

HISTORIC PROPERTIES SURVEY OF
Ormond Beach
FLORIDA



Historic Property Associates, Inc.
St. Augustine, Florida
July, 1986

HISTORIC SITES AND PROPERTIES SURVEY
OF
ORMOND BEACH, FLORIDA

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Citizens for Ormond Beach

The City of Ormond Beach

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A survey of community cultural resources is essentially a research enterprise. In efforts of this kind the people conducting the research inevitably accumulate debts they can only acknowledge.

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There are a number of city officials and employes who assisted the survey team in the enterprise, particularly in providing maps and information relating to property records. We relied considerably on the assistance of John

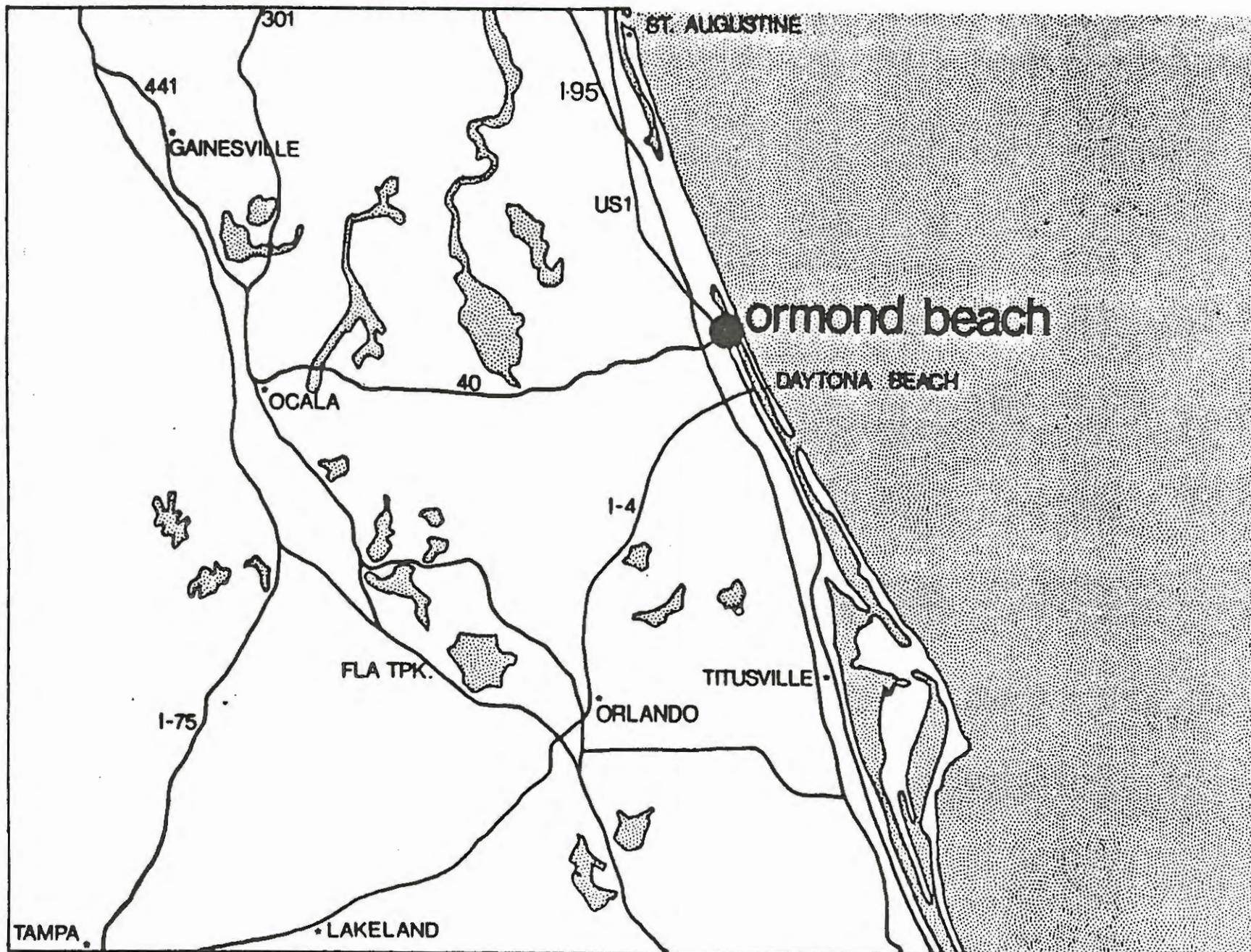
Leemkuil and his staff, especially John Maruniak in the Planning Office and the people in the Engineering Office.

Dr. Anne Armstrong, Director of the University of Florida Map Library, permitted us to reproduce the Sanborn maps for Ormond Beach. Attorney's Title Services of Daytona Beach allowed us access to the company's tract records, which provide a shortcut in the deed research process.

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location map
scale: 1" = 10 miles

SURVEY CRITERIA

All surveys conducted in association with the Division of Archives, History, and Records Management utilize the criteria for placement of historic sites on the National Register of Historic Places as a basis for site evaluations. In this way, the survey results can be used as an authoritative data bank for those agencies required to comply with federal preservation regulations. The criteria are worded in a subjective manner in order to provide for the diversity of resources in the United States. The following is taken from criteria published by United States Department of the Interior to evaluate properties for possible inclusion in the National Register.

Criteria for Evaluation

The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- (A) that are associated with events that have made a significant contribution to the broad patterns of our history; or
- (B) that are associated with the lives of persons significant in the past; or
- (C) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

- (D) that have yielded, or may be likely to yield, information important in pre-history or history.

Certain properties shall not ordinarily be considered for inclusion in the National Register. They include cemeteries, birthplaces or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past fifty years. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- (A) a religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- (B) a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- (C) a birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his productive life; or
- (D) a cemetery which derives its primary significance from graves of persons of transcendent importance,

from age, from distinctive design features, or from association with historic events; or

- (E) a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- (F) a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or
- (G) a property achieving significance within the past fifty years if it is of exceptional importance.

The Division of Archives, History, and Records Management utilizes these same criteria in a somewhat less restrictive manner in selecting sites to be placed in the Florida Master Site File. This allows the office to record more sites of purely state and local significance than normally would be included in the National Register. It should be pointed out that the Florida Master Site File is not a state historic register, but an inventory which is intended for use as a planning tool and as a central repository of archival data on the physical remains of Florida's history. Each individual site file in the Florida Master Site File could become a permanent archival record upon the loss of, or irreversible damage to, that particular site.

The survey team examined and photographed all buildings in the area, and completed Florida Master Site File forms for those that on the basis of map and documentary research and visual observation were constructed before 1930. It also recorded several buildings that were constructed after that date, particularly during the 1930s as Works Progress

Administration projects.

SURVEY METHOD

The historical and architectural survey of Ormond Beach involved systematic field inspection and historical research on most of the pre-1940 buildings located within the present corporate limits of the city. The initial inventory of buildings eligible for survey, prepared for the grant application to the Florida Department of State in November, 1984, was made on the basis of the 1931 Sanborn map series and identified approximately 220 structures. The initial inventory made by the survey team also relied on those maps and the previous study. We quickly discovered, however, that the original estimate fell far short of the actual number of buildings within the city limits that had to be surveyed. There are several reasons for that apparent oversight. The Sanborn map series for 1931 inexplicably failed to cover several significant developments undertaken in the 1920s and thus there existed no documentary evidence to indicate the areas that might contain such buildings. Furthermore, the city has expanded considerably since that time. Annexations of areas that included older buildings have occurred even in very recent years. Thus the survey team had to retrace that initial step in the process that we had thought to be completed.

In accordance with the criteria, more than 400 buildings were surveyed in the course of the eight-month project. Since we did not have Sanborn maps for the entire city, the survey team relied upon visual observation to identify buildings constructed before 1940. A member of the survey team, using a base map of the city, first traveled each street within the corporate limits to obtain the address of buildings to be field inspected. A photograph of the building was made on that first visit. Subsequently, a field visit was made by a team member, who completed the architectural portion of the Florida Master Site File form for each building. This portion includes the address of the building, names of the architect and builder, which in virtually all cases was unknown, and a description of such features as foundation, roof and window types, and exterior ornamentation. The condition and integrity of the building were also noted.

Another portion of the site file form asks for a legal description and the name of the owner of the property. Those two pieces of information gave us the greatest problems. Many of the buildings surveyed exist in spacious, almost rural parts of the city, making identification of the subdivision, lot, and block

difficult. The address alone proved insufficient in many cases for tracing the legal description through the Property Appraiser's records. For those which we were able to find, the parcel number assigned it by the Property Appraiser was recorded and a portion of the record retrieved that yielded the name and address of the owner and a legal description.

Obtaining historical information of the properties proved equally frustrating. No building permits antedating 1960 survive in city records and there are no city directories for the pre-1932 period. The earliest Sanborn maps for the city are in the 1921 series. Only one other series, 1931, was produced. No other records of any kind are available that would yield construction dates, the names of initial owners or residents of buildings, or other historical information associated with the early history of individual buildings in a systematic and easily obtainable way. The only apparent method for doing so is through individual deed research, which, because of the time and expenses involved, could only be done for those buildings considered eligible for National Register nomination. Even that source is often imprecise in establishing the construction date and history of specific buildings. Information obtained from residents

and property owners was used in many cases. That, combined with visual observation, stylistic considerations, subdivision dates, and the ten-year Sanborn range for areas covered by those maps were used to establish dates of construction. Accordingly, the construction dates on the site file forms are in almost all cases approximate.

Compiling the information for preparing a history of the city physical development and periods of significance was less difficult. Property records relating to subdivision platting and development enable the historian to trace the growth of the city, though these are not systematically recorded. The filing and recording dates assigned to plats are often divergent by as much as ten years, leaving the historian to wonder what occurred in the interim. They, in conjunction with individual deeds, however, provide a fairly accurate picture of developmental stages. City Council minutes and ordinances remain intact from the early years of the city's history and provide some indication of growth and development. Moreover, any study of this kind must rely considerably on previous work, and though there is no large body of historical scholarship associated with the city, the efforts of Alice Strickland and Eileen Butts were highly useful.

Compiling the architectural history and description of the area was facilitated by the project coordinator's experience in Daytona Beach, St. Augustine, and Palatka, cities within the proximity of Ormond Beach whose buildings shared many characteristics of style, material, function, and period of development. The project coordinator incorporated the results of the architectural research into the final report and prepared the statements of architectural and historical significance on the site file forms.

HISTORIC PRESERVATION IN ORMOND BEACH

Historic preservation in the United States has been traditionally a private and local activity. Individuals and municipal governments have exercised principal responsibility for preserving significant buildings and sites. The federal government's role in preserving privately held property has been mainly one of stimulating and encouraging individual and local efforts. Until the most recent decade historic preservation occupied little attention in the nation's communities. Its devotees were often regarded as elitists joined to a cause whose indulgence required wealth and leisure.

Since the mid-1960's historic preservation has experienced a metamorphosis in popularity and nature. The reasons prominently include the crises affecting urban centers abandoned in the post World War II flight to suburbia, a developing sense of historical consciousness, and the hard economic reality of inflation's impact upon the building industry and social patterns. In that time historic preservation began to identify with community development and preservationists expanded their concern from saving individual buildings to conserving whole residential neighborhoods and commercial districts.

In every community where buildings, structures, or historic sites and objects have survived over time preservation of a kind has occurred. We usually associate the term "historic preservation," however, with an organized effort to identify, evaluate, and protect the buildings and sites possessing cultural or esthetic value in a community. The survey of historic sites and buildings that the City of Ormond Beach has initiated is the essential first step in that process and it offers a basis for formulating a plan of action to preserve the community's significant cultural resources. The origins of the survey are rooted in both the national experience with historic preservation and local factors that inspired interest and participation in preservation efforts.

The earliest piece of federal historic preservation legislation was the Antiquities Act of 1906, which levied penalties for damaging or destroying historic or prehistoric sites located on public lands and authorized the President to reserve appropriate national landmarks for protection. The Historic Sites Act of 1935 provided the first declaration of a national preservation policy and authorized the Secretary of the Interior to initiate a survey of nationally significant historic sites. Plans to survey historic sites were included among national

programs launched during the depression era and, like other parts of the nation's agenda for recovery, abandoned during the Second World War.

The feverish pace of urban redevelopment and highway and engineering projects that occupied the post-war years alarmed preservationists. One result of their desire for action was Congressional chartering in 1949 of the National Trust for Historic Preservation as a nonprofit organization to formulate private participation in preserving cultural resources. The key piece of legislation was the 1966 National Historic Preservation Act, which included for the first time explicit federal recognition of the importance of preserving, in addition to nationally significant sites, those of state and local importance. The Act directed the Secretary of the Interior to maintain an expanded listing of buildings, sites, districts, structures, and objects possessing historical, archaeological, architectural, and cultural significance. That list is the National Register of Historic Places. The Act offered federal funding assistance to the states for historic preservation activities and revenue support to the National Trust for Historic Preservation. It also called for a systematic appraisal of significant cultural resources and

architecture and development as the idea of recycling structures took on new importance. Skyrocketing energy and construction material costs, exorbitant land values, and environmental concerns linked to the historic preservation ethic were among the contributing factors in the trend. Recognition has grown that rehabilitation instead of demolition of sound though decayed structures offered a more economical and socially less disruptive means of renewing urban areas.¹ By the mid-seventies conservation of the built environment had become a basic tenet of many community development or redevelopment programs.

Modifications of the U. S. Tax Code enacted by the Congress in 1976 and 1978 provided key incentives for engaging the private sector in historic preservation. In addition to tax incentives, the 1976 Tax Reform Act offered easements, transfer of development rights, and funding assistance programs for historic properties. The 1981 Economic Recovery tax Act offered further impetus for saving and adapting historic buildings by extending a maximum 25 percent investment tax credit to property owners who rehabilitate certified historic structures, that is, buildings listed individually in the National Register or that are included as contributing elements in

certified historic districts.

At the same time preservationists began to look at the array of federal programs parading under the rubric of "community development" to insure that they incorporated appropriate concepts for conserving and reusing older structures and preserving the "sense of place" that communities possess. The two most prominent measures enacted in the 1970s were the Community Development Block Grant program established by the Housing and Community Development Act of 1974 and the 1977 Urban Development Action Grant program. Both incorporated a philosophy of governmental partnership with the private sector to aid distressed cities in revitalizing stagnant economies and deteriorating neighborhoods. The "New Partnership" formed through the National Urban Policy seeks to combine the resources of the federal and local governments, the private sector, and neighborhood organizations in a common effort to conserve and strengthen cities.*

The first organized historic preservation effort in Ormond Beach was inspired by the threatened demolition of the Casements, one of the city's landmark historic buildings, in the early 1970s. The building, once owned by John D. Rockefeller, had been sold after the magnate's

death in 1937 and converted into a preparatory school and subsequently a retirement home. In March 1970, the building was vacated and a request for rezoning of the property presented to the city by the owners, who indicated that they intended to raze the onetime Rockefeller residence and construct a condominium in its place. The cost of rehabilitating the building was too great to preserve it, they claimed. The threat to demolish a building associated with the city's development as a leading resort city led a group of preservation-minded citizens to organize efforts to persuade the City Commission to deny the request for rezoning. Appeals were made to the Rockefeller family and to the Ormond Beach Chamber of Commerce, among others, to provide assistance in saving the historic building. In response to the appeals of the citizen's group, the City Commission ordered the building official to withhold action on the rezoning appeal.³

In May of the same year, preparations were made to nominate the Ormond Garage to the National Register of Historic Places. To that time, there were no structures in the city included in the list. Meanwhile, efforts by the owners of the Casements to secure permission to rezone the property continued. In early 1972 the Citizens for

Ormond Beach was established to oppose the request. The owners needed a variance on the property that would enable them to construct a high-rise building. In finally refusing the request, the City Commission established a seven-story limit on construction in the area. The building was, at the same time, nominated to the National Register of Historic Places. The Citizens for Ormond Beach has remained active in preservation issues to the present.⁴

The Casements remained vacated for several years. The City moved in 1975 to order its demolition after the building suffered severe damage at the hands of vandals. In response to this new threat, another preservation group, the Ormond Beach Historical Trust, was organized to raise funds for purchase of the building. The groups raised \$40,000, which they presented to the city to use as matching funds for a federal grant to obtain the building. Through the auspices of the Florida Department of State, a grant was eventually obtained which enabled the city to purchase the Casements, which was converted into a city cultural affairs office. Like the Citizens for Ormond Beach, the Ormond Beach Historical Trust remained active in historic preservation matters. The group subsequently raised more than \$55,000 for purchase of the property at

the intersection of Mound and South Beach streets which contains the archaeologically significant Indian mound, the last of many such features that once existed along the river's banks. The Trust was also instrumental in placing plaques on historic buildings throughout the city.⁸

In 1983, at the urging of the Historical Trust, the City Commission adopted an ordinance establishing a historic landmark preservation board and permitting the designation of landmarks buildings which, upon approval of the Commission, would be subjected to architectural controls. It became clear, however, that a definitive survey would be required to provide the data upon which to make recommendations for designation. Thus, in 1984, Gordon Kipp, chairman of the board, successfully urged preservation groups and the city to support the completion of a historic sites and properties survey.

Concern continues within the preservation community regarding the eventual fate of the Ormond Hotel, a building that is historically identified with the city and which symbolizes its development in the late nineteenth century as a leading resort area. Constructed in the late 1880s, the grandiose, rambling hotel is one of the largest wooden structures in the country. Efforts continue to

find an appropriate function for the building that will justify the cost of its rehabilitation, which has been undertaken. It presents city officials and the historic community with a classic problem in historic preservation.

In recent years, two additional structures, the Ormond Beach Woman's Club and the Lippincott Mansion, have been placed on the National Register of Historic Places. Thus there are four buildings within the city, in addition to Tomoka State Park, that are on the historic listing. This number is a matter of pride to many people in the community and provides an indication of the wealth of historic and architectural resources that the city possess and which deserve the attention of those who wish to maintain the "sense of place" that Ormond Beach established for itself during its decades of historic growth and development.

NOTES

¹Advisory Council on Historic Preservation, "Adaptive Use: A Survey of Construction Costs" (Washington, 1976).

²Florida Department of Community Affairs, The Local Official's Guide to Community Development (Tallahassee, 1980).

³Bureau of Historic Preservation, Florida Department of State, Volusia County file, clippings and correspondence.

⁴Ibid.

⁵Ibid.

HISTORICAL DEVELOPMENT OF ORMOND BEACH

Ormond Beach is an incorporated city with a population, based on the 1980 census, of 21,378. It is located on the northeast coast of Florida, approximately seven miles north of Daytona Beach and thirty-five miles south of St. Augustine. The city limits are irregular, bounded on the north peninsula by the unincorporated community of Ormond-by-the-Sea, on the south peninsula by Daytona Beach, on the north mainland by the Tomoka River, and on the south mainland by the City of Holly Hill and an unincorporated area of Volusia County. Water has been an important force in the history and pre-history of Ormond Beach. The Halifax River, a part of the Intracoastal Waterway, Thompsons and Strickland Creeks, and the Tomoka River are the major waterways that flow through the city. The Ormond Bridge spans the Halifax River, linking the peninsular portion of Ormond Beach with the mainland.

