

Update



CONTENTS

- 2 A Letter From The President
Dear Editor:
Holiday Shopping
- 3 South Florida's Prickly Pinerias
Thelma Peters
- 4 Scarifying South Dade
Jean C. Taylor
- 6 The Harvest—A Country Fair
Zee Shipley
- 7 Harvest Helpers Welcome
Harvest Logo
- 8 I Remember The Demise Of
Old Juno
Gordon L. Williams
- 9 Harvest Essay Contest
Categories
- 10 The Citrus Canker
Jean C. Taylor
- 11 Vintage Planes To Fly In
At Harvest
Marilyn West
Harvest Special Events

COVER

Logo for The Harvest, A Country Fair, was designed by Pat Morabito.

UPDATE

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A LETTER FROM THE PRESIDENT

The renovation of the Museum gallery is well under way and should be completed by the end of the year. The new layout, which chronologically tells the story of man's experience in South Florida, is an interesting and educational experience. We are particularly proud of the fine work of our Museum staff in creating the excellent photographic and graphic displays and exhibits.

These same exhibits will be the nucleus for our new Museum presently planned for the Downtown Cultural Center. The preliminary drawings are now completed and provide for the Historical Museum of Southern Florida to be housed in a separate building so as to maintain its distinct identity. The new Museum quarters will more than triple our present space.

In connection with this proposed move, we are pleased to announce that the National Endowment for the Humanities has granted the Association a grant of \$375,000 to be paid over a three year period for the planning, development and furnishing of the new Museum. We are especially pleased that NEH has expressed such confidence in our future plans and has seen fit to recognize the growing stature of our Association.

The backbone of the Association and its Museum remains our membership. Your continued participation in the Association's programs and your steadfast support is vital and is most appreciated, particularly during this period of growth.

—R. LAYTON MANK
President
Historical Association of
Southern Florida

DEAR EDITOR:

September 6, 1977

All issues of UPDATE are fascinating. I found the June publication particularly so. "Growing Up At The Barnacle" by Patty Munroe Catlow, as told to Jean C. Taylor, was the best sort of early history, bringing the reader right into the period under discussion.

Readers of UPDATE might care to know that Patty's "mariner's shelf" from the old private Coconut Grove Library is still in existence but, instead of being a shelf-full of books, it has grown to an entire wall-full. Moreover, the 1912 original carved bookcase headpiece is still in place under the Sea Life Collection with the words: "In Memory of Midshipman Julian Bishop, United States Naval Academy, 1912." Librarian Helen M. Dorsett discovered suitable ship pictures for the space above.

Books relating to the sea are among the most highly used in the Libraries. Categories include Navigation, Naval History, Shells, Ocean Travel, War At Sea and Naval Biography.

New volumes are constantly being added by both the Miami-Dade Public Library System, in which the Library is a branch, and the Coconut Grove Library Association. Not many realize that the Association, in which Patty Catlow serves as a trustee, remains in existence for the sole purpose of adding to the collection of the Branch and to purchase various items for its advancement. The outside book depository, glass display cases and various cabinets are only some of the gifts which also include the Dali illustrated "Alice in Won-

derland," a treasure much admired.

The Association gave the land on which the Coconut Grove Library stands to the City of Miami but retained its treasury. It is this sum invested which provides income for supporting the Library branch today as it has since 1957 when the area's first library became a free public institution.

It is nice to know that old-time names are still associated with this old association. Mary Poore Munroe, widow of Wirth, is vice-president. Donald F. Gardner, whose family lived next to the Barnacle for many years, is treasurer. Elizabeth M. DeGarmo, wife of Kenneth, and daughter in law of the late Walter DeGarmo, is Secretary. I have the honor to be its President. Other trustees, in addition to Patty Catlow, are: Mrs. Marjorie B. Corbin, the Rev. Allen R. Hingston, rector of St. Stephen's Church, Pamela Baker Johnson and Peyton L. Wilson.

Very truly yours,
Helen Muir
Miami, Florida

HOLIDAY SHOPPING

New merchandise is arriving daily in the HASF Museum Shop. Cast iron toys and mechanical banks which are authentic reproductions of the real antiques, miniatures, holiday decorations and cards, wooden and stuffed toys and books are among the many items available for your holiday shopping.

HASF members will receive a 10% discount in the Shop from November 15th thru December 24th.

SOUTH FLORIDA'S PRICKLY PINERIES

by Thelma Peters

Dade County's first important agricultural product was the pineapple, long established in the Bahamas and introduced into Florida by the Conchs. As early as 1842, the Bahamas began shipping pineapples to England where they were regarded as a delicious tropical novelty. At first, because of slow transportation, the pineapples were shipped "in the tree," the whole plant pulled from the ground and the spikey leaves wrapped and tied around the fruit to protect it.

According to an early South Florida newspaper, *The Tropical Sun* (September 23, 1891), the first pineapple "patch" in South Florida was planted on Plantation Key by Benjamin Baker of Key West about 1860. By 1976 there were 25 acres of pineapples on Key Largo and Elliotts Key was soon to be almost covered with pineapples. Most of the settlers along Biscayne Bay during the homesteading period had pineapples, usually no more than two or three acres. Julia Tuttle, who moved to the Miami River in 1891, soon had a pinery of less than two acres in the area of Buena Vista. *The Tropical Sun*, November 3, 1982, commented that "Dade Countians think and talk pineapples."

