

Sight-Seeing Boats in Mid-Twentieth Century Broward County

By Denyse Cunningham



The Mindanao, one of the four boats of the Forbes Pioneer Boat Line, 1913.

Broward County Historical Commission, Alta Work Collection.

Broward County has long attracted boaters. The Seminole would ply the Everglades and coastline in dugout canoes. Early white settlers traveled by water as there were few passable roads. Boats would take passengers up and down the North New River Canal to examine Everglades land for sale. And once the area's population grew, the potential of tourist money was evident; sight-seeing boats became a popular attraction and they remain so today.

In 1912, Captain Felix Forbes' launch the *Dixie*, made weekly sailings to Stranahan's dock on the New River in Fort Lauderdale. This was the beginning of Forbes Pioneer Boat Line. In 1913, he added the boats *Mayflower*, *Wanderlust*, *Eva*, *Everglader* and *La Rochelle*.¹

By 1916, Forbes was making regular trips up the Miami Canal, taking passengers all the way to Lake Okeechobee, Fort Myers and back.² He would leave Tuesday morning and return on Thursday evening, charging \$7 for round trip passage.

After he received the contract to carry mail, Forbes acquired the former yacht *Mindanao*. Because so many potential land purchasers used his boats, Forbes built a hotel on Ritta Island.³ Later, his brother, Captain Edward E. Forbes, had the successor boat line, the South Shore Transportation Company, with the boats *Fox* and *Arline G*.⁴

Boats would transport passengers to view Everglades land for sale as well as delivering mail, ice, crops and other commodities. Lawrence E. Will described part of his boat trip in 1913 in his book, *A Cracker History of*

Okeechobee:

Here [Fort Lauderdale] we hired our ex-policeman friend, Felix A. Forbes, to take us in his power barge EVERGLADER up the North New River Canal 57 miles to where my father and others had bought their land, four miles from Lake Okeechobee.

As the sun was rising we headed upstream, rounding the wooded curves of the beautiful New River. Beyond the entrance to the canal, we passed through the locks, six miles from town. After that for the whole livelong day till sundown, we chugged up the monotonous canal with nothing to be seen on either hand but saw grass.

Boats would also take farmers out to their land in Davie. The *Margie M.* and the *N. B. Broward* were two such boats. Davie pioneers Felix Forbes,

Ed Hammer, Ed Saar and Fred Aunapu were boatmen.

Two of the earliest tour boats were the *Kathleen* and the *Sea Gull* operated by Freeman's Tours "on the beautiful New River and to the Everglades." In the mid teens, John W. Freeman and his wife, Alice, moved to Fort Lauderdale. Freeman was listed as the owner of a houseboat in the 1920 Federal Census and as the captain of two boats operated by the Freeman Tours, making him the earliest tour boat operator. His boats "transported sightseers from the streets of downtown to the shores of Fort Lauderdale's beach."⁵

Keeping the canals clear for boat traffic became impossible. The canals, which had been used to transport people and crops to the railheads, had silted over by 1921 and steamboat traffic ended. The last passenger boat from Belle Glade was the *Passing Thru*.⁶

Vessels like the *Skylark*, captained by

C. M. Stone, as well as the *Liberty*, a freight boat captained by John W. Ziegler, plied the waters between Miami and Lake Okeechobee via the New River canals. These excursions offered the newcomers a full day of

FREEMAN'S TOURS

On the Beautiful New River
and to the Everglades



On Yachts "Kathleen" and "Sea Gull"
Our Tenth Season Here

Freeman's Tours Brochure. Courtesy of the Wilton Manors Historical Society.



The Kathleen. *Broward County Historical Commission, John Henry Moore Collection.*



Downtown Fort Lauderdale, 1937. Broward County Historical Commission, Jack Egan Collection.

leisure activities. The tourist boats not only allowed visitors to view the beauty of the city, but at times enhanced such beauty by merely being on the water themselves.”⁷

Fort Lauderdale beach was a place where early residents could go for entertainment, but before the Las Olas Bridge was constructed in 1917, people had to take boats to the barrier island. The only structures on the beach at the time were the life-saving station, the private lodge of Thomas Watson, and the vacation cottage of reclusive Hugh Taylor Birch.

