southern boundary running straight across the state at about present Wauchula to within twenty miles of the Atlantic, then northwesterly back to Ocala. While the intention was to concentrate the Indians to facilitate American control, many Seminoles ignored the boundaries of the reserved lands: King Phillip lived south of St. Augustine and Chakaika in the Everglades.

Trading posts and forts were built to dispense food rations and supplies, per the treaty, and to keep watch on the Indians. In 1820, the first interior American town had been established at Miconopy. Ft. Brooke (present Tampa) was established in 1824 at what was then the edge of the frontier.

Manifest (white) Destiny continued in its efforts to expel the "foreign element," though in an ostensibly judicial context: Cubans and others who had lived for years in coastal homesteads were largely denied ownership when they petitioned the court at Ft. Brooke. Public land sales began in Tallahassee in 1825 and in St. Augustine in 1826.

The post established on Tampa Bay by Col. George Mercer Brooke confiscated the holdings of Richard S. Hackley, a New York attorney. Hackley had purchased the Alagon land grant of about eleven million acres in 1819. His son Robert had come to the east side of the mouth of the Hillsborough River in 1823, cleared acreage, and established a plantation that included a substantial house, wharf, and barns. Many years later, a U.S. Supreme Court ruling justified ignoring the Hackley claim and that of Henry Eckford, who had purchased the overlapping 1810 Don Pedro Miranda land grant that also included the fort location. The Cantonment Brooke military reservation of 256 square miles was officially established with the signature of President Andrew Jackson on December 10, 1830.

Arriving with his family in the spring of 1824 and finding the military occupying the spot he had reconnoitered in the fall of 1823, Levi Coller settled on the opposite bank of the Hillsborough River mouth. In 1825, the military cleared a road to Fort King (Ocala), thereafter known as the Ft. King Road, that provided the major north/south interior route for west central Florida. In the fall of 1828, William G. Saunders of Mobile arrived at Ft. Brooke by sea on a sloop filled with general merchandise to establish a trading post. At about the same time, groups of north Florida Seminoles had moved south and established villages at Thlonotosassa and Hickapusassa (near present Plant City).

The Preemption Act of April 22, 1826, gave pioneers the right to buy 160 acres of Florida lands after settling and establishing a claim, but not within the Indian Reserve established by the Moultrie Creek treaty. A few settlers who had earlier come to the region of present Zephyrhills found themselves located within that reserve.

With the Ft. King Road opened and weekly ships arriving from Pensacola, a small settlement began to grow around Ft. Brooke. In November, 1831, the "Tampa Bay Post Office" was established with trader Saunders as postmaster. Another settler, Augustus Steele, became both deputy collector of customs at the fort as well as the next postmaster in 1832. Steele's influence on Governor Duval led to the separation from Alachua County of Hillsborough County in January, 1834. The new county stretched south from the Withlacoochee to the Caloosahatchee River and inland to the Peace River. Tampa was the county seat, and Steele was named the first county judge.

In 1827, Col. Duncan Clinch was placed in command of federal troops in the state. Through the efforts of subsequent commander Col. James Gadsden, the Treaty of Payne's Landing of 1832 was agreed upon by some Seminole leaders. Animosities and disagreements followed over Indian return of former slaves, thefts of cattle, the lack of resources within the Indian reserve, and the refusal of many Seminole leaders to agree to a planned, total removal to western Indian Territory. In 1834, Clinch was again given the central command in Florida and reoccupied Ft. Brooke. The increasing tensions finally led to open hostilities with the 1835 massacre of Major Dade and his command along the Ft.King Road, and the murder of Indian agent Thompson and others at Ft. King. Thus began the Second Seminole War. Settlers retreated to military forts and outposts.

Initial military actions largely centered on the "Cove of the Withlacoochee," an expanse of wetlands and swamps along the Withlacoochee River in present Citrus and Sumter counties that provided an effective retreat for bands of Seminoles. Gen. Clinch and federal troops, joined by Brig. Gen. Richard Call and the State militia, fought the Indians at the "Battle of Withlacoochee" at the end of December, 1835.

Bvt. Maj. Gen. Winfield Scott took command in 1836. His campaign was also aimed at the Cove region, but from three approaches: The right wing, under Gen. Clinch, would move from Ft. Drane (northwest of Ft. King) to the southwest and cross the Withlacoochee. The left wing, under Brig. Gen. Abraham Eustis, would ascend the St. Johns River to Volusia, then cross overland to Peliklakaha, a village east of the site of Dade's massacre. The center wing, under Col. William Lindsay, would march north from Ft. Brooke to Chocachatti (near present Brooksville). The plan failed largely due to the unplanned and untimely arrival by sea at Ft. Brooke of Bvt. Maj. Gen. Edmund Gaines with a force that marched north, engaged the Seminoles, and had to be relieved by Gen. Clinch. The Indians scattered.

Later in 1836, President Jackson relieved Scott and placed the new territorial governor, Richard Call, in command. After another failed attempt in the Cove and an indecisive engagement at Wahoo Swamp to its south, Call was replaced by Bvt. Maj. Gen. Thomas Jesup at the end of 1836. Jesup moved the headquarters of the Army of the South to Ft. Brooke early in 1837.

Through 1837, Jesup continued the pattern of sorties and fort-building, negotiations and skirmishes. Military roads were established to Ft. Mellon (Sanford) and toward

Kissimmee. Adhering to the provisions of the Treaty of Payne's Landing, Jesup disavowed any options to the Seminoles but removal, and when hostiles were enticed to parlay, they were seized. Thus, Coacoochee, then Osceola, and later Micanopy were captured, seriously decreasing the Seminole leadership.

A treaty signed at Ft. Dade, a post established by Jesup where the Ft. King Road crossed the Little Withlacoochee River, created a peace that lasted only three months. Thinking the hostilities ended, settlers had returned to their homesteads in the Zephyrhills area, and new settlers joined them, with the Ft. King Road corridor a preferred location. With renewed hostilities, the settlers again retreated to military forts and camps.

Later in 1837, Jesup launched a campaign aimed at the remaining bands, many of whom were withdrawing southward. His strategy included Brig. Gen. Hernandez moving south from St. Augustine to the Indian River, Col. Persifor Smith going up the Caloosahatchee River and sweeping south, Lt. Powell's combined Navy/Army/Marines force moving along the southeast coast, and Col. Zachary Taylor moving inland from Tampa Bay, then marching south.

Moving east from Ft. Brooke, Col. Taylor continued on to the Kissimmee River, constructing Ft. Gardiner near the northwest end of Lake Kissimmee. He then headed south, laid out a stockade that became Ft. Basinger, then crossed the Kissimmee. Heading east/southeast, Taylor engaged the combined forces of Arpeika, Coacoochee, Halleck Tustenuggee, and Alligator at the "Battle of Okeechobee" on December 25th.

Brevetted as a result of the battle, Bvt. Brig. Gen. Taylor assumed the Florida command in 1838. To address raids occurring in north Florida, he divided the territory north of the Withlacoochee into squares twenty miles on a side with a fort in each. North of Ft. Mellon (present Sanford), fifty-three forts/posts were established and nearly 850 miles of wagon and patrol roads were opened.

In 1839, Maj. Gen. Alexander Macomb arrived, though Taylor was still in overall command, and effected an armistice. The Indians agreed to remove to a southern area bounded by a line extending from the headwaters of Big Creek (a tributary of the Peace River) to the north end of Lake Istokpoga, along that lake's outlet to the Kissimmee River, down the river to Lake Okeechobee, thence south to Shark River and its mouth in the Everglades, thence along the coastline to the point of beginning. The armistice lasted only a few months before ending with an attack on Lt. Col. Harney's detachment on the Caloosahatchee River.

Taylor was relieved by Brig. Gen. Walker Armistead in May,1840. Armistead decided to establish a new southern district headquarters in order to more easily move against Indian camps located farther south. In early November, 1840, the First Infantry, under commanding officer Major Greenleaf Dearborn, proceeded overland to the *rancho* of Manuel Olivella, located on Sarasota Bay to the north of present Whitaker Bayou.

Supplies and building materials were shipped from Ft. Brooke for the construction of the new "Fort Armistead."

A blockhouse, guard house, and bake house were built, and a tent city established where, by December, there were over 300 troops billeted. Later, barns and warehouses were constructed to shelter supplies, and crops were planted. A trail was blazed to the north, leading to Ft. Starke, a smaller post established near the mouth of the Manatee River.

Detachments from the fort were both sent inland and transported by coastal vessels to the south to pressure the Seminoles. The post became a base from which Indian delegates brought back from Indian Territory tried to convince those still in southern Florida to leave with them. At one point, some 90 surrendered Seminoles camped at the fort prior to their boarding a steamer for the trip west. By March/April, nearly 600 military troops, civilian workers, and captive Seminoles occupied the post. But due to unhealthy conditions, the fort was abandoned in May, 1841.

Armistead was relieved by Col. William Worth. Expeditions had been sent to Lake Okeechobee and into the Everglades from both east and west. By 1841, the Army, Navy, and Marines were operating on and around Lake Okeechobee, in the Everglades, and along the southeast, south, and southwest coasts.

By 1842, it was estimated that only 300 Indians remained in Florida. Gen. Worth proposed that they be allowed to remain within the Macomb reserve area. After a long and bloody seven years, the war was declared over. The financial coast was $30-40 million. About 3500 Seminoles had been transported west to the Indian Territory of Arkansas and Oklahoma. Holata Mico, known as "Billy Bowlegs" to the Americans, became the principal chief of the 300-400 remaining Seminoles, with Arpeika ("Sam Jones") leading the Mikasuki speakers.

With hostilities ended, in 1842, Congress passed the "Armed Occupation Act" (AOA), the country's first homestead legislation, to encourage settlement of the lands newly taken from the Seminoles. Its intention was to create a line of citizen-soldiers to hold the remaining Indians in check. Heads of families and single men over eighteen able to bear arms could gain title to a quarter section (160 acres) by building and living in a habitable house and cultivating an enclosed five acres for five consecutive years. The lands set aside for this purpose, about 200,000 acres between Gainesville and St. Augustine south to the Peace River, excluded coastal islands (reserved for military use), private claims already in effect, any lands within two miles of a fort, Section 16 of each township (reserved for schools), and lands within the designated Seminole reserve.

A new land office was opened in Newnansville (near present Gainesville). By early 1843, General Land Office surveyors were extending township, range, and section lines south through the offered lands. The AOA was in effect for less than nine months, with no permits issued after August 4, 1843. Nonetheless, 1184 permits totaling 189,440 acres

were issued. With no more free lands offered by the government until passage of the Homestead Act of 1862, settlers who missed the AOA offer bought lands at $1.25/acre.

