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United States Department of the Interior
National Park Service

National Register of Historic Places Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

X New Submission ___ Amended Submission

A. Name of Multiple Property Listing

Historic Architectural Resources of Port Orange, Florida

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

c.1830-1869 Early Settlement and Founding
1870-1895 Late Nineteenth Century Development
1896-1919 Progressive Era and World War I Development
1920-1928 Florida Land Boom and Bust Development
1929-1946 Great Depression/World War II and Aftermath Development

C. Form Prepared by

name/title Sidney Johnston/Robert O. Jones, Historic Sites Specialist

organization Bureau of Historic Preservation date December 1997

street & number 500 S. Bronough Street telephone 850-487-2333

city or town Tallahassee state Florida zip code 32399-0250

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. (☐ See continuation sheet for additional comments.)

Signature and title of certifying official — Date 12/31/97

State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of the Keeper — Date of Action 2/5/98

SECTION E: Historic Contexts

SUMMARY

The historic architectural multiple resources of Port Orange are significant under criteria A and C at the local level in the areas of Architecture, Commerce, Community Development/Planning, Exploration/Early Settlement, Social History, and Transportation.

The rich heritage of Port Orange includes limited development during the Colonial period of Florida's history, and a thriving sugarcane industry that was wiped out during the Second Seminole War (1835-1842). During the Reconstruction period (1865-1877), a physician, John Hawks, established a colony of Freedmen and former Black soldiers there, and gave the settlement its name. Following the collapse of Hawks's settlement, Port Orange grew slowly, numbering but 360 inhabitants in 1890. Growth seemed assured in 1892 when the railroad arrived. Houses dotted the banks of the Halifax River, and citrus and oyster harvesting became important to the economy. A bridge linking the mainland with the peninsula in 1906 renewed opportunity to promote both development and a nascent tourist industry. Churches, stores, and a school appeared. Incorporated in 1913, the town reached a population of 545 in 1920. During the so-called Great Florida Land Boom of the 1920s, the commercial district expanded and new houses sprinkled the landscape. Citrus remained vital to the economy. Federal relief programs led to infrastructural improvements in the 1930s, and the town shared in the post-war growth along the Volusia County coastline. The conclusion of World War II marks the end of the historic period.

The historic architectural resources of Port Orange are also significant locally under criterion C. The city contains a number of distinctive buildings that display several formal styles and good examples of vernacular building types. Port Orange contains an important collection of historic buildings that contribute to Florida's architectural heritage.

HISTORIC CONTEXTS

Early Settlement and Founding of Port Orange (c. 1830-1869)

The City of Port Orange has a rich history that includes limited development during the Colonial era. Four grants were awarded to various settlers during the Second Spanish period (1784-1821). The largest of those measures some 995 acres, and was obtained in 1804 by Patrick Dean who had only just begun to develop his land when, in 1818, he was reportedly killed by Seminoles. His

uncle, John Bunch, acquired the property, which about 1825 was purchased by John McHardy. Charles Lawton of South Carolina obtained its title in 1830 for $3,000. Lawton named the property Dun-Lawton, a combination of surnames from his family. In 1832, Lawton sold the property for $4,500 to Sarah Anderson, a widow who owned some 450 acres on the nearby Tomoka River. Her sons, John and James, developed a sugar planation at Dunlawton, which included a mill and nearly sixty slaves. Dunlawton plantation was burned by marauding Seminoles in 1836, and was listed in the National Register of Historic Places in 1973.[1]

Renewed development occurred following the Civil War, when John Milton Hawks, a physician, founded a Freedman's colony at Port Orange. Hawks, a native of New Hampshire, was graduated from Vermont Medical College and operated a medical practice in Manchester, New Hampshire, between 1848 and 1861. In 1854, he married Esther Hill, who graduated from Boston's Female Medical College in 1857, and joined her husband in the practice of medicine. The Hawks visited Florida and the West Indies several times in the 1850s. A visionary, John Hawks considered selling his New England practice and drugstore to establish a cooperative settlement in California, an endeavor that never developed beyond the planning stage. When the Civil War began, he and Esther volunteered their services to the New England Freedman's Aid Society. He arrived in February 1862 in Port Royal near Beaufort, South Carolina, where he was commissioned a surgeon in the 21st U.S. Colored Troops Volunteers (U.S.C.T.), one of the U.S. Army's black regiments. During the period, he examined recruits, supervised Charleston's small pox hospital, and served as chief medical officer of the Northern District of the South.[2]

John Hawks, labeled by one historian as "perhaps the most fanatical missionary at Port Royal," became noted for his intemperate views. In early 1862, before the issuance of the Emancipation Proclamation, he wrote that "The greatest kindness that a man could do this government today would be to assassinate Pres. Lincoln--He stands directly in the way (of emancipation)." Later, Hawks was encouraged by Lincoln's Emancipation Proclamation and also drew inspiration from General Sherman's special order of January 1865, which set aside coastal and riverine areas thirty miles inland between Charleston and Jacksonville for resettlement of Freedmen on forty acres of land per family. Enacted in June 1866, the Southern Homestead Act provided some forty-four million acres of public lands in five

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[1]Deed Book 2, p. 73, 75, Volusia County Courthouse, DeLand, Florida; T.E. Fitzgerald, *Volusia County: Past and Present* (Daytona Beach, 1937), 173; Greville Bathe, "Engineer's Notebook," (St. Augustine, 1955), 105; Works Progress Administration, *Spanish Land Grants,* 2: 244-245; Asbury Dinkins and James Allen, eds., *American State Papers, Public Lands* 8 vols. (Washington, 1859), 6: 70; Pleasant Gold, *History of Volusia County, Florida* (Daytona Beach, 1927), 44.

[2]*Makers of America,* 3 vols. (Atlanta, 1909), 2: 384-386; D. Hamilton Hurd, ed., *Merrimack and Belknap Counties, New Hampshire* (Philadelphia, 1885), 203.

southern states for individual grants of eighty acres to settlers who resided on and cultivated the land for five years.[3]

Hawks's service at Port Royal was part of a concerted effort to assist in the resettlement of thousands of emancipated slaves, many of whom struggled to make the transition from slavery to freedom in the 1860s. In association with hundreds of northern educators and professionals, he worked to improve the plight of freed slaves within the framework of privately-formed freedman's aid societies and the Freedman's Bureau, a federal agency. Freedman's aid societies, organized primarily from the ranks of New Englanders, operated in several areas of the South during the war and spread throughout the southern countryside following the conflict. The societies hoped to implant in the South the values of education, the Protestant work ethic, and free-labor ideology. The Freedman's Bureau, formed in 1865, was a federal agency regulated by the War Department to serve as a relief organization for displaced refugees of both races. The Bureau helped negotiate land policies, primarily through the drafting and enforcement of labor contracts between southern planters and Freedmen. The bureau also offered education and welfare services, and provided Black settlers with supplies and rations. Port Royal was the first and among the largest experiments to educate and resettle Blacks by the Federal government. Hawks's experience at Port Royal inspired him to attempt his own resettlement venture in Florida.[4]

In the postwar environment, many Freedmen were attracted to peripheral areas of the South, including Arkansas, Florida, Louisiana, Mississippi, and Texas, all of which promised enormous wages and evoked images of opportunity. Florida especially attracted large numbers of Freedmen because it contained more public lands than any other state included in the Southern Homestead Act and was more accessible to the southern Atlantic states than many other areas. Most Black migrants found upon reaching their destinations, however, that the attractions had been exaggerated and the shortcomings minimized. Although many transplanted Black Floridians became dissatisfied with their adopted state, most secured terms of labor that compared favorably to what they would have received had they remained in their former locations. Generally, Florida Black field hands earned $10 to $18 monthly in the decade following the war. By 1869, some 4,000 Black families had attempted to take advantage of the Southern Homestead Act, three quarters of them in Florida. Alachua and Marion counties contained the heaviest concentrations of Black homesteads. Nevertheless, most homesteaders subsequently lost their land and only some 400 Freedmen actually carried their homestead certificates to completion. By far, the largest acreage claimed under the law went to whites, many of whom acted

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[3]Willie Lee Rose, *Rehearsal for Reconstruction: The Port Royal Experiment* (Baltimore, 1964), 185; James McPherson, *Ordeal By Fire: The Civil War and Reconstruction* (New York, 1982), 398, 508.

[4]McPherson, *Civil War,* 394-401; David Colburn and Jane Landers, *The African-American Heritage of Florida* (Gainesville, 1995), 187.

as agents for lumber companies. In fact, John Hawks benefited from the passage of the act, acquiring some 500 acres from the federal government between 1866 and 1895, and launching a career as a developer following the collapse of the Port Orange colony.[5]

In October 1865, Hawks and several federal officers incorporated the Florida Land and Lumber Company at Hilton Head, South Carolina. Capitalized at $30,000, the company managed to raise only $24,000, which was collected by November 1868. Subscriptions ranged from $100 and $500 allotments, with each organizer contributing $1,000. Within several months, the company received land grants for some 650 acres in a coastal area of Volusia County north of Spruce Creek, where a few settlers had established homesteads in the 1850s. The company recruited black soldiers from the 21st and 33rd Regiments to join the colony and move to the Florida coast. Hawks intended to provide work and develop farms for the settlers through the lumber company. Some discharged soldiers, intrigued with the opportunity and persuaded of the potential of the enterprise, personally filed for public lands along the Halifax River north of Spruce Creek. The company purchased a steam engine and a saw and grist mill. Initial provisions were provided by the Freedman's Bureau. In 1866, a small settlement was organized and company operations were established on the peninsula between Live Oak Point on the north and Pons Grant, the present City of Ponce Inlet, on the south. The prospect of a successful colony brightened in March 1866, when incipient logging and mill operations began. The Federal government opened a post office at the settlement in February 1867 with Hawks serving as postmaster.[6]

Hawks, encouraged by the success of the Port Royal colony in South Carolina and his early progress in Port Orange, Florida, must have been dismayed by the dizzying rate at which his colony unraveled. Poorly conceived, the Port Orange colony became a victim of poor site selection and transportation logistics, inadequate capital resources, excessive borrowing, and too many unskilled laborers. The peninsula contained relatively few trees to harvest and the sandy soil supported few crops and displeased settlers. Within six months the company experienced difficulties meeting its payroll, and eventually languished from a lack of capital. Mortgages totaling some $5,000 had been secured from financial institutions in Boston in 1865 and 1866, and soon were default.[7]

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[5]Leon Litwack, *Been In The Storm So Long: The Aftermath of Slavery* (New York, 1981), 309, 411; Eric Foner, *Reconstruction: America's Unfinished Revolution* (New York, 1988), 246, 404; Claude Oubre, *Forty Acres and a Mule: The Freedman's Bureau and Black Land Ownership* (Baton Rouge, 1978), 137, 156.