Not much happened at the beach during the week, but it was a popular destination during holidays and weekends.⁸ “Capt. Richard ‘Dick’, T. LaVigne with his boat, the *Excelsior*, is credited with being the first to run excursions on Sundays to the old wooden casino located on the beach.”⁹ LaVigne was listed as a “boatman” in the 1918 Fort Lauderdale city directory.¹⁰

Another early sightseeing boat in Broward County was the *Abeona*, named for an ancient Roman

goddess who protected children when they left home. Owner Harry F. Kestner brought the craft down to Fort Lauderdale from Essington, Pennsylvania. Kestner and his wife, May, first arrived in Fort Lauderdale in 1919 and operated a fishing boat service for tourists.¹¹ They moved to Fort Lauderdale permanently around 1933 and started a sight-seeing boat service. It was popular from the start. According to one source, during the 1935 tourist season the *Abeona* carried 2,556 passengers.¹² At one

time it was the only boat stationed by the old vegetable docks in downtown Fort Lauderdale not devoted solely to fishing.

Newspaper columnist Wesley Stout described the *Abeona* as the “Queen of the New River.” The double-decker *Abeona* had been a Consolidated Shipbuilding’s express cruiser, which cost \$54,000, or \$1,000 a foot, in 1924.¹³ The *Abeona*’s final resting place was the Ravenswood Marina at 4470 Ravenswood Road in Dania Beach.

Other boats and tour boat companies in Broward County soon followed the *Abeona*. These included: *Suwanee*, *Okeechobee*, *Annie Otto*, *Jungle Queen*, *Water Bus*, *We-Kiva*, *Fireball*, *Miss Everglades*, *Poraco*, *New River Queen*, *Venetian Boat Lines, Inc.*, *Everglades Jungle Cruise*, *Scotty Allen*, *Miss Juanita*, *Miss Gateway*, *Circular Jungle Cruise*, *Glass Bottom Boat Company*, *Aqua Glades Sightseeing Service*, and *Caroline*. The *Nellie G II* sailed out of Pompano and *Arthur-K* and *Nikko Gray Line* out of Hollywood.

These boats all carried tourists past



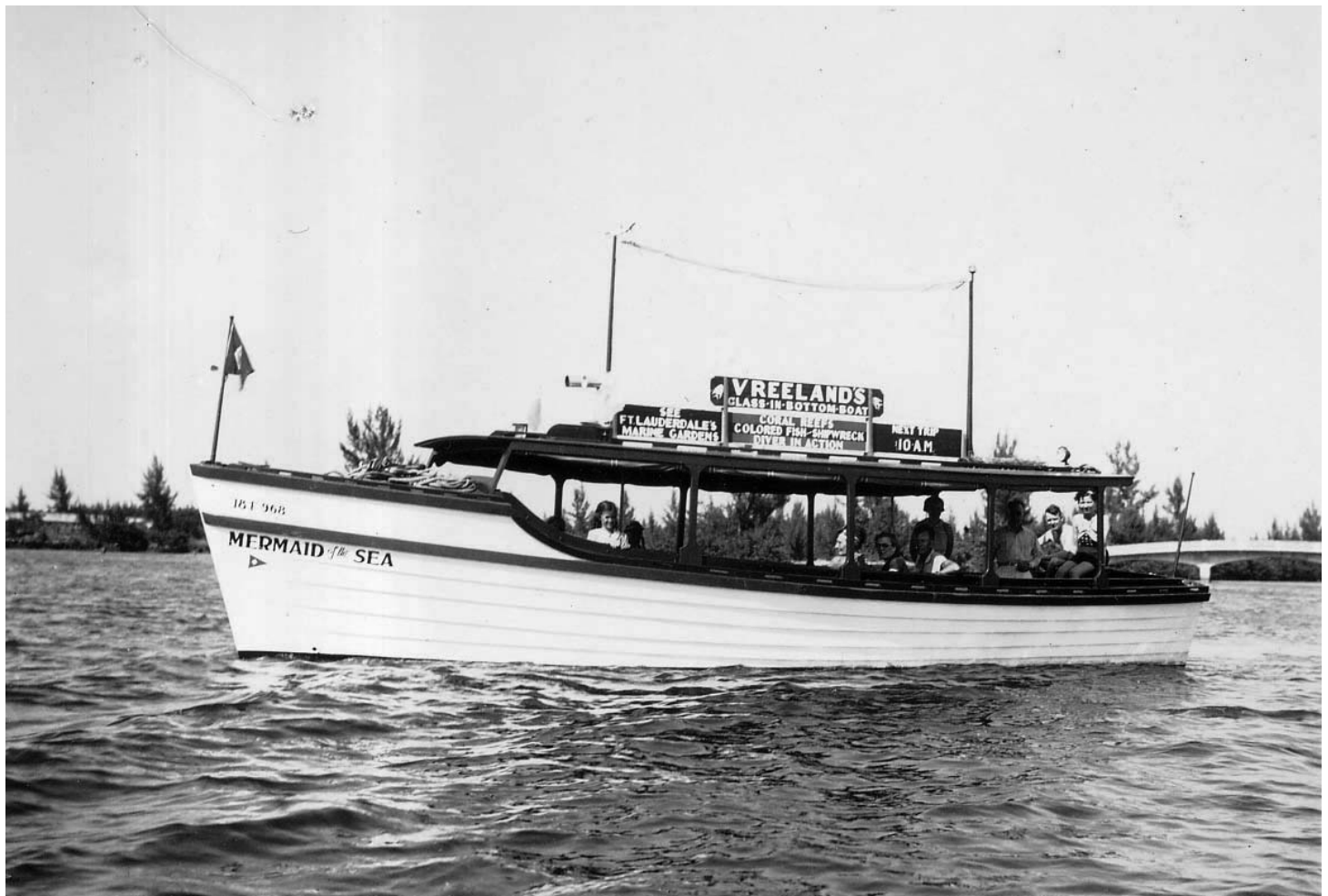
Tour boat on New River. Martin Rubin Collection.