Not all growers were successful. Some who thought to get quick returns merely burned off the woods and set pineapple slips among the rocks, adding no mulch or

fertilizer. Under these conditions pineapple culture rapidly depleted the soil, especially when it was thin to begin with as at Elliotts Key.

In the 1880s the Indian River area around Ft. Pierce and south to Lake Worth far surpassed the Biscayne Bay area in pineapple production. The early supply of slips to

a fine fruit would sell for 75¢ locally at a time when Spanish Red were 75¢ a dozen.

Slips were usually planted in rows with about 12,000 to an acre. *The Indian River Advocate*, September 15, 1893, reported a pineapple patch that had 17,000 plants per acre and commented that this was "too close, you have to



T. V. Moore owned this pineapple plantation in what is now Miami Shores. In addition, Moore, who came to Miami in 1901, developed a large area in Buena Vista. This crop, c. 1912, was interspersed with avocados. (Photo Courtesy Dorothy Dean Davidson).

plant the fields came from the Bahamas as did some of the workers, usually Blacks experienced in pineapple growing.

The Spanish Red was a popular pineapple because it remained hard and shipped well. Other varieties were preferred by the localites, the Sugar Loaf, said to be soft enough to eat with a spoon, and the Smooth Cayenne, which was not only sweet but grew to a giant size. A ten-pound Cayenne was not uncommon and one is recorded as weighing 14 pounds. Such

have sheet iron boots and britches to walk through." A slip would reach full size and produce one pineapple within eighteen months of planting. It would also produce one or more slips from which new plants were started. The selling of slips became an important part of pineapple culture as ads in all the early newspapers testify. The bearing period of one plant was usually four years, then it would be replaced.

The serrated edges of the pineapple leaves made working in the fields uncomfort-

table, even precarious. Workers (\$1.25 a day in 1897) wore makeshift canvas or burlap leggings and gloves when they could get them. The experienced grower mulched his field to reduce the need for hoeing. Some of the more successful growers grew their pines under the shade of wooden slats to prevent sunburn of the fruit. According to early newspapers, Florida produced 300,000 crates of pineapples in 1897. In 1900, 35,000 crates were shipped from Miami. The yield per acre at this time was about \$200 annually.

The first big grower of pineapples in the Miami area was T. V. Moore who had a plantation at Jensen, Florida, during the 1890's and moved to Miami in 1901. He developed a large field of pineapples near Buena Vista in an area later subdivided as Biltmore. He also had 100 acres in what is now Miami Shores where, among the pineapples he interspersed avocados, some remnants of which can be seen today in Miami Shores gardens. Moore became known as the "Pineapple King," though a freeze caused such a loss that he was quoted as saying, "The Almighty had cut him down to a corporal overnight."

Other growers in the Piney Woods area, now Miami Shores, as late as 1920 were W. N. Cox, A. Harold Swinson, and Melvin Mishler. In 1922, Mishler changed from pineapples to aeroplanes and converted his pineapple field to an airfield, perhaps the most obscure airfield in Miami history. It was located at N.W. 111th Street and 8th Avenue.

Continued on Page 11

Dr. Peters is on the Board of HASF and a frequent Update contributor. She is the author of a book on Lemon City.

SCARIFYING SOUTH DADE

by Jean C. Taylor

Before the turn of the century when South Dade land was made available for homesteading, the quarter sections, which were mainly glade land, were not opened, as it was supposedly waste land not suitable for homes. The early spring rains would catch the farmer before he could finish harvesting and hurricanes would flood him out in the fall. All of the high, dry pine land from Miami south was rocky and became more rocky the farther south it went. Some land seemed to have less than a bushel of soil to the acre, and what there was was composed of a sterile sand that wouldn't grow anything. The redland area was the exception, with soil of a red clay and sand mixture. The early pioneers planted their seeds in pockets of soil available here and there and ignored the rocky pine lands. Then one of those discoveries was made which revolutionized the use of the South Dade farmlands — scarifying.

Al Lindgren, son of one of Silver Palm's early pioneers, finished the eighth grade at Silver Palm School and then helped his father on their homestead. When he was old enough he went to work for the F.E.C. Railway at their machine shop in Miami and was given a special welding course. He was then sent to work on the Key West extension. After the railroad was completed in 1912, Al returned to work on the farm and addressed his thoughts to a better utilization of the land.

In 1914, he unloaded a sixteen ton steam tractor built to his specifications and started

Jean Taylor is writing a book on South Dade County. She is a member of the Update Board.



Lee Lehman (left) and friend pose with an early rock plow at Detroit, Florida, (now Florida City), c. 1912. The high pine land south of Miami was extremely rocky and had to be scarified before any planting or even road building could be attempted. (Photo courtesy of the author)



For over 40 years, Al Lindgren was actively involved in developing South Dade. Tractors built to his specifications revolutionized the landscape. In 1940, he prepares to scarify a South Dade field with his new Caterpillar tractor. E. F. Sage is at the controls. Lindgren's largest contract, the clearing of Coral Gables, took four years. (Photo from the HASF Collection).



