

# Foreign Colonies in South Florida, 1865-1910

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In that unsettled period following the Civil War, Floridians anxiously sought ways of inducing capital and business talent to Florida so that the state could recover its economic vitality and grow to its fullest potential. Land promotion, railroad expansion, and intensive farming all received consideration as being the key to developing the virtually untapped peninsula. At the base of all proposals, however, lay the conviction that what Florida needed most was *people* — settlers to populate countless acres of unused lands and to provide a reliable labor force for the state's anticipated industrial development. Francis Irsch, a prominent real estate agent and immigration booster, voiced the concerns of many residents in this troubled time when he argued, "It would take centuries to populate the thinly settled State of Florida through the natural increase of the native population, and if her vast resources are to be developed with reasonable expedition a desirable immigration into the State is the most important factor to accomplish this end."<sup>1</sup> In response to these considerations, various agencies within the state, both private and public, produced an impressive volume of promotional literature designed to attract immigrants to Florida.

At first those involved in the immigration campaign directed their inducements primarily to individual foreigners or to families. In general, there was little effort to attract newcomers in large groups. The state Bureau of Immigration, for example, published several guide books stressing the ease with which immigrant farmers might obtain homesteads and become independent land owners. Similarly, land companies often emphasized that their large holdings had been broken into smaller tracts and were now available for individual settlement. By the early 1880's, however, when the expected flood of immigrant farmers and laborers failed to materialize, a re-evaluation of the promotional pitch took place. Hereafter, although appeals to individual settlers did not disappear, the emphasis of the promotional literature shifted toward the procurement of foreign colonies — that is, settlement in mass.

Immigrant colonies appealed to promoters on several grounds. First, this mode of selling disposed of large tracts of land in one transaction and thereby reduced paperwork and sales effort on the part of real estate agents. Also from the developer's point of view, it brought significant

numbers of newcomers into an area immediately and served to enhance the value of adjacent property. Even more importantly, however, land agents sincerely felt that the colony settlement plan would insure the permanence of immigrant communities. By settling people from the same nation or province together, colonists could more easily perpetuate familiar customs and practices and ease the difficult transition to a new home. Moreover, such laborious tasks as clearing virgin land and digging drainage ditches could be accomplished cheaper and quicker with a group effort. Lastly, salesmen hoped that by supplying foreigners with "instant communities" they could more readily be supplied with at least some of the amenities of life (schools, churches, medical services, etc.) that they had been accustomed to in their homeland. In short, Floridians believed that the colony plan would provide maximum advantages to all parties involved.

Though promoters attempted colonization projects in all parts of the state, south Florida was the scene of the most intensive settlement activity. It is not difficult to understand why this was so. Vast acreages of excellent farm land lay unexploited in the southern part of the peninsula, awaiting only the development of an adequate transportation system and the arrival of enterprising farmers. Even more land lay under water, to be rescued by proper drainage procedures. Here, then, was an area in which land-hungry settlers could find ample opportunity for investment. This section of the state was also the site of significant railroad expansion during the late nineteenth and early twentieth centuries. Practically all railroad companies owned extensive lands bordering their lines and were vitally interested in populating these tracts. The logic of events, therefore, focused colonization enterprises on south Florida.

Perhaps the most serious handicap besetting respectable promoters in their attempts to induce foreign colonies southward was the uncomplimentary image of Florida land deals that circulated both in Europe and the United States. In truth the activities of many real estate agents did deserve censure. Since the business dealings of these individuals went virtually unregulated by state and local governments, they were characterized by an unusual degree of fraud and deception. Abuses ranged from simple overglorification of Florida's benefits, a practice which most people probably recognized and made amends for, to gross and wilful distortion of conditions that awaited trusting settlers. Far too many investors found themselves owners of worthless swamp land or uneconomical farm acreage. These deceptions generated a widespread distrust of Florida land sales, and, in the case of those who paid their money and failed to find the anticipated Garden of Eden, considerable disillusionment. The experience of an 1885 effort to settle a Scottish colony at

Sarasota was typical of many abortive settlement efforts.