Glass Bottom Boat. Broward County Historical Commission, James Vreeland Collection.



Glass Bottom Boat. Broward County Historical Commission. Photo by Anthony Kozla.



Glass Bottom Boat, Broward County Historical Commission, James Vreeland Collection.



“Little Florida.” Broward County Historical Commission, James Vreeland Collection.

“scenically beautiful, geologically intriguing, and comprehensively satisfying” sights they would typically not see at home. These included natural jungles and man-made “wonders,” the Everglades, orange groves, the State Forest Reservation,¹⁴ the whirlpool,¹⁵ “Little Florida,”¹⁶ mangrove swamps, the Dania Chimpanzee Farm,¹⁷ wildlife such as manatees and birds, Tarpon Bend, Starlight Landing,¹⁸ the giant Banyan tree,¹⁹ a palm nursery, and the Florida Sea Life Aquarium.

Boats would stop at tourist attractions such as Indian villages complete with alligator wrestling and trinkets for sale. A thrilling water ski show could be viewed. Another attraction was the Briner Electric Fountain, a feature of the winter home of Charles J. Briner located in the Riverside Subdivision at 1000 SW Fifth Place in Fort Lauderdale. During the tourist season Briner would keep the fountain lit with multicolored lights at night. “Thousands visit it each winter, the fountain having become



Florida Power and Light Building. R. L. and Helen Landers Collection.

one of the show places of Broward County.”²⁰

Man-made marvels seen on the boat rides included the Florida Power and Light Company building (torn down in the 1990s), World Sea Port (Port

Everglades), a rock quarry, the Fort Lauderdale Naval Air Base (now the Fort Lauderdale-Hollywood International Airport), the Cooley monument, limestone mines and grottos, the Dania Harbor, the site of old Fort Lauderdale, and the United States Coast Guard Base.²¹

The world of the wealthy could be observed by sight seers who cruised past charter fishing boats, palatial yachts, the “World’s Largest Yacht Basin” Bahia-Mar, and Victoria Park. A popular feature on the tour was the opportunity to view beautifully landscaped waterfront island estates. Since many of these homes faced the water, they could only be truly appreciated from a boat. Estate homes pointed out by the guide might include the Briner Estate,²² the Birch Estate,²³ Evinrude Estate,²⁴ home of O. R. Burkart of St. Louis,²⁵ home of Jack Valentine, Valentine Bar of Music and the Stranahan Home.²⁶ There were hundreds of island estate homes on Venetian Waterways, Rio Vista Isles, Victoria, Hendricks,

Navarro and Coral Isles, along with many others. The homes' porticos, colonnades and expanses of glass doors faced the water and could only be truly appreciated by boat.

