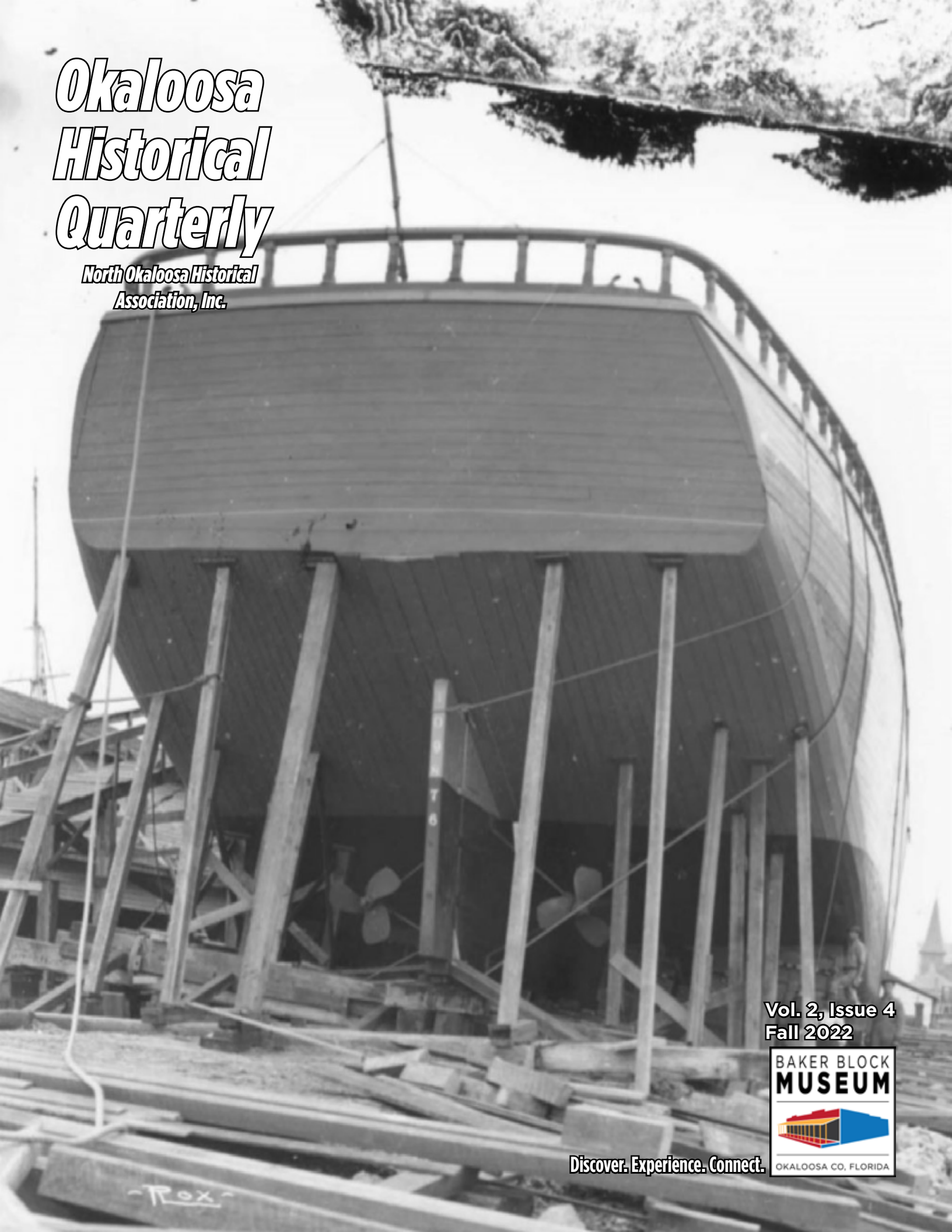


# *Okaloosa Historical Quarterly*

*North Okaloosa Historical  
Association, Inc.*



Vol. 2, Issue 4  
Fall 2022



Discover. Experience. Connect.





# BLACKWATER RIVER SHIPWRECKS

The advent of steam power around 1800 allowed cargo ships to travel farther up rivers and inlets, which resulted in an economic boom to Northwest Florida's inland towns. From them, merchandise was loaded onto ocean-going sailing ships and steamers for shipment around the world. When local vessels reached the end of their useful life, they were often scuttled and burnt to the water line. Remains of at least 15 commercial vessels are located in the Blackwater River near Milton and Bagdad. The Bethune Blackwater Schooner, located near the former Morton Brickyard and Mill, is well-preserved, with nearly its entire hull intact. Other shipwrecks include the Cedar Wreck in Wright Basin and the Snapper Ketch above Bagdad's Shipyard Point. The most visible shipwrecks are located in Shield's Cove near the historic Bay Point Mill. Ships sunk here, including the *Palafox*, *Dinty Moore*, *George T. Locke* and *Guanacastle*, transported lumber. In the 1920s, the passenger steamer *City of Tampa* caught fire, and was pushed from the Bay Point docks and sank in Blackwater Bay. These and other shipwrecks are part of Santa Rosa County's vibrant maritime heritage that made this region a center of commerce from the late 1800s through the 1930s.

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2012

A Florida Heritage Site marker commemorating the shipwrecks of the Blackwater River stands on Willing Street in Milton, Florida.. (Photo by Mark Hilton, HMdb.org)

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**On the cover:** The *Palafox*, a three-masted schooner is built in Pensacola in 1919. (Photo courtesy of Gerald Lapier Collection, Pensacola)





Fall 2022, Vol. 2, Issue 4

**North Okaloosa Historical Association, Inc., Mission**

The mission of the North Okaloosa Historical Association, Inc., is to collect, preserve and promote the history of Okaloosa County, the northwest Florida panhandle and the surrounding communities.

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The Baker Block Museum is a 501(c)(3) non-profit organization of the North Okaloosa Historical Association, Inc., and is managed by its Board of Directors.

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Items to be considered for the *OHQ* may be submitted to the Museum at P.O. Box 186, Baker, FL 32531 or emailed to bakermuseumnewsletter@gmail.com. Deadline for submission is March 15, June 15, Sept. 15, and Dec. 15 for consideration in the next quarterly issue. Articles received after the deadline will be considered for future use. All submissions will be edited for accuracy, clarity, brevity, and conformance with *OHQ* guidelines.

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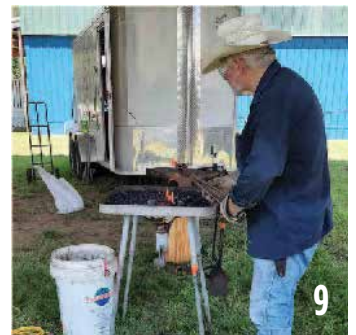
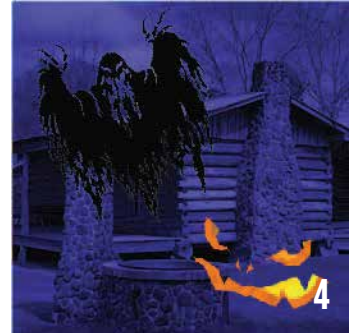
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**FOLLOW ON**  
bakerblockmuseum.org



# VISIT THE MUSEUM'S CREEPY CABINS

**3rd**  
**Saturday**  
At the Baker Block Museum



## IF YOU DARE!

**Saturday, Oct. 15**

**6:30-8:30 p.m.**

**Heritage Park**

**Admission: \$2 per person**



# President's Message

We had a close call in September. In late August, we got wind that the county was not going to fund the Museum as they have in years past. While the county's annual non-profit grant doesn't pay 100 percent of our operations, the yearly \$10,000 we've received in the past is critical to our bottom line.