The fertile hammock lands along the Manatee River attracted small groups of hopeful settlers who sailed down from Ft. Brooke, with local Cuban fishermen often acting as guides. In rapid succession, they arrived and laid claim to acreage under the AOA provisions. Others purchased lands after expiration of the Act.

At this time, present Manatee and Sarasota counties were only a portion of Hillsborough County, which stretched south of the Withlacoochee River to Charlotte Harbor and inland to the Peace River. By 1845, Hillsborough County's limits were further extended south to the Caloosahatchee River and inland to the Kissimmee lakes and river, taking in a large portion of the previous Mosquito County.

While subsistence farming formed the initial economic base for most, with surplus sold at Ft. Brooke, some settlers had far greater ambitions. Growing sugarcane to produce sugar and molasses using slave labor accelerated with the efforts of Braden, Craig, and the Gambles. Cattle soon followed as a source of income: In 1847, William Whitaker, credited with his half-brother Hamlin Snell as being the first AOA homesteaders of what later became Sarasota County, rode to Dade City and purchased ten cows and calves.

After his herd grew, Whitaker probably became one of the first cattlemen to use the rich grazing plains of the Myakka River valley to free range his stock. Some of the scrawny, speckled scrub cattle were descendants of the stock of the earlier Spanish ranches of northern Florida. Given the generally low productivity of most of the land, cattle were let loose to roam and forage as best they could. Homesteaders were in the position of having to fence themselves in, in order to keep the cattle out.

As cattle are both herding and territorial animals, a particular group would stay within a general area, more or less depending upon its size and the natural productivity of the particular rangeland. Cattle pens would be built at some convenient location within that area for spring and fall roundups. At the end of spring and into early summer, a cow hunt, facilitated with trained catch dogs, would occur in order to gather and brand new calves. The fall hunts served to select those ready for market. A cattle shipping trade with Key West, Cuba, and other ports operated from Tampa.

As herds expanded and ranges overlapped, greater supervision of the cattle investment was required. The interior seasonal holding pens, used to grow sweet potatoes, became the locations for working cattle stations and isolated homesteads. These livestock techniques and settlement patterns, developed elsewhere in the Southeast and northern Florida, were locally applied as cattlemen began driving their herds farther south to the border of the Indian reserve. In 1845, ostensibly to protect that reserve from encroachment, President Polk set aside a twenty-mile wide protective corridor above the tract to be kept closed to settlement.

After Florida became a state in 1845, plans were made to expand settlement toward Lake Okeechobee. Even though President Polk had created the corridor around the Indian reserve, Government Land Office surveyors extended lines down to Lake Okeechobee. Under the policy of Surveyor General of Florida John Westcott, it was felt that a gradual approach by survey and subsequent settlements would effect final removal of the remaining Indians. Also in 1845, a federal law was passed prohibiting all trade between coastal Cuban fishing vessels and the Seminoles in yet another attempt at isolation and impoverishment. In move certainly calculated to force the issue of removal, the Florida Legislature passed an act to outlaw an Indian presence anywhere in the state.

The Indian scare of 1849/50 showed the resolution of the Seminoles to keep the peace. Five renegades attacked a settlement near Ft. Pierce, killing one settler, then struck a trading post near Charlotte Harbor, killing two men. Maj. Gen. David Twiggs at Ft. Brooke was quickly put in charge of eighteen companies, and Governor Moseley called two companies of state militia into service. In a parlay arranged by Indian agent Capt. John Casey, Bowlegs and a representative from Arpeika pledged to apprehend and punish the guilty, which they subsequently did.

Twiggs opened a route across the state to the Atlantic, establishing Forts Hamer (upper Manatee River), Crawford, Myakka, Chokkonickla, Meade, Clinch, Arbuckle, Kissimmee, Drum, Vinton, and Capron. Ft. Hamer became the main supply depot, largely replacing the role of Ft. Brooke.

Twiggs used the situation to again attempt the removal of all remaining Seminoles to Indian Territory. He offered the Indians $500 per warrior and $100 per woman or child for their surrender, with additional compensation for their livestock. Bowlegs and four lesser chiefs agreed to emigrate, but continued stalling tactics. Later in 1850, Daniel Hubbard was murdered in northern Hillsborough County, and Bowlegs left his camp near Lake Thlonotosassa, moving his people to the Big Cypress in south Florida.

In 1853/54, Indian agent Casey was promoting a policy crafted to force a final removal. He advocated encroachment on the reserve by surveying lands between the Kissimmee and Caloosahatchee rivers; opening roads between Ft. Myers, Lake Okeechobee, and the southern regions of the Kissimmee; maintaining boats on Lake Okeechobee and rivers; and frequent scouting by troops. He urged that trade with the Seminoles should be entirely severed, and that survey efforts should head directly toward the Big Cypress, the main Seminole stronghold.

Numerous military parties explored the Big Cypress and Okeechobee regions in 1855, erecting forts and supply depots. The southern Florida survey plans were urged by President Pierce, with the Kissimmee River valley a priority, followed by the southeastern coast of the peninsula. This policy subsequently received Senate approval.

Also in 1855, Manatee County was created from the southern portion of Hillsborough County. The new county stretched from south of the Little Manatee to the Caloosahatchee River and inland to the Kissimmee River and Lake Okeechobee.

A survey party under Lt. George Hartsuff, exploring the Big Cypress Swamp in 1855, found that the previous war's abandoned Forts Simon Drum and Shackleford had been burned. Visiting Bowleg's deserted camp, some of the party took and perhaps vandalized some banana plants. That night, Bowlegs and his band attacked the party, killing four and wounding four others. Thus began the Billy Bowlegs, or Third Seminole War.

Settlers in the Tampa Bay region immediately formed mounted militias and Governor Broome acted to organize companies under Florida Militia Gen. Jesse Carter. Federal troops were placed under the command of Col. John Monroe. During the spring and summer of 1856, Indian raids occurred around the Manatee settlement: The Whitaker/Snell homestead was burned, there was a raid on Braden castle, the Asa Goddard house was burned, John Craig's robbed, and Hooker's burned. Local militias rallied and settlers fled to a few fortified homesteads. After John Addison's selection as head of a company of local militia, one of the Addison homesteads near the Manatee River was fortified as Fort "Rough and Ready." The site of old Ft. Hamer was occupied by men from Capt. William Hooker's Company of Florida Mounted Volunteer Militia. Other Indian attacks occurred near Ft. Dallas (Miami), Ft. Denaud (Caloosahatchee River), and on Turner's River (near Chokoloskee), then later as far north as present Pasco County.

A temporary federal installation, "Camp Smead," was established in the small village of Manatee, from which exploratory operations were conducted into the interior. One result was the creation in 1857 of a sketch map by Frederick Follett, second lieutenant and assistant quartermaster, of the general topography and settlement from the coastal areas inland to Upper Lake Myakka.

Indian agent Casey was authorized to offer per capita rewards for Indians captured alive, giving particular impetus to volunteer militias. In September, 1856, Bvt. Brig. Gen. William Harney was made commander of the federal troops, began actions, but then attempted negotiations per the orders of Secretary of War Jefferson Davis. Not achieving success, Harney ordered vigorous pursuit in January, 1857.

Ft. Myers was used as a base of operations, with many officers and troops transferred there from Ft. Brooke. Patrols were sent along the Kissimmee and Caloosahatchee rivers, around Lake Okeechobee, to Cape Sable, the Keys, the Big Cypress, and into the Everglades. Harney was replaced by Col. Gustavus Loomis, who continued the active harassment campaign. During the summer of 1857, ten additional companies of state militia were organized, and three companies of volunteers were organized into 45-man units as boat companies.

As a result of the government land surveys of the early 1840s, much more accurate maps were available to the military for their operations against the Seminoles. Indian raids continued. A Tampa newspaper reported that militias had found evidence that Indians had been living continually along the Myakka River during this time. Direct engagements with the hostiles were generally few and consisted of light skirmishes. The gradual success of the combined government forces lay in their persistence in finding and destroying stored foods and prepared gardens, keeping their quarry on the move and hungry.

Finally, in May, 1858, Holata Mico and most of his people surrendered for monetary compensation and were removed to Indian Territory. A steamer transported them from Ft. Myers, stopping at Egmont Key in Tampa Bay to pick up additional exportees held there. While a few undefeated Seminoles remained in the Everglades, the federal government did not recognize their existence and declared the Third Seminole War to be over.

The declaration of the end of the war may have in part been due to the more pressing sociopolitical concerns expressed shortly at Ft. Sumter. Florida's secession from the Union in January, 1861, entered its citizens into the national division of the Civil War. Florida's strategic position in maintaining maritime trade with Confederate allies and foreign markets was recognized early by military planners on both sides. The federal government established the Atlantic and the East Gulf Blockading Squadrons, with the latter based at Key West, in an attempt to cut off this supply line.

Though limited by an insufficient number of vessels to effect a complete embargo, the Union naval effort proved effective. Blockade running increasingly became an economic necessity for the non-enlisted citizenry as essential supplies and hard currency were exhausted. Tampa Bay was first blockaded in November, 1861, by Lt. Commander William B. Eaton, who established a land base on Egmont Key that also served as a refugee camp for Unionists and a haven for escaped slaves. William Addison, rancher from Miakka, and William Curry of Manatee were caught trying to run the blockade and were jailed in Key West.

After President Lincoln's inauguration, Col. W.L. Turner, Confederate commander of the 20th Regiment, Florida Militia, moved into Ft. Brooke with his officers and a company of men. He announced that a battalion under Lt. Col. John Parker would be formed of militias from Hillsborough, Polk, and Manatee counties. Tampa largely became a ghost town as settlers evacuated to interior communities. The city was bombarded by Union blockaders in 1862, and again in 1863. A landing party burned Capt. James McKay's blockade runners on the upper Hillsborough River and his saltworks at the head of Old Tampa Bay.

Prior to the war, cattleman Jacob Summerlin of Ft. Ogden on the lower Peace River had teamed with Capt. McKay in supplying cattle to the Cuban market by regular monthly shipments. On the Manatee River, McKay and Capt. Archibald McNeil had constructed a

loading dock at Shaw's Point and W.B. Hooker had built one just east of Snead's Island. Faced with the Union blockade, operations largely switched to overland cattle drives. Confederate Commissary General for Florida Maj. Pleasant White created Commissary District 5 south of Tampa and placed it under the direction of McKay.