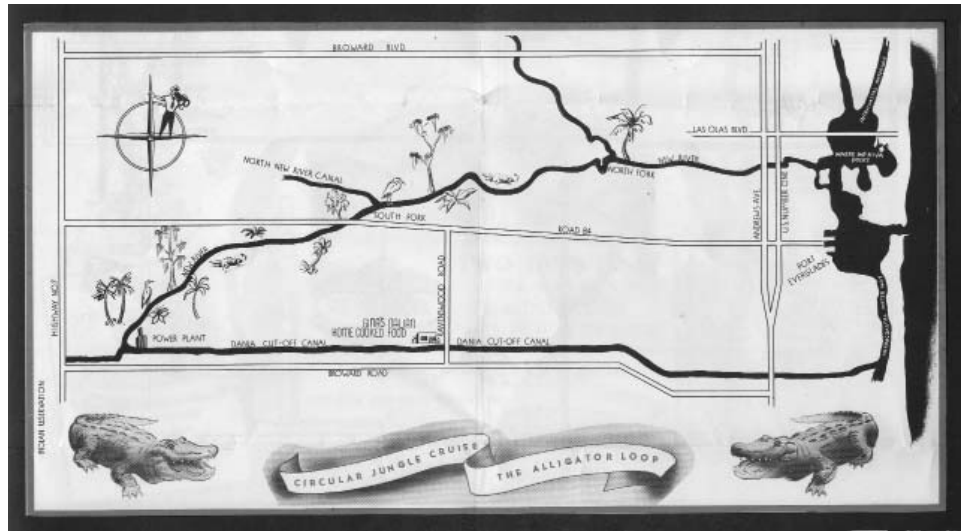
The earliest boat tours pointed out actor Joe Jefferson's houseboat, the *Wanderer*, which was docked at Shady Banks, east of present-day I-95. Today, guides on modern sightseeing cruises still recount celebrity gossip and historical facts with varying degrees of truth.

A large number of low stationary bridges meant that many of the canals in Fort Lauderdale could not be reached by large boats. Boats with low height clearance could navigate more waterways because they could go under low fixed bridges and could provide views to more private homes. One vessel, the "*Little*" *Water Bus*, claimed it was built to pass under 57 fixed bridges.

Real estate sales companies' excursion boats offered free trips. Salesmen brought potential lot buyers on sightseeing boats to fish fries held at Burnham's Point.²⁷ At that time, the remote Burnham's Point, where Harbor Beach is today across Highway A1A from the Sheraton Yankee Clipper, could only be reached by boat. When the tourists got off the boat, hard-sell tactics were used and they could not escape the salesmen. Another real estate scheme had passengers stop for 30 minutes out in the Everglades to "give our passengers a chance to get out and see bearing orange groves and truck farms on rich muck land that was at one time covered with water."²⁸

Another stop for some boats was the New River Jungle (where the *Jungle*

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The Route of the We-Kiva. Broward County Historical Commission, Patrick Scott Collection.



O. R. Burkart Home. Broward County Historical Commission, James Vreeland Collection.



Burnham's Point. Broward County Historical Commission, Clyde Brown Collection.

Pond Apple Slough's Long Journey



Robert H. Gore. Broward County Historical Commission, Gore Family Collection.

The South Canal Jungle, also known as the Pan-American Park, State Forest Reservation or the Florida State Forest, was an ill-fated dream of Robert H. Gore, then publisher of the *Fort Lauderdale Daily News*. He bought the 270-acre tract of land in the late 1920s and early 1930s and gave it to the Florida Board of Parks and Historic Memorials (later known as the Florida Board of Forestry) on December 21, 1938, on the condition that it would be developed as a state park. The site was in the peninsula formed by the intersection of the North and South New River Canals, bounded roughly by the South Fork of the New River, State Road 84 and State Road 7.³⁰ The property is located in the southern half of section 19 of Township 50, Range 41. It was suggested that the park be named "Gore Park," but Gore insisted that it be called Pan-American State Park.

Gore had an extensive collection of orchids and proposed donating them to the park. He planned to purchase even more for the site, offering to send an orchid botanical expert to

South America and Central America to collect rare specimens of orchids and other jungle plants. He had dreamed that the state would develop the land with boating, fishing, trails and paths, and it would serve as "... the largest exhibition of orchids, in a natural setting, in the United States."³¹ He envisioned the park being a major educational tourist attraction drawing thousands of visitors.

Although all those involved with the project were excited about it, the park's board could never acquire enough money to get the park going. Due to the Great Depression, disruptions caused by World War II, and the legislature funding primarily northern counties' projects, the Pan-American Park project languished.

In the early 1940s, philanthropist and nature lover Hugh Taylor Birch, donated 180 acres on the ocean, north of Sunrise Boulevard in Fort Lauderdale, to the state. On January 28, 1951, Birch State Park was dedicated. State monies were then diverted to the oceanfront property.

The Pan-American State Park Board approved and urged the Florida Board of Parks and Historical Monuments to appear before the state budget commission requesting \$50,000 to open canoe trails in Pan-American as a preliminary step toward development of the area as a marine park.³² The request failed, and nearly 20 years after Gore's gift, with no state monies allocated to the park, Gore asked for the property to be returned. This was granted by special legislation in 1953, with the understanding Gore would make it into a Fort Lauderdale city park.³³ In 1955, Gore sold the land in installments

to real estate developer L. C. Judd.