Lindgren (standing, left) oversees a crew planting a grove in the newly scarified South Dade field. Land was cleared of shrubs, trees and grass and plowed in four different directions to a depth of 12 to 14 inches. (Photo from the HASF Collection).

a revolution in grove and farm planting. At that time no tractors were built for the purpose of scarifying rock land, but Al Lindgren kept trying out his ideas and with his machine shop and welding experience was able to customize the machines himself to operate the scarifying plow. As his ideas proved successful, the tractor companies built machines incorporating the new features.

In the process of scarifying, the land is first cleared of trees, grass and shrubs and then is plowed in four different directions. This pulverizes the ground and makes it possible to plant crops or roll it flat for roads. The deepest scarifying ever done by Mr. Lindgren was at the Sub-tropical Experiment Station operated by the University of Florida near Homestead where a depth of twenty inches was reached. The usual depth is twelve to fourteen inches.

When Al Lindgren first invented his machine, it was used mainly for clearing land and laying out roads. He is responsible for most of the roads in the Silver Palm and Redland areas. Then the farmers found they could grow crops in the scarified pine lands instead of risking water in the glades or confining their high planting to pockets. From then on Al Lindgren had all the work he could do. His biggest contract was for clearing Coral Gables which kept him busy from 1921 to 1925.

Other people soon got into the game. Charlie Cox ran a land clearing business for many years and Dade County purchased a scarifying plow and roller for road making. Russell Moser remembers

taking a job cutting wood for the County steam engine ahead of Bob Glenn who drove the machine and laid out roads in the Homestead area. As the road work progressed each mile, they had to stop and drive down a pipe to get water for the steam engine. Finding water took about half an hour. The tractor could scarify about four miles in an hour. At first the roads were made wide enough for just one wagon, but later they were redone to the width of two wagons so that one could pass another without pulling out. After about three years Bob quit and Russell took over running the scarifier. He was sent to Rockdale where the County had a rockpit and a convict camp to open up a southbound lane of U.S. 1 with convict labor. Before that the only way to get from Homestead directly to Miami was to walk the railroad tracks.

In the early days before the advent of the steam tractor, Dan Roberts, a Redland pioneer, built a heavy iron "A" shaped frame studded on the lower side with spikes. This was known locally as the "Robert's drag" and was pulled by a Ford truck. This contraption didn't really cut into the soil — it just scraped the surface. During the early twenties Shep Holland, Mr. Hainlin and a Mr. Van Winkle operated land clearing machines. During World War I, a company came to South Dade to raise sisal near the Royal Palm State Park. They brought with them a large steam tractor. When the company folded Anton Waldin Sr. bought the machine from them and went into the land clearing and scarifying business. He was the proud owner of three machines, a large one, a middle sized one



In 1925, Anton Waldin, Sr., hooked up his three tractors and moved a two story house in Homestead to make room for a proposed hotel. Among those helping Waldin on that day were (left to right) Felix Richard (in tractor), Wayne Calkins (by tractor), Pat Patterson, Frank Lynes, Waldin (in white), Jim Hall, (unknown), Jim Caulkins, Bill Lee, Shorty Thomas and W. D. Thomas (in tractor). The Farquahar tractor (center) was later hooked up to the Homestead water plant to provide the plant with power for two weeks following a hurricane. (Photo from the HASF Collection.)

and a small one, complete with scarifying plow and roller. In addition to his regular jobs he won the contract to lay out the Seaboard Railway right of way from Coconut Palm Drive to Homestead. He also moved a big two story house at the height of the boom, in 1925, to make way for a tourist hotel in Homestead, which was still in the skeletal stage twenty years later when it was torn down to donate its foundations to a new shopping center. Anton Waldin Sr. moved the house by lining up all three of his tractors in tandem.

The last time Anton Waldin Jr. saw the little tractor it was powering a sawmill on Ludlan Road in the 1930s. The big tractor ended up powering the crushing machine for R. W. Brown's shark processing plant located about a mile east of Allapattah Rd. on the south side of the Goulds Canal. The middle sized Farquahar is remembered as the machine that furnished the

community with water for two weeks after a bad hurricane. It was hooked up to the pump with a long belt to keep it running after the power went off.

Charlie Cox, whose father homesteaded the land around the Monkey Jungle in 1903, noticed that Al Lindgren's scarifying plow threw the dirt and rocks to one side only, piling them up until the tractor pulling the plow was soon going at such an angle that one tract was off the ground and not pulling. (By that time they had graduated from steam to caterpillar tractors.) Charlie invented a plow that would throw the rocks and dirt on both sides and thus the machine would stay level and operate more efficiently. He had the plow patented and hired Troup Bros. of Miami to make up the model. This was no ordinary plow but a huge thing made of plates of steel several inches thick and weighing four or five tons. It had a special stellar steel blade that shaved off the coral rock as an ice shaver shaves

ice and, walking behind it, one could see the blade smoking from the friction.

Troup Bros., paying no attention to the patent, started manufacturing and selling the plows. Charlie Cox sued them and, after carrying the case to a high court, won a court order permitting him to go through Troup Bros. books and collect on every plow they had sold and also to collect from the purchasers.

