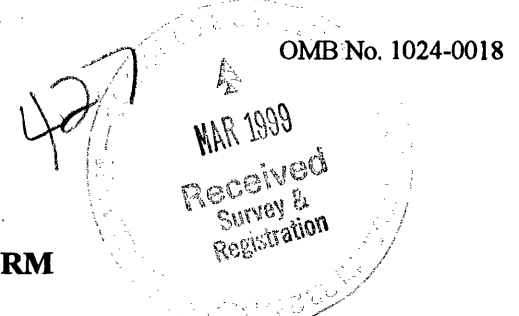
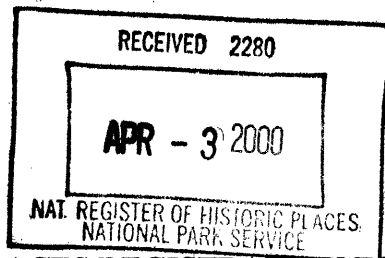


United States Department of the Interior
National Park Service



NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A)*. Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer to complete all items.

1. Name of Property

historic name Monroe Station
other names/site number _____

2. Location

street & number Junction of the Tamiami Trail (U.S. Highway 41) and Loop Road, approximately 4 miles west of the Big Cypress National Preserve Visitor Center and 12 miles east of Ochopee Post Office
city or town Ochopee not for publication _____ vicinity x
state Florida code FL county Collier code 021
zip code 33943

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this x nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property x meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant ___ nationally ___ statewide x locally. (___ See continuation sheet for additional comments.)

[Signature] _____
Signature of certifying official Date 4/26/99

Florida State Historic Preservation Officer, Division of Historical Resources
State or Federal agency and bureau

In my opinion, the property x meets ___ does not meet the National Register criteria. (___ See continuation sheet for additional comments.)

[Signature] _____
Signature of commenting or other official Date 5/23/2000

National Park Service
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
 — See continuation sheet.
- determined eligible for the
 National Register
 — See continuation sheet.
- determined not eligible for the
 National Register
- removed from the National Register
- other (explain): _____

Maq M. Way 3/11/00

for Signature of Keeper

Date of Action

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed properties in the count)

Contributing	Noncontributing
<u>1</u>	<input type="checkbox"/> buildings
<input type="checkbox"/>	<input type="checkbox"/> sites
<input type="checkbox"/>	<input type="checkbox"/> structures
<input type="checkbox"/>	<input type="checkbox"/> objects
<u>1</u>	<u>0</u> Total

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)

6. Function or Use

Historic Functions

(Enter categories from instructions)

GOVERNMENT/correctional facility

TRANSPORTATION/road-related

COMMERCE/TRADE/department store

DOMESTIC/institutional housing

Current Functions

(Enter categories from instructions)

VACANT/NOT IN USE

7. Description

Architectural Classification

(Enter categories from instructions)

LATE 19TH AND EARLY 20TH

CENTURY AMERICAN MOVEMENTS

Materials

(Enter categories from instructions)

foundation: CONCRETE

walls: WEATHERBOARD

roof: ASPHALT

other:

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

TRANSPORTATION
EXPLORATION/SETTLEMENT

Period of Significance

1928-1934

Significant Dates

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: National Park Service, Southeast Regional Office, Cultural Resources Stewardship
Atlanta Federal Center, 1924 Building, 100 Alabama Street, SW
Atlanta, GA 30303

10. Geographical Data

Acreage of Property 4.73

UTM References (Place additional UTM references on a continuation sheet)

Zone	Easting	Northing	Zone	Easting	Northing
A <u>17</u>	<u>489940</u>	<u>2860340</u>	D _____	_____	_____
B _____	_____	_____	E _____	_____	_____
C _____	_____	_____	F _____	_____	_____