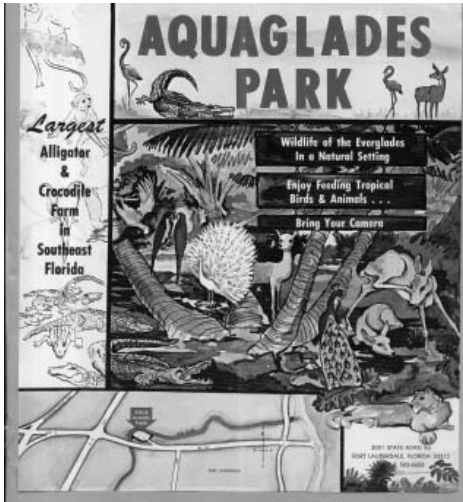
In 1979, the Urban Wilderness Advisory Board, which had been established as a public land-use consulting group by County Commissioner Anne Kolb, investigated the site and found it to be environmentally sensitive and one of the few remaining tracts of cypress/maple swamp. Despite their recommendations, Broward County declined to acquire the land.

In 1983, when Interstate 595 was being constructed, the Florida Department of Transportation took title to the property by eminent domain. In 1998, environmental restoration took place, including the purchase and planting of native plants. These efforts were conducted and approved by the Florida Department of Environmental Protection and the South Florida Water Management District. The property was then conveyed to Broward County³⁴ and is now known as Pond Apple Slough, a natural area managed by Broward County Parks and Recreation Division.



1949 USGS map showing the undeveloped area of Pan-American Park. Broward County Historical Commission.

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Aquaglades Park Brochure.
Martin Rubin Collection.



Everglades Jungle. Broward County Historical Commission, James Vreeland Collection.

Queen still stops today) and the South Canal Jungle. “The mysterious Everglades begin almost at the city limits. Cruisers into the jungle are fascinated by the gaunt, hurricane-stripped cypress trees, the dark, reflecting waters, the lush, virtually impenetrable mangrove growth. Trees on first glance appear to be filled with huge bird nests.”²⁹

A rest stop for tourists on the *Miss Everglades* was Aquaglades Park, a 20-acre jungle and wildlife preserve developed as a park in 1957. It featured a “10,000 gallon aquarium with underwater windows, jungle walks, alligators, crocodiles, otters, reptiles, raccoons, birds, flamingos, peacocks, deer, Indians, alligator wrestling, etc.”³⁵ The fresh water aquarium contained scores of species

of native fish found only in this area. It was located on State Road 84 at the New River Bridge. Today, Broward County’s Secret Woods Nature Center is located on the site.

The “Water Bus” was brought down by Marshall Fishburn from Hanford, Connecticut, in 1946, and berthed at Andrews Avenue and the New River. Later, Fishburn also ran the *Miss Everglades*. He and his wife, Betsy, and daughter, Betsy Lee, lived below deck on the *Miss Everglades* docked

by the Stranahan House. They held meetings of the Brownies on the docked boat there when Betsy Lee was attending South Side School. Betsy Lee also sold tickets out of a chickee at Aquaglades.

Commercial possibilities continued to beckon to entrepreneurs. In the 1940s, several sightseeing boats operated in Hollywood, including Guy R. Hadley, the Stern Brothers, Robert C. Schmid (the *Arthur K.*) and the Nikko Gray Line. In the 1950s,



Gray Line Vessel near Dania Beach Bridge. Courtesy of the Dania Beach Historical Society.



The Jungle Queen on the New River. Broward County Historical Commission, James Vreeland Collection.

as the area grew rapidly in both permanent residents and tourists, tour boats proliferated. Robert C. Schmid ran the *Caroline*. From 1948 to 1958, the *Pippin* was operated by Captain Peter Closter out of the docks at Bahia Mar. It claimed to be the only boat in Fort Lauderdale that included the Indian Village and the orange groves along with the Circular Jungle Cruise. Gina Riva (1896 – 1967) ran the sightseeing boat *Miss Gateway* in 1959.

The best known of all the boat owners was Al Starts, the original owner of the *Jungle Queen*, which still operates boats on the New River today. A Russian immigrant, Starts was an inventor and showman, and had been a motorcycle racer in Akron, Ohio. He moved to South Florida around 1936, bringing with him a Jacksonville-built ship he called the *Jungle Queen*. It was a 60-foot craft with a 15-foot beam and a 3-foot draft, with a clear deck 50 by 14 feet for dancing and an orchestra.³⁶ At the same time, he created a “monkey ranch” and “private” Indian reservation for his boat to visit on the Fort Lauderdale Enterprises Inc.’s Riverland Jungle Farm. This Indian village was (and still is) located on the north side of the South Fork of the New River, east of Riverland Road and west of I-95.³⁷

For years his boats were docked at Bahia Mar, until the city decided to implement a seat tax on his passengers. He then built another dock by Oakland Park Boulevard on the Intracoastal Waterway.³⁸

There were several Indian villages located along the circular routes of the tour boats that were designed to be tourist attractions. These attractions found inspiration from the many



The Jungle Queen I Docked at the Indian Village. Broward County Historical Commission, Al Starts Collection.