Depressed economic conditions in Scotland during the early 1880's and the widespread availability of information about Florida induced some fifty settlers to immigrate to the sunshine state. These adventurers were influenced primarily by the writings of one J. Selven Tait (Tate), a former English land developer and colonizer reputed to be a nephew of the archbishop of Canterbury. On the basis of assurances given by Tait's company, the colonists purchased six thousand acres of allegedly choice land near the "thriving" community of Sarasota. Once settled the group was to utilize their forty acre plots for citrus and truck farming. Tait kept interest high by announcing that a further increment of one hundred and fifty families would arrive as soon as the colony was well established. Several Florida publications noted with obvious pleasure that "each of the settlers is expected to spend \$1,250.00 during the first year and \$500.00 per annum thereafter."<sup>2</sup>

The colonists left Glasgow aboard the *Furnessia* late in 1885, and like immigrants everywhere and at every time, they undoubtedly looked to the future with a large measure of hope and good faith. Such feelings were not to be rewarded. Their mid-winter landing revealed that they had been completely deceived. Instead of the promised acreage, they found, "a flat and sandy stretch of soil, where no proper provisions had been made for receiving a large group of people...no communications with other parts of the state...desolate." No bustling town with wide thoroughfares existed, only a few scattered buildings. Faced with this situation, most of the Scotsmen abandoned hopes for their colony and dispersed as best they could. Some months later a Scottish newspaper in New York City noted that a small party of these adventurers arrived "in a destitute state from Sarasota, Florida." The paper discussed the "swampy wilderness" that had greeted their countrymen and concluded with the rhetorical question, "How many such lessons are needed to put emigrants on their guard against land speculators?"<sup>3</sup>

Florida developers attempted to minimize the effect of this failure by claiming that only a few settlers had actually left the state; the majority had supposedly scattered themselves among several middle Florida towns and were now contented residents of the state. For the most part these claims fooled no one. *The Florida Agriculturist*, perhaps the state's most consistent and articulate booster of immigration, correctly perceived the impact of this incident. After condemning those "who delude strangers by false assurances" the journal concluded that the Sarasota affair and all similar practices would "do us a great deal of harm."<sup>4</sup> In this assessment the paper was assuredly correct.

The Danish colony of White City in St. Lucie County experienced

somewhat similar difficulties in its dealings with land agents. During the early 1890's news of Florida's advantages reached many Danes, both in their homeland and in the northern states of America. *The Danish Pioneer*, a promotional magazine published in Omaha, Nebraska, was just one of many Danish language sources disseminating information about the sunshine state. Consequently, when a Danish land agency ran advertisements offering Florida land for sale in 1893, the proposal found a receptive audience. Approximately five hundred Danes, primarily from the Chicago area, under the guidance of promoter Louis Pio, responded to this particular inducement and made ready to move. A special excursion train financed jointly by the land company and the state Bureau of Immigration brought the colonists to their new home.<sup>5</sup>

Two disasters struck the community before a week had passed. The indefatigable Mr. Pio died shortly after arriving in White City and his experienced leadership was sorely missed. Hard on the heels of this disappointment, the colonists learned that their financial manager, a man named Myers, had sold them land that he did not own and had absconded with their money before his chicanery was discovered. Those settlers possessing some monetary resources left the area immediately. The majority, however, were absolutely destitute and had to remain.<sup>6</sup>

Local residents provided some relief to the abandoned Danes, but it was millionaire oil and railroad magnate, Henry M. Flagler, who proved to be their rescuer. Flagler was undoubtedly moved by the plight of these people and the help he offered came at least in part from humanitarian motives. He also surely recognized that the present situation afforded him an excellent opportunity to establish a productive settlement along his railroad line. Combining altruism and self-interest, he undertook to save the White City colony.

Flagler's Florida East Coast Railway (FECR) erected a large "Immigrant House" near the settlement which provided lodging for any man and his family until crops were harvested and sold. Additionally, the railroad provided seed, fertilizer, and a small weekly stipend to any settler willing to stay in Florida. The experiment proved successful. By 1897 there were seventy families living at the colony; mere survival was no longer an issue. James E. Ingraham, General Agent and Land Commissioner of the FECR, reported in that year that White City was now completely self supporting and that after next year's crops, the colonists would "begin to make payments on their indebtedness." Newcomers were trickling in, Ingraham further indicated, and "the prospects for the colony are encouraging."<sup>7</sup>