Starting at Summerlin's headquarters on the Peace River, drovers moved the cattle north, adding additional herds on consignment from various cattle stations located along the route. Open range cattle from the Whitakers, Vanderipes, Currys, and others were driven northeast from the Manatee section to a way-station at Ft. Meade. Once at their destination, the railroad terminus at Baldwin, near Jacksonville, the cattle were purchased by the Confederate government for script. By the summer of 1863, Florida's inland cattle ranges had become the Confederate army's principal meat source, with as many as 2,000 head per week leaving the state. In 1862, the Confederate congress had agreed to grant one exemption from their military draft for each 500 head of cattle.

Unionists in the southern area of District 5, organized by Enoch Daniel as the Florida Rangers, aided by federal troops from Key West, harassed the commissary efforts. By January, 1864, Ft. Myers was occupied by federal troops. Unionist recruits were organized under Capt. Henry Crane as the Second Florida Cavalry.

A small garrision at Ft. Meade acted as a Confederate counter. A plan by McKay for a Cattle Guard Battalion, the "Cow Cavalry," consisting of loyal conscripts kept local, was put into effect under the command of Maj. Charles Munnerlyn. This allowed use of local loyalists, otherwise disaffected by the repeal of the cattle deferment from the military draft. Operating from Lake Okeechobee north to Lafayette County, this cavalry skirmished with the Ft. Myers force and provided security for the cattle drives.

In May, 1864, Ft. Brooke was captured by Brig. Gen. Woodbury, its guns spiked, and stores burned. The federals occupied Tampa for a month before withdrawing to Egmont Key.

As the war progressed, shortages became acute, while concurrently the Confederate government's requirements of its citizens became greater. While a few blockade runners succeeded in getting some cattle and cotton out for much needed gold, flour, sugar, salt, and other desperately needed supplies, far more were stymied by the Union naval forces. Devaluation of Confederacy script caused some stockmen to drive their herds into hiding places rather than deal in the worthless paper money.

Salt, the only available preservative other than smoking, was an essential commodity. Saltworks were set up in many coastal locations, close enough to marine waters to obtain the necessary saltwater for boiling, but sufficiently hidden to prevent discovery and destruction by patrolling Union gunboats. One such operation was set up on a tidal creek along eastern Palma Sola Bay. Another was established along the Little Manatee River using a 250-gallon sugarcane kettle taken from the old Craig plantation in Ellenton. A

resourceful woman in the area of present Zephyrhills processed the dirt floor of the family smokehouse to retrieve previously spilled salt.

Confidence was slipping away. By the spring of 1864, the back cattle country had become a dangerous operating area due to its mix of loyalists, deserters, Union sympathizers, and outright thieves and outlaws. Perhaps due in part to peninsular accessibility and embarkability, a "sinking ship" mentality seems to have created a general social malaise. People with saleable commodities were apt to take a laissez faire attitude, selling to whomever had hard cash. For many, the war's inevitable end was a welcome relief.

Federal occupation troops arrived in Tampa on July 15, 1865, withdrawing on August 16, 1869. Settlers came south into Florida from Georgia, Mississippi, Alabama, and South Carolina. The federal Homestead Act of 1862 provided 160 acres to loyal, Union citizens and, after 1866, eighty acre tracts to freed blacks. The Act excluded applications by ex-Confederates and was repealed in 1876.

Taking advantage of the Act, New Yorker John G. Webb and his family came to Manatee County in 1867. He selected a homestead location on a large, coastal Indian shellmound that he named "Spanish Point." The area subsequently attracted a few additional settlers and was named "Osprey" in 1881. A post office was established for its sixty residents in 1884 at Webb's house.

Florida's post-war economy was severely depressed. Cattle again became the key to success, with Summerlin, McKay, and others resuming the trade with Havana and Key West. As Cuban payment was in gold coin, this brought much needed hard currency and increased economic stability. Cattle were driven to the McNeil/McKay and Hooker docks on the Manatee River, or to the Knight's dock on the Myakka River for sale and shipment to Tampa, Key West, or Cuba.

The rich grasslands around the Myakka lakes and the palmetto prairies stretching to the Peace River had long been preferred locations for free-ranging cattle herds. Cattle station/homesteads included Addison, Platt, Murphy, and Hancock families. At the outbreak of the Civil War, Jesse Knight had moved his herds from the area of present Plant City to the Upper Myakka Lake region. Later, he cleared a trail southwest to a homestead at "Horse and Chaise" on the coast – an area later known as Nokomis.

Railroads were the key to opening up the vast stretches of the sparsely populated interior of the state. In 1853, David Levy Yulee had incorporated the Florida Railroad to build a line from the Atlantic to the Gulf. His influence in the Florida legislature and in Congress had helped to create subsidies whereby railroads received the state's guarantee of the principal and interest of bonds and were granted every alternate section of land to a depth of six miles, designated by odd numbers, on each side of proposed main and branch lines. Yulee's Fernandina to Cedar Key line had been completed in 1861 just as the Civil War began.

An 1872 reorganization renamed the Yulee operation the Atlantic, Gulf, & West India Transit Company, which completed its subsidiary Waldo to Ocala Peninsular Railroad line in 1880. Another reorganization in 1881 renamed the operation the Florida Transit Railway, which incorporated its subsidiary Tropical Florida Railroad, to continue to extend the rail line down the peninsula. Later in 1881, the line reached Wildwood, south of Ocala, and in 1884, it reached Panasoffkee. In 1883, the Tropical Florida and the Peninsular had been merged into the Florida Transit to form the Florida Transit & Peninsular Railroad Company, and owned the network of rails from Fernandina to Panasoffkee and from Waldo to Cedar Key.

Numerous, small railroads incorporated and some were built in north Florida, others were leased or consolidated into larger systems, transferring their attendant grants of land. The charter of the Tampa, Peace Creek, & St. Johns River Railroad, incorporated in 1879 with a proposed route from Jacksonville to Tampa, passed into the hands of the Jacksonville, Tampa, & Key West Railway in 1881. The latter company planned to link up with the South Florida Railroad, already extending south from Sanford toward Tampa. It received the deeds for Sections 10 and 11 of the project area on December 30, 1884.

In 1885, the Florida Transit & Peninsular consolidated with the Florida Central & Western, the Fernandina & Jacksonville, and the Leesburg & Indian River railroads as the Florida Railway & Navigation Company, which had extended the line south from Panasoffkee to Terrell in 1884. In 1885-87, while under federal receivership, the line was extended from Terrell through Dade City and Abbott (Zephyrhills) to Plant City. Sale of the company resulted in the incorporation of its new owner as the Florida Central & Peninsular Railroad Company in 1888. In 1890, the line was extended to Tampa from Plant City. In 1891, the company began construction of a second line down the peninsula, completing the section from Archer to Early Bird, but its continuance south through Brooksville and Land O Lakes to Tampa was not completed until sometime after 1900 under its subsequent parent company, the Seaboard Air Line Railway Company.

In 1887, Pyotr Dementyev (subsequently known as Peter Demens) began the Orange Belt Railway, a line from Sanford to St. Petersburg – which community was named by the Russian immigrant. Beginning in Sanford, the narrow gauge railroad reached St. Petersburg in 1888. In financial straits, Demens sought out Henry Flagler, Henry B. Plant, Hamilton Disston, and others for assistance. In 1891, Demens went broke and the Henry B. Plant System took over his line, putting in standard gauge tracks. In 1902, the Orange Belt became part of the Atlantic Coast Line Railway system.

In 1883, the South Florida Railroad had reached Kissimmee from Orlando. H.B. Plant purchased a controlling interest in the railroad and built a line between Kissimmee and Tampa through Plant City, completing it in 1884. In 1890, the Jacksonville, Tampa, & Key West Railway was added to the Plant System. By 1884, the State legislature had granted 22,360,000 acres of land to various railroads both real and proposed. It belatedly

decided that existing settlers within these lands could buy their established homesteads from the grantees at $1.25/acre. In 1890, the Jacksonville, Tampa, & Key West Railway was added to the Plant System.

In September, 1885, the South Florida Railroad reached Bartow, and in March, 1886, Plant's Florida Southern Railway opened between Bartow and Arcadia. It was extended to Punta Gorda by July. H.B. Plant had intended to extend the South Florida Railroad line from Tampa into Manatee County. His 1880s attempt to purchase Snead Island as a terminus failed due to the obstinacy of developer Warburton Warner of Palma Sola, who wanted to keep 200 acres. Had Plant succeeded, his opulent Tampa Bay Hotel (today's University of Tampa) might have stood on Snead Island.

By the turn of the century, most of Florida's railroad mileage was part of three major systems: The Savannah, Florida, & Western Railway (H.B. Plant System, merged with the Atlantic Coast Line Railroad in 1902), the Florida East Coast Railway (H. M. Flagler Line), and the Florida Central & Peninsular Railroad (which became part of the Seaboard Air Line Railway in 1899). Many of these systems also included their own steamship lines.

By August, 1885, Tampa had rail linkage to Jacksonville, with regular passenger service starting in September. In January, 1886, Plant brought in a new steamer, the "Mascotte," to establish a connection from Tampa to Key West and Havana. With the advantage of railroad shipping, the region's fishing industry greatly expanded, sending iced-down catches north and out of state. Prior to railroad connections made after the turn of the century, most of Manatee County's exports reached the railroads at Tampa by steamship.

In 1887, the size of Manatee County was reduced by about two-thirds in area by the creation of DeSoto County. Chiefly east of Horse Creek and the Peace River, this huge new county was later subdivided into DeSoto, Hardee, Highlands, Charlotte, and Glades counties.

The 1850 federal Swamp & Overflowed Lands Act had transferred twenty million acres to the state without a fixed date for beginning required drainage projects. Under the administration of the Trustees of the Internal Improvement Fund, contracts for cheap land were contingent upon drainage improvements. In 1881, Governor William Bloxham had negotiated the sale of four million acres of land to Hamilton Disston, the head of a Philadelphia saw and tool manufacturing company, for one million dollars. This finalized an agreement by which Disston received clear title to half the area reclaimed by his drainage improvements of the upper lakes of the Kissimmee River system, the river itself, the borders of Lake Okeechobee, and of the Caloosahatchee River, as well as title to lands elsewhere in the state. The Disston Land Company included the subsidiary Florida Land & Improvement Company and the Kissimmee Land Company. By 1883, the former held title to lands in west central Florida, including acreage in Pasco, Hillsborough, and Manatee counties.

In 1899, the Seaboard Air Line Railway controlled the 940 miles of the Florida Central & Peninsular Railroad. A subsidiary, the United States & West Indies Railroad & Steamship Company began construction in 1901 on a 51-mile line from Durant, east of Tampa, to Sarasota by way of Parrish, Manatee, and Oneco. This line bridged the Manatee River in December, 1902, and reached Sarasota in March, 1903. The company then reorganized as the Florida West Shore Railway and was subsequently incorporated into the Seaboard in 1909. By fall, 1911, the line extended to Venice (See Figure 4.). In May, 1915, the East & West Coast Railway, subsequently incorporated into the Seaboard, opened a line between Arcadia and Manatee.