A number of our board members reached out to the commissioners asking them to reconsider the budget review committee's recommendation of not funding our Museum. Although the board of commissioners passed the workshop's recommended fiscal year 2023 budget at their September meeting, before the meeting was adjourned, Commissioner Trey Goodwin made a recommendation that Baker Block be funded from Tourist Development Council monies which was unanimously approved. Bottom line: We will receive funding from the county for the Museum for FY23.

However, after the dust settled, the North Okaloosa Historical Association board realized we learned a few lessons the hard way. First, we need stay engaged with the county's budget process. Those non-profit organizations that attended the budget workshops were able to respond to questions, provide clarifications, and defend their monetary requests. Looking at the budget workshop's notes, we saw that the Baker Block Museum's non-profit request

was misidentified by the workshop and was considered an ineligible request. Had we attended the workshops, we would have been able to correct this mistake.

Second, we need to be able to write a better grant requests, when the opportunity presents itself, or find someone who understands the process and knows how to write a request. We were ranked 31 out of 32 requests: second-to-last.

Third, we cannot depend on the county to fund us indefinitely. Our programs such as the annual fall Heritage Day festival, the spring Baker Arts Festival, and our gift shop and book sales help, but will never fill a \$10,000-a-year gap in funding. We need to help ourselves by finding those organizations and/or individuals who are willing to fund our mission of collecting, preserving, and promotion the history of Okaloosa County, the northwest Florida Panhandle, and the surrounding communities, whether by sponsorship or donations.

Finally, we depend on our members to help not only by renewing their memberships each year, but to help spread the word about the wonderful programs and resources available at the Baker Block Museum, and to consider supporting us by becoming a member.

*Brenda Russell*

## Director's Notes

Our 16th annual Baker Heritage Day will be held in the Museum's Heritage Park Saturday, November 19. We are excited to resume this event after a two-year absence. The day's activities will include plenty of music, food, and old-time heritage demonstrations.

We already have a

large variety of artists and craftsmen who have signed up for booth space to sell their wares and we still have spaces available for more to come. Vendor applications are available on our website at [bakerblockmuseum.org](http://bakerblockmuseum.org), drop by the Museum or call us at 850-537-5714 if you are interested.

The tremendous support from our local community helps to make this event a success. We are thankful for our sponsors, vendors, demonstrators, and the many families that come out for the day, and we could not do it without each and every one of you. See you on Heritage Day.

*Ann Spann*



# Be a volunteer!



**The Baker Block Museum is looking for people who:**

**Like history**  
**Like interacting with Museum visitors**  
**Can do light computer work**  
**Can organize files**

**Flexible hours**

**See Museum Director Ann Spann**  
**850-537-5714 or [bakermuseum@aol.com](mailto:bakermuseum@aol.com)**



# 2022 Baker Heritage Day

Saturday, Nov. 19

9 a.m.-3 p.m.



**Arts & Crafts  
Music  
Food**

**Pioneering  
Demonstrations**

**More than 40  
vendors!**

**Taking applications for vendor booths now.  
See [bakerblockmuseum.org](http://bakerblockmuseum.org) for application form.  
Call 850-537-5714 or email [bakermuseum@aol.com](mailto:bakermuseum@aol.com) for more info.**



## MUSEUM NEWS

# Disney World Resort Hotels

Dr. Brian Rucker, history professor at Pensacola State University, visited the Museum July 16 to talk about the world-within-the-world of the Walt Disney World resort hotels. Beginning with a plan Disney had in 1955 to create a “Florida Project” for a self-contained “world” that eventually became Disney World, Dr. Rucker walked his audience through the decades that produced the many resorts and other on-site attractions that makes the Orlando destination the “Vacation Kingdom of the World.”





# Under the Pavilion: Blacksmithing



Members of the Florida Artists Blacksmith Association visited the Heritage Park August 20, setting up under the pavilion as part of the Museum's **3rd Saturday** event.

For August, the day was fairly pleasant as blacksmiths demonstrated smithing skills by creating knives, nails, and other items from red-hot metal.







The Museum recently acquired a Baker School Class of 1980 letterman sweater belonging to Tine LaMarchand, donated by her mother Betty LaMarchand. Tina is the cheerleader standing on the left in the pyramid picture. The sweater is on display in the school display case.



Arrowheads (above) and Indian pottery shards (right) were donated to the Museum in August.



**Carrie Bishop donated Indian arrowheads and pottery chards in the memory of her husband and longtime Okaloosa County resident, Charles E. Bishop. Also included in the donation**

**were forestry items, bottles collected from area homesteads, photos, and other miscellaneous items. Charles Bishop was a 40-year civil service employee at Eglin Air Force Base.**



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# Milligan's Garrett's Mill

## A walk back in time to a simpler way of life on the Yellow River

By James R. Garrett, III

As I made my way through the tangled thicket of briars and scrub oak, I was trying to recall what I was looking for. I knew the old Garrett Mill was back in these woods somewhere, just off Old River Road in Milligan, but my own recollections of it from childhood were hazy. I seemed to remember a bright sunny day and a small stream with sandy banks. I was buck-naked and the water was cold. Or maybe it was the old black-and-white photo I was recalling, a picture of me when I was about three years old, standing in water ankle deep, taken at the old millstream.

The mill had been a center of activity for the little community of Milligan. It is unclear how long the gristmill had stood there before "Pa," Alford Lafayette Garrett, bought it around 1935. It was a small operation, built beside the little stream, which had been dammed up. It was said to be "the best swimming hole around" in those days.

People would haul their corn by mule- or ox-drawn wagon and Pa would grind it for them. Another man would bag the ground corn meal. It was all done on a "share" basis or the barter system. In return for grinding the corn, the mill would receive, a portion of the ground meal in trade. My father, James R. "Rube" Garrett, Jr. (son of James R. Garrett, Sr. who was born to Alford and Olivia in Milligan November 30, 1896), remembers his granddaddy standing in the shady doorway, chewing tobacco and greeting customers. They called him "Uncle Alford." Alford liked his "chaw." At the little Milligan Baptist Church



The Garrett homestead on the banks of Yellow River c. 1890s.