[6]Michael Schene, *Hopes, Dreams, and Promises: A History of Volusia County, Florida* (Daytona Beach, 1976), 80; Papers of the Florida Land and Lumber Company, P.K. Yonge Library of Florida History, Gainesville, Florida; John Milton Hawks to T.H. Osborne, December 14, 1865, copy of letter in Hawks's Park Collection, Edgewater Public Library; Alford Bradbury and E. Story Hallock, *A Chronology of Florida Post Offices* (Vero Beach, 1962), 69.

[7]Jacksonville *Florida Union,* September 14, 1867; Chancery Order Book, 77, p. 68-69, Volusia County

In early 1867, James Marshall, an agent for the New England Emigrant Aid Company, found the Port Orange colony in critical condition. He remarked in February 1867 that "Dr. Hawkes Company have got their saw mill up after many obstacles, but they have neither the capital, nor as it appears to me the skill to go on with the work. Dr. H. told me they could not get some part of their machinery, a shingle machine, because they could not raise $27 to pay the charges on it." In September 1867, the Jacksonville *Florida Union* reported that the company had failed with $4,500 in mortgages due and the equipment idle. By 1868, mortgage holders had initiated proceedings against the company, which concluded in October 1869 with the company losing all of its land, buildings, livestock, and machinery.[8]

The number of Black settlers in Port Orange remains unclear. Hawks indicated that 500 families moved to Port Orange from South Carolina. Florida Land and Lumber Company records reveal that numerous investors came from the ranks of Black regiments, but leave unclear if investors were also settlers. Volusia County's 1866 tax rolls contain the names of only twenty-one Black property owners in the county, several of them in Port Orange. Other sources indicate the population of the colony ranged between two hundred former Black soldiers and 1,600 colonists. Notwithstanding the uncertainty of the numbers, the Port Orange settlement, according to Hawks, by September 1868 consisted of only nine Black settlers who had moved to the colony in 1866. An additional fourteen families of both races had moved to Port Orange by late 1868, most of whom farmed sugarcane, rice, sweet potatoes, and corn. Many of the original colonists simply abandoned the settlement and either returned to South Carolina, or moved to Orange County, Jacksonville, or Saulsville in west Volusia County. Some became sharecroppers on Florida plantations, and others found employment in lumber camps and saw mills along the St. Johns River. In 1871, Hawks reported that Port Orange consisted of little more than "the tall coquina chimney of the steam saw mill...; also the houses built and once occupied by J.H. Fowler, G.W. Dewhurst, and Dr. Hawks. The mill is idle, and only the family of Mr. Maly lives there."[9]

Land records of Port Orange's Black settlers indicate that, following the collapse of the colony, residents developed homesteads over a rather broad area of the Port Orange coastline. Henry Tolliver,

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Courthouse; Patricia Clark, "Florida, `Our Own Italy'": James F.B. Marshall's Post-Civil War Letters to Edward Everett Hale," *Florida Historical Quarterly* 59 (July 1980), 64-65; J.M. Hawks, *The East Coast of Florida* (Lynn, Massachusetts, 1887), 71; Jerrell Shofner, *Nor Is It Over Yet: Florida in the Era of Reconstruction, 1863-1877* (Gainesville, 1974), 72, 132.

[8]Jacksonville *Florida Union,* September 14, 1867; Chancery Order Book, 77, p. 68-69, Volusia County Courthouse; Clark, "Marshall's Letters to Hale," 64-65; Hawks, *East Coast,* 71; Shofner, *Reconstruction,* 72, 132.

[9]Shofner, *Reconstruction,* 72, 132; Jacksonville *Florida Union,* September 26, 1868; Hawks, *East Coast,* 71; Schene, *Volusia County,* 80; "An 1870 Itinerary From St. Augustine to Miami," *Florida Historical Quarterly* 18 (January 1940), 206.

a native of Virginia and discharged soldier from the 33th Regiment, was among the most enterprising of Port Orange's Black settlers and farmers. After abandoning the colony, Tolliver homesteaded fifty-two acres in what is today the City of South Daytona, but then considered part of Port Orange. Alexander Watson, another former soldier from the 33rd Regiment, cultivated a farm north of Tolliver's valued at $4,000 by 1887. Further south along Spruce Creek, Jonathan Smith, a Black preacher, maintained a farm valued at nearly $5,000.[10]

In the late 1860s, Tolliver contracted with other Black settlers to help him develop his land. In August 1868, he struck an agreement with John Richardson to split the profits from the harvest on his land. In 1870, from an eight acre farm he harvested 100 bushels of corn, 3 bales of cotton, 10 bushels of peas and beans, 150 bushels of sweet potatoes, and 250 gallons of molasses. Tolliver was one of few Black settlers to complete his homestead requirements in coastal Volusia County, receiving title to his fifty-two acres in 1882. In 1885, following his death, Tolliver's heirs sold most of his former lands to Charles Dougherty, an early settler and prominent politician.[11]

Several factors hampered the efforts of Black settlers to maintain homesteads in Florida and throughout the South. Millions of acres in Florida that remained unsurveyed in 1866 contributed to confusion and delay in recording homestead claims in state land offices. Freedmen also often experienced considerable difficulty in securing the services of surveyors, most of whom were white, to plat their claims. Klan activities often resulted in the dispersal of Black settlers. Florida contained more government land and a higher proportion of Black landowners than other southern state. Activities of the Ku Klux Klan often directed its activity against economically independent Freedmen, and sometimes toward whites who sought to assist Black settlers. Tactics employed by klansmen throughout the South included threats of violence, whipping and torture, killing livestock and destroying crops, and occasionally hangings.[12]

Notwithstanding the failure of the Port Orange colony, Hawks's settlement ranks high among Florida's Black Reconstruction settlements receiving Freedman's Bureau support. Most ventures never moved beyond the planning stage. One of the earliest plans was devised by Eli Thayer, a New England abolitionist who envisioned settling 20,000 soldier-farmers in the state. Although some congressional Republicans supported the plan, its radical implications of confiscation, resettlement, and land redistribution differed from Lincoln's more moderate views and the plan never moved off dead center. Another failed scheme was conceived by H.H. Moore, a chaplain with the 34th Regiment who attempted to have the entire regiment discharged in Florida to homestead government lands.[13]

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[10]Hawks, *East Coast,* 71-72.

[11]Ibid., 71-72; Deed Book T, p. 254, Miscellaneous Book B, p. 619, Volusia County Courthouse.

[12]Foner, *Reconstruction,* 429; Oubre, *Freedman's Bureau,* 137, 140-141.

[13]Shofner, *Reconstruction,* 5, 71-72; Schene, *Volusia County,* 80-81.

The largest resettlement colony of the period was supervised by Ralph Ely, a former Union general who settled some 1,200 former residents of Columbia, South Carolina, near New Smyrna in January 1867. Within one month, however, a bureau agent reported that Ely had expropriated government supplies slated for distribution to Freedmen, and used the supplies to pay laborers in his employment. Some 750 settlers left Ely's colony within a month, and by March only thirty-eight families remained. Conditions at Ely's New Smyrna colony quickly deteriorated as settlers abandoned New Smyrna for inland areas of the state. Although Ely consulted with Hawks in February 1867 about relocating his settlers to Port Orange, the respective leaders never implemented the plan and within seven months only about twelve Black families remained in Ely's New Smyrna colony.[14]

During the late 1860s, as the Port Orange colony began to unravel, Hawks entered local and state politics, in part to take advantage of Republican gains in the state and to help promote development along Volusia County's coast. Between 1868 and 1870, he served as a Clerk in the Florida House of Representatives, and in 1868 as Volusia County's Superintendent of Public Education. In 1871, he served as State Tax Assessor in west Florida. His early promotion efforts included guiding Matthias Day, an Ohio newspaper publisher, along the Halifax River in 1870. The following year, Day purchased some 2,200 acres north of Port Orange, the core of what became Daytona Beach.[15]

About 1874, Hawks, having put the Port Orange experiment behind him and seeking to develop a new area, moved to a sparsely populated area south of New Smyrna, where he founded the settlement of Hawks's Park, which he advertised as a "New England Village on the South Atlantic Coast." Ten years earlier, Hawks had acquired the Alvarez Grant, a 500 acre tract south of New Smyrna, the core of which became Hawks's Park and was later renamed Edgewater. By 1887, Hawks's Park consisted of some forty dwellings, a boarding house, GAR post, hotel, literary club, post office, and school. Hawks's settlement, eclipsed by the larger cities of Daytona, New Smyrna, and Titusville, developed slowly and on occasion Hawks commented on the relative dullness of life there. By 1920, the town contained some 150 residents.[16]

During the late nineteenth century, Hawks published several directories and guidebooks, including Jacksonville directories in 1870 and 1881. The *Florida Gazetteer* appeared 1871 and his *East Coast of Florida* (1887) emerged as the best guide of Florida's Atlantic coast during the nineteenth century. He also periodically contributed articles to the *Jacksonville Florida Union, New England Journal of Medicine, Savannah Morning News,* and the *Semitropical.*[17]

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[14]Ibid., Oubre, *Freedman's Bureau,* 145; Clark, "Marshall's Post-Civil War Letters," 64-65.

