

**Designation Application and Report Planning and Development Department
of the City of Jacksonville regarding:**

**Proposed Designation of
Allen Chapel A.M.E. Church
1529 Swan Street
LM-19-01**



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with assistance by Adrienne Burke and Ennis Davis
Prepared in accordance with Chapter 307,
City of Jacksonville Ordinance Code
January 23, 2019**

I.

**PLANNING AND DEVELOPMENT
DEPARTMENT - FINDINGS,
CONCLUSIONS AND RECOMMENDATIONS**

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**REPORT OF THE PLANNING AND DEVELOPMENT DEPARTMENT
APPLICATION FOR DESIGNATION
AS A CITY OF JACKSONVILLE LANDMARK**

LM-19-01

**Allen Chapel A.M.E. Church
1529 Swan Street
Jacksonville, Florida 32204-2025**

GENERAL LOCATION: North side of Swan Street between South Myrtle Avenue and I-95 in Campbell's Hill area.

Prepared in accordance with the JACKSONVILLE ORDINANCE CODE, SECTION 307.104, the Jacksonville Planning and Development Department hereby forwards to the Jacksonville Historic Preservation Commission, its "Findings, Conclusions and Recommendations" on the Landmark Designation, **LM-19-01**, sponsored by the Allen Chapel African Methodist Episcopal Church.

FINDINGS AND CONCLUSIONS

- (A) Consistent with action of the Jacksonville Historic Preservation Commission, the Jacksonville Planning and Development Department began preparing a designation application for the property located at 1529 Swan Street.
- (B) Consistent with the JACKSONVILLE ORDINANCE CODE, SECTION 307.104(d), the Planning and Development Department determined that the application for designation of the property at 1529 Swan Street as a Landmark was complete. As required, the Planning and Development Department had signs posted in front of the property being considered for designation, as well as sent notices by U.S. Mail to each owner of real property within three hundred and fifty (350) feet of the proposed site. Notice of the public hearing on the designation of the property at 1529 Swan Street as a Landmark was published in the *Financial News and Daily Report*. Proof of publication is attached to this report.
- (C) If designated, any activity affecting the exterior and site of Allen Chapel African Methodist Episcopal Church will require a Certificate of Appropriateness (COA) from the Jacksonville Historic Preservation Commission. Before issuing the Certificate of Appropriateness, the Commission will review the proposed activity for consistency with the *Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*. Routine repairs and maintenance, alterations, and new construction not seen from the public right-of-way and other projects consistent with the Secretary's Standards can be pre-approved by the Jacksonville Planning and Development Department. However, the following activities will require a review by the Jacksonville Historic Preservation Commission.

1. Additions to historic buildings or structures.
2. Window replacement or major changes to or addition of door and window openings.
3. Demolition of all or part of historic buildings.
4. New construction and additions.
5. Enclosure of porch, porte-cochere, or garage.
6. Porch replacement.
7. Relocation of historic buildings.
8. Roof replacement with material different from existing or change in roof form.
9. Storefront restoration or replacement.
10. Mothballing the building per Chapter 307.303
11. Other work the Planning and Development Department has determined to be in conflict or potentially in conflict with the Secretary's Standards.

(D) In preparing the application, the Planning and Development Department has found the application to meet three of the seven criteria. The three criteria include the following;

A. Its value as a significant reminder of the cultural, historical, architectural, or archaeological heritage of the City, state or nation.

The historic preservation movement nationwide is becoming more diversified by focusing on building and sites related to the history and cultural of racial and ethnic minorities. The determination of significance for such buildings and sites usually do not follow the traditional model based more on high style architecture and the degree and nature of alterations and additions. These buildings and sites usually embodied the unique history and culture of marginalized groups including their struggles for dignity and full citizenship. Examples of this trend in Florida include the historic districts of American Beach and Eatonville, both having very little architectural significance and original fabric but are extremely important in African American history. As further explained below, the Allen Chapel A.M.E. Church is an example of an important cultural landmark found in what was once a vibrant black community.

The Allen Chapel A.M.E. Church at 1529 Swan Street is the only remaining institutional building constructed during the historic period in Campbell's Hill, Johnson's Subdivision of the Hull Tract and Campbell's Addition to LaVilla, all platted in the second half of the 19th century. Further it is also one of a few remaining historic structures in the area. Located southwest of

LaVilla and downtown, Campbell's Hill, Johnson's Subdivision of the Hull Tract and Campbell's Addition to LaVilla are generally defined as being south of Dennis Street to McCoy's Creek and from the railroad tract on the west to Hanover Street just east of South Myrtle Avenue. Other institutional buildings in the area during the historic period included St. Marks Church on the southeast corner of Ives Street and Pelican Street (Harper Street) per the 1903 Sanborn Map and a lodge building on the north side of Pelican Street between South Myrtle Avenue and Sherman Street (closed) to the west. By 1927, the lodge building had been expanded to house St. Thomas Baptist Church. On the 1970 Sanborn Map was First Samuel Baptist Church at the northwest corner of Harper Street and Ives Street.

Although currently occupied by warehouses and vacant parcels, Campbell's Hill along with Johnson's Subdivision of the Hull Tract and Campbell's Addition to LaVilla at one time functioned as a vibrant African-American neighborhood. During the historic period, most of the Campbell's Hill area was occupied predominately by one-story frame houses probably built as rental units by white property owners. These three subdivisions were developed to accommodate Jacksonville's growing black population which was spreading beyond the traditional neighborhoods of LaVilla, Brooklyn, Hansontown and Oakland. Nearby employment in the growing railroad and related industries also attracted workers to the area.

A presence in the area for 113 years, the Allen Chapel A.M.E. Church is located on the north side of Swan Street which originally ran west from South Myrtle Avenue terminating into a long rectangular parcel in the south end of Campbell's Addition to LaVilla. Never subdivided to allow Swan Street or Pelican Street (now Harper Street) to connect with the sections of both streets running west from Ives Street, this parcel in 1913 was occupied by a two-story wood frame residence facing Sherman Avenue, also referred on the 1927 Sanborn Map as Dellwood Avenue (now closed). With the construction of I-95, Swan Street was visually divided from the subdivisions to the west creating the appearance of being more part of the Brooklyn neighborhood to the east and south. The Allen Chapel A.M.E. was organized in 1905 under the leadership of Reverend Enoch White, former porter and driver for the Harkisheimer Company (wholesale groceries). Originally located at 1226 Ives Street near the intersection of Ives Street and Harper Street, the church soon moved to a location on Bismarck Street (currently Ernest Street).¹

In June of 1923, the congregation purchased the current site at 1529 Swan Street. In September of 1924 under Pastor John Hurst, a building permit was issued to Allen Chapel A.M.E. Church for the construction of a one-story "stone" (concrete block) sanctuary. The 33'9" x 55' church had an estimated cost of \$4,000 and was built, according to the permit record, under the direction

¹ *Guide to Supplementary Vital Statistics From Church Records in Florida, Volume I.* (The Florida Historical Records Survey, Work Projects Administration, June, 1942), p. 243. In the *Guide to Supplementary Vital Statistics From Church Records*, it was identified as being the New Allen Chapel A.M.E. Church at 1529 Swan Street with founding date of 1913.

<https://www.allenchapeljax.org>.

Although not confirmed, the church was probably named after Richard Allen, the first ordained minister of the national A.M.E. Church. (Correspondence from Adrienne Burke to Cipeo Walker, Allen Chapel A.M.E. Church, December 10, 2017)

Correspondence from Cipeo Walker and Reverend Leslie Washington, Allen Chapel A.M.E. Church, to the Jacksonville Planning and Development Department, August 28, 2017.

of A.L. Burnett. However, the cornerstone on the church identifies the builder as A.L. Bennett who was listed as a millworker living at 1913 Enterprise Street (2607 West Beaver Street) in the 1929 City Directory. Because of the lack of financial resources, many of these early black churches, such as Allen Chapel A.M.E. Church, were built by the congregation under the direction of members with construction and design experiences. At least three members of the building committee listed on the cornerstone were skilled or experienced in the building trades. The three included Allen L. Bennett, Charles H. Gunter, and Arthur Bradley.²

With the end of Reconstruction and the establishment of state-sanctioned racial segregation, the church, as reflected by the Allen Chapel A.M.E. Church, became one of the most integral parts of the African American community in the South. In many cases, the church was the most significant social and cultural institution in the community providing important social unity and community organization. This situation was particularly evident in the Campbell Hill's area because of the lack of community facilities and being more physically isolated by railroads and the creek.³ Because of segregation, black churches many times were forced to play a larger role in providing needed services, particularly in education and welfare, to their communities.

During and immediately after the Civil War, many African American churches were formed in Florida which were usually independent community-based congregations usually organized by a lay minister. The first formal religious organization in Florida established by Freedmen under the umbrella of a national denomination was in June of 1865 when ex-slave, William G. Stewart, was appointed as pastor of Florida by the South Carolina Conference of the African Methodist Episcopal Church. Recognized as Florida's first ordained A.M.E. minister, Stewart was born a slave in Decatur County, Georgia in 1833. He was sold with his family to a new owner in Duval County. During the war, Stewart escaped to Beaufort, South Carolina which was under Union control. While living in South Carolina, he began religious training by ministers of the Methodist Episcopal Church. After becoming an A.M.E minister, he was appointed to work in Florida. The day after arriving on June 9, 1865, Reverend Stewart met with a group from a small settlement north east of Jacksonville known as Midway to organize the first A.M.E. church in Florida. Still located on its original site at 1456 Van Buren Street, Mother Midway A.M.E. Church is recognized as the "mother" of both the Florida Conference of the A. M.E. Church organized in 1867 and the East Florida Conference established in 1877. From this small beginning the A.M.E Church has grown to be one of the largest denominations in Florida.⁴

Over the years, Allen Chapel A.M.E. Church has drawn members not only from the Campbell's Hill area, but also from nearby neighborhoods. A few of these individuals included Reverend Enoch White, delivery driver; Allen L. Bennett, builder; Reverend John Hurst, minister; Charles H. Gunter, building laborer with house immediately next door to the church; John W. Wisc, operator of laundry business, Arthur Bradley, lather, and Darnell Phillips, one of the first black railroad firemen. Member, Benjamin F. Livingston, who operated a grocery store and billiard hall in Campbell's Hill, was the son of Benjamin F. Livingston, prominent Reconstruction era

² Jacksonville Building Permit Records, #671, 1924.

³ Ennis Davis & Adrienne Burke, Draft Designation Application – Allen Chapel A.M.E. Church, 2018.

⁴ *Jacksonville's Legacy, African-American Heritage, Jacksonville Historic People & Places*. (First Edition, City of Jacksonville, 2013), p. 38.

Larry Eugene Rivers and Canter Brown, Jr. *Laborers in the Vineyard of the Lord, The Beginning of AME Church in Florida, 1865 – 1895*. (Gainesville, Florida: University Presses of Florida, 2001) Pp. 24, 25 & 28.

politician from Jackson County. A grocer and skilled mason born in 1841, Livingston served as a Jackson County Commissioner (1868 – 1870 & 1874 – 1877), member of the Florida House of Representative, (1871, 1872, 1873, 1874 & 1875), as well as Marianna Postmaster (1880 & 1885) and Councilmember (1882 – 1884).⁵

Another relative was Dr. Smart Pope Livingston born 1872 in Marianna, Florida and moved to Jacksonville at the age of fourteen. Receiving a degree from Meharry Medical College in Nashville, Dr. Livingston practiced for a short time in Tennessee before moving back to Jacksonville. In 1912, he was appointed Assistant City Physician, a position he held for eleven years. As Assistant City Physician, Dr. Livingston was recognized for his heroic service during the deadly Spanish Influenza epidemic of 1918. After leaving his position with the City, he worked as the Medical Director of the Afro-American Life Insurance Company and for a time as the physician for the Jacksonville Traction Company that ran the extensive street car system in Jacksonville. Not only one of the founders of the Peoples Industrial Life Insurance Company, Dr. Livingston joined with his cousin, Dr. I.A. White, to open the successful Davis Street Drug Store. Dr. Livingston died in 1934 at his LaVilla residence and is buried in the Old City Cemetery.⁶

The design and construction of the Allen Chapel A.M.E. Church reflects an example of the Masonry Vernacular Style, which does not incorporate elements of any particular “high style”, and is usually the work of lay or self-taught builders using common masonry construction. With the spread of railroads, a variety of masonry products from different sources became available including not only bricks but also concrete block and hollow terra-cotta tile systems. Concrete blocks and decorative elements were molded to create different designs, textures and colors. Builders and architects were exposed to new masonry building styles and products through trade and architectural journals that were particularly widespread in the early 20th century. Because of the lack of financial resources, many of early black churches, such as Allen Chapel A.M.E. Church, were built and even designed by skilled builders and craftsmen aided by church members.⁷

Decorative concrete block in the construction of buildings reflected a brief period during the first three decades of the twentieth century when the use of ornamental block was extremely popular. The popularity of ornamental block grew from the availability of mailed ordered hand-operated block making machines that could produce on the average of 300 blocks per day. The machines

⁵ Ennis Davis & Adrienne Burke, Draft Designation Application – Allen Chapel A.M.E. Church, 2018. Canter Brown, Jr. *Florida’s Black Public Officials, 1867 – 1924*. (Tuscaloosa, Alabama: University of Alabama Press, 1998), p. 105. Jerrell H. Shofner, *Jackson County, Florida, A History*. (Marianna, Florida: Jackson County Heritage Association, 1985), pp. 300 & 321. An unusual celebrity to visit the church was Anita Bryant, popular singer and spokesperson for the Florida Citrus Commission from 1969 to 1979. She also initiated a national anti-homosexuality campaign during the 1970s. During that period, she gave a performance on November 10, 1978 with the First Baptist Church choir and orchestra at the Jacksonville Coliseum. While in town for the concert, she attended services on November 12, 1978 at the New Allen Chapel A.M.E. Church (Ennis Davis & Adrienne Burke).

⁶ Ennis Davis & Adrienne Burke

Joel McEachin – Dr. Smart Pope Livingston. Unpublished Paper (draft).

⁷ J. Randall Cotton, “Return to Concrete Block Houses”, *Old House Journal*, March/April, 1995, pp. 32-39. *The Historic Architectural Resources of the North Riverside Neighborhood*, pp. 82 & 83.

had interchangeable mold plates to replicate the appearance of different types of dress stone, as well as create decorative designs for belt cornices, friezes, and quoins. Placing different color aggregates into the mortar mixture such as coquina rock and colored glass many times enhanced the color and texture. Whether the blocks used in the construction of the Allen Chapel A.M.E. Church were handmade on site or purchased from a building materials supplier has not been determined.⁸

B Its location is the site of a significant local, state or national event.