Since the late nineteenth century the predominant land use in Ormond Beach has been residential. Commercial development is concentrated along Granada Avenue, Yonge Street (U.S. 1), Ocean Drive (Highway A1A), and Nova Road. The climate of Ormond is typical of Northeast Florida, ranging from hot, humid summers, to mild fall and spring

seasons and an occasional winter freeze. At present, there are twenty-four churches, six elementary schools, a junior high school, and two major hospitals within the city.

Names often tells us much about the early history of a community and such is the case with Ormond Beach. The settlement from which the city originally developed was called New Britain. It was named for New Britain, Connecticut, the home town of many of its early residents. In 1880, when the town was incorporated, its name was changed to Ormond, in honor of James Ormond I and his descendants who were among the pioneer settlers of northern Volusia County. The mainland community of Ormond and the peninsular community of Ormond Beach were consolidated in 1950 and have since been collectively known as Ormond Beach.

Although Florida is the nation's oldest continuously settled state, the concentrated development of much of the area within its boundaries, including Ormond Beach, dates from the period immediately following the Civil War. Nevertheless, limited exploration and settlement of the area did occur prior to that time.

The earliest settlement within the limits of Ormond Beach dates to pre-historic times. Based on historical accounts and archaeological investigation, the city was the location of numerous aboriginal sites, including villages, burial mounds and middens. Two major pre-historic sites have been identified and recorded in the Florida Master Site File, the official inventory of historic sites for the State of Florida. They are the Ormond mound and the Ormond midden, also known as the Cotten Site. The Ormond Mound has been documented as containing a village site, an Indian cemetery, and various types of pottery. The midden contains primarily fiber-tempered pottery. The pre-historic Indians who inhabited the Ormond area at the time of the first contact with Europeans were the Timucua Tribe.¹

The Spanish were the first Europeans to establish a permanent presence in Florida. They ruled Florida from 1565 until 1763. Under their rule Florida was never densely settled or intensively developed. It contained none of the attractions which brought settlers to other regions of the Spanish colonial empire. There was no gold or other precious metals, no highly fertile agricultural land, and no sedentary Indian population available as a source of labor. Instead of a mining, agricultural, or

commercial settlement, St. Augustine, the principal Spanish settlement, served as a military outpost and a point of departure for missionaries seeking to christianize Indians living in outlying areas.

One of the earliest descriptions yet documented of the geographic area which now forms Ormond Beach dates from 1569. In that year, Antonio de Prado, a Spanish sea captain, mentioned a Timucua Indian Village called Nocoroco in a memorial to the King of Spain. Nocoroco, located within the present limits of Tomoka State Park, was mapped in 1605 by Alvaro Mexia, another Spaniard exploring the Florida coast. It was located between two rivers--the Tomoka, a corruption of the Indian word Timucua; and the Halifax, named during the British period after the President of the Board of Trade, George Montagu Dunk, the Earl of Halifax.* It was described as being the first Indian Village south of St. Augustine. Farther south were other Indian villages. Two of these, Caracoy and Cicale, were located along the west side of the Halifax River, in or near the present limits of Ormond Beach. The Ormond Mound, possibly associated with one of these early villages, still exists on the northwest corner of South Beach Street and Mound Street. It is one of the few remaining vestiges of the pre-historic settlement of

Ormond.³

Little else was recorded about the area which now forms Ormond Beach during the first Spanish period. The Spanish were confined mainly to St. Augustine and the provinces of Guale and Apalache to the north and west respectively. The British acquired Florida from the Spanish in 1763. Although they occupied Florida for a mere twenty-one years, they left a lasting imprint on Volusia County. After 1763, the Spanish, with few exceptions, evacuated the colony en masse. To encourage demographic and economic growth the British quickly invalidated Spanish land claims and instituted a liberal land policy which by 1776 amounted to 114 grants totaling 1.4 million acres. They also introduced the plantation system, with its dependency on slave labor. The plantations produced primarily indigo, naval stores, and rice.⁴

Several major plantations were established in Volusia County. In 1766, three years after Florida became a British colony, a Scottish merchant, Richard Oswald, was granted 20,000 acres along the Halifax and Tomoka Rivers. Although Oswald was an absentee landowner, the land was developed by Lieutenant Colonel John Douglas, stationed at

St. Augustine. Douglas supervised the establishment of Mount Oswald, a rice and indigo plantation in the present area of Tomoka State Park. The plantation included a house, detached kitchen, stables, barn, overseer's house, and slave cabins.³ John Moultrie, Jr., Lieutenant-Governor of East Florida, owned a plantation in the Ormond Beach area during the British period. "Rosetta" was located just south of Mount Oswald and included part of the present City of Ormond Beach. It consisted of a main house, kitchen, and slave quarters and produced rice and indigo.⁴

One of the most important developments during the British period was the construction of the King's Road. The King's Road was built under the administration of Governor James Grant and extended from Mosquitos (New Smyrna) into the colony of Georgia. It was begun in earnest in 1771 and completed by 1775. It greatly facilitated transportation in East Florida and provided access to British loyalists arriving in the colony from the north. Much of the King's Road has been lost to transportation, agricultural or timber development. Yet, despite these developments, portions of it, as it existed in the early 1800s, can be discerned from contemporary cartographic sources. The King's Road passed through

Ormond Beach to the west of the present location of Memorial Hospital. It is identified by a historic marker.⁷

The retrocession of Florida from Britain to Spain in 1784 initially slowed development as the majority of British settlers left the colony for the Bahamas or other parts of the British Empire. The population of East Florida fell to under 2,000, and numerous plantations were abandoned. Emulating the British, the Spanish crown adopted liberal immigration and land policies in order to encourage development of St. Augustine and outlying areas. An oath of loyalty to the Spanish government was the only requirement for land ownership. Furthermore, contrary to official royal policy elsewhere in the Spanish empire, the crown permitted non-Catholics to settle the colony.⁸

As a result of the policy, many former British subjects returned to Florida and settled the land along the Tomoka and Halifax Rivers. They included John Addison, John Bunch, Thomas Dummet, James Darley, Henry Yonge, Frances Kerr, George Anderson, and Robert McHardy. They came from the Bahamas to accept grants of land from the Spanish government. Robert McHardy acquired a 1000

acre plantation on the former site of Moultrie's Rosetta plantation.⁹ Most of the settlers of the early 1800s established sugar plantations, worked by a small force of slave labor, and planted cotton.

The Ormonds were among these settlers. James Ormond I was a Scottish sea captain who traded between the West Indies and Europe in an armed brig, the "Somerset." After retiring from the sea he became a cotton planter first on the island of Exuma and later in Florida. Damietta, located north of Tomoka State Park, covered 2,000 acres, approximately 200 of which was cleared. Damietta was a Spanish land grant conceded by Governor Enrique White and confirmed to Ormond by the United States Congress in 1826. It contained several buildings and was worked by a large number of slaves.¹⁰

Ormond's son, James II, grew up in Scotland under the guidance of an aunt, but moved to Florida after the failure of a business scheme. His father had been killed by a runaway slave from the nearby Williams plantation. James Ormond II, his brother Emmanuel, and his wife and four children, including James Ormond III, established themselves as cotton planters on the Damietta plantation. The cotton was transported down the Halifax River to

Mosquito Inlet (Ponce de Leon Inlet), where it was loaded on schooners. In 1829, James Ormond II died and was subsequently buried at Dawietta. Although the Ormonds were never directly associated with the present site of Ormond Beach, the town fathers chose their family name for the infant community when it was incorporated in 1880.¹¹

There were, in addition, several Spanish land grants within the present limits of Ormond Beach. One belonged to Henry Yonge. Yonge, like James Ormond I, numbered among the British loyalists who later returned to Spanish Florida. His grant consisted of 250 acres. He rose to some degree of prominence in Florida both during the second Spanish and United States territorial periods. He was a magistrate of the Spanish government and later served as a member of the Florida Territorial Council and as commander of a regiment of the original state militia.¹² Although details about its history are sketchy, Governor Sebastian Kindelan confirmed the grant to Yonge in 1814. Yonge in turn sold the grant to Octavious Mitchell who resold it to John McQueen, another prominent resident of Spanish Florida. The title to the grant, which spanned 810 acres, was eventually confirmed to John P. Williamson by the Superior Court of East Florida in 1845.¹³ Sited adjacent to the King's Road, by

1835 it was known as the "Three Chimneys." The chimneys, which were recognized as a local landmark, were the ruins of a plantation, probably destroyed as a result of fighting associated with the Second Seminole War.¹⁴

A second Spanish land grant in Ormond belonged to Martin Hernandez. Hernandez was born on the Island of Minorca and settled at New Smyrna with other colonists associated with Andrew Turnbull's agricultural development. Under the Spanish, Hernandez worked as the chief carpenter of royal fortifications and acquired considerable land holdings. His grant at Ormond, consisting of 500 acres, was confirmed in 1821. Like the Yonge Grant, it later contained the ruins of chimneys which probably were part of a plantation destroyed during the Seminole War.¹⁵

The United States Territory of Florida was established in 1821 with Andrew Jackson serving as the first governor. As part of the Adams-Onis Treaty the United States government agreed to confirm title to recipients of former Spanish land grants who had fulfilled the terms of the grants. During the 1820s the United States surveyed public lands, established the present township-range-section system, and formed the Board of

Land Commissioners for East Florida. The purpose of the board was to review the claims of all individuals in possession of Spanish land grants in the Florida Territory. In 1830, the United States Congress acting upon the recommendations of the board, confirmed title to all grantees found to be legitimately holding Spanish land grants in the territory. The actions of the board and the Congress maintained the continuity of land holding patterns between the second Spanish and American Territorial Periods. They have influenced the form and, in many instances, the substance of land development in Ormond Beach and other areas of Volusia County ever since.¹⁴

After the United States acquired Florida, new settlers began arriving in the territory. Some Spanish subjects, particularly the Minorcans, remained in East Florida, but the population of the territory became increasingly English speaking. A change of attitude towards settlement of Florida, including the Halifax and Tomoka River area, accompanied the change of flags as speculators and entrepreneurs saw potential fortune in the underpopulated territory.

Many of these individuals settled former Spanish land

grants or acquired government owned land along the Tomoka and Halifax Rivers. Among them were Charles W. Bulow, his son, John J. Bulow, and Thomas H. Dummett. They were attracted to the area because of the potential profits of sugar production. Sugar cultivation and refinement was a land and labor intensive activity. As a result, the planters along the Halifax and Tomoka acquired and cleared large tracts of land, introduced gangs of slave laborers, purchased expensive mechanical equipment and constructed mills, residences and slave quarters. They produced sugar cane which they then refined into sugar, molasses, and rum for sale in Charleston and Savannah. They met with success until their plantations were destroyed by rampaging Indians during the early days of the Second Seminole War. ¹⁷

The United States had been in conflict with the Seminole Indians even prior to 1821. Andrew Jackson's invasion of Florida in 1818 in pursuit of the Seminoles had served as a catalyst for the cession of Florida from Spain. After 1821 the United States government viewed the Seminoles as a nuisance obstructing settlement of the territory. It sought to isolate them on a reservation. Formal negotiations regarding the reservation issue occurred during the fall of 1823 in St. Johns County near

the banks of Moultrie Creek south of St. Augustine.'*

When they signed the Treaty of Moultrie Creek, the Seminoles agreed to move to the center of the peninsula. The treaty established a four million acre reservation for the Seminoles, but it failed to eliminate tensions between them and white settlers. The Indians frequently strayed from the reservation, and many whites believed that runaway slaves found sanctuary among them. The runaway slave issue was complicated by the fact that free blacks and the Indians own slaves resided on the reservation. As white settlers pushed farther into the Florida interior, clashes between them and the Indians became increasingly frequent. The conflict between the settlers and the Indians reached a head in 1835 when the Second Seminole War began.'*

During the war Ormond Beach and its vicinity were the setting for limited military activity. In December, 1835 Major Benjamin Putnam led several companies of the 2nd Regiment of the Florida Militia to the Rozetta Plantation where they set up temporary headquarters. When Indian attacks threatened his position, Putnam withdrew his forces from Rozetta to the Bulow Plantation.**During the late fall and early winter of 1835, the plantations along

the Halifax and Tomoka Rivers were razed. Their owners abandoned them. In February 1836, a military observer reported the Ormond area deserted and the Rozetta Plantation in ruins.²¹

The Seminole War brought some benefits to the Ormond area. It stimulated the first significant development of much of the Florida peninsula, including parts of Volusia County. Land was cleared, roads were built, and fortifications were constructed. Furthermore, the United States government created a real estate boom in Florida by promising a grant of land to any volunteer over eighteen who enlisted to fight the Seminole Indians.²²

The benefits were, however, limited, and the war was a long term disaster for the Halifax area. It disrupted staple agriculture when local settlers abandoned their farms and fled to St. Augustine and other havens. Indians destroyed the sugar plantations which had been major slave labor enterprises in the area. Moreover, events beyond the war hastened the decline of the local economy. In addition to the 1835 freeze, an outbreak of citrus scale further devastated the cultivation of oranges. On a national level, the Panic of 1837 created a financial crisis throughout the country. Many banks including the

only one in East Florida, the Southern Life Insurance and Trust Company at St. Augustine, suspended specie payments. The chances for economic recovery diminished when a depression spread throughout the United States the following year. The local economy remained stagnant until after the Civil War.⁸³

The sugar and cotton plantations in Ormond and its vicinity never reappeared after the Second Seminole War. Only a few scattered ruins remain. The Bulov sugar mill ruins are owned by the State of Florida, as is the blockhouse built in 1836 at Camp M'Rae. North of Highway 40 on Granada Avenue are the ruins of a sugar mill formerly located on the Henry Yonge grant. With the exception of these ruins, nothing of the plantations remains above surface within the city limits of Ormond Beach, although the existence of subsurface archaeological sites is quite likely.⁸⁴

From the 1840s until the early 1870s, the geographic area which now forms Ormond Beach was largely a wilderness. The principal economic activity was timbering. Timbering was an important industry in Florida from the British period until the development of metal hulled ships after the Civil War. Live oaks, in

particular, were cut in the interior and transported to the coast where they were shipped north for processing. Tomoka Avenue in Ormond Beach was originally a live oak logging road. The principal timber contractors in the Ormond area were William, Rodolphus, and Obed Swift, three brothers from New England. During the years prior to the Civil War they produced several thousand board feet of live oak and other ship timber.²³

The concentrated, uninterrupted development of Ormond Beach dates from the period immediately following the Civil War. After the war, John Andrew Bostrom, a former Union soldier who had been born in Sweden, settled within the present limits of Ormond Beach. He was eventually joined by his brother Charles. The Bostroms bought land on the peninsula at two dollars an acre and were able to extend their holdings from the river to the ocean. Dr. John Milton Hawk, in an 1887 guidebook, The East Coast of Florida, described the Bostroms as being the first settlers within the present limits of Ormond. The two brothers planted and cultivated orange groves. They built a substantial wharf and leveled a road across the sand-hills to the beach, which for several years was the only wagon road across the "peninsular," or beach ridge, to the ocean. They discovered the remains of two Indian

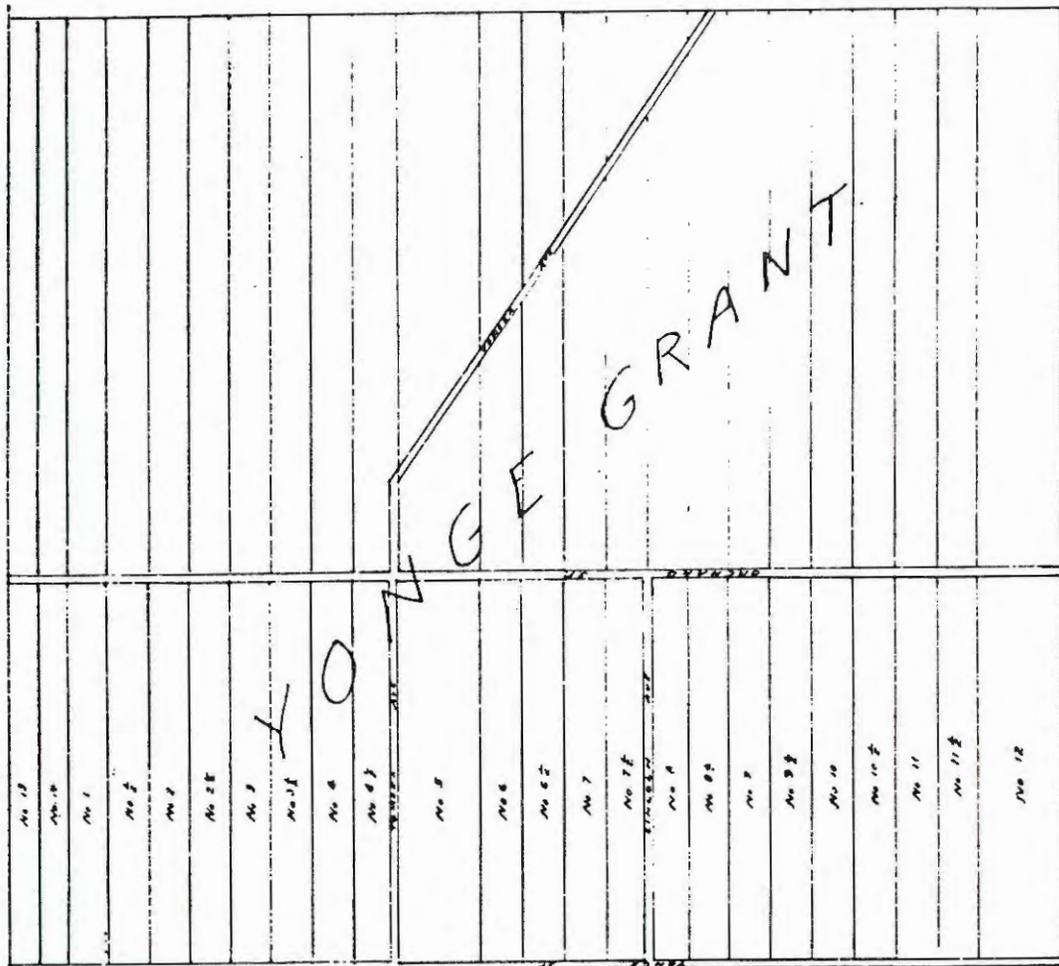
trails on their property, leading from Indian mounds on the banks of the river, through the woods to the more recent sandhills.²⁶ Their discovery is a reflection of the rich pre-history of Ormond Beach and the area surrounding it along the Halifax and Tomoka Rivers.