[15]*Makers of America,* 2: 387; Schene, *Volusia County,* 76, 100; Hawks, *East Coast,* 85, 91.

[16]Ibid.; Gerald Schwartz, ed., *A Woman Doctor's Civil War: Esther Hill Hawks' Diary* (Columbia, 1984), 277; Miscellaneous Book A, p. 307-310, Volusia County Courthouse.

[17]*Makers of America,* 2: 387; Schene, *Volusia County,* 76, 100; Hawks, *East Coast,* 85, 91; Miscellaneous

Hawks's wife, Esther, also played an important role in the development of the Port Orange colony, visiting the settlement several times between August 1865 and November 1866. Earlier in the decade, she had gained experience in educating Freedmen. At the outbreak of Civil War, she volunteered her services, but was judged by Dorothea Dix, superintendent of army nurses, as "too young, too pretty, and hence potentially disruptive" to serve in the medical corps. Subsequently, she served with her husband in Port Royal as a teacher and physician.[18]

In the mid 1860s, she worked in Charleston, the Sea Islands, and Florida assisting in the development of Freedman Bureau schools. She established schools in Jacksonville, New Smyrna, and Port Orange, all of which closed when the money ran out. In 1870, following the collapse of the Port Orange colony, she left Florida relocating to Lynn, Massachusetts, where she opened a medical practice. During the late nineteenth century, Esther Hawks often visited her husband at their home in Hawks Park, and he generally spent the summers in Massachusetts. In 1872, Hawks opened drug stores in Allston and Hyde Park, Massachusetts, and then resumed his practice of medicine in Lynn while living there with Esther between 1882 and 1888.[19]

Esther rose to some distinction in her city and state, obtaining membership in the New England Hospital Medical Society, Boston Gynecological Society, and the Lynn Medical Fraternity. She also served on the Lynn school board and helped organize Lynn's Associated Charities. Esther died in 1906, leaving an estate of nearly $130,000, some of which went to the Hawks Park Free Library and Village Improvement Association, and charities and schools in Lynn. John died four years later, having achieved distinction as an author, developer, and the founder of two cities astride Volusia County's coast.[20]

Railroad Era and Permanent Settlement at Port Orange (1870-1895)

While Hawks struggled to develop Port Orange with Black settlers and a saw mill he also welcomed white farmers who carved out homesteads from the wilderness. Various settlers eked out a hard-scrabble existence, including Edward A. McDaniel, a native of North Carolina who had arrived in the Daytona area about 1857. Other early Port Orange settlers include Charles Meeker, a physician from Rahway, New Jersey, who acquired a large parcel in 1870. John Fozzard, an Englishman who

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Book A, p. 307-310, Volusia County Courthouse.

[18]Gerald Schwartz, "An Integrated Free School in Civil War Florida," *Florida Historical Quarterly* 61 (October 1982), 155-161; Schene, *Volusia County,* 82; Shofner, *Reconstruction,* 16.

[19]Schwartz, *Hawks Diary,* 274-278; Schwartz, "Integrated Free School," 155-161; Schene, *Volusia County,* 82; Shofner, *Reconstruction,* 16.

[20]Schwartz, *Hawks Diary,* 279-280; Schene, *Volusia County,* 82; Shofner, *Reconstruction,* 16.

arrived about 1868, planted citrus groves and cultivated other crops, and by 1870 held some $400 in property. Fozzard's sons, Charles and Harry, developed a retail grocery and boat building business, respectively, in the settlement. William and Mary Johnson arrived about 1875, and purchased property from McDaniel in the 1880s. William, a native of the England, initially operated a shipping company and later a house painting business. In 1913, following the death of her husband, Mary opened a small subdivision north of Dunlawton Avenue.[21]

The contacts John Hawks made in state and local government during the late 1860s and early 1870s brought several influential county politicians, including Andrew H. Alexander, Charles Dougherty, and James Vinzant, to Port Orange in the 1870s and 1880s. Charles Dougherty, a native of Athens, Georgia, emerged as one of Volusia County's most prominent politicians during the late nineteenth century. In 1870, his father, William, a Georgia attorney, had purchased the 995 acre Dunlawton plantation in Port Orange, and additional property at New Smyrna and Lemon Bluff. Educated at the University of Virginia, Charles Dougherty moved to Port Orange in 1871 to supervise his father's lands and cultivate citrus at the Dunlawton plantation, which he renamed Sugar Mill Reserve. He inherited his father's estate in 1873, and over the following decades acquired still more tracts of land of coastal southeast Volusia County, some of which he subdivided for development. Almost immediately upon his arrival in Volusia County he entered politics and at the age of twenty-seven was elected to the Florida Legislature. During his long political career, which extended between 1877 and 1911, he served eight terms in the Florida House, two of those as Speaker of the House. The high point of his career came between 1885 and 1889, when he served in the U.S. House of Representatives. Later, in 1895 and 1897, he was elected to the Florida Senate. More successful in politics than as a farmer, Dougherty allowed his Dunlawton groves and farm to fall into disuse.[22]

New settlers appeared in the 1880s. During the first five years of the decade the population increased from nearly 190 residents to 360. The cultivation of oranges, commercial fishing, and tourism were the principal economic activities of settlers. By 1888, some 500 acres were planted in citrus groves. Several general merchandise stores furnished residents with supplies, dry goods, and foods, and a church and school provided some of the education and spiritual needs of the settlement.[23]

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[21]*New Smyrna Breeze,* June 2, 1889; *Halifax Settler,* February 1875; Deed Book P, p. 274, Plat Book 16, p. 126, Miscellaneous Book B, p. 536, 715, Miscellaneous Book C, p. 5-6, Miscellaneous Book F, p. 396-399, tax rolls, Volusia County Courthouse; Fitzgerald, *Volusia County,* 163; Gold, *Volusia County,* 125; Bureau of the Census, Tenth Census, 1880, Population Schedules, Volusia County, 9th Precinct; Bureau of the Census, Thirteenth Census, 1910, Population Schedules, Volusia County, 9th Precinct.

[22]*New Smyrna News,* October 15, 1915; Deed Book M, p. 187, Deed Book O, p. 25, Volusia County Courthouse; Schene, *Volusia County,* 143; Fitzgerald, *Volusia County,* 173-174.

[23]Schene, *Volusia County,* 104-105; Volusia County Commission, *Volusia County and Its Towns and Settlements* (Jacksonville, 1888), 33; Bureau of the Census, Tenth Census, 1880, Population Schedules, Volusia

Land sales and building construction increased. Several subdivisions were opened, including Dunlawton (1882), McDaniel's Addition (1884), Allen's Addition (1885), and Mary Fleming's subdivision (1888). In the 1870s, the heirs of Elizabeth Bunch sold off part of their ancestor's 100-acre grant south of Dunlawton Avenue. By 1892, the grant had been divided into lots of varying sizes dotted with a few houses. In 1890, a plan of Port Orange's concentrated existing development was provided by Volusia County's tax assessor.

Access to the settlement was hampered by a circuitous route that included a steamboat trip up the St. Johns River to Enterprise, and then overland on a dirt trail some twenty miles to Port Orange. Transportation through the inlet at New Smyrna historically had been fraught with danger from unpredictable tides and sandbars. Consequently, only the occasional freighter made a trip from Jacksonville or other coastal communities along the Atlantic Coast into the Halifax River. In the early 1880s, after railroad tracks linked Enterprise with Titusville on the Indian River, settlers could ride a riverboat to points along the Indian and Halifax River. The arrival of the Blue Spring, Orange City, and Atlantic Railroad in New Smyrna in March 1887 linked southeast Volusia County with Blue Spring on the St. Johns River to the west. The introduction of the railroad encouraged settlement and winter visitors to take advantage of east Volusia County's ocean breezes and vistas.[24]

A few settlers of interior Volusia County acquired land and developed riverside cottages in Port Orange. Among those was Andrew H. Alexander, a native of North Carolina who arrived in 1866. He served as Volusia County sheriff between 1868 and 1870, and in the Florida Legislature in 1871 and 1872. In addition to cultivating citrus, he operated a general store and a steamboat wharf.[25]

Henry DuBois, a native of Wisconsin, arrived in 1887. A physician trained at Columbia University, he initially practiced medicine in New York City. In 1877, he moved to west Volusia County, where he met and married Florence Bracey, the daughter of a DeLand physician. He practiced medicine in DeLand until 1887, when he moved to Port Orange. In 1885, he helped organize the Volusia County Medical Society and served as county agent for the State Board of Health for fourteen years. In 1897, he served as president of the Florida State Medical Society, and in 1913, when the Town of Port Orange incorporated, as Port Orange's first mayor.[26]

More development seemed assured for Port Orange in 1892 with the arrival of the Florida East

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County, 9th Precinct; Florida Department of State, 1885 State Census, Port Orange, Volusia County.

[24]Plat Book 12, p. 121, Plat Book 14, p. 35, Plat Book 14, p. 34, 82-83 Plat Book 15, p. 3-4, tax rolls, Volusia County Courthouse; Schene, *Volusia County,* 104-105.

[25]Gold, *Volusia County,* 356-357; *Volusia County Record,* November 15, 29, 1907; Rowland Rerick, ed., *Memoirs of Florida* 2 vols., (Atlanta, 1902), 2: 738; *DeLand News,* December 17, 1919; Deed Book N, p. 349, Volusia County Courthouse.

[26]Gold, *Volusia County,* 467-468; *Daytona Beach News Journal,* September 11, 1930.