Railroad aid did not cease with these emergency measures. Ingraham made consistent efforts to provide for the agricultural diversity of

the colony. In 1895 a planting of citrus trees arrived in White City, a gift of the railroad. Early in 1899 Ingraham sent a boxcar of seed for Kaffir corn to be used as livestock forage and two carloads of seed cane from Hastings so that colonists might attempt to grow sugar cane. Of equal importance, the railroad appointed as White City agent, Mr. C.H. Rooks, a careful and judicious manager who guided the settlement to permanent stability. By 1900 the community was sufficiently affluent that it could advertise a surplus of males and claim that "the first young marriageable ladies that come in can have their pick and choice..."<sup>8</sup>

It was no accident that the Florida East Coast Railway was on hand to assist in saving the White City venture. Flagler's system was the single most aggressive and energetic promoter of foreign colonization within the state. Unlike independent real estate agents, the railroad was able to offer a comprehensive range of services and business arrangements to prospective settlers. Ingraham's land department, for example, was empowered to offer special purchase transactions which often reduced the cost per acre of colony land by fifty percent. Additionally, the railroad regularly featured special transportation rates for homeseekers, rebates on shipping for the initial years of a colony's settlement, and periodic help in the procurement of farm supplies. For a time the FECR rented tractors and other motorized farm equipment to settlers at daily rates ranging from three to five dollars. It should also be mentioned that Mr. Flagler himself manifested a decided sense of integrity, fair play and liberality in all his colonization enterprises. During an 1899 citrus freeze, it was entirely characteristic of him to direct that officials "err on the side of generosity" in dispensing a \$100,000 emergency loan fund for settlers.<sup>9</sup> These factors combined to produce a remarkably successful settlement record.

The establishment of Dania, Florida, grew out of land arrangements coordinated by the FECR. In 1896 Ingraham was approached by James Paulson, a Chicago land agent, with a proposal to settle a section of south Florida with Danes. The FECR was to act as a middle man between Paulson's firm, the Linton Land Company, and the other major land holders in the area (principally the FECR and the Boston and Florida Atlantic Coast Land Company). As its part of the proposed agreement, the railroad pledged to supply a subsidy of 10,000 acres of land as well as an arrangement giving Paulson the sole authority to sell land directly to the Danish colonists. Land was to be sold at the rate of \$100 per acre of muck land and \$17 per acre for pine and spruce land. Moreover, the FECR agreed to give any settlers coming to the colony the same privileges offered to purchasers of railroad land. At this particular time these inducements included a fifty percent rebate on freight charges for house-

hold goods, free transportation for heads of families, and the grant of a free lot in town if any purchaser agreed to build in town. The Linton Land Company was to receive a 25% commission from gross sales as payments were made by Danish buyers; the remaining profits were to be split equally between the FECR and the Boston and Florida Atlantic Coast Land Company. Ingraham committed the railroad to these agreements and enthusiastically predicted to his superiors that four hundred families would soon move to the new colony called Modelo.<sup>10</sup>

Such optimism proved to be unfounded. Despite much promotional effort, only a small stream of settlers made the trek to south Florida. In 1898 Paulson personally brought a dozen Danish families from Wisconsin. It was largely this group that changed the name of the community to Dania, ostensibly because the name of Modelo had already been used by an earlier settlement elsewhere. Few of these newcomers remained. Unfamiliar crops and farming conditions, recurrent freezes, and the theft of \$1,100 in community funds by Paulson served to discourage the majority of Dania's residents.<sup>11</sup> By the turn of the century the experiment was judged by nearly everyone to have been a dismal failure. Had it not been for the ability and drive of Mr. A.C. Frost, a newly appointed land agent for the FECR, Dania may well have collapsed at this point.

Frost was an experienced colonizer, having successfully established two new towns in his home state of Wisconsin. He arrived in Dania in 1901 determined to reverse the sagging fortunes of the community. Upon arrival he was greeted with a scene that would have discouraged a lesser man. Only one white woman and two unmarried white males remained; the rest of the settlement was composed of scattered negro farmers and laborers. With the aid of his contacts in the Northwest and overseas, Frost energetically recruited settlers and, after several initial setbacks, he proved to be the stabilizing element that the community needed. By 1908 Dania's population reached nearly a thousand residents and the community produced an impressive three hundred and sixty-five train car loads of tomatoes and fifty car loads of pineapples.<sup>12</sup>

In the same year that the Florida East Coast Railway began to colonize Dania, the company laid plans for a settlement of Swedes in their lands just north of Miami. Ingraham created the Halland Land Company to administer these tracts and opened an agency in New York City under the control of Mr. Olof Zetterlund, general manager. Zetterlund organized a promotional campaign which circulated Swedish language reports of the lands throughout the Northwest and Sweden. His efforts bore fruit in 1897 when the Swedish Evangelical Lutheran Bethlehem Church of Brooklyn purchased some small tracts from the Halland Company with the intention of creating a community of Swedes in Florida.



