

# The Palm Coast Historian

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Editor: Kay Stafford

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## 40th ANNIVERSARY OF PALM COAST (2nd Installment)

### Ten-Year Milestones in Palm Coast History

- 40 years ago: Land purchased and construction begins in Palm Coast
- 30 years ago: Publix and first shopping center open in Palm Coast
- 20 years ago: Hammock Dunes spurs development on the Atlantic Ocean
- 10 years ago: Palm Coast becomes a city at midnight on the last day of 1999

### January 2, 1969 – Palm Coast Is Born by Art Dycke, City Historian

The 1968 40th anniversary event was the ITT conglomerate absorbing Levitt and Sons, then planning and naming the huge project in Flagler County. The 1969 birth announcement for Palm Coast appears below.

### Lehigh Cement Plant

by Ed Moore

In 1948 the Lehigh Cement Company of Allentown, PA bought 9,000 acres in Flagler County. The land, near Flagler Beach, was bounded on the west by Colbert Ln., on the south by Route 100, and on the east by the Intra-coastal Waterway. It was attractive to Lehigh because it contained enough available coquina shell to keep a state-of-the-art cement plant going for about 100 years. The coquina shell was made up almost entirely of calcium oxide, or lime, the major ingredient in Portland cement. A plant, if built at that site, would be the 18th cement-producing plant owned and operated by Lehigh. It was attractive to Flagler County as it would be the largest employer in the county.

World War II was over. The nation was converting to a peacetime economy. Commercial growth and maintenance, which had largely been deferred to meet the demands of war, had resumed. The forecast for Florida included many more residents, drawn by the warm climate. Technology



North View at Lehigh Plant

improvements had lowered the cost of air conditioning to where it was now affordable to most. New homes and roads to get to these new homes were on the horizon.

In 1949 Lehigh began building a plant that could produce 1.5 million barrels for each of those 100 years. To support that production level, a seven-mile railroad spur was built. They would require a full-time switch engine to move hopper and box cars to and from loading stations

and to the main line of Florida East Coast Railroad which was only seven miles away in Bunnell. Three barge slips were built on the Intra-coastal Waterway to bring in other raw materials and to transport finished goods out. At peak operation the plant was expect to employ almost 300 people. The company purchased additional land in the northern part of Flagler Beach in order to build employee housing if required. To get from raw land to an operating plant would require \$15-20 million.

The plant opened in the summer of 1952, four years after purchase of the land and three years

(continue on page 5)

## THE DEVELOPMENT OF FLAGLER COUNTY

*second in the series by Sisco Deen*

### Flagler County Places Then and Now

#### Andalusia

"Bordering on beautiful Crescent Lake in the midst of 25,000 acres of the finest farming land in Florida reposes the town site of Andalusia, with the prospect of becoming an agriculture center in this land of sunshine. We find here 1,500 acres of developed farms with soil equal to any in Florida. Every variety of vegetable and citrus fruit can be found growing in fertile fields and groves, and developers will plant between 250 acres in crops" The Flagler Tribune, February 18, 1926.

Andalusia is about 15 miles west of Bunnell on State Road 100. There is no settlement located there, only a few farm houses and a state road sign saying "Andalusia."

#### Beverly Beach

The town of Beverly Beach, three miles north of Flagler Beach, was incorporated July 1955. There were ten residents living in the community at the time. The subdivision was developed by Claude Grady Varn in 1947 and was given the name, "Beverly Beach" by Mr. Varn.

The first town commission meeting was conducted July 6, 1955. Stanley Farnsworth was elected the town's first mayor. Town commissioners elected were Robert Q. Elfstrom; Vivian Elfstrom, Cora Williams, Edna Farnsworth, and Opha M. Martin. Ward Martin was appointed town clerk and Robert E. Williams was appointed town marshal. Claude G. Varn was appointed attorney.

#### Bimini

Between Espanola and Andalusia lays a fertile farming section known as Bimini which was developed by some of the leading agriculturists who've made Florida their home. The soil here is adaptable to almost any product or citrus fruit; during the year, produce is shipped both north and south by way of the East Coast Railroad which

runs a few miles east of the community.