Coast Railway (FEC). The company was owned by Henry Flagler, a former associate of John D. Rockefeller in the Standard Oil Company. Flagler had ambitious plans for Florida's east coast, as he had demonstrated in St. Augustine, where, after developing a railroad into the city, he inspired an architectural renaissance through the construction of pretentious hotels designed for northern tourists. Flagler did not stop in the Ancient City. He extended the line along the east coast, reaching Daytona in the autumn of 1892 and, shortly thereafter, New Smyrna. The arrival of the FEC ostensibly portended a development boom. Economic progress languished, however, in the mid 1890s when freezes devastated orange groves throughout much of Florida and sent the economy into a downward spiral.[27]

Progressive Era and World War I (1896-1919)

Between the late 1890s and World War I, the so-called "Progressive Era," Port Orange experienced another period of development. Characterized by reform movements in business, education, government, and labor, the Progressive Era wrought substantial changes on Florida's landscape. The most tangible legacies of the era include land reclamation and a building boom that resulted in a multitude of commercial and residential buildings constructed in towns and cities throughout the state.

Port Orange shared in the growth. The Intracoastal waterway, completed as far south as New Smyrna by 1901, provided an inland water route to Jacksonville, and a shell road completed in 1904 linked the region with Daytona, fifteen miles to the north. Citrus and tourism remained vital to the economy. The Port Orange Bridge Company was organized in 1905. Company officers included S.H. Gove of Daytona Beach, L.O. Smith of Philadelphia, and B.A. and B.L. Armstrong of New London, Connecticut. The resulting bridge linking the mainland with the peninsula in 1906 renewed opportunity to promote both development and a nascent tourist industry.[28]

Oyster harvesting began in the late 1890s, after Daniel DuPont arranged with property owners and county government to begin cultivating oyster beds in the Halifax River. By 1915, when hundreds of gallons of oysters were harvested from the river, DuPont had organized the Port Orange Oyster Company and developed a thriving business as a retail dealer in the commodity. DuPont wasted little of his resource, periodically selling discarded oyster shells to the town as road paving material. In a single

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[27]Rerick, *Florida,* 1: 265-267; George Pettengill, "The Story of the Florida Railroads, 1834-1903," *Railway and Locomotive Historical Society* 86 (June 1952), 104-105; Harold Cardwell, informant, 1996.

[28]Incorporation Book 1, p. 172-174, Deed Book 26, p. 638, Volusia County Courthouse; *New Smyrna News,* October 8, 1915; Charles Burgman, *Port Orange, Florida* (Seabreeze, 1907), n.p.; Bureau of the Census, Twelfth Census, 1900, Population Schedules, Volusia County, 9th Precinct; Bureau of the Census, Thirteenth Census, 1910, Population Schedules, Volusia County, 9th Precinct.

week in April 1917 he sold some 660 barrels of shells for nearly $50.00.[29]

Port Orange grew slowly, outpaced by the neighboring towns of Daytona and New Smyrna, which were heavily promoted as tourist destinations. In 1900, the population stood at 275, reached 340 in 1910, and grew to 545 in 1920. The Town of Port Orange incorporated in March 1913 with Henry DuBois as mayor and J.L. Bailey, J.B. Case, D.E. Lyon, S.G. Martin, and James Patillo serving as the town's aldermen. C.J. Vass was elected marshall, and later replaced by I.J. Wells, Jr. A commercial area formed along Dunlawton Avenue between the Halifax River and Ridgewood Avenue. Citrus groves dotted the landscape, which was also sprinkled with houses. Telephone and electric services were extended into the town. Organized about 1896, the Port Orange Literary and Library Association incorporated in 1917, and a cemetery association formed in 1918.[30]

New subdivisions opened in 1906, platted by Lydia Hand, J.W. Johnson, and S.J. Martin. Other tracts subdivided include the Conrad-Oates Realty Company (1910), Mary Johnson (1913), E.H. Herrick (1915), Kerr and Townsley (1916), and W.W. Marshall (1917). The subdivisions opened numerous building lots along Dunlawton and Ridgewood avenues, and surrounding streets. Several public buildings appeared. Organized in the 1890s, the Methodist congregation built a distinctive rough face cast block sanctuary in 1906 and a wood frame school was built in 1908 east of the depot. Although some dwellings were constructed along the Halifax River, after 1915 development inexorably shifted farther west away from the river.[31]

Some of Port Orange's developers hailed from Daytona Beach and surrounding cities. Perhaps the most prominent was Frederick Conrad who arrived in Daytona Beach in 1896, where he became a banker. In 1909, he formed the Conrad-Oates Realty, Title, and Investment Company with E.F. Oates, another early Daytona settler and attorney. About 1917, Conrad became president of the Merchant's Bank and Trust Company. Other developments credited to Conrad include Daytona Gardens and Harbor Point Land Company. The Conrad-Oates subdivision in Port Orange was relatively small, containing twenty-nine lots astride the railroad tracks north of Dunlawton Avenue.[32]

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[29]Town of Port Orange minutes, April 11, 1916, April 10, May 12, 1917; Deed Book 26, p. 638, Quit Claim Book 3, p. 415, Volusia County Courthouse; *New Smyrna News,* October 8, 1915; R.L. Polk, *Florida Gazetteer and Business Directory* (Jacksonville, 1911), 362-363; Burgman, *Port Orange,* n.p.; Bureau of the Census, Twelfth Census, 1900, Population Schedules, Volusia County, 9th Precinct; Bureau of the Census, Thirteenth Census, 1910, Population Schedules, Volusia County, 9th Precinct.

[30]Town of Port Orange minutes, March 24, 1913, April 14, 1914, March 2, October 26, 1915, July 8, 1919; *New Smyrna News,* March 3, 1916; Bureau of the Census, Fifteenth Census, 1930, *Population* (Washington, 1931), 214; Corporation Book 2, p. 299, Corporation Book 3, p. 19-22, 84-86, Volusia County Courthouse.

[31]Corporation Book 2, p. 299, Plat Book 12, p. 16, 87, Plat Book 14, p. 135, 166, Plat Book 16, p. 126, 156, 169, Plat Book 17, p. 116, Volusia County Courthouse.

[32]Gold, *Volusia County,* 186-187; *New Smyrna News,* September 15, 1916; Corporation Book 2, p. 100-103,

Conrad and Oates also helped organize the Allandale Company, a development company supervised by Cornelius Christiancy south of Port Orange. Christiancy first visited Volusia County about 1901 and built a house near Port Orange in 1903. Intrigued with the prospects of developing a residential coastal community, he formed the Port Orange Development Company in 1908. Two years later, Christiancy formed the Allandale Company, which was capitalized at $25,000 and based in Daytona Beach. In 1913, the company platted the Allandale subdivision and the federal government opened a post office there in 1915. Allandale, named for early settlers Thomas and William Allan, historically was closely associated with Port Orange with regard to patterns of growth and developers.[33]

Some developers came from other states seeking opportunity and financial reward in marketing Florida real estate. In 1914, Frank Townsley and Ellis Kerr acquired the former Meeker House and his homestead, a 600' square parcel fronting along the Halifax River south of Dunlawton Avenue. Townsley, a seasonal resident from Milton, Ohio, had vacationed in Port Orange since about 1911, and persuaded his friend Ellis Kerr, an attorney from nearby Tippecanoe City, Ohio, to invest in the Meeker lands. In 1916, they opened a twenty-one lot subdivision overlooking the Halifax River and fronting along Ridgewood Avenue. Sales were brisk. Early investors included Frank Young of Long Island, New York, and J.A. James of Seattle, Washington. Within several years new residences appeared along the Halifax River.[34]

E.H. Herrick, a physician from Hudson, Ohio, visited Port Orange about 1910, and returned each winter generally staying with the Lyon family. About 1906, he had laid out the coastal resort town of Bogota, New Jersey, which within a decade boasted a population of 2,000. Confident of success in real estate elsewhere along America's east coast, Herrick visited Daytona Beach and Ormond Beach, where he bought real estate. In 1915, he opened Herrick Terrace in Port Orange, west of Ridgewood Avenue.[35]

A few seasonal residents of some national renowned developed winter homes in the area. Perhaps the most prominent was James N. Gamble, son of the founders of Proctor and Gamble who served as vice president of the company between 1890 and 1932. Born in 1836, Gamble was graduated from Kenyon College with a master's degree in chemistry, and joined the family business in 1859. Known as the "Grand Old Man of Cincinnati," Gamble visited Daytona Beach in the 1890s, where he

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Plat Book 14, p. 135, Volusia County Courthouse.

[33]Plat Book 17, p. 166, Corporation Book 2, p. 64-67, 186-191, Volusia County Courthouse; Bradbury, et al., *Florida Post Offices,* 2.

[34]Plat Book 16, p. 169, Volusia County Courthouse; *New Smyrna News,* February 6, March 6, 1914; Polk, *1924 Volusia County Directory,* 670; Polk, *1922 Volusia County Directory,* 478.