It is the determination of the Planning and Development Department that the subject property at 1529 Swan Street, Allen Chapel A.M.E. Church, does not meet this landmark criterion.

C It is identified with a person or persons who significantly contributed to the development of the City, state or nation.

It is the determination of the Planning and Development Department that the subject property at 1529 Swan Street, Allen Chapel A.M.E. Church, does not meet this landmark criterion.

D It is identified as the work of a master builder, designer, or architect whose individual work has influenced the development of the City, state or nation.

It is the determination of the Planning and Development Department that the subject property at 1529 Swan Street, Allen Chapel A.M.E. Church, does not meet this landmark criterion.

E Its value as a building is recognized for the quality of its architecture, and it retains sufficient elements showing its architectural significance.

It is the determination of the Planning and Development Department that the subject property at 1529 Swan Street, Allen Chapel A.M.E. Church, does not meet this landmark criterion.

F It has distinguishing characteristics of an architectural style valuable for the study of a period, method of construction, or use of indigenous materials.

It is the determination of the Planning and Development Department that the subject property at 1529 Swan Street, Allen Chapel A.M.E. Church, does not meet this landmark criterion.

G. Its suitability for preservation or restoration.

In utilizing this criterion, it has been the practice of the Planning and Development Department to evaluate proposed landmarks based on evidence of significant exterior alterations that have negatively impacted character-defining features, as well as represent alterations difficult, costly, or impossible to reverse. Further, the degree and nature of any exterior deterioration, as well as the evidence of long term and potentially on-going neglect are also a factor in evaluating potential landmarks for their suitability for preservation or restoration. Not having any evidence of significant deterioration, the church has been well maintained over the years. The major

⁸ J. Randall Cotton, "Return to Concrete Block Houses", *Old House Journal*, March/April, 1995, pp. 32-39.

alterations of the original building include the application of a brick veneer on the front elevation, covering the original horizontal siding in the gable ends with a vertical panel product, and replacement of all the original windows with a more contemporary metallic windows with two over two sashes having horizontal muntins. The larger square window on the front elevation appears to be original or early to the building.

The most significant changes to the building were three additions, one with a large expansion. One addition, permitted in 2011, intersects the rear of the east side elevation at a forty-five degree angle before projecting out to the east.⁹ Permitted in 2014 or 2015, the second addition involved a continuation of the roof line of the 2011 addition to the north, as well as a small gable section projecting out from the east wall of the 2011 addition.¹⁰ The date of construction of the small shed roof addition at the rear corner of the west side elevation was not determined but was constructed sometime after 1970.¹¹ All of the additions were located on the rear corners of the side walls with the 2014 expansion projecting beyond the original north elevation. These additions are clearly differentiated from the historic section by a lower height. As a result, the original church building is still visually prominent. Both the east side additions, as well as, the small addition on the rear of the west elevation, cover sections of the original side elevations.

Even with near total destruction of the surrounding neighborhood, being located in an industrially zoned area with possible environmental contamination, and facing the threat of continued expansion of the adjacent interstate, Allen Chapel A.M.E. Church has been able to survive and even expand during its 94 years of service in the same building. Today, it is one of the few and the most significant physical remnants of the once vibrant neighborhood of Campbell's Hill.

RECOMMENDATION

Since the Allen Chapel A.M.E. Church is the sponsor of the designation, at least two of the seven criteria must be met. In reviewing the application, the Planning and Development Department has found the application to meet two of the seven criteria. Based on the findings of this report, the Jacksonville Planning and Development Department recommends that the Jacksonville Historic Preservation Commission **APPROVE** the designation of 1529 Swan Street, Allen Chapel A.M.E. Church, **(LM-19-01)** as a City of Jacksonville Landmark.

⁹ Jacksonville Building Permit Application, B-11-430697

¹⁰ Jacksonville Building Permit Application, B-14-604272

¹¹ Sanborn Map of Jacksonville, 1970, p. 68.

II.

DESIGNATION APPLICATION

**JACKSONVILLE HISTORIC PRESERVATION COMMISSION DESIGNATION
APPLICATION FOR LANDMARK OR LANDMARK SITE**

Jacksonville Ordinance Code, Sections 307.103 and 307.104

Landmark Designation No: LM-19-01

Site Name: Allen Chapel African Methodist Episcopal. Church

Site Address: 1529 Swan Street

Legal Description: CAMPBELL'S ADDITION TO LAVILLA, LOTS 2, 3, 6, 7, 8,
NORTH 25FT LOT 5 (EXCEPT PART IN STATE ROAD)
BLOCK 5.

Real Estate Assessment Number: 075439-0010

Panel Map Number(s): 228

Florida Master Site File Number (if available): 8DU12008

Property Owner: New Allen Chapel A.M.E. Church
1529 Swan Street
Jacksonville, Florida 32204-2025

Type of Ownership: Non-profit - Religious

Application Sponsored By: New Allen Chapel A.M.E. Church
1529 Swan Street
Jacksonville, Florida 32204-2025

Date of Construction: Original – 1924, Additions – Permitted 2011 & 2014

Original Architect:

Original Builder: A.L. Bennett - Supervisor

Period of Significance: 1924 - 2018

Historic Use: Church

Current Use: Church

I. HISTORIC AND PRESENT PHYSICAL DESCRIPTION OF THE LANDMARK OR LANDMARK SITE: ALLEN CHAPEL A.M.E. CHURCH.

Setting:

The Allen Chapel A.M.E. Church is located at 1529 Swan Street north of McCoy's Creek and west of South Myrtle Avenue. Coming west off South Myrtle Avenue, Swan Street terminates at North I-95 but continues west on the other side of the interstate. However, historically, Swan Street has always terminated at this point as indicated on the plat of Campbell's Addition to LaVilla and never connected to the west section of the street. Because of this termination, Swan Street appears not to be part of the Campbell's Hill area but more visually associated with the Brooklyn neighborhood to the south and east. The surrounding parcels to the south, north and east of the church are vacant except for a small concrete commercial building at the northwest corner of South Myrtle Avenue and Swan Street. **(Photos 1, 2, 3, 4, 5 & 6)**

Summary:

With its front or primary elevation facing south, the one-story L-shape church building is constructed of concrete block supported by a raised foundation. Covered with composition shingles, the original roof has gable ends on the front and rear elevations. A steeple projects out from the southwest corner of the building. In addition to the large gridded fixed square window on the front elevation, the remaining windows have predominately single vertically oriented openings. Probably originally having wooden double-hung sashes, the current windows are a more contemporary aluminum product with horizontal two over two sashes. In 2011 and 2014, additions were added to the rear of the east side elevation and to the rear or north elevation. In addition to window replacement and the additions, other alterations included applying a red brick veneer to the front elevation, as well as the application of more contemporary wood panels with a vertical board design in the gable ends. As late as the 1970s, a one-story wood frame residence was located immediately behind the church. Probably serving as a parsonage, the house has been removed leaving the rear yard vacant. **(Photos 7, 8 & 9)**

Description of the Front or South Elevation:

The dominant feature of the front elevation, which parallels Swan Street, is the square steeple that projects out from southwest corner of the sanctuary. Original to the building the majority of the steeple is constructed with concrete block which is capped with a projecting pent roof above which is a much smaller wooden section. Sheathed with contemporary wood panels with a vertical design, this smaller section is covered with another overhanging roof line that supports the pyramidal roof that projects above the primary roof line of the church. The pyramidal roof of the steeple is covered with composition shingles and capped with a cross. Centered within the four walls of the wooden section is a rounded louvered vent. Located in the south wall of the steeple is a central entryway accessed by concrete steps flanked on each side by a masonry cheek wall. The pair of panel style doors of the steeple is protected with a metal security door and covered by a fabric awning. **(Photos 10, 11, 12, 13 & 14)**

On the west side of the steps is a marker located immediately above the cheek wall.

Identifying the church as New Allen's Chapel A.M.E. Church, this marker list the builder, A.L. Bennett and the construction date of 1925. At the bottom of the marker is the name H.Y. Tookes, D.D. One of two students in the first graduating class of the Theological Seminary, Edward Waters College in 1914, Reverend Henry Y. Tookes became the Bishop of the Florida District of the A.M.E. Church in 1938. When the Allen Chapel A.M.E. Church was constructed, he was pastor of Mount Zion A.M.E. Church and became Presiding Elder of the North Jacksonville District of the A.M.E. Church from 1928 -1932 Under his administration as Bishop of the Florida district, Edward Waters College achieved accreditation while paying off a \$52,000 bonded indebtedness. In addition, the college was expanded by acquiring property and by the construction of the Henry Y. Tookes Library (\$25,000), a one hundred room women's dormitory (\$125,000), and construction of the J.M. Wise Stadium for \$50,000. During his tenure, the level of giving in the Florida district had raised the district from seventh to first within the entire denomination.¹ **(Photo 15)**

To the right of the steeple, the exterior wall of the front elevation, which steps back from the steeple, has a brick veneer above which is the gable end sheathed with wood paneling. Centered in the gable end is a round louvered vent with the name of the church positioned between the vent and the top of the brick veneer. The two pent roofs on the steeple, as well as the gable end of the front elevation, have narrow enclosed vinyl soffits. Slightly centered between the steeple and another entryway to the east end of the front elevation is the large fixed window with a grid composed of three rows each divided into four square panes. Setting on a sill made of brick headers, this window has colored glass panes which are protected by a metal grid. The primary entry way into the sanctuary, which is on the east end of the front elevation, has a pair of full light doors accessed with masonry steps framed on each side by a metal handrail and stepped cheek wall. This entryway is protected with metal security doors and covered with a fabric awning. To the right of this entryway is a stone marker placed near the east corner of the front elevation. The marker identifies the builder, A. J. Bennett and members of the building Committee. **(Photos 16, 17, 18, 19, 20 & 21)**

Description of the East Side Elevation:

The east side elevation is composed of the visible part of the original exterior wall of the sanctuary, as well as the south elevation of the addition that runs perpendicular from the rear corner. Evident on the original east wall of the sanctuary is another single doorway near the corner with the front elevation. A concrete ramp with a metal hand rail leading to the doorway provides handicapped accessibility to the sanctuary, as well as to the door on the south wall of the addition. The doorway is protected by a metal security door and covered with a canvas tent-style awning. To the north of the doorway are three evenly spaced single vertically oriented windows. Above the doorway and the three windows is

¹ *Gamma Rho Omega Chapter of Alpha Kappa Alpha Sorority, Inc.* History 1942 - 1990, unpublished document. *The National Negro Blue Book.* Florida Blue Book Publishing Company, Jacksonville, 1926.

Encyclopaedia of African Methodism, p.2.

Wayne W; *Jacksonville's Architectural Heritage Landmarks for the Future.* (Jacksonville, Florida: University of North Florida Press, 1989), p. 276.

a decorative cast stone band with a floral design. This band is located between the open rafter tails and the top of the doorway and windows. **(Photos 22, 23 & 24)**

The south elevation of the addition runs perpendicular to the original east side of the church. Near the intersection of the addition and the east side wall of the sanctuary is a doorway accessed by the same concrete ramp leading to the east entryway to the sanctuary. This entryway is also protected by a metal security door and covered with a canvas tent-style awning. To the south of the doorway into the addition are three vertically oriented single windows. The open space between the east wall of the sanctuary and the south wall of the addition to Swan Street is paved to provide a parking space near the ramp. The east elevation of the addition has no fenestration with the gable end sheathed with horizontal vinyl or metal siding. Visible on the north end of the east elevation of the addition is another addition that projects out towards the east. Covered by a gable roof, this addition has a single window centered in the east wall. This addition continues along the rear elevation and has four full height windows. **(Photos 25, 26, 27 & 28)**

Description of the West Side Elevation:

Running parallel to I-95 North, most of the original west side elevation, including the west wall of the steeple, is still visible and only particularly blocked by a small addition on the rear corner. Projecting out from the primary wall plane, the west elevation of the steeple has a single full height window. The remaining section of the west side elevation, which is recessed behind the steeple, has five full height single windows evenly spaced along the wall plane. Above the windows, including the one in the west wall of the steeple, is the same decorative band with a floral design, found on the east side elevation, that runs below the open rafter tails of the soffit. Between the second and third windows is an inoperative stove chimney in which approximately a fourth has been removed, probably done as part of a later re-roofing. At the rear corner of the west elevation is a small shed roof addition which has no fenestration. The shed roof is created by extending the roof line of the primary building. **(Photos 29, 30, 31, 32, 33 & 34)**

Description of the North or Rear Elevation:

Visible on the rear is the north elevation of the addition projecting out to the east. The main roof of the east side addition that faces south was extended north to cover the rear addition. Constructed of concrete block this addition has four full-height windows and enclosed soffits. Although not evident due to additions on both ends, the original rear elevation recesses at the corners. This recessed area reflects a one-story section that is lower than the main roof line of the sanctuary and covered by a separate front gable roof facing north. Although only three are still opened, the original rear elevation probably had four full-height windows. **(Photos 35, 36 & 37)**

The window towards the west corner of the rear elevation has been enclosed except for a very small rectangular window for ventilation purposes. The window towards the east elevation has been partially enclosed at the top. Both the gable of end of the lower rear section and the higher visible part of the gable end of the sanctuary are sheathed with vertical board panels. A small section of the original horizontal wood siding of the gable

ends are still visible, as well as the 6" x 1" tongue & groove boards of the original soffits. This same original wood sheathing was probably used on the original building. On the west end of the rear elevation is the small addition evident on the west side elevation. Constructed of concrete block this small addition has no fenestration and is covered by a shed roof created by extending the main roof line. **(Photos 38 & 39)**

II. HISTORIC, ARCHITECTURAL OR ARCHAEOLOGICAL SIGNIFICANCE OF LANDMARK OR LANDMARK SITE AS RELATED TO APPLICATION CRITERIA FOR DESIGNATION

Historic Context; Campbell's Hill and Honeymoon

Campbell's Hill and Honeymoon

For the purposes of this historic context, Campbell's Hill is generally located south of Dennis Street to McCoy's Creek and from the railroad tract east to South Myrtle Avenue. Honeymoon is south of Dennis Street to McCoy's Creek and from the railroad track west to Stockton Street. Although currently occupied by warehouses and vacant parcels, Campbell's Hill along with Campbell's Addition to LaVilla and Johnson's Subdivision of the Hull's Tract at one time functioned as a vibrant African-American neighborhood. These three subdivisions are identified collectively at times in this historical context as the Campbell's Hill area. One of the two twentieth century subdivisions that constituted Honeymoon, Seewald's Subdivision, had a residential component for a time with the other, the Plat of R. T. Heselton's Part of West Honeymoon always having warehouses and vacant parcels.