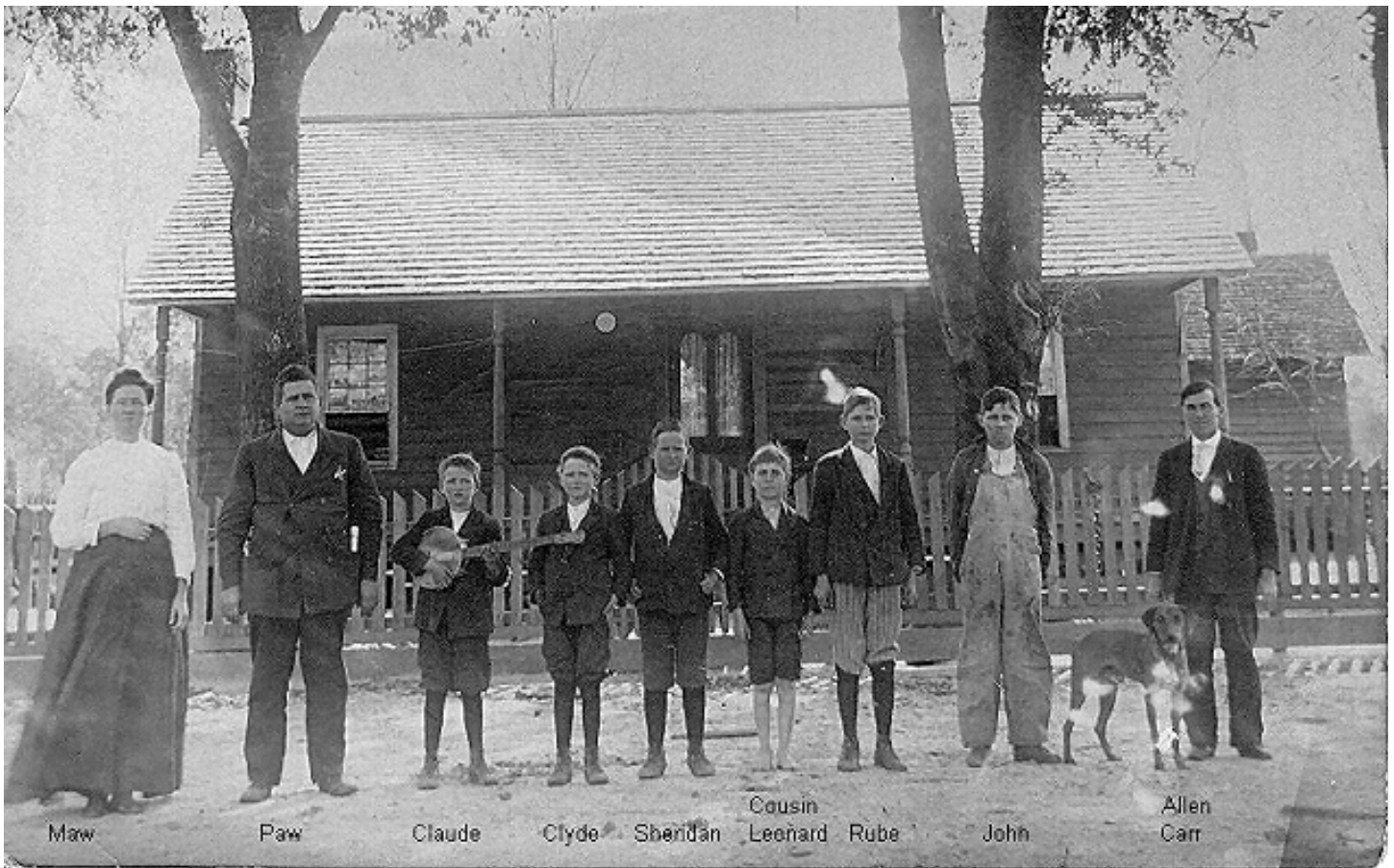
there on Old River Road, just around the corner from the homestead, Pa would always sit next to an open window so he could spit tobacco.

Alford L. Garrett was the twelfth and youngest child of John Sheridan "Jack" Garrett. John S. was born January 3, 1831, in Coffee County, Alabama. He and his wife, Rebecca Jane Fowler, who came from Georgia, and was born December 16, 1832, had migrated from Coffee County with their eight children to the area east of the Yellow River just after the Civil War.

As Garrett family genealogist, Barbara Martin writes, "During or after the Civil War, the call of good water and cheap, rich farmland began to hit the settled Alabama residents. Florida had become a state in 1845 and the Civil War was over. The abundance of unsettled land available for homesteading attracted many settlers to northwest Florida. The Garretts were among their number.

Most newcomers remained in the interior of the county because land along the coast





The Milligan house c. 1910 after the river house was washed away in flood 1901. John, 16, is in overalls. Rube, 14, is to his right.

was sandy and not considered suitable for grazing cattle and farming, and was considered worthless.” The family eventually settled on the banks of the Yellow River just south of present day U.S. Highway 90 and the railroad trestle that spans the river there. The family operated a ferry at that location for many years until a flood wiped out the house back in the 1920s, it is said.

Alford was born at the “river house” April 12, 1875. Not much is known about his early years. Electricity would have been unavailable and transportation was a mule and a wagon. Light was provided by a kerosene lamp or lantern. All the cooking was done on a wood stove or by pots or kettles hung over the fireplace that also was the only source of heat during the long winter months.

Folks in those days raised their money crops of cotton, corn, peanuts, velvet beans, etc., to provide them home, shelter, and cash income. They kept a seasonal garden for all their vegetables, which were preserved by canning or storage in what was called “tater

beds” or ground cellars. They had a smoke house for curing meats and fish, and would have gathered and burned hickory wood to smoke the meats. They hunted wild game to supplement their meat supply for the table and raised chickens and other poultry for both the meat and the eggs.

Cows were kept to provide milk to drink or to use in cooking. Daily leftover milk was poured into a large churn to clabber at room temperature. This clabbered milk was then churned into buttermilk for family use after the large chunks of butter had been removed.

Corn was harvested and stored in the barn for livestock feed. Some was hand-shucked and shelled off the cobs to be carried by wagon to the gristmill. The shelled corn was then ground with the great water-powered millstones into a corn meal and then bagged for storage in their larder. This meal was used in making “corn pone” or “cracklin” bread, or for mealing fish for frying.

It is probable that Alford helped with all the chores and when he was old enough, helped



A meal sack from Clyde's Garrett's Mill. Clyde ran the mill with his twin brother Claude.

run the ferry. Alford married Olivia Anne Wilkinson on New Year's Day 1894 in Milligan, which was a part of Santa Rosa County in those days. She was from Milligan too, so it's possible they were childhood sweethearts. He was 19 years old at the time; she would have been 17.

An old grainy black and white photo shows the Garretts gathered in front of the old river house. Young Alford and Olivia are shown with two little boys, John W. and James R. (my grandfather), she, holding baby Sheridan and appearing to be pregnant. Alford is holding a straw hat. Twins Claude and Clyde would be born December 4, 1900.

After the death of Grandma Rebecca in 1905, Alford would move the family to a house west of the river near the road that ran to Crestview.

He reportedly bought the property from a black man and added onto the house that was already standing to make room for his growing family. In later years, two big oak trees grew in the front yard, which became a favorite shade spot for the local cows that roamed freely. They would often gather under the big trees. This meant you had to be very careful when walking or playing in the front yard, or you might step in something you wish you hadn't!

### The mill

As I struggled through the underbrush, suddenly old weathered boards blocked the path—it was the old mill house. Though the day was hot and muggy, inside, the ramshackle structure was shady and cool. The rough wood walls were high with sunlight peeping through the cracks between the boards. Strangely enough, after all these years the ancient corrugated tin roof was still intact. Strewn about the floor were discarded white paper

sacks, each imprinted with the logo “Garrett's Old Fashioned White Corn Meal – Unbolted Water Ground” and a picture of three ears of corn inside a bright red ring. Each bag proclaimed the contents had been sifted. Though the mill ceased operations in the 1960s, everything was scattered about as if the place had just been recently abandoned.