The railroad donated additional acreage to the church's pastor, Rev. F. Jacobson, in the hopes that this inducement would encourage further settlement. In the space of the next year the community, named Hallandale by its founders, became a reality. The railroad supplied the usual drainage and surveying services while the settlers engaged primarily in truck farming.<sup>13</sup> Although no major catastrophe befell Hallandale during its formative stages, throughout its first three years of existence many colonists became dissatisfied with the remoteness and isolation of the area and left. These disillusioned travellers attempted to obtain refunds from Zetterlund, without success, and when rebuffed, circulated tales of duplicity and fraud about their settlement effort in Florida.<sup>14</sup>

Perhaps the most ambitious colonization undertaking in south Florida involved the establishment of a Japanese settlement near the present day site of Boca Raton. This community was the creation of a Japanese land promoter, Mr. J. Sakai, who came to Florida in 1903 to select lands for purchase. He approached officials of the FECR with his plans for an agricultural colony and received pledges of support. After careful investigation, he bought one thousand acres of land and, as was normally the case, received free grants covering more territory from the railroad and other land holders.<sup>15</sup>

The Russo-Japanese war briefly delayed the movement of settlers to America, but by 1905 nearly thirty hard-working Japanese comprised the new colony of Yamato. Sakai and his countrymen gave over their lands entirely to the production of pineapples. Such was their success with this thorny fruit that the FECR established a station at Yamato in 1907 in order to expedite shipment of their bumper crops. During that same year Sakai received permission to open a branch of the U.S. Post office in the community, a further indication of economic and social stability.<sup>16</sup>

The colony's economic affairs were controlled by an incorporated entity called the Yamato Colony Association. Under the terms of incorporation, all members were required to be Japanese and to bind themselves strictly to the rules of the Association. The membership elected officers at an annual meeting in October and funds for operation were provided by a percentage of profits from pineapple sales. Prospective settlers in Japan who did not have the required passage money (about \$150.00 in this pre-Panama Canal era) could receive assistance from the Association in return for an indenture of three years. At the end of this work period, settlers were to receive a small grant of land and five hundred dollars in cash.<sup>17</sup> The disruptive effects of the Russian war upon Japan's fragile economy provided a steady flow of newcomers willing to accept these terms in return for the opportunity to settle in America.

As so often happened in Florida of that day, nature intervened to

alter the plans of these settlers. A virulent pineapple blight struck in late 1908 and destroyed that year's crop. Before the community could re-establish itself, competition from Cuban pineapple fields, which were just now reaching full production, served to depress further the Florida markets. Many colonists grew discouraged with the uncertainties of farming in Florida and returned to their homeland. Those that remained were forced to seek employment elsewhere. Some emigrated to communities along the coast and worked at odd jobs; others took to sharecropping for American farmers.<sup>18</sup> Though many of those that stayed became successful, the dream of a permanent settlement of Japanese, governing their own affairs and providing a field of opportunity for adventuresome countrymen, was dead.

Meeting a similar fate at the hands of Florida's fickle agricultural conditions was the English colony at Narcoosee. This settlement had its roots in the activities of the Florida Agricultural Company, a land promotion concern that speculated in lands bordering Lake Tohopekaliga during the early 1880's. The company purchased a twelve mile square tract of land approximately sixteen miles from Kissimmee and announced plans to induce English settlers to Florida. The original concept of the company was to furnish English people of some means with an opportunity to make homes for themselves and speculate in real estate. Only a few investors were attracted to the plan during its first years of operation; as of 1884 only scattered homes, one saw mill, and a few young orange groves gave evidence of the company's efforts. One energetic speculator, J.B. Watson of Gilthall, England, dramatically altered the course of events. He bought five hundred acres of virgin land and wrote an enthusiastic pamphlet describing the wonders of Florida for foreign consumption.<sup>19</sup> His labors may well have sparked the larger movement into Narcoosee.