_____ See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Jennifer Brown Leynes
Historian

organization National Park Service, Southeast Regional Office

date June 15, 1998

street & number Atlanta Federal Center, 1924 Building, 100 Alabama St., SW

telephone (404)562-3117

city or town Atlanta *state* GA *zip code* 30303

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner *(Complete this item at the request of the SHPO or FPO.)*

name National Park Service

street & number P.O. Box 37127 *telephone* _____

city or town Washington *state* DC *zip code* 20013-7127

United States Department of the Interior
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Narrative Description

Monroe Station is a two-story frame building with weatherboard exterior and multiple additions. Built around 1928, the building was originally one room deep and had a narrow, rectangular footprint and low-pitched, hipped roof. The façade had two sets of paired doors on the lower level and four single windows on the upper level. The building originally served both as a gas and service station and as a residence for the family that operated the store. As a result, the building had a flat-roofed canopy extending out from the first floor over the gas pumps; the building also had an exterior stair on the west elevation that wrapped around to a door at the rear.¹

In the decades since its construction, Monroe Station has been altered several times, most significantly by additions that have increased the structure's size and mass. The largest addition, a gabled, two-story section at the rear of the structure, more than doubled the size of the original building and altered its roofline. Two shed roof additions on the east and one on the west have also altered the historic appearance of the structure. The exact dates of changes to the building have not been determined, although they probably occurred between 1957 and 1988.

Monroe Station sits at the junction of the Tamiami Trail and the Loop Road, on the south side of the Trail. A large asphalt pad lies in front of the building, and a chain link fence encloses the rear yard. The eastern portion of the yard is used to house off-road vehicles; the remainder of the yard is open and grassy, with a small number of shrubs and trees. A nonhistoric, gabled tin shed and attached pole barn sits at the rear of the building. The station was moved back from the road to its current location in 1957, when the Tamiami Trail was widened.²

¹ A photograph of Monroe Station in 1933 found in a newspaper article is the only historic photograph of the station that has been located. The description of the building's historic appearance is based on this photographic evidence. "Conservation Nothing New Here," *Naples [Fla.] Daily News*, 25 July 1973, 4D.

² "The South West Mounted Police," (Collier County Museum Collection, Naples, Fla., photocopy, n.d.), n.p.

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Narrative Statement of Significance

In 1928, six stations were built on the Tamiami Trail in Collier County, Florida, to provide goods and services to passing motorists and to house deputies of the Southwest Florida Mounted Police force. Monroe Station, one of two stations still standing on the Trail, is locally significant under National Register Criterion A for its association with the early history of the Tamiami Trail and of Collier County.

Historic Context: The Southwest Florida Mounted Police and the Tamiami Trail, 1928-1934

The history of Monroe Station is intertwined with that of the development of South Florida as a tourist destination. Prior to about 1890, South Florida was largely undeveloped and uninhabited except for a small number of Seminole Indians. The construction of rail lines down the Florida peninsula during the 1880s and 1890s, led by Henry Plant on the west coast and Henry Flagler on the east, dramatically altered the landscape of the region. Both Plant and Flagler built luxury hotels at major stops along the railways, and communities soon grew up around the resorts. Extensive promotional campaigns encouraged Northeasterners and Midwesterners to vacation in the sunny, subtropical climate of Florida.³

In the decades following World War I, the highest levels of disposable income in American history combined with the affordability of the Ford Model T to create an increasingly mobile population. Florida's popularity as a tourist destination continued to grow during this period, facilitated by the completion of routes like the Dixie Highway, which opened from northern Michigan to Miami in 1925.⁴

As early as 1915, residents of South Florida recognized the need for a road connecting the east and west coasts of the peninsula. James F. Jaudon of Miami and Francis W. Perry of Tampa are credited with originating the idea of a southern route through the Everglades to connect the region's two largest cities. The proposed route was to begin in Miami, extend west to Naples, then continue northward along the Gulf Coast to Tampa. The name "Tamiami Trail" was chosen to indicate the terminal points of the route, Tampa and Miami.⁵