Al Lindgren went one step further in building his scarifying machine. Instead of just throwing the dirt and rocks aside with the plow, he invented an attachment that worked like a potato digger and threw the material back into a crusher that pulverized it. He sold his land clearing business and officially retired in 1956. More than any other one thing, Al Lindgren's scarifying machine helped to develop the farming area and the roads of South Dade.

THE HARVEST—A COUNTRY FAIR

by Zee Shipley

If it's almost November, it's almost Harvest time!

Saturday, Nov. 5, and Sunday, Nov. 6, the Historical Association of Southern Florida will hold our annual country fair at the Dade County Youth Fairgrounds, Coral Way at 112th Avenue, from 10:00 a.m. to 6:00 p.m. Admission: \$1.50 for adults; \$.75 for children under 12.

Highlights of this year's Harvest will be a continuing emphasis on historic craft demonstrations with selected modern craftsmen demonstrating and selling their crafts. Plan to begin your holiday shopping at the Fair. Noelle Boynton and Mona Byrd promise an outstanding variety of crafts.

Annie Davis is bringing her quilting bee from Perrine. These ladies meet regularly to preserve this historic craft. Judy Topping has also gathered many colorful quilts for exhibition, and Eva Todd, quilt historian and collector, will identify quilts with respect to their geographical origin, historical background, and discuss quilting as a cultural art. She asks quilt owners to bring them to the fair on Saturday at 2:00 when she will give a short talk on the history of quilting and then discuss quilts brought in by members of the audience. Look through your cedar chest and bring a quilt to the fair.

While you are getting expert advice on crafts, your children can once again join in free games sponsored by District 17 of the Kiwanis Club. Col. Harry Buzhardt is coordinating the games again and we welcome all the Kiwanians and Key Club members who made this such a charming aspect of last

year's Harvest. Bethany Pope assures us there will be no mechanical rides and we will have a cow to milk.

specialties will include conch fritters, pigeon peas and rice, pumpkin bread, cakes and cookies. In addition, we have



Beekeeper Kathryn Hayes was a popular exhibitor at last year's Harvest. In addition to fresh honey and bee pollen, she brought live bees to the fair. After dressing in her beekeepers costume, Mrs. Hayes would explain the honey-making and harvesting processes. (Photo Courtesy of The Tequestans).



Rodney Miller demonstrates a historic craft to fascinated fairgoers at last year's Harvest. Miner is tanning a cowhide by working salt into the scraped hide. Both Miner and Mrs. Hayes will be back for this year's fair on November 5th and 6th. (Photo courtesy of The Tequestans).

Since the Harvest is our major fund-raiser, The Tequestans, HASF volunteers, are providing most of the food and keeping the profit for HASF. Good South Florida

been fortunate in interesting the Cuban Women's Club in participating by preparing specialties from each province of Cuba. We welcome their enthusiasm in

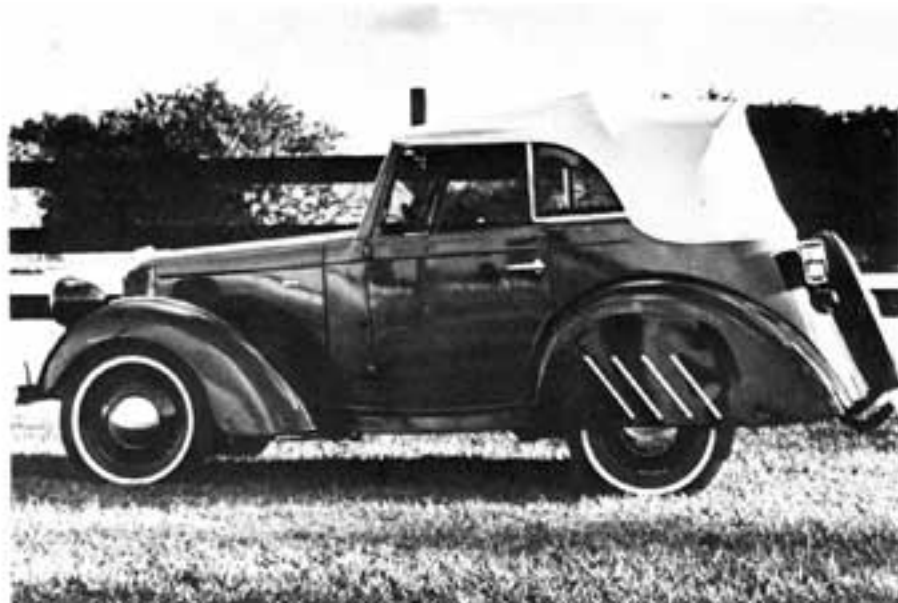
joining us and sharing our feeling that "if you are here now, you are part of our history, and now you can call South Florida home."

The Dade County Public and Private Secondary Schools are once again participating in the History Contests. The History Bee questions will be drawn from Helen Muir's *Miami, U.S.A.* Essay subjects include: Life with Great Grandfather (life in Miami before the arrival of the railroad in 1896); Biography of a pioneer with emphasis on his or her contribution to the development of Miami; History of a famous landmark.