With the transfer of Florida back to Spain in 1784, the Spanish government continued the liberal land grant policy initiated during the British Period (1763-1783). Contrary to official policy elsewhere in the Spanish Empire, the crown allowed non-Catholics to settle in Florida in order to populate and develop the vast territories of East and West Florida. It was during this period that the earliest recorded ownership and settlement of property in the LaVilla area was first documented. In 1801, John Jones received a Spanish land grant of 350 acres defined as a triangular tract-stretching north from the mouth of McCoy's Creek. This same parcel was re-ceded to Isaac Hendricks by the governor of Spanish East Florida in 1804, and confirmed by the land commissioners in 1819.² By the time the property was deeded as a gift to Catherine Hendricks, the wife of Isaac Hendricks, the parcel has been expanded to 500 acres bounded by McCoy's Creek to the south, the Taylor Grant to the east, and public lands to the north and west. In 1831, the tract came under the ownership of Rebecca Jones, later the wife of Calvin Reed, who divided the property into two separate tracts. After a series of owners, both tracts came under the ownership of Reverend James McDonald, the pastor of the Baptist Church in

² T. Frederick Davis, *History of Jacksonville, Florida and Vicinity 1513 -1924*. (St. Augustine, Florida: The Record Company), pp. 42 – 44.

Pleasant Daniel Gold, *History of Duval County, Florida*. (St. Augustine, Florida: The Record Company, 1928), p. 87.

Jacksonville.³

After acquiring the property in 1842, McDonald sold 150 acres in 1851 to Reverend Joseph S. Baker, who later in that same year acquired the remaining 350 acres. Reverend Baker had succeeded Reverend McDonald as pastor of the Baptist Church. According to early Jacksonville historian, T. Frederick Davis, J. McRobert Baker, the son of Reverend Baker, remodeled the existing farmhouse constructed by Reverend McDonald, and named the new plantation, LaVilla. He later built a school on the property called the LaVilla Institute that closed with the outbreak of the Civil War. Founded in 1838 by Reverend McDonald, the Baptist Church moved from downtown to LaVilla, and built a brick church along present day North Myrtle Avenue between West Adams Street and West Duval Street. A small burial ground adjacent to the church was donated by founding member, Elias G. Jaudon.⁴

By the end of the 1850s, Jacksonville was entered by at least four roads and a railroad with all but one cutting across present day LaVilla. Three of these roads probably existed much earlier. Dating from the British Period, the northern section of the Kings Road entered downtown from the northwest following present day West Beaver Street before cutting diagonally to West State Street. Over time, the Kings Road became generally recognized as the northern boundary of LaVilla. The Panama Road connected the small community of Jacksonville with Panama Mills at the mouth of the Trout River. The Panama Road ran west of present day North Main Street and crossed Hogans Creeks before entering the town between present day North Main Street and North Ocean Street.

The Alligator Road entered downtown around the present route of West Monroe Street eventually turning more to the southwest.⁵ In the early 1850s, a group of local investors began developing a plank road that would connect Jacksonville with Alligator (Lake City) and eventually running to Tallahassee. Incorporated by action of the state legislature in 1851, the Jacksonville and Alligator Plank Road Company was controlled by Steven D. Hernandez, Isaiah D. Hart, and Charles Burns. The route of the proposed toll road was to go by Hart's Paradise Plantation near Marietta. However, only eight miles were completed before the opening of the first railroad in 1860 resulted in the project being abandoned. The Old Plank Road followed West Church Street from downtown and eventually connecting with the Kings Road that ran to the northwest.⁶

³ Ibid.

⁴ Belton S. Wall, Jr. *A Tale to be Told, The History of the First Baptist Church, Jacksonville, Florida, One Hundred and Sixty Years – Downtown*. (Jacksonville, Florida: First Baptist Church, 1999), pp. 18-21.

Joiner, Edward Earl. *A History of Florida Baptist*. (Jacksonville, Florida: Convention Press, 1972), pp. 25-26, 49-51.

James C. Bryant. *James McDonald, Missionary to East Florida*. Address to the Florida Baptist Historical Society, Stetson University, Deland, Florida, May 5, 1984, pp. 1 – 9.

⁵ Ibid.

⁶ Davis, pp. 325, 114 & 115.

Gold, p. 124.

Florida Times Union, January 21, 1912, p. 4.

The name, Plank Road, referred to its construction using partially buried logs placed across the road bed. Also referred to as a corduroy road.

In 1859, Jacksonville's long association with the railroad industry began under the leadership of Dr. Abel Baldwin and a group of Jacksonville investors who received a charter to build a railroad from Jacksonville to Alligator (Lake City). Work on the railroad started in 1857 and was officially opened in March of 1860 as the Florida, Atlantic, & Gulf Central Railroad. Passengers on this railroad were served by a simple uncovered platform near the intersection of West Adams Street and Clay Street which later became the eastern boundary of LaVilla.⁷ After the Civil War, the depot moved to the foot of North Julia Street. During the Civil War, the Florida Atlantic & Gulf Central Railroad was significantly damaged by military actions in the west part of Duval County.

During the Civil War, Jacksonville was occupied four times by Union troops resulting in the city being for the most part abandoned and significantly destroyed. Much of the military action near Jacksonville during the war occurred in the west part of LaVilla that was strategically connected to the interior of the state by the Old Plank Road, the Alligator Road, the Old Kings Road and the Florida, Atlantic & Gulf Central railroad.⁸ During the first and second occupations of Jacksonville by Federal troops, April, 1862 and again in October of 1862, fighting was mainly limited to small skirmishes and isolated attacks on Federal pickets in Jacksonville by Confederates working out of Camp Finegan. Identified as being along the railroad line some eight miles from Jacksonville, Camp Finegan, which was a linear fortification, extended from the railroad near present day Marietta south to Lenox Avenue near the site of Miles Price's Gravely Hill Plantation. Camp Finegan guarded the railroad as well as travel along the Alligator Road (route of Lenox Avenue) and water access from tributaries of the Cedar River. The camp was named after Confederate General Joseph Finegan, who was in charge of military operations in Florida and used the site for headquarters on several occasions.⁹

During the third occupation of Jacksonville in March of 1863, most of the Federal units were composed of African American soldiers. Following the announcement of the Emancipation Proclamation on January 1, 1862, President Lincoln approved the recruitment and training of blacks from both the North and occupied parts of the South to serve in the Union forces. Hundreds of slaves and freemen sought refuge with the Federal troops that occupied many coastal towns and communities such as Fernandina, St. Augustine, Batten Island, and Mayport. Many of these refugees were recruited and sent for training in Beaufort, South Carolina in the fall of 1862. Three regiments were formed by Major General David Hunter from these volunteers including the 33rd, 34th, and 21st Regiments of the United States Colored Troop (USCT) The three regiments included more than a thousand men from Florida.¹⁰ These recruits became part of the First South Carolina Colored Infantry organized by Massachusetts abolitionist

⁷ Davis, pp 341 – 342,

⁸ Davis, pp. 341-342.

⁹ William M. Jones. *A Report on the Site of Camp Finegan, A Confederate Stronghold, Duval County, Florida*. Unpublished, 1959, pp. 6 & 7.

Richard A. Martin & Daniel L. Schafer, *Jacksonville's Ordeal By Fire, A Civil War History*. (Jacksonville, Florida: Florida Publishing Company, 1984), p. 35.

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¹⁰, Daniel L. Schafer, *Thunder on the River, The Civil War in Northeast Florida*. (Gainesville, Florida: University Presses of Florida,) p. 132.

and Unitarian minister, Thomas Wentworth Higginson. By the end of the war, an estimated 450 slaves from Northeast Florida served in the Union army, with twenty-six from Jacksonville serving in a single company of the First South Carolina.¹¹ Other Federal units composed of African American recruits under the command of white officers were soon formed and saw action not only in Florida but also in other parts of the South.¹²

Several of these units were involved in military actions in and around Jacksonville during the third and fourth occupations. The 35th USCT was organized in mid-1863 predominately with recruits from coastal North Carolina and Virginia and was under the command of Colonel James Beecher, the brother of noted author, Harriet Beecher Stowe. Under Captain Charles W. Fribley, the 8th USCT was formed between September, 1863 and January of 1864 at Camp William Penn near Philadelphia. The most well-known black troops were the 54th Massachusetts organized in early 1863 predominately comprised of free blacks from the north. The 54th was widely known for their gallant but unsuccessful attack against the Fort Wagner Battery near Charleston that resulted in a loss of 250 soldiers along with their commander, Robert Gould Shaw. At the time of their later service in the Florida, the 54th was composed of 510 officers and men under Edward N. Hollowell from Medford, Massachusetts.¹³

During the fourth occupation, Union troops attempted to cut the critical Confederate food supply coming from central and southern Florida, but were stopped at the Battle of Olustee in February of 1864. After Olustee, defensive preparation became more urgent and extensive, turning LaVilla into an armed camp for the rest of the war and continued on into the period of military occupation that ended in 1868. After clearing a firing range of 1,000 feet, the troops began constructing an extensive stockade composed of logs sharpened at the top. In front of the stockade was a 12-foot moat fronted with rifle pits. Beyond the moat was entanglements of telegraph wire to stop cavalry attacks. The defensive wall which stretched from the marshes of McCoy's Creek east to Hogans Creek, was fortified with twenty to forty guns including heavy artillery located in several redoubts.

Five entryways into the city were protected by three additional fortifications located outside of the defensive wall. These additional defensive works included Fort John P. Hatch, Fort General John Foster, and Fort Colonel Charles Fribley, as well as the Sammons Redoubt and Battery Myrick. One of these defensive works, Fort Foster, was located in Brooklyn near the present intersection of Magnolia and Jackson Streets. These fortifications protected the railroad, Black Creek Road (Alligator), the Plank Road, and the Old Kings Road. The main gate was at present day North Davis Street and West Adams Street, with the others at North Pearl Street and West Ashley Street, West Beaver Street at North Main Street, East Adams Street at North Washington Street, and at East Bay Street and Water Street. Entering the city from the north, the Panama Road was protected by the Redoubts McCrea and Reed and

¹¹ Ibid, p. 141.

¹² David J. Coles, *"They Fought Like Devils", Black Troops in Florida During the Civil War.* Mark I. Greenberg, William Warren Rogers, and Canter Brown, Jr. Editors, *Florida's Heritage of Diversity, Essays in Honor of Samuel Proctor.* (Tallahassee, Florida: Sentry Press, 1997), pp. 29 – 33.

¹³ Ibid.

Battery Hamilton¹⁴. Another un-named fortification, located near the Old City Cemetery, was connected to the stockade by a corduroy road.¹⁵

As the war was winding down, refugees, particularly slaves, began to flock to the city seeking food, shelter, and protection. In exchange, many of the refugees were put to work repairing the fortifications and other public facilities, as well as keeping the line of fire clear in front of the defensive wall. Copies of the Emancipation Proclamation were posted all over the city. A Federal census in the summer of 1864 counted 937 civilians with 557 over fifteen and 377 children. With the destruction of much of the town during the four occupations, available, living space was so limited that many refugees were forced to seek shelter in stables and barns with some making their home in empty and abandoned magazines found in the defensive wall.¹⁶ . With the rapid growth of Jacksonville during the 1870s and a significant shortage of houses, Brooklyn to the south of LaVilla, began to grow taking on the residential racial division that characterized the community well into the twentieth century.¹⁷

These early African-American residents of LaVilla and Brooklyn probably migrated to Jacksonville during the 4th Federal occupation of the city or shortly after the Civil War in order to take advantage of employment and housing opportunities, as well as the assistance and protection of the Freedmen's Bureau. Other early residents were probably Union veterans who stayed in the area after being mustered out of service. An early reference to their presence in Brooklyn is made in the *Abstract of Title to Riverside Property of the Indian River Association* (c.1902, p.15) which described the property sold to Edward M. Cheney in 1868, as being *South and West of the encampment and adjacent to the garden cultivated by the soldiers*.

Another reference to the military presence in the area is found in the diary of engineer and surveyor, John Francis Patch LeBaron. On January 5, 1869, he wrote, "*I walked down by the military camp today. It is situated in the southern outskirts of the place [Jacksonville] on the bank of the St. Johns River (as is the city also). It is altogether the pleasantest part of the place. The land is higher, presenting quite a bluff on the river. Where is, I think about 200 men stationed here and quite a village has grown up around the barracks, probably composed mostly of soldiers' families*".¹⁸ Most of these early black families in Brooklyn and LaVilla lived in small predominately one-story rental houses, a pattern that continued well into the twentieth century. The black population in Brooklyn historically was concentrated to the west of Riverside Avenue and south of McCoy's Creek.

¹⁴ Ibid, p. 212.

Schafer, *Thunder on the River, The Civil War in Northeast Florida*.

Ibid, p. 6.

¹⁵Ibid, p. 304.

¹⁶ Ibid, pp. 242 – 256.

Ibid, pp. 224 – 227.

¹⁷ Urban Core Survey Phase II, p. 6.

Map of Brooklyn AJ – 723, June, 1869, Price's Map of Brooklyn, October 9, 1882 & Part of Brooklyn Extension (183 AJ) north of Forest Street.

¹⁸ *Diary of John Francis Patch LeBaron*, 1869. Typewritten copy – Florida & Genealogy Collection, Jacksonville Public Library. Noting its elevation, the property described by LeBaron was probably Brooklyn.