Initially, the Bostroms lived in a palmetto shack, but Andrew Bostrom later constructed a substantial house. The house was, for a period, the only one north of Port Orange, and, according to oral tradition, was constructed in part from lumber salvaged from the ruins of shipwrecks. It was named "Bosarve" ("Home Place" in Swedish) and was located on what presently is Riverside Drive, south of Granada Avenue, amid a substantial orange grove. Bosarve, for which Bosarvey Avenue was named, became a boarding house and meeting place for visitors and local settlers. James Ormond, III stayed there while visiting the area during the autumn years of his life. In 1870, Matthias Day also stayed there. Shortly afterwards, he bought a tract of land to the south which formed the early settlement of Daytona, a name suggested by a committee which included Andrew Bostrom. Bostrom served as mayor for fifteen years, county commissioner, proprietor of the first Coquina Hotel, and president of the Ormond Beach Hotel Company. His friends included Henry Morrison

Flagler, and John Anderson and Joseph Price, two of the town fathers. Bosarve was eventually torn down, resulting in the loss of a local landmark associated with one of the pioneer families of Ormond Beach and Volusia County.*'

The concentrated settlement of Ormond Beach began in 1873. That year representatives of Phillip Corbin, owner of the Corbin Lock Company, New Britain, Connecticut, visited Andrew Bostrom at Bosarve. With the assistance of the Bostroms, they sought land for a colony of company workers. The representatives inspected a tract of land on the west side of the Halifax River, formerly the Henry Yonge grant, along with an additional, contiguous tract owned by timber contractor, Rodolphus Swift. They bought the two tracts and began a settlement which formed the nucleus of what today is the City of Ormond Beach. They named it New Britain, after the city in which the Corbin Lock Company was located.**

About half a dozen employees began the settlement in 1874. They encountered an austere existence in what was then an isolated frontier area of Florida. They constructed a single wooden shanty with a thatched palmetto roof on the west side of the Halifax River. The shanty measured about 14x24 feet with double deck bunks



THAT PORTION OF THE
TOWN OF ORMOND
AS SETTLED AND LAID OUT BY THE COLONY
FROM NEW BRITAIN, COMM IN 1815 A.D

A TRUE COPY OF MAP
MAP OVER 2 PAGE 18
L.S. 1815
By Wm. J. ...

HERNANDEZ GRANT

Note - New Britain Ave, New England Ave,
Highland Ave, Bermuda Ave, and Kings St.
have been laid out and surveyed by the
original lots since the original survey

Revised December 13, 1888
in New York City
By Wm. J. Dickinson
Clerk

FIG. 1

along one side and one end. The settlers dug wells and planted orange trees. In the spring, all of them except Daniel Wilson returned to New Britain to work in the lock company's factory. Wilson tended the orange trees and began construction of his residence, Colony House, located at what presently is the southwest corner of Tomoka Avenue and Beach Street. Thereafter, many of the New Britain settlers stayed at Colony House until their own residences were complete.²⁹

An important event in the physical development of Ormond Beach occurred in 1875 when New Britain was subdivided into blocks and lots. The original plat included eleven streets. All of the streets remain in existence, and seven of them retain their original names. The east-west streets were Live Oak, Tomoka, New England (Granada) Avenue, New Britain, Lincoln, Highland, and Hernandez. The north-south streets were Orchard, Palmetto (Beach), Pine (Ridgewood), and Yonge.³⁰ The Corbin Lock Company distributed the land within the subdivision to its employees in twelve equal portions, each allotted to a family by drawing. Those who received land were George H. Millard, Daniel Wilson, Lucius P. Summers, Philip Corbin, James E. Francis, E. M. Penfield, A. A. Hull, Chester Penfield, Frank Penfield, George Bingham, William G.

McNary, and Ruth and Eliza Dix, sisters of Mrs. McNary.²¹

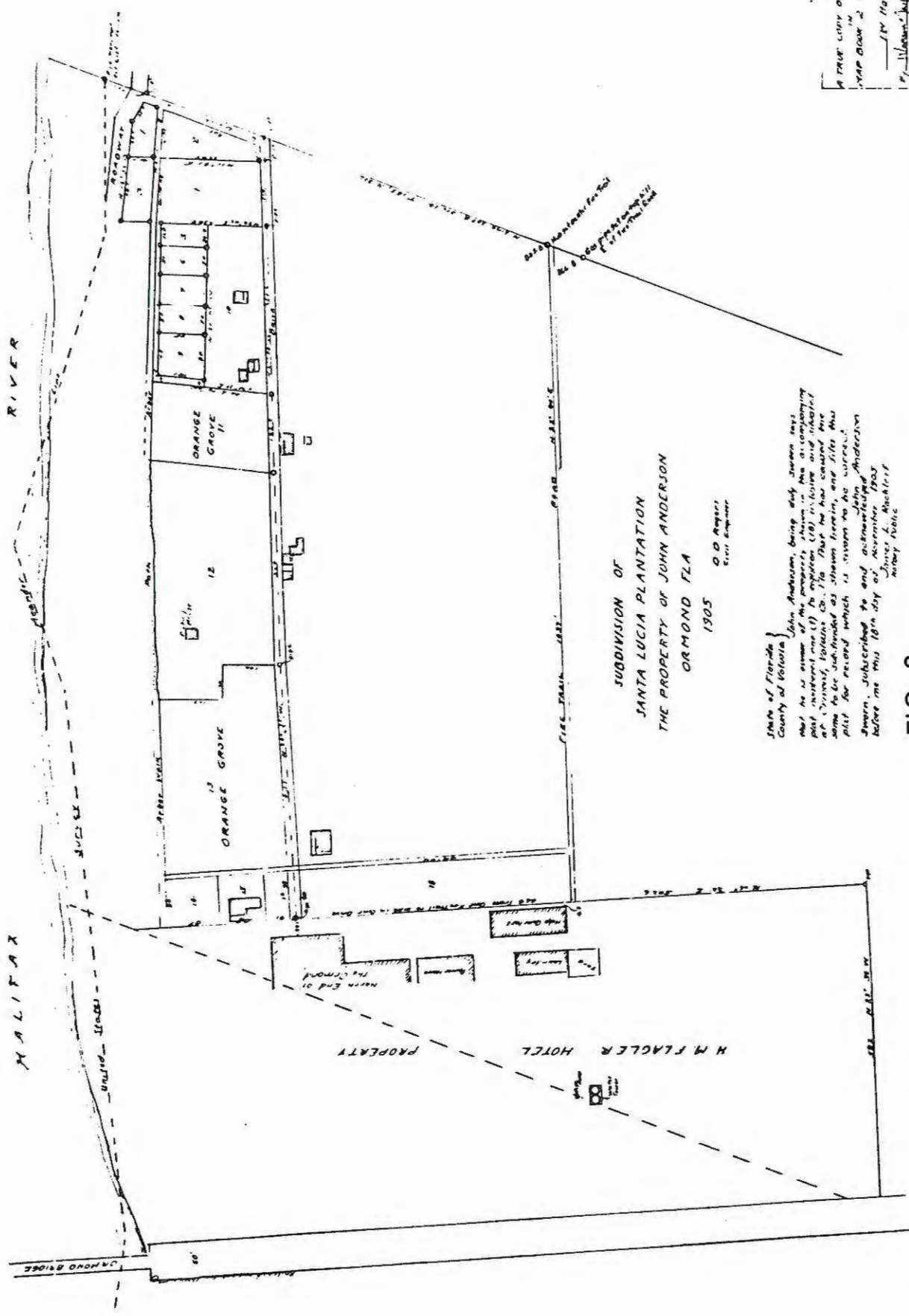
The McNary family became one of the most influential in New Britain. Their original allotment of land extended from present Dix Avenue to Hernandez Avenue. The McNary House still stands on the north corner of Dix Avenue and North Beach Street. To its north is the house of the Dix sisters. The houses were originally identical in design to one another, but subsequent additions have changed the appearance of the McNary House. Another early pioneer, Isaac Shurtle, opened the first general store in Ormond Beach in 1876 but sold it to James Francis later that year. Francis later opened a general merchandise store on the riverfront south of the present Ormond Beach bridge. He, like many of the settlers, grew oranges on his acreage. The New Britain settlers built the first school in 1879 on the corner of present Ridgewood and Lincoln avenues.²²

In 1876 the New Britain settlement extended south only as far as Tomoka Avenue. At that point a subdivided area known as Melrose began and extended from Volusia (Tomoka) Avenue to Division Street and from the Halifax River west to "West End Avenue" or the Henry Yonge grant line, which later became Yonge Street. Division,

Fairview, Mound, Central, and Live Oak Streets all appear on an 1876 plat of the area and have retained their original names. The area now contains the Beldens Subdivision, which was platted in 1891, and Alcott's, Culver, Melrose, Hedgerow Court, Collis, and Granada Subdivisions.³³

While the Bostroms are credited with being the first settlers of Ormond Beach, the greatest promoter of the infant settlement was John Anderson. Born at Portland, Maine in 1853, Anderson was the scion of a wealthy family associated with the development of rail transportation in his home state. In the 1870s, he was working as a banker when he received a letter from his cousin, Samuel Dow, who was then living at New Britain, praised the area along the Halifax. By February, 1876 Anderson had moved to New Britain, where he and Dow began looking for land on which they planned to cultivate oranges.³⁴

In 1876, Anderson, Dow, and Charles Fox bought eighty acres of property on the peninsula. They built a rough cabin which they named "Trapper's Lodge." Another three men, Joseph Dowling Price, Jack Thomas, and Elijah Craig, all of whom were from Covington, Kentucky, also had a cabin on the peninsula at the time. Anderson and Price



SUBDIVISION OF
 SANTA LUCIA PLANTATION
 THE PROPERTY OF JOHN ANDERSON
 ORMOND FLA
 1905

O. D. Myers
 Civil Engineer

State of Florida }
 County of Volusia } John Anderson, being duly sworn, says
 that he is owner of the property shown on the accompanying
 plat, and that he is the proprietor (S) of the same and that
 he is in possession of the same and that he has caused the
 same to be subdivided as shown herein, and that the
 plat for record which is annexed to the within
 shown, subscribed to and sworn to by John Anderson
 before me this 18th day of August, 1905
 at Ormond, Florida
 O. D. Myers
 Civil Engineer

A TRUE COPY OF MAP
 MADE FROM THE ORIGINAL
 FILED IN THE OFFICE OF THE
 COUNTY CLERK OF VOLUSIA
 COUNTY, FLORIDA
 THIS 19th DAY OF AUGUST, 1905
 W. H. HARRIS
 County Clerk

FIG. 2

eventually became friends and business partners and together contributed much in shaping the social and economic character of Ormond during its formative years of development.²⁵

The influence of John Anderson on the development of Ormond Beach is particularly significant. Emulating Flagler's plans for developing Florida into a winter resort, Anderson was instrumental in bringing the railroad to Ormond Beach, in building the Ormond Bridge, and, most importantly, in constructing and managing the Ormond Hotel. Anderson built his own Santa Lucia plantation just north of the hotel where many pioneer buildings, such as "trapper's lodge," had been located. A plat of Santa Lucia plantation shows the arbor path leading along the bank of the Halifax with orange groves and a packing house. The plat also shows five dwellings along Orchard Lane.²⁶

By 1880, New Britain had grown enough to warrant incorporation. The leaders of the community posted a notice announcing a meeting to vote on incorporation would be held on April 22, 1880 at the Dix House. At the request of John Anderson and John Andrew Boston, both of whom had entertained James Ormond III during his recent

visits to the area, they changed the name of the town from New Britain to Ormond in honor of one of the area's pioneer families. After his father's death, James Ormond III moved to Charleston to become a merchant, but subsequently returned to fight in the Second Seminole War. He later settled in Port Leon, Florida where he ran a commission partnership with William McNaught. After a storm wrecked the business, Ormond moved to Atlanta where he prospered as a merchant until the Civil War. Later, he and his wife Elizabeth visited the settlement of New Britain. Due to James Ormond III's recollections of the area, members of the town of New Britain accepted the request of Anderson and Bostrom and voted to change the name to Ormond.²⁷

At the time of incorporation, the governmental structure of Ormond consisted of a mayor, elected for a one year term, and five aldermen, each elected for two years. The first mayor was Daniel Wilson, and the aldermen were L. P. Summers, J. D. Belden, J. E. Francis, Charles McNary, and J. A. Bostrom. The remaining elected officials were a town clerk, a town marshal, a tax assessor and collector, and a city treasurer.²⁸ The first meeting of the town council was held at the McNary House on May 8, 1880. The Council chose for the town

emblem a banana tree with the inscription, "Ormond, FL, incorporated April 22, 1880." The McNary House was used until mid-June 1880 when the council began meeting regularly at the home of James Francis.³⁹

By 1880 Ormond was fully experiencing the fruits of the Florida citrus boom then sweeping the peninsula. The cultivation of oranges was an important factor in the development of the community, particularly during the 1870s and 1880s. Furthermore, the production of oranges supported a number of auxiliary businesses, providing grovers with such items as crates, tools, farm implements, and fertilizer. Potential profits from citrus cultivation stimulated real estate promotion and sales and drew new settlers to the area. Most of the early settlers, including the New Britain colonists and John Anderson, were involved in some aspect of the citrus industry. The Santa Lucia plantation and Bosarve and the northern and southern peripheries of New Britain and Melrose subdivision were the location of major orange groves.

For the first few years, the physical development of the town as it is documented in the Council Minutes is concerned with the clearing of streets, the laying of sidewalks, and the planting of ornamental trees. On July

27, 1881, the City Council ordered that the seed of the Monterey Cypress and Monterey Pine be planted along Palmetto (Beach) Street. ** A month before this, the Council voted to build a six foot wide sidewalk on the west side of Palmetto (Beach) Street. It is clear that Palmetto, lying along the west bank of the Halifax River, was the main business street during the early years of the city.

In J. M. Hawks' 1887 tourist guide, Ormond is described as having stores, a post-office, schoolhouse, and a Union Church. It reportedly had an abundance of drinking water from artesian wells and riverfront lots that were selling for \$300 to \$1,000. On the east side of the river land could be bought for \$3 to \$5 front foot, extending to the ocean. A town lot of 100x215 feet on a side street could be had for \$50 to \$200.**

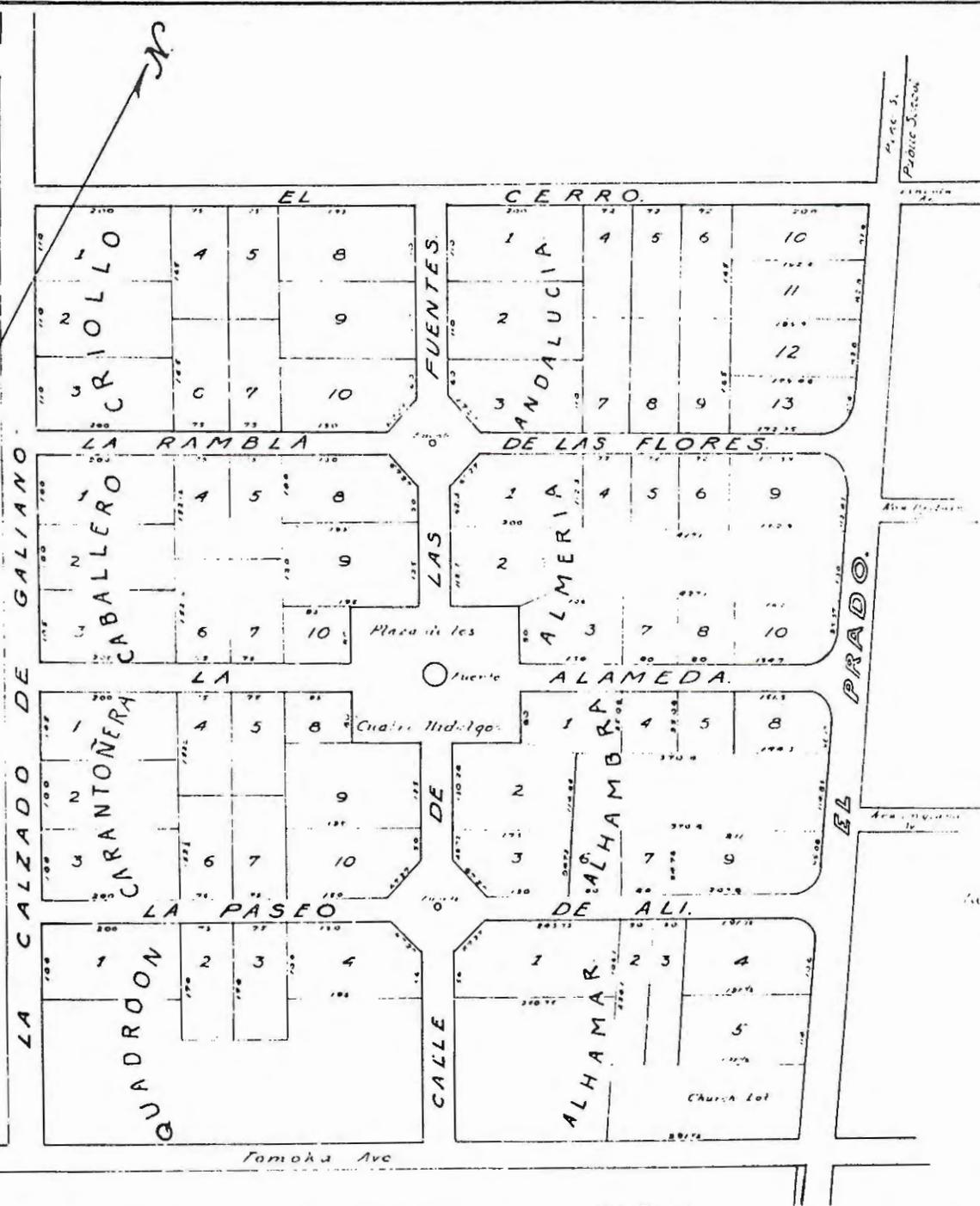
The New Britain Settlers had platted most of the streets in the downtown area of Ormond Beach in 1874-1875. On December 29, 1881, the town council passed an ordinance dividing them into avenues and streets. They established Hernandez Avenue, which ran from the Halifax River along the south line of the Martin Hernandez Grant to the east line of the Henry Yonge Grant. They also established

Yonge Street running in a north-south direction along the east line of the Yonge Grant, and subsequently New Britain and Highland Avenues. Different spellings of the name Yonge appear in the records, but all refer to the Henry Yonge grant made by the Spanish government during the second Spanish period.*⁶

In June, 1887 amid the building of the railroad and the new Ormond Hotel, John Anderson and other community residents petitioned the council that La Vega Avenue be widened and graded from the railroad station to the river and renamed Granada. Right of way was granted to the St. Johns and Halifax River Railway through the entire length of Granada Avenue. In September, Granada was extended from the Halifax River to the ocean. Corbin Avenue was established in August 1888. The original Corbin Avenue was built in a square beginning between river lots 4 and 5 from Pine (Ridgewood) Street to the Halifax, fifty feet south, then west again to Pine Street and north to the point of origin.*⁷

The "Granada" plat of May 1885 shows a layout of streets with three artesian fountains each contained in small plazas. Granada was located between Yonge Street on the west, Ridgewood Avenue on the east, Tomoka Avenue on

GRANADA



Surveyed and Map'd by

SW Strickland
Civil Engineer and Surveyor
at Ormonde

Description for Deeds,
True Meridian
The course of the Grant Line and of
lines parallel to it is North 25° 15' East
Reverse Bearings South 25° East

The course of Pino Street and of
lines parallel to it is North 20° West
Reverse Bearings South 20° East

The course of El Cerro and of
lines parallel to it is N 66° 17' E
Reverse Bearing S 66° 17' W