Because the state of Florida did not have a functioning road department in 1915, the county governments along the proposed route financed the Trail's construction. Progress was slow during the late 1910s and had stopped by 1921, because of World War I-related supply and labor shortages and escalating costs caused by the difficult terrain.⁶ In the early 1920s, Barron Collier, a streetcar advertising entrepreneur who owned more than 1,000,000 acres in Lee County, offered to invest his own money to complete the Tamiami Trail through his property in return for the state's creation of a new county composed of his property holdings.⁷ The state legislature created Collier County in 1923, and construction of the Trail resumed soon after.⁸

³ Seth Bramson, "Two Henrys and the Railroads of Florida," *History News* 52 (Autumn 1997), 26-28.

⁴ Alfred Jackson Hanna and Kathryn Abbey Hanna, *Florida's Golden Sands* (Indianapolis: Bobbs-Merrill, 1950), 388-89.

⁵ Joe Hugh Reese, *History of the Tamiami Trail and a Brief Review of the Road Construction Movement in Florida* (Miami: Tamiami Trail Commissioners and the County Commissioners of Dade County, Florida, 1928), 6-7.

⁶ Charlton W. Tebeau, *Florida from Indian Trail to Space Age: A History*, Vol. 2 (Delray Beach, Fla.: Southern Publishing, 1965), 57; "Building the Trail" (Collier County Museum, Naples, Fla., photocopy, n.d.), n.p.

⁷ Charles E. Harner, *Florida's Promoters: The Men Who Made It Big* (Tampa: Trend House, 1973), 57.

⁸ Edward A. Fernald and Elizabeth D. Purdum, eds., *Atlas of Florida*, rev. ed. (Gainesville, Fla.: University Press of Florida, 1996), 99.

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Barron Collier invested more than \$1 million in road construction between 1923 and 1926, when the state highway department assumed responsibility for completion of the Trail.⁹ Built with a width of 30 feet shoulder-to-shoulder, the roadway was bordered by a canal on its north side, the result of blasting and dredging of rock for road construction. The highway was finally completed in 1928 at a total cost of \$7 to \$8 million.¹⁰ On April 25, 1928, a gala celebration, which included a 100-car motorcade, marked the opening of the Tamiami Trail.¹¹

The dangers of travel along the southern portion of the Tamiami Trail between Miami and Naples, which ran through the Everglades and Big Cypress Swamp, became apparent early in the route's history. The long, straight roadway proved monotonous to drivers, and some motorists collided with the abundant wildlife that crossed the highway. Furthermore, when travelers experienced car trouble or had accidents, there was nowhere on the long stretches of uninhabited road to seek help.

As a result of the dangers to motorists, Barron Collier and the Collier County Sheriff's Office cooperated in 1928 to create the Southwest Florida Mounted Police. The officers, who were deputized by the county, were charged with patrolling the Tamiami Trail through the county and assisting stranded motorists. D. Graham Copeland, a deputy sheriff who had long been associated with Collier's Florida investments, oversaw the Southwest Mounted Police program for the county.¹²

Barron Collier assisted the program directly, purchasing motorcycles to loan to the county and building stations along the Trail to house the officers. Six identical stations were built at ten-mile intervals between the county lines, at Belle Meade, Royal Palm, Fahkahatchee, Turner's River, Monroe, and Paolita.¹³ The narrow, two-story rectangular station buildings housed a store on the lower floor and a residence for the officer and his family upstairs. While the officer patrolled the five miles of Trail on either side of his duty station every hour, his wife ran the store, selling gas and oil, as well as food and beverages, to passing motorists.¹⁴

Patrolling the Tamiami Trail was dangerous work, and several officers were killed in the line of duty. William Irwin, the first officer to serve at Monroe Station, died of injuries received in an auto accident in January 1929, after just six months on the job. He was replaced by W. J. Weaver, who resigned in November of the same year and was replaced by C. L. Johnson.¹⁵ Turnover rates were fairly high among the officers; undoubtedly, the danger of the job, coupled with the relative isolation of the stations, made the job difficult for most.

