

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED OCT 10 1979
DATE ENTERED DEC 13 1979

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC
Charlotte Harbor and Northern Railway Depot
AND/OR COMMON

LOCATION

STREET & NUMBER
Corner of Park and Fourth Streets
CITY, TOWN
Boca Grande
STATE
Florida 33921
VICINITY OF
12
COUNTY
Lee
CODE
071
NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT
10th

CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> COMMERCIAL
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> PARK
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> EDUCATIONAL
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> ENTERTAINMENT
		<input type="checkbox"/> NO	<input type="checkbox"/> GOVERNMENT
			<input type="checkbox"/> INDUSTRIAL
			<input type="checkbox"/> MILITARY
			<input checked="" type="checkbox"/> TRANSPORTATION
			<input checked="" type="checkbox"/> OTHER: Vacant
			<input type="checkbox"/> PRIVATE RESIDENCE
			<input type="checkbox"/> RELIGIOUS
			<input type="checkbox"/> SCIENTIFIC

OWNER OF PROPERTY

NAME
Glenn D. Maxon
STREET & NUMBER
Post Office Box 5102
CITY, TOWN
Clearwater
VICINITY OF
STATE
Florida 33518

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.
Lee County Courthouse
STREET & NUMBER
CITY, TOWN
Ft. Myers
STATE
Florida

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
DATE
FEDERAL STATE COUNTY LOCAL
DEPOSITORY FOR
SURVEY RECORDS
CITY, TOWN
STATE

7 DESCRIPTION

CONDITION

EXCELLENT DETERIORATED
 GOOD RUINS
 FAIR UNEXPOSED

CHECK ONE

UNALTERED
 ALTERED

CHECK ONE

ORIGINAL SITE
 MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The 141 foot long Charlotte Harbor and Northern Railway Depot was constructed in two phases: the twelve-bay southern section in ca. 1909-1910 and the nine-bay northern addition in ca. 1912-1913.¹ After the addition, the ground floor served as waiting rooms, freight storage and a ticket office. The second story housed the main offices of the railway. The Mediterrean Revival style influence is evidenced by the French tile roof and the arcaded loggia at the south end from which the main entrance is accessible. Located near the center of Boca Grande, the beige brick structure is relatively undorned by decorative detailing with the exceptions of the heavy bracketing along the cornice, the balustrade on the west gallery, and the projecting belt course and sill treatment. The semi-octagonal bay on the east (track) side projects from the ticket agent's office and allowed for visibility up and down the tracks.

¹Drawing No. 7454, Charlotte Harbor and Northern Railway, October 12, 1912, located at Florida Division of Archives, History and Records Management, Tallahassee, Florida.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES +1910

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Charlotte Harbor and Northern Railway Depot in Boca Grande derives its primary significance as a symbol of the Railway's contribution to the development of the Southwest Florida area. Built circa 1910, the Mediterrean Revival style structure reflects the burgeoning economic growth of the area which was caused by new phosphate activities and the rise in tourism. The depot also served as the main offices for the Charlotte Harbor and Northern Railway after the company moved from Hull.¹ After 1913, part of the structure was leased to the United States Customs Service.²

New phosphate discoveries in west central Florida and advanced mining techniques developed in the 1880's demanded a port capable of handling the increased volume of sea-going traffic. The phosphate rock was brought down the Peace River in barges and lighters for both domestic and foreign trans-shipment. By the late 1890's, volume had increased to such a level that water transportation proved inadequate.

In 1897, the Alafia, Manatee and Gulf Railway Company was incorporated by the Florida Legislature "for the purpose of constructing and operating a railroad for the transportation of passengers, produce, goods, and all other freight, from a point at or near Plant City, Florida, ... to a point on Charlotte Harbor."³ In 1906, the Alafia, Manatee and Gulf Railway was absorbed by the Charlotte Harbor and Northern Railway which proposed to construct an 110 mile road from Plant City to Boca Grande.⁴ By 1906, the American Agriculture and Chemical Company, the parent company of the Charlotte Harbor and Northern Railway, had extended its mining activities and developed the railway and the deep-water part of Boca Grande for the shipment of phosphate.⁵

By 1909, the Railway had four locomotives, seventy-nine cars, carried 13,721 passengers, and transported 36,545 tons of freight.⁶ In addition to phosphate, the Railway also handled shipments of lumber, vegetables, citrus, and livestock that was interchanged with the Seaboard Coast Line at its terminals in Plant City and Mulberry. By 1917,

9 MAJOR BIBLIOGRAPHICAL REFERENCES

See Continuation Sheet

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Less than one (1)

UTM REFERENCES

A

1	7
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3	7	4	5	1	5
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2	9	5	8	1	8	0
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ZONE EASTING NORTHING

B

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ZONE EASTING NORTHING

VERBAL BOUNDARY DESCRIPTION

See Continuation Sheet

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Terence H. Nolan Historic Sites Specialist