J. C. Parkhill was among the first developers of this part of the county, followed by such developers as Messrs. Duttonhaver, Charles Rinker and the late J. F. Whitton. Bimini comprises about 7,000 acres of land. — The Flagler Tribune, February 18, 1926.

#### Bulow

A post office and a few houses on the Old Dixie Highway known as Bulow is all that is left of a thriving community settled in 1940 by C. W. Bulow. It was on the banks of Haulover Creek, now the East Coast Canal. Here Bulow and his heirs, the Staling family, planted vineyards and sugar cane. This is in the heart of the old Spanish sugar mill district. — The Flagler Tribune, February 18, 1926.

#### Bunnell

Toward the latter part of 1897, Alvah Alonzo Bunnell, 43, established a sawmill and later a store next to the railroad in the area of present day Flagler County known as Bunnell. There was no town at that time. To identify the train stop for mail and to let off passengers, it was called Bunnell Stop.

About 1898, two young bachelors, Isaac I. Moody, Jr, 24, of Appling County, Georgia and Major James Frank Lambert, 36, of South Carolina, arrived in what is now Flagler County.

They came to work for George W. Deen who had a large turpentine business in St. Johns Park, west of Bunnell Stop. George, who had worked for Isaac's father in Georgia, was also president of the St. John's Park Development Company in the western part of now Flagler County.

After working several years for George Deen, later a Georgia State Senator, they purchased a 30,000-acre tract of land from him and set up their own camp and turpentine operation. They were successful in the turpentine business but realized that some good farm land was in the acreage they now held. Having observed the land sale

promotion in St. John's Park, in 1909 they formed the Bunnell Development Company. They had real estate offices here and in Chicago where train trips were arranged for potential buyers from the north to visit this area.

Bunnell Stop was first incorporated as a town on June 2, 1911, when the state legislature passed a special act of incorporation. The act contained a faulty description of boundary lines and the place did not function as a town until two years later when a special law was passed granting them a charter. Appointed as councilmen by the governor were Isaac I. Moody, Jr., George Moody (Isaac's brother), William Edgar (Ed) Johnson, James Frank Lambert, William H Cochran, and W.C. Heath, mayor.

### Dinner Island

Dinner Island, a town a few miles northwest of Espanola, was a center for agricultural products and citrus fruit at one time.

### Dupont

Near the turn of the century, Utey James White moved from Hastings, FL to Dupont. He had come from Illinois to Hastings and built the White Towers Plantation there. He was the first man to raise Irish potatoes on a commercial basis in that area. At Dupont he went into the logging and lumber business. He built a large saw mill as well as a planning mill and stave mill.

A railroad was necessary to carry on this work, so he first built a tram road to Green's Island near Flagler Beach. He then constructed a narrow gauge railroad to Haw Creek. This extended as far as Tipperary – a place just across Little Haw Creek on the Seville road.

Dupont became a beehive of activity. Mr. White built homes for the many white people employed there and the "quarters" housed more than 250 blacks. His own dwelling, The Mansion House, was a show place. He had a large commissary which Walter Cody operated for him from 1903 until he sold his holdings. There were two boarding houses, one on either side of the railroad track.

Some of the families living at Dupont at that time were the Lawrence S. Codys, the Austin V. Wicklines, and Dr. David Benton Brown and his family. Dale Brown, Sr. helped out at the commissary some of the time.

Around 1910, the Cody brothers, Walter and Larry, homesteaded some land at Codyville. Later they operated a shingle mill on their property.

A one-room school house was built. Minnie Burnett was the first teacher and Ruth Trissell Cody the second. When the building burned, the children were transported by "dummy" train to the school in Haw Creek.

The Dupont Land Company of Scranton, PA bought out Mr. White's interests in 1912.