Out the back of the falling-down structure, I could see the millpond and the dam, fallen into disrepair and retaining little water these days. Nearby, the giant millstones as big as wagon wheels, which once ground the corn, had fallen through the rough wood floor into the mud beneath the building. Up on the second level was the wooden hopper, accessible only by a rickety catwalk. You could almost sense the



daily bustle of activity that must have taken place there.

### Uncle Alford

Uncle Alford must have been an enterprising young man. Family tradition has it that despite having only a fifth grade education—not unusual for those times—he was a school teacher, could “write a legal document as well as any in the county,” and played the fiddle. I grew up with an old hand-held school bell, tarnished and black with a wooden handle, which I was told “Pa” Garrett used in his teaching days. And there was an old fiddle too. Barbara Martin’s history states he was a justice of the peace in the early 1900s.

My father, Rube Garrett, recalls Pa fondly and the many days they spent at the little house in Milligan.

“When I was a kid, Pa would drive model As and model Ts and he always had chickens,” he said. “Seems like to me, he would come in with chicken coops tied to both sides of the model T. He had a route that he made—he swapped and traded in chickens. I don’t know what all else he traded in, but he was a ‘wheeler dealer.’” Dad says Pa was a heavysset fellow and when he climbed into his black 1932 panel truck, the truck would tilt heavily to one side. All the kids would pile in the back for the trip into town each Saturday.

Uncle Alford used to go to Crestview every Saturday night. He would get a shave every Saturday and a haircut every other Saturday. He would take a bag of meal with him and would pay the barber with a bag of corn meal. Pa was a gentle soul; he took us kids everywhere with him. He was a slow driver though, never went faster than about 30 mph. All us kids would holler, “Speed it up, Pa!”

One of the “kids,” Dad’s sister Aunt Gloria

said “I do remember that all the king’s horses and all the king’s men couldn’t make Pa go one mile faster on Highway 90 driving to Crestview. Cars traveling that main highway would be backed up because they couldn’t pass, but Pa drove with that arm up on the open window and spit his ‘backer all the way to town and back.”

One time, when the boys had driven Ma to exasperation, she warned them, “Pa is gonna speak to you when he gets home.” When Pa walked in the door, Ma said, “Alford, I want you to speak to these boys.” “Hello, boys,” Pa responded.

Ma Garrett—folks in those parts called her “Aunt ‘Leevy” —always had a wonderful garden. They grew everything at home. They butchered their own livestock and everything

had to be smoked... that was before refrigeration. Aunt Gloria recalls, “I remember awaking to the noise of the old coffee grinder on the wall in Ma Garrett’s kitchen and the smell of the wood fire in the stove. We knew that there would be an abundance of vittles on that breakfast table when we all

ran out to feast. There would be pork, rabbit, deer, or steak in abundance—sometimes all. But always a choice of at least two meats—yes, for breakfast.”

Uncle Alford and Aunt ‘Leevy had the first and only telephone in the area. Folks would call for somebody who lived nearby and ask Alford if he could deliver a message, or have them at the house at a certain hour. Often times in the evening, people would be out on the front porch at the appointed hour, waiting for relatives to call. Aunt ‘Leevy would step out on the porch and say, “Y’all come on in, have something to eat.”

Every night after supper everyone would

**“One time, when the boys had driven Ma to exasperation, she warned them, ‘Pa is gonna’ speak to you when he gets home.’**

**When Pa walked in the door, Ma said, ‘Alford, I want you to speak to these boys.’**

**‘Hello, boys,’ Pa responded.”**

sit and rock on the front porch, lit only by the kerosene lanterns from inside the house. Someone approaching would be seen by their cigarette glowing in the dark. Folks would walk down the lane and call out in the darkness, “How you tonight Uncle Alford, Aunt ‘Leevy?”

In those days, the train carrying the mail would come by every night, leaving a big bag of mail swinging on the arm of the mail catcher, which stood down by the tracks. People would gather at the little post office there after dark, talking and visiting, “watching the mail box,” waiting for the postmaster to sort it and put it in the post office boxes. It was a nightly social event.

Pa Garrett passed away in 1950 at age 75, just three years after I was born. Ma lived on till 1954. I remember visiting her at the little country store her sons, the twins Claude and Clyde, built near the old house at the intersection of Highway 90 and County Road 4, which runs up to Baker. By that time, she was a wizened little old lady, spending most of her

time in the rocker by the big storefront window. I recall the musty sweet aroma of Garrett’s Snuff (no relation) —there was always a Maxwell House coffee can nearby—and the sweet, loving smile she always had for me whenever we visited.

Gazing at the huge millstones and remembering the old stories, I thought about those lives, lived out so many years ago. Those images are treasured in my memory: the old wooden house with its big front porch, folks enjoying the cool of the evening by the dim light of kerosene lanterns; neighbors coming down the lane, cigarettes glowing in the dark, on their way down to the post office to pick up the evening mail. “Evenin’ Uncle Alford, Aunt ‘Leevy...”

Was there ever such a time and place? The image fades; the curtain falls on a simpler time, a gentle people with a simple faith in hard work and their own ingenuity, who made a life for themselves—and us—on the banks of the Yellow River. We owe them much.



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# Shipwrecks of the Blackwater River



Northwest Public Archaeology Network archaeologist Nicole Grinnan speaks to a packed audience about Blackwater River shipwrecks at the Museum's August **3rd Saturday** event.

By Stephanie Holcombe

**I**t was standing room only during August's **3rd Saturday** presentation by the Florida Public Archeology Network about "Shipwrecks on the Blackwater." The library was bulging at the seams by the more than 55 people who wanted to learn more about the river's sunken secrets.

Underwater archaeologist Nicole Grinnan with FPAN, walked the audience through the different shipwreck sites up and down the Blackwater River, what she called one of her favorite things to talk about.

She first set the record straight regarding hidden Florida's treasure hyped by an abundance of pirate maps found in high tourist areas around the state, all talking the promise of Spanish treasure and gold. "Not a single word is true. Nothing about the treasures on these ships are true," she said, referring to a plastic-coated tourist placemat/menu she





One of many treasure maps showing locations of buried Spanish treasure throughout Florida.

picked up at a Florida restaurant. “But we do have some fantastic underwater archaeology sites right in our own backyard.”

Looking at shipwrecks is part of finding out about the past, a collective history, said Grinnan. “They can tell how people lived, about trade/commerce, navigation, colonization, disease, and culture,” she said. While archeology sites on land can provide glimpses into culture over time, shipwrecks are a like a time capsule. “What we see on these sites

is what was there when the ship went down,” said Grinnan.

One of three major rivers in Okaloosa County, the Blackwater played an integral role in northwest Florida’s development as the primary avenue for transportation of goods, resources, and people. The Blackwater River is 58 miles long with its headwaters in southwest Alabama. It flows through Okaloosa and Santa Rosa counties before ending in the Blackwater Bay in Santa Rosa County where it merges with Pensacola Bay as part of the Pensacola Bay system. It has a flow rate of 2-to-3 miles per hour and an average depth of 2.5 inches. Its name is a translation of a Choctaw word, *oka-lusa*, meaning “water black.” The water is stained a black tea color by tannins leached from dying vegetation such as tree bark, leaves, stems, and roots, as the slow-moving river flows through forested swamps and wetlands.