On the south side of McCoy's Creek was an 800-acre parcel that was originally the old Frances Richard land grant. Acquiring the property in 1801, Philip Dell developed a plantation on his property that stretched for two miles along the St. Johns River southwest from McCoy's Creek. The area was called "Dell's Bluff" because of the sixteen-foot high elevation along the river. After a series of different owners, "Dell's Bluff" came under the ownership of Miles Price. Originally from Screven City, Georgia, Miles Price and his family settled at Gravely Hill Plantation in the southwest part of Duval County.¹⁹ Price sold the south five hundred acres of the tract in May of 1868 to newspaper publisher, Edward M. Cheney who was acting in trust for New England railroad magnate, John Murray Forbes. Purchased for \$10,000 in gold, Forbes had the property platted and named Riverside. That same year, Price platted the remaining three hundred acres to the north as Brooklyn. Ironically, it is assumed that Price, a Confederate veteran, gave it the unlikely name of Brooklyn, but still honored his southern sentiments by naming two streets after Confederate General Stonewall Jackson.²⁰

After the Civil War, Reverend Baker sold his LaVilla tract to Francis F. L'Engle and other white owners who subdivided and incorporated the Town of LaVilla in 1869. A member of one of Jacksonville's prominent families that over time included members of the L' Engle, Daniel, Fleming, Stockton and Barnett families, Francis F. L'Engle, who had been purchasing property in LaVilla since before the Civil War, leased for ninety-nine years ¼ acre plots to forty-one freedmen in 1866. By 1870, the population of LaVilla had swelled to 1078 with over seventy-seven percent being African American.²¹ Since the majority of these new LaVilla residents were originally from Florida, they began developing a social network based on kinship, previous friendships, shared military service and worship. These African American residents were primarily employed in unskilled day labor at the docks, sawmills and railroads or did domestic work. However, within a few years, several black owned businesses and professions were established in the neighborhood.²²

Being a majority population, African American males were to play a significant role in the political life of LaVilla. The move to incorporate LaVilla as a separate town in 1869 was initiated by Francis L'Engle and other white property owners. Their initiative may have been motivated by the fear of future expansion into LaVilla by the Republican controlled government in Jacksonville. The first elected government for the Town of LaVilla in 1871 included Frances L'Engle as mayor, and four whites as council members. However, African American males were elected as Town Marshall, Tax Collector, Tax Assessor, as well as five serving as Aldermen. Based on surviving records for the Town of LaVilla (1869 – 1887), two African Americans, Mitchell P. Chappelle (1874-1876) and Alfred Grant (1876-1877) were elected mayor. During this same period, six African American males served as Town Clerk, two as Tax Assessor, three as Tax Collector, one as Town Treasurer, four as Town Marshall, and thirty-six as Councilman. Other African Americans were appointed to perform municipal duties such as police officer,

¹⁹ *Abstract of Title to Riverside Property of the Indian River Association*. Drew Company, Undated (c. 1902). Wayne W. Wood, *Jacksonville's Architectural Heritage, Landmarks for the Future*. (Jacksonville, University of North Florida Press, 1989), p. 107.

²⁰ George Hallam, *Riverside Remembered*. (Jacksonville, Florida: Drummond Press, 1976), p.7.

²¹ US Census of 1870.

²² Patricia Drozd Kenney, *LaVilla, Florida 1866 – 1887: Reconstruction Dreams and the Formation of a Black Community*. Thesis – Graduate School of the University of Florida in partial Fulfillment of the Requirements for the Degree of Masters of Art, 1990, p. 2.

lighting street lamps, and trash removal.²³

The part of the old Hendricks land grant to the southwest of LaVilla and northwest of Brooklyn that constitutes Campbell's Hill and Honeymoon was first associated with the plantation of Colonial Lucius Augustus Hardee. Colonel Hardee was a man of strong convictions on many matters who was never hesitant to share them. At different times in his life, Colonel Hardee was a cotton planter and broker; served as an officer during the Third Seminole War and Civil War; an early proponent of the concussion theory for ending yellow fever epidemics, operated a well-known and successful citrus nursery, as well as active in the Florida Democratic party and was a prolific writer of articles and letters to the editor on a variety of issues. Colonel Hardee was dedicated to the southern cause and remained a diehard Confederate to the end of his life in 1885. Born in Camden County, Georgia on May 18, 1827, Colonel Lucius A. Hardee was the son of Thomas Ellis Hardee, a veteran of the War of 1812, and the nephew of Confederate Brigadier General William J. Hardee, a West Point graduate who wrote *Hardee's Tactics or Manual to Arms* still used at the academy. After moving to Jacksonville, Lucius Hardee commanded a company of local volunteers during the Third Seminole War (1855 – 1858) after which he received the honorary title of colonel.²⁴ In 1853, Colonel Hardee married Esther A.C. Haddock whose family owned several large parcels west of Downtown and north of McCoy's Creek. On a piece of this property, Colonel and Mrs. Hardee established a plantation called *Rural Home* which was located approximately one mile from the Jacksonville Terminal at West Bay Street and Lee Street. Primarily growing long staple cotton at *Rural Home*, Colonel Hardee also became a cotton broker associated with his uncle's firm, Noble A. Hardee, Son and Company in Savannah, Georgia.²⁵

With the growing secession crisis, Colonel Hardee, a radical supporter of the Southern cause, organized a volunteer cavalry in late 1860 which was composed of 100 men, with half being under the age of 18. Named the Duval Cowboys, Captain Hardee announced that the volunteer unit would be available for service to the first state to secede. However, with the rapid secession of Southern states following South Carolina, the Duval Cowboys remained in Florida and were later mustered into Confederate service as Company F of the 3rd Florida Regiment in August of 1861. Assigned to set up a battery on Talbot Island in June of 1861, the first war-related causality in the area occurred on June 22, 1861 when a cannon exploded killing one of the

²³ In his autobiography, James Weldon Johnson credited Jacksonville's reputation as a good town for blacks from the strong sense of *nobles oblige* provided by members of the city's leading families that included L'Engle, Daniel, and Hartridge. Johnson, p.45, Kenny, Thesis, p. 49.

The first officials of the Town of LaVilla included Frances F. L'Engle, Mayor; Frank Andrews, marshal; R.R. Rushing, clerk; William P. Braddock, assessor; and Samuel Spearing, tax collector. The first city council included Thomas L. Grant, Peter Morrison, Eli Fretwell, Frank Smith, Noah Henderson, and Robert Hall.

The *LaVilla Town Council Meeting Book* is part of the records maintained by the City Council Secretary's office, 4th Floor, City Hall at the St. James Building, 117 West Duval Street, Jacksonville, Florida.

²³ Canter S. Brown, Jr. *Florida's Black Public Officials*. (University of Alabama: Tuskegee, Alabama,) p. 50.

²⁴ Schafer, *Thunder on the River, The Civil War in Northeast Florida*. p. 33.

Martin & Schafer, *Ordeal By Fire, A Civil War History*. p. 35.

²⁵ James C. Craig, "Colonel Lucius Augustus Hardee and Honeymoon Plantation", *Papers of the Jacksonville Historical Society*, Volume III, 1954, pp. 60 – 61.

A mile from the Jacksonville Depot would probably place the location of his plantation in the general area of Dennis Street and Stockton Street.

Cowboys. By 1862, Captain Hardee's company had relocated to the battery at St. Johns Bluff where they remained until the approach of a Union fleet at the mouth of the river in March of 1862. In May of 1862, Hardee was succeeded by his neighbor, Company Albert Drysdale, as commander of the Duval Cowboys.²⁶

Returning home with the end of the war, Colonel Hardee found his plantation destroyed and his slaves freed, leaving him very limited financial resources to rebuild and support his family. Even in dire straits economically, Hardee refused to take an oath of allegiance to the United States which would have freed up his share of reparations paid by the Federal government for the war-time destruction of the Noble A. Hardee, & Son warehouse in Savannah. During Reconstruction, Colonel Hardee often found himself in trouble with Federal officers due to frequently expressing public and loud opposition to Federal occupation. On one occasion, a northern acquaintance asked, "*Colonel Hardee now that you have no slaves to sell, what are you doing for a living?*". Hardee quickly replied, "*I am selling dam Yankees*".²⁷

Taking advantage of business opportunities produced by the booming city during Reconstruction, Colonel Hardee soon recovered from his financial losses. He constructed a stately new "colonial style" residence on the *Rural Home* site that was three-stories in height and had wide porches on the first and second stories. The lavishly landscaped estate was designed in the form of a wheel with the house serving as the hub. The first guest at the new house was Esther Hardee's brother, William Haddock who came to visit with his new bride. In honor of the newlyweds, Colonel and Mrs. Hardee named the new estate, *Honeymoon*.²⁸

The highly personable Colonial Hardee welcomed a constant stream of visitors to *Honeymoon*. Although having strong Confederate sentiments, Colonel Hardee invited noted author and seasonal resident, Harriet Beecher Stowe, to visit his estate. Visiting in early May of 1873, Mrs. Stowe was quite impressed with his citrus nursery, as well as the wide variety of plants and fruit trees he was cultivating. Many of these plants and fruit trees were not common in the South and were cultivated experimentally to see how they perform in the warmer environment. She also noted that many of the workers were his former slaves who were employed by him after emancipation.²⁹ Some of the visitors to *Honeymoon* were total strangers. The large kitchen building, which was detached from the house, had four rooms, an ironing room, cooking room, tool room, and "tramp room". The "tramp room" was always open for use by drifters traveling through the area. One of these "tramps" turned out to be a talented German musician who Colonel Hardee arranged to be the organist for the First Presbyterian Church, as well as provided him a studio to give private music lessons.³⁰

Colonel Hardee is also recognized in local history for his championing the "concussion theory" to eradicate yellow fever outbreaks. Although the use of concussion to end yellow fever

²⁶ Schafer, pp. 33 & 39; Craig, pp. 61 – 62.

²⁷ Richard A. Martin, *The City Makers*. (Jacksonville, Florida: Convention Press, Inc., 1972), p. 94.

²⁸ Craig, p. 63.

William H. Haddock served as a 1st Lieutenant in the 3rd Florida Infantry, Company F with his brother, Joseph reaching the same rank in the 2nd Florida Calvary, Company K. Both are buried in the Old City Cemetery.

²⁹ Harriet Beecher Stowe, *Palmetto Leaves*. The One Hundred Twenty-Fifth Anniversary Edition published in 1998 by the Mandarin Community Club.

³⁰ Craig, pp. 65 – 66.

epidemic was used in South America in 1851 and New Orleans in 1853, “Hardee’s Theory of Concussion” was printed in several Southern newspapers in 1869. In the articles, Colonel Hardee claimed that the concussion from cannons combined with sulfuric acid, gas, and ozone, and mixed with the gunpowder from the charge would destroy the microbes causing the deadly illness. The development of the “Concussion Theory” has been attributed to both Hardee and Mrs. H.K. Ingram of Nashville. Having a strong medical interest, Mrs. Ingram noticed in 1873 that blacks would ignite a small amount of gunpowder on a metal shovel blade to kill mosquitoes in a room. Realizing the potential for killing even smaller life forms that may cause various illnesses, she took the basic concept and wrote a paper, “Atmospheric Concussion as a Means of Disinfection” that she presented at a meeting of the American Association for the Advancement of Science in 1877, the first woman to address this prestigious group.³¹

With the outbreak of yellow fever in 1877, Colonel Hardee was able to convince the Board of Health to allow him to test his “concussion theory”. In the muck of the notorious “pond” located immediately west of downtown in LaVilla, Colonel Hardee ignited four explosions each using 50 pounds of gunpowder. Following the explosions at 7:00 PM, he commenced firing a cannon with 1 ½ pound charges every two minutes starting at 8:00 PM and going on into the night. Colonel Hardee was reportedly satisfied with the results; however, the epidemic was not officially declared over until the first freeze in late November and early December. At least one citizen was not supportive of the “concussion theory” and spiked Colonel Hardee’s personal cannon (12 pounder). With the outbreak of a more severe epidemic in 1888, the use of concussion was tried again during the height of the fever using artillery from a local company, Wilson’s Battery, supported by additional pieces manned by Federal troops stationed in St. Augustine. The use of concussion did not prove effective, with the yellow fever epidemic continuing unabated until the temperature dropped below 32 degrees on November 25.³²

In addition to being a strong advocate for a direct steamship line operating between Jacksonville and New York, Colonel Hardee was a leader in the formation of the Orange Growing Association of Florida and the Duval County Agricultural Society. Serving as state chairman of Democratic Party, Colonel Hardee was encouraged to run for governor, but decline due to war-related health issues. Colonel Hardee was a part owner of the Everett Hotel and other valuable properties around the city, which he lost as a result of bad investments. A year after the colonel’s death in 1885 from malaria, the Honeymoon plantation house was destroyed by fire.³³

Chartered in 1875 with construction initiated in 1883, the Jacksonville, Tampa, & Key West Railroad connected Jacksonville with Palatka. Primarily owned by wealthy coal operator, Robert H. Coleman from Cornwall, Pennsylvania, the Jacksonville, Tampa & Key West Railroad was extended from Jacksonville to Sanford, Florida by 1886 where it connected with the South Florida Railroad. This link connected Jacksonville directly with Tampa. Going into receivership, the Jacksonville, Tampa & Key West Railroad was acquired by the Plant Investment Company in April of 1899 and became part of the Savannah, Florida & Western Railroad. The Plant Investment

³¹ Webster Merritt, *A Century of Medicine in Jacksonville and Duval County*. (Gainesville, Florida: University of Florida Press, 1949), pp. 113 & 114.

³² Merritt, pp. 113, 114, 156; Martin, *The City Makers*, pp. 229 & 295.

³³ Craig, pp. 66 & 67.

Colonel Hardee is buried in the Old City Cemetery.

Company had previously purchased the South Florida Railroad, and was now in control of a trunk line that ran from the north, through Jacksonville to Tampa. After Plant's death, the Savannah, Florida & Western Railroad was consolidated as part of the Atlantic Coast Line Railway in 1902.

³⁴

Cutting north through West Lewisville (Mixontown), the Jacksonville, Tampa & Key West Railroad crossed McCoy's Creek in the vicinity of Goodwin Street entering the Honeymoon Subdivision where the company constructed shops including a roundhouse in the area of the current intersection of Swan and Watts Streets. To the east of the Honeymoon Subdivision and north of Campbell Hill, four different railroads merged at the LaVilla Junction before continuing east to LaVilla and downtown Jacksonville. The four railroads included the Western Division of the Florida Railroad & Navigation Company (the old Florida, Atlantic, and Gulf Central Railroad), the Jacksonville, Tampa & Key West Railroad, the Savannah, Florida & Western Railroad, and the Fernandina and Jacksonville Railroad. The growth of the railroads and the development of LaVilla Junction resulted in the area north of current Dennis Street north to West Beaver Street and both sides of North Myrtle Avenue on the east to west of McDuff Avenue becoming occupied more by warehouses, factories, tracks & spurs and railroad maintenance facilities.³⁵

Soon after the Civil War, properties that included Campbell's Hill and Honeymoon were being subdivided. These properties were predominately owned by members of the Haddock and Hardee families who were related by marriage. Nearly all of the subdivision that constitute Honeymoon and Campbell Hill were platted before 1901. One of the earliest subdivisions was Honeymoon which was a plat of part of the Haddock estate. Platted in 1868, this subdivision ran from Fleming Street north to the track of the Florida, Atlantic and Gulf Central Railroad and from Grape Street to the east side of Plum Street. Both Grape and Plum Streets no longer exist. Never developed for residential use, all of the streets constituting the grid for the Honeymoon Subdivision have been closed and abandoned in order to accommodate railroad related uses. However, the plat did note properties owned by Baya & Pace, Shearer, Horatio Bisbee and Dr. Richard R. Daniel.³⁶

Between Fleming Street and McCoy's Creek was a 20.70 - acre parcel deeded to John B. Spencer in 1866. The Spencer Tract, which became divided by the Jacksonville, Tampa, and Key West Railroad, was later the site of the Gress Manufacturing Company on the east side of the track and the property of the Atlantic Coastline Railroad on the west. The smaller parcel that was owned by the Atlantic Coastline Railroad was probably the site of the earlier

³⁴ Environmental Services, Inc. *The Historic Architectural Resources of the North Riverside Neighborhood in Jacksonville, Duval County, Florida*. (Jacksonville, Florida: 2004), pp. 29, 31, 32, 33 & 34.