MAGNETIC MERIDIAN
17° 50' 25° 15' and 61° 20'
Respectively

Recorded in 11, 17 & 18 1886
by Frank W. Clark
Register of Deeds

A TRUE COPY OF MAP
MAP BOOK 1 PAGE 6

Walter H. Swanson
Civil Engineer
of Walter H. Swanson
DEPUTY

FIG. 3

the south, and Lincoln Avenue on the north. Though no fountains remain, the central plaza is still evident. The Granada plat has been further subdivided into Gardner's Subdivision, Criollo Resubdivision, and Ormond Park Gardens. The plat documents that Granada was then called New England Avenue from El Prado (Pine or Ridgewood) east to the Halifax River.**

Other blocks which pre-date 1887 are the Anderson and Penfield Blocks, surveyed by S. W. Strickland and recorded in May, 1884.** A plat of the Ormond Cemetery, recorded the following year, shows it located along Orchard Lane, previously Grove St., in an area known as Forest Grove. It identifies Orchard Lane, Hammock Lane, and the cemetery, all of which still exist. The Hillside Cemetery, on the peninsula south of Granada Avenue, was opened just a few years later.**

The Florida State Gazetteer & Business Directory for 1884-1885 lists over 90 landowners in Ormond. John Anderson sold fertilizer, J. A. Bostrom ran a boarding house at Bosarve, and L. M. Murray operated a general merchandise store. Other occupations listed were contractor, ship carpenter, butcher, physician, and blacksmith. The principal industry was citrus

cultivation. ⁴⁷ The state gazetteer for 1886-1887 credited Ormond with a population of 300. The town had a post office, two stores, a blacksmith shop, and a school, but the nearest bank was located in DeLand. Stages traveled to St. Augustine tri-weekly for \$4 and to Volusia daily for \$5. The principal industry remained citrus cultivation. The gazette listed 65 people as orange and vegetable grovers.⁴⁸

Despite its growth during the 1870s and early 1880s, Ormond, because of its inaccessibility, remained small and relatively isolated. An inadequate system of transportation was the major impediment to development on a significant scale. Only a sandy trail led from St. Augustine, and the nearest inlet through the barrier island that shielded the settlement from the Atlantic Ocean was over twenty miles to the south. A journey by boat from Philadelphia took at least two weeks, generally including a transfer at Savannah and another at Fernandina or Jacksonville. At Jacksonville, a choice of water routes, up the St. Johns River or along the intracoastal waterway, was often available. Either route required a final overland journey to reach the destination. The most common route took the traveler along the river to Volusia Landing south of Lake George, where a horse or mule-drawn

wagon was used to complete the last leg of the trip, still a distance of some thirty miles. In 1881, a ferry began operating across the Tomoka River, permitting a colonial highway, the King's Road, to be put back in use. Within a year, three trips a week were made between Ormond and St. Augustine, a journey of about 24 hours. Until the railroad arrived, the King's Road remained the chief link between the Halifax country and the outside world.**

Persistent efforts were made in the town's nascent years to resolve its isolation. By 1884 steamer traffic was carried out on a regular basis between New Smyrna and Jacksonville, carrying passengers and freight. Although railroads had been built in Volusia County in 1881 and 1884, they were located in the western parts of the county. The first rail link to the Halifax country arrived in 1885 from Palatka, consisting essentially of a logging road, "two streaks of rust," across the scrub palmetto forest to the banks of the Tomoka, where passengers took a ferry before going on to Ormond and Daytona.** The individual who first developed rail transportation to the Halifax was Utley J. White. White, a lumberman, had worked for the Toccol Railroad Company, the first railroad to St. Augustine. For financing he went to Stephen Van Cullen White, a Wall Street

millionaire, who had been staying in Ormond with his sister-in-law, recuperating from an illness. He began construction in August, 1885.¹¹

Problems with marshes and hard rock caused delays in the railroad's completion, but in November 1886, the first engine from Palatka steamed into Ormond. The St. Johns and Halifax Railroad, as it was called, was extended a month later to Daytona.¹² An early 1887 map of the La Vega subdivision shows the railroad buildings just west of the line. The plat also shows White Street laid out between Young [sic] St. and the rail line.¹³ The principals involved in the development of the railroad continued their association with Ormond thereafter. Utley J. White built a residence around the ruins of the old Colony House at the southwest corner of Beach and Tomoka. He lived there until he sold the house to John G. Borden of the canned milk company. Stephen Van Cullen White financed other significant developments, including the Ormond Hotel and the Ormond bridge.¹⁴

In 1889, Henry Flagler purchased White's St. Johns and Halifax River Railroad, changed it to a standard gauge and offered improved passenger service. Flagler had ambitious plans for the east coast, as he had already

demonstrated in St. Augustine, where he constructed major hotels for northern tourists. In the autumn of 1892 he brought his Florida East Coast Railroad into Daytona, shortening the distance from Jacksonville and opening the Halifax country to south-bound rail travelers, including, of course, northern tourists. Until completion of the coastal highway and America's adoption of the automobile for long distance trips, several decades in the future, Flagler's line remained the principal means of access to Ormond."'

Following the arrival of the railroad, a second major advance in the local transportation system was made in 1887, when the first bridge was built across the Halifax River at Ormond. The bridge was narrow and constructed of wood. It was built by a local stock company and financed by Stephen Van Cullen White. It provided permanent access between the peninsula and the mainland."'

The bridge and the St. Johns and Halifax Railroad served as catalysts for the subsequent development of the town. The major development resulting from them was the Ormond Hotel. Stephen Van Cullen White, John Anderson and Joseph Price quickly recognized the commercial opportunities created by the completion of the railroad.

Anderson and Price approached White with their plan to construct a hotel on the peninsula. Against the judgment of many who looked skeptically on the chances for success of a resort hotel located in a wilderness area, White agreed to finance the project. Construction of the hotel began in late 1887. Land, belonging mostly to John Anderson and Charles Bostrom, was cleared on the peninsula side near the bridge. George Penfield, the fourteen year old son of Mose Penfield, a local resident, supposedly drew the plans for the first floor of the hotel.⁸⁷

Following an intense building schedule, the hotel opened January 1, 1888. It contained 75 rooms which rented for \$4.00 per night. Its operation was seasonal, running from January to April. Despite the optimism of its owners, it was so remotely located that it was financially unsuccessful during the first two seasons. Given its unprofitability, in May 1891, Anderson and Price sold the hotel to Henry Morrison Flagler for \$112,500.⁸⁸

Henry Flagler was the individual most directly responsible for the development of the east coast of Florida during the late nineteenth century. Flagler visited St. Augustine in 1885 and envisioned the Ancient City becoming the Winter Newport, a resort center for wealthy

northerners. To that end Flagler constructed two major hotels in St. Augustine, the Ponce de Leon and the Alcazar and subsequently purchased a third, the Cordova, to add to his complex. Flagler had great plans for the east coast, as he had already demonstrated in St. Augustine."'

Flagler watched the development of the Ormond Hotel with interest, viewing it as competition for his hotel complex at St. Augustine. By purchasing it he eliminated a competitor and forged the second link of the East Coast Hotel Company. Allowing Anderson and Price to remain as managers, Flagler enlarged the hotel, increasing it from 75 to 150 rooms in 1890 and to 300 in 1899. By 1905 he had further expanded it, adding wings to the north, south, and west, painting the hotel the traditional yellow color of the Flagler chain, and increasing its size to 400 rooms. He also extended the railroad across the river on the south side of the bridge, enabling guests to take the train directly to the south entrance of the Hotel Ormond.''

Under Flagler's ownership, the Ormond Hotel was a self-contained community, housing facilities for all the resort's activities. Its grounds and support facilities included a kitchen, power house, laundry, lumber shed,

greenhouse and garden, rose garden, stables, two servants barracks, a saltwater swimming pool, casino, putting green, croquet and tennis courts, stores, motion picture theatre, garage and grandstand. It maintained agreements with several northern hotels, bringing their staffs down for the winter tourist season. It was associated at different times with the O-te-sa-ga Hotel in Coopertown, New York, the Mt. Washington Hotel in Bretonwoods, New Hampshire, and the Mt. Pleasant Hotel in New Hampshire. In catering to its northern clientele, it advertised its cuisine and hospitality as "New England's best."

The construction of the Ormond Hotel and its acquisition by Henry Flagler were pivotal events in the historic development of Ormond Beach. They were particularly important factors in shaping its social and economic character. After Flagler acquired the hotel, it became a popular seasonal gathering place for wealthy northerners. Many of those who stayed there eventually built or acquired private residences in the community. The most famous example of this phenomena was John D. Rockefeller, Flagler's one-time partner in the Standard Oil Company. Rockefeller spent several winters at the hotel, renting the entire second floor of the west wing, now known as the Rockefeller wing. He played golf on the

hotel's course and presided over the annual charity ball at the hotel. His presence provided great publicity for the hotel and helped attract more of the rich and famous. In 1918 he purchased the "Casements," a private residence across the street from the hotel, and, like many others of his wealth and class, became a seasonal resident of Ormond.***

With the building of the railroad, the bridge, and the hotel, Ormond began to prosper and grow, but certain of its residents kept a watchful eye on the preservation of its scenic beauty. The first civic organization devoted to the physical improvement of the community was the Village Improvement Association. Founded January 9, 1891 at the Ormond Union Church, the objective of the association was to "promote neatness and order in the village; do whatever may tend to improve and beautify our town as a place of residence and keep it in a healthful condition." In the years prior to 1932, government played a relatively minor role in developing social programs, particularly in the areas of charity and community development. Groups such as the Village Improvement Association and its successor, the Ormond Beach Woman's Club, assumed this role and the association's headquarters became a community center. Members of the association

placed litter barrels on street corners and paid for street signs. In March, 1894, the association rented a cottage on Lincoln Avenue for \$100 a year and used the space as a library and reading room for local residents and visitors to Ormond. The association and its successor, the Ormond Beach Woman's Club, operated the Ormond Beach Public Library until 1969. "

The Ormond Beach Women's Club is located at the site of the original meeting house of the Village Improvement Association. In 1905 the association became a member of the State Federation of Women's Clubs and a new chapter house was built on the Beach Street lot and named the Anderson and Price Memorial Library, after John Anderson and Joseph Price. The name of the association was changed to Ormond Beach Woman's Club in 1957, and the library that was started was eventually donated to the new Ormond Public Library in 1969. The Woman's Club and its predecessor, the Village Improvement Association have made numerous contributions to the improvement of the quality of life in Ormond Beach. Its contributions include charitable benefits, beautification projects, and preservation of historic records. The headquarters of the Woman's Club, designed by nationally renowned architect Ogden Codman, was listed in the National Register of

Historic Places in January, 1984."'

Another organization devoted to the physical improvement of the Ormond area was the Garden Club which was founded on February 28, 1922 as the first organization of its kind in Florida. Membership was limited to fifty women from the Ormond area. Since that time the Garden Club has devoted itself to improving the landscape and horticultural quality of the Ormond area. The members have been particularly concerned with limiting the amount of outdoor advertising in the Ormond area."

Ormond grew rapidly after the completion of the railroad, bridge, and hotel. By 1895 it had a population of 400 with a Masonic Lodge, Episcopal and Union Churches, public library, street cars, a building and loan association, and a second hostelry, the Coquina Hotel. In addition to the hospitality industry, agriculture remained an important economic activity. There were approximately fifty people growing and shipping fruit and vegetables in the community at that time."

The construction of the Coquina Hotel was another significant event in the development of the community as a winter resort. In 1889 the original Coquina Hotel was

completed near the oceanfront just south of Granada Avenue. In 1903, John Anderson and Joseph Price bought the hotel and renamed it the Bretton Inn after Bretton Woods, the resort in the White Mountains where Anderson and Price were summer managers. In 1911, after the death of John Anderson, the Bretton Inn was sold to James P. Vining. Vining had it torn down in 1923 in order to build a larger hotel which he named the Coquina. The second Coquina Hotel was torn down in 1969. Photographs documented the massiveness of these landmark structures. Unfortunately, only the Ormond Hotel, among city's historic hostelries, remains.⁶⁷

Around the turn of the century, Ormond experienced one of its most colorful and exciting periods of development. Although Daytona Beach is now the center of auto racing, Ormond Beach was at one time known as the birthplace of speed in Florida. The association between Ormond and auto racing began during a vacation at the Ormond Hotel by James Hathaway, a wealthy manufacturer from Somerville, Massachusetts. Noticing that his bicycle left no impression in the firm beach sand, he decided to test drive his automobile there. He found that not only was it possible to drive on the beach, but that the smooth, hard packed surface allowed for greater speeds.

He discussed the idea of auto racing on the beach with John Anderson and Joseph Price, who were still managing the Ormond Hotel. Anderson and Price viewed racing as a way of promoting the hotel and agreed to finance the first race. They hired W. J. Morgan, a New York newspaperman, as publicist, and embarked on a national promotional campaign.**

The race occurred in mid-April, 1902. Thus, it was on the beaches of Ormond that auto racing began in Florida. Thereafter, the town became popularly known as the birthplace of speed and received national attention. In 1904 the Ormond Hotel was overflowing with celebrities, including William K. Vanderbilt, the renowned architect Stanford White, Irene Bentley, a famous actress of the time, and Count D'Armande. Ransom E. Olds, later manufacturer of the Oldsmobile, was among the first to race down the hard-packed sands of Ormond Beach.** The sport caught on in the Ormond-Daytona area and the race soon became an annual event with noteworthy racers appearing such as Barney Oldfield and Henry Ford. In 1905 a world record was set by Arthur McDonald driving a 90 horsepower Napier at 104.6 miles per hour. The principal building associated with auto racing in Ormond was the Ormond Garage. The Garage was constructed through

the financing of Henry Flagler, who saw it as a promotional tool for the hotel. Completed in 1903, it was a one-story, peaked roof building with brick floors in which the first racing cars were housed and built. It had room for 100 cars and became known as "America's Original Gasoline Alley." Located east of the Ormand Hotel, the Ormond Garage was listed in the National Register of Historic Places. It was subsequently destroyed by fire in January, 1976.'°

During the 1920s Ormond, along with communities throughout the country, entered a period of rapid, exuberant growth. The precipitating event which stimulated development locally was the Florida Land Boom. The Boom had its genesis in South Florida, particularly in Miami. Buildings designed by architect Addison Mizner in Palm Beach and subdivisions such as Coral Gables became models for real estate developers around the state, including Ormond. The stylistic models for the architecture of the period were typically Spanish, Spanish Colonial, Italian or an eclectic mixture. These styles are commonly found among the buildings constructed in Ormond during the 1920s.

The building boom of the twenties meant the

development of areas of Ormond beyond the traditional center of town. The Ormond Terrace subdivision and the Rio Vista subdivisions were both built in the 1920s. Also at that time, Emmon's subdivision of River Lot 9 and 9½, the Allenwood subdivision between Hernandez Avenue and Woodland, the Riparian Park subdivision on the north side of the block between Hernandez Avenue on the north, Dix Avenue on the south, Beach Street (known as the Dixie Highway in the 1920s and 1930s) and Ridgewood Avenue on the west were all platted.⁷¹

Real estate development signaled a need for improved and expanded city services. The city provided a waterworks system in late 1924 and passed a \$130,000 bond issue for improving streets and installing a drainage facility on the mainland side. By September 1927, the waterworks and street improvements had been completed. At that time city government had grown to such an extent that four city managers were appointed--a manager of the Ormond Beach Zone, manager of Ormond Village Zone, manager of West Ormond zone, and a manager at Large.⁷² Needing additional space, city officials moved their offices during the 1930s to the deserted bank building at the corner of Corbin Avenue and South Beach Street, where they remain today.

By the late 1920s the economic and social character of Ormond Beach was well defined. The Florida Real Estate Boom collapsed in 1926, bringing to a close a significant period of growth for communities throughout the state. The onset of the Great Depression, beginning in 1929 further exacerbated the economic problems of these communities. During the period Ormond Beach began declining as a commercial resort and became an increasingly residential community. The manifestation of this trend is well illustrated by the fortunes of the Ormond Hotel and the other resort hostelries located there.

Following World War I, the character of Florida tourism began changing. It became increasingly middle class in character as roads improved and the car proved financially accessible to the masses. These middle class tourists were not able to afford extended or expensive vacations. Moreover, newer, more fashionable resort areas, such as Palm Beach and Miami, began to develop on a significant scale. They attracted many of the wealthy, northern visitors who had once made Ormond their winter home. The changes in the character of Florida tourism affected the profitability of the Ormond and the other

hotels in the community. The East Coast Hotel Company opened the Ormond Hotel to conventions and eventually operated it year round. Because of its lack of profitability, the company sold it in 1949 to Robert Woodward who converted it to an unsuccessful hotel management school. Woodward subsequently sold the hotel and golf course separately, the former to the Reverend C. A. Maddy and the latter to Ellinor Village. Maddy converted the hotel into a retirement home, selling lifetime care contracts to the elderly. The home, however, was poorly managed and placed in receivership. In 1955, its management was undertaken by Edward Cook, a wealthy retired candy manufacturer and resident of the hotel, who made the building profitable. It stands today as the embodiment of the period when Ormond was one of America's premier resort communities.⁷³

The history of Ormond Beach following World War II is similar to that of virtually every American city: increasing numbers of automobiles and asphalt fed into the city by the interstate highway system, suburban sprawl, the gradual erosion of the central commercial sector, and strip development along major state highways. Since that time its population has grown steadily. Between 1970 and 1980 its population grew from 14,063 to 21,378, an

increase of 52 per cent.⁷³ Moreover, Volusia has become one of the fastest growing counties in one of the fastest growing states. Rapid population growth has created increased demands for essential services and has generated specific concerns about the conservation of the natural and cultural resources of Ormond Beach. The above historical narrative and the other components of this report are intended to assist the city and residents of Ormond Beach in planning for future growth. They hopefully will ensure the protection of archaeological sites and standing structures which embody the significant development of the community.

The concentrated settlement of Ormond Beach began during the 1870s with the establishment of New Britain, a small community of New Englanders, who made their living mainly from citrus cultivation. Its development accelerated during the 1880s when John Anderson, Joseph Price, Stephen Van Cullen White, and other pioneers saw that the small wilderness community was incorporated and linked by rail with the eastern United States. Their entrepreneurial spirit led to the construction of a bridge spanning the Halifax River and the Ormond Hotel, a building which helped define the social and economic character of the community. During late nineteenth and

early twentieth centuries, Ormond became one of Florida's most important resort communities and the location of some of the first automobile races in the United States. Ironically, following World War I, as the automobile became increasingly available to middle America, the character of Florida tourism changed, and Ormond declined in importance as a winter resort and tourist mecca. Although landmarks such as the Coquina Hotel, Santa Lucia Plantation, Bosarve, and the Ormond Garage have been lost, many buildings which embody Ormond Beach during its significant period of development remain. They include the Ormond Hotel, the Ormond Beach Woman's Club, the Casements, the Lippincott Mansion, Talahloka Lodge, the late nineteenth and early twentieth century residences that grace the riverbanks, and the splendid 1920s residences on the oceanfront. With a knowledge of its past and the determination of its residents, Ormond Beach can preserve these landmarks for future generations.

NOTES

¹ See the Florida Master Site File, Florida Department of State, Tallahassee, Archaeological Reports for Volusia County.