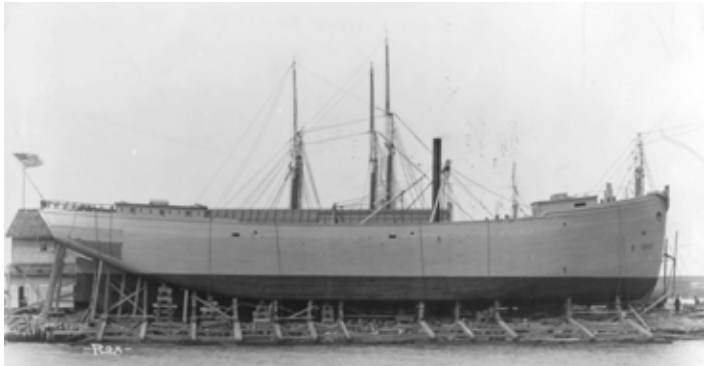
A 1991 Pensacola shipwreck survey identified 33 shipwrecks in and around the area, including areas along the Blackwater River.<sup>1</sup> Of those, 16 were discovered along the Blackwater itself, said Grinnan. Shields Point, south of Interstate 10 on the west side of the river where it empties into the Blackwater Bay, is known as a ship graveyard, she said. No less



The Blackwater River is one of three major rivers in Okaloosa County. (*Florida National Parks*)



than seven shipwrecks have been identified in this area. Four of those have been positively identified, with the remains of some still visible during low tide.



The *Palafox* in Pensacola. (George M. Rapier, Jr., collection, Pensacola, Florida)

### ***Palafox***

The American-registered *Palafox* was a three-masted schooner was built in Pensacola in May 1919 by the Palafox Shipbuilding Company. She was built using yellow pine and live oak and had a single deck. Galvanized iron fasteners held the ship together. Weighing 663 tons, the *Palafox* was 150 feet long and 39 feet wide with a draft of nearly 14 feet. She was powered by two four-cylinder internal combustion semi-diesel engines built by the Fairbanks-Morse Company. Each engine produced 100 horsepower for auxiliary power. She was identified as a schooner barge at the time of her abandonment.

She was considered a freighter service vessel and was homeported in Pensacola. In 1925, the Palafox Shipbuilding Company abandoned her. However, she reappeared in 1927 and was



Remains of the *Dinty Moore* can be seen in the Blackwater River.

reclassified as a schooner barge, owned by the Pensacola Barge and Transportation Company, still homeported in Pensacola. During her service, she was used as a lumber schooner. In 1933, she was again abandoned. At low tide, the remains of the *Palafox's* hull can be seen sticking above the water.

### ***Dinty Moore***

Another Shields Point shipwreck, the *Dinty Moore* was built as a schooner barge in Pensacola by the Bullock & Caldwell Company and was specifically designed to work along the Gulf coast. She was nearly 138 feet long with a 31-foot beam and a 12-foot draft. She was capable of carrying more than 400 gross tons of cargo. The John A. Merritt and Company that commissioned her remained her owner until she was abandoned in Shields Point in 1937.



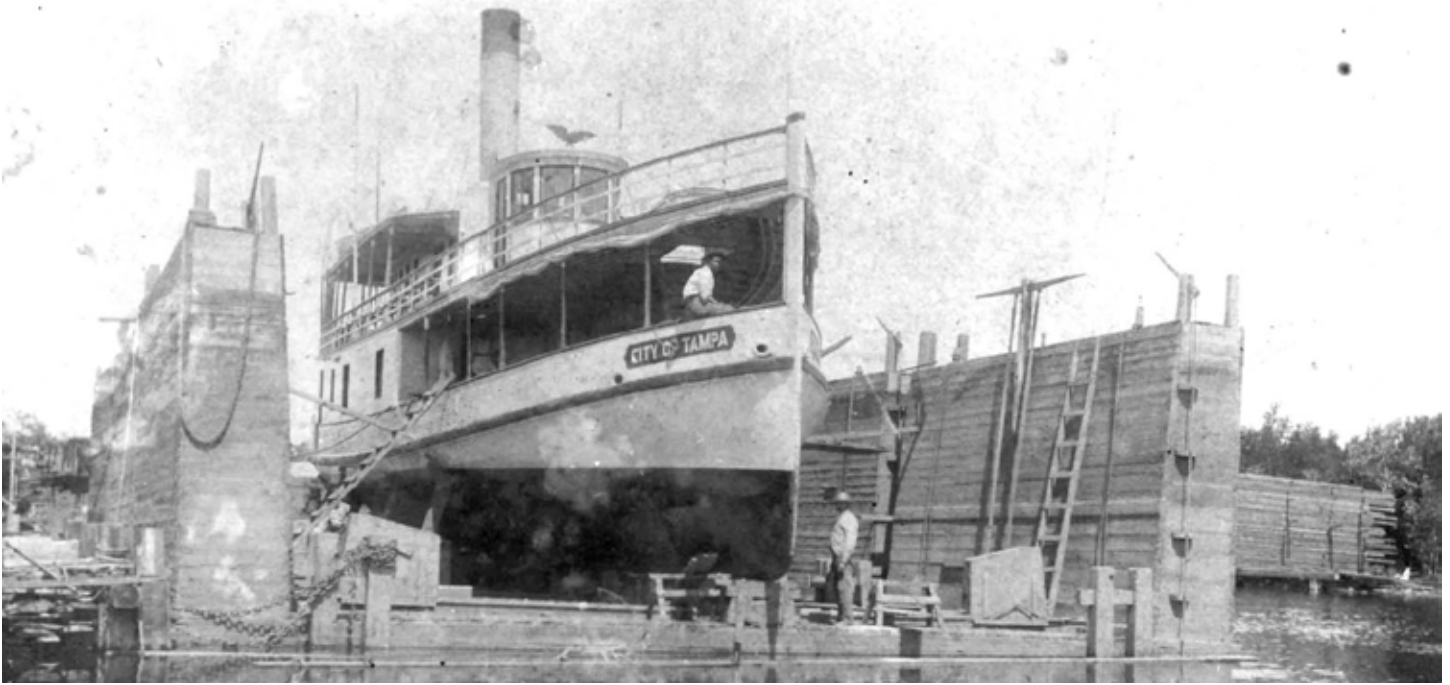
The *Geo. T. Lock* in Pensacola in 1916. (Linda Wells collection, Pensacola, Florida)

### ***Geo. T. Lock***

Unlike the *Palafox* and the *Dinty Moore*, the *Geo. T. Lock* was built in Louisiana in 1917. She was a four-masted lumber schooner with an overall length of 180 feet and breadth of 39 feet. She could carry more than 800 gross tons. She was designed to transport goods to Cuba and ports along the Gulf coast and was owned by the Aiken Towboat and Barge Company, originally homeported in New Orleans. Two years later, her registration changed to Pensacola. In 1919, she was converted into a schooner barge and was used to haul coal, according to Grinnan. The *Geo. T. Lock* was abandoned in Shields Point in 1933.