By 1885 other investors had become intrigued with the English settlement venture and several promotional pamphlets circulated throughout England. Within a year, these efforts generated significant new movement to Florida, centered in the new town of Narcoosee. The majority of these emigrees were from wealthy families and the development of the colony clearly revealed their financial position. Residents built tennis courts, polo fields, cricket fields, and golf courses — hardly the usual activities of Florida's immigrant settlers. A large frame hotel served visitors in a style that was more typical of London than south Florida of the 1880's.<sup>20</sup>

The disastrous freeze of 1894-95 utterly destroyed the colony's citrus groves, and seemingly its will to survive. Unlike most other settlement ventures which met with adversity, the English colonists aban-



doned their creation with a haste that shocked the local citizenry. As one commentator remarked, they departed for England “abandoning groves, homes, furniture, with tables set and dishes unwashed...”<sup>21</sup> Those few that remained after the freeze gradually drifted away, and dreams of an affluent English town in south Florida vanished.

The record of colonization efforts in south Florida points out several unmistakable lessons. It is immediately clear that colonization proved to be a risky business for promoter and settler alike. Real estate agents often saw their expensive projects fall victim to the quirks of nature and end as failures. On the other hand immigrants were frequently bilked by dishonest agents and lost all they possessed. Additionally, experience showed that most private land companies possessed neither the resources nor the administrative talent necessary to fund and carry through group colonization projects. Such undertakings were far more difficult than most contemporaries imagine. We will never know exactly how many attempts failed — undoubtedly the records of many no longer exist and are lost to history — but even those we know about are considerable in number. In most instances those colonies which succeeded required the intervention of a large railroad or land company with ample capital reserves to meet unexpected contingencies. These companies not only supplied the financial stability necessary for the frontier-like conditions then existing in Florida, but they also frequently were able to provide the effective, on-site leadership in colonies that proved to be indispensable for success.

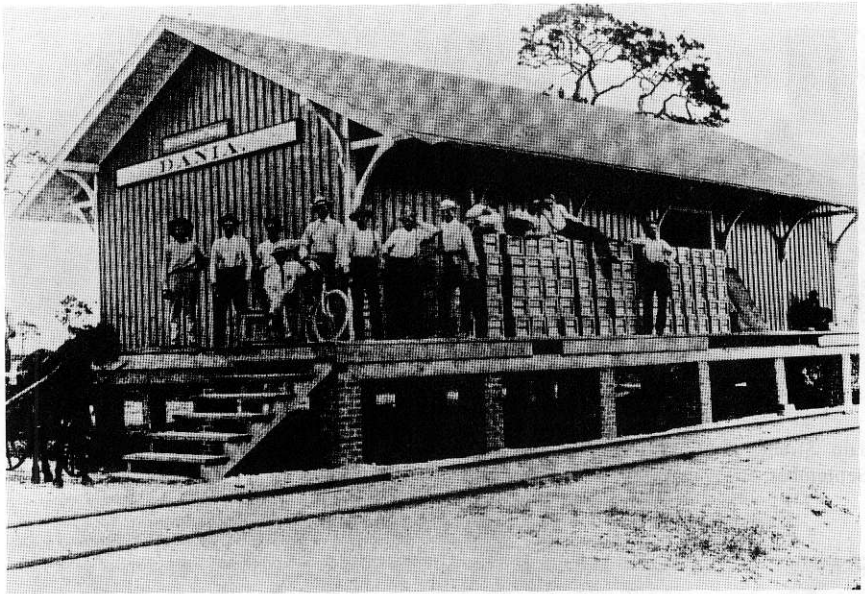
In spite of the fact that many of these ventures failed to live up the fullest expectations of their creators, they were nonetheless important in the development of south Florida. In a time period when population increases were crucial to this section of the state, they supplied badly needed manpower and productive capability. Colonists performed much of the basic clearing of the land and laying out of drainage systems — if not directly by the labor of their own hands, then at least indirectly by stimulating companies and governmental agencies to carry out these improvements in order to secure a continued flow of settlers. They were notable also for the impact they had on businesses. Colonists bought household goods, lumber, fertilizer, and an endless variety of other products — this purchasing power provided a base of support for many nascent Florida businesses and trades and undoubtedly aided in the economic development of the entire state. The last contribution made by foreign colonization is perhaps impossible to measure with any exactitude, but it is no less important than those already mentioned. The courage and fortitude many of these colonists manifested in their struggles against the perversities of man and nature assuredly energized

others to emulate them. Such qualities are significant in the development of any frontier region and [this] was certainly the case in Florida.