[35]Plat Book 16, p. 156, Volusia County Courthouse; *New Smyrna News,* February 6, 13, 1914.

built a winter residence. In 1898, he acquired land near Spruce Creek, southwest of Port Orange, and about 1907 built a winter residence, planted citrus, and constructed a small packing house. Gamble used his Spruce Creek retreat to entertain friends and business associates, where they could hunt, fish, and enjoy the Florida countryside. During his distinguished career as a soap manufacturer, Gamble gave away millions of dollars to charitable organizations. Gamble's philanthropic activities extended to medical and educational facilities, including Bethune-Cookman College in Daytona Beach. Family members continued to develop the Spruce Creek retreat following Gamble's death in 1932. The Gamble Place Historic District, located at 1819 Taylor Road, was listed in the National Register of Historic Places in 1993.[36]

During the period, a Black settlement emerged north of the town, between Ridgewood Avenue and the FEC tracks, and concentrated in the Conrad-Oates subdivision. The settlement grew quickly, fueled by the expansion of the FEC Railway and the need for laborers in the lumber and citrus industries. By 1910, Oscar Baggett of Alabama lived in the FEC section house on the railroad right-of-way near Charles Street. Rueben Brannon established a homestead near the intersection of Valley and Alexander avenues, and a church was located farther south on Alexander Avenue.[37]

Census schedules reveal a relatively transitory Black community in Port Orange. In 1900, nine Black families, natives of Florida, South Carolina, and Virginia, resided in the settlement. Most were farm laborers. Only one of those families remained in Port Orange in 1910, when three Black families and seven section hands labored for the railway. Only the Bolden family remained from a decade earlier, with Barnie, the husband, working at odd jobs and his wife, Jennie, working as a nurse. Richard, his son, cooked at a hotel, and another son, Wamaw, worked at the Port Orange opera house.[38]

In 1911, the Mt. Moriah Missionary Baptist Church was organized, with Rufus Brannam, Edward Sommerall, and W. Robinson serving as trustees. The congregation acquired land in the Conrad-Oates subdivision in May 1911 and completed a sanctuary later that year. Other settlers who purchased lots and built houses along Alexander and Orange avenues included Cudge Alexander, George Coleman, Lulu Forman, and Henry Nelson. In December 1916, the Volusia County Board of Public Instruction acquired land near the church, and T.E. Hall of Seville completed a wood frame school in January 1917. A second congregation, the African Methodist Episcopal Church of Port

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[36]*New York Times,* July 3, 1932; A.N. Marquis, *Who's Who in America* (Chicago, 1932), 907.

[37]Plat Book 4, p. 77, Volusia County Courthouse; Bureau of the Census, Thirteenth Census, 1910, Population schedules, Volusia County, Precinct 9.

[38]Bureau of the Census, Twelfth Census, 1900, Population schedules, Volusia County, Precinct 9; Bureau of the Census, Thirteenth Census, 1910, Population schedules, Volusia County, Precinct 9.

Orange, acquired land in 1917 after which they developed a sanctuary.[39]

The settlement expanded during the 1920s, when members of the Freeman family acquired property in the area. Annie Freeman purchased two lots and Hannah Freeman one lot along Alexander Avenue from the Conrad-Oates company in 1926. Nathaniel and Maggie followed in 1927. Each of the Freemans developed houses in the late 1920s and early 1930s, when the name "Freemanville" was applied to the area. Other new settlers included Jodie French, Walter Garvin, and Elliott Yearby. Some older residents expanded their holdings, including Lula Forman Hammond of Asbury Park, New Jersey, who had first acquired land in Port Orange in 1914 and increased her stake in the town in 1929. By the mid 1930s, Freemanville consisted of nearly thirty residents, many of whom either worked for the railroad, harvested oysters, or labored on farms or in homes. Beulah Dowsey and Mary Grager were nurses in town.[40]

In 1917, the town council took formal action to designate the location of the "settlement for the colored inhabitants of Port Orange," an irregular shape area at the north end of the town. The town's action outlined an area that roughly extended between the Halifax River, Dougherty Canal, and the western and northern boundary of the town limits. In 1928, the council first referred to the area "Freemanville," when residents requested the installation of streets lights along Ridgewood Avenue. Mt. Moriah Church, rebuilt in 1956 at 941 Orange Avenue, is the only building left standing in the historic Black settlement.[41]

Port Orange's bid to develop a tourist industry flagged during the period, largely because of successful promotion by developers in nearby Daytona Beach and New Smyrna Beach. In 1917, newspaper articles lamented that "The lack of hotel accommodations has been a serious drawback to this town and hotels should be a profitable investment." Generally, after 1916 the building trades declined as the United States turned its energies toward assisting the allied forces in World War I. Federal government restrictions on the construction industry drastically reduced house building, causing a postwar housing shortage that was then compounded by rising material costs. In Port Orange, development and construction declined for several years, and winter tourism experienced a mild recession.[42]

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[39]*New Smyrna News,* December 8, 1916, January 26, 1917; Deed Book 57, p. 24, Deed Book 63, p. 437, Deed Book 72, 594, Deed Book 84, p. 269, Volusia County Courthouse; the cornerstone of the church indicates the date of construction and church officers.

[40]Deed Book 184, p. 461, Deed Book 191, p. 254, Deed Book 217, p. 94, Deed Book 234, p. 169, Volusia County Courthouse; C.L. Coy, *Daytona Beach City Directory* (Tampa, 1933), 307.

[41]Town of Port Orange minutes, September 22, 1917, January 10, 1928.

[42]*New Smyrna News,* November 10, 1916; Weyerhaeuser Forest Products, *Your Future Home* (Washington, 1992), v.

Florida Land Boom and Bust (1920-1928)

In the 1920s, the nation entered a period of enthusiastic economic expansion. In Florida, a land boom caused real estate values to rise quickly and dramatically. Although the boom started in south Florida, particularly Miami, few parts of the state escaped the fever. In virtually every city and town new subdivisions were platted and lots sold and resold for quick profits. Sharing in that growth, Volusia County property assessments increased nearly three-fold from $11 million in 1917 to $28 million by 1927. Bank deposits swelled. In Port Orange, the population rose from 545 in 1920 to 1,226 in 1930. In 1925, the council revised the town's charter, re-incorporating as a city and expanding the city limits. The Port Orange State Bank was organized in 1926. Several commercial buildings, many dwellings, and a new school appeared, and real estate assessments increased from $149,250 in 1923 to $493,000 by 1927. The Deen Realty and West Daytona Development companies incorporated and opened offices in Port Orange.[43]

Among the most prominent people to move to the city in the 1920s was Elias De La Haye, one of east Volusia County's most gifted architects. Born in England, De La Haye derived his inspiration to design and supervise construction projects from his father, a contractor who built dikes in Holland, bridges in Scotland, and tunnels through mountains in Wales. The family immigrated to the United States in 1892, settling in Massachusetts, where De La Haye graduated from high school in 1905. "Del," as he became affectionately known, was graduated from Rensselaer Polytechnic Institute in Troy, New York, in 1912, after which he worked as a design engineer for the Boston & Maine Railroad and then the C.A. Dodge Company of Boston. In 1922, he moved to Sanford, Florida, where he opened an architecture practice. The following year he relocated to Port Orange, where he built a dwelling overlooking the Halifax River. He passed his state board exams, and joined the Daytona Beach firm of Fuquay and Gheen. In 1924, he established his own company, which was styled "De La Haye & Roberts."[44]

A gifted and talented architect, De La Haye prepared the plans for various types of edifices during his distinguished career, including apartment buildings, residences, a fire station, hotels, the Pier Casino and Dance Hall, and Tarragona Arch in Daytona Beach; Volusia County schools and gymnasiums in DeLeon Springs, Emporia, Orange City, Samsula, and Seabreeze; and the Arcade

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[43]City of Port Orange minutes, September 14, 1923, November 8, 1927; Florida Department of State, *Florida, An Advancing State, 1907-1927* (Tallahassee, 1928), 14-16, 104, 266; Bureau of the Census, Fifteenth Census, 1930, *Population,* 214; Corporation Book 3, p. 480, Corporation Book 4, p. 580, Volusia County Courthouse.

[44]Gold, *Volusia County,* 336; *Daytona Daily News,* June 27, 1924; *Daytona Beach News Journal,* February 6, 1949; Volusia County tax rolls.

Building and Post Office in Eustis. Among his largest projects include a locomotive roundhouse in West Springfield, Massachusetts, completed about 1918, and a eight-story warehouse for Harvard University in 1920. His professional associations included membership in the Rensselaer Society of Civil Engineers, Boston Society of Civil Engineers, Florida Architects Association for which he served seventeen years as treasurer and secretary, and supervising architect for the Florida Hotel Commission for nearly three decades. Unfortunately, the De La Haye house has been severely altered and the exterior displays few original features.[45]

Since the 1880s, Port Orange had attracted winter visitors, some of whom invested in real estate, built homes, and returned each winter. Although several northeastern and midwestern states were represented by seasonal residents, unusually high concentrations of owners came from the Illinois towns of Aurora, Joliet, Millington, Oswego, and Sandwich, all of which were near Chicago. Another cluster of seasonal residents maintained permanent homes in Ohio, in small towns such as Fletcher, Tippecanoe City, and West Milton, all of which are clustered near Dayton and Troy. The seasonal population trend gradually changed in the 1930s when some residents died, and others looked elsewhere for seasonal homes.[46]

Florida's speculative land bubble began to deflate in 1925. Bank deposits in the state had risen from $180 million to $875 million between 1922 and 1925, but began to decline in the late months of 1925. The FEC Railway announced an embargo on freight shipments to south Florida, where ports and rail terminals were clogged with unused building materials. Bankers and businessmen throughout the nation began to complain about transfers of money to Florida. Newspapers suggested fraud in land sales, and mortgages were offered below their face value. Large withdrawals followed in early 1926, traditional months for winter tourists and speculators. In 1926, forty Florida banks collapsed. Real estate assessments declined by $182 million between 1926 and 1928. By 1929, the city's tax assessments had fallen to $382,019 from $493,000 just two years earlier. Devastating hurricanes that hit southeast Florida in 1926 and 1928 killed thousands of people, providing a sad, closing chapter to the land speculation fever gone bust.[47]

Great Depression/World War II and Aftermath (1929-1946)

The experience of Florida during the Depression decade differed little from that of the rest of

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[45]Minute Book 4, p. 589; Minute Book 6, pp. 61, 67, 81, 86-87, 141, 149, 157, 168-69, 267, 315, Volusia County School Board, DeLand, Florida; Gold, *Volusia County,* 336; *Daytona Daily News,* June 27, 1924; *Daytona Beach News Journal,* February 6, 1949.