² Alice Strickland, Ormond-on-the-Halifax, a Centennial History of Ormond Beach Florida (Ormond Beach, 1980), pp. 3-4.

³ John W. Griffin and Hale G. Smith, "A Timucua Village of 1605 Now in Tomoka State Park," Florida Historical Quarterly, 32 (April, 1949), 4:340-342.

⁴ Charles Loch Mowat, East Florida as a British Province, 1763-1784, (Berkeley and Los Angeles, 1943), pp. 21-26, 53-55, 61; Wilbur H. Siebert, Loyalists in East Florida, (DeLand, 1929) I, p. 68.

⁵ Strickland, Ormond-on-the-Halifax, pp. 4-5.

⁶ Strickland, Ormond-on-the-Halifax, p. 6.

⁷ Charles S. Coomes, "The Old King's Road of British East Florida," El Escribano, 12 (1975), pp. 37-41.

⁸ Helen Hornbeck Tanner, Zespedes in East Florida, 1784-1790, (Coral Gables, 1963), pp. 130-136; Janice Barton Miller, "Juan Nepomuceno de Quesada, Spanish Governor of East Florida, 1790-1795", Ph. D. dissertation, Florida State University (Tallahassee, 1974).

⁹ Strickland, Ormond-on-the-Halifax, pp. 8-9.

¹⁰ Works Projects Administration, Spanish Land Grants in Florida, IV, (March, 1941), pp. 153-154.

¹¹ Strickland, Ormond-on-the-Halifax, pp. 12-13.

¹² T. Frederick Davis, "MacGregor's Invasion of Florida, 1817," Florida Historical Quarterly, VII, (July, 1928) p. 9; T. Frederick Davis, "Pioneer Florida," Florida Historical Quarterly, XXIV, (July, 1940), p. 291; Clarence Edwin Carter, The Territorial Papers of the United States, XXII, (Washington, 1956), pp. 616, 640-641.

- ¹²W. P. A., Spanish Land Grants, 5, p. 220.
- ¹³Mark F. Boyd, "The Seminole War: Its Background and Onset," Florida Historical Quarterly, 30 (July, 1951), p. 60.
- ¹⁴Boyd, Seminole War, p. 60.
- ¹⁵Boyd, Seminole War, p. 231; Charlton Tebeau A History of Florida (Coral Gables, 1980), p. 119; William R. Adams, et al, "Historic Sites and Buildings Survey of St. Augustine, Florida," (St. Augustine, 1980), pp. 23-24.
- ¹⁶Michael G. Schene, Hopes, Dreams, and Promises, (Daytona Beach, 1976), p. 30.
- ¹⁷John K. Mahon, History of the Second Seminole War (Gainesville, 1967), p. 28.
- ¹⁸Mahon, Second Seminole War, pp. 47, 59; William Baldwin, Reliquiae Baldwinianae: Selections from the Correspondence of William Baldwin, M. D. (Philadelphia, 1814), p. 200; see also section 32 of the East Florida Papers, Correspondence between the Governor and Commandants on the St. Johns and St. Marys River.
- ¹⁹Schene, Hopes, Dreams, and Promises, pp. 41-42.
- ²⁰Strickland, Ormond-on-the-Halifax, p. 22.
- ²¹Thomas Graham, The Awakening of St. Augustine (St. Augustine, 1978), pp. 41-42.
- ²²Graham, Awakening, pp. 35-36, 54
- ²³Strickland, Ormond-on-the-Halifax, p. 25.
- ²⁴Schene, Hopes, p.55; Strickland, Ormond-on-the-Halifax, p. 29.
- ²⁵Strickland, Ormond-on-the-Halifax, p. 38.
- ²⁶Strickland, Ormond-on-the-Halifax, pp. 39-40.
- ²⁷Strickland, Ormond-on-the-Halifax, p. 41.
- ²⁸Strickland, Ormond-on-the-Halifax, pp. 43-44.
- ²⁹Volusia County, Property records, Town of Ormond as

platted by Settlers from New Britain, Conn. in 1875, map book 17, p. 58, December 13, 1884.

*1 Strickland, Ormond-on-the-Halifax, p. 44.

*2 Strickland, Ormond-on-the-Halifax, pp. 45-48.

*3 Volusia County, Property Records, Map of the Village of Melrose, map book 12, p. 114, June, 1876; Belden's Subdivision of Village of Melrose, map book 14, p. 185, November, 1891; Hedgerow Court, map book 22, p. 83, August, 1924.

*4 Strickland, Ormond-on-the-Halifax, p. 59.

*5 Strickland, Ormond-on-the-Halifax, p. 60.

*6 Volusia County, Property Records, Subdivision of Santa Lucia Plantation, map book 17, p. 112, 1905.

*7 Strickland, Ormond-on-the-Halifax, p. 14.

*8 Ormond Beach, Council Proceedings, Town of Ormond, Volusia County, April 22, 1880, p. 5-9; Strickland, Ormond-on-the-Halifax, p. 53.

*9 Ormond Beach, Council Proceedings, May 8, 1880 and June 18, 1880, pp. 5, 9.

*10 Ormond Beach, Council Proceedings, July 27, 1881, p. 45-49.

*11 J. M. Hawks, East Coast of Florida, p. 51; Strickland, Ormond-on-the-Halifax, p. 54.

*12 Ormond Beach, Council Minutes, Dec. 29, 1881, p. 56; Council Minutes, p. 124, Dec. 16, 1884.

*13 Ormond Beach, Council Minutes, p. 181, June 23, 1887; Council Minutes, p. 190, September 1, 1887; Council Minutes, p. 240, August 2, 1888.

*14 Volusia County, Property Records, Granada Plat, map book 12, May 8, 1885, p. 194; map book 17, July 10, 1889, p. 40.

*15 Volusia County, Property Records, Penfield and Anderson Blocks, map book 12, p. 196, May 7, 1884.

*Volusia County, Property Records, Plat of Ormond Cemetery, map book 14, p. 5, August 8, 1885; Forest Grove Plat, map book 17, p. 16, July 1, 1886.

*Florida State Gazetteer and Business Directory, 1884-1885. Southern Directory and Publishing Company, (New York, 1886), p. 374.

*Florida State Gazetteer and Business Directory, 1886-1887, South Publishing Company, (New York, 1887), pp. 341-342.

*Works Progress Administration, Writer's Program, interview with Mrs. William Jackson, May 10, 1939, manuscript at P.K. Yonge Library; Halifax Reporter, September 21, 1976; Daytona Beach News Journal, April 13, 1958, interview with Ianthe Bond Hebel.

*Charlton Tebeau, A History of Florida, p. 284; The Observer, January 4, 1936.

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*Strickland, Ormond-on-the-Halifax, P. 68.

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*Strickland, Ormond-on-the-Halifax, p. 58.

*Charlton Tebeau, A History of Florida p. 284; The Observer, January 4, 1936.

*Strickland, p. 61.

*Coast Gazette, March 17, 1890; Schene, Hopes, Dreams, and Promises, p. 99; Strickland, Ormond-on-the-Halifax, p. 65.

*Strickland, Ormond-on-the-Halifax, p. 78; see also National Register nomination for the Ormond Beach Woman's Club held in the Florida Master Site File, Florida Department of State, Tallahassee.

*Graham, Awakening, pp. 166-169, 203.

*Strickland, Ormond-on-the-Halifax, p. 80-81.

*Volusia County, Property Records, Plat Map of

Ormond Hotel Complex by A. Boyton, 1930; Daytona Beach The Observer, January 2, 1930; Nixon Smiley, Florida Land of Images, (Miami, 1972), p. 60; P. K. Yonge Library, Gainesville, "Hotel Ormond on Ormond Beach, Florida," c. 1925.

**Allan Nevins, John D. Rockefeller, The Heroic Age of American Enterprise. II (New York, 1941), p. 693-695; Smiley, Florida Land of Images, p. 60.

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**Strickland, Ormond-on-the-Halifax, pp. 107-109; see also National Register nomination for the Ormond Beach Woman's Club, cited above.

**Strickland, Ormond-on-the-Halifax, p. 110.

**Florida Railroad Gazetteer and State Business Directory, Cotton States Publishing and Advertising Company (Atlanta, 1895).

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**Schene, Hopes, Dreams, and Promises, p. 109; Alice Strickland, "Florida's Golden Age of Racing," Florida Historical Quarterly, 45 (January, 1967), pp. 245-255.

**Strickland, Ormond-on-the-Halifax, p. 115.

**Strickland, Ormond-on-the-Halifax, p. 117; Schene, Hopes, Dreams, and Promises, p. 110; Strickland, "Florida's Golden Age of Racing," p. 256; Daytona Beach New Journal, February 15, 1931.

**Volusia County, Property Records, Plat Books of Ormond Beach area.

**Ormond Beach, Council Minutes, October 1, 1924 and November 3, 1924; Council Minutes, September 10, 1927; Council Minutes, February 5, 1925.

**P. K. Yonge Library of Florida History, Gainesville, "The Story of the Ormond Hotel, Ormond Beach, Florida." advertising booklet no date. Smiley, Florida Land of Images, pp. 61, 63-64.

ARCHITECTURAL AND PHYSICAL DESCRIPTION
OF SURVEY AREA

The City of Ormond Beach is situated on Florida's east coast, immediately south of the confluence of the Tomoka and Halifax rivers. Bounded on the east by the Atlantic Ocean, the city is divided by the Halifax River, which flows parallel to the ocean and forms a part of the intracoastal waterway. Ormond Beach thus has three shorelines upon or within its corporate limits. On its mainland side, the city's northern boundary is formed by the Tomoka River, and on the peninsula by Sandcastle Drive. Its corporate southern boundary follows an irregular line that wraps around a 1920s subdivision, Buena Vista, and by Harvard Drive on the peninsula side of the city. The city's corporate limits have changed several times in recent years as a result of annexations. For the purposes of this survey, the old city limits, which extended to an irregular line past the municipal airport and up to Interstate 95, some four miles west of the Halifax River, were included in the area of investigation.

The land upon which the city resides rises gradually some fifteen feet above the sea level from the respective

banks of the Halifax River. The Atlantic shoreline is flat. The terrain throughout the city is only slightly undulating. A generous canopy of live oak trees flanks either side of the river, and tree cover remains fairly thick throughout the city, excepting, of course, along the main thoroughfares, such as U.S. 1 (Yonge Street), and Ocean Shore Boulevard, the coastline drive, where trees have been removed to make way for heavy concentrations of commercial buildings. The peninsula, whose sandy soil once supported stands of live oaks, is now largely denuded on its eastern side, though the peninsula's western side, along the Halifax River, retains much tree cover.

The principal commercial streets in the city are Granada Boulevard, Yonge Street (U. S. 1), and South Atlantic Avenue. Granada Boulevard is an east-west street that proceeds from Interstate 95 westward across the Halifax River to the Atlantic Ocean, where it joins Ocean Shores Boulevard or A1A. South of Granada, A1A becomes South Atlantic Avenue. Yonge Street or U.S. 1, runs north-south through the city three blocks west of and parallel to the Halifax River. Like elsewhere in Florida, in its course through Ormond Beach U.S. 1 is characterized by small-scale strip development. Few older buildings remain facing it. Since the completion of Interstate 95

some two decades ago, it has been abandoned as a major artery for traffic along the state's east coast and now essentially accommodates local vehicular movement. Granada Boulevard is the location of the city's historic commercial center. The two blocks west of the Halifax River retain several early twentieth century commercial buildings, but the peninsula side of the boulevard has been taken over by modern developments.

The ocean side of Ocean Shore Boulevard, which runs parallel to the Atlantic north of its intersection with Granada Boulevard, is residential, characterized by relatively deep lots that run from the mean high water mark to the highway. A number of residences displaying the Spanish Colonial or Mediterranean Revival style are found in that area. South of Granada Boulevard, the ocean side of Atlantic Avenue is the site of large-scale hotel and condominium development, interspersed by commercial buildings and a few residences. The west side of Atlantic Avenue exhibits small scale commercial buildings. The other principal street on the Peninsula is John Anderson Drive, which runs along the east bank of the Halifax River north of Granada Boulevard. The historic buildings in this area, all of them residences, are located on the east side of the street, often upon generously sized lots. The

residences situated on the river side of John Anderson Drive appear to have been constructed since World War II and rest largely upon land that has been created or enlarged from river dredging since the 1920s.

The area along John Anderson drive was platted by John Anderson, who acquired it in 1879 (Fig. 2). The construction of several residences in the northern vicinity of the Ormond Hotel occurred about the same time as the development of that historic structure. Those buildings prominently include several so-called hunting lodges constructed of palm logs. They were built by Anderson and are located along Hotel Street and Orchard Lane. The residences along John Anderson Drive include several notable Spanish Revival buildings. The development within the vicinity of the Ormond Hotel was influenced by the construction of that structure, begun in 1887. The initial owners of several of the residences in the vicinity were people prominent in the ownership and management of the landmark hotel.

The blocks in the City of Ormond Beach do not always follow a simple rectangular grid pattern, but often conform to the river and to the ocean. The lot size varies from area to area, depending upon the subdivision

within which the lot is located. The residential lots along the two sides of the river and beside the ocean north of Granada Boulevard are generous in size. Buildings throughout the city typically have approximately 100 feet between them. With the exception of the river lots, the density of lot size in residential areas is fairly uniform. There is no discernable pattern to the density of lot occupation.

The highest density of buildings constructed before 1930 exists in the residential area bounded by New Britain Street on the south, Ridgewood Avenue on the west, the Halifax River, and Hernandez Avenue on the north. That area is the location of the original settlement of the Town of Ormond that was laid out and settled by the colony from New Britain, Connecticut in 1875. The original platting of the area divided the lots into strips running east-west through the blocks, with four to eight lots per block. The lots east of Yonge Street, in the blocks closest to the river, were approximately one-third or less the size of the lots located west of that street. That division was undoubtedly made to take advantage of the desirability of the river location. Further subdivision of the area west of Yonge Street and the joining of choice lots next to the river have subsequently changed the ratio

of lot size in those areas (Fig. 1).

Development within that original plat proceeded over the next half century. It includes residences whose dates of construction range from more than a century ago to the present. Many were built in the Florida Boom period, an epoch that lasted from 1917 through the late 1920s. One building in the area, the Ormond Beach Women's Club, constructed in 1905, is listed on the National Register of Historic Places. To its immediate south is the Carnell House, a frame vernacular residence that displays Gothic characteristics, built in about 1880. On the basis of their styles, the residences along New Britain and Lincoln streets indicate that development began in that area and proceed slowly northward. Spanish Revival houses, indicating Boom Period construction, are located along Dix and Hernandez avenues, though a few older Frame Vernacular buildings remain there as well. A twelve-block area south of Live Oak Avenue, platted in 1876 as the Village of Melrose, contained smaller lot division than the Town of Ormond plat. Furthermore, lots in this subdivision did not run through the entire block.

The area along the Atlantic Ocean, north and south of Granada Boulevard, was first platted in 1888 (Fig. 5).

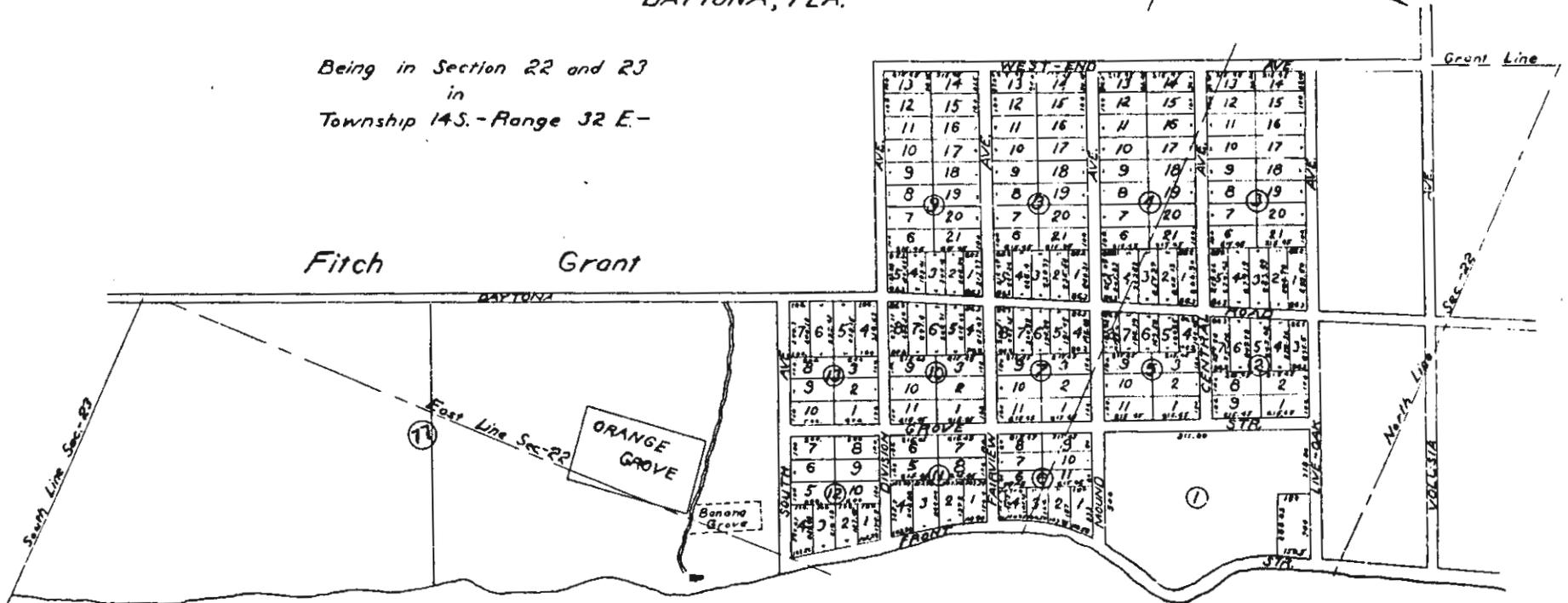
Map of
The Village of
MELROSE
Volusia Co
Florida

Scale 300 feet to one inch.

1876

D.D. Rogers Civil Eng and Surveyor
DAYTONA, FLA.

Being in Section 22 and 23
in
Township 14 S. - Range 32 E. -



H A L I F A X R I V E R

Filed June 8th 1876
John W. Wickham
Clerk
Deed Book C page 246

FIG. 4

The lot division adopted then appears to have been substantially retained north of that street, though lot consolidation south of it has occurred to permit the development of beachside hotels and condominiums. The streets on the peninsula side of the City were laid out before that plat and reflect in their names the nature of the area then: Hunter's Hollow, Coon Hollow, Deer Trail, and Wild Cat Trail. The Hillside Cemetery on the peninsula side was platted in 1898.

One fascinating plan of development during Ormond Beach's first decade was the Granada Plat of 1885, which provided for a Spanish town concept that included a plaza with a fountain, in reality an artesian well, at its center and two expansive intersections to the immediate north and south ends of the blocks adjoining the plaza (Fig. 3). Interestingly, the streets were all to have Spanish names, presaging the popularity of Mediterranean influence some three decades before it flowered throughout the rest of the state. The Granada subdivision was located between Lincoln Avenue on the north and Tomoka Avenue on the south. The fountain was located in the center of what has become Granada Boulevard at its intersection with Ridgewood Avenue. This grid can still be seen in the area bounded by Yonge Street, Ridgewood

Avenue, Tomoka Avenue and Lincoln Avenue. Although no fountain remains, the central plaza area is apparent. This area was subsequently replatted as Gardner's Subdivision, Criollo Resub, and Ormond Park Gardens.