In 1902, after Plant's death, his system was sold to the Atlantic Coast Line Railroad. Its subsidiary Tampa Southern Railroad was extended from Tampa to Sarasota by May, 1924, via Palmetto and Bradenton. An extension from Sarasota to Southfort, south of Ft. Ogden, was completed in August, 1927, passing through east Sarasota, Utopia, Honore, and Sidell. At Sidell, the line merged with the Atlantic Coast Line's Lakeland-Ft. Myers line.

With the arrival of the first rail lines to the west central region, many residents entered the citrus trade, and small towns were built near or adjacent to rail lines based on that industry, or upon turpentine and lumber. But the hard freezes of 1894, 1895, and 1899 saw the decline and even disappearance of many of these communities in the region, and a new citrus center developed around Lake Thlonotosassa. In December, 1894, the temperature had dropped to eighteen degrees, but then six weeks of unusually warm weather followed, allowing recovery and resprouting of damaged citrus trees. February 7, 1895, saw a high of seventy-seven followed by a drop to twenty-two degrees. The high on the 8th was only thirty-six degrees, followed by a drop to twenty-three on the morning of the 9th. Snow fell throughout Florida. Probably due to the moderation afforded by proximity to the Gulf, the coastal portions of Manatee County (then still inclusive of present Sarasota County) were largely spared from the killing temperatures. Many settlers from harder hit, more northern areas relocated south to Manatee County.

In 1910, Bertha Potter Palmer, Chicago socialite and heiress, began buying large tracts of land in coastal and interior Sarasota. Ultimately, the various Palmer corporations acquired perhaps a quarter of the area of present day Sarasota County for farming, ranching, forestry, and real estate ventures. A block of nearly 30,000 acres stretched from coastal Osprey (including John Webb's "Spanish Point') to the Myakka lakes. A large interior portion of this acreage in the Myakka River valley consisted of existing ranch land and cattle, where Potter Palmer established her own "Meadow Sweet Pastures" cattle ranch. To improve the scrawny scrub cattle breed, she imported Brahma bulls. She was the first in the region to build dipping vats to control Texas, or cattle tick fever. And in 1916, she was raising feed corn to support her large herds, anticipating modern feed lot methods. "Meadow Sweet Pastures" included several large silos built to store the harvested corn.

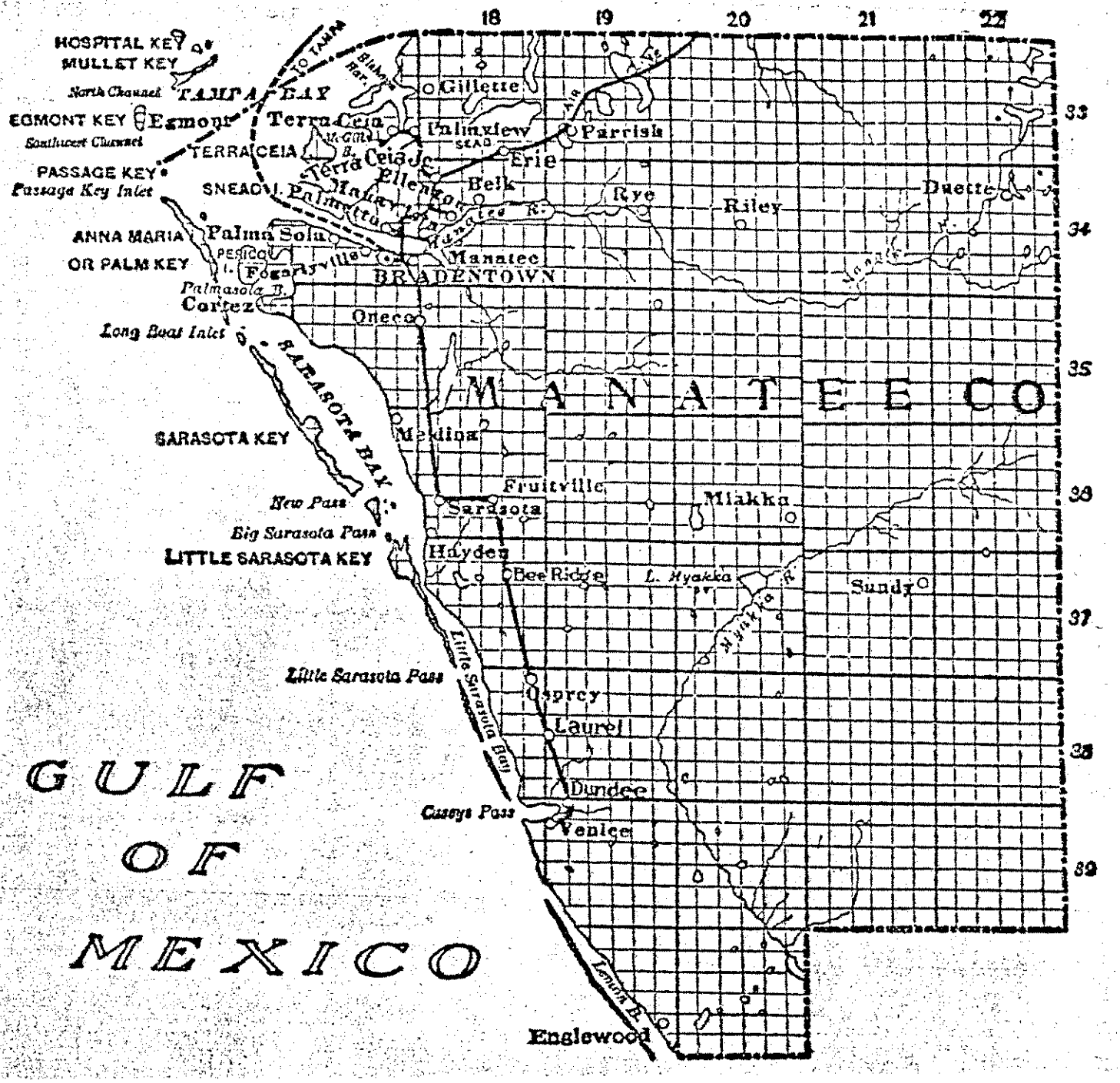


Figure 4. Manatee/Sarasota County, circa 1911
(Seaboard Air Line Railway pamphlet).

After her death in 1918, her brother, Adrian C. Honore, kept the ranch operating. When the Tampa Southern Railroad extended its tracks from Sarasota to Southfort in 1927, the line ran between the Myakka lakes and through the ranch. "Honore" station was a stop inside "Meadow Sweet" that included a cattle loading chute.

In 1921, Augustus Wilson of Miakka, once a State senator and twice a representative, presented a bill of separation to the Legislature for the creation of Sarasota County. The bill was ratified by a vote of nearly four to one by the citizens on June 15th of that year. Manatee and Sarasota counties thus achieved their present boundaries.

The Blackburn canal

To fully document the creation of drainage districts within the study region and within the State as a whole, considerable additional research would be required. A discussion with Dr. Joe Knetsch, FDEP, indicates that comprehensive research has not been compiled for this aspect of State history. The present research has not determined at what time or in what manner the Legislature begin creating drainage districts by separate Acts. It appears that districts were chiefly created as a result of separate, local petitions by influential owners of large tracts of land. Districts were set up as independent authorities having taxing power. It is presently undetermined whether it was standard practice for district boards to be appointed, elected at large, or to be elected solely by those voters within the limits of the particular district.

Research of the minutes of the Sarasota Board of County Commissioners (BOCC) found that in July, 1931, a resolution was passed in response to House Bill No. 142X, an act that provided for a special election to determine whether or not to repeal Chapter 13795, Acts of 1929. Chapter 13795 had previously authorized the creation of the Sarasota-Fruitville Drainage District. House Bill No. 142X was voted on solely by voters residing within the defined boundaries of the Sarasota-Fruitville Drainage District, and the majority voted for approval, terminating the continued existence of the district. Thus it appears that drainage districts were created by individual Legislative acts, and with completion of their projects (and/or perhaps due to taxpayers' complaints), districts and their bureaucracies could be terminated by the voters located within their boundaries.

Other points found within the minutes showed that in June, 1927, the BOCC had agreed to pay the Sarasota-Fruitville Drainage District $16,137.70 that the district had advanced to the County for the installation of concrete drainage pipes. In February, 1954, County Engineer Purce was authorized by the BOCC to charge the costs of drainage surveys to the respective drainage districts. Clearly, the districts and the BOCC were independent authorities that worked together while maintaining entirely separate budgets.

A map found in the archives of the Sarasota County History Center (Map CF 1917) shows that in 1924, there were only two drainage districts in the county: Sarasota-Fruitville and Sugar Bowl. A large blueprint (CF 2079) illustrates the addition of "The Manifold" to the Sugar Bowl Drainage District within adjacent Manatee County, and is

dated 1920 – showing that the creation of this district predated the 1921 creation of Sarasota County, and also that district boundaries spanned subsequent county lines. Neither the 1924 map, nor a blueprint dated 1923 (CF 1324), nor any other earlier image of Sarasota County in the archives shows the presence of the Blackburn Canal/Curry Creek system.

A large blueprint (CF 1317), which is too large and fragile for photocopy reduction and inclusion herein, is "Map Showing Venice Drainage District, Venice, Sarasota County, Florida, March 19, 1927." This blueprint shows the routes of the first stage of the Blackburn Canal/Curry Creek system, and it is the earliest dated image found to date. The engineers of record were Black, McKenney, and Stewart of Washington, D.C. However, labeling on CF 1317 does not indicate whether the blueprint illustrates the planned or the as-built construction of the canal system at that date.

However, from CF 1317, it can be concluded that the Venice Drainage District was in existence as early as 1927, and that at least the start of the Blackburn Canal/Curry Creek system could also date to that year. If, as appears certain, the Venice District was created by special Legislative act, documentation of its creation and termination would exist somewhere in State records.

Insofar as the drainage districts and the BOCC were independent authorities, it was found that any mention of the districts within the BOCC minutes is only occasional and specific to some interaction between the respective boards. In reviewing the BOCC minutes from 1921-1954, no specific reference was found to the Venice Drainage District. As it seems likely that most local drainage districts were ultimately eliminated and/or amalgamated into the water management districts of today, perhaps research at the Southwest Florida Water Management District headquarters in Brooksville would lead to the discovery of the minutes of the previous local drainage districts in this region. If such minutes do exist, they would allow a more complete history to be written about the sequence of the creation of districts, about their boundaries, methods, projects, budgets, boards, and personnel. However, such a major research project is beyond the scope of the present investigation.