[46]Polk, *1922 Volusia County Directory,* 476-481; Polk, *1924 Volusia County Directory,* 663-671.

[47]Tebeau, *Florida,* 385-87.

the country. However, the tourist industry, primarily along the coast, provided revenue to hotels and restaurants, which were not part of the economic base of most other sections of the country. The changing patterns of Florida tourism played a significant role. Tourists took to the road in increasing numbers as America's love affair with the automobile blossomed. Florida cities in their path experienced consistent growth.

Between 1929 and 1933, 148 Florida state and national banks collapsed, including several in Volusia County. Deposits and investments fell, and approximately one out of four Floridians received some type of public relief and assistance by 1933. In Florida, an assortment of agriculture products and industries alleviated some of the economic strain experienced by more industrialized states. Citrus, lumbering and naval stores, phosphate mining, fishing, and cattle ranching industries helped to buoy the state's economy. Nevertheless, fruitfly infestation in orange groves, bank collapses, and low produce prices in the late 1920s and early 1930s created economic difficulties. Tourism increased in the 1930s as New Deal programs with shorter work weeks and enforced vacation time came into effect, creating a larger market of middle class tourists.[48]

In Port Orange, the State Bank closed in 1931, and about 1932 the Florida East Coast Railway discontinued passenger service to the city. To take advantage of Florida's burgeoning tourist market and help advertise its location, Port Orange's government officials and chamber of commerce styled the city as the "Pearl of the Halifax." The City of Port Orange also made some use of federal relief "New Deal" programs, which were created by the administration of Franklin Roosevelt to assist states and municipalities to improve infrastructure, construct buildings, conserve natural resources, create recreational facilities, and a host of other projects. Providing jobs to the unemployed, a series of "Alphabet Programs," so-called for the acronyms assigned them, were created, including among others the Works Progress Administration (WPA), Civil Works Administration (CWA), Civilian Conservation Corps (CCC), and Federal Emergency Relief Agency (FERA). The city made application to and inquired with federal relief agencies regarding assistance with construction of a city hall, improving the water works, developing a causeway and improving the existing bridge, and constructing a canning factory. Only minor improvements were eventually made to the waterworks and the bridge.[49]

World War II brought the United States out of the Great Depression. In Florida, military bases were reactivated or established in Key West, Tampa, Jacksonville, Tampa, and Pensacola. Smaller

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[48]V.O. Key, Jr., *Southern Politics* (New York, 1949), 82-87; Tebeau, *Florida,* 394, 400-02.

[49]City of Port Orange minutes, June 12, September 11, 1934, August 13, 1935, January 6, 1936, March 8, July 13, August 29, October 13, November 12, 1938, May 24, 1940; William Leuchtenburg, *The Perils of Prosperity* (Chicago, 1958), 241-273; William Leuchtenburg, *Franklin D. Roosevelt and the New Deal* (New York, 1963), 11, 53, 120-30, 174; Harold Cardwell, informant; early 1930s City of Port Orange letterhead in the city minutes carries the "Pearl of the Halifax" attribution.

training centers were also established in Daytona Beach and DeLand. Florida was one of only thirteen states with a net population increase during the war with military and war-related manufacturing contributing to the increase. Port Orange shared in that growth with the population nearly doubling from 662 to 1,048 between 1940 and 1945.[50]

CONCLUSION

In the late 1940s and 1950s, the city grew moderately. The economy was driven by agriculture and citrus production, tourism, and the railroad. Many servicemen stationed in Florida during the war returned with their families at its close to take up residence. A growing number of retired people from northern states moved to the area. Florida offered less expensive housing and lower property taxes than people were accustomed to in the North. Florida became a retirement haven for much of America. By 1960, only 1,801 people resided in Port Orange, but a dramatic demographic change occurred in the 1970s, when the population increased from 3,781 in 1970 to 18,756 a decade later. Port Orange continues to experience explosive growth, with the population reaching to 38,144 in 1993.[51]

The post-World War II experience of Port Orange is similar to that of virtually every American city: increasing numbers of automobiles and asphalt, an expanding interstate highway system, suburban sprawl, the gradual erosion of the central commercial districts, and strip development along major highways. The condominium, highrise hotel, and apartment building emerged as significant elements in Florida's housing patterns in the 1960s, making their impact on the seaboard, especially along U.S. Highway 1 and A1A. Development has destroyed some of the historic fabric of Port Orange, especially along Dunlawton and Ridgewood avenues. Additionally, many dwellings have been altered with additions and modifications insensitive to the original appearance and materials of the buildings. Many buildings have fallen victim to fire, time, the elements, and "progress", which Americans have traditionally defined as the replacement of an old building, however serviceable, with a new one. Many have been replaced by shopping facilities or modern buildings. The most significant threat to Port Orange's historic structures continues to be unbridled development. The historic buildings of Port Orange represent a small but important collection of cultural resources. They provide a visual link to the city's past. The listing of Port Orange's historic architectural resources in the National Register of Historic Places is a vital step in the preservation process and recording the cultural history of Florida.

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[50]Tebeau, *Florida,* 416-19; Jacksonville *Florida Times Union,* May 25, 27, June 20, July 28, 30, 1943; Allen Morris, *Florida Handbook* (Tallahassee, 1949), 252.

[51]Morris, *1976 Florida Handbook,* 561; Morris, *1986 Florida Handbook,* 557; Bureau of Economic and Business Research, *1994 Florida Statistical Abstract* (Gainesville, 1994), 19.

PROPERTY TYPE: F.1

1. Name of Property Type: Residential Buildings

2. Description: The historic residential buildings of Port Orange represent a modest collection of historic resources in the city. According to data compiled in a 1996 survey of historic resources in Port Orange, a total of 145 buildings were recorded in the city. Approximately 90 percent of the total recorded were built as residences with a few having been modified relatively recently to serve a commercial or office function.

Port Orange's historic residential buildings were, with few exceptions, designed and constructed by lay builders who drew upon traditional building techniques and contemporary stylistic preferences for their inspiration. The primary consideration was given to providing functional and comfortable spaces for the owners. Decorative features were sparse, and generally included knee braces and purlins along the eaves line. Although Frame Vernacular construction accounts for the largest number of historic dwellings, a variety of formal styles are evident, including Bungalow/Craftsman, Colonial Revival, Mediterranean Revival, Mission, and Prairie.

Most residential buildings conform to a relatively small scale and simple design. Although several rise two or two-and-one-half stories, most are one story in height. Porches or verandahs wrap along the facades and elevations of many houses, which typically are set on small lots with a moderate setback. Residences are scattered with small concentrations of historic dwellings appearing in several areas. Forms vary with side-facing and front-facing gable roofs, and although original roof surfaces included either wood or metal shingles or 3-V crimp sheets, composition shingle has replaced the original surfacing on many dwellings. A few display parapets with barrel tile cresting. Corbeled brick chimneys, some enhanced with coquina veneer, and shed and gable dormers pierce many roof lines. A large number of houses display synthetic exterior wall fabrics and replacement metal awning or sash windows. Many have lost much of their original architectural integrity.

Building plans form varied, irregular footprints. Most dwellings have main blocks from which gable extensions and small bays project to create an interesting interplay of units. Wood balloon frame structural systems predominate and clapboard, drop siding, and wood shingles serve as common exterior wall fabrics. Stucco covers the walls of a small number of dwellings. Brick, concrete, and rough-face cast block piers serve as the foundation for most buildings. Some rest on continuous brick foundations, and a few foundations are embellished with coquina or stone veneers.

Fenestration varies depending on the particular style of each dwelling and the materials available during construction. Dwellings that display Bungalow/Craftsman, Mediterranean Revival, and

Mission influences typically exhibit asymmetrical facades but regular fenestration. Casement and double-hung sash with multiple panes are common window types. Transoms and sidelights embellish entrances on more formal designs.

Porches appear on many dwellings. Although verandahs extend along the facades of many large residences, most buildings display small end or entrance porches. Porch roofs include integrated, hip, gable, and shed designs, and roof supports take several forms, including wood posts and tapered or round columns on brick piers or knee walls. Many dwellings have porches or verandahs enclosed to provide additional interior living space.

Bungalow/Craftsman

The Bungalow/Craftsman style is a historic design represented in Port Orange. The term "Bungalow" is derived from the Bengali "bangla," a low house with porches developed by the British in the Far East during the nineteenth century. One observer remarked that the building was, "a purely utilitarian contrivance developed under hard and limited conditions." While the origin the Bungalow and some of its design features were Bengalese, many of its details were of Oriental inspiration. Japanese construction techniques, exhibited at the California Exposition of 1894, placed emphasis on an extensive display of structural members and the interplay of angles and planes, which became integral parts of Bungalow design. In the United States, Gustav Stickley, a craftsman that later gained a national reputation, established in 1901 *The Craftsman,* a monthly journal through which he stressed the importance of constructing Bungalows in harmony with the immediate surroundings and employing low broad proportions with minimal ornamentation. Stickley believed that the character of a Bungalow should be, "so natural and unaffected that it seems to sink into and blend with any landscape." He urged the use of local materials in Bungalow construction and that they be, "planned and built to meet simple needs in the simplest and most direct way."

In contrast to Stickley's Bungalow philosophy, some early models were large residences designed by trained architects for use as either seasonal homes on the New England coast or year-round homes in California. One of the important architectural firms of expansive Bungalows, Charles Greene and Henry Greene received commissions for a number of large Bungalows in California, including the Gamble House (1908) and the Irwin House (1909). By 1910, the building market became flooded with catalogs of plans for inexpensive designs. Among others, Sears, Roebuck and Company made available by 1916 Bungalow kits that contained standardized materials, which also helped to subvert Stickley's emphasis on local designs and materials. *Bungalow Magazine,* another early twentieth-century architecture journal, featured house plans and articles about economical use of space, interior decoration, and landscaping. Residences in those magazines were duplicated across the United

States and reinforced humbler aspects of the Bungalow, which eclipsed the earlier grand versions. In Florida, the Bungalow emerged as a popular residential design about 1910. One of the most common formal residential designs in the state during the Florida land boom of the 1920s, the style retained its popularity into the 1930s.