### ***Guanacaste***

The last named ship at Shields Point is the *Guanacaste*. This four-masted freight schooner



The City of Tampa had a long history in Pensacola, Milton, and Bagdad as it traveled the Blackwater River in the late 1880s to early 1900s.

was 174 feet long and was built in 1917 in Portland, Oregon. By 1924, she was registered in Pensacola as a fishing vessel, according to Grinnan. She was converted to a schooner lumber barge in 1926. In 1938, she was stripped and abandoned at Shields Point.

### **Snapper Wreck**

About halfway between the Interstate 10 bridge and the U.S. Highway 90 bridge, and downstream of Pond Creek, lies the Snapper Wreck on the west side of the Blackwater River in Bagdad. “This wreck is believed to be part of the red snapper fish industry,” said Grinnan, hence the name. This vessel is believed to have been built in the northeastern United States between 1890 and 1905. After life in the halibut or cod industry, it was sold to a Pensacola fish house and used in the red snapper fishing industry. Sometime after 1920, it was abandoned in the Blackwater River where it sank and was forgotten.

### **Bethune Schooner**

Moving north upriver to a place outside of the main channel of the Blackwater in what Grinnan calls “a very dark area,” north-northwest of the U.S. 90 bridge in Milton, lies the unidentified wreck of the Bethune Schooner. Built in the 1930s, this early American ship is thought to have transported

brick and lumber to Milton and Bagdad in the late 19th to early 20th century, according to Grinnan. The vessel name is unknown, as is the date it was lost. It is named after the people who discovered it near their property in 1988, near a slough known as Morton’s Basin. The schooner, estimated to be about 96 feet long, is well preserved with the entire hull, deck, and rail still intact. It is considered one of the best-preserved examples of this type of schooner thus far discovered. The Bethune Schooner was added to the U.S. National Register of Historical Places in 1991.

### **Swingbridge Wreck**

Like the Bethune Schooner, the Swingbridge wreck is an unidentified shipwreck in the Blackwater River located just south of Milton’s railroad river crossing, known as a swing bridge. Studies indicate the ship, likely a schooner, was approximately 82 feet long, had at least one mast, and was built using white oak.<sup>2</sup> It is possible it was used to transport timber during the pre-Civil War lumber industry. Evidence by numerous studies shows that the Swingbridge wreck burned to its waterline, either by its owner for whatever reason, or by Confederates destroying lumber mills and property in Milton and Bagdad as they left the area before Union troops arrived,



to prevent valuable resources from falling into the enemy's hands.

### City of Tampa

Probably the best documented shipwreck of the local area is the *City of Tampa*. Unlike the others, the *City of Tampa* was regularly mentioned in the Pensacola newspapers. It is located in the middle of the Blackwater Bay where she went down in 1921. Built in West Virginia as a steam-powered packet

named the *Volunteer*, she was rebuilt, sold to a Pensacola company, and transported mail, cargo, and people. A fire on board the *City of Tampa* doomed the ship to the middle of the Blackwater River in 1921. According to Grinnan, the shipwreck is fairly well preserved.

Shipwrecks of the Blackwater River are part of the Blackwater Maritime Heritage Trail, sponsored by the Blackwater Pyrates and Florida's Department of State.

#### Endnotes

<sup>1</sup>Franklin, Marianne with John William Morris III, Roger C. Smith. "1992 Submerged Historical Resources of Pensacola Bay, Florida, Florida Archaeological Reports 25 the Pensacola Shipwreck Survey Phase One 1991." Bureau of Archaeological Research, Florida Department of Environmental Regulation.

<sup>2</sup>Foster, Marisa Lee. "Paradox on the Blackwater River: The History of an Unknown Shipwreck." Thesis submitted to the Department of Anthropology, College of Arts and Sciences, University of West Florida, 2013.

## The City of Tampa



One of the Blackwater River's more well-preserved shipwrecks, the *City of Tampa*, was a bit of a celebrity in her own right. In the late 1880s to early 1900s, the *Tampa*, as she was known, made daily runs from Milton to Pensacola and back, carrying cargo and passengers. On Sundays, she made excursions to Santa Rosa Island where "citizens of Pensacola [could] enjoy the cool breezes of the

Gulf," according to a 1900 *Pensacola Journal* article.

The *Tampa* was built in West Virginia in 1887 as the *Volunteer*. A single-deck steam-powered packet, she started out chasing smugglers on the Ohio River as a revenue cutter, but by 1892, she was hauling oranges on the Manatee River. While homeported in Miami, she was rebuilt into a longer and wider vessel measuring 110 feet long and 27 feet wide. She was renamed the *City of Tampa* after her homeport. She was purchased by J. Augustus "Gus" Mason and William Berry and moved to Pensacola in 1898.

The *Tampa* carried freight, cargo, mail, and passengers, leaving Milton at 6:30 a.m. and arriving in Pensacola at 9:30 a.m., then made the return trip, leaving Pensacola at 1:30 p.m., arriving back in Milton at 5 p.m. A round-

trip fare cost \$1. *Tampa's* scheduled was so consistent that when she was late one morning, it was noted in the local paper. When she was out of commission, whether due to a broken wheel, propeller, or just periodic drydock maintenance at Bruce's shipyard in Bagdad, it was deemed newsworthy.

The *City of Tampa* was described as a "handsome steamer" that ran smoothly and noisily with barely a vibration. Unfortunately, while awaiting a new boiler at the Baypoint shipyard, she caught fire and burned in the middle of the Blackwater Bay. Until 1979, her boiler and smokestack were visible above water until Hurricane Frederick blew through.

STEAMER LINE SCHEDULE			
Between Pensacola and Milton—Boat			
Runs Daily Except Sunday.			
"CITY OF TAMPA."			
Lv Milton.....	6:30 am	Lv Pensacola,	1:30 pm
Ar Pensacola,	9:30am	Ar Milton .....	5:00 pm
Fare, 60c; Round trip, \$1.00.			

# VETERAN'S DAY

## World War II veteran **Frank Enzor Peacock**

Frank Enzor Peacock, “Enzor” to family and friends, was a U.S. Army private during World War II when he died due to non-combat injuries in 1945.

Enzor was born December 8, 1917 in Baker, the oldest of four children, to John Frank and Bessie Peacock. He was big brother to sister Lillie Bell and brothers, Emmett and Ronald.

As the world became more involved in the wars in Europe and Asia, President Franklin D. Roosevelt signed the Selective Training and Service Act Sept. 16, 1940. Also known as the draft, the new law required all men between the ages of 21 to 45 to register for the armed services. This was the first peacetime draft registration.

Enzor registered for the draft in 1940 at the Okaloosa County Steele Building in Crestview. According to information on his draft card, he worked with the U.S. Civilian Conservation Corps in California in 1940, assigned to the Skull Creek location in the Stanislaus National Forest near Camp Connell, about 16 miles southwest of what is now the Bear Valley ski resort town. He was 22 years old at time of his

draft registration. Blond haired with gray eyes, he stood 5 feet, 9 inches tall and weighed 136 pounds. He likely remained trim and strong

working at the camp that included building roads, trails, bridges, dams, campgrounds, lookout towers, and ranger stations. The CCC work ended in 1942 as more men were needed to fight during World War II.