ORGANIZATION

Florida Division of Archives, History & Records Management

DATE

7-20-79

STREET & NUMBER

The Capitol

TELEPHONE

(904) 487-2333

CITY OR TOWN

Tallahassee

STATE

Florida 32301

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL XXX

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE



9/26/79

TITLE Deputy State Historic Preservation Officer

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER



DATE

12/13/79

ATTEST:  

DATE

12/10/79

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

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the Charlotte Harbor and Northern had expanded to eleven locomotives, 217 freight cars, fifteen passenger cars, and fifty-six units of work equipment.⁷

To a large extent, the American Agriculture and Chemical Company through its subsidiaries of the Charlotte Harbor and Northern Railway and the Boca Grande Land Company was responsible for the development of the Boca Grande community.⁸ The Gasparilla Inn near the Depot was constructed by the Boca Grande Land Company for the upper echelon employees of the parent company and its subsidiaries. In addition, the Land Company made improvements on the island and sold lots to its employees.⁹

In 1928, the Seaboard Airlines Railroad acquired all of the capital stock of the Charlotte Harbor and Northern, and absorbed the operations of the Boca Grande Route.¹⁰ Until 1958, the railroad was the only land transportation link with the mainland.

¹Records of the Secretary of State, Records of Articles of Incorporation of the State of Florida, 1906, Jacksonville, 1907, p. 545.

²Drawing Number 7454, Charlotte Harbor and Northern Railway, October 22, 1912.

³Acts and Resolutions Adopted by the Legislature of Florida at its Sixth Regular Session, Tallahassee, 1897, pp. 166-168.

⁴Poor's Manual of the Railroads of the United States, New York, 1906, p. 1712.

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⁵Arch Frederic Blakey, The Phosphate Industry: A History of the Development and Use of a Vital Mineral, Cambridge Massachusetts, 1973, p. 56.

⁶Poor's Manual of Railroads, 1910, p. 409.

⁷Richard E. Prince, Steamboats, Locomotives and History, Green River, Wyoming, 1962, p. 94.

⁸Interview with Wyman Miller, Vice-President, Gasparilla Inn, Inc., June 8, 1979; Records of the Secretary of State, Record of Articles of Incorporation of the State of Florida, 1907, Jacksonville, 1907, p. 590.

⁹Miller Interview, June 8, 1979.

¹⁰Prince, Steamboats, Locomotives and History, p. 96.

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Acts and Resolution Adopted by the Legislature of Florida at its Sixth Regular Session. Tallahassee: Floridian Printing Company, 1897.

Acts and Resolutions Adopted by the Legislature of Florida, Regular Session, 1907, 1910. Tallahassee: Capital Publishing Company.

Blakey, Arch Frederic. The Florida Phosphate Industry: A History of the Development and Use of a Vital Mineral. Cambridge, Mass.: Wertherin Committee, Harvard University, 1973.

Drawing Number 7454, Charlotte Harbor and Northern Railway, October 22, 1912. Located at the Florida Division of Archives, History and Records Management, Tallahassee.

Hill, Ralph G. and Pledger, James H. The Railroads of Florida. Tallahassee: Florida Railroad Commission, 1939.

Miller, Wyman. Interview with Terence Nolan, June 8, 1979.

Poor's Manual of the Railroads of the United States. New York: American Banknote Company, 1906, 1910.

Prince, Richard E. Steamboats, Locomotives and History. Green River, Wyoming: R. E. Prince, 1962.

Records of the Secretary of State. Records of Articles of Incorporation of the State of Florida, 1906, 1907. Jacksonville: H. & W. B. Drew Company, 1907.

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The legal description of the property is as follows: A tract or parcel of land lying in Section 14, Township 43 South, Range 20 East, Gasparilla Island, Lee County, Florida, which tract or parcel is described as follows:

From the southwest corner of Block 19, as shown on both the Plan for Subdivision of Boca Grande recorded in Plat Book 3 at page 51 of the public records of Lee County, Florida and the Revised Plat of Boca Grande as shown on plat recorded in Plat Book 7 at page 1 of said public records, run easterly along the northerly line of Fourth Street as shown on said plats for 370 feet to the northeast corner of Park Avenue and Fourth Street as shown on said plats and the Point of Beginning.

From said point of Beginning run northerly along the east line of said Park Avenue for 289.33 feet to a concrete monument marking the northerly corner of the lands described in deed recorded in Deed Book 27 at page 17 of said public records; thence run northwesterly along the southwesterly line of the railroad right-of-way as shown on said plats for 165.58 feet to an intersection with the south line of Fifth Street as shown on said plats; thence run easterly along said southerly line of Fifth Street for 19.57 feet to a concrete monument; thence run southeasterly, 18.5 feet southwesterly from and parallel with the center-line of the existing main track, for 463.65 feet to an intersection with said north line of Fourth Street; thence run westerly along said north line for 90.56 feet to the Point of Beginning.