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WEEK 4

Grade 4

American History: Florida Historic Places

Standards:

SS.4.A.1.1 Analyze primary and secondary resources to identify significant individuals and events throughout Florida history.

SS.4.A.1.2 Synthesize information related to Florida history through print and electronic media.

SS.4.A.6.1 Describe the economic development of Florida's major industries.

SS.4.A.6.2 Summarize contributions immigrant groups made to Florida.

SS.4.A.6.3 Describe the contributions of significant individuals to Florida.

SS.4.A.8.3 Describe the effect of the United States space program on Florida's economy and growth

Florida Statutes (1003.42):

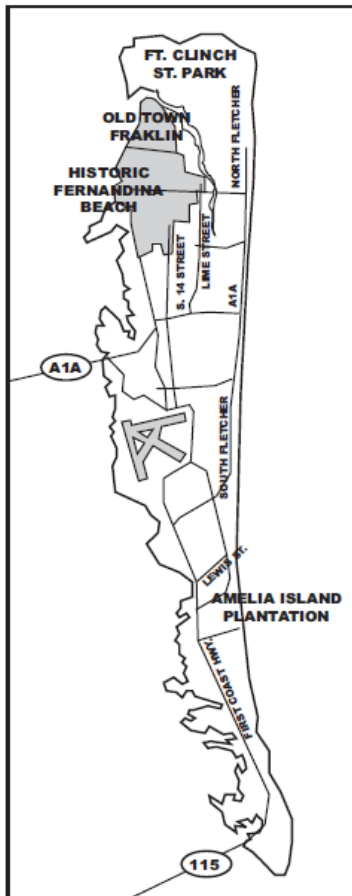
(f) The history of the United States, including the period of discovery, early colonies, the War for Independence...

(l) The history of the state.

(p) The study of Hispanic contributions to the United States.

History

Florida's Historic Places: Fernandina & Amelia Island



Map of Amelia Island.

Native Americans associated with the Timucuan mound-building culture settled on Amelia Island about 1000. They called the island Napoyca. They would remain on Napoyca until the early 1700s.

The written history of Fernandina on Amelia Island has unfolded under eight flags. The French flag was the first flag to fly over the island. Jean Ribault, French explorer, landed in 1562. He named the island Isle de Mar. Spanish forces led by Pedro Menendez de Aviles drove out the French in 1565. They killed Ribault and 350 French colonists.

The Spanish flag was the second flag. In 1573, Spanish Franciscans established the Santa Maria mission on the island. They renamed the island Isla de Santa Maria. Fernandina was settled in 1685. It was located in the area now called "Old Town." British raiders destroyed the town in 1702. The area was deserted for many years.

James Oglethorpe, the founder of Georgia, scouted the area. He found peach trees, orange groves, and deserted fields. He renamed the island "Amelia Island" in honor of princess Amelia, the daughter of King George II of England. Florida and Fernandina came under British rule. The English flag was raised as the third flag in 1763. During the American Revolution, Fernandina became home for English Loyalists fleeing the colonies.

In 1783, Spain again controlled Florida. A land grant became a plantation on the site of present-day Fernandina. The Spanish harbor of Fernandina became the nation's center for smuggling slaves, liquor, and foreign luxury goods. During the second period of Spanish occupation, the Patriot Flag of the Republic of Florida appeared as the fourth flag. The flag only flew for one day. The Patriots of Amelia Island attempted to transfer Amelia Island to the control of the United States. Their plan failed and Spain regained control.

In 1817, the Scotsman Sir Gregor MacGregor and 55 men captured the island from its Spanish defenders. They raised their own Green Cross of Florida flag, which became the fifth flag. Smuggling and slave trading were still thriving.

That same year after MacGregor had already gone, pirate Luis Aury sailed with his armada of three ships into the harbor. Three days later he hoisted the Republic of Mexico flag, the sixth flag. He declared himself ruler of the island. Fernandina became a pirate haven and location for buried treasure. Aury was run out of Fernandina by a United States naval force.

In 1821, the United States took control of the territory from Spain. The American flag, the seventh flag, was raised. Because of its excellent harbor, Fernandina became a prosperous and important city. The building of Fort Clinch was begun. U.S. Senator David Yulee built Florida's first cross-state railroad. It connected Fernandina on the Atlantic with Cedar Key on the Gulf of Mexico. Trade grew and flourished during Florida's period as a U.S. territory and the early years of statehood.



The Confederate flag, the eighth flag to fly over Fernandina, appeared with the outbreak of the Civil War in 1861. Confederate troops occupied Fort Clinch. A year later, a Union force restored Federal control of the island.