Paul Hanson, Social Studies Co-ordinator for the Public Schools, has helped Jeanne Brown co-ordinate these contests and Jeanne and Kay Johnson have notified Headmasters at private schools. Prizes will be given and the winning essay will be published in UPDATE. Last year over 200 essays were submitted and over 60 students participated in the History Bee.

Myrtice Mordaunt and Christina Norstrum received numerous inquiries from South Florida artists who wish to exhibit and are attracted by the fact that the Youth Fair Building offers protection from the elements. They hope for a good representation of community artists.

Sam La Roue is co-ordinating the antique car exhibit and through his efforts we expect this to be one of the most delightful areas of the fair. Among the fine cars on display will be the oldest — a 1899 Locomobile, a steam car — and a 1911 Knox, whose



The Harvest's antique car exhibit will feature automobiles from four major South Florida clubs. In addition, cars will participate in a gymkhana on Sunday, from 1:00 to 4:00. The 1899 Locomobile steamer (below), owned by Jack Mauro and the 1940 Bantam Convertible (above), owned by Sam La Roue are among those expected at The Harvest. (Photo Courtesy of The Tequestans)



owner, Jim Thomas, drove it to Seattle for the Bicentennial Transcontinental Reliability Run to Philadelphia, and on home to Miami with no trouble. Four major South Florida auto clubs will be participating in the Harvest: Vintage Auto Club, Gold Coast Regional Chapter of Model A Restorers, the Fort Lauderdale and South Florida Chapters of the Antique Automobile Club of America. But that's not all. Thirty or 40 cars will take part in a gymkhana: field trials for cars, such as musical chairs, blind-fold obstacle course, etc. Sam says each car must run in each event to accumulate points and the winner will be the car with the most points

overall. The gymkhana will begin at 1:00 p.m. Sunday.

Not to be outdone by earth-bound antiques, the South Florida Chapter of the Antique Aircraft Association will have planes on display.

Other exhibits will include: the Tomahawk Throwers, Junior League on the restoration of the Coral Gables House, the Villagers, Dade Heritage Trust, U of M Solar Energy, the Weather Bureau, the Red Cross, and many more. Sherrill Kellner is overall co-ordinator, and Mrs. M. June La Roue has helped us reach the Fly Wheelers, who collect steam-driven farm equipment.

Gordon and Edna Blaum will call Square Dances on Sunday from 3:00 — 5:00. Mary Lynch has invited South Florida square dance clubs to come and dancing will also be open to the public. Grab your partner and do-si-do.

Rounding out our authentic entertainment will be puppet shows by the Lolly Puppets of Sue Ellen Clagget.

We hope this year's Harvest will again be a focus for community participation, so that everyone who comes will feel that this country and our section of it are much more than neon and plastic, and that as long as we create, play and laugh together, the discovery of America is a continuing adventure.

HARVEST HELPERS WELCOME

All of the chairmen of Harvest committees cordially invite all members of the Historical Association to volunteer to work during the Harvest. Your contribution of hard work and enthusiasm last year made all the difference. Please call Leslie Haatvedt, 893-7787, and choose the job you want.

AND

As we discovered last year, we can sell all the baked goods we can put our hands on. Help us by baking some goodies for the Harvest. Please call Susan Heatley, 661-6511.



Our handsome logo resulted from the efforts of Jonathan Thompson, HASF Board member, to interest *Miami Herald* artists in creating a design for us that would identify all of our Harvest materials: posters, flyers, mailers, fact sheets,

etc., and distinguish the Harvest as an activity of interest to the community. Pat Morabito designed the logo we chose. Our thanks to Jonathan and the *Miami Herald* for this valuable contribution to the Harvest.

I REMEMBER THE DEMISE OF OLD JUNO

by Gordon L. Williams

The summer of 1919, at the age of eight, I was waterboy on the construction of a dam on a drainage canal just north of Boynton. The dam was about ¼ mile west of the FEC Railroad. It no longer exists. I was very happy with the pay of \$1.50 per 10-hour day — \$9.00 for a 60-hour week. Laboring men received \$2.00 to \$2.50 per day.

In recently reading Charles W. Pierce's *Pioneer Life in Southeast Florida*, I learned that he was Postmaster of Boynton at the same time. I never knew him, but the names of many places and people he mentions ring bells in my memory.

Early in 1923, my father, N. K. Williams, was appointed Chief Engineer on the development of Kelsey City and considerable other property owned by H. S. Kelsey in the vicinity of what is now Lake Park, near the north end of Lake Worth. In World War I days, Lake Park was known as Silver Beach — doubtless because of its white sand beach that appeared to be dredge tailings from channel excavations in Lake Worth. By 1923, I was twelve years old and had some experience helping my father survey.

There were three very nice houses along Silver Beach built by a Mr. Peck, who was rumored to be associated with the book, *Peck's Bad Boy*. Each house had a 32-volt Delco-type farm light system, which also ran an electric pump, that provided running water to the house and the servants' quarters in the garage. Hot running water was provided by a coil in the wood-burning cook-stove. Each had a cheery fireplace. The houses are still standing.