Beach Street, which runs parallel to the Halifax River on its west bank, is, like John Anderson Drive and Riverside Drive on the river's east bank, the location of historic settlement in the City of Ormond Beach. There are four buildings within the city that are listed on the National Register of Historic Places: one each on John Anderson Drive (the Ormond Hotel) and Riverside Drive (the Casements) and two on Beach Street (the Anderson-Price Memorial Library Building or Ormond Beach Women's Club and the Lippincott Mansion). The historic buildings along Beach Street exhibit a variety of styles and ages of development, ranging from the first decade of the city's history through the Florida Boom Period. A small complex of city buildings is located on Beach Street immediately south of its intersection with Granada Boulevard. Like other parts of the city along the waterfront, the Beach Street lots along the river south of Granada Boulevard were often consolidated, resulting in larger lot divisions than were provided for in the original platting.

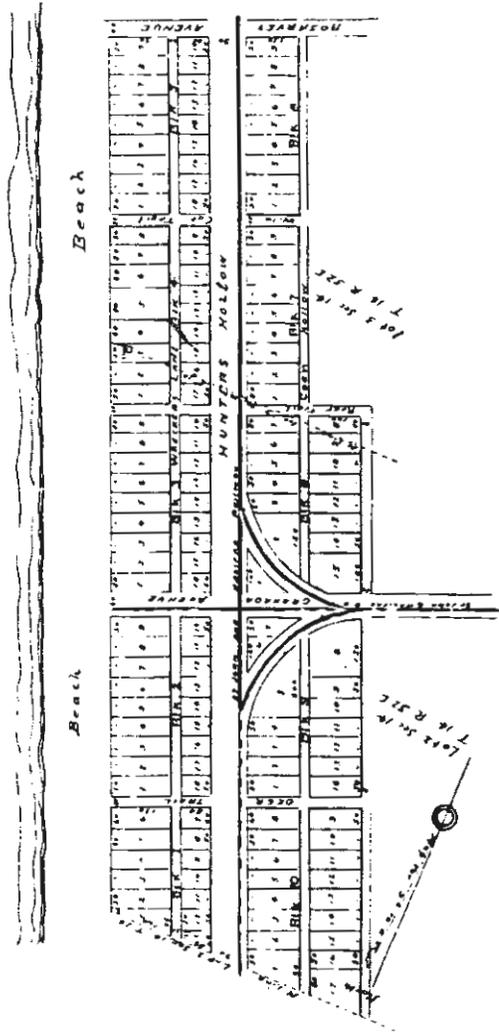
A large concentration of older buildings can be found in an approximately four-block area southwest of the Granada Boulevard-Yonge Street intersection. The buildings in that vicinity, surrounding the City Water Works, represent an early twentieth century development and consist largely of small Frame Vernacular residences. The Buena Vista subdivision, located in the southern end of the corporate limits between Yonge Street and the Halifax River, contains a Florida Boom Period development with a number of imposing Spanish Revival Style residences.

Historically, development of the city began along the west bank of the river immediately north of what is now Granada Boulevard. Other plats in that vicinity, north and south of Granada Boulevard, were filed within the decade after the town's incorporation in 1876. The oldest surviving structures in the city remain north of that street, however. Architectural evidence indicates that development in the vicinity of Yonge and Division streets began in the late nineteenth century, although platting of a part of the area occurred in 1876 as the Village of Melrose (Fig. 4). Construction of the Ormond Hotel, completed in 1887, spurred further building on the river's east bank at the same time in John Anderson's Santa Lucia

Plantation tract. The surviving nineteenth century buildings in that area, Anderson's "hunting lodges," are close to the hotel. The residences strung northward along the street named after Anderson are early twentieth century and Florida Boom Period buildings. Likewise, the historic buildings on the oceanfront were constructed mainly in the 1920s. There are 37 buildings in the city constructed before 1900. The period of greatest expansion occurred in the next two decades. In the course of the survey, 206 buildings were identified from the 1900-1920 period. Another 138 were constructed between 1920 and 1940.

The majority of the pre-1930 buildings in the city are residences. Consequently, the historic buildings in Ormond Beach are of relatively modest size. Sixty-two percent, or 231 buildings, are one-story in height, 31 are one and a half stories, 110 are two stories, eight are two and a half stories, and one is three-story. They are in generally good condition. Fifty-six percent of the buildings surveyed, 211 in number, were rated to be in good or excellent condition; thirty-nine percent, 150 in number, in fair condition; and five percent, or 20 buildings, in poor or deteriorated condition. The exterior fabric found on the buildings surveyed in Ormond

ATLANTIC OCEAN



ORMOND BEACH
VOLUSIA COUNTY
FLORIDA

State of Florida }
County of Volusia } 1.

This is to certify that I, William O. Faulk, a Civil Engineer and Surveyor, have surveyed and subdivided a portion of Lots Two (2) and Three (3) of the original Government Survey of Section fourteen (14), Town 4, Range 33 E. of Merizo Co., State of Florida, into town lots, block, streets and alleys, according to the foregoing plat for Charles Burkham and John Anderson; and to be known as "Ormond Beach".

The width of streets and alleys, and the size of lots, are measured by survey on said plat. Bearings, and Gracioso bearings are run North 67° E. and the other streets and alleys North 23° West (Mag. Var. 3° 20' E.)

A plat is set at the S.E. corner of Lot 2 as marked on this plat, and from the west of the S.W. corner of same lot on Jan. 28.

Charles Burkham owns all those lots, one part of lot 1 as shown Lot 1, one John Anderson that lot and part of lot 1 as original lot 2. All measurements are taken on land and parts of a flat dated this 22nd day of March, A.D. 1888

Wm. O. Faulk

Filed and recorded
March 28, 1888
M. J. Faulkner, C.E.

A TRUE COPY OF MAP
IN
MAP BOOK 1 PAGE 99
J. M. Moulton, C.E.
By *[Signature]*
Surveyor

FIG. 5

Beach is mainly wood. Fifty-eight percent or 219 in number display wooden exteriors, sixteen percent, 61 in number, have asbestos siding, and three percent, or ten buildings, have aluminum siding. Twenty-one percent, 84 buildings in number, are stuccoed and two percent, or seven buildings, exhibit brick exteriors.

Approximately eighty-four percent of the buildings that were surveyed are located on the mainland side of the city. Of that number, forty-two percent are found in the mainland area north of Granada Boulevard, the city's meridian street, and forty-two percent south of that street. The remaining sixteen percent of the buildings that were surveyed are located on the peninsula, most of them north of Granada Boulevard, distributed evenly number along the ocean and the river. South of Granada Boulevard on the peninsula, the architecturally significant buildings, very few in number, are located on Riverside Drive.

Of the 381 buildings surveyed in Ormond Beach, 325 or 85 percent, must be classified as frame or masonry vernacular, that is, not exhibiting a definitive classical style. Frame vernaculars constitute the majority of that category of buildings, numbering 286. The remaining 39

vernacular buildings are masonry. The vernacular buildings, which are distributed evenly throughout the city, exhibit no uniform traits. Like all vernaculars, some reveal the influence of discernable styles, but that influence is so minimal that it would be impossible to include them with pure examples. The vernaculars, constructed on simple plans, generally lack ornamentation. They possess all types of exterior fabrics and include single and multi-storied buildings. They are usually capped with a gable roof, although a hip roof was occasionally used. In general, the roof was covered with wood shingles, in virtually all cases subsequently replaced with composition material.

The vernacular buildings are found to be used for commercial, single and multi-family residential, and institutional purposes. Their condition ranges from good to deteriorated. Although the vernacular buildings in Ormond Beach do not possess outstanding architectural significance, they are historically important, for they make a statement about the aspirations, tastes, and economic status of the people who built them. Some of the community's oldest buildings are included in the category of vernacular. The Carnell House at 40 North Beach Street (c. 1880) is a prominent example of a Frame Vernacular

residence. One of the most flamboyantly outstanding buildings of the type is located at 176 South Beach Street. This two-story residence, constructed ca. 1890, is surrounded on its north and east sides by a sweeping and highly detailed two-story verandah that offers exposure to the river and protection from the afternoon sun. The residence reveals characteristics of Bahamian influence. Except for the regular massing of its central portion and the lack of a widow's walk, it is reminiscent of the Steamboat Gothic building style.

Noteworthy also among the Frame Vernacular buildings in Ormond Beach are the palm log "hunting lodges" constructed by John Anderson on his Santa Lucia Plantation development immediately north of the Ormond Hotel. Two whose exterior configuration and appearance remain largely in original condition are "Talahloko", located at 19 Hotel Street, immediately north of the Ormond Hotel, and the Fisher residence at 71 Orchard Lane. The palm logs used in construction of the exterior walls of the 71 Orchard Lane residence, which are chinked or filled with plaster in places, are placed in a vertical instead of traditional horizontal style. The cement-like material that holds the cabbage palm logs of the building together has crumbled in places, revealing a tightly wadded insulation of Spanish

moss. Talahloko, on the other hand, is a two-story building whose log walls are laid in the traditional horizontal fashion. A second-story verandah wraps around three sides of the residence. Both cabins were constructed in the mid-1880s.

The most popular distinct stylistic tradition in Ormond Beach is that which reflects a Spanish or Hispanic influence. These buildings have been classified in the individual site reports as Mediterranean Revival, a stylistic reference applied in Florida to buildings popularly classified elsewhere as Spanish Revival. There are 30 buildings or 7.5 percent of the total surveyed recognized as representative of that style. Although, as we noted above, the Hispanic influence appeared in a proposed 1885 Ormond Beach development, the building style became widely popular in Florida during the 1920s Boom Period. The California Building at the World Columbian Exposition in Chicago in 1893 and the Electric Tower at the Pan-American Exposition in Buffalo in 1900 introduced two distinct variations of what later became Mediterranean Revival. The California Building, while ostensibly "Mission" in derivation, displayed little which could be directly related to colonial Spanish ecclesiastical architecture.

The Electric Tower, on the other hand, had many details borrowed directly from the Giralda in Seville. Yet neither building had the impact of the late Spanish Renaissance buildings at the Panama-California Exposition at San Diego in 1914. In particular, the California Building, designed by Bertram Grosvenor Goodhue, excited attention by means of its picturesque massing and its contrast of plain stucco walls and rich ornament. The Mission style was most utilized in California. Some of its features, however, most notably the smooth plaster walls, semicircular arches and tile roofs, reappeared in the Spanish Colonial Revival style. The latter style was used extensively in California but was also important in other areas of the Southwest and in Florida.

The Hotel Ponce de Leon in St. Augustine was the first appearance in Florida of anything resembling the Spanish Colonial Revival style, though it also bore evidence of a variety of other styles. However, the initiating spark in the Mediterranean Revival building boom was Vizcaya, a building which was actually composed of Italian Renaissance motifs. Vizcaya, overlooking Biscayne Bay in Miami, was designed to embody features borrowed from the Villa D'Este at Tivoli and the Palazzo

Farnese at Caprarola. Later architects using the Mediterranean Revival style in Florida were far less literal in their interpretations than designers of the exposition buildings or Vizcaya; elements of Spanish, Italian, and Moorish derivation frequently were used together in a single composition.

The Mediterranean Revival house was characterized by a low-pitched gable or hip roof with wide overhanging eaves. Another configuration was a flat roof with parapet. This parapet was usually curvilinear, banded or tiled and was an important decorative element of the elevation. The tile used on the parapet and as a covering for the hip or gable roof house was reddish-orange and came in several shapes: mission, pantile, barrel (Spanish) and flat.

The exterior walls of the Mediterranean Revival building were invariably stuccoed, the finish being smooth, textured with a trowel, rough cast or scored. Beneath the stucco several structural systems were used. Smaller and less expensive houses were usually of wood frame construction built on piers, which were concealed by a stucco-covered screen wall. Larger houses and many commercial buildings were of structural clay tile or

concrete block construction. The porch was an integral element of the Mediterranean Revival style. It was frequently arcaded with semi-circular headed arches or took the form of a loggia with columns. The floor of the porch was often tiled.

The elevation of the Mediterranean Revival building was either one or two stories and usually contained at least one feature with vertical emphasis. In large buildings this was often a square tower with pyramidal roof. In smaller buildings a chimney was often capped with a red tile cover to resemble a bellcote. The entrance was another important feature of this style, and pecky cypress, heavily panelled or battened, was used for the door. Around the door cast decorative ornament, columns, pilasters, or in larger buildings full frontispieces were employed. Windows were usually paired wood frame casements with four, six or eight panes. French doors were also used, again with wood frames, and usually provided access from the porch or walled patio to the living and dining rooms.

The plan of the Mediterranean Revival house was asymmetrical. The main door either entered the living room directly or entered the stairhall. Stairhall floors

were often tile, as were stair risers and treads. The balustrade was either heavily carved wood made to resemble Renaissance models or wrought iron. If the living room and dining room contained fireplaces, they too were tiled, and carried a rustic mantel shelf above. Beamed ceilings, tiled floors and wrought iron trim decorated most interiors.

Buildings that exhibit the Mediterranean Revival Style in virtually all of its forms are found scattered throughout the City of Ormond Beach. The largest concentration of them is found in the Buena Vista subdivision, in the extreme southern part of the city, approximately two blocks west of the Halifax River. Examples of the style in that area can be seen at 718 Buena Vista and 63 Seville Street. In the same vicinity, the residences at 740 and 836 Buena Vista reveal elements associated with the Mission Style, prominently including a strong central tower. The residences in the Buena Vista subdivision, constructed in the early to mid-1920s, include a number of two-story buildings whose proportions, detail and massing are greater than those found in the area north of Granada Boulevard. On the other hand, the Mediterranean Revival residences located on John Anderson Drive and along the oceanfront on Ocean Shore Boulevard

are also commonly large. The oceanfront residences, such as those at 201 and 143 Ocean Shore Boulevard, exhibit articulated massing, designed to conform to the uneven terrain encountered upon the dunes area, inward from the sea.

The second largest category of buildings belonging to a definitive stylistic tradition found in Ormond Beach is the bungalow, of which sixteen, or four percent, were found. The bungalow was derived from the Bengali bangle, a low house with porches, used as a wayside shelter by British travellers in India during the eighteenth and nineteenth centuries. It was what one such traveller remarked, "a purely utilitarian contrivance developed under hard and limited conditions." In addition to major features of encircling porches and utilitarian construction, a marked attempt at the low profile, ventilation by means of bands of windows and axial door placement were items upon which considerable attention was spent because of the hot climate. When similar locales were chosen as building sites in the United States (notably California and Florida), these features became underscored as the characteristics of the new style.

While the origin of the word "bungalow" and some of

its design features were Bengalese, many of its details were of Japanese inspiration. Japanese construction techniques had been exhibited at the Centennial Exposition, the Columbian Exposition and the California Mid-Winter Exposition of 1894. Several of these techniques, particularly the extensive display of structural members and the interplay of angles and planes, became integral parts of bungalow design.

The earliest American buildings consciously constructed as bungalows appeared in the 1890s. For the most part these were either seasonal homes on the New England coast or year-round homes in California. They were usually large residences designed by architects. By the turn of the century, however, the building market was flooded by catalogs of plans of inexpensive bungalows. At about the same time the Bungalow Magazine and The Craftsman appeared. Both featured series of house plans available for purchase and articles about economical use of space, modern kitchens, interior decoration and landscaping. Houses in these magazines were duplicated throughout the United States and reinforced the humbler aspects of the bungalow. In large measure the earlier grand designs were eclipsed by the smaller versions. It was this small, inexpensive bungalow which appeared in

Ormond Beach.

The first discernible characteristic of this style was its lack of height. With rare exceptions the bungalow was a one, or at most one and one-half story structure with shallow roof pitch. The typical bungalow was built on low masonry piers and had a plan with at least two rooms across the main facade, again emphasizing horizontality at the expense of height. The porch was an integral part of bungalow design and its roof generally reflected that of the main block or was incorporated in it. Often the massive masonry piers on which the porch rested were continued above the sill line and served as part of the porch balustrade. The piers were surmounted by short wood columns upon which the porch roofing members rested.

The vast majority of bungalows were of wood frame construction. This was due to the availability of wood and the desire for cheap housing. The choice of exterior sheathing materials varied, however. In New England and the mid-Atlantic area, log and wood shingles were used frequently, while in the South wood shingle, weatherboard, drop siding and applied stucco were popular. Bungalow fenestration was consciously asymmetrical, with the

exception of two small windows flanking the exterior chimney. Windows were frequently hung in groups of two or three, the upper sash of the double hung sash being commonly divided vertically into several panes.

The plan of the bungalow was asymmetrical. The main entrance, invariably off-center in the facade, opened directly in to the livingroom, which itself was a new feature. the formal parlor of the nineteenth century largely disappeared with the twentieth century introduction of a less formal life style (the Colonial Revival style was an exception to this trend). A consistent feature of the new room was the fireplace, usually of brick or cobble with a rustic mantel shelf and flanking bookcases. Associated with the fireplace was the inglenook. Beamed ceilings, built-in furnishings and vainscoting decorate the interiors. A notable example of the bungalow in Ormond Beach can be found at 104 South Beach Street. The residence is particularly significant for its use of coquina in construction of the battered porch columns. Other bungalows are located at 84, 219 and 277 Ridgewood Avenue, 168 and 169 Tomoka Avenue, and 70 Lincoln Street.

Four buildings classified as Queen Anne Style were

identified in Ormond Beach. This style developed in England in the 1860s and was widely accepted in the United States as a result of the Philadelphia Centennial Exposition of 1876. The Exposition buildings erected by the British were well-received by the American visiting public and were illustrated and described in the press of the day. Designs by Philip Webb and Richard Norman Shaw were published and books of designs using Queen Anne details were available in the United States. Soon several American architects, including Henry Hobson Richardson, William Ralph Emerson and the firm of McKim, Mead and White were designing in the new style. Queen Anne remained popular in the United States throughout the 1880s and 1890s; in Florida Queen Anne style houses were built into the 1910s.

As it developed in the United States, the Queen Anne style was almost exclusively domestic and was usually executed in wood frame. It made extensive use of verandas which frequently extended the whole length of at least one facade of the house and wrapped a corner. American Queen Anne houses also displayed irregular massing, varied materials and textures, and profuse decorative wood trim. Roof forms took the shape of gables, cross gables, hips, pyramids and cones. Prominent roof features were dormers,

tall brick chimneys and metal roof ridge cresting.

Elevations were varied by the irregular placement of windows, doors and porches and by special features such as towers, oriel windows and bay windows. Sheathing for these frame buildings involved several forms of wood on each building: weatherboard, drop siding, vertical and diagonal flush siding and wood shingles in several shapes and sizes. In addition to their irregular placement, the windows of Queen Anne houses also exhibited variety of form and material. Although double hung sash windows were prevalent, there were many different light configurations, particularly of the upper sashes. Other window forms used were the casement, bay and fixed sash; other materials included beveled, leaded, art and stained glass. Doorways were asymmetrically placed and often had either sidelights or transom sash. The doors were usually large and paneled, or paneled and glazed.

