

Proposed Historic and Cultural Projects for North Port's HCAB

The first two are:

1st

The suspected Turpentine Dock and adjacent Still – I personally examined the site in 2009 and again in 2011. In 2019, the board was informed that the much of the lumber comprising the dock was removed during a City clean-up along the Myakkahatchee Creek. Shortly afterward, a personal examination revealed that this was the case, but the still base remains.

The suspected turpentine dock and still are located along the Myakkahatchee Creek. The entrance to the site is approximately 100 to 200 yards south of the intersection of Sylvania Avenue and Silver Palm St. My research indicates that much of the land, approximately 80,000 acres, was located in North Charlotte County, which at the time included the current City of North Port. The land was purchased by A.C. Frizzell between 1918 and 1920. Of his many pursuits turpentine production was one of the first. After depleting the pine trees of their sap, he sold the now dead trees for lumber. When the lumber was gone, he turned to the cattle business. Eventually, Frizzell began selling off his land in the late 1940s and early 1950s.

It may logically be presumed that one or more of his satellite turpentine processing sites was located in, what is now, North Port, in the area now under discussion. But further research is necessary before a position can be taken on whether preservation and marking would be appropriate.

2nd

The rail bed of the Charlotte Harbor and Northern (CH&N) Railroad and possible loading stop, located in the northeast corner of the North Port city limits. I personally examined and walked the length of the line within the city limits. No rails or rail ties currently exist as those elements were torn up in the 1970s, but the rail bed itself is recognizable.

The CH&N rail line was completed in 1907 and crossed what is now North Port from the Charlotte County line to the Desoto County line for a distance of between 3 to 5 miles. The line parallels both Yorkshire and Raintree Streets. It was the main line between the docks on Gasparilla Island (now Boca Grande) and Arcadia, which was the junction of several rail lines. The primary cargoes transported by the CH&N were turpentine, lumber, cattle, and phosphate.

According to several maps and train schedules of the period 1910 to the 1920s, there was a stop in the current North Port known as Evaland. It was not a train station, but a depot which took on the aforementioned cargoes. It may be cautiously assumed that Mr. Frizzell shipped some of his products from this way station.

With the City having little documented history between the Paleo-history of the two springs, Warm Mineral and Little Salt, within its limits, and while the sites I've presented may seem insignificant in and of themselves, they are, or may be part of the City's history. If further research and investigation firmly prove their actual existence, they may provide another picture of what occurred where the City now stands prior to its founding in 1959.