Jungle Queen II docked at the Indian Village. Broward County Historical Commission, James Vreeland Collection.

authentic Seminole camps built with native materials in the late 19th and early 20th centuries, including two in the vicinity of present-day downtown Fort Lauderdale. In 1925, under pressure from developers amid increasing real estate values, the Indians relocated, mostly to the new Dania Reservation.

Indian families would spend the tourist season at various attractions “doing the boats” as they would call it. The attractions provided an income from alligator wrestling and

selling crafts at a time when there were few opportunities to make money.

During the early 1920s, Egbert L. Lasher operated a small tourist attraction on the North Fork of the New River featuring a Seminole camp and a natural slough filled with alligators.³⁹ At this camp, Seminole entrepreneur Willie Willie was a “key player.”⁴⁰ Egbert Lasher’s Indian attraction was short-lived because by 1922, he and Willie had relocated to Musa



Indians sell goods to tourists. Broward County Historical Commission, Al Starts Collection.

Isle on the Miami River.

Al Start's Riverland Jungle Farm, Aquaglates Park and the Dania Chimpanzee Farm also all featured alligator wrestling Seminoles and sold Indian crafts to the tourists. "As the Seminole villages became some of Florida's most popular and longest-running pre-Disney attractions, they gave the Seminoles a legacy that promoted alligator wrestling, a growing appreciation of arts and crafts, and significant support of their 'unconquered' status."⁴¹

A popular stop on many sightseeing boats was the chimpanzee farm. Former owner Dorothy Ash Baker recounted her experiences there:

Over the years a friendship between my family and Leila Roosevelt had developed and we spent many hours on her farm called the Anthropoid Ape Research Center. It [was] set on the Dania Canal and U.S. 1, and formerly had been an Indian Trading Post and Seminole

Village. Mrs. Roosevelt and her husband Armand Denis moved to Dania to establish a breeding station for primates needed for medical research in the late 1930s. Unfortunately, the war interrupted the funds needed to complete the project and it was never finished. During the war years, my father helped find food to feed her animals and she and her children, David, Armand, Renee and Heidi became my life time friends.

It was as a result of this friendship that my husband John Ash and I bought the farm, renamed it the Chimpanzee Farm, and opened it to the public as a tourist attraction. The war was over, people had money to spend but everything was in short supply. Sightseeing boats brought hundreds of people to the farm to see Indians and alligator wrestling. The farm's success as an amusement provided the funds to again import animals for research. Dr. Salk and Dr. Sabin used them for polio research, Johns Hopkins

University for TB studies, National Institutes of Health for infectious diseases and the Air Force for early studies in sound barriers and space travel.

During the 1950s, Broward County was at an epidemic stage with polio. We opened the farm to everyone making a donation to the local chapter and had several polio drives raising thousands of dollars to assist Broward County victims.

Unfortunately, the Chimpanzee Farm closed in 1957 to make way for the high voltage lines into Port Everglades from the power plant west of Dania Beach.⁴²

John Ash assembled an extraordinary collection of monkeys and apes. Other animals were kept at the farm including Galapagos tortoises weighing as much as 155 pounds, a Himalayan bear from Siam,⁴³ squirrels, otters, alligators and elephants.⁴⁴

Port Everglades was a primary attraction along many tour routes. Like the Florida Power and Light Company facility and the canal “rivers” themselves, Port Everglades was a monument to the success of Broward County’s entrepreneurial and pioneer spirit.

In the months leading up to World War II, tourists were shown the captured German ship, *Arauca*, at Port Everglades (see Story on page 2). During World War II, from October 1942 until January 1, 1944, wartime restrictions made boat excursions into the port impossible. Also, during the war, there were restrictions on the taking of photographs at Port Everglades. Following WW II, when boat tours were resumed, passengers had to bring some form of identification to the docks. A driver’s license from any state, Social Security card, draft registration, alien registration, Coast Guard or other military ID card were acceptable.

An article in the January 28, 1950, *North Broward Times* (Vol. 1, No. 1) tells of one vessel, the *Nellie G III*.

Nellie G III Has Interesting History

The Sweet boys, Walter and Paul, who brought the *Nellie G II* down to Pompano Beach for its first season in Florida Waters this year, related a very interesting history of their craft, when questioned about the two *Nellie G*’s.