After the Civil War, Fernandina became a bustling and thriving seaport town. It relied on the shipping industry, shrimping, and the tourist trade.

Thousands of Northerners voyaged to Fernandina on the Mallory Steamship Line from New York. Fernandina was hailed as “The Queen of Summer Resorts” by an 1896 edition of American Resorts magazine. Golden Age prosperity prompted a building boom. This attracted visitors such as the Vanderbilts, DuPonts, and Carnegies. Fernandina was home to the First Customs House in the United States. The oldest newspaper in Florida was started in Fernandina.

During the Spanish-American War (the Cuban war for independence from Spain) Amelia Island played another historic role. Soldiers were again housed at Fort Clinch. Freedom fighter Jose Marti was overheard plotting strategies in the Florida House Inn (Florida’s oldest surviving hotel) in Fernandina. This helped lead to the end of the war.

Today, an original 1899 railroad depot and a 1920s-era railroad sleeper car serve as the Visitor Center on Amelia Island. The area is the home of an early plantation, an international port, a Civil War fort, a turn-of-the-century playground for rich tourists, Florida’s first cross-state railroad, and world headquarters of the shrimping industry.

The Historic District of Fernandina reflects the city’s long history. Centre Street has Florida’s oldest tavern, The Palace Saloon (1878). The state museum at nearby Fort Clinch State Park adds to the history visitors can relive when visiting Fernandina and Amelia Island.

Fort Clinch

Fort Clinch was named for General Duncan Lamont Clinch, a veteran of the Seminole and Mexican wars. Construction of the fort on Amelia Island began in 1847. By 1861, the fort still was not finished. Although incomplete, Fort Clinch was occupied in the summer of 1861 by Confederate troops. By December, 1,524 troops were stationed there.

The Union military command realized the importance of Fernandina to the Confederacy as a supply base. The Confederacy did not think they could defend the fort. In 1862, Robert E. Lee ordered Fernandina and Fort Clinch evacuated.

A Union flotilla of 28 gunboats appeared as the last Confederate train was leaving. Fort Clinch became the first Union fortress restored to Federal control. In 1869, all troops left Fort Clinch.

In 1898, Fort Clinch was again used at the outbreak of the Spanish-American War. Volunteer soldiers were camped at Fort Clinch.

Though occupied, the fort was never completed. In 1935, it became part of the Florida Park System. It is one of the oldest parks in the system. It has sandy white beaches, campsites, nature trails, a fishing pier, and a state museum.



A view of the canons from outside the walls of Fort Clinch.

Answer the following questions after discussing the article in class.

- 1 Compare the first time that Spain controlled Amelia Island with the second time. What were the DIFFERENCES? Use information and details from the article to support your answer.

READ THINK EXPLAIN	<hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>
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- 2 Read the following sentence. *Three days later he hoisted the Republic of Mexico flag, the sixth flag.* What does the word hoisted mean?

- (A) destroyed
- (B) lowered
- (C) raised
- (D) saved

- 3 Who was the first explorer on Amelia Island?

- (F) Robert E. Lee
- (G) James Oglethorpe
- (H) Jean Ribault
- (I) Pedro Menendez de Aviles

- 4 Troops from which war occupied Fort Clinch first?

- (A) Spanish-American War
- (B) American Revolution
- (C) Patriot War
- (D) Civil War

History

Florida's Historic Places: Tarpon Springs

The first settlers in the area now known as Tarpon Springs were A.W. Ormond and his daughter, Mary. They arrived in 1876. They built a cabin near Spring Bayou. J.C. Boyer, an adventurer from Nassau, sailed into the Bayou. He and Mary Ormond were soon married.

One year after the arrival of the Ormonds, George Inness, an American landscape artist, discovered the beauty in the Bayou. He and his son, George, Jr., painted the scenes found in the area.

Mary was very pleased with her home. She especially liked the great fish that inhabited the Bayou. They would leap into the air and spray water. In 1879, she named the small settlement Tarpon Springs. (Actually the fish were mullet, not tarpon!)

In 1880, Hamilton Disston, a wealthy saw manufacturer, bought four million acres of the central west coast of Florida from the Governor for 25 cents an acre. This saved the state from bankruptcy. Included in the purchase was Tarpon Springs.

In 1884, a post office was established in Tarpon Springs. Soon the railroad arrived and a depot was

built to accommodate passengers and freight. Through the efforts and investments of Disston, Tarpon Springs was fashioned into an exclusive winter resort for wealthy Northerners.