Queen Anne houses were also irregular in plan. The projections and recesses of the exterior reflected the interior. Unlike the early nineteenth century house plans, which had symmetrical arrangement of rectangular rooms, the Queen Anne plan featured a flowing arrangement of shaped rooms. Another common feature of the Queen Anne

house was a living hall, or central area, used for horizontal circulation for parlor, dining room, kitchen and other first floor rooms and for vertical circulation in a multistory house. The living hall also served as a sitting room.

Porches were important features of Queen Anne houses. They were used to display turned and scroll-sawn decorative wood trim: balustrades, posts, friezes and brackets. Queen Anne porches functioned as exterior rooms during summer mornings and evenings (in Florida they continued in use year-round), and shaded the main blocks of the houses from the heat of the day. Examples of Queen Anne houses include the residences at 528 South Beach Street, 27 Corbin Street, 38 Granada Boulevard, and the Lippincott Mansion. The ca. 1895 residence at 528 South Beach Street exhibits bargeboards on the steeply pitched gable ends, irregular massing, and a one-story wraparound veranda. The Lippincott Mansion, also located on South Beach Street, and listed in the National Register of Historic Places, features a strong tower, an element associated with classic examples of the style.

One example of the Eastlake Style was found in Ormond Beach. This type of building, which exhibits intricately

decorative features, took its name from Charles Locke Eastlake (1833-1906), an English interior designer and critic of the Gothic Revival style. Porch posts, railings, balusters, barge boards, and pendants are characterized by a massive and robust quality. Such members were probably turned on a mechanical lathe, giving the appearance of heavy legged furniture of the period. Large curved brackets, scrolls, and other stylized elements are often placed at every corner, turn, or projection of the facade. Without the distinctive ornamentation, most Eastlake buildings would be classified as Stick Style or Queen Anne. The residence at 21 Lincoln Street possesses the scrolls, brackets, and stylized porch railings associated with Eastlake buildings. It also has a second-story shingle exterior and a small tea-tray roof over the first-story portion of the front portico.

Two buildings classified as Dutch Colonial Revival Style or that exhibit details of the style were identified in Ormond Beach. Their most recognizable feature is, of course, the gambrel roof, which covers the main portion of the building and its intersecting porches and dormers. The Gambrel roof was devised to provide ample headroom under a pitched roof and like the Mansard roof, it created a full additional story out of marginal attic space. Often

the upper story is covered with wood shingles while the lower floor is finished with stucco or various wood sidings. Window treatments vary but generally they are wood double hung sash and range from 1/1 to multi-light over one to decorative pattern over one. Decorative elements include classically detailed porch columns, dentiled cornices, and Palladian windows. The buildings of this type in Ormond Beach may be found at 67 Hernandez Avenue and 50 New Britain Avenue.

One residence, located at 317 Ocean Shore Boulevard, was classified as Art Moderne. It exhibits the smooth wall surface, asymmetrical facade, and sleek horizontal lines associated with the style. Constructed in 1929-1930, the building may also be considered an early expression of the Nautical Moderne, a stylized version of Art Moderne that reflected the industrial design of a ship. Called locally "The Battleship" because of its resemblance to one through a vertical central portion, this residence was designed by an artist, Fred Dana Marsh, whose work was often inspired by the creations of the Industrial Revolution. The Modernistic styles were built from about 1920 to 1940, though their number remained small.

The architecture of Ormond Beach makes an important

statement about the values, attitudes, and aspirations of the people who settled the town and, particularly, those who converted it into one of the state's leading residential resort areas in the early twentieth century. Although the range of architectural styles is not as lengthy as those encountered in many cities, the examples of several "high" styles found in Ormond Beach are noteworthy. These include the vernacular log cottages built by John Anderson, the Mediterranean Revival homes along the river, the beach, and in Buena Vista subdivision, and the striking Moderne building that provides a very early expression of the Nautical Moderne movement. The value of these buildings in presenting an image of Ormond Beach to which the city has clung throughout this century is inestimable. The buildings themselves and their physical environment need to be preserved and maintained if Ormond Beach hopes to retain the identity they gave to it.

FINDINGS AND RECOMMENDATIONS

A historic sites and buildings survey constitutes the indispensable and basic preliminary step in a community historic preservation program. The survey provides the historical and architectural data base upon which sound and rational preservation-related decisions can be made. Further progress in preserving the culturally significant resources of Daytona Beach will, upon acceptance of this report, depend on the decisions and actions of community officials and residents. To aid them in that process, the consultants who compiled the data for this report and its attendant documents have framed a set of recommendations based on their assessment of the survey area and its resources and their familiarity with the current status of historic preservation in Florida and the nation.

Before listing the recommendations, we think it useful to define for those who may have responsibility for their implementation precisely what the term "historic preservation" implies; and we think it equally useful to set forth a persuasive case for preservation, for if a program is undertaken it will succeed only if citizens are convinced of its wisdom and benefit.

As we noted in the introduction to this report, historic preservation has experienced an evolutionary change in definition. In its narrow and traditional sense, the term was applied to the process of saving structures and sites where great events occurred or buildings which represented outstanding architectural characteristics. In recent decades historic preservation has become synonymous with urban conservation and integrated into community redevelopment programs. The recommendations presented below are framed in the sense of that latter objective.

Arguments on behalf of a community program of historic preservation can be placed in two broad categories: (1) esthetic or social; and (2) economic. The esthetic argument has generally been associated with the traditional purpose of historic preservation, that is, preserving sites of exceptional merit. The 1966 National Historic Preservation Act extended that definition to include sites or districts of local as well as national distinction for the purpose of National Register listing. There has been, concomitantly, growing appreciation of the importance of districts that express architectural or historic value in their totality. No single building in

them may be significant but together the structures create a harmonious scene. In such cases it is often necessary to preserve the individual elements to maintain the harmony of all.

Older buildings give a community distinctiveness, setting it apart from other towns, cities, or neighborhoods. The ritual destruction of older buildings that has normally accompanied twentieth century "urban renewal" programs often resulted in a tragic loss of community identity. In a modern era of franchised architecture, many Florida towns have become indistinguishable one from another. The loss of familiar surroundings disrupts the sense of continuity in community life and contributes to feelings of personal and social disorder. The buildings associated with a community over a long time develop an agreeable character, and that alone is reason enough for their preservation.

Nevertheless, ours is a profit-oriented society and the conservation of older buildings must be shown to be financially feasible and economically advantageous. Current federal tax law (as of July, 1986) contains specific features related to the renovation of eligible commercial structures located in a certified local or

National Register historic district. These are described more specifically below. Indirectly, property owners in a historic district where extensive rehabilitation has commenced can expect to benefit from enhanced values in future years. But it will first be incumbent on city officials and interested, knowledgeable residents to encourage and promote preservation action.

-As we have stated repeatedly in this report, Ormond Beach is distinguished as a resort city, one that particularly lent itself to residential resort. This historic claim is most eloquently expressed in the city's architecture. The city is, moreover, essentially a residential community. The zoning should thus work in favor of retaining the vestiges of the past that express the city's historic development, for with few exceptions the historic buildings are residences. The gradual intrusion of commercial zoning in historic residential areas must be prevented if the buildings themselves and their architectural environment is to be protected.

-Failure to take decisive preservation action through the implementation of the preservation ordinance and development of preservation plans for the community, preferably in the form of a historic preservation and

scenic element to the comprehensive plan (see below), will result in the gradual disintegration of historic residential neighborhoods.

-The two preservation organizations should consider mounting an educational campaign to acquaint residents with the wisdom of preserving their historic buildings and neighborhoods and the social and economic value of restoring older buildings. The majority of Americans are imbued with the idea that progress consists in tearing down old buildings and replacing them with new ones. But older buildings were often built with a craftsmanship and materials that cannot be duplicated today. Moreover, the rehabilitation of older buildings is a labor-intensive occupation that contributes to the well-being of the community. It also feeds upon itself. Once a few buildings in a neighborhood are rehabilitated, the effort will expand.

-Ormond Beach is fortunate, however, in that its historic residential neighborhoods, on appearances certainly, consist of buildings that are in good to excellent condition and will probably be well maintained. Preservation action, however, must be designed with a long-range view of future developments. Thus, not only

zoning plans, but all private and governmental measures that would threaten such neighborhoods should be resisted.

-Above all, it must be emphasized that nothing will happen unless city officials and residents cause it to happen. The federal and state governments have no authority and no instruments to undertake a local historic preservation program. Moreover, the federal and state governments will not prevent the further erosion or destruction of the city's historic resources. Federal authority is strictly limited to federal properties or to projects that employ federal funds. Under no circumstances can federal or state governments forbid or restrict a private owner from destroying or altering a historic property when federal or state funds are not involved. Since, in Florida, most zoning and code regulation of private property is vested in county or municipal governments, specific restrictions or controls designed to preserve culturally significant resources are their responsibility.

-We also must note that historic preservation does not seek to block or discourage change. Preservation does seek to reduce the impact of change on existing cultural resources and to direct it in a way that will enhance the

city's traditional and historic character. Finally, we point out that the recommendations presented below should not be construed as definitive or as a substitute for a rational plan of community development that is sympathetic to the city's past.

Historic Districts

A distinction must be made between a National Register historic district and a local historic district.

National Register districts: The National Register of Historic Places is a list of culturally significant sites and buildings in the United States. The list is maintained by the U.S. Department of the Interior and the sites, districts, buildings, objects or other resources named to it are selected under criteria established by the department. Listing is essentially honorary, and does not imply federal protection or control over the private properties listed unless federal funds or activity are directed toward them. Under current law commercial properties within a National Register historic district are eligible for federal tax and other benefits if they are first certified as contributing to the characteristics of the district.

There are various kinds of historic districts, including those which are geographically enclosed within a unified boundary; thematic districts, which include buildings or resources linked by a common theme, such as their design by a noted architect; and multiple resource districts, which unite scattered resources throughout a community that have common links to history, pre-history or architecture.

Local historic district: A local historic district is one that is established under local ordinance. It may be synonymous with a National Register historic district or separate from it. The properties within a local historic district are eligible for federal tax and other preservation-related benefits only if the district is either simultaneously listed in the National Register or if it is certified by the U. S. Department of the Interior.

The consultants recommend that the City of Ormond Beach and the sponsoring organizations for the survey support the application for nomination to the National Register of Historic Places of a multiple resource historic district. This district would be based on

historical and architectural criteria. We do not believe that a sufficient concentration of historic buildings exists in any area of the city to warrant a National Register historic district enclosed by a single boundary. The multiple resource historic district would include buildings associated with the city's significant periods of historical development and outstanding examples of architectural styles found in Ormond Beach.

Historic Preservation Ordinance

In 1983 the City Commission enacted a historic preservation landmark ordinance. The ordinance establishes criteria for designation of landmarks, provides a mechanism for designation of landmarks by the City Commission upon nomination by a Historic Landmark Preservation Board, and describes procedures for issuance of certifications and appeals. The principal problem with the ordinance is that it requires the consent of the property owner before a building can be nominated as a landmark. While some property owners may permit designation of their buildings, those who wish to escape review procedures can do so simply by withholding their assent. An effective ordinance would permit designation on the basis of suitability under the criteria.

The city's zoning ordinance contains a provision permitting the use of qualified historic structures for certain professional uses that are not otherwise prescribed. To qualify for such exclusion, the structures must be listed on the National Register of Historic Places. The application for exception includes a requirement that the exterior plan for restoration of the building be approved by the Historic Landmark Preservation Board. This should be expanded to include continuing review by the same authority of all changes made to the exterior of such buildings.

The height restrictions imposed under the zoning code for buildings along the river must be maintained to protect the historical and architectural integrity of the buildings in such areas.

Buildings listed on the National Register of Historic Places and accepted as landmark buildings under the municipal ordinance should be exempted from certain articles of the building and fire code as provided for in those sections of the Southern Standard Building Code that apply to historic buildings.

We recommend that the Historic Landmark Preservation Board consider the designation of the buildings within the city that are presently listed in the National Register of Historic Places as well as those that may be included in a multiple resource nomination prepared as a result of this survey.

Municipal Actions

The city should develop procedures for reviewing city projects to insure that physical changes made under the auspices of public agencies and departments do not compromise the historical integrity of landmark or National Register buildings. This would include a review of physical fixtures such as street lights, utility poles, street signs, and other appurtenances to insure their compatibility with the historic resources. The general rule in such cases is to install elements that are as unobtrusive as possible.

Signs, commercial and public, constitute the most disruptive visual element in the modern urban landscape. Signs are a commercial necessity and an aid to shoppers and visitors, but they should not be permitted to obscure or diminish the integrity of surrounding architectural

elements. Signs can be visually pleasing and architecturally harmonious with surrounding elements. Uncontrolled, they often depreciate property values. The present city sign ordinance appears to be effective. Its strict guidelines should not be diluted.

We recommend that the City of Ormond Beach prepare a historic preservation element for inclusion in its comprehensive plan. Current state law requires all units of local government to adopt a comprehensive plan that provides guidelines for land use decisions. Under the present law, a historic preservation and scenic element is permitted as an optional element in the comprehensive plan. The 1985 Florida Legislature's Growth Management Act requires that units of government within the coastal zone address historic resources in each of the mandated elements. The most practical way to meet this requirement is to prepare a separate historic preservation element. The element should identify historic and cultural resources and prescribe policies for managing them. As a part of the comprehensive plan, an effective historic preservation element will integrate plans to preserve and enhance historic and cultural resources with plans for improving or managing other community elements, such as housing, transportation, utilities, and so forth.

Few community decisions or actions that affect a city's physical character fail to have an effect upon historic and cultural resources. These resources must, therefore, be taken into consideration in the community planning process, if their preservation is to be guarded. The plan should also encourage public agencies that make decisions or take actions affecting buildings, streets, physical appurtenances such as lighting and signs, and so forth to consider preservation goals and policies. A city that uses its comprehensive plan wisely can make optimal use of its land regulation authority to protect and enhance its historic and cultural resources. In developing such a plan, the City should follow procedures for identifying and evaluating historic resources that are consistent with standards established by the United State Department of the Interior and the State of Florida's Division of Archives, History and Records Management.

The natural environment is an important, almost inseparable, part of the historic environment. Trees add to the attractiveness of historic settings and enhance property values. The present city code respecting trees appears to be protective, but the consultants preparing this report are not familiar with other parts of the code

or municipal law and cannot vouch for the effectiveness of current provisions. City officials are urged to maintain a strong tree ordinance.

Archaeological resources are an important part of the cultural heritage of Ormond Beach, and deserve protection along with architectural and historical resources in the community. The city should look toward sponsoring a survey to gain some knowledge regarding potential for the existence and location of archaeological resources and establish protective zones within which investigation efforts must be undertaken before construction and excavation is permitted. Such a step is admittedly difficult and would probably generate opposition. In the absence of such a measure, however, eventually the rich prehistoric record of Ormond Beach will be completely destroyed.

The city is commendably using a number of older buildings for its operations. These include the City Hall, the Planning Office, and the Engineering Office. This example of "adaptive use" provides a model for the rest of the community. Admittedly, the overwhelmingly residential character and locale of the historic buildings in Ormond Beach limits the possibilities or necessity of

looking toward adaptive use to preserve historic structures. In its own use of the buildings that have been converted to city offices, the city should seek to maintain the buildings' architectural integrity. To date, it appears to have done a good job in this regard.

Private Actions

The support of private citizens, property owners, and residents is indispensable to the success of a preservation program. There are measures that they can take with or without official support.

-There are presently two groups in Ormond Beach that support historic preservation activities. These include Citizens for Ormond Beach and the Ormond Beach Historical Trust. If the two can be distinguished in their activities, the former is more politically active and has expanded its concerns to issues beyond historic preservation. The Trust is exclusively concerned with preservation of the city's resources and often has acted as a fund raiser for significant projects. These are complementary roles. Few communities can point to the existence of such well defined organizations to participate in and lead historic preservation activities.

The two groups should expand their educational activities to gather even greater community support than they currently enjoy. Their record of community achievement is nevertheless exemplary, and they provide the framework for undertaking private historic preservation activity.

-There appears to be little opportunity in Ormond Beach for use of federal tax incentives as an effective tool in the historic preservation process, assuming, of course, that such incentives are retained under federal tax law and remain essentially the same. The reason for this is that the historic preservation tax incentives are designed to encourage the renovation of historic commercial structures. There are few such structures in Ormond Beach and none that we are recommending for inclusion in a multiple resource historic district. The Ormond Hotel is an example, however, of a structure that would qualify under the tax laws in effect at the beginning of 1986. Federal tax law and grant assistance and state grant assistance programs are in constant flux and should be constantly monitored by both the city and the private groups in Ormond Beach. The city has profited greatly through these programs in the past and should continue to look toward them for assistance.

-Private individuals, neighborhood associations, and other preservation groups must assist the National Trust for Historic Preservation, the Florida Trust for Historic Preservation, and the State Historic Preservation Office in their efforts to maintain favorable treatment for historic buildings under the tax code and other laws. For many decades, federal tax laws actually encouraged the destruction of historic buildings. Only in the last ten years has that discriminatory practice ended.

5. Financial Tools

At the time this report is being prepared the status of public and private financial mechanisms available for historic preservation is limited. Grants-in-aid for rehabilitation of historic properties are presently unavailable from the federal government and the near term outlook for their resumption is pessimistic. Federal preservation policy and financing is in the midst of transformation as a result of contemplated changes in the tax code and the budget, and thus it would be presumptuous to cite any specific programs under the rubric of community development or historic preservation as potential sources for funds.

The Bureau of Historic Preservation currently has an active grants-in-aid program which provides for funding in the areas of acquisition and development, survey and registration, and preservation education. The City of Ormond Beach should make sure it is on the Bureau's current mailing list for grant information and should consider applying for grants for appropriate projects in the future.

Any public or private agency or group within the community that requires current information on available loans, grants, funding sources or funding programs for historic preservation is advised to inquire with one of the following:

- George W. Percy
State Historic Preservation Officer
Department of State
The Capitol
Tallahassee, Florida 32302
- Cultural Resources
National Park Service
U.S. Department of the Interior
Washington, D.C. 20240
- National Trust for Historic Preservation
1785 Massachusetts Avenue, N.W.
Washington, D. C. 20036

Federal tax laws for the rehabilitation of historic

structures will be either changed or eliminated if the present Congress (1986) adopts its planned revision of the tax code. Thus it would be superfluous to describe the present provisions of the law. The preservation organizations in Ormond Beach and city officials should become acquainted with the provisions of any new law to determine whether they can be effectively used in Ormond Beach. The application of such provisions in the past laws to commercial buildings limited their use in Ormond Beach, whose historic buildings are essentially residential in locale and character. The tax law, as currently structured, however, might, for example, be effectively applied to the renovation of such buildings as the Ormond Hotel.

There are a variety of programs available for community development under the auspices of the Department of Housing and Urban Development. Information on the status of the various programs and their relation to historic preservation programs should be obtained through the Florida Department of Community Affairs.