*(more Flagler County History in next issue)*

## For Sale

### Palm Coast License Plate

Donation \$10

(Plates are available at the Community Center, Clubhouse Drive & Palm Coast Parkway West)

### Black & white prints of Palm Coast's early buildings and golf courses by Starr Coale, local artist.

Donation: \$10 for 1, \$15 for 2

Or call Debby, 446-9031

ALAN SMOLEN: FATHER OF PALM COAST, 1975-1985 by Art Dycke, Palm Coast City Historian, is available. In 138 pages of text and photos, it tells the story of the man who shaped the development of Palm Coast in his years as president of ITT Development Corporation. It also presents a fairly complete history of the Palm Coast community. Older residents can relive the "good old days" and newcomers can learn how Publix and the I-95 Interchange became fixtures here. This book sells for \$15.

Also available are a few remaining copies of \*IMAGES OF AMERICA: PALM COAST, a picture history, for \$19.99, also authored by Mr. Dycke.

Contact Art Dycke, 446-8636, for additional information.

*\*see related article, page 7*

**SEARCH FOR OLD KINGS****ROAD***by Bill Ryan*

**T**he history and recent discoveries of Old Kings Road, which was built before the American Revolution and used right up to 1918 as the main entryway into Florida.

It ran from the Georgia border to Jacksonville, St. Augustine, thru Flagler County, and down to New Smyrna. Most of our early history happened on this historic roadway, bits and pieces of which still exist in Flagler County. Rich plantations, Minorcan settlers, angry Indians, desperate British loyalists, and the settlement of Florida depended on this road first built by British engineers in 1771. Bill Ryan traces this vanishing old road with maps, history, interviews with local residents, and an important time line. Price \$18.

**I AM GREY EYES – A STORY  
OF OLD FLORIDA***by Bill Ryan*

**T**wo very real characters, Grey Eyes, a most unusual Seminole Indian, and Black Sandy, a well educated interpreter for the British army, view the history of Florida, its settlement, a famous cattle drive, the American Revolution, the second Seminole War, and a whole series of connected historical events as viewed by Grey Eyes. Author Bill Ryan said these characters were real and emerge as the main characters in his historical/fiction book. He takes them thru a series of real events designed to increase your knowledge of Florida's early history and provide an interesting story. Price \$22

*Both books are offered at the Flagler Beach Museum, Down by the Sea store in Flagler Beach, The Flagler County Public Library, the New Smyrna History Museum, and on-line at <http://www.oldkingsroad.com> They were published by Old Kings Road Publishing, a longtime printer of local books in Flagler Beach.*

*During the last two months Ryan has given more than ten lectures to Florida history societies, museums and libraries along the route of Old Kings. He is a member of both the Palm Coast and Flagler County Historical Societies and serves on the board of directors of the Palm Coast organization.*

**If you've ever wondered ...**

**M**ost folks don't give our barrier island much thought, and if they do, they think it was a natural occurrence – 'taint so!

Our present-day barrier island did not actually become an island until 8 o'clock Monday morning, May 13, 1907, when the waters of the Matanzas Bay and the Halifax River were joined – the medium being the Florida East Coast Canal, now known as the Intracoastal Waterway.

Anticipating the completion of the Matanzas-Halifax cut to happen that day, a large party left St. Augustine in two launches, the Hustler and Kathleen, to be on hand to see the finishing stroke.

The finishing stroke which severed the last obstruction was made by the crew of the dredge boat South Carolina and they were the only ones present when this momentous event took place.

Since the St Augustine groups did not arrive at the scene until noon, they did not witness this historic event – workmen being workmen, they probably started to work early in the morning and decided to press on with the tasks at hand.

**Welcome  
New Members***Kurt & Patricia  
Bottoms**Arthur & Muriel  
Jannery**Christina Kolajtowicz  
Augustus Prince**Peter & Natalie  
Scheveling**Sandra Sites*

### 40th ANNIVERSARY OF PALM COAST *(continued from front page)*

after the decision to proceed. In 1955 expansion almost doubled production while halving the number of production workers. At peak production in 1958 over 150 railroad cars per day were loaded and delivered to the railroad mainline in Bunnell – bagged product by box car, bulk product by hopper car. In addition, cement trucks loaded up for nearby construction sites. What a good deal this was for Lehigh. Right? Wrong! Almost from the beginning, the plant was beset with trouble.