In 1887, Tarpon Springs was incorporated. It had a population of 52 residents. John Cheney, a promoter associated with Disston, discovered money could be made by harvesting the sponges growing in the waters of the Gulf. Although Tarpon Springs was successful as a resort, it wasn't long before the sponge industry became the community's most important industry.

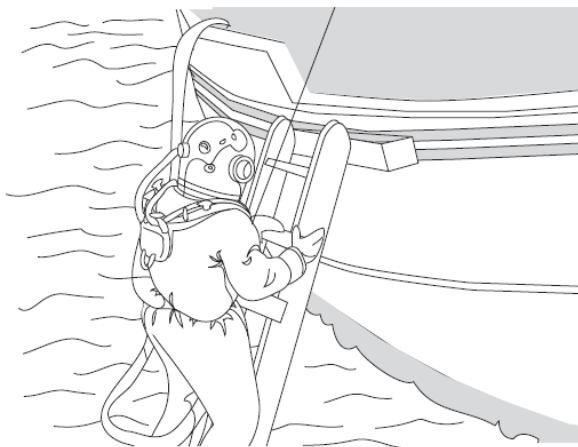
By 1890, the sponge industry was firmly established in Tarpon Springs. The Cheney Sponge Company sold almost a million dollars worth of sponges that year.

In the next few years, experienced divers from Greece were brought to Tarpon Springs. By using rubberized diving suits and helmets, they increased harvests. By 1905, over 500 Greek sponge divers were at work using 50 boats.

The early sponge divers created a need at the docks for eating places for the boat crews. Then as news of the industry grew, people began coming to the docks to see the sponges. Shops opened so people could buy the sponges and other souvenirs.

Sponge buyers created the Sponge Exchange in 1907. A building with a courtyard was erected in which each sponger could store his catch while awaiting the auctions that took place twice a week.

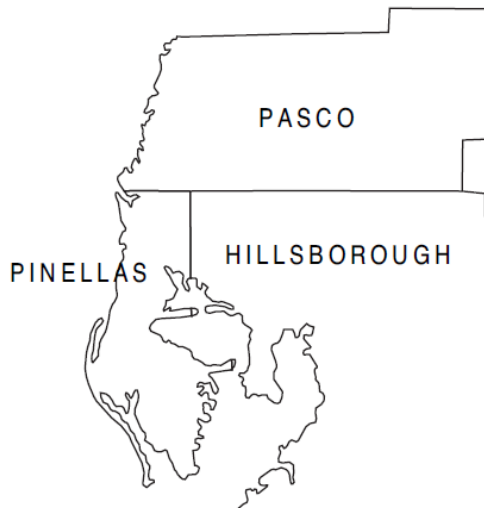
With the perfection of deep-sea diving equipment, the dollar amount of sponge harvests continued to increase. Divers were able to go deeper into the sea for longer lengths of time. For 30 years, the sponge industry was the largest industry in Florida—larger than citrus or tourism. Tarpon Springs was known as the “Sponge Capital of the World.”



Sponge diver wearing a traditional diving suit.



In the 1940s, blight reduced the growth of sponges. By the 1950s, sponging as a profitable industry was nearly wiped out. However in the 1980s, new sponge beds were found. Now, Tarpon Springs is back to being a leader in the world's natural sponge market.



Tarpon Springs is located in North Pinellas County.

All aspects of the sponge industry are available to view in Tarpon Springs, from the harvesting of the sponges, all the way to the auctions that are now held weekly at the Sponge Docks.

In addition to seeing the history of sponge harvesting, visitors can experience the Greek influence. Greek restaurants and shops are scattered throughout the area. Seafood, Greek salads, and pastries are particularly popular. Many visitors attend Greek Festivals. St. Nicholas Greek Orthodox Cathedral was modeled after the great Byzantine cathedrals such as St. Sophia Cathedral in Constantinople and is open daily to visitors.

Today, Spring Bayou, site of the first settlement, is still a delightful place. Visitors can stroll along the winding streets and see houses that reflect the grandeur of the wealthy who came to Tarpon Springs each year to escape the harsh Northern winters. Tarpon Springs still has a peacefulness and quaint charm.

George Inness

George Inness was an American landscape painter. He came to Tarpon Springs in 1877. Inness made it his winter home. His studio attracted people to the Bayou.

Inness was not formally trained as an artist. At the age of sixteen, he began a two-year apprenticeship as an engraver with a mapmaking firm in New York. He and his painting were influenced by frequent visits to Europe.

He is best known for his later landscapes. Inness stated that the purpose of the painter is "simply to reproduce in other minds the impression which a scene has made upon him." No painter has better represented the aspects of nature in the American climate.