## FOOTNOTES

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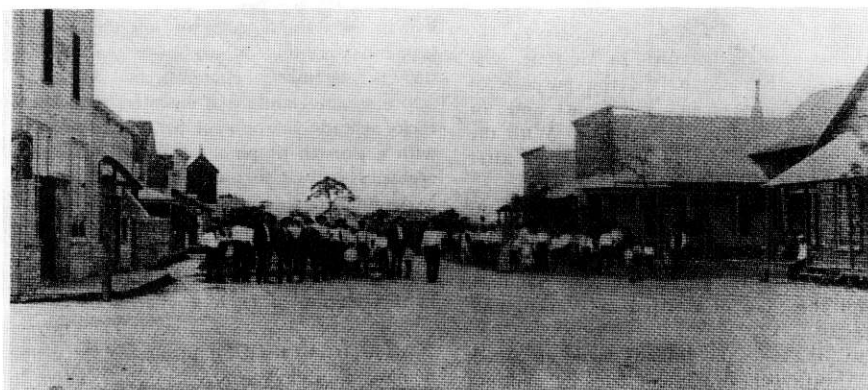
- 1 Francis Irsch, *Florida Immigration* (Jacksonville, 1891), p.4
- 2 "The Latest Method of Populating Florida," *The Florida Agriculturist*, VIII (December 16, 1885), 260. Journal hereafter referred to as *TFA*. Consult also, "The Scotch Colonists to Sarasota," *Florida Dispatch*, IV (December 21, 1885), 906; "The Florida Scotch Colony," *TFA*, VIII (December 21, 1885), 901; Karl H. Grismer, *The Story of Sarasota* (Sarasota, 1946), pp. 92-100.
- 3 "The Scotch Colony," *TFA*, VIII (March 3, 1886), 369; "The Scotch Colony," *TFA*, VIII (March 24, 1886), 400; Del Marth, *Yesterday's Sarasota* (Miami, 1973), p. 17.
- 4 "The Scotch Colony," *TFA*, IX (January 13, 1886), 300; "The Sarasota Scotch Colony," *Florida Dispatch*, V (March 22, 1886), 224. For information on other swindles involving the proposed settlement of foreign colonies see, "Immigration," *TFA*, XXXI (June 22, 1904), 392; "How a Colony Succeeds," *TFA*, XXXI (August 10, 1904), 504; "Immigration," *TFA*, XXX (December 16, 1903), 802.
- 5 Ada Coats Williams, *A Brief History of St. Lucie County* (Ft. Pierce, Florida, 1963), 19; Senate Journal, 1894-1895, "Immigration," (Tallahassee, 1896), 155.
- 6 Williams, *Ibid.*
- 7 James E. Ingraham to Parrott, June 30, 1897, Box 21.A-1, Henry M. Flagler Papers, Flagler Museum, Palm Beach, Florida; Dr. W.E. Douglas to Parrott, November 10, 1899, Box 21.A-1, Flagler MSS; Jacksonville *Florida Times Union*, October 13, 1897. Prior to 1896 Flagler's railroad was named the Jacksonville, St. Augustine and Indian River Railway.
- 8 "The Garden Spot of the South," *The Florida East Coast Homeseeker*, I (May, 1899), 8. Journal hereafter referred to as *FECH*. Also see, C.H. Rooks to E.V. Blackman, "Letters to the Editor," *FECH*, I (September, 1899), 2; "White City," *FECH*, I (January, 1899), 8; "White City," *FECH*, II (August, 1900), 3; "Our White City," *FECH*, II (October, 1900), 14.
- 9 J.E. Ingraham to Mr. Larson, February 16, 1899, Box 21.A-1, Flagler MSS.
- 10 J.E. Ingraham to A.P. Sawyer and George F. Miles, March 23, 1896, Box 21.A-1, Flagler MSS; George F. Miles to A.P. Sawyer, September 16, 1896, Box 21.A-1, Flagler MSS; J.E. Ingraham to A.P. Sawyer, October 20, 1897, Box 21.A-1, Flagler MSS. Paulson's company was often referred to as "The Modelo Land Company" because of the colony's name.
- 11 George F. Miles to A.P. Sawyer, February 20, 1897, Box 21.A-1, Flagler MSS; Lola R. Carr, "Dania adds Historic Interest to Greater Hollywood," *The Hollywood Record*, I (May 1, 1926), 1-2.
- 12 "Dania," *FECH*, VII (July 1, 1905), 6; "Dania," *FECH*, VIII (January, 1906), 7; "The Success of Dania," *FECH*, X (November, 1908), 357; "Two New Towns Near New River," *FECH*, XII (September, 1910), 335.
- 13 Fred S. Dewey to J.E. Ingraham, December 23, 1896, Box 21.A-1, Flagler MSS; F. Jacobson to J.E. Ingraham, March 26, 1897, Box 21.A-1, Flagler MSS; "Hallandale," *FECH*, I (May, 1899) 10; "Hallandale," *FECH*, VI (September, 1904), 8.
- 14 Olof Zetterlund to J.E. Ingraham, November 8, 1899, Box 21.A-1, Flagler MSS.
- 15 Jacksonville *Florida Times Union*, December 23, 1903; January 9, 1904.
- 16 A.G. Bradbury, *A Chronology of Florida Post Offices* (Florida Federation of Stamp Clubs, 1962), p. 91; *The East Coast of Florida* (St. Augustine, 1906), p. 58; Jacksonville *Florida Times Union*, March 9, 1906.
- 17 Jacksonville *Florida Times Union*, November 2, 1906; "Yamato - A Japanese Colony," *FECH*, X (November, 1908), 363; *The East Coast of Florida* (St. Augustine, 1908), p. 61; "Yamato," *FECH*, X (July, 1908), 225; "A Japanese Colony," *FECH*, XI (February, 1909), 40.
- 18 Interview with Mr. George Morikami, one of the original settlers of Yamato, June 11, 1974. Tape in files of Oral History Collection, University of Florida.
- 19 "The English Colony," *TFA*, VII (November 4, 1884), 703.
- 20 Richard J. Bowe, *Pictorial History of Florida* (Tallahassee, 1965), p. 126.
- 21 Bowe, *Ibid.*; William B. Blackman, *History of Orange County* (Chuluotta, Florida, 2nd edition, 1973), pp. 124-125; *Gate City Route* (South Florida Railroad Company, n.d.), p. 36.