The Great Depression brought an untimely end to the Southwest Mounted Police program: by April 1934, the force had been disbanded and all of the stations closed. Barron Collier's fortune was destroyed by the Depression; the loss of his financial support was a factor contributing to the program's failure, as was the increasing development along the Trail, which lessened the need for a police force dedicated to assisting stranded motorists on the highway.¹⁶

⁹ Tebeau, *Florida*, 57.

¹⁰ Reese, 6, 24; "Building the Trail," n.p.

¹¹ Reese, 6.

¹² Charlton W. Tebeau, *Florida's Last Frontier: The History of Collier County*, Copeland Studies in Florida History (Miami: University of Miami Press, 1957), 218.

¹³ Sarah J. Elder, "Tamiami Trail," *Tropic* (July 4, 1971), 14.

¹⁴ "The South West Mounted Police," n.p.

¹⁵ *Ibid.*

¹⁶ *Ibid.*; Harner, 58.

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In the decades that followed, the six original station buildings were eventually sold or demolished. Some probably fell victim to a road widening program in the mid-1950s, while at least one other was destroyed by a hurricane. In 1971, only four stations were standing;¹⁷ today, only two, Monroe and Royal Palm, remain.

Significance

Monroe Station is locally significant under National Register Criterion A for its association with the early history of the Tamiami Trail in Collier County, Florida. The Tamiami Trail was an important roadway in the development of the county, directly connecting it with Miami and Tampa for the first time. As one of two remaining examples of the stations built to house officers of the Southwest Mounted Police force, Monroe Station represents an important, if short-lived, era in the history of the Trail and of the county.

Integrity

Monroe Station possesses integrity of setting, materials, workmanship, feeling, and association; its integrity of location and design have been diminished by the structure's relocation in 1957 and by alterations to the original building. Nevertheless, the structure retains sufficient overall integrity for listing on the National Register.

The setting around Monroe Station has changed little in the seventy years since its construction. Built as an oasis for travelers along the Tamiami Trail, Monroe Station still retains that function today, appearing as one of the few structures on the stretch of highway between the Big Cypress National Preserve Visitor Center and the small community of Ochopee. Because limited development has occurred along the Tamiami Trail, the setting of the station has been well-preserved. In 1957, the building was moved in order to widen the Trail; however, the spatial relationship between the station and the highway has been maintained. Thus, although the exact location of the building has changed, the integrity of location is not significantly damaged.

Several additions have been made to Monroe Station, probably after it was moved back to widen the Tamiami Trail. The most significant of these is the two-story, gabled addition at the rear of the building, which has altered the mass and scale of the historic structure. National Park Service (NPS) architects have examined the building, and believe additional research will endorse the removal of the two-story addition at the rear and the three shed additions on the east and west sides of the structure. NPS architects believe that the additions can be removed without damaging the historic structure or its materials. Although the integrity of design has been significantly altered by the numerous additions, it can largely be recaptured by a sensitive restoration following the Secretary of the Interior's Standards for Rehabilitation.

Finally, the integrity of feeling and association of Monroe Station remain intact. Because of the building's relative isolation on the Tamiami Trail, it is easy to imagine the important role the station played for early travelers along the desolate highway. Despite changes to the design of the building, its historic function and use can still be ascertained by the observer. Restoration of the structure to its historic appearance will enable Big Cypress National Preserve to interpret the history of the Southwest Mounted Police and the Tamiami Trail and will further enhance the integrity of the structure.

¹⁷ Elder, 14.

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Verbal Boundary Description and Justification

The boundary of the Monroe Station property is shown as tract 417-26 on the enclosed land map; the boundary represents the original parcel provided for the Station. Monroe Station is bounded on the north by the southern shoulder of the Tamiami Trail; on the west by the eastern shoulder of the Loop Road; and on the south and east by federal land tract 417-27.