It is not the intention here to recount the entire history of the creation and development of Venice. The following summary is abstracted from Janet Synder Matthews (1989), whose book minutely details the history of "Boom and Bust" in the Venice region.

Sarasota County's first representative to the State Legislature was Joseph Lord, who had acquired large tracts of land at the future site of Venice. Lord became first vice-president and co-owner of the Sarasota-Venice Company that had been created by the Palmers of Chicago: Adrian Honore was president, Potter Palmer, Jr., treasurer, and Honore Palmer secretary. The company was a massive real estate and land development corporation that had begun buying Sarasota County lands after the 1910 visit by family matriarch Bertha Potter Palmer. Lord had built his home in 1897 and begun a seventy-five acre citrus grove in the center of what later became Venice. Together with Lord and his father-in-

law, Frank Webber, the Sarasota-Venice Company acquired thousands of conjoined acres at Venice.

Railroads had opened up vast stretches of the thinly populated interior of Florida. In 1901, the United States & West Indies Railroad & Steamship Company, a subsidiary of the Seaboard Air Line, began construction on a 51-mile line from the Tampa area to Sarasota, bridging the Manatee River in December, 1902. By the fall of 1911, this line had extended to Venice (See Figure 4.).

The Brotherhood of Locomotive Engineers, the nation's first railway union, was attracted to the proposed Venice project and invested heavily with the Sarasota-Venice Company. By 1927, the BLE had paid $8 million for 53,000 acres of undeveloped Venice land (See Figure 5.). In 1925, developer Dr. Fred Albee had purchased 1,428 acres from the Palmers that contained most of the present site of Venice and brought in planner John Nolen to design a model city. Later that year, the BLE's purchases included this Albee tract.

The BLE hired John Nolen as master planner for a regional concept that included city residential and commercial districts joined to an interior farm district (See Figure 6.). The plan included excavation of an inland waterway from Roberts Bay to the Myakka River, with an additional new city envisioned for the area where this canal met the river. The canal would be 100 feet wide and serve both as drainage for adjacent farm lands and as a link between the intercoastal waterways located to the north and south of the Venice region.

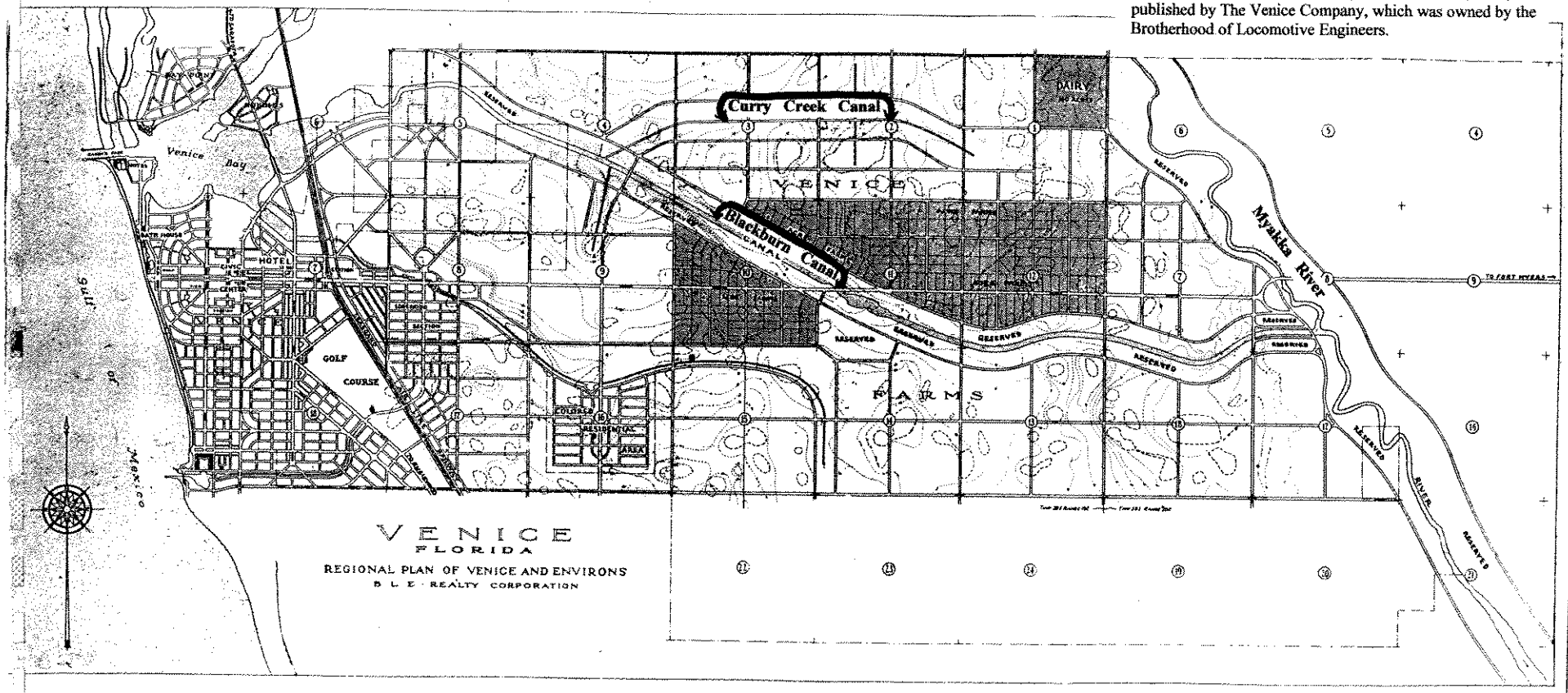
In 1925, the BLE's Albert Cummer had met with local Albert Blackburn for assistance in acquiring land options on interior acreage. Blackburn had earlier worked at Bertha Potter Palmer's "Meadowsweet" Myakka ranch and had been contractor for some of Palmer's bayfront dredging projects. He had also been involved in drainage systems for the Palmer Myakka lands. In 1923, he had been the contractor for Honore and Potter Palmer's Fruitville Drainage District that had channelized Phillippi Creek (Matthews 1989:227). By late 1925, Blackburn was on salary to BLE Realty.

Southern Construction Engineers of Sarasota was engaged by BLE, and the firm's head, J. G. Kimmel, conducted drainage surveys for locating the proposed canal between Roberts Bay and the Myakka River. BLE hired consulting engineers Black, McKenney, and Stewart, which firm eventually became the overall engineers for the entire Venice development project. Early in 1926, dredging began on the Roberts Bay-to-Myakka River canal from the Curry Creek end (Matthews 1989:235).

Albert Blackburn was hired to manage an 80-acre demonstration farm located within the "Venice Farms" section of the planned regional development. The plat for this (located in Sections 10 and 11, Township 39 South, Range 19 East) was filed and recorded in August, 1926. The plat (CF 2159) is bisected by a swath labeled "Not Included in Plat. Suggested Location for Canals & Drainage." Blackburn was named as one of the three

Figure 6. Nolen master regional plan, Venice, Florida.

From promotional pamphlet
"A New Life of Independence" by James E. Alden, 1926, published by The Venice Company, which was owned by the Brotherhood of Locomotive Engineers.



This map shows how Venice life is divided between agriculture, industry and resort activities. Here, to the East, is one of the most unique of modern farm developments, planned by experts in a locality chosen for its remarkable combination of climate, soils and living advantages. Here, between the Canal and the Tamiami Trail, is an industrial and business community, developed simultaneously, and embracing manufactures and trades offering unusual opportunities for capital and the will to win. Here, directly on the Gulf, is a modern city, planned by men who are experts of international reputation in city planning; a resort city developed after a study of the leading vacation places in Southern Europe and in America's Leisureland.

members of a Venice Farm Board established to advise potential buyers and also became one of the original directors of the Venice-Nokomis Bank.

By the end of 1927, the development boom had burst and the BLE's credit was exhausted. During that summer, among many others, farm purchasers had sued, claiming that road and drainage systems had not been completed as promised and that the heralded agricultural soils were poor.

From the foregoing, it is concluded that initial construction of the Blackburn Canal/Curry Creek system began from the creek end in early 1926. Given his BLE involvement and previous experience in constructing drainage systems, it appears likely that the canal portion was named after Albert E. Blackburn. The creek had certainly been named after the Currys, an early homesteading family on the Manatee River. In 1874, John Curry had married Frances Knight; the Knight family had settled in the Venice area in about 1868.

Previous Investigations:

Background research conducted at the Sarasota County History Center (formerly, the Department of Historical Resources) indicated that no previous cultural resource assessment surveys had been conducted in Sections 10 or 11.

On-going research by Dr. Ernest Estevez, Mote Marine Laboratory, of the Myakka River led to the discovery of a 1959 engineering report prepared for A. E. Blackburn on the feasibility of completing a drainage canal connecting Roberts Bay with the Myakka River. This report, by the engineering/architectural firm of DeLeuw, Cather, and Brill, helped in determining the recent history and extension of what is herein defined as the Curry Creek canal.

Research Design:

In the early 1970s, Florida archaeologists began to explicitly formulate the rationale and hunches that lay behind the process of their search methods for archaeological sites. It was known that certain environmental parameters could effectively predict the likely presence or absence of sites. Statistical analyses have been conducted by various researchers in order to lend scientific credence to what appears to be the common sense basis of predictive modeling: Most sites are generally located on relatively higher ground, but in proximity to a fresh water source. As long as one is dealing with past eras wherein these environmental characteristics were comparable to those of the present, or one has the paleoenvironmental data necessary to reconstruct earlier conditions, "knowing where to dig," certainly one of the questions most frequently asked of archaeologists, becomes one of the more easily answered.

Review of the project acreage and soils, as well as of a Southwest Florida Water Management District contour-overlaid aerial by Sarasota County archaeologist Daniel Hughes indicated the presence of low relief Immokalee fine sands, the somewhat poorly drained soils of saw palmetto prairies and pine flatwoods. Records indicated no adjacent recorded cultural resource sites. Thus, Mr. Hughes judged the project area to be of low probability for the presence of any significant cultural resources. As a result, subsurface sampling was not deemed necessary. The required cultural resource assessment project was defined to be archival research and recordation of the historic canal feature.

Field Methods:

Most of Florida's cultural resources are found below the surface of the ground. Subsurface testing consists of the excavation of shovel tests approximately 50 centimeters in diameter by 100 centimeters in depth (if soil conditions and the water table allows), with all removed spoil screened through ¼" mesh. Recovered cultural materials are retained, bagged, and labeled as to provenience; soil stratigraphic zones are measured and recorded; and the hole is backfilled. In areas defined as high probability for site presence, shovel tests are excavated no more than 25 meters apart. When an isolated test is positive, additional tests are excavated cardinally (to its north, south, east, and west) in an attempt to define the nature and limits of what may or may not prove to be an archaeological site: The discovery and delineation of a single, isolated artifact by such testing is not recorded as a site, but noted as an "archaeological occurrence," or "non-site locus."