In 1954, only two years after opening, the plant was shut down in June by striking drivers and production workers. Lehigh had experience from many other plants in dealing with lime and gypsum unions, teamster and railroad unions. Why



*View of Lehigh Cement property looking north*

did this happen? Could it be that Lehigh looked forward to moving to Flagler County because of the lower cost of living? After all, at that time Flagler was primarily an agricultural county with a low wage base. At any rate, issues between labor and management were quickly resolved and the plant got back to work.

In 1962 the plant closed in May due to lack of demand for Portland Cement, to reopen in mid-August. Sixty people were left in the shipping department to load trucks and railcars from a massive inventory. The plant reopened at 75% of production capacity.

In the fall of 1975 the plant closed permanently. One hundred seventy-five employees were let go. Plant production had dropped from 1.5 million barrels in 1959 to 1.15 million in 1962. In October 1967 remaining production equipment was sold at auction. In 1969 the land was sold to ITT Community Development Corporation for \$4.5 million. Today that land is Wadsworth Park, Sea Ray Boats, Flagler County Adult Education, and the Palm Coast Plantation development.

*Research for this project was provided by interviews with longtime residents Catherine Wickline Wilson, Robby Creal, and Bob Abbott; newspaper articles from the Flagler News Tribune; and Google Internet search.*

## On the Road ... Again!

The History Center's new home is on the second floor at One Corporate Center.

Many thanks to Superintendent Bill Delbrugge and the Flagler County Board of Education for rescuing us from homelessness. Come visit us between 1:30-4 PM any Wednesday when Art Dycke is available to discuss local history with you.

Watch for PCHS's new website after the first of the year. It will carry a link from the Flagler County Library's website. We thank Bill Ryan, Board member, for his special expertise.

### **Palm Coast Historical Society needs a Treasurer**

#### **Must know Microsoft Excel**

If you're interested in being considered, contact Debby Geyer at 446-9031.

**CATALOGING VOLUNTEERS  
NEEDED**

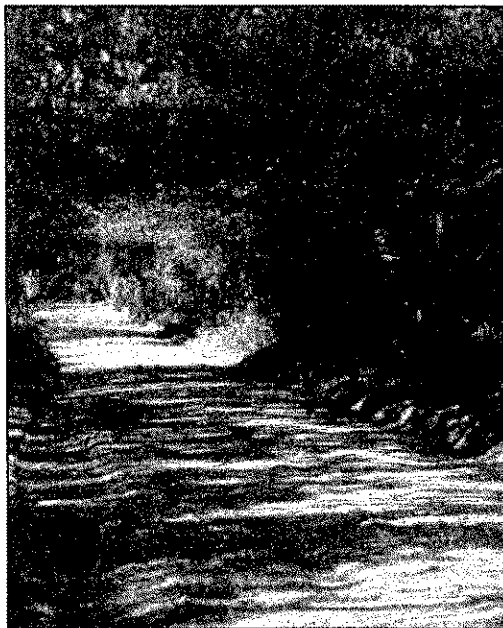
Volunteers are needed to assist in organizing historic materials at the History Center (446-2880 [after January 15]), One Corporate Plaza (2nd floor). Great opportunity to learn about our city!

**Sample Tasks**

1. Cataloging – going through boxes of materials to list and categorize contents. A computer listing will then be created.
2. Clippings – clip, duplicate and organize relevant newspaper articles.
3. Trace the history of golf, tennis, organizations, and businesses, churches through the years from old newspapers, magazines and contacting people associated with the groups.
4. Help computerize a photo file and produce historical CD programs.

**Visit the Historical Society Center**

Art Dycke, City Historian, will be there every  
Wednesday 1:30-4 PM



*A pre-ITT roadway in Palm Coast*

**HISTORICAL SOCIETY FEATURED  
AT LIBRARY**

*by Patricia Eldridge*

I hope you visited the library and saw our display which focused on the first decade of Palm Coast. Kudos to Ed Moore and Art Dycke for a job well done – and good publicity for our society.