Gold, pp. 186 & 457;

Davis, p 348.

George W. Pettengill, Jr. *The Story of Florida Railroads*. Bulletin No. 86, The Railway and Locomotive Historical Society, The Southeast Chapter. (Jacksonville, Florida, May, 1998), pp. 7 -12.

³⁵ Ibid.

³⁶ Honeymoon Subdivision, 1868, Archibald Map Book, p. 111.

Dolph-Steward Lot and Block Atlas of Jacksonville, Florida. (New York: Dolph & Stewart, 1942), pp. 17 & 18.

maintenance yard of the Jacksonville, Tampa, and Key West Railroad.³⁷ The Gress Manufacturing Company operated a planing mill that fronted 1,500 feet along McCoy's Creek.

The planing mill probably served the large Gress Sawmill established along McGirts Creek in 1912 on the current site of the Sadler Point Marina, Lakeshore. In addition to the sawmill and associated buildings and lumber yards, the mill housed African American workers and their families in nearby cottages constructed on the current site of the Roosevelt Shopping Center. A later account of the Morgan Sawmill and adjacent worker houses described a community of twelve to fifteen families living in single and double shotgun houses. Typical of the period, the sawmill community was served by a company store.³⁸ The logs may have been floated to the sawmill after being unloaded into McGirts Creek by a tram line served by a small locomotive. The tram line was operated by the Heiber Turpentine and Timber Company that controlled over 70,000 acres stretching from Fish Pen Creek to Maxville.³⁹ Reportedly, the mill was destroyed by fire and had closed down by 1955.⁴⁰

Born in 1875 in Jesup, Wayne County, Georgia, Morgan V. Gress was the son of wealthy lumber man and former state representative, George Valentine Gress. Reportedly related to Margaret Mitchell, author of "Gone With The Wind". George Gress's elaborate residence was the model for Tara, famed plantation of Scarlett O'Hara. In addition, George Gress purchased the large cyclorama painting of the Battle of Atlanta which he donated to the City of Atlanta, as well as provided housing in Grant Park to display the country's largest painting, 42 feet in height and a circumference of 358 feet. Reportedly disinherited by his father for marrying Georgia native, Eugenia Stephens, Morgan V. Gress left his father's employment to start his own wholesale lumber company in Lakeland, Georgia which he moved to Jacksonville in 1907.

Residing in Riverside, Morgan V. Gress became a respected member of the community and was involved in numerous causes including chair of the executive committee of Duval County's three liberty loan drives during World War I; Red Cross Drive in 1918; served on the Citizens Memorial Committee of Jacksonville which spearheaded a drive to erect a monument to honor soldiers and sailors from Florida that died during World War I; campaign member for the Community Chest drive in 1924 – 1927; headed Citizens Committee in 1923 & 1924 for raising funds to support St. Vincent's Hospital, as well as served as a member of the executive committee for St. Luke's Hospital. Morgan V. Gress died in 1961 and is buried in Evergreen Cemetery.⁴¹

³⁷ Ibid.

<https://www.metrojacksonville.com/article/2012-nov-lost-Jacksonville-McCoys-Creek>

³⁸Rosalie Cates, "Westside – Logging Trails", *Bargain Finder*, Volume 1, Issue 11, April 26, 1988, p. 2.

³⁹*Bargain Finder* newspaper, article by Rosalie Cates, February 16, 1988, Vol.1, issue 1.

⁴⁰*Florida Times Union*, "Ortega Has Rich History", November 21, 1999. In this article, longtime resident Grace Rogers referred to the mill as being operated by the Gress Lumber Company.

Curtis Johnson – Oral Interview – August 20, 2007.

<https://www.metrojacksonville.com/article/2012-nov-lost-Jacksonville-McCoys-Creek>

⁴¹ W.T. Cash, State Librarian, *The Story of Florida, Volume III*. (New York: The American Historical Society, Inc., 1938), p. 383.

Gold, p. 506.

[Http://www.findagrave.com/memorial/78027524/morgan.valentine.gress](http://www.findagrave.com/memorial/78027524/morgan.valentine.gress).

To the southeast of the Honeymoon Subdivision, are three plats that constitute the property known as Campbell's Hill. The namesake for the neighborhood is the Campbell's Hill subdivision that originally included five blocks with the first block being between Dennis Street north to Call Street (closed and abandoned) and the remaining four south of Dennis Street to McCoy's Creek. East to west, Campbell's Hill runs from Ernest Street to the right-of-way of Margaret Street as it aligns south of McCoy's Creek. Block one was never subdivided into lots and later conveyed to A.S. Hartridge. Running parallel to McCoy's Creek, Block five, which was physically connect to block four, also had not been subdivided into lots. Blocks two, three, and four were subdivided into lots. Most of the residential development occurred on block two between Dennis Street and Harper Street (Pelican Street) and block three between Harper Street and Swan Street.⁴²

Johnson's Subdivision of the Hull Tract runs from Dennis Street south to McCoy's Creek and from Ernest Street east to just past Ives Street. The eastern boundary of the Johnson's Subdivision follows the division line between the east and west sections of the Isaac Hendricks Grant resulting in a flare on the eastern end of lots in block 6. This division line also clips the north east corner of the earlier Honeymoon Subdivision. Johnson's Subdivision was a replat of the Eleanor Hull's Tract of 1873. In 1913, all of the blocks were residential except the first block which contains two houses facing Dennis Street with most of the remainder being the Atlantic Ice & Coal Corporation stables. The office, freezing tanks, ice house, machine shop and generating building of the Atlantic Ice & Coal Company was located on the north east corner Dennis Street and South Myrtle Avenue. The company was identified on the 1903 Sanborn Map as the Florida Ice Manufacturing Company.⁴³

The third plat, Campbell's Addition to LaVilla, runs from Dennis Street south to McCoy's Creek and from the east boundary of Johnson's Subdivision east across South Myrtle Avenue to Hart Street (Hanover Street). Campbell's Addition to LaVilla is divided vertically by a narrow alley called Sherman Avenue (Dellwood Avenue), by South Myrtle Avenue and Hart Street (Hanover Street). The east – west streets are Dennis Street, Harper Street and Swan Street. Although Swan Street terminates at South Myrtle Avenue, Dennis Street and Harper Street continue east across South Myrtle Avenue to Hanover Street. Although the greater majority of Campbell's Addition is residential, one and two story masonry commercial buildings are found on both sides of North Myrtle Avenue. At one time, the Brickyard Creek branched off north from McCoy's Creek to the east of Hart Street running parallel to North Myrtle Avenue. This creek was probably named after Branch's Brickyard near the site of the old Baptist church along North Myrtle Avenue. The higher properties paralleling the west side of North Myrtle Avenue at one time sloped downward into the Brickyard Creek basin.⁴⁴

⁴² Duval County Court House, Campbell's Hill Subdivision, Plat 1, Page 135.
Sanborn Map of Jacksonville, 1903, p.65, 1913, p. 68.

Dolph-Steward Lot and Block Atlas of Jacksonville, Florida. (New York: Dolph & Stewart, 1942), p. 18.

⁴³ Duval County Court House, Johnson's Sub-Division – Hull Tract, Plat Book 1, Page 132.
Sanborn Map of Jacksonville, 1913, p. 68.

Dolph-Steward Lot and Block Atlas of Jacksonville, Florida. (New York: Dolph & Stewart, 1942), p. 18.

⁴⁴ Ibid

Campbell's Addition to Lavilla, Archibald Plats, AR-151.

Both Campbell's Hill and Campbell's Addition to LaVilla were originally platted in the 1880s by music store owner and real estate developer, Alexander B. Campbell. His parents migrated from Scotland to Canada where he was born in 1843 in Perth, Ontario. After completing his education, he moved to Jacksonville in 1867 and soon opened a music store that became one of the largest in the South. Campbell also began to develop real estate and opened several subdivisions such as Campbell's Addition to East Jacksonville, Campbell's Addition to LaVilla and Campbellton also in East Jacksonville. In contrast to the majority of people in Jacksonville, Campbell was politically a Republican, but still well-known and respected by prominent business and political leaders. Active in the community, he was appointed as a member of the Election Commission by the Florida Legislature, later becoming chairman, a member and two-term president (1893 & 1894) of the Board of Trade, served on the Board of Trustees that directed the expenditure of \$300,000 for river improvement, as well as well as elected as a member of the Board of Bond Trustees to manage a \$1,000,000 bond issue for waterworks improvements. He was involved in the founding of the Evergreen Cemetery and served as president of the Board of Trustees for St. Luke's Hospital.⁴⁵

During the early twentieth century, part of the old Honeymoon Subdivision west of Campbell's Hill was replatted as Seewald's Subdivision in 1908 and the West Honeymoon Subdivision in 1915.⁴⁶ Platted by Oscar Seewald, the 1908 plat ran from the Seaboard Airline Railroad on the north to McCoy's Creek on the south and from Estelle Street (Stockton Street) east to Cantee Street. Although the part of Seewald's Subdivision north of Dennis Street to the railroad is not subdivided into blocks and lots, the remaining property is composed of twelve blocks. Realtor, Fred Bachman was hired to promote the new subdivision and ran advertisements that highlighted its convenient location to the Myrtle Avenue streetcar line, the Union Station and Downtown, as well as its high and healthy location that is not prone to flooding from McCoy's Creek. Lots were available for \$175 to \$200 with ten percent down, small monthly payments and no interest.⁴⁷ Although originally developed and promoted for residential use, the Seewald Subdivision by 1970 was a mixture of residences, vacant parcels, warehouses and light industrial uses. Currently, the area is occupied predominately by vacant parcels and warehouse uses with almost no residential uses.⁴⁸

Immediately to the east of Seewald's Subdivision, Plat of R. Theselton's Part of West Honeymoon is defined by the railroad tracks south to McCoy's Creek and Cantee Street east to Lemon Street. The subdivision is clipped at the southeast corner by the old Spencer tract. Similar to Seewald's Subdivision, only the blocks south of Dennis Street have been divided into lots. The eastern boundary is contiguous with Campbell's Hill separated by the old right-of-way

In addition to Burch's Brickyard, the presence of a clay subsoil in the west part of LaVilla was the reference of Issaic Hendrick's plantation being called the "Hunger and Hardship Plantation" due to setting on an unproductive layer of clay subsoil. (Gold, p. 101).

⁴⁵ S. Paul Brown, *The Book of Jacksonville, A History by S. Paul Brown.* (Jacksonville, Florida, 1895), p. 163.

⁴⁶ Duval County Court House, Seewald's Subdivision, Plat Book 3, Page 14 and Plat of R. Theselton's Part of West Honeymoon, Plat Book 6, page 58.

⁴⁷ Environmental Services, Inc., Survey of North Riverside, p. 39
Florida Times Union, September 20 and October 4, 1908.

⁴⁸ Sanborn Map 1970, p. 77.

of Lemon Street which has been closed. The property was subdivided by the owner, Robert Thomas Theselton of the County of York, England, who was probably associated with one of several British-owned companies active in Florida real estate, forestry, citrus farming and phosphate mining around the turn of the twentieth century. Three of these companies active in Jacksonville were the Indian River Association, the Land Mortgage Bank of Florida, Ltd., and the Florida Syndicate, Ltd., all represented by Riverside resident, William Moore Angas who came to the city from Darlington, England in 1895.⁴⁹ The subdivision is entirely composed of warehouses and vacant parcels.

In addition to the Atlantic Ice & Coal Corporation, the mammoth Florida Cotton Oil Company and the planing mill of the Gress Manufacturing Company all dating to the early 1900s, some of the warehouse and industrial uses on the north side of Dennis Street in later years included paving and construction companies, manufacture of precast concrete products, wholesale grocery companies, wholesale plumbing and pipe supplies, painting company, chemical company and cold storage facilities. Similar type uses also were established along both sides of Stockton Street between McCoy's Creek and West Beaver Street. To the south of Dennis Street, some of the other warehouses and light industries established over the years included printing companies, photo labs, vending machines sales and service, wholesale microfilming, L.P. gas equipment, machine shops, brick and lumber storage yards, building material warehouses, wire and rope warehouse, warehouse for wholesale toys and housewares, lumber companies, appliance and television sales and services, auto parts warehouse, barrel & bottle company, grocery warehouse, paint warehouse and transfer storage warehouse.

One of the most recognizable landmarks in the Campbell's Hill area is the underpass, commonly known as the Myrtle Avenue tunnel, that goes under the many railroads tracks feeding the Jacksonville Terminal. The construction of the Myrtle Avenue underpass in 1909 by the Jacksonville Terminal Company allowed traffic to avoid the dangerous crossing over the eleven tracks leading to the Jacksonville Terminal. The City's Board of Public works was initially hesitant to officially accept the underpass or subway from the Jacksonville Terminal Company due to complaints about water seepage through the walls, sidewalks and roof of the subway, as well as grease from the trains dripping through the roof. The engineer for the Jacksonville Terminal Company replied that the water issue, particularly in the lower middle section where the streetcar traveled, would be addressed by new pumps.⁵⁰ Originally constructed of steel that was encased with concrete in 1930, the underpass, located between West Bay Street and Dennis Street, accommodated two lanes for vehicles and a center lane for the streetcar line.⁵¹

Perhaps the most noted resident of Campbell's Hill was pioneer dancer and choreographer, Frank Benjamin "Frankie" Manning who was born on May 26, 1914. Frankie Manning was the son of Jerry and Lucile Hadley Manning who lived at 208 Bismarck Street (Ernest Street) in 1915. By 1916, the family had moved to 1735 Pelician Street (Harper Street). Jerry Manning was identified at different times in the city directories as a laborer and barrel maker. Leaving Jacksonville for New York in 1917 at the age of four, Frankie Manning was attracted to the

⁴⁹ Frank Orser, "Florida and the British Investor", Revisited: The William Moore Angas Papers at the University of Florida. *Florida Historical Quarterly*, LXXII, #2, October, 1993.

⁵⁰ *Florida Times Union*, July 21, 1908, p. 9.

⁵¹ *Florida Times Union*, April 17, 1910.

Lincoln Theatre that featured the performances of such legendary Vaudeville acts as Noble Sissie, Bert Williams, Paul Robeson, and Bill “Bojangles” Robinson.