We occupied the most southerly of the three houses, the Virgil Chandlers were in the middle house, and the S. J. Blakelys were in the northern one. Of these six adult residents — Blakelys, Chandlers, and Williams' — only my father survives. He is 98! Mr. Kelsey had brought Mr. Chandler there to operate a concrete block plant, manufacturing nicely-faced building stone. Mr. Blakely started up a nursery, which is still operated by his son, James. At that time, Mr. Blakely was busy moving many kinds of exotic plants from Munyon's Island — also owned by Kelsey — to the park that was then under construction and from whence comes the name, "Lake Park."

My first encounter with Juno was that summer (1923) when our Prosperity Scout Troop hiked through it to camp overnight on the ocean beach. We could drive to the west side of the Florida East Coast Canal at the Prosperity Dairy Farm — just south of the present Monet Road. (Any boy old enough to crank an old Ford, in those days, was old enough to drive it on country roads.) By calling across the canal, one of the McLaren family would paddle across the canal from their home on its east bank and ferry people across, a few at a time. From McLaren's, we followed a trail over the ridge and down to Waddells' house in the heart of Old Juno, where we crossed a very rickety footbridge across the slough that connected Lake Worth to Little Lake Worth. (This slough is called "Lake Worth Creek" in the accompanying "Plat of Juno", dated 1892 by Geo. W. Potter. This

is not the creek discussed in my "Saga of Lake Worth Creek", *Update/December 1976*). From there on east to the ocean ridge we followed a winding path that soon joined what had once been a straight graded footpath, some what grown-over, but passable, and above swamp water. At that completely desolate beach, it was a simple matter to find driftwood for a fire, ready-salted water for our cooking, and completely unfettered swimming — for some 8 miles in either direction. Sometimes the site was blessed with fresh turtle eggs and sometimes cursed with swarming mosquitoes.



Plat of Juno was surveyed in 1892. Peninsula into Lake Worth shows the terminus of the Celestial Railroad, an eight-mile narrow-gauge railway.

Our graded footpath connected the ocean beach to a dilapidated dock on the northeast shore of Lake Worth. Doubtless it had once been trod by the Barefoot Mailman in hitching boat rides the 22-mile length of Lake Worth.

At that time Juno still had a few tumbled-down houses and two that were habitable. The Waddells occupied one on the west side of the above-mentioned slough and the other was a very impressive, abandoned house, facing

Lake Worth at its extreme north end. It was a large 2-story house, facing Lake Worth at its extreme north end. It was a large 2-story house with four fireplaces connected to the same chimney, located in the center of the house — two upstairs and two down. It had an orange grove of some 2 or 3 acres, where oranges were free for their "toting" of perhaps ½ mile to the canal-crossing at McLaren's. There were piers extending from this house for some distance out into the lake. Perhaps it had been the dock at the end of the railroad. We once gathered some oysters from these badly-encrusted piers. This stately old house burned to the ground about 1924.

The McLaren family referred to this second house as the Collins House or the Whidden House. I do not remember the Collinses, but did know the Whiddens. Bill Whidden is shown on page 251 of Pierce's *Pioneer Life*. His son, Jasper, was a classmate of mine in West Palm Beach. For year after year, teacher after teacher, and rollbook after rollbook, I knew that when Jasper Whidden was called on to recite, Gordon Williams would be next and it was time to start paying attention!

The McLaren family moved to the east bank of the Florida East Coast Canal from Edmonton, Alberta, Canada, in 1916. In the mid-twenties, they moved the house back from the sloughing-off canal bank and added to it, using a lot of Mr. Chandler's "reconstructed stone". In 1926, I worked on the construction of a drawbridge across the canal at what is

now Monet Road, which went right into McLarens' yard and on to what is now called McLaren Road. This canal crossing is no longer being used. The R. E. McLarens raised a big family there, namely: W. E. (Alberta), Willie, Guy, Fleddie, Clara, Jim Velma, Lula, Edward, and Bebe. Many are still living in the West Palm Beach area.

The Waddells, the last family to reside in Old Juno, had two children in Palm Beach High School when I attended there. Selma was a classmate of mine, and Carl was a bit older. During the week they stayed with a married sister in West Palm Beach. Mr. Waddell would go to West Palm Beach occasionally by rowing his sail boat out the slough they lived on, then setting sail when he reached a breeze. I presume he took some garden produce to town and returned with other supplies. One day, about 1924, he appeared at McLarens' with Mrs. Waddell in his wheelbarrow. She was too ill to walk, and he had pushed her over that sand ridge on a steel-rimmed wheelbarrow — before the days of rubber-tired wheelbarrows. From Prosperity, they probably caught a ride to town. Upon Mrs. Waddell's recovery, they returned and moved to West Palm Beach — probably by sailboat. Thus, with the departure of the Waddells, came about the demise of Old Juno.

In the summer of 1924 we did some surveying on some land of Mr. Kelsey's in the vicinity of what is now called Juno Beach — a few miles north of Old Juno. Access to that area was a problem. The old railroad grade there from Juno was so overgrown with palmettoes and grapevine thicket that it was not even

passable on foot. Besides, it would have been a long walk there from the canal crossing at McLarens'. The slough leading into Little Lake Worth was too shallow at its north end, during low tide, for even a rowboat. I once got a rowboat stuck there for several hours trying that. — We resolved the access problem by driving up the Dixie Highway to Jupiter, thence across the canal on an old wooden drawbridge that led to Jupiter's beach, and then south to our work area on a sand road that was on the old Jupiter-Juno Railroad grade. Between Jupiter and Juno Beach, the only signs of the railroad that had surmounted the grade some thirty years earlier was an occasional spike or piece of telegraph wire. This sand road was in a valley between the two present highway ridges. It became impassable with palmetto growth where it started to climb up to the saddle now occupied by Juno Beach. The above wooden drawbridge went out with the 1928 hurricane. I presume it was built in 1896 when the canal was excavated.