It seems that the original *Nellie G* was built in 1898 at Woolwich, Maine, and was put into service for passengers plying between Boothbay Harbor, Maine, and Squirrel Island. The vessel was purchased by Walter and Paul and



Port Everglades, 1950. Broward County Historical Commission. Photo by Anthony Kozla.



U.S. Navy Section Base, Port Everglades. Broward County Historical Commission.

is still owned by them – her home harbor now being Portland, Maine.

Nellie G II was built to replace the first craft and remains in Boothbay Harbor. The present *Nellie G III* was built at Friendship, Maine in 1945 and is 53 feet in length, carrying 75 people comfortably. The boys still operate No. I *Nellie G* as well as No. III between Portland and Cousins, Little John and Chebeague Island in Casco

Bay, Maine from May 1st to October 1st for passenger and sight-seeing cruises.

Now the *Nellie G III* is available at the Pompano Beach Yacht Basin and has a schedule of four cruises to enjoy.

Cruise No. 1, daily at 10 a.m. takes you to Boca Raton and Hillsboro Light, the Second Cruise leaves at 2 p.m. daily, except on Wednesdays,



Jungle Queen II. Broward County Historical Commission, James Vreeland Collection.

bringing you down the coast to Fort Lauderdale and Port Everglades, while a Wednesday cruise leaves the Pompano Yacht Basin at 10 a.m. and is an all day excursion to Hollywood and the mysterious jungles.

Finally the number four cruise – Wednesdays and Saturdays – is an evening trip, leaving the basin at 7:30 p.m. for a sail to Fort Lauderdale where they make a stop at Bahia-Mar for sight-seeing and refreshments.

Al Starts, who had run the *Jungle Queen* since the 1930s, launched a second venture, the *New River Queen* in 1953.⁴⁵ The 72-foot boat, which could carry 110 passengers, was launched with 80 dignitaries, newspaper and television representatives aboard. The craft started off to a “cannon salute” by the Coast Guard Auxiliary, which accompanied the vessel on its trip to Harbor Beach and the Coral Ridge Yacht Club.⁴⁶ *New River Queen* was a replica of a Mississippi stern-wheeler complete with smoke

stacks, pilot house and steam whistle. The stacks were made to appear to burn wood or coal, but in reality burned diesel fuel. Cruising from Bahia Mar to the Hillsboro Inlet and Lighthouse, the *New River Queen* was available for picnics, parties and moonlight cruises with dancing.⁴⁷

Today, the *Jungle Queen* line is run by owner-operator Jerome “Jerry” Farber, whose father, Earl P. Farber, bought it from Al Starts in 1958. The two boats are still berthed at Bahia Mar Yachting Center, and still stop at the “Indian village” west of I-95 where tourists can see parrots and an alligator wrestling show. “The current *Jungle Queens* are the third and fourth river boats used by the company, Jungle Queens, Inc.”⁴⁸

Sightseeing boats continue to ply the waters of Broward County. The *Jungle Queen*, the Fort Lauderdale Venice of America Cruise, the *Carrie B* Harbor Tours, with Captain Phil Demers at the helm, and the Duck Tours, all entertain tourists and locals alike.

The 112-foot paddle wheel *Carrie B* has been providing tours since 1991 from the dock just west of the Stranahan House Museum on the north side of the river. It is operated by Harbor Tours, Inc.⁴⁹ The Duck Tours use amphibious vehicles called Hydra Terra. They take tourists down the New River and up onto the streets of Fort Lauderdale past sites such as the vintage cluster of buildings known as the Fort Lauderdale History Center. As in days past, a mix of quasi-historical facts and celebrity gossip told by the guides continue to appeal sight seers. ■

1 “Boat Lines Will Work Over Southern Peninsula Connecting Gulf with the Atlantic” *Miami News*, March 27 1913; Will, Lawrence, *A Cracker History of Okeechobee*, Great Outdoors, St. Petersburg, FL, 1964, p. 186.

2 “Regular Trips Now Made Up the Miami Canal to Lake Okeechobee and Thence to Fort Myers,” *Miami News*, January 25, 1916.