Developing his skills as a dancer, he performed at the Alhambra Ballroom and the Renaissance Ballroom before becoming a legend at the Savoy Ballroom as a dancer, innovator and choreographer of the Lindy Hop air step. Frankie Manning was an original member of Whitey’s Lindy Hoppers founded in 1935 by Herbert “Whitey” White, and later toured with Duke Ellington, Count Basie, Ella Fitzgerald, and others. In charge of the Whitey’s Lindy Hoppers gig at the Cotton Club and later the European and Australian tours, he was instrumental in spreading the popularity of the Lindy Hop across three continents during the 1930s and 40s. He was involved in numerous movies over the years including *Jittering Jitterbugs* and *Hot Chocolate*, and more recently in *Malcolm X* and *Stomping at the Savoy*. He also won a Tony Award for Best Choreography in 1989 for the musical, *Black and Blue*.⁵²

Although very young during his short time in Campbell’s Hill, Manning does mention the neighborhood in his autobiography. Stating, “*Jacksonville was a good-sized city even then, but Campbell Hill, the neighborhood where I spent my first three years, had a small-town feel. Our house, which was very modest, was on a dirt road and had three little bedrooms, a kitchen, a living room, and an outhouse. Of course, it was in a black section. This was 1914*”. He went on to describe his parents’ religious affiliation. “*My father was Methodist and my mother a Baptist. I rarely went with him, but I did attend her congregation, where she was a prominent member, every Sunday. It was her preacher who baptized me in the St. Johns River, ducking my head under the cold water. My mother’s church used to put on what they called Tom Thumb weddings. I was always the groom and this one little girl was usually the bride. My mother, who was a very good seamstress, made me a little tuxedo, and I would walk down the aisle in my little tie and tails to get married. Whenever I’d look over at my mother, she was beaming at me.*” The Methodist church where his father was a member may have been Allen Chapel A.M.E. Church on Swan Street with her mother’s church probably being St. Thomas Baptist Church on the north side of Pelican Street (Harper Street) between South Myrtle Avenue and Sherman Street (closed). Depicted on the 1903 Sanborn Map was St. Mark’s Church at the southeast corner of Pelican Street and Ives Street. The denomination of this small church was not identified.⁵³

McCoy’s Creek formed the southern boundaries of LaVilla, Campbell’s Hill and Honeymoon and the northern boundaries of Brooklyn, West Lewisville (Mixontown) and Lackawanna. Since the second half of the nineteenth century, the water quality and uncontrolled meandering of McCoy’s Creek has been a subject of much discussion and contention, particularly its frequent flooding, obstruction of the channel, and being generally

⁵² Emails from Joel McEachin to Judy Pritchett, March 13 & March 16, 1999 in vertical file for Frankie Manning in the Historic Preservation Archives, Jacksonville Planning and Development Department
http://www.savoystyle.com/frankie_manning.html.

Ennis Davis & Adrienne Burke, Draft Designation Application – Allen Chapel A.M.E. Church, 2018. Passing away in 2009, Manning made a return visit to Jacksonville in 2001 performing at the Boleros Danceport Health and Wellness Center (*Florida Times Union, Senior Living*, February 23, 2001, p. 2).

⁵³ Ibid. Quotes from draft landmark designation report produced by Ennis Davis and Adrienne Burke for Allen Chapel A.M.E. Church, 2018.

unsanitary.⁵⁴ Being 3.48 miles long with a 5.34 square mile basin, McCoy's Creek drained a significant part of the area immediately west of downtown. Much of the runoff into McCoy's Creek came from industrial uses such as large rail yards and round houses, slaughter houses, and later from a municipal solid waste incinerator. In 1929, McCoy's Creek received a major upgrade in an attempt to address the continuing health hazard and flooding. With the use of 800 feet of large concrete culverts, the mouth of McCoy's Creek moved again from under the St. Johns Bridge (Acosta Bridge) to run under the Jacksonville Traction Company's streetcar barn and exiting near the streetcar power plant, the current site of the *Florida Times Union Building*.⁵⁵

At the same time, the work would also greatly improve the appearance of the creek and the surrounding area. The project cost was \$610,000 with \$50,000 being provided by the Jacksonville Terminal Company that operated the union terminal. The three-mile drainage project, which started in December of 1928, was under the direction of the project engineers, Joseph E. Craig and Phillip W. Foster with construction by the Walter J. Bryson Company. The channel was straightened and dredged as needed to create a standard width of 36 feet wide and at least five feet deep. It was envisioned that the new channel would allow both commercial and sports vessels further access up McCoy's Creek.

By filling marshes, 29 acres of land was reclaimed and developed as a green space for accommodating a two-mile long boulevard that paralleled the creek. To prevent flooding along West Bay Street and North Myrtle Avenue, the new bulkheads were designed to hold a rise of four feet. The project also included the construction of seven new concrete bridges that replaced old piling bridges. Several of the bridges were designed and constructed by T.B. Carrick, Duval County Bridge Engineer, who used a distinctive Maltese Cross design in the concrete rails.⁵⁶ The project removed what some engineers called, "*the biggest swamp in any city the size of Jacksonville in the civilized world*". Because of the depression, the project was never completed as designed, and due to over eighty years of poor maintenance many of the bulkheads have collapsed, the channel silted, and water quality reduced by unrestricted runoff and continued industrial development.

As common with other black neighborhoods in the urban core particularly those near or adjacent to railroad operations, Campbell's Hill, Johnson's Subdivision of Hull's Tract and Campbell's Addition to LaVilla were all zoned for industrial uses starting at least as early as 1930. In the 1930 zoning code, the greater Campbell's Hill area was classified as Industrial – A, the most intense category for industrial uses that allowed for such uses as abattoir, asphalt manufacturing and refining, manufacturing of coal tar products, creosote treating and manufacturing, fat rendering, sawmills, sewage disposal plants and incinerators.⁵⁷ Many of these industrially zoned neighborhoods, such as the Campbell's Hill area, were able to remain viable neighborhoods well into the second half of the 20th century. However, over

⁵⁴ *Florida Times Union*, April 12, 1910, p. 7.

⁵⁵ *Jacksonville Journal*, September 11, 1930.
Florida Times Union, July 23, 1989, G-1.

⁵⁶ Two significant designs by T.B. Carrick are the Ortega River Bridge and the Old Trout River Bridge (vertical File – T. B. Carrick, Jacksonville Planning and Development Department, Historic Preservation Section).

⁵⁷ Jacksonville Ordinance No. U-125, September 9, 1930.

In contrast, Seewald's Subdivision in Honeymoon was marketed to whites and therefore was zoned Residential B.

time, these residential neighborhoods began to disappear due to disinvestment, deterioration, abandonment, vandalism and industrial or commercial encroachment.

The Campbell's Hill area was also severely impacted by the construction and expansion of interstate highways. With the creation of the Jacksonville Expressway Authority by the state legislature in 1955, a seventy-million-dollar bond program was initiated in 1957 for the purposes of extending I-95 south from Dunn Avenue across the Gilmore Street Bridge (Fuller Warren Bridge) to the south side. In addition to the Trout River Bridge and the development of the 20th Street Expressway from U.S. I to Haines Street, the bond program also included the construction of a steel truss bridge in c.1955 over McCoys Creek and the railroads. Construction of the expressway and associated ramps visually and physically divided Campbell's Addition to LaVilla along a southwest to northeast route.⁵⁸

Applicable Criteria for Designation, 90-706-486, Ordinance Code, Section 307.104, Page 15:

- X (1) *Its value as a significant reminder of the cultural, historical, architectural, or archaeological heritage of the City, state or nation.*

The historic preservation movement nationwide is becoming more diversified by focusing on building and sites related to the history and cultural of racial and ethnic minorities. The determination of significance for such buildings and sites usually do not follow the traditional model based more on high style architecture and the degree and nature of alterations and additions. These buildings and sites usually embodied the unique history and culture of marginalized groups including their struggles for dignity and full citizenship. Examples of this trend in Florida include the historic districts of American Beach and Eatonville, both having very little architectural significance and original fabric but are extremely important in African American history. As further explained below, the Allen Chapel A.M.E. Church is an example of an important cultural landmark found in what was once a vibrant black community.

The Allen Chapel A.M.E. Church at 1529 Swan Street is the only remaining institutional building constructed during the historic period in Campbell's Hill, Johnson's Subdivision of the Hull Tract and Campbell's Addition to LaVilla, all platted in the second half of the 19th century. Further it is also one of a few remaining historic structures in the area. Located southwest of LaVilla and downtown, Campbell's Hill, Johnson's Subdivision of the Hull Tract and Campbell's Addition to LaVilla are generally defined as being south of Dennis Street to McCoy's Creek and from the railroad tract on the west to Hanover Street just east of South Myrtle Avenue. Other institutional buildings in the area during the historic period included St. Marks Church on the southeast corner of Ives Street and Pelican Street (Harper Street) per the 1903 Sanborn Map and a lodge building on the north side of Pelican Street between South Myrtle Avenue and Sherman Street (closed) to

⁵⁸ Arthur Neyle Sollee, Sr. *The Engineer Speaks, Memoirs Covering Five Decades of Highway Problems in Duval County*. Printed by the author and undated, pp. 95, 101-102.

the west. By 1927, the lodge building had been expanded to house St. Thomas Baptist Church. On the 1970 Sanborn Map was First Samuel Baptist Church at the northwest corner of Harper Street and Ives Street.

Although currently occupied by warehouses and vacant parcels, Campbell's Hill along with Johnson's Subdivision of the Hull Tract and Campbell's Addition to LaVilla at one time functioned as a vibrant African-American neighborhood. During the historic period, most of the Campbell's Hill area was occupied predominately by one-story frame houses probably built as rental units by white property owners. These three subdivisions were developed to accommodate Jacksonville's growing black population which was spreading beyond the traditional neighborhoods of LaVilla, Brooklyn, Hansontown and Oakland. Nearby employment in the growing railroad and related industries also attracted workers to the area.

A presence in the area for 113 years, the Allen Chapel A.M.E. Church is located on the north side of Swan Street which originally ran west from South Myrtle Avenue terminating into a long rectangular parcel in the south end of Campbell's Addition to LaVilla. Never subdivided to allow Swan Street or Pelican Street (now Harper Street) to connect with the sections of both streets running west from Ives Street, this parcel in 1913 was occupied by a two-story wood frame residence facing Sherman Avenue, also referred on the 1927 Sanborn Map as Dellwood Avenue (now closed). With the construction of I-95, Swan Street was visually divided from the subdivisions to the west creating the appearance of being more part of the Brooklyn neighborhood to the east and south. The Allen Chapel A.M.E. was organized in 1905 under the leadership of Reverend Enoch White, former porter and driver for the Harkisheimer Company (wholesale groceries). Originally located at 1226 Ives Street near the intersection of Ives Street and Harper Street, the church soon moved to a location on Bismarck Street (currently Ernest Street).⁵⁹

In June of 1923, the congregation purchased the current site at 1529 Swan Street. In September of 1924 under Pastor John Hurst, a building permit was issued to Allen Chapel A.M.E. Church for the construction of a one-story "stone" (concrete block) sanctuary. The 33'9" x 55' church had an estimated cost of \$4,000 and was built, according to the permit record, under the direction of A.L. Burnett. However, the cornerstone on the church identifies the builder as A.L. Bennett who was listed as a millworker living at 1913 Enterprise Street (2607 West Beaver Street) in the 1929 City Directory. Because of the lack of financial resources, many of these early black

⁵⁹ *Guide to Supplementary Vital Statistics From Church Records in Florida, Volume I.* (The Florida Historical Records Survey, Work Projects Administration, June, 1942), p. 243. In the *Guide to Supplementary Vital Statistics From Church Records*, it was identified as being the New Allen Chapel A.M.E. Church at 1529 Swan Street with founding date of 1913.

<https://www.allenchapeljax.org>.

Although not confirmed, the church was probably named after Richard Allen, the first ordained minister of the national A.M.E. Church. (Correspondence from Adrienne Burke to Cipeo Walker, Allen Chapel A.M.E. Church, December 10, 2017)

Correspondence from Cipeo Walker and Reverend Leslie Washington, Allen Chapel A.M.E. Church, to the Jacksonville Planning and Development Department, August 28, 2017.

churches, such as Allen Chapel A.M.E. Church, were built by the congregation under the direction of members with construction and design experiences. At least three members of the building committee listed on the cornerstone were skilled or experienced in the building trades. The three included Allen L. Bennett, Charles H. Gunter, and Arthur Bradley.⁶⁰

With the end of Reconstruction and the establishment of state-sanctioned racial segregation, the church, as reflected by the Allen Chapel A.M.E. Church, became one of the most integral parts of the African American community in the South. In many cases, the church was the most significant social and cultural institution in the community providing important social unity and community organization. This situation was particularly evident in the Campbell Hill's area because of the lack of community facilities and being more physically isolated by railroads and the creek.⁶¹ Because of segregation, black churches many times were forced to play a larger role in providing needed services, particularly in education and welfare, to their communities.

During and immediately after the Civil War, many African American churches were formed in Florida which were usually independent community-based congregations usually organized by a lay minister. The first formal religious organization in Florida established by Freedmen under the umbrella of a national denomination was in June of 1865 when ex-slave, William G. Stewart, was appointed as pastor of Florida by the South Carolina Conference of the African Methodist Episcopal Church. Recognized as Florida's first ordained A.M.E. minister, Stewart was born a slave in Decatur County, Georgia in 1833. He was sold with his family to a new owner in Duval County. During the war, Stewart escaped to Beaufort, South Carolina which was under Union control. While living in South Carolina, he began religious training by ministers of the Methodist Episcopal Church. After becoming an A.M.E. minister, he was appointed to work in Florida. The day after arriving on June 9, 1865, Reverend Stewart met with a group from a small settlement north east of Jacksonville known as Midway to organize the first A.M.E. church in Florida. Still located on its original site at 1456 Van Buren Street, Mother Midway A.M.E. Church is recognized as the "mother" of both the Florida Conference of the A. M.E. Church organized in 1867 and the East Florida Conference established in 1877. From this small beginning the A.M.E Church has grown to be one of the largest denominations in Florida.⁶²

Over the years, Allen Chapel A.M.E. Church has drawn members not only from the Campbell's Hill area, but also from nearby neighborhoods. A few of these individuals included Reverend Enoch White, delivery driver; Allen L. Bennett, builder; Reverend John Hurst, minister; Charles H. Gunter, building laborer with house immediately next door to the church; John W. Wisc, operator of laundry business, Arthur Bradley, lather, and Darnell Phillips, one of the first black railroad firemen. Member, Benjamin F. Livingston, who

⁶⁰ Jacksonville Building Permit Records, #671, 1924.

⁶¹ Ennis Davis & Adrienne Burke, Draft Designation Application – Allen Chapel A.M.E. Church, 2018.

⁶² *Jacksonville's Legacy, African-American Heritage, Jacksonville Historic People & Places*. (First Edition, City of Jacksonville, 2013), p. 38.