Old timers, to this day, will tell you that Juno was abandoned because Flagler's railroad by-passed it, and that was because the owners of the Jupiter-Juno railroad (the Celestial Railway) tried to hold him up on a sale price — thinking he had to include that railroad in his Florida East Coast Railway. Actually, Flagler's railroad only missed Juno by a couple of miles, and that is close enough rail service for any town. To serve Juno, he put in a siding and railroad station at Prairie — a cattle raising area now called Monet — due west of Juno. It was the Florida East Coast Canal that isolated Juno from the railroad. It was under con-

struction simultaneously with Flagler's railroad, and that railroad from Jacksonville to the Keys always kept west of that canal. The Dixie Highway crossed and recrossed the railroad every few miles, but Flagler's men knew that they could not run trains on schedule if they had to contend with drawbridges and boat traffic. So they by-passed everything that was east of the waterway — including Flagler's own Palm Beach. They crossed the waterway once, reaching Key Largo, and thereafter kept to the east of it.

The boom-and-bust year of 1926 saw drawbridges spring up all around Juno's island. In addition to the above-mentioned country bridge at McLarens', there was the Singer Bridge across Lake Worth at Riviera and two bridges on the State Highway of that year — one over the Florida East Coast Canal near its Lake Worth exit and one over the Loxahatchee at Jupiter. That road ran along the ridge just to the west of Old Juno, then along the Ocean Ridge north of what is now called Juno Beach. It was a beautiful beach road, but also quite an artery for rum running. There have since been other roads that criss-cross that island, some of which I had a hand in surveying. In so doing, I killed one 6-foot "rattler" and one "stingaree" with survey rods, and waded onto one jet-tisoned bag of booze in "those parts". About 1929, the golf course, with its high water tank, was built at Juno Beach; and McLarens opened a little roadside restaurant and filling station on the west side of the State Highway and west of the old Collins house site at Juno. Little else was built in that vicinity until after the Depression.

In September of 1928, just one week ahead of the hurricane that devastated much of Palm Beach County, I rode my '25 Harley Davidson motorcycle north on the new State Highway — now U.S. 1 — as far as Titusville, enroute to entering college at Gainesville. It was 56 years, one railway, one waterway, and two highways after the Pierce family first traversed that course — from Sand Point to Lake Worth. Those years had seen much progress in many places, but not at Juno. Its star had risen, flared brightly over all of southeast Florida, and set!

HARVEST ESSAY CONTEST CATEGORIES

The questions for the History Bee at this year's Harvest will be drawn from Helen Muir's *Miami, U.S.A.*

Essay subjects include: Life with Great Grandfather: pioneering in Miami before the arrival of the railroad in 1896.

Biography of a Miami pioneer with emphasis on his/her contribution to the development of Miami. Subjects limited to: William Brickell, Annie M. Coleman, John Collins, Father John Culmer, D. A. Dorsay, James Deering, Carl Fisher, Henry M. Flagler, Dr. James M. Jackson, George E. Merrick, John Sewell, and Julia Tuttle.

History of a Landmark: Spanish Monastery, Hialeah Race Track, Vizcaya, Fort Dallas, The Barnacle, Coral Gables House, Biltmore Hotel, Dorsey Memorial Library, St. Agnes Episcopal Church, Macedonia Baptist Church.

THE CITRUS CANKER

by Jean C. Taylor

From the time that Mrs. Tuttle sent a branch of live orange blossoms to Henry Flagler to persuade him to extend his railroad to Miami, orange groves played a big part in the life of Dade County. But in 1913, trouble with a capital "T" arrived to plague the orange growers. CITRUS CANKER. It wasn't a worm as one might think by the name, but a terrible germ disease that could be scattered by the wind or by birds or by no one knew just how. The only known cure was to burn the infected trees, which, of course, wasn't a cure at all, but did kill the germs and keep them from spreading. Citrus canker started as a spot on a leaf and then a rash spread like measles over the whole tree and sapped its life. At first the owners tried to treat the disease, but while they were experimenting to find an effective cure, it would spread to the surrounding grove.

The first year or so of the citrus canker eradication fight, the state refused any help in either funds or man power. Some of the leading grove owners in South Dade took up the task. Mr. Preston Lee of Silver Palm and Mr. William J. Krome of Redland organized groups and each contributed \$75.00 per month for supplies until the state finally realized the seriousness of the situation and came to the rescue with funds and forces to fight the pest.