Sponges

The sponge is an aquatic animal. It clings to a hard object such as rock or coral. Through a system of chambers it ingests the plankton on which it lives.

Every two months the growing sponge increases in diameter by half an inch. The sponge is coated with a dark elastic skin. The skin has openings through which the sponge breathes. Gurry, a gray, gelatinous substance, is found between the outer and inner skins of the living sponge.

Divers gently squeeze out the gurry as they gather their sponges. Then they pound them down and clean them. The sponges are covered with wet burlap sacks on the ship's deck. The heat releases a gas that rots the sponges' skins. The natural sponges we use are actually the skeletons of aquatic animals.

Florida's Historic Places: Tarpon Springs

Answer the following questions after discussing the article in class.

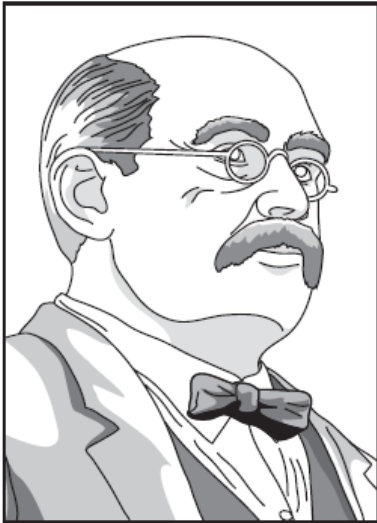
- 1 Compare Tarpon Springs in the 1800s with Tarpon Springs today. How is it the SAME? Use details and information from the article to support your answer.

READ	_____
THINK	_____
EXPLAIN	_____

- 2 Who in this article saved Florida from bankruptcy?
- A A.W. Ormond
 - B George Inness
 - C Hamilton Disston
 - D John Cheney
- 3 In the early 1900s, what was the top industry in Florida?
- F citrus
 - G tourists
 - H sponges
 - I cattle
- 4 What is a natural sponge?
- A a plant
 - B an animal
 - C a synthetic
 - D a coral

History

Florida's Historic Places: Ybor City



Don Vicente Martínez Ybor.

It started out as 40 acres of swamp and scrub northeast of Tampa. Don Gavino Gutiérrez, a Spanish civil engineer from New York, arrived in 1884. He came looking for guavas (a kind of fruit). He hoped to establish a tropical fruit preserving plant. He found that not enough guavas were available, so he abandoned the project. He decided to visit friends in Key West before returning to New York. The friends were Don Vicente Martínez Ybor (EE-bore) and Don Ignacio Haya, who were Cuban exiles. They were two of the most prominent cigar makers of the time.

Gutiérrez found that Ybor and Haya had constant labor problems and were considering relocating their factories. Gutiérrez described the Tampa Bay area and encouraged them to check it out. They were pleased with what they found—a railroad, a port, and a warm climate that was good for the tobacco leaf. The Tampa Board of Trade offered them cash and land. They decided to move.

Thousands of acres of land were bought and plans made for “Mr. Ybor’s City” two miles east of Tampa. Eventually it became just Ybor City. The factory they built was, at the time, the world’s largest cigar factory in history.

The first Cuban cigar makers arrived in 1886. Ybor City and Tampa were separated by thick palmetto scrub. Ybor established a railway connecting Ybor City with Tampa. “El tren urbano” ran on a schedule of “once in a while.”

Other cigar manufacturers from Havana, Key West, and the northern United States moved their plants to Ybor City. Ybor City became noted for the finest Cuban cigars. It became known as the “Cigar Capital of the World.” Eventually there were 200 cigar factories, employing 12,000 tabaqueros (cigar makers) and producing 700-million cigars a year.

However, there were challenges for the early residents. They battled mosquitoes, alligators, and unsanitary conditions. They had to carry buckets of water from the Old Government Spring. Otherwise, water from crudely dug wells or cisterns that collected rainwater was, according to old-timers, “too thick to drink and too thin to plow.” A yellow fever epidemic, which may have been caused by mosquitoes packed along with imported Cuban fruit, claimed a number of lives.

Ybor City’s population by now was five times larger than Tampa’s population. Ybor City had become a melting pot of Cuban, Spanish, and Italian residents. This cultural diversity produced a thriving community. The community built opera houses, hotels, and ballrooms. Ybor City was alive and kicking with Latin culture and language. It became known as “Little Havana.”