Larry Eugene Rivers and Canter Brown, Jr. *Laborers in the Vineyard of the Lord, The Beginning of AME Church in Florida, 1865 – 1895*. (Gainesville, Florida: University Presses of Florida, 2001) Pp. 24, 25 & 28.

operated a grocery store and billiard hall in Campbell's Hill, was the son of Benjamin F. Livingston, prominent Reconstruction era politician from Jackson County. A grocer and skilled mason born in 1841, Livingston served as a Jackson County Commissioner (1868 – 1870 & 1874 – 1877), member of the Florida House of Representative, (1871, 1872, 1873, 1874 & 1875), as well as Marianna Postmaster (1880 & 1885) and Councilmember (1882 – 1884).⁶³

Another relative was Dr. Smart Pope Livingston born 1872 in Marianna, Florida and moved to Jacksonville at the age of fourteen. Receiving a degree from Meharry Medical College in Nashville, Dr. Livingston practiced for a short time in Tennessee before moving back to Jacksonville. In 1912, he was appointed Assistant City Physician, a position he held for eleven years. As Assistant City Physician, Dr. Livingston was recognized for his heroic service during the deadly Spanish Influenza epidemic of 1918. After leaving his position with the City, he worked as the Medical Director of the Afro-American Life Insurance Company and for a time as the physician for the Jacksonville Traction Company that ran the extensive street car system in Jacksonville. Not only one of the founders of the Peoples Industrial Life Insurance Company, Dr. Livingston joined with his cousin, Dr. I.A. White, to open the successful Davis Street Drug Store. Dr. Livingston died in 1934 at his LaVilla residence and is buried in the Old City Cemetery.⁶⁴

The design and construction of the Allen Chapel A.M.E. Church reflects an example of the Masonry Vernacular Style, which does not incorporate elements of any particular “high style”, and is usually the work of lay or self-taught builders using common masonry construction. With the spread of railroads, a variety of masonry products from different sources became available including not only bricks but also concrete block and hollow terra-cotta tile systems. Concrete blocks and decorative elements were molded to create different designs, textures and colors. Builders and architects were exposed to new masonry building styles and products through trade and architectural journals that were particularly widespread in the early 20th century. Because of the lack of financial resources, many of early black churches, such as Allen Chapel A.M.E. Church, were built and even designed by skilled builders and craftsmen aided by church members.⁶⁵

Decorative concrete block in the construction of buildings reflected a brief period during the first three decades of the twentieth century when the use of ornamental block was extremely

⁶³ Ennis Davis & Adrienne Burke, Draft Designation Application – Allen Chapel A.M.E. Church, 2018. Canter Brown, Jr. *Florida's Black Public Officials, 1867 – 1924*. (Tuscaloosa, Alabama: University of Alabama Press, 1998), p. 105.

Jerrell H. Shofner, *Jackson County, Florida, A History*. (Marianna, Florida: Jackson County Heritage Association, 1985), pp. 300 & 321.

An unusual celebrity to visit the church was Anita Bryant, popular singer and spokesperson for the Florida Citrus Commission from 1969 to 1979. She also initiated a national anti-homosexuality campaign during the 1970s. During that period, she gave a performance on November 10, 1978 with the First Baptist Church choir and orchestra at the Jacksonville Coliseum. While in town for the concert, she attended services on November 12, 1978 at the New Allen Chapel A.M.E. Church (Ennis Davis & Adrienne Burke).

⁶⁴ Ennis Davis & Adrienne Burke

Joel McEachin – Dr. Smart Pope Livingston. Unpublished Paper (draft).

⁶⁵ J. Randall Cotton, “Return to Concrete Block Houses”, *Old House Journal*, March/April, 1995, pp. 32-39. *The Historic Architectural Resources of the North Riverside Neighborhood*, pp. 82 & 83.

popular. The popularity of ornamental block grew from the availability of mailed ordered hand-operated block making machines that could produce on the average of 300 blocks per day. The machines had interchangeable mold plates to replicate the appearance of different types of dress stone, as well as create decorative designs for belt cornices, friezes, and quoins. Placing different color aggregates into the mortar mixture such as coquina rock and colored glass many times enhanced the color and texture. Whether the blocks used in the construction of the Allen Chapel A.M.E. Church were handmade on site or purchased from a building materials supplier has not been determined.⁶⁶

X (7) *Its suitability for preservation or restoration.*

In utilizing this criterion, it has been the practice of the Planning and Development Department to evaluate proposed landmarks based on evidence of significant exterior alterations that have negatively impacted character-defining features, as well as represent alterations difficult, costly, or impossible to reverse. Further, the degree and nature of any exterior deterioration, as well as the evidence of long term and potentially on-going neglect are also a factor in evaluating potential landmarks for their suitability for preservation or restoration. Not having any evidence of significant deterioration, the church has been well maintained over the years. The major alterations of the original building include the application of a brick veneer on the front elevation, covering the original horizontal siding in the gable ends with a vertical panel product, and replacement of all the original windows with a more contemporary metallic windows with two over two sashes having horizontal muntins. The larger square window on the front elevation appears to be original or early to the building.

The most significant changes to the building were three additions, one with a large expansion. One addition, permitted in 2011, intersects the rear of the east side elevation at a forty-five degree angle before projecting out to the east.⁶⁷ Permitted in 2014 or 2015, the second addition involved a continuation of the roof line of the 2011 addition to the north, as well as a small gable section projecting out from the east wall of the 2011 addition.⁶⁸ The date of construction of the small shed roof addition at the rear corner of the west side elevation was not determined but was constructed sometime after 1970.⁶⁹ All of the additions were located on the rear corners of the side walls with the 2014 expansion projecting beyond the original north elevation. These additions are clearly differentiated from the historic section by a lower height. As a result, the original church building is still visually prominent. Both the east side additions, as well as, the small addition on the rear of the west elevation, cover sections of the original side elevations.

Even with near total destruction of the surrounding neighborhood, being located in an industrially zoned area with possible environmental contamination, and facing the threat of continued expansion of the adjacent interstate, Allen Chapel A.M.E. Church has been able to survive and even expand during its 94 years of service in the same building. Today, it is one

⁶⁶ J. Randall Cotton, "Return to Concrete Block Houses", *Old House Journal*, March/April, 1995, pp. 32-39.

⁶⁷ Jacksonville Building Permit Application, B-11-430697

⁶⁸ Jacksonville Building Permit Application, B-14-604272

⁶⁹ Sanborn Map of Jacksonville, 1970, p. 68.

of the few and the most significant physical remnants of the once vibrant neighborhood of Campbell's Hill.

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LM-19-01
ALLEN CHAPEL A.M.E. CHURCH
1529 SWAN STREET
PHOTO # 1

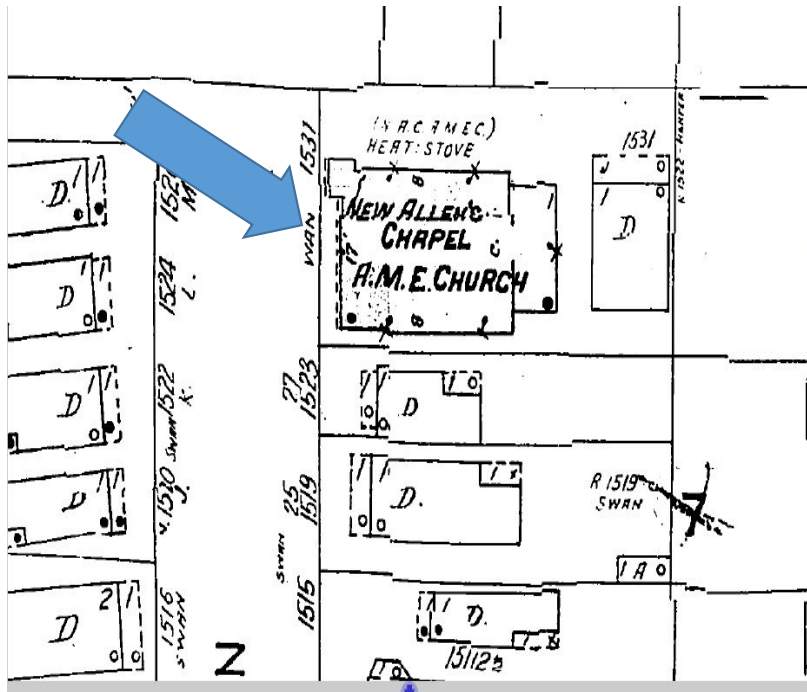


Campbell Hill – 1887 Jacksonville Map by J. Francis Le Baron

LM-19-01
ALLEN CHAPEL A.M.E. CHURCH
1529 SWAN STREET
PHOTO # 2 SANBORN MAP - 1928



LM-19-01
ALLEN CHAPEL A.M.E. CHURCH
1529 SWAN STREET
PHOTO # 3
SANBORN MAP – 1950S



LM-19-01
ALLEN CHAPEL A.M.E. CHURCH
1529 SWAN STREET
PHOTO # 4 APRIL 17, 2018



LM-19-01
ALLEN CHAPEL A.M.E. CHURCH
1529 SWAN STREET
PHOTO # 5 APRIL 17, 2018



LM-19-01
ALLEN CHAPEL A.M.E. CHURCH
1529 SWAN STREET
PHOTO # 6 APRIL 17, 2018



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ALLEN CHAPEL A.M.E. CHURCH
1529 SWAN STREET
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ALLEN CHAPEL A.M.E. CHURCH
1529 SWAN STREET
PHOTO # 8 APRIL 17, 2018



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ALLEN CHAPEL A.M.E. CHURCH
1529 SWAN STREET
PHOTO # 9 JANUARY 4, 2019



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ALLEN CHAPEL A.M.E. CHURCH
1529 SWAN STREET
PHOTO # 10 APRIL 17, 2018



LM-19-01
ALLEN CHAPEL A.M.E. CHURCH
1529 SWAN STREET
PHOTO # 11 JANUARY 4, 2019



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ALLEN CHAPEL A.M.E. CHURCH
1529 SWAN STREET
PHOTO # 12 APRIL 17, 2018



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ALLEN CHAPEL A.M.E. CHURCH
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PHOTO # 13 APRIL 17, 2018



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PHOTO # 14 APRIL 17, 2018



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1529 SWAN STREET
PHOTO # 15 JANUARY 4, 2019



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1529 SWAN STREET
PHOTO # 16 APRIL 17, 2018



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ALLEN CHAPEL A.M.E. CHURCH
1529 SWAN STREET
PHOTO # 17 APRIL 17, 2018



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PHOTO # 18 APRIL 17, 2018



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1529 SWAN STREET
PHOTO # 19 APRIL 17, 2018



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1529 SWAN STREET
PHOTO # 20 APRIL 17, 2018



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PHOTO # 21 JANUARY 4, 2018



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1529 SWAN STREET
PHOTO # 22 APRIL 17, 2018



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1529 SWAN STREET
PHOTO # 23 JANUARY 4, 2019



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1529 SWAN STREET
PHOTO # 24 APRIL 17, 2018



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1529 SWAN STREET
PHOTO # 25 APRIL 17, 2018



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PHOTO # 26 APRIL 17. 2018



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1529 SWAN STREET
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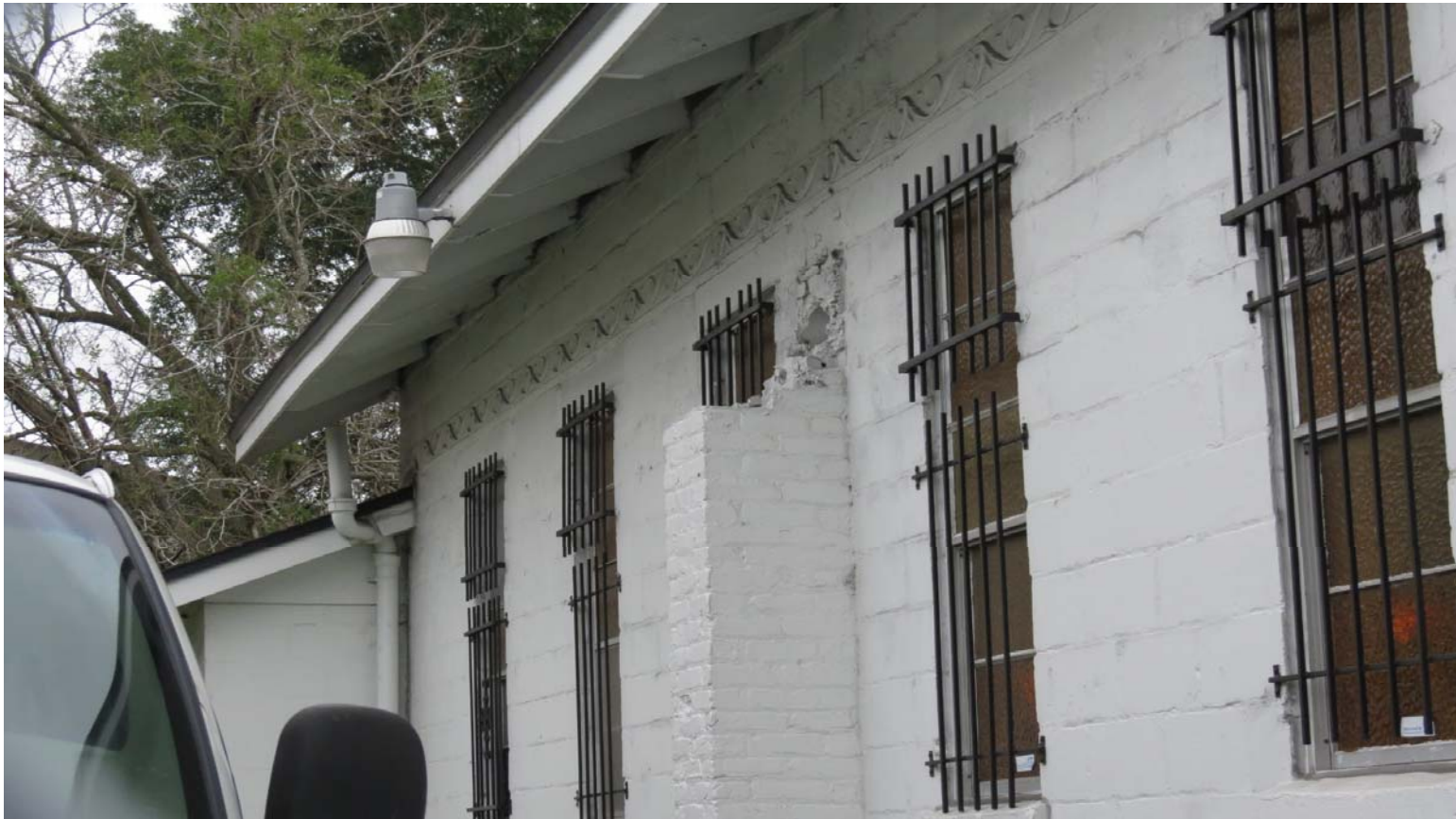
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1529 SWAN STREET
PHOTO # 32 APRIL 17, 2018