3 Will, Lawrence E., *Okeechobee Boats and Skippers*, Great Outdoors Publishing Co., St. Petersburg, FL, 1978, p. 93.

- 4 Will, Lawrence E., *Okeechobee Hurricane and the Hoover Dike*, Great Outdoors, St. Petersburg, FL, 1961, p. 101.
- 5 *Stranahan's People*, Published by Stranahan High School, Fort Lauderdale, Fla., 1975, p. 74.
- 6 Fort Lauderdale Historical Society has an image of this vessel, 5-53.
- 7 Ibid.
- 8 Robert L. Hall oral history interview with Dr. Cooper Kirk, October 17, 1984, from the collections of the Broward County Historical Commission, O.H. 1044.
- 9 Ibid
- 10 Weidling, Philip J. and Burghard, August, *Checked Sunshine*, University of Florida Press, Gainesville, 1966, p.73.
- 11 "Harry F. Kestner dies, ran sight-seeing boats," *Fort Lauderdale News and Sun-Sentinel*, July 12, 1980.
- 12 VAIL notes from the collections of the Fort Lauderdale Historical Society.
- 13 Wesley Stout – Beachcomber, *Fort Lauderdale News*, July 22, 1966.
- 14 Hugh Taylor Birch State Park on the ocean just north of Sunrise Boulevard.
- 15 A place on the south fork of the New River where the water was disturbed.
- 16 A split of land at the forks of the New River roughly in the shape of the state.
- 17 Kirk, Dr. Cooper, personal correspondence with Dr. Judith Zilczer, Historian Hirshorn Museum and Sculpture Garden, Smithsonian Institution, Washington, D.C., March 21, 1980, "The Anthropoid Ape Research Foundation was operated by the daughter and son-in-law of Adelheid Lange. It was located in Dania Beach, Florida, six-miles south of mid-town Fort Lauderdale."
- 18 A strip of land west of Davie Boulevard, south of where I-95 goes over the river east of the Amtrak tracks, where free-spirited people docked their sailboats and lived aboard.
- 19 The 2 million dollar tree named by Commodore Brook at Wyldwood Nursery, east of the current Fort Lauderdale-Hollywood International Airport.
- 20 "Electric Fountain is one of City's Unique Show Spots" *Fort Lauderdale News*, June 30, 1937.
- 21 Located in Cooley's Landing Marine Facility park today at 420 S.W. 7th Avenue.
- 22 Home of Charles J. Briner, electric company owner, located at 1000 S. W. 5th Place. Briner Electric provided services for the 1904 World's Fair including wiring for the fountains and the Tyrolean Alps.
- 23 Now Bonnet House Museum and Gardens, the Birch Estate was the home of Frederic and Evelyn Bartlett. Hugh Taylor Birch was Frederic Bartlett's father-in-law and had given him the land on which the house and outbuildings were built. Birch lived at Bonnet House until 1940 when he was 92-years-old. He built his house, Terramar, which is in today's Birch State Park.
- 24 Home of Ralph S. and Marion Evinrude at 1700 S.E. 4th Street. He is listed in Miller's Fort Lauderdale, Florida, City Directory in 1938-39 and 1940-41. Mr. Evinrude invented and manufactured the fisherman's and sportsman's light weight outboard motor. He headed the company Outboard Marine & Manufacturing Co. which made boats, lawn mowers, snow mobiles and chain saws.
- 25 Oliver R. and Mable Lackland Burkart were originally from St. Louis, Mo. They owned the Burkart Saddlery Company and had a yacht *Capritola III*. Their home while in Fort Lauderdale was at 909 S.E. 26th Avenue.
- 26 Now Stranahan House Museum.
- 27 Wesley Stout – Beachcomber, *Fort Lauderdale News*, July 22, 1966, Burnham Point was named for the owners T. Brownell and Edith Burnham of New York City.
- 28 Freeman's tour brochure, from the collections of the Wilton Manors Historical Society.
- 29 "Jungle Cruise," *The Sun Colony Illustrated News*, May 1, 1951, p. 5.
- 30 Letter to Ray Weiland from Campbell, Dickey Advertising, Inc. in the collections of the Fort Lauderdale Historical Society.
- 31 Ibid.
- 32 Ibid.
- 33 Chapter 28322, Laws of Florida, acts of 1953.
- 34 Quit Claim Deed, September 9, 1998.
- 35 *Miss Everglades* brochure.
- 36 "Jax Boat Builder Gives Indians their First Motor Ride," *Jacksonville Journal*, January 20, 1936.
- 37 *Plat Book of Ft. Lauderdale, Florida and Vicinity*, G. M. Hopkins, Co., Philadelphia, Pa., 1953, p. 22, see Township 50 south, Range 42 east, south east corner of Section 17.
- 38 "Man About Town," Henry Kinney, Newspaper article, no source, 1979 Broward County Historical Commission, AI Starts Collection.
- 39 McIver, Stuart B., *Fort Lauderdale and Broward County*, Windsor Publications, Woodland Hills, CA, p.80.
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