Assessment of a large area consists of placement of the shovel tests along parallel transects. Experiments have shown that offsetting the tests on adjacent transects by half the interval between same-transect tests both increases the likelihood of discovering sites and decreases the total number of tests necessary to systematically cover a given area (Krakker, et al. 1983, Shott 1985). A good field archaeologist is not, however, a slave to a systematic sampling program: Professional judgment is also applied during the course of the work, with additional areas tested that appear "suspicious."

Surface exposures, such as open ground, animal burrows, and tree falls, are examined along and between the designated transects of point samples.

Subsurface testing was not a requirement of the present investigation.

A field visit by the author to the Venice Avenue/Jacaranda Boulevard project area verified that the Blackburn Canal has been and continues to be maintained by Sarasota County. Thus, any historic canal profiles have long since been lost. Subsequent discussion with Mr. Hughes resulted in his removal of the requirement for canal profiling from this project. The field visit also revealed that previous improvements made at the intersection of Venice Avenue and Jacaranda Boulevard resulted in the diversion of canal

flow to roadside ditches and also that a segment of the original canal route to the northeast of the intersection had been backfilled.

Laboratory Methods:

Not applicable to the present investigation.

Findings:
Historical Features:
Blackburn Canal/Curry Creek System (8So2632):
The Nolen master plan for the BLE (See Figure 6.) clearly shows the proposed locations and routes of the Blackburn Canal/Curry Creek system, as does CF 1317. Confusion due to inconsistent naming on various subsequent maps leads this author to propose and hereinafter follow these distinctions (See Figures 7 and 8.): The canal route from the headwaters of the once sinuous, natural channel of Curry Creek (Point #1: a point located in the Northeast ¼ of the Northwest ¼ of the Southeast ¼ of Section 5, T 39S, Rg 19E) running southeasterly to the Myakka River (Point #2: a point located in the Southeast ¼ of the Northwest ¼ of the Southwest ¼ of Section 6, T 39S, Rg 20E) will be named the "**Blackburn Canal.**" Reference to the 1944 USGS quadrangle map and the 1959 SCS soils maps indicates that the additional channelization from Point #1 north and west to Roberts Bay occurred after 1944. For purposes of recordation, this author is excluding this channelized segment north and west of Point #1, as this was not a product of the BLE dredging that began in the creek. It is clear from the SCS soils maps that the BLE dredgers had followed the sinuous creek channel as far as Point#1 before beginning their linear, box-cut canal.

A midsection of the Blackburn Canal located in the Southeast ¼ of Section 11 (Point #3) was never completed. It appears evident that the original canal excavations must have proceeded as separate projects from both Curry Creek and Myakka River ends of the route. Thus, the "golden spike" section of Nolen's plan was never completed. However, insofar as the existing canals reflect Nolen's original concept, the entire route from Point #1 to Point #2 will be hereafter recorded singularly as the "Blackburn Canal."

The "**Curry Creek Canal**" portion of the drainage system, as here defined, and as seen on Nolen's plan, extends northeasterly off from the Blackburn Canal as here defined at Point #4 (located in the Northwest ¼ of the Southwest ¼ of the Southeast ¼ of Section 4, T 39S, Rg 19E) to Point #5 (located in the Northwest ¼ of the Southwest ¼ of the Southwest ¼ of Section 1, T 39S, Rg 19E). Reference to the SCS soils map and to the USGS Myakka River quadrangle map indicates that an extension eastward from Point #5 to the Myakka River was constructed post-1959. Insofar as this extension was not part of the original Nolen plan and postdates BLE involvement, it is not herein included for recordation as part of the "Curry Creek" segment of the historic Blackburn Canal/Curry Creek system.

Figure 7. SCS soils maps.

SCS 1959 (1940 base aerial)

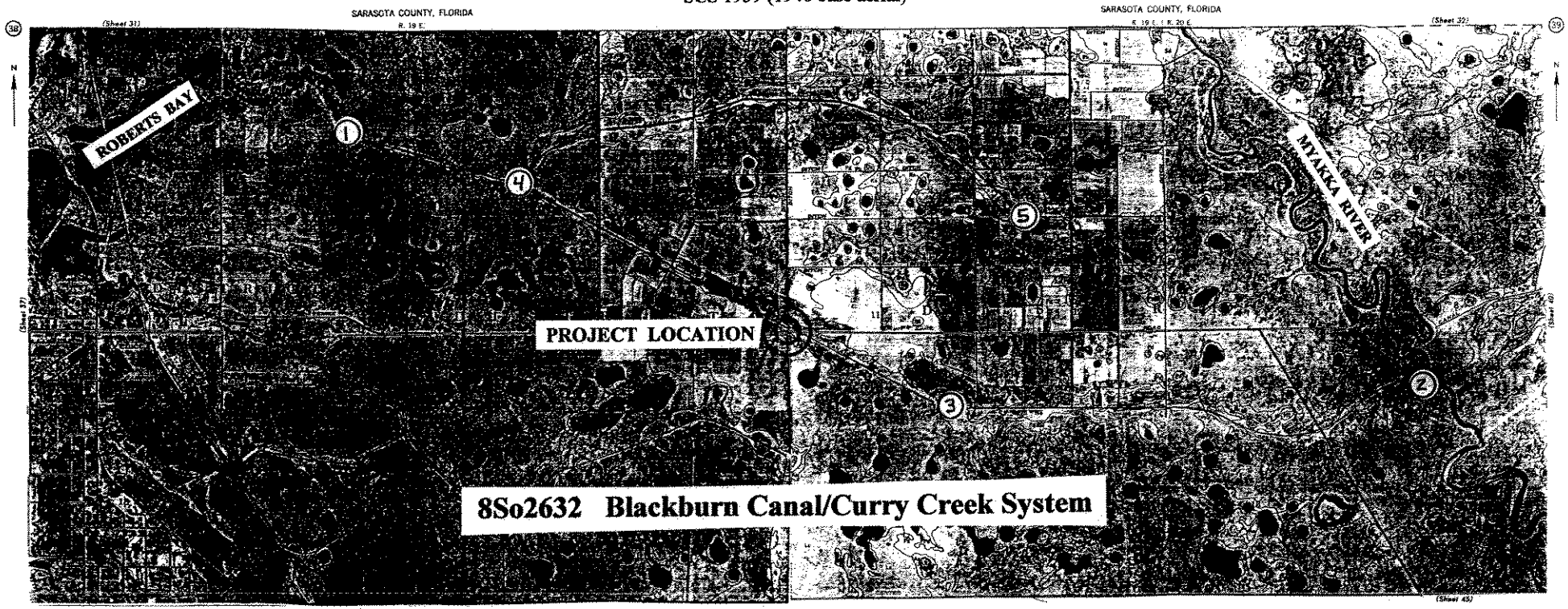
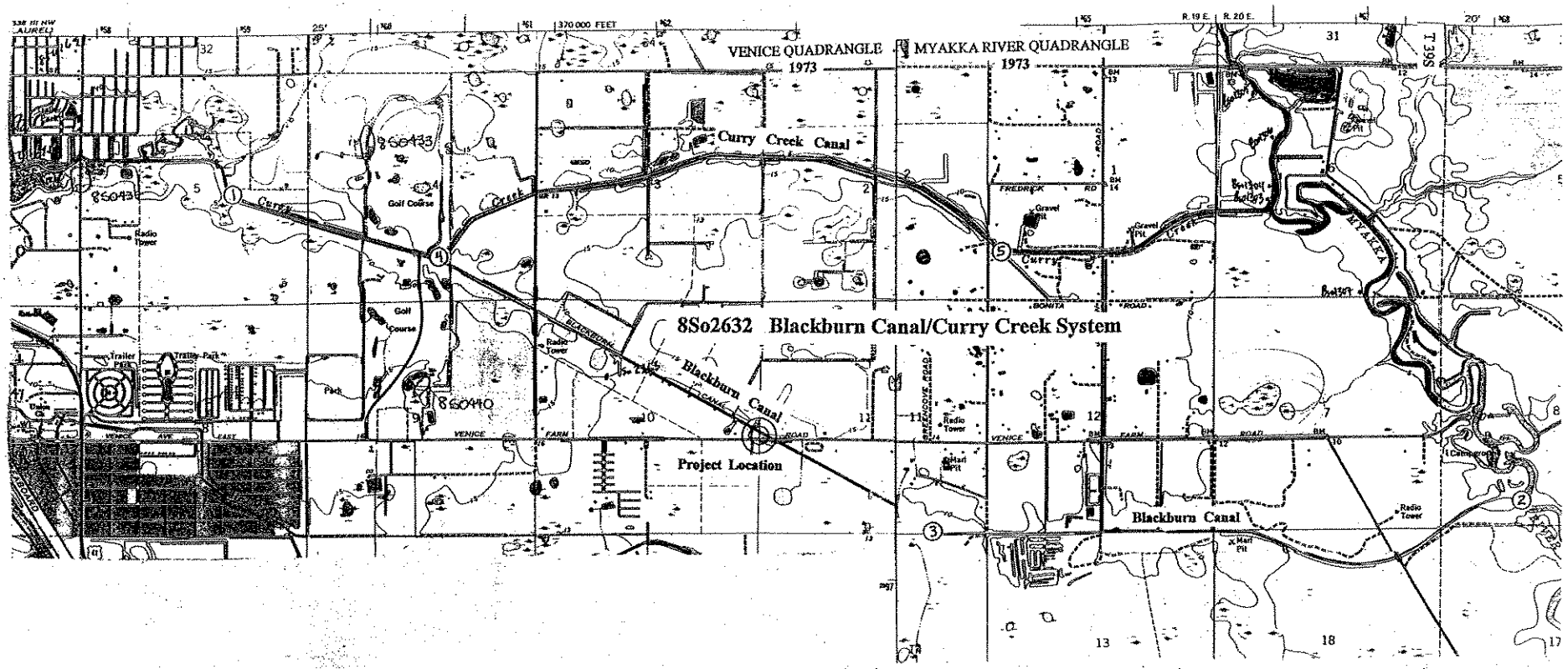


Figure 8. USGS quadrangle maps.