However, shortly after the Japanese attack at Pearl Harbor December 7, 1941, Enzor had enlisted at Camp Blanding January 9 the next month.

Enzor died May 26, 1945. According to his grave marker, Enzor was assigned to the 2237th Quartermaster Truck Company an Army Air Corps aviation unit that provided motor vehicle transportation for cargo at the time. A letter from his mother he had in his possession at his time of death was dated April 30, 1945.

His military decorations include the World War II Victory Medal, the American Campaign Medal, the Army Presidential Unit Citation, and the Army Good Conduct Medal.

REGISTRATION NUMBER 1493	1. NAME (Print) Frank Enzor Peacock	ORDER NUMBER 607
2. ADDRESS (Print) Route 2 Baker Okaloosa Florida		
3. TELEPHONE None	4. AGE IN YEARS 22	5. PLACE OF BIRTH Baker Florida
6. DATE OF BIRTH 12-8-1917		7. COUNTRY OF BIRTH U.S.A.
8. NAME OF PERSON WHO WILL ALWAYS KNOW YOUR ADDRESS John Frank Peacock		9. RELATIONSHIP OF THAT PERSON Father
10. ADDRESS OF THAT PERSON Route 2 Baker Okaloosa Florida		
11. EMPLOYER'S NAME United States Civilian Conservation Corps		
12. PLACE OF EMPLOYMENT OR BUSINESS 67402 Old Camp Skull Creek Fall Stanislaus Calif.		
I AFFIRM THAT I HAVE VERIFIED ABOVE ADDRESS AND THAT THEY ARE TRUE.		
REGISTRATION CARD D. W. B. FORM 1	Frank Enzor Peacock	



**Jeanette and Charles Henderson  
Heritage Park  
Pavilion Rental Agreement**



The pavilion at the Jeanette and Charles Henderson Heritage Park may be rented for half-day or whole-day events. Reservations are on a first-come, first-served basis.

**Pavilion Rules**

- The Park is open to the public at all times.
- A reservation gives the reserver the right to use the pavilion for the allotted time frame. If the pavilion is occupied upon arrival, the reservation receipt should be presented to those using the area.
- Please leave the park in good clean order upon completion of your rental.
- No drugs or alcohol are allowed on park premises at any time.
- No fires are allowed in the park.
- Motor vehicles are prohibited inside the fenced area of the park.
- Public toilets are not available. They may be rented at the expense of the reserver.

A **reservation fee**, applied to the rental cost, is required 30 days prior to any scheduled event to reserve the date.

\_\_\_\_\_ \$25 for half-day rental

\_\_\_\_\_ \$50 for all day-rental

Rental fees must be received 10 days prior to rental date or the Baker Block Museum will consider the reservation canceled. **Cancellations made less than 5 days prior to the event will forfeit the reservation fee.**

A \$25 refundable clean-up deposit is required to rent the pavilion. If the pavilion is not returned to its original condition, the deposit will not be refunded.

\_\_\_\_\_ \$25 clean-up fee (refundable)

\_\_\_\_\_ \$100 half-day (approximately 4 hours)

\_\_\_\_\_ \$200 whole day (approximately 8 hours)

\_\_\_\_\_  
Contact Person / Event

\_\_\_\_\_  
Event Date / Time

\_\_\_\_\_  
Address

\_\_\_\_\_  
City

\_\_\_\_\_  
Zip Code

\_\_\_\_\_  
Phone

\_\_\_\_\_  
Email

Approved by \_\_\_\_\_

Date \_\_\_\_\_

# SHOP

All items are available in the **Baker Mercantile Gift Store.**



**Nabisco soup mugs: \$8**

This set of four porcelain soup mugs would be perfect on a cool fall day filled with hot soup or a cup of hot chocolate. 12 oz. each



**Indiana Glass Co. carnival glass bowl: \$25**

This 1950s marigold carnival glass pedestal fruit bowl has a teardrop scalloped edge is from the Garland Tiara collection. 8" tall, 8" wide



**13"x16" retro tin poster signs: \$11.95 each**

These reproduction tin signs would look perfect on the walls of a "man cave." Many other themes are available. 13"x16"



**Mouse bank: \$9.95**

1970 Roy Des of Florida plastic bank promotion for the American National Bank. 10" tall



**Tandy TRS-80 portable computer: \$350**

Own a piece of computing history. Powers up (no boot disk). Comes with power cord, keyboard, serial printer cable and Paradise Systems color/mono card.



**Die-cast cars: \$4.95 each**

Back them up and watch them go! These 1/38 scale friction sports cars made by Kinsinart come in four different models and colors.

All this and much, much more is available in the **Baker Mercantile Gift Store.**

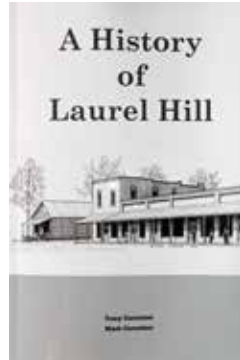


# Okaloosa County History Series

Available for sale in the **Baker Mercantile Gift Store**, on eBay, by email at [bakermuseum@aol.com](mailto:bakermuseum@aol.com) or by calling the Museum at 850-537-5714. **\$20 each.**



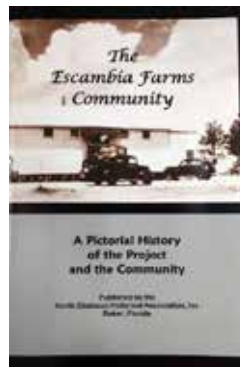
*Give me the Grace to Shout and Shine*, the newest book in the history series, focuses on the three most prominent gospel singing methods in the northwest Florida panhandle throughout the years: Sacred Harp, also known as fasola, five- or seven-shape note convention singing, and later, the gospel quartet.



Drawing from interviews, newspapers, public records and photographs, *A History of Laurel Hill* tells the story of this historic town. The book covers the early history of the area under Spanish rule through the Civil War, the coming of the railroad, the Great Depression and into the modern era.



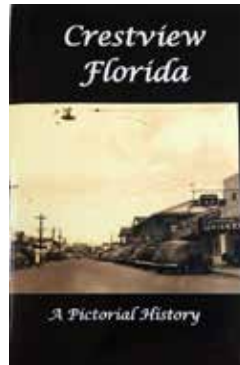
*Turpentine in the Florida Panhandle* casts turpentine as a significant element impacting the way of life in the Northwest Florida panhandle. It describes an integrated experience—culture, industry, and human condition—in the lives of those who lived it.



Present Franklin D. Roosevelt's New Deal program included aid to American migrant workers and tenant farmers. The Resettlement Administration created a planned farming community in the northwest corner of Okaloosa County in 1936 known as Escambia Farms. By 1939, the community had grown to 72 families and included a school to educate the more than 220 children.



Okaloosa County has a rich military history. *Okaloosa Strong: The Homefront* is a sampling of the people, places, stories, and events during wartime in the county.



Officially founded in 1883, Crestview became a stop on the Pensacola & Atlantic Railroad. The geographic center of the county, the town became the seat of the newly established county in 1917. Crestview is situated on a rise between the Yellow River 4 miles to the west and the Shoal River 4 miles to the east. *A Pictorial History* shows in photos how Crestview changed into the largest city in the county.