Industry in Florida had just begun to make a come-back after the disastrous freezes of 1895 and 1896 when the citrus canker spread over the state and caused a financial panic. An embargo was put on the fruit so that none could be

shipped and spread the disease. The State Plant Board took over the fight and hired inspectors and crews. A law was passed stating that every infected tree must be burned. Many of the farmers saw their livelihood disappearing and, unable to face the loss if in-

of Florida at Gainesville, to take a course in how to fight the citrus canker. Charlie Cox was appointed an inspector for the South Dade area and sent to take the course. Charlie had a crew of about twenty men. They would go into a grove and walk around

tion the entire crew would remove their coveralls and wash them in bichloride of mercury and wipe their shoes and hat with the wet suit so as not to carry infection to the next grove. They hung their wet suits up to dry and put on a clean suit before proceeding. Before the state took over the expense it was the custom for women's clubs and church groups to hold dinners and entertainments to raise money to buy coveralls for the citrus canker fighters.

After the report on an infected grove was received by the fire committee, they would come in at once and destroy the trees. They operated a truck which had a tank of kerosene under pressure with a hose and long wand attached, which would shoot a flame into the air much like the flame throwers used later by the Germans in World War I.

When the disease was finally brought under control and the last burning had taken place, the inspection was continued sporadically for years both in commercial groves and in door yard plantings. Many grove owners were completely ruined and had to sell their land and go to Miami or elsewhere to find whatever work they could to support their families. Few had enough reserves to start over and replant after their trees were burned. Those that did, turned to grapefruit, limes, avocados or mangos rather than risk a return of the dread citrus canker. There are many dooryard plantings of oranges still in South Dade, but the day of the commercial orange grove died with the citrus canker and has never returned.



The fight to rid Dade's orange groves of the dreaded citrus canker began in 1913. Crews went into the groves and burned infected trees. The State of Florida came to the rescue after local grove owners, realizing the threat, had begun an eradication program of their own. (Photo from the Preston Lee Collection).



Eradication crews gathered on the side of the road before entering the groves to fight citrus canker. The demise of this dreaded disease signaled the end of the commercial orange groves in South Dade. (Photo from the Preston Lee Collection).

come and years of labor, defied the crews to enter their groves with shot guns in hand. However, as the disease spread they soon came to realize that they must comply with the burning law.

Certain key men were sent by the state to the University

through the trees looking for signs of citrus canker. They were not permitted to touch the trees but would put a marker by any infected one and send a report to the fire group. The crew wore white coveralls and usually a straw hat. After finishing an inspec-

VINTAGE PLANES TO FLY IN AT HARVEST by Marilyn West

The Red Baron is alive and well and living in Miami! Well, would you believe his plane's second cousin once removed?

If you long to return to the yesteryear of aviation when pilots flew open-cockpit bi-planes, wore leather jackets, helmets and goggles, and trailed long white scarves, then this year's Harvest will really appeal to you.

One of the most exciting features of fairs in grandma's day was the airplane. Fairgoers were treated to aeronautical derring-do such as stunt flying and wing walking. And for the bravest fairgoers the pilots sold tickets for short flights.

This year the Harvest will feature an exhibit of the premier antique airplanes in this area. Charles Lasher, involved in the aviation industry in Miami for many years and himself a pilot since 1935, is spearheading the exhibit. Lasher is hoping to involve many of the owners of antique airplanes throughout the

state. To qualify, a plane must be at least 30 years old.

Besides proving interesting viewing for fair-goers, the planes will be judged. Prizes will be awarded to the owner who has done the best quality of restoration; restoration of the oldest vintage plane; and for the most authentic restoration.

The most valuable plane signed up thus far belongs to Miamian Marty Hill. It is a 1934 Tiger Moth — an English trainer. This plane has been featured in *Time* magazine. According to Lasher, there will be another World War II trainer — a Stinson Gold Wing, vintage 1937; a 1944 Porterfield; and a 1938 Piper Cub. It is hoped that 10 or 15 planes will be on display.

These planes, painstakingly restored by their owners, are all flyable. In fact, they will be flown in early each morning of the Harvest and flown out each evening before dark, using the old Tamiami field. While there will be no stunt flying or wing walking,

consider the unsuspecting motorist driving on the Tamiami Trail early Saturday morning of Nov. 5, and looking up to see a 1930 airplane landing on an airfield that has not been used in ten years!

And you thought Snoopy had problems!

*Since you are here now,
you are part of our history.
Now you can call South
Florida home.*

PRICKLY PINERIES

Continued from Page 3

Competition from Cuba and Hawaii, soil depletion and disease and a shift of interest to other crops such as tomatoes, potatoes and beans, brought about a decline in pineapple culture. There are still a few pines grown in Florida. One grower is a native Dade Countian, John G. DuPuis, who experiments with many kinds of tropical fruits.

You can grow your own pineapple in the back yard or in a pot on the patio. In lieu of a slip use the top from a supermarket pineapple and watch out for the prickles.

HARVEST SPECIAL EVENTS

Eva Todd Quilt Identification and Talk
2:00 Saturday in the Auditorium

Square Dancing called by Gordon and Edna Blaum
3:00 — 5:00 p.m. Sunday. Open to all

Antique Auto Club Gymkhana — Field Events
1:00 — 4:00 p.m. Sunday

History Bee
2:00 p.m. Sunday in the Auditorium

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Ten O'Clock A.M. — Six O'Clock P.M.

Dade County Youth Fair Grounds
Coral Way at 112th Avenue
Admission: \$1.50 Adults — 75¢, Children

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