In 1887, Ybor City was incorporated into the city of Tampa. However, its name and identity were not lost. The Cubans, Spaniards, and Italians brought with them traditions of volunteer associations and mutual aid. Residents depended on clubs such as the Centro Espanol, Centro Asturiano, and Unione Italiana for all their medical and social needs. These immigrants' medical services are among the earliest known examples of cooperative social medicine in the United States.

Out on La Septima Avenida (Seventh Avenue), trolley cars carried residents across town and boys sold deviled crabs on the corner. Everyone was reading the latest edition of *La Gaceta*, Ybor's tri-lingual newspaper that's still in print today.

In the closing years of the 1800s, Ybor City became a support center for the Cuban Revolution. When war broke out between the United States and Spain in 1898, the Army stationed thousands of men in Ybor City. This included Teddy Roosevelt and his "Rough Riders." At the end of the war, Cuba won its independence.

Ybor City's leadership of the cigar industry and prosperity lasted for over 50 years. The introduction of modern cigar manufacturing, however, signaled the end of many of Ybor City's cigar factories. Competition by machines, popularity of cigarettes, and the Depression combined to bring about the decline of the cigar industry in Ybor City.

The Ybor of today is much different from the Ybor City of yesterday. It is now known for being a district of nightclubs, dining, shopping, and great people watching. You know you've entered Ybor City when the streets turn from asphalt to brick and the lampposts from concrete to ornate wrought iron. Ybor City's buildings show quality workmanship. There are elements of Victorian and Mediterranean architecture.

History lives on at the Tampa Rico Cigar Company where tabaqueros demonstrate old-fashioned cigar making. The Ybor City State Museum located in the renovated Ferlita Baker building tells the history of Ybor City. There are also three restored cigar workers' houses and a garden.

Founding family descendants still run The Columbiaa Restaurant, Florida's oldest restaurant. It is believed to be the largest Spanish restaurant in the world. Black beans, Cuban bread, and café con leche are part of the area's heritage. One of the city's renovated cigar factories is home to Ybor Square, a mall. The 113-year-old building retains its original brick walls and wood beams.

Ybor City is one of three historic Landmark Districts in the state of Florida. The city's past is still very much a part of the present.



Ornate wrought iron is a distinct feature of Ybor City.

Florida's Historic Places: Ybor City

Answer the following questions after discussing the article in class.

- 1 How did Ybor City become the "Cigar Capital of the World?" Use details and information from the article to support your answer.

READ
THINK
EXPLAIN

- 2 Why was Ybor City called "Little Havana?"
- A It was in Cuba.
 - B It was smaller than Havana.
 - C It had Cuban, Spanish, and Italian residents.
 - D It was started by Cubans.
- 3 Which is NOT a reason the cigar industry declined in Ybor City?
- F competition by machines
 - G popularity of cigarettes
 - H the Depression
 - I the weather
- 4 Who built the railroad connecting Ybor City with Tampa?
- A Gutiérrez
 - B Haya
 - C Ybor
 - D Roosevelt



U.S. SPACE MISSIONS

Apollo 11



Apollo 11 astronauts Neil Armstrong, Michael Collins and Edwin Aldrin

Apollo 11 was the historic U.S. space mission where the first man walked on the moon. The mission completed the goal established by President John F. Kennedy in 1961 to put a man on the moon before the end of the 1960s.

Apollo 11 launched on July 16, 1969 from the Kennedy Space Center in Florida. On board the command module, called Columbia, was the crew of three astronauts: Edwin Aldrin, Neil Armstrong and Michael Collins.

On July 19, Apollo 11 reached the moon and orbited 30 times. The next day, Armstrong and Aldrin went on board the lunar module, named Eagle. Eagle would take them to the moon's surface. Collins remained on board Columbia and continued to orbit the moon.

Eagle landed on the moon's surface on July 20, 1969. Neil Armstrong was the first person to walk on the moon. Aldrin followed Armstrong and the two began a series of scientific experiments. They also placed a U.S. flag on the moon surface. The astronauts reported that walking on the moon, which has $\frac{1}{6}$ the gravity of earth, was not difficult.

After almost 22 hours on the moon, Aldrin and Armstrong returned to Eagle and left the moon surface to rejoin Collins in Columbia. They then began the trip back to Earth.

Apollo 11 landed safely in the Pacific Ocean on July 24, 1969. A total of 12 men would walk on the surface of the moon before the Apollo program ended in 1972.



Launch of Apollo 11

Q&A

What year did Apollo 11 launch?

Who was the first man to walk on the moon?

What was the name of the lunar module?

The gravity of the moon is what fraction of the Earth's gravity?



Astronaut Neil Armstrong on the moon