## Okaloosa County Heritage Books

Volume I & II

**Limited Quantity**

Includes a history of Okaloosa County, pioneer families, industry, schools, churches, towns, family stories, and genealogies.

**\$53 each**

# SUPPORT

## North Okaloosa Historical Association

# Membership News

### NOHA Board Members

- **President - Brenda Russell**
- **Vice President - Lucile King**
- **Treasurer - Sharry Rustin**
- **Secretary - Stephanie Holcombe**

### Members:

Joyce Arnett  
Mike Bush  
Tracy Curenton  
Doug Hibbing

### Emeritus Members:

Judy Cadenhead  
Phyllis Enzor  
Jeanette Henderson

**New Board Member: Nina Adams**

### 2022 Goals

- **Increase membership by 30% — reached in August**
- **Complete the historical marker application**
- **Finish the pavilion with flooring, lighting, and a stage**
- **Purchase needed equipment for digitalization — purchased copy stand**

**New 2022 members: Melissa Barrett, Ronald Collins**

## Why become a member of the North Okaloosa Historical Association?

Besides supporting the preservation of the history of Okaloosa County, membership in the NOHA has its benefits:

- » Membership card
- » *Okaloosa Historical Quarterly* magazine
- » 10% discount off books and calendars published by the NOHA
- » Email notification of special events
- » Invitation to the annual meeting in January

Lifetime members receive all of the above, PLUS:

- » 20% discount off books and calendars published by the NOHA
- » Recognition in the annual report
- » 10% off nomination for any Family Heritage Wall of Honor submission



# North Okaloosa Historical Association



## Membership Form

Membership in the North Okaloosa Historical Association, Inc., is open to anyone interested in preserving and documenting the history of Okaloosa County and its pioneering families. NOHA serves as the governing body for the Baker Block Museum. Member benefits include the *Okaloosa Historical Quarterly*, e-mail notification of special events, discounts in the Baker Mercantile store, and an invitation to the annual meeting in January.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State and Zip Code: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Type of membership (check one)

- Individual      \$25 per year
- Family            \$50 per year
- Student          \$15 per year
- Lifetime          \$250

\_\_\_\_\_ I would like to volunteer at the Baker Block Museum

\_\_\_\_\_ I have items I would like to donate to the Baker Block Museum

\_\_\_\_\_ I have photographs that I will allow to be scanned for the Museum's collection

Return this form with your contribution made payable to:

**North Okaloosa Historical Association**  
Membership  
P.O. Box 186  
Baker, FL 32531

The North Okaloosa Historical Association is a 501(c)(3) organization. Membership and any donations are tax deductible.

# 16th Annual Baker Heritage Day Festival

Saturday, Nov. 19, 2022  
9 a.m. to 3 p.m.



## Demonstration Application

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Email: \_\_\_\_\_

Demonstration description:

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Have you participated before?   Y   N

Complete the form and return it no later than Nov. 4 to:  
Baker Block Museum  
PO Box 186  
Baker, FL 32531

For more information, please call the Baker Block Museum at 850-537-5714 or email at [bakermuseum@aol.com](mailto:bakermuseum@aol.com).

**Sponsored by the North Okaloosa Historical Association, Inc.**

Baker Block Museum • 1307B Georgia Ave • Baker, Florida • 850-537-5715 • [www.bakerblockmuseum.org](http://www.bakerblockmuseum.org)



# 16th Annual Baker Heritage Day Festival

Saturday, Nov. 19, 2022  
9 a.m. to 3 p.m.



## Vendor Application

\$40 per 10' x 10' space

\$50 per 10' x 10' space with electricity

Limit of 2 spaces per vendor

- Spaces are assigned by the date the application is received.
- Exhibitors must furnish tables, chairs, tents, covers and any other items required for their displays.
- Exhibitors must be set up and in place by 8:30 a.m. and stay until 3 p.m. the day of the event.
- The Museum handles all food other than baked goods, upon approval.

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Email: \_\_\_\_\_

Description of art or craft:

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Have you participated before? Y N

Do you require electricity? Y N

Complete the form and return it no later than Oct. 18 to:

Baker Block Museum

PO Box 186

Baker, FL 32531

For more information, please call the Baker Block Museum at 850-537-5714 or email at [bakermuseum@aol.com](mailto:bakermuseum@aol.com).

**Sponsored by the North Okaloosa Historical Association, Inc.**

# Create a Legacy



## Make a legacy gift to the Baker Block Museum



### How would you like to be remembered?

Legacy gifts are one of the most significant demonstrations of commitment to the community an individual can make. A legacy gift, deferred gift, or planned gift is one you decide upon now and that provides for your favorite nonprofit program later.

You can leave a wonderful legacy to the Baker Block Museum by including the North Okaloosa Historical Association, Inc., in your estate planning. There are many tax advantages when you make a planned gift. We encourage you to consult with your attorney or financial planner for your specific circumstance.

### Bequests

While there are a number of ways to build a legacy contribution, a charitable bequest is one of the easiest and most popular ways to leave a lasting impact on the Museum.

You may designate our organization as the beneficiary of your assets by will, trust, or other instrument. Simply specify an amount, a percentage of your estate, or what remains of your estate to the North Okaloosa Historical Association, Inc., after you have provided for your children or other beneficiaries.

For more information on legacy gifts, contact the Baker Block Museum at 850-537-5714.

*The North Okaloosa Historical Association, Inc., is a non-profit 501(c)(3) charitable organization. Donations are tax deductible.*



# EVENTS

## October

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

## November

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

## December

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

10 Columbus day

**15 3rd Saturday**

Museum is open from 10 a.m.-3:30 p.m.

**Creepy Cabins haunted house, 6:30-8:30 p.m. Heritage Park**

**21** North Okaloosa Historical Association Board meeting, 6 p.m.

31 Halloween

**Regular Museum hours:**  
Tues.-Friday, every 3rd Saturday, 10 a.m.-3:30 p.m.

6 Daylight Saving ends

8 Election Day

11 Veteran's Day

**17** North Okaloosa Historical Association Board meeting, 6 p.m.

**19 3rd Saturday: Heritage Day Festival 9-3 p.m., Heritage Park**  
Museum is open from 10 a.m.-3:30 p.m.

24 Thanksgiving

**Holiday Hours:**

**The Museum will be closed Nov. 24-25 for Thanksgiving and Dec. 23 until Jan. 3 for the Christmas holidays.**

7 Pearl Harbor Day

**15** North Okaloosa Historical Association Board meeting, 6 p.m.

24 Christmas Eve

25 Christmas Day

31 New Year's Eve

# Stop & Shop

at the Baker Mercantile Gift Store during your next Museum visit





# Little Free Library<sup>®</sup> in the Heritage Park

Take a Book. Share a Book.

**Did you know the Museum has TWO Little Free Library<sup>®</sup> book exchanges in the Jeanette and Charles Henderson Heritage Park? The little red schoolhouse library near the day care center has children's books while the cabin library facing Georgia Avenue has reading material for grownups.**

**The libraries are near large oak trees with bench seating so readers can sit and enjoy their book selections.**

**Both libraries are registered with the Little Free Library<sup>®</sup> system.**