The most prominent characteristic of the style is its lack of height. With rare exceptions the Bungalow is a one or one-and-one-half-story building with a shallow-pitch roof. Although side-facing and front-facing gable roofs were common design features, some elaborate models display a complex roof structure. The typical Bungalow has two rooms across the main facade, emphasizing horizontality at the expense of height. The porch, an integral part of a Bungalow, generally complements the main block. Masonry piers on which the porch rests are continued above the sill line and serve as part of the porch balustrade. The piers are surmounted by short wood columns upon which sit porch roofing members. The choice of exterior sheathing materials vary from log, wood shingle and drop siding, stucco, and stone veneers. Fenestration is consciously asymmetrical, although small windows typically flank the chimney. Double-hung sash windows frequently appear in groups of two or three, with upper sashes divided into several vertical panes. Other features include dormers, carved rafter ends, knee braces.

Colonial Revival

Colonial Revival was a dominant style of American residential architecture during the first half of the twentieth century. The term "Colonial Revival" refers to a rebirth of interest in the early English and Dutch houses of the Atlantic Seaboard. The Georgian and Adam styles were the backbone of the Revival, which also drew upon Post-medieval English and Dutch Colonial architecture for references. The style was introduced at the Philadelphia Exposition of 1876, when the centennial of the Declaration of Independence sparked renewed interest in the architecture of the colonial period. Many of the buildings designed for the Exposition were based on historically significant colonial designs. Publicity on the Exposition occurred simultaneously with efforts made by national organizations to preserve Old South Church in Boston and Mount Vernon. About the same time a series of articles on eighteenth century American architecture appeared in the *American Architect* and *Harpers*. The publicity the Colonial Revival style received helped to make it popular throughout the country.

In Florida, the popularity of the style was eclipsed in the early 1920s by the Bungalow and Mediterranean Revival styles. The typical Colonial Revival house in Florida is an eclectic mixture of several of colonial designs rather than a direct copy of a single plan. The influences of the Prairie style and American Foursquare plan often appear on models. The style appeared in the state in the late 1880s and reached the height of its popularity in the second and third decades of the twentieth century.

Some identifying characteristics of Colonial Revival architecture include gable, hip, or gambrel roofs, often pierced by dormers; an accentuated door, normally with a classical surround, either solid or glazed; simple entry porches supported by slender columns; a symmetrical facade (although it is fairly common for the door to be set off-center); double-hung sash windows, usually with multi-pane glazing in each sash; and windows that are frequently set in pairs.

Frame Vernacular

Frame Vernacular, the prevalent style of residential architecture in Port Orange, refers to the common construction techniques employed by lay or self-taught builders. The Industrial Revolution permitted standardization of building materials and parts, which exerted a pervasive influence over vernacular house design. Popular magazines helped to disseminate information about architectural trends throughout the country. The railroad provided affordable and efficient transportation for manufactured building materials. Ultimately, individual builders had access to a myriad of finish architectural products from which to create their own designs.

In Port Orange, frame vernacular buildings are typically one or two stories in height, with a balloon frame structural system built of pine. They are mounted on masonry piers, most often made of bricks, and plans are usually rectangular, though L-shape plans were often used to maximize cross-ventilation. Most display gable roofs steeply-pitched to accommodate an attic. Horizontal drop siding, and wood shingles are common exterior wall fabrics. Often employed as original roof surfacing materials, wood or pressed metal shingles have nearly always been replaced by composition shingles in a variety of shapes and colors. The facade is often placed on the gable end, making the height of the facade greater than its width. Porches are also a common feature. Windows are generally double-hung sash with multiple panes. Decoration, generally limited to ornamental woodwork, includes tapered or round porch columns, balustrades or knee walls, and knee braces, purlins, and exposed rafter ends under the eaves.

Mediterranean Revival

The Mediterranean Revival style, largely found in those states with a Spanish colonial heritage, embraces a broad category of subtypes of Spanish revival architecture in America. The style gained popularity in the American Southwest and Florida during the early twentieth century. The influence of Latin American architecture found expression through a study made by Bertram Goodhue at the Panama-California Exposition in San Diego in 1915. The exhibition featured the rich Spanish architectural variety of South and Central America. Encouraged by the publicity afforded the

exposition, architects began to look to the Mediterranean basin where they found more building traditions, and often used regional historical precedents to design buildings within a local context.

In Florida, the popularity of the style soared in the 1920s and maintained a pervasive influence on building design until World War II. The style came to symbolize Florida architecture during the 1920s and was adapted for a variety of building types ranging from churches, country clubs, townhouses, commercial and government buildings, hotels, mansions, railroad depots, theaters, and small residences, the latter often referred to as "Spanish bungalows." Journals, such as *Architectural Record,* featured articles on the style. In June 1925, *House Beautiful* characterized the style as "a new composite style...producing a type of small villa distinctly for and of Florida." Even small models were often picturesque, displaying an "architectural blend that make it essentially appropriate for adaptation in Florida. Informal in its essence as well as in its execution, this Mediterranean style accords well with the informal life of the great winter resort to which yearly thousands repair to escape all that reminds them of the North." For a brief period during the 1920s, the style gained popularity throughout the country. Sears, Roebuck and Company offered a number of ready-to-assemble house kits between 1918 and the late 1920s that displayed Spanish influences. In the 1930s, even as its popularity waned, the style was applied to large public facilities built using New Deal assistance moneys in the American Southwest.

Identifying features of the style include complex roof plans, often a combination of flat, gable, and hip roofs with ceramic tile surfacing or cresting along parapets or pent eaves. Arcaded wings embellish large models. Textured stucco exteriors often originally displayed pigments mixed with the cement to form a rich intensity or a light tint. Medallions, sconces, and ceramic tiles adorn walls and chimneys exhibit arched vents and caps with barrel tile cresting. Entrance porches and loggias are contained within arched openings and multi-light casement and double-hung sash windows, often deeply set in the walls or arched openings, admit natural lighting into the interior. Wrought-iron balconets typically protect small balconies with French doors, and pergolas, fountains, and trellises or patios often appear in the surrounding landscape.

Mission

The Spanish Mission style is found almost solely in those states that have a Spanish colonial heritage. It originated in California during the 1890s and was given impetus when the Southern Pacific railways adopted it as the style for the depots and resort hotels it constructed throughout the Far West. Early domestic examples were faithful copies of their colonial ancestors, but during the first two decades of the twentieth century other influences--most notably those of the Prairie and Bungalow styles--were added to produce new prototypes.

In Florida, the Spanish Mission style gained widespread popularity during the decade before the collapse of the Florida land boom. It was adapted for a variety of building types ranging from grandiose tourist hotels to two room residences. Identifying features of the style include flat roofs, always with a curvilinear parapet or dormer either on the main or porch roof; ceramic tile roof surfacing; stuccoed facades; flat roof entrance porches, commonly with arched openings supported by square columns; casement and double-hung sash windows; and ceramic tile decorations.

Prairie

The Prairie style, one of few indigenous American architectural forms, was developed by a creative association of Chicago architects. The style was mastered by Frank Lloyd Wright in the 1890s with large concentrations of the style appearing in the Midwest over the following decades. Although pattern books helped to distribute vernacular forms of the style throughout the country, the Prairie style was a short-lived architectural form with its popularity rising and falling from favor between 1895 and World War I.

In Florida, the Prairie style gained only moderate acceptance, and was eclipsed by revival styles of the American colonial period and from Europe and the Mediterranean basin, which gained popularity and flourished during the so-called Land Boom of the 1920s. Perhaps the largest collection of buildings designed in the style in Florida are located in Jacksonville, where architects applied the style to buildings constructed there following a devastating fire in 1901.

Distinctive features of the style include a two-story design, often with a bold interplay of horizontal planes against a vertical block and secondary vertical details. Low-pitched gable, flat, or hip roofs with boxed eaves often contrast with dormers, massive chimneys, and horizontal ribbons of windows, often treated with leaded glass. Cantilevered overhangs, one-story porches, porte cocheres, or extensions with massive column supports are secondary features. Brick, stucco, tile, or rough face cast stone exterior wall fabrics often appear in combination with wood. Classical, Mission, or Italian Renaissance influences, such as tiled roofs or cornice line brackets, are prominent in some models.

3. Significance: The historic residential buildings of Port Orange are significant at the local level under the National Register criteria A, B, and C. The residences served as the homes of merchants, farmers, politicians, and seasonal visitors. Local stylistic trends in architecture are consistent with those found across Florida during the late nineteenth and early twentieth centuries. Formal designs appearing along the streets of the city include Bungalow/Craftsman, Mediterranean Revival, Mission, and Prairie. The buildings have significance for their association with Port Orange's development as a tourist and agricultural region. They have further significance as examples of national trends in residential

architecture during the period in which they were constructed.