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Inventory of Buildings
 in the City of Ormond Beach
 as of 1/1/1970

Local List of historic landmarks
 * National Register
 - Eligible for Nat'l

INVENTORY OF BUILDINGS

National Register Buildings

- * The Casements - 127 Riverside
- * The Lippincott Mansion - 150 S. 1st
- * The Ormond Hotel - John Street
- * The Ormond Beach Woman's Club - 42 N. Beach St

Address	Date	Style
<u>Arroyo Parkway</u>		
27	c. 1925	Masonry Vernacular
<u>Atlantic Avenue</u>		
54	c. 1930	Mediterranean Revival
59	c. 1930	Frame Vernacular
63	c. 1935	Frame Vernacular
63 1/2	c. 1935	Frame Vernacular
69	c. 1925	Masonry Vernacular
210	c. 1925	Mediterranean Revival
216	c. 1925	Mediterranean Revival
<u>Beach Street (North)</u>		
1 (Primitive Baptist Church)	c. 1870	Frame Vernacular
40	c. 1895	Frame Vernacular
Yacht Club (P)	c. 1910	Frame Vernacular
90	c. 1895	Frame Vernacular
94 demolished	c. 1890	Frame Vernacular
98	c. 1900	Frame Vernacular
110	c. 1910	Frame Vernacular
122	c. 1890	Frame Vernacular
130	c. 1900	Frame Vernacular
132	c. 1890	Frame Vernacular
140	c. 1885	Frame Vernacular
166	c. 1900	Frame Vernacular
178	c. 1880	Frame Vernacular
192	c. 1895	Frame Vernacular
200	c. 1905	Frame Vernacular
220	c. 1910	Frame Vernacular
303 demolished	c. 1930	Mediterranean Revival
407	c. 1925	Masonry Vernacular
<u>Beach Street (South)</u>		
Indio House	Prehist.	
22	c. 1925	Masonry Vernacular

3 Local
 2 National

Address	Date	Style
58	c. 1915	^{FRAME} Masonary Vernacular
96	c. 1890	Frame Vernacular
102	c. 1895	Frame Vernacular
104	c. 1910	Bungalow
173	c. 1915	Masonary Vernacular
* 176	c. 1883	Frame Vernacular
186	c. 1890	Queen Anne
232	c. 1910	Frame Vernacular
236	c. 1915	Frame Vernacular
282	c. 1915	Frame Vernacular
458	c. 1890	Frame Vernacular
502-510	c. 1900	Frame Vernacular
528	c. 1888	Queen Anne

Bosarvey Avenue

80	c. 1935	Mediterranean Revival
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Bostrom Lane

325 demolished	c. 1915	Frame Vernacular
337 demolished	c. 1920	Bungalow
369 demolished	c. 1915	Frame Vernacular
349 demolished	c. 1925	Frame Vernacular
382 demolished	c. 1920	Frame Vernacular
389	c. 1925	Frame Vernacular
405	c. 1925	Frame Vernacular
406	c. 1920	Frame Vernacular
412	c. 1920	Bungalow

Buena Vista

704	1925	Mediterranean Rivival
713	c. 1925	Mediterranean Rivival
718	c. 1926	Mediterranean Rivival
740	c. 1926	Mediterranean Rivival
780	c. 1926	Mediterranean Rivival
788	c. 1926	Mediterranean Rivival
836	c. 1935	Mediterranean Rivival
920	c. 1930	Masonary Vernacular

Central Avenue

76	c. 1900	Frame Vernacular
161	c. 1925	Frame Vernacular

Corbin Avenue

27	c. 1890	Queen Anne
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1. 100 200 300 400 500
 2. 100 200 300 400 500
 3. 100 200 300 400 500

Address	Date	Style
50 115	c. 1910 c. 1925	Frame Vernacular Masonry Vernacular
<u>Division Avenue</u>		
16	c. 1915	Frame Vernacular
22	c. 1920	Bungalow
26	c. 1920	Frame Vernacular
30	c. 1920	Frame Vernacular
41	c. 1915	Bungalow
74	c. 1925	Frame Vernacular
81	c. 1920	Frame Vernacular
83	c. 1920	Frame Vernacular
182	c. 1915	Frame Vernacular
202	c. 1900	Frame Vernacular
264	c. 1930	Frame Vernacular
<u>Dix Avenue</u>		
33.	c. 1900	Frame Vernacular
39	c. 1910	Frame Vernacular
45	c. 1900	Frame Vernacular
75	c. 1915	Frame Vernacular
83	c. 1900	Frame Vernacular
89	c. 1905	Frame Vernacular
95	c. 1905	Frame Vernacular
137	c. 1915	Frame Vernacular
145	c. 1910	Frame Vernacular
153	c. 1915	Frame Vernacular
159	c. 1915	Frame Vernacular
191	c. 1920	Frame Vernacular
215	c. 1925	Bungalow
220	c. 1915	Frame Vernacular
221	c. 1925	Frame Vernacular
<u>Fairview Avenue</u>		
16	c. 1935	Frame Vernacular
17	c. 1935	Frame Vernacular
22	c. 1930	Frame Vernacular
23	c. 1915	Masonry Vernacular
29	c. 1915	Frame Vernacular
46	c. 1920	Frame Vernacular
57	c. 1895	Frame Vernacular
68	c. 1915	Frame Vernacular
<u>Granada Avenue (East)</u>		
48 <i>Dix Street</i>	c. 1885	Frame Vernacular

ORMOND BEACH

Address	Date	Style
58 <i>Old Shopping Center</i>	c. 1930	Frame Vernacular
78 <i>Billy's Toy Store</i>	c. 1947	Frame Vernacular
156 <i>Memorial Stadium</i>	c. 1900	Frame Vernacular
160 •	c. 1937	Frame Vernacular
218-220	c. 1920	Frame Vernacular

Granada Avenue (West)

2 <i>Demolished</i>	c. 1915	Frame Vernacular
• 11-13	c. 1915	Frame Vernacular
• 17	c. 1925	Masonry Vernacular
• 25	c. 1915	Frame Vernacular
34	c. 1920	Frame Vernacular
38 -	c. 1895	Queen Anne
43	c. 1905	Frame Vernacular
44 -	c. 1925	Masonry Vernacular
48 •	c. 1920	Masonry Vernacular
57 •	c. 1915	Frame Vernacular
63	c. 1920	Frame Vernacular
90)	c. 1915	Masonry Vernacular

Groover Street

18	c. 1930	Frame Vernacular
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Grove Street

96	c. 1935	Frame Vernacular
174 •	c. 1900	Frame Vernacular
236	c. 1915	Bungalow
247	c. 1920	Frame Vernacular
253	c. 1940	Frame Vernacular
256	c. 1930	Frame Vernacular
280	c. 1930	Frame Vernacular

Halifax Avenue

6-8 • <i>411 1/2 - St. Johns (listed 1911)</i>	c. 1920	Frame Vernacular
113	c. 1925	Masonry Vernacular
• <i>PLB 1111 1/2</i>	c. 1920	

Hernandez Avenue

16	c. 1915	Frame Vernacular
67	c. 1920	Dutch Col. Rev.

Highland Avenue

53	c. 1900	Frame Vernacular
67	c. 1925	Frame Vernacular
70	c. 1895	Frame Vernacular

Address	Date	Style
87	c. 1910	Frame Vernacular
121 DEMU 2009	c. 1915	Frame Vernacular
126	c. 1915	Frame Vernacular
145	c. 1910	Frame Vernacular
151	c. 1910	Frame Vernacular
153	c. 1925	Bungalow
161	c. 1915	Frame Vernacular
195	c. 1925	Frame Vernacular

Jefferson Avenue

239	c. 1920	Frame Vernacular
251	c. 1920	Frame Vernacular
254 DEW 1908	c. 1925	Frame Vernacular
258	c. 1915	Frame Vernacular
City Water Works	c. 1915	Masonry Vernacular

John Anderson Drive

175	c. 1925	Frame Vernacular
179	c. 1915	Frame Vernacular
211	c. 1925	Mediterranean Revival
* 253	1913	Frame Vernacular
275	c. 1920	Masonry Vernacular
309	c. 1900	Frame Vernacular
311	1904	Frame Vernacular
347	c. 1904	Frame Vernacular
357	c. 1929	Masonry Vernacular
393	c. 1920	Frame Vernacular
487	c. 1895	Frame Vernacular

Lincoln Avenue

21	c. 1890	Eastlake
27	c. 1890	Frame Vernacular
31	c. 1895	Frame Vernacular
38	c. 1915	Frame Vernacular
43	c. 1910	Frame Vernacular
48	c. 1915	Frame Vernacular
51	c. 1895	Frame Vernacular
56	c. 1910	Frame Vernacular
61	c. 1915	Bungalow
70	c. 1911	Frame Vernacular
75	c. 1895	Frame Vernacular
78	c. 1911	Frame Vernacular
84	c. 1911	Frame Vernacular
85	c. 1906	Frame Vernacular
88	c. 1911	Frame Vernacular
93	c. 1895	Frame Vernacular

40 ss. 10. 4 1000
1. 11/10/00

ORMOND BEACH

Address	Date	Style
103	c. 1895	Frame Vernacular
130	c. 1900	Masonry Vernacular
169	c. 1915	Frame Vernacular
189	c. 1915	Frame Vernacular
193	c. 1920	Frame Vernacular
213	c. 1920	Frame Vernacular
218	c. 1915	Frame Vernacular
254	c. 1920	Frame Vernacular
265	c. 1920	Frame Vernacular
269	c. 1925	Frame Vernacular
281	c. 1925	Frame Vernacular
283	c. 1920	Frame Vernacular
285	c. 1925	Frame Vernacular
280	c. 1925	Frame Vernacular
Mt. Carmen Church	c. 1905	Frame Vernacular

Live Oak Avenue

<i>1987</i> New Bethel Baptist Church	c. 1927	Frame Vernacular
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Madison Avenue

239	c. 1935	Masonry Vernacular
246	c. 1930	Frame Vernacular
257	c. 1925	Frame Vernacular
267	c. 1925	Frame Vernacular
270	c. 1925	Frame Vernacular
279	c. 1925	Frame Vernacular
281	C. 1925	Frame Vernacular
282	c. 1925	Frame Vernacular

Melrose Avenue

17	c. 1925	Masonry Vernacular
24 (<i>1920</i>)	c. 1920	Mediterranean Revival
32 (<i>1920</i>)	c. 1925	Masonry Vernacular
35	c. 1925	Mediterranean Revival

Midway Avenue

148	c. 1920	Frame Vernacular
192	c. 1925	Frame Vernacular
237	c. 1915	Frame Vernacular
241	c. 1920	Frame Vernacular

Mound Avenue

125	c. 1925	Frame Vernacular
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Address	Date	Style
142	c. 1935	Frame Vernacular
<u>New Britain Avenue</u>		
31	c. 1890	Frame Vernacular
49	c. 1925	Masonry Vernacular
50	c. 1915	Dutch Col. Rev.
56	c. 1915	Masonry Vernacular
65	c. 1910	Frame Vernacular
73	c. 1885	Frame Vernacular
83	c. 1905	Frame Vernacular
91	c. 1910	Frame Vernacular
146	c. 1935	Frame Vernacular
156	c. 1895	Colonial Revival
<u>Ocean Shores Boulevard</u>		
25	c. 1925	Mediterranean Revival
29	c. 1925	Mediterranean Revival
33	c. 1925	Mediterranean Revival
51	c. 1925	Frame Vernacular
67	c. 1915	Masonry Vernacular
143	c. 1925	Mediterranean Revival
201	1925	Mediterranean Revival
239	1932	Mediterranean Revival
285	c. 1925	Masonry Vernacular
287	c. 1930	Masonry Vernacular
317	1931	Art Moderne
<u>Oleander Avenue</u>		
234	c. 1920	Frame Vernacular
245	c. 1920	Frame Vernacular
251	c. 1920	Frame Vernacular
254	c. 1925	Frame Vernacular
268	c. 1925	Frame Vernacular
274	c. 1920	Frame Vernacular
275	c. 1930	Frame Vernacular
281	c. 1930	Frame Vernacular
<u>Orchard Lane</u>		
19 (also 19 Hotel)	c. 1878	Frame Vernacular
57	c. 1920	Frame Vernacular
65	c. 1920	Frame Vernacular
71	c. 1878	Frame Vernacular
85	c. 1905	Frame Vernacular
91	c. 1905	Frame Vernacular
125	c. 1905	Frame Vernacular

Address	Date	Style
135	c. 1905	Frame Vernacular
137	c. 1896	Frame Vernacular
175	c. 1905	Frame Vernacular
<u>Orchard Street</u>		
8	c. 1925	Frame Vernacular
14	c. 1920	Frame Vernacular
20	c. 1925	Frame Vernacular
21	c. 1925	Frame Vernacular
45	c. 1930	Frame Vernacular
61	c. 1910	Frame Vernacular
183	c. 1946	Frame Vernacular
187	c. 1925	Frame Vernacular
<u>Palm Place</u>		
244	c. 1925	Frame Vernacular
246 DEMOLISHED 2004	c. 1925	Masonry Vernacular
294	c. 1930	Frame Vernacular
<u>Parque Drive</u>		
332	c. 1915	Frame Vernacular
<u>Ridgewood Avenue (North)</u>		
18	c. 1915	Frame Vernacular
33	c. 1925	Frame Vernacular
36	c. 1920	Masonry Vernacular
39	c. 1925	Frame Vernacular
55	c. 1905	Frame Vernacular
60	c. 1915	Bungalow
61	c. 1925	Frame Vernacular
74	c. 1930	Frame Vernacular
78	c. 1915	Frame Vernacular
84	c. 1915	Bungalow
168	c. 1890	Frame Vernacular
173	c. 1925	Frame Vernacular
219	c. 1915	Bungalow
264	c. 1920	Frame Vernacular
277	c. 1915	Bungalow
464	c. 1915	Frame Vernacular
<u>Ridgewood Avenue (South)</u>		
96	c. 1930	Frame Vernacular
112	c. 1935	Frame Vernacular
144	c. 1890	Frame Vernacular
192	c. 1935	Frame Vernacular

Address	Date	Style
200	c. 1895	Frame Vernacular
224	c. 1937	Bungalow
230	c. 1925	Frame Vernacular
234	c. 1905	Frame Vernacular
304	c. 1925	Frame Vernacular
305	c. 1930	Frame Vernacular
547	c. 1915	Frame Vernacular
<u>Riverside Drive</u>		
87	c. 1915	Masonry Vernacular
* 127	c. 1904	Frame Vernacular
<u>Roosevelt Avenue</u>		
285	c. 1925	Frame Vernacular
288	c. 1925	Frame Vernacular
306	c. 1920	Frame Vernacular
<u>Rosewood Avenue</u>		
58	c. 1925	Masonry Vernacular
67	c. 1915	Mediterranean Revival
82	c. 1925	Masonry Vernacular
<u>Selden Avenue</u>		
208	c. 1915	Frame Vernacular
253	c. 1920	Frame Vernacular
267	c. 1890	Frame Vernacular
269	c. 1925	Frame Vernacular
283	c. 1915	Frame Vernacular
303	c. 1920	Frame Vernacular
<u>Seminole Avenue</u>		
75	c. 1925	Masonry Vernacular
<u>Seville Street</u>		
63 •	c. 1922-24	Mediterranean Revival
<u>Tomoka Avenue</u>		
49 (demolished)	c. 1890	Frame Vernacular
69	c. 1915	Bungalow
70	c. 1920	Frame Vernacular
80	c. 1895	Frame Vernacular
91	c. 1915	Frame Vernacular

Address	Date	Style
150	c. 1925	Masonry Vernacular
163	c. 1920	Frame Vernacular
168	c. 1925	Bungalow
178	c. 1915	Frame Vernacular
179	c. 1920	Frame Vernacular
200	c. 1915	Frame Vernacular
203	c. 1940	Frame Vernacular
236	c. 1941	Masonry Vernacular
241	c. 1935	Frame Vernacular
244	c. 1925	Frame Vernacular
247	c. 1930	Frame Vernacular
251	c. 1930	Frame Vernacular
252	c. 1925	Frame Vernacular
257	c. 1915	Frame Vernacular
260	c. 1895	Frame Vernacular
350	c. 1900-05	Frame Vernacular
360	c. 1900-05	Frame Vernacular
408	c. 1925	Frame Vernacular
421	c. 1905	Frame Vernacular
451	c. 1920	Frame Vernacular
508	c. 1940	Frame Vernacular

Washington Place

239	c. 1930	Frame Vernacular
240	c. 1925	Frame Vernacular
250	c. 1935	Frame Vernacular
254	c. 1930	Frame Vernacular
257	c. 1930	Frame Vernacular
260 <i>2600 S. ...</i>	c. 1935	Frame Vernacular
265	c. 1930	Frame Vernacular
269	c. 1930	Frame Vernacular
289	c. 1935	Frame Vernacular
273	c. 1935	Frame Vernacular
275	c. 1930	Frame Vernacular

Washington Street

-82	c. 1925	Frame Vernacular
86	c. 1930	Frame Vernacular
-105	c. 1925	Frame Vernacular
129	c. 1895	Frame Vernacular
147	c. 1920	Frame Vernacular
157	c. 1930	Frame Vernacular
190	c. 1915	Frame Vernacular
192	c. 1920	Frame Vernacular
201	c. 1925	Frame Vernacular
210	c. 1925	Frame Vernacular
230	c. 1925	Frame Vernacular

Address	Date	Style
233	c. 1925	Frame Vernacular
245	c. 1920	Frame Vernacular
<u>White Street</u>		
31	c. 1915	Frame Vernacular
35	c. 1920	Frame Vernacular
39	c. 1925	Frame Vernacular
43	c. 1920	Frame Vernacular
45	c. 1920	Frame Vernacular
<u>Wilmette Avenue</u>		
33	c. 1925	Masonry Vernacular
37	c. 1930	Mediterranean Revival
43	c. 1930	Masonry Vernacular
47	c. 1930	Masonry Vernacular
53	c. 1930	Mediterranean Revival
57	c. 1925	Mediterranean Revival
58	c. 1920	Mediterranean Revival
63	c. 1920	Mediterranean Revival
67	c. 1925	Masonry Vernacular
83	c. 1920	Masonry Vernacular
84	c. 1925	Mediterranean Revival
<u>Yonge Street (North)</u>		
20	c. 1920	Frame Vernacular
46	c. 1925	Frame Vernacular
48	c. 1920	Frame Vernacular
124	c. 1930	Frame Vernacular
125	c. 1915	Frame Vernacular
131	c. 1915	Frame Vernacular
153	c. 1920	Frame Vernacular
<u>Yonge Street (South)</u>		
30	c. 1915	Frame Vernacular
34	c. 1920	Frame Vernacular
49	c. 1905	Frame Vernacular
103	c. 1915	Frame Vernacular
107	c. 1920	Frame Vernacular
116	c. 1915	Frame Vernacular
124	c. 1910	Frame Vernacular
185	c. 1935	Frame Vernacular
190	c. 1935	Frame Vernacular
191	c. 1930	Frame Vernacular
203	c. 1930	Frame Vernacular
206	c. 1930	Mediterranean Revival