Previous research conducted by Dr. Ernest Estevez, Mote Marine Laboratory, graciously shared with this author, uncovered a 1959 engineering report prepared for Albert E. Blackburn. Blackburn had extensive land holdings along the Myakka River that were subject to periodic flooding and had excavated a shallow ditch and dike along part of his property. He had conceived the idea and secured the rights-of-way to extend his ditch westerly to the existing BLE Curry Creek canal. Blackburn contracted DeLeuw, Cather, and Brill, an engineering/architectural firm, to investigate the feasibility and benefits of completing a drainage canal connecting Roberts Bay with the Myakka River.

The engineers' work included an analysis of rainfall and stream gauging records for the Myakka River basin, actual determination of high water elevations in the immediate vicinity of the proposed canal and at S.R. 72, channel cross sections of the Myakka River above and below the canal, and a field survey along the route of the partially, historically completed Curry Creek canal. They concluded that construction of the total, six-mile canal system was practical.

The report recommended that the existing Curry Creek channel north and west of Point #1 should be widened and straightened, and noted that at the time of writing, an eastern portion of the proposed canal route had already been completed by Blackburn to the Myakka River. They concluded that completion of what they called the "Blackburn Canal," together with excavation of a systematic pattern of drainage ditches in adjacent undrained sections, would open a whole new area for development and also improve existing developed areas. Their studies indicated there would be no salt water intrusion into adjacent wells and that the canal would have future potential in the creation of a lower Myakka River fresh water reservoir. They also noted that the completed canal would link the intercoastal waterway between Sarasota and Lemon bays, then under construction, with the Myakka River, thus providing both fishing and cruising opportunities and increased property values. From the evidence of this report, it is concluded that the straightening of the Curry Creek canal north and west of Point #1 and its final connection to the Myakka River occurred post-1959, apparently at A. E. Blackburn's expense.

National Register Determination:

As an integral part of nationally recognized planner John Nolen's 1926 vision for the creation of Venice, the Blackburn Canal/Curry Creek system, *in toto*, could be considered as an historic feature of sufficient importance for inclusion on the Register as part of an expanded Venice Historic District. Additional research beyond the scope of the present project would have to be conducted in order to make such a determination. That portion of the system located within the present project limits has been impacted and diverted from its original course. Completion of the proposed improvements to the Venice Avenue/Jacaranda Boulevard intersection would not materially or substantially affect Register listing of the system, *in toto*, were a positive determination to be made in future.

Conclusions and Recommendations:

The present research has documented the general context and history of the Blackburn Canal/Curry Creek system. This system was designed by John Nolen both to drain adjacent farmlands and to provide an intercoastal bypass from Roberts Bay to the Myakka River and thence to Charlotte Harbor. The massive residential, commercial, and farming ventures proposed by the Brotherhood of Locomotive Engineers based upon Nolen's regional development master plan ultimately failed due to overambitious investment enacted on the eve of a national economic depression.

It is the professional opinion of the author that the project proposed by Sarasota County for road improvements at and adjacent to the intersection of Venice Avenue and Jacaranda Boulevard (within Sections 10 and 11, Township 39 South, Range 19 East) will have no significant negative impacts upon the historic Blackburn Canal/Curry Creek system. This proposed County project has resulted in the official recording of the historic Blackburn Canal/Curry Creek system with the Florida Master Site File, Tallahassee (8So2632), and thus has served in documenting an important part of Sarasota County's history.

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Appendix 1: Florida Master Site File forms

Page 1
X Original
__ Update

ARCHAEOLOGICAL SITE FORM
FLORIDA SITE FILE
Version 2.0 7/92

Site #8 SO2632
Recorder # _____
Field Date 10/__/02
Form Date __/__/____

SITE NAME(S) BLACKBURN CANAL/CURRY CREEK SYSTEM [DIST #8 _____]
PROJECT NAME _____ [SURVEY # _____]
OWNERSHIP _ private-profit _ private-nonprofit _ private-individ _ priv-unspecifd _ city X county _ state _ federal _ unknown
TWP ____ RANGE ____ SECTION ____, ¼ ____, ¼-¼ ____, ¼-¼-¼ ____ IRREG. SECT.? _ y _ n
USGS MAP NAME VENICE 1973 / MYAKKA RIVER 1973 COUNTY SARASOTA
NEAREST CITY VENICE IN CURRENT CITY LIMITS? _ y _ n
[UTM: ZONE 16 (17) EASTING |_|_|_|_|_|_|0| NORTHING |_|_|_|_|_|_|0|]
ADDRESS/VICINITY OF/ROUTE TO IN VENICE: BETWEEN ROBERTS BAY AND MYAKKA RIVER TO EAST.
NAME OF PUBLIC TRACT (e.g., park) _____

TYPE OF SITE (Check all choices that apply; if needed write others in at bottom)

SETTING	STRUCTURES OR FEATURES			FUNCTION	DENSITY
X land site	_ aboriginal boat	_ fort	_ road segment	_ none specified	_ unknown
	_ agric/farm bldg	_ midden	_ shell midden	_ campsite	_ single artifact
X wetland fresh wtr	_ burial mound	_ mill unspecified	_ shell mound	_ extractive site	_ diffuse scatter
X wetland salt/tidal	_ building remains	_ mission	_ shipwreck	_ habitatn/homestead	_ dense scatter > 2/m²
X undwtr (original)	_ cemetery/grave	_ mound unspecified	_ subsurface features	_ farmstead	_ variable density
_ undwtr (inundated)	_ dump/refuse	_ plantation	_ surface scatter	_ village/town	
	_ earthworks	_ platform mound	_ well	_ quarry	

OTHER HISTORIC CANAL SYSTEM FOR NAVIGATION AND DRAINAGE.

HISTORIC CONTEXTS (Check all that apply, except use most specific subphases only)

ABORIGINAL					NONABORIGINAL
_ Alachua	_ Fort Walton	_ Hickory Pond	_ Perico Island	_ Semi: Colonization	_ 1st Spanish 1513-99
_ Archaic unspecif	_ Glades Ia	_ Late Archaic	_ Safety Harbor	_ Semi: 1st War to 2d	_ 1st Spanish 1600-99
_ Belle Glade I	_ Glades Ib	_ Late Swift Creek	_ St. Augustine	_ Semi: 2d War to 3d	_ 1st Spanish 1700-1763
_ Belle Glade II	_ Glades I unspec	_ Leon-Jefferson	_ St. Johns Ia	_ Semi: 3d War on	_ 1st Spanish unspecified
_ Belle Glade III	_ Glades IIa	_ Malabar I	_ St. Johns Ib	_ Seminole-unspecif	_ British 1763-1783
_ Belle Glade IV	_ Glades IIb	_ Malabar II	_ St. Johns I unspecif	_ Swift Creek unspec	_ 2d Spanish 1783-1821
_ Belle Glade unspec	_ Glades IIc	_ Manasota	_ St. Johns IIa	_ Transitional	_ Amer.Territor'l 1821-45
_ Cades Pond	_ Glades II unspec	_ Middle Archaic	_ St. Johns IIb	_ Weeden Island I	_ Amer.Civil War 1861-65
_ Deptford	_ Glades IIIa	_ Mount Taylor	_ St. Johns IIc	_ Weeden Island II	_ American 19th Century
_ Early Archaic	_ Glades IIIb	_ Norwood	_ St. Johns II unspecif	_ Weeden Island unsp	X American 20th Century
_ Early Swift Creek	_ Glades IIIc	_ Orange	_ St. Johns unspecified	_ prehistorc nonceram	_ American unspecified
_ Englewood	_ Glades III unsp	_ Paleo-Indian	_ Santa Rosa	_ prehistoric ceramic	_ Afro-American
	_ Glades unspecif	_ Pensacola	_ Santa Rosa-Swift Crk	_ prehistoric unspecif	

OTHER (Less common phases are not checklisted. For historic sites also give specific dates if known) _____

SURVEYOR'S EVALUATION OF SITE

				Local Designation Category
Potentially elig. for local designation?	X yes	_ no	insuff.info	
Individually elig. for Nat. Register?	_ yes	_ no	X insuff.info	
Potential contributor to NR district?	_ yes	_ no	X insuff.info	

EXPLANATION OF EVALUATION (Required if evaluated; limit to 3 lines; attach full justification)
SEE SUPPLEMENT SHEET.

RECOMMENDATIONS FOR SITE SEE SUPPLEMENT SHEET.

DHR USE ONLY ======== OFFICIAL EVALUATIONS ======== DHR USE ONLY

NR DATE __/__/____
DELIST DATE __/__/____

KEEPER-NR ELIGIBILITY: y n pe ii *Date* __/__/____
SHPO-NR ELIGIBILITY: y n pe ii *Date* __/__/____
LOCAL DESIGNATION: _____ *Date* __/__/____
Local office _____

ARCHAEOLOGICAL SITE FORM

Site #8 So 2632

Division of Historical Resources, Florida Department of State

FIELD METHODS (Check one or more methods for detection and for boundaries)

SITE DETECTION

_ no field check _ exposed ground _ screened shovel
X literature search _ posthole digger _____
_ informant report _ auger–size:___ _____
X remote sensing _ unscreend shovel _____

SITE BOUNDARIES

_ bounds unknown X remote sensing _ unscreened shovel
_ none by recorder _ insp exposed ground _ screened shovel
X literature search _ posthole digger _ block excavations
_ informant report _ auger–size:___ _ estimate or guess

Number, size, depth, pattern of units; screen size NA

SITE DESCRIPTION

EXTENT Size (m²) _____ Depth/stratigraphy of cultural deposit NA

BLACKBURN SEGMENT CA. 32,400' LONG; CURRY CREEK SEGMENT CA. 14,600' LONG.

TEMPORAL INTERPRETATION Components: _ single _ prob single X prob multiple _ multiple _ uncertain

Describe each occupation in plan (refer to attached large scale map) and stratigraphically. Discuss temporal and functional interpretations.

CANAL SYSTEM DATES TO CA. 1926 WITH COMPLETION OF FINAL LINK POST-1973.

INTEGRITY Overall disturbance: _ none seen X minor _ substantial _ major _ redeposited _ destroyed-document!