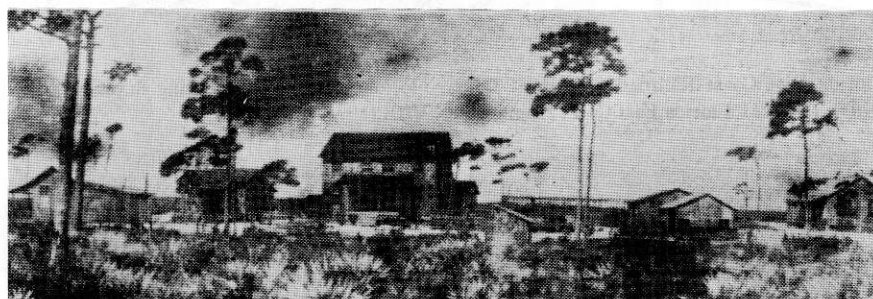
Florida East Coast Railroad Station at Dania, Florida. Tomatoes awaiting shipment, ca. 1907. (source) *Florida East Coast Homeseeker*, VIII, (May, 1907), 155.



A. C. Frost's pineapple fields, Dania, Florida, ca. 1911. Mr. Frost is in the center. (source) *Florida East Coast Homeseeker*, XIII (August, 1911), 292.



Main Street, Dania, Florida, ca. 1907. (source) **Florida East Coast Homeseeker**, IX (September, 1907), 283.



The main settlement area of the Japanese colony of Yamato, ca. 1908. Two story structure in the middle belongs to Mr. J. Sakai, founder of the colony. (source) **Florida East Coast Homeseeker**, X (November, 1908), 363.