4. Registration Requirements: For buildings to be eligible for nomination under the F.1 property type they must have served as historic residential function, have been constructed during one of the historic periods outlined in Section E, and lie within the city limits of Port Orange. Eligibility for individual buildings is restricted to (1) exceptional examples of a style or type of architecture; or (2) buildings associated with important local historical events or community leaders. Individual buildings must retain their original appearance to a high degree. The Secretary of the Interior's *Guidelines for Rehabilitating Historic Buildings* shall serve as a guide for gauging the eligibility of dwellings. Alterations sensitive to the original design and appearance of the house will not preclude eligibility. Such additions generally appear on the rear of dwellings. The addition of small bays or oriels, porte cocheres, and dormers that contribute to the character of a dwelling and do not disrupt the original rhythm and styling are acceptable. Asbestos shingles installed over the original exterior siding of dwellings during the historic period do not preclude a property from eligibility. Enclosing porches in a manner that results in a diminution or loss of historic character, such as using solid materials like wood, stucco, or masonry, will exclude a building from eligibility. Replacement windows should display original sash, casement, or hopper glazing appearance. Dwellings that display materials inconsistent with the historic period in which they were constructed, or the removal of significant architectural details are excluded from eligibility

PROPERTY TYPE: F.2

1. Name of Property Type: Commercial Buildings

2. Description: The historic commercial buildings of Port Orange represent a small cluster of edifices. According to data compiled in a 1996 survey of historic resources in Port Orange, six buildings surveyed originally served a commercial function. An additional nine buildings that have been relatively recently converted from a residential function to serve a commercial or office purpose do not contribute to this property type. Buildings constructed for an expressed commercial function, such as hotels, offices, and retail stores, are included in the property type.

Port Orange's historic commercial buildings display Frame or Masonry Vernacular styling with flat or gable roofs and exterior walls displaying brick, drop siding, or rough-face cast block. Most are single story buildings, but several rise two stories. Original detailing is sparse and sometimes missing. Masonry piers or poured concrete serve as the foundation. All of the commercial buildings inventoried have been altered to some degree.

Masonry Vernacular

The term "Masonry Vernacular" is defined as the common masonry construction techniques of lay or self taught builders. Prior to the Civil War vernacular designs were local in nature, transmitted by word of mouth or by demonstration, and relying heavily upon native building materials. With the coming of the American Industrial Revolution mass manufacturers became the pervasive influence over vernacular building design. Popular magazines featuring standardized manufactured building components, plans, and house decorating tips flooded consumer markets and helped to make building trends universal throughout the country. The railroad also aided the process by providing cheap and efficient transportation for manufactured building materials. Ultimately, the individual builder had access to a myriad of architectural products from which he could select to create a design of his own.

Masonry Vernacular is more commonly associated with commercial building types than with residential architecture where wood frame houses dominate. In Florida, most examples predating 1920 were brick, but a number of older examples feature the rough-faced cast concrete block popularized by Henry Hobson Richardson in his Romanesque buildings of the late nineteenth century. The Masonry Vernacular designs of the 1920s were most often influenced by popular Spanish designs of the period. The main masonry building materials during the period were hollow tile and brick. During the 1930s Masonry Vernacular buildings, influenced by the International and Modernistic styles and the increased use of reinforced concrete construction techniques, took on an increasing variety of forms. Since

World War II concrete block construction has been the leading masonry building material used in Florida.

3. Significance: The historic commercial buildings of Port Orange are significant at the local level under the National Register criteria A and C in the areas of architecture and commerce. They represent stylistic trends in architecture consistent with those found in Florida during the late nineteenth and early twentieth centuries. The buildings played an important role in Port Orange's development.

4. Registration Requirements: For buildings to be eligible for nomination under this property type they must have served a historic commercial function, have been constructed during one of the historic periods outlined in Section E, and lie within the city limits of Port Orange. Eligibility for individual buildings is restricted to (1) exceptional examples of a style or type of architecture; or (2) buildings associated with important local historical events. Buildings nominated under this area of significance must retain their original appearance to a high degree. The Secretary of the Interior's *Guidelines for Rehabilitating Historic Buildings* shall serve as a guide for gauging the eligibility of buildings. Alterations sensitive to the original design and appearance of the building will not preclude eligibility. Such additions generally appear on the rear elevation. Additions that contribute to the character of a building and do not disrupt the original rhythm and styling are acceptable. Enclosing storefronts in a manner that results in a diminution or loss of historic character such as using solid materials like wood, stucco, or masonry will exclude a building from eligibility. Storefronts are almost always altered to some degree, and are not as critical as the areas or stories above the storefront. Replacement windows should display original sash, casement, or hopper glazing appearance. Commercial buildings that display materials inconsistent with the historic period in which they were constructed, or the removal of significant architectural details are excluded from eligibility.

PROPERTY TYPE: F.3

1. Name of Property Type: Public, Religion, and Transportation Buildings

2. Description: The historic public, religion, and transportation buildings of Port Orange represent a small but meaningful property type, which includes churches, depot, meeting hall, and a school. According to data compiled in a 1996 survey of historic resources in Port Orange, five buildings originally served one of those functions.

Several buildings of the property type exhibit frame vernacular construction, while others display influences of the Gothic Revival and Mission styles. Footprints are irregular with gable or flat roofs protecting from the primary body of the building. Brick or wood serve as exterior wall fabrics. Fenestration is typically regular with double-hung sash or fixed windows providing natural interior lighting. Continuous and pier type foundations of brick and concrete support buildings.

Gothic Revival

The Gothic Revival style, popular in America between 1840 and 1860, was developed in England early in the nineteenth century. In the United States, Richard Upjohn and Alexander Jackson Davis employed the style for ecclesiastical buildings. Examples of the style range from Upjohn's masterpiece, the Trinity Church in New York City (1839-1846), to his smaller Carpenter Gothic version of the style, St. Luke's in Clermont, New York (1857). The style became popular through pattern books, which showed the suitability of the style even to modest domestic designs. Andrew Jackson Downing stressed the application of the style in rural settings. His efforts helped to make Gothic revival one of the dominant residential styles of the 1840s. The style went into decline following the Civil War, and relatively few examples exist in Florida.

The Gothic style experienced a renaissance in the late nineteenth and early twentieth centuries. Buildings that embody the style from this later period typically have more subdued detailing and are often smaller than their predecessors. Few residential Gothic Revival models were built in Florida and most were located in older towns. Small churches erected between the 1870s and 1890s by the Episcopal Dioceses are scattered throughout the peninsula. A later variant of the style, Collegiate Gothic, appeared in the 1890s on university campuses in the Northeast, and in Florida during the early twentieth century. Identifying features of the style include steeply-pitched gable roofs, often with one or more intersecting cross-gables, decorative vergeboard in the gable ends, open eaves, a variety of wood sidings, one story entrance or end porch, and varied window treatments including lancet, cantilevered oriels, and double-hung sash windows, often with diamond pane glazing.

3. Significance: The historic public, religion, and transportation buildings of Port Orange are significant at the local level under the National Register criteria A and C in the areas of architecture, education, religion, social history, and transportation. They represent stylistic trends in architecture consistent with those found throughout Florida during the late nineteenth and early twentieth centuries. The buildings have further significance for their association with Port Orange's cultural development during the historic period.

4. Registration Requirements: For buildings to be eligible for nomination under this property type they must have served either a historic education, religious, social, or transportation function, have been constructed during one of the historic periods outlined in Section E, and lie within the city limits of Port Orange. Eligibility for individual nominations is restricted to (1) exceptional examples of a style or type of architecture; or (2) buildings associated with important local historical events. Buildings nominated under this area of significance must retain their original appearance to a high degree. Buildings that have been moved, in accordance with criterion consideration B, should retain enough historic features to convey their architectural values and retain integrity of design, materials, workmanship, feeling, and association to a high degree. A building that has been significantly altered by additions, the application of materials inconsistent with the historic period in which they were constructed, or the removal of significant architectural details is excluded from eligibility.

SECTION G: Geographical Data

The historic architectural resources eligible for listing under this cover are within the incorporated limits of the City of Port Orange, Volusia County, Florida.

SECTION H: Summary of Identification and Evaluation Methods

In 1996, a comprehensive survey was initiated to determine the nature and extent of historic properties in Port Orange. The methodology used in conducting the survey consisted of several steps. Initially, a literature search was conducted to determine the periods of development, activities, and personalities significant to the development of the city, and to identify any previously recorded historic buildings. It was determined that all buildings constructed before 1947, regardless of condition or integrity, would be included in the survey. Subdivision dates and architectural evidence based on known models of similar size and design were employed to assist in determining the age of buildings.

The field survey confirmed the location of extant properties. The survey team inspected, photographed, and recorded the location of each property on a base map. The team noted its condition, integrity, and surroundings. Site data was also recorded and an inventory was compiled. In accordance with the survey criteria 145 buildings were recorded during the course of the project. After the completion of the field work, the team recorded the address, legal description, and architectural information of each property on a dbase IV program compatible with the Florida Site File, a repository for information pertaining to historic standing structures and archaeological sites in Florida.

The development of a historical context for evaluating properties in Port Orange constituted a major portion of the survey. The historic buildings were assigned architectural styles and an examination of the city by theme, period of significance, and concentration was conducted. A literature search focused on the development of the city, emphasizing important activities, events, and individuals. Research was conducted at Edgewater Public Library, Florida State Archives and Florida State Library in Tallahassee, Halifax Historical Society in Daytona Beach, Orlando Public Library, Port Orange Public Library, P.K. Yonge Library of Florida History in Gainesville, DuPont-Ball Library at Stetson University in DeLand, and Volusia County Courthouse. A number of local informants were also consulted. The research information formed the basis for the final report and historical information included on the Florida Site File forms.

Evaluation of the architectural styles, historical significance, and concentration of the historic buildings resulted in a final report on the history and architecture of Port Orange with recommendations for National Register nominations. It was determined that Port Orange's historic resources were concentrated near the Halifax River, where several clusters appeared to retain sufficient integrity for the creation of relatively small historic districts. In addition, a few buildings appeared to possess sufficient integrity for individual listing in the National Register. Further research was conducted to determine the full extent of the significance of those buildings and evaluate the architectural and historical significance of any other buildings recorded during the survey. Owner

consent was obtained. Then, the necessary forms and text were drafted, and maps with associated photographs prepared to provide reviewers with documentation and visual aids that convey a sense of Port Orange's most significant historic architecture.

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