Disturbances/threats/protective measures MAINTENANCE

AREA COLLECTED _____ m² Surface: #units__, total area ___m². Excavation: #units __

ARTIFACTS

TOTAL ARTIFACTS # 0 (C)ount or (E)stimate? __ Surface #_____ Subsurface #_____

COLLECTION STRATEGY

_ unknown _ unselective (all artifacts)
_ selective (some artifacts)
_ uncollected _ general (not by subarea)
_ controlled (by subarea)

ARTIFACT/FEATURE CATEGORIES

_ unspecified _ daub _ nonlocal-exotic _ bone-unspecif
_ lithics, aborig'l _ brick/bldg matl _ metal, nonprecious _ unworked shell
_ ceramic-aborig'l _ glass _ bone-human _ worked shell
_ ceramic-nonabo _ precious metal/coin _ bone-animal _ subsurf feats

Other (Strategy, Categories)_____

DIAGNOSTICS (Type and frequency)

1 _____ N=__
2 _____ N=__
3 _____ N=__
4 _____ N=__
5 _____ N=__
6 _____ N=__
7 _____ N=__
8 _____ N=__
9 _____ N=__

ENVIRONMENT

Nearest fresh water (incl. relic source) _____ Dist. (m/ft)/bearing _____

Natural community MESIC FLATLANDS: MESIC FLATWOODS

Local vegetation SLASH PINE

Topography LOW RELIEF INTERIOR FLATLANDS W. WETLANDS Elevation 10 m(ft)

Present land use VARIOUS

SCS soil series MULTIPLE WETLAND TYPES Soil association ONA-SCRANTON

FURTHER INFORMATION

INFORMANT(S): Name/Addr./Phone B.W. BURGER / P.O. BOX 201, TERRACEIA ISL, FL 34250 / (941) 722-3403

LOCATION & FILE NOS. (Field notes, artifacts/accession nos, photographs/negative nos.)

SAME AS INFORMANT.

MANUSCRIPTS OR PUBLICATIONS ON THE SITE (if unpub., give FSF file # or location)

J.S. MATTHEWS, 1989: VENICE; JOURNEY FROM HORSE AND CHAISE; A HISTORY OF VENICE, FLORIDA, PINE LEVEL PRESS, SARASOTA, FL

RECORDER(S): Name/Addr./Phone SAME AS INFORMANT.

Affiliation or FAS Chapter SAA, RPA, SEAC, FAC, FAS

LARGE SCALE MAP: At 1"=200' or larger scale, show: site boundaries, scale, North arrow, datum, test/collection units, landmarks.

NARRATIVE DESCRIPTION/CONTINUATIONS: Attach additional sheets with detailed information or with continuations.

REQUIRED: USGS MAP OR COPY WITH SITE LOCATION, EXTENT MARKED

SUPPLEMENT FOR SITE FORMS

SITE NAME BLACKBURN CANAL/CURRY CREEK SYSTEM

NATURE OF SITE _standing structure archaeological site _both
X historical feature

A. NARRATIVE DESCRIPTION OF SITE (Use back of page and continuations)

The feature is an historic, dredged canal system that was integral to the John Nolen 1926 regional master plan for Venice, Florida, and was designed by Black, McKenney, and Stewart, engineers, of Washington, D.C. Part of the Brotherhood of Locomotive Engineers' proposed massive development, the Blackburn Canal segment was proposed chiefly as a navigational aid from Roberts Bay to the Myakka River and Charlotte Harbor, effectively a bypass for intracoastal traffic. The chief purpose of the Curry Creek segment was to effect drainage of adjacent farm lands. Background research has determined the historic Blackburn Canal segment is ca. 32,400' long by ca. 100' wide by ca. 5-6' deep. It begins at UTM E359100 N2999720 (Point #1), runs ESE ca. 4500' to UTM E360400 N2999320 (Point #4), thence SE ca. 14,100' to UTM E364140 N2997320 (Point #3), thence E ca. 13,800' to UTM E368120 N2997440 (Point #2) at the Myakka River. The historic Curry Creek segment is ca. 14,600' long, but its other original dimensions are unknown due to subsequent maintenance. From Point #4, it runs NE ca 7,200' to UTM E362400 N3000010, then curves SE ca. 7,400' to UTM E364460 N2999290 (Point #5). [All UTMs are in ZONE 17.] The canal system is maintained for drainage purposes by Sarasota County government.

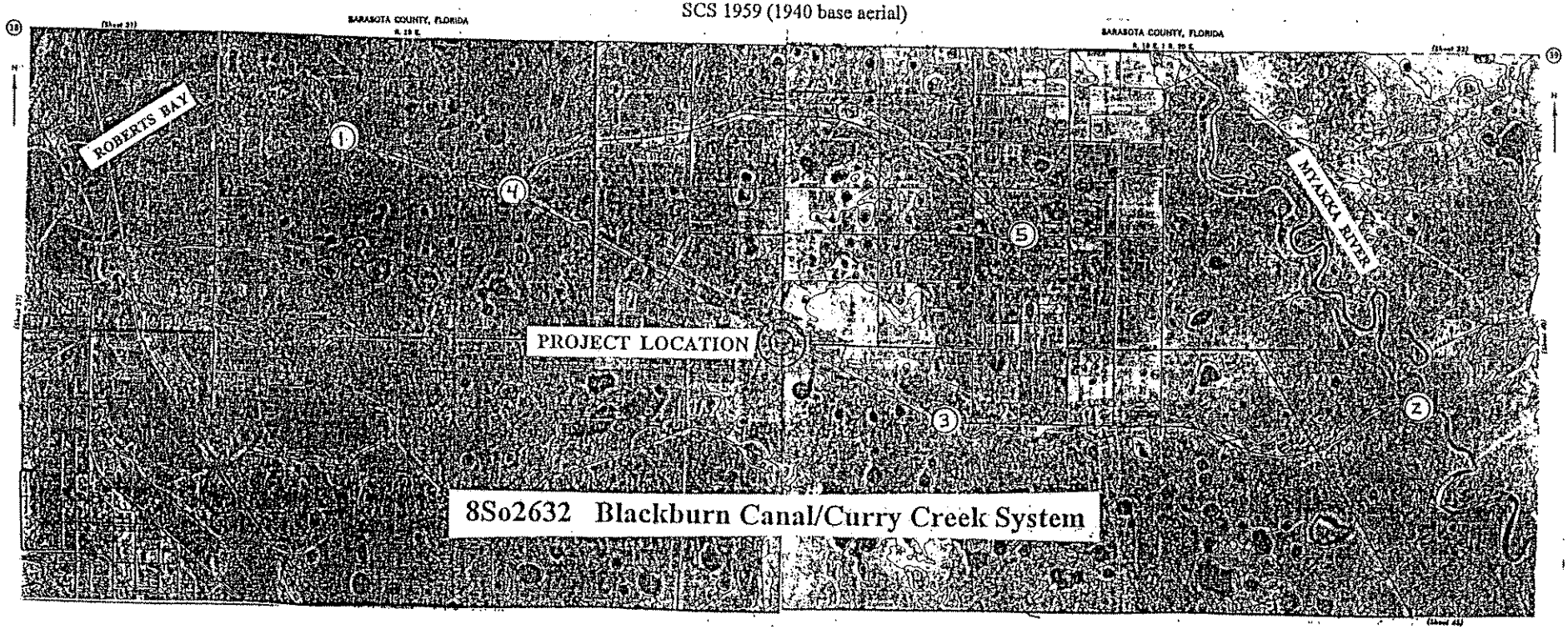
B. DISCUSSION OF SIGNIFICANCE (Use back of page and continuations)

As an early example of a project of a local drainage district (Venice Drainage District), the canal system may be considered significant at the local level. While subsequent and continuing Sarasota County maintenance has altered its original profiles, and subsequent extensions have modified its flows, the original system loci are unchanged and functioning. As an example of land use design by a nationally recognized planner, John Nolen, the system may also have claims for national significance. To the degree that deeded easements exist along at least portions of its segments, the system, or portions thereof, might be used within hiking/biking (greenways) and/or kayak/canoe (blueways) trails, with interpretive signage placed to document the previous development plans of the Brotherhood of Locomotive Engineers, the nation's first railway union.

C. HISTORY AND BIBLIOGRAPHY OF PAST WORK AT SITE (Use back of page and continuation sheets if necessary)

J.S. Matthews
1989 Venice; Journey from Horse and Chaise; A History of Venice, Florida.
Pine Level Press, Sarasota, FL.

SCS 1959 (1940 base aerial)



Appendix 2: Florida Master Site File, Survey Log Sheet

SURVEY NO.*_____

SURVEY LOG SHEET
FLORIDA MASTER SITE FILE

Plotted?* Y_ N_

Version 1.3: 10/89

TITLE HISTORICAL DOCUMENTATION OF THE BLACKBURN CANAL/CURRY CREEK SYSTEM (8So2632), VENICE AREA, SARASOTA COUNTY, FLORIDA

AUTHOR(S) BURGER, B.W.

(ARCHAEOLOGIST)/HISTORIAN BURGER, B.W.

AFFILIATION SHEDA ECOLOGICAL ASSOCIATES, INC., TAMPA, FL

PUB. DATE JAN 2003 TOTAL NUMBER OF PAGES IN REPORT 58

PUBLICATION INFO BWBURGER, TERRA CEIA ISLAND, FL

KEY WORDS/PHRASES DESCRIBING SURVEY (max of 30 columns each)
HISTORICAL RESEARCH & DOCUMENTATION

CORPORATION, GOVERNMENT UNIT, OR PERSON SPONSORING SURVEY
NAME SARASOTA COUNTY GOV'T
ADDRESS

DESCRIPTION OF SURVEY: NUMBER OF DISTINCT AREAS SURVEYED 1
MONTH/YEAR DATES FOR FIELD WORK: START 12/02 THRU 12/02
TOTAL AREA 5 ha/(ac) IF CORRIDOR: WIDTH ___m/ft LENGTH ___km/mi
TYPE OF SURVEY (Use as many as apply): X archaeological
__architectural __underwater
OTHER TYPE(S): HISTORIC FEATURE

METHODS EMPLOYED (Use as many as apply):
_unknown X archival
X pedestrian _shovel test _test excav. _posthole
_extensive excav. _auger survey _coring X local informt
X remote sensing _windshield _surf.exposrs _probing
OTHER METHODS
SCOPE/INTENSITY/PROCEDURES ARCHIVAL RESEARCH

SITES Significance discussed? Y X N_ Circle NR-elig/signif site nos:
PREVIOUSLY RECORDED SITES : COUNT ____ LIST

NEWLY RECORDED SITES : COUNT 1 LIST 8So2632

COUNTIES: SARASOTA

USGS MAP(S) VENICE AND MYAKKA RIVER QUADRANGLES.

TOWNSHIP/RANGE (list all township/range combinations eg, 04S/29E)
T39S, R19E; SECS 10 & 11
REMARKS (Use reverse if needed): SUCCESSFUL DOCUMENTATION AND RECORDATION WITH FMSF.

OUTLINE OR HIGHLIGHT SURVEY AREA ON FDOT COUNTY HWY. MAP. ATTACH OR PHOTOCOPY ONTO BACK OF FORM.

* For use of Fla. Master Site File only: Div of Historical Resources/R A Gray Bldg/500 S. Bronough St/Tallahassee, FL 32399-0250

SCS 1959 (1940 base aerial)