In July 2009 there will be another Historical Society display in the library to celebrate the second decade of Palm Coast.

**A good reason to renew**

Now is the time to renew your 2009 PCHS membership. As an incentive to get your check in the mail today, the Society will have several drawings at its January 14th meeting for pairs of bottles of wine; each renewal, new membership, and referral will provide an entry in the drawing. Plus, if you're one of those persons who forgot to send in 2008 dues (they are still needed and will definitely be accepted) and you make your membership current, that will provide you with an extra entry – so check your check register now.

We especially thank Bhagwan Asnani and Interstate Holding for their generous donation.

**Meeting Notice**

**WATSON REALTY**  
1410 Palm Coast Pky, NW  
(at Pine Cone Dr N)

1:30 PM Wednesday, January 14, 2009

**Election of Officers and  
Board of Directors**

**Guest Speaker: Bruce Piatek,  
Agricultural Museum Director**

• Guests are always welcome! •

## IMAGES OF AMERICA: PALM COAST *by Arthur E. Dycke*

I wrote the above named book starting in 2002 and sent it to the publisher in midsummer 2003 barely meeting my deadline for its submission. Upon receiving my proof copy, I found a number of errors that I printed out and sent to the publisher only to find out that the book had already been printed. I then wrote an Errata sheet containing corrections for the 6 (out of 228) picture titles and 19 (out of 128) pages containing small "typos" and/or errors. The Errata sheet was printed on mailing label paper that allowed the recipient to stick the corrected title over the defective one in the book. It also extended my humble apologies for the errors. I sent a copy to the publisher requesting the corrections be made if there were future editions. Most of this first printing was sold by the Palm Coast Historical Society and Book Rack, Pegasus, the Adult Ed Center in Palm Harbor, and By the Book in European Village. I personally placed the Errata sheets in all the books sold locally.

For a while in 2006 discounted "closeouts" were available at Sam's Club. Sometime in mid-2007, local stores and I were told that IMAGES OF AMERICA: PALM COAST was not available for purchase because it was "out of stock." Later inquiries received the same answer. Sometime in spring 2008, I received a report that the book was available for sale in Walgreens on a rack featuring nearby communities. I assumed they were leftovers from the original printing. On September

12, 2008, I received a letter from the publisher forwarding "some potential corrections" from an unnamed source pointing out a number of errors in the book. I emailed the editor requesting forms to begin an updated revision and received no reply. It seems that, completely without my knowledge, the publisher has reprinted the original 2003 edition of the book without the Errata sheet. The book is now available at Walgreens, Books-a-Million, Barnes and Noble, and E-Bay.

It is a source of great embarrassment to me to have this uncorrected version of my book in wide circulation in our growing community. I am presently hand delivering the Errata sheet to local booksellers that carry the book and ask readers of this letter for assistance in correcting the books that are missing the original Errata sheet. I will mail a copy of the Errata sheet to put into IMAGES OF AMERICA: PALM COAST to anyone providing their name and address who contacts me at [artpchistory@bellsouth.net](mailto:artpchistory@bellsouth.net) or 5 Lagare St. Palm Coast 32137.

I would appreciate readers of the book to inform me of any additional corrections that should be made. Update errata: p. 23 Alicia Newton not Cecilia; p. 90 replace Ken Durbin with Bob Siegel, change name from Nan (Gardner) to Jan; p. 120 Jon Netts not John.

I continue to apologize for any inconvenience these errors may have caused you.

Sincerely, *Arthur E. Dycke*

### Brown Bagging with Seniors

Art Dycke, City Historian, will speak on the history of Palm Coast and Flagler County at the "Brown Bag" lunches for senior citizens sponsored by the Recreation & Parks Department. Art is tentatively scheduled to appear three times before May.

For more information on specifics of this program, please call 986-2470.

The Palm Coast Historical Society is currently looking for back issues of THE PALM COAST NEWS for 1977, '78, '79, '80, and '81. If you have any of these issues, contact Art Dycke, 446-8636.

We appreciate your support.

*Patricia Eldridge,*  
Cataloging Chair