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1529 SWAN STREET
PHOTO # 32 JANUARY 4, 2019



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PHOTO # 33 JANURARY 4, 2019



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ALLEN CHAPEL A.M.E. CHURCH
1529 SWAN STREET
PHOTO # 35 JANUARY 4, 2019



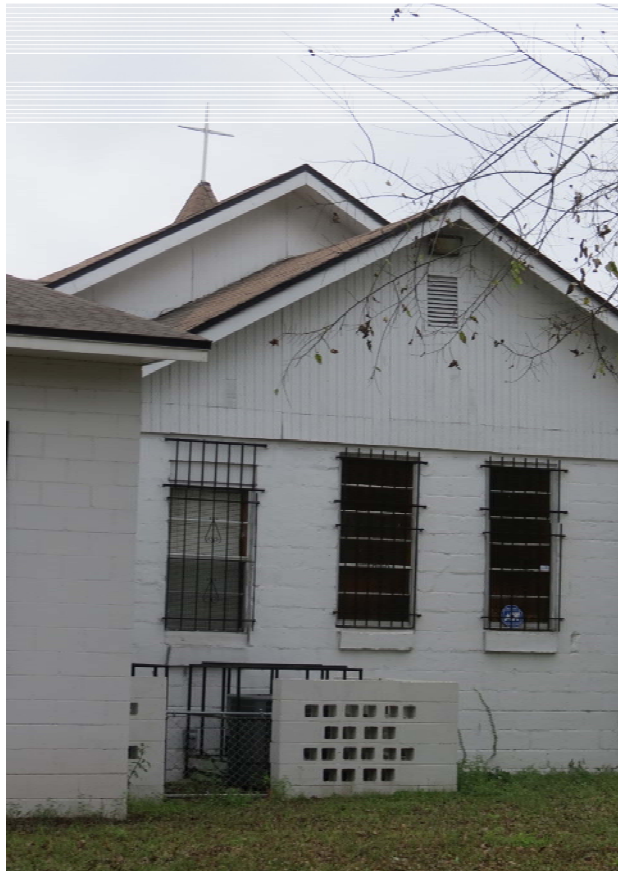
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PHOTO # 36 JANUARY 4, 2019



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PHOTO # 37 JANUARY 4, 2019



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1529 SWAN STREET
PHOTO # 38 JANUARY 4, 2019



LM-19-01
ALLEN CHAPEL A.M.E. CHURCH
1529 SWAN STREET
PHOTO # 39 JANUARY 4, 2019



III.

LEGAL DESCRIPTION AND MAP

JACKSONVILLE HISTORIC PRESERVATION COMMISSION

NOTICE OF PUBLIC HEARING

LM-19-01

The Jacksonville Historic Preservation Commission will hold a Public Hearing, pursuant to Section 307.104, *City of Jacksonville Ordinance Code* on **Application No.: LM-19-01** regarding the proposed designation of the Allen Chapel A.M.E. Church, 1529 Swan Street, as a City of Jacksonville Landmark as noted below:

Date: Wednesday, January 23, 2019

Time; 3:00 P. M.

Place: Conference Room 1002
1st Floor
Ed Ball Building
214 North Hogan Street
Jacksonville, Florida

Information concerning the proposed designation is on file with the Jacksonville Historic Preservation Commission and available for inspection from 8:00 A. M. until 5:00 P. M. Monday through Friday at the Offices of the Planning and Development Department, Suite 300, 214 North Hogan Street, Jacksonville, Florida, (904) 255-7835.

PLEASE NOTE: You have received this notice as owner of real property located within 350 feet of the proposed landmark per Section 307.104(f). Only the property associated with the proposed landmark as identified above is impacted by the historic designation.

ALL PERSONS INTERESTED ARE NOTIFIED TO BE PRESENT AT SAID TIME AND PLACE, AND THEY MAY BE HEARD WITH RESPECT TO THE PROPOSED DESIGNATION.

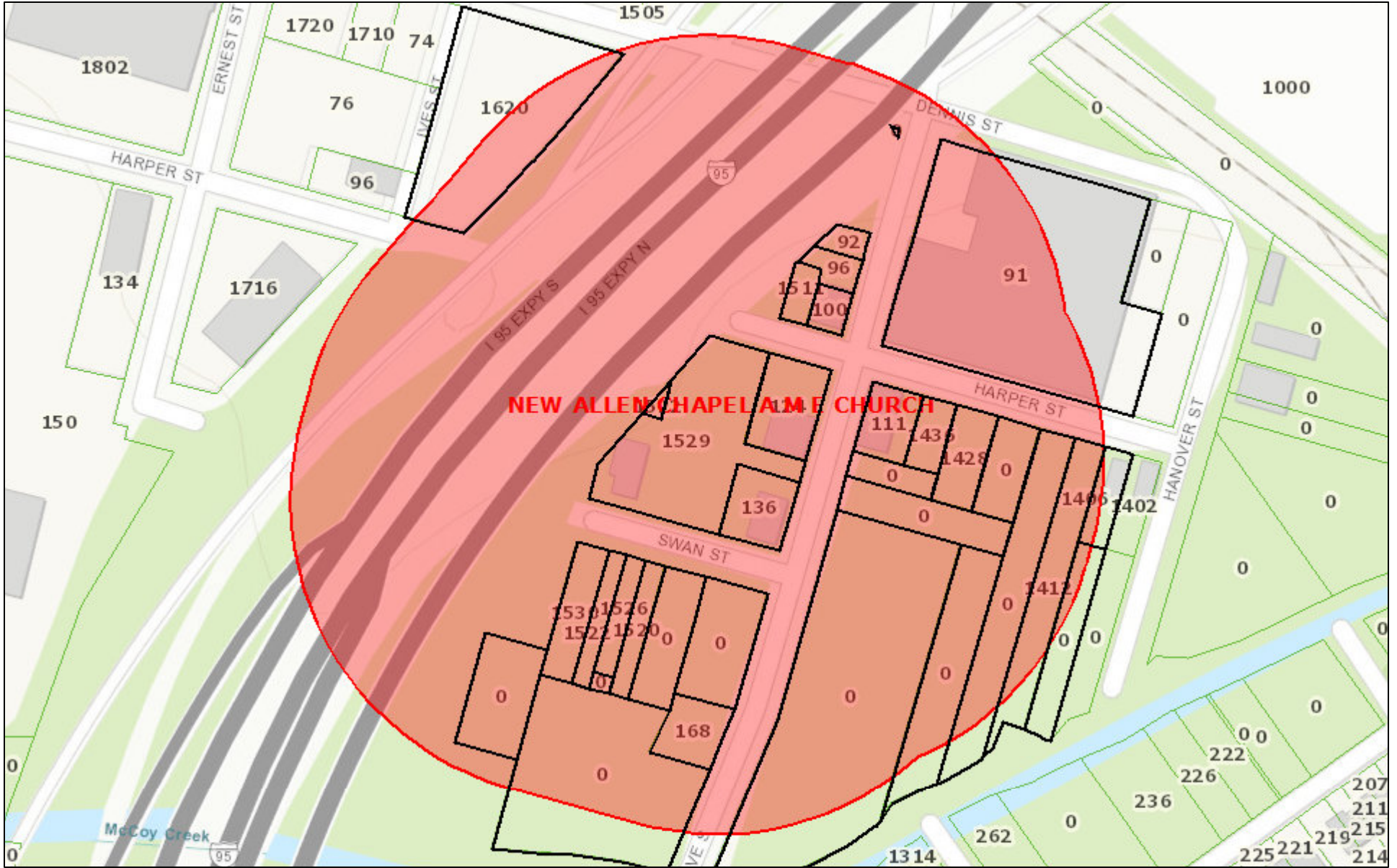
The Commission will make a recommendation as to whether the referenced property should or should not be designated as a Local Landmark. The recommendation will be forwarded to the Jacksonville City Council for final action.

If a person decides to appeal a decision of the Jacksonville Historic Preservation Commission with respect to any matter considered at such meeting, he will need a record of the proceedings, and that, for such purpose, he may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. § 286.0106, Florida Statutes

Exhibit A
LEGAL DESCRIPTION

AR-151 41-2S-26E.659, CAMPBELL'S ADDITION TO LAVILLA, LOTS 2, 3, 6, 7, 8, NORTH 25FT LOT 5 (EX PT IN ST RD), BLOCK 5. RE: 075439-0010.

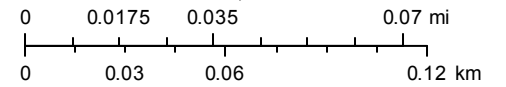
Land Development Review



January 8, 2019

 Parcels

1:2,257



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri

IV.

PROOF OF PUBLICATION OF PUBLIC NOTICE

PROOF OF PUBLICATION

JACKSONVILLE Daily Record

(Published daily except Saturday, Sunday and legal holidays) Jacksonville, Duval County, Florida

STATE OF FLORIDA, } S.S. COUNTY OF DUVAL, }

Before the undersigned authority personally appeared Rhonda Fisher, who on oath says that she is the Publisher's Representative of JACKSONVILLE DAILY RECORD, a daily (except Saturday, Sunday and legal holidays) newspaper published at Jacksonville, in Duval County, Florida; that the attached copy of advertisement, being a Notice of Public Hearing on Application to Designate a City of Jacksonville Historic Landmark

in the matter of LS-19-01 The Allen Chapel A.M.E. Church

in the Court of Duval County, Florida, was published in said newspaper in the issues of January 9, 2019

Affiant further says that the said JACKSONVILLE DAILY RECORD is a newspaper at Jacksonville, in said Duval County, Florida, and that the said newspaper has heretofore been continuously published in said Duval County, Florida, each day (except Saturday, Sunday and legal holidays) and has been entered as periodicals matter at the post office in Jacksonville, in said Duval County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant further says that she has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in said newspaper.

*This notice was placed on the newspaper's website and floridapublicnotices.com on the same day the notice appeared in the newspaper.

[Signature] Rhonda Fisher

Sworn to and subscribed before me this 9th day of January, 2019 A.D. by Rhonda Fisher who is personally known to me.

JANET MOHR Notary Public, State of Florida My Comm. Expires 12/18/2020 Commission No. GG55826

[Signature] Notary Public, State of Florida

Seal

NOTICE OF PUBLIC HEARING ON APPLICATION TO DESIGNATE THE ALLEN CHAPEL A.M.E. CHURCH AS A CITY OF JACKSONVILLE HISTORIC LANDMARK NOTICE IS HEREBY GIVEN that on the 23th day of January, 2019 A.D. at 3:00 P.M., the Jacksonville Historic Preservation Commission of the City of Jacksonville will hold a Public Hearing in Conference Room 1002, 1st Floor, Ed Ball Building, 214 North Hogan Street, Jacksonville, for the consideration of the Allen Chapel A.M.E. Church, 1529 Swan Street as a City of Jacksonville Historic Landmark, pursuant to Jacksonville Ordinance Code 307.104. Exhibit A Legal Description AR-151 41-2S-26E.659, CAMPBELL'S ADDITION TO LAVILLA, LOTS 2, 3, 6, 7, 8, NORTH 25FT LOT 5 (EX PT IN ST RD), BLOCK 5. RE: 075439-0010. This application (LM-19-01) is being sponsored by the Allen Chapel A.M.E. Church. A copy of the application may be examined in the Offices of the Planning and Development Department, 3rd Floor, Ed Ball Building, 214 North Hogan Street, Jacksonville, Florida (904) 255-7834. All interested parties are notified to be present and will be heard at the Public Hearing. DATED this 9th day of January, 2019 A.D. Jack C. Demetree, III Chairman Jacksonville Historic Preservation Commission City of Jacksonville Jan. 9 00 (19-00519D)

JACKSONVILLE Daily Record

STATEMENT/RECEIPT

10 N. Newnan Street, P.O. Box 1769, Jacksonville, Florida 32201 Phone (904) 356-2466

\$80.19 19-00519D Jacksonville, FL January 9, 2019

Eighty and 19/100 Dollars in full payment for the above publication in the

aforesaid case of: LS-19-01 The Allen Chapel A.M.E. Church

Attn: Cipeo Walker Allen Chapel A.M.E. Church 1529 SWAN STREET JACKSONVILLE FL 32204

Date Paid _____

By _____

V.

**LIST OF PROPERTY OWNERS LOCATED
WITHIN THREE HUNDRED AND FIFTY FEET
OF THE PROPOSED LANDMARK SITE**

Landmark Mail Outs (LM-19-01) / JHPC Notice of Public Hearing (1/23/19)

ALLEN CHAPEL AME CHURCH
529 SWAN ST
JACKSONVILLE FL 32204

BROOKLYN NEIGHBORHOOD
ASSOCIATION
202 SPRUCE ST
JACKSONVILLE FL 32204

BROOKS CYNTHIA LOUISE
724 W 17TH ST
JACKSONVILLE FL 32204

BROOKS RANDALL W
2155 OAK ST
JACKSONVILLE FL 32204

CITY OF JACKSONVILLE
C/O CITY REAL ESTATE DIV
214 N HOGAN ST 10TH FL
JACKSONVILLE FL 32202

DENNIS JACKSONVILLE LLC
250 W MAIN ST STE 101
WOODLAND CA 95695

DUVAL CONTAINER CO
PO BOX 41006
JACKSONVILLE FL 32203

FORD CAMILLE G
PO BOX 20291
JACKSONVILLE FL 322256

HALL SAMMIE
C/O SAMMIE HALL
7563 PHILIPS HWY
JACKSONVILLE FL 32204

HOOSE HOMES AND INVESTMENTS LLC
7563 PHILIPS HWY
JACKSONVILLE FL 32256

NEW ALLEN CHAPEL A M E CHURCH
1529 SWAN ST
JACKSONVILLE FL 32204

NORTH RIVERSIDE COMMUNITY
ASSOCIATION
2637 EDISON AVE
JACKSONVILLE FL 32204

NORTHWEST
1030 DETROIT ST
JACKSONVILLE FL 32254

POOLER LAVERLE R ET AL
945 TORTOISE WAY
JACKSONVILLE FL 32218

Landmark Mail Outs (LM-19-01) / JHPC Notice of Public Hearing (1/23/19)

ROBINSON PATRICIA FOLLIN
4425 ORTEGA FOREST DR
JACKSONVILLE FL 32210

SAFER BROTHERS LLC
C/O DUVAL CONTAINER COMPANY
PO BOX 41006
JACKSONVILLE FL 32203

STAND YOUR GROUND, INC
1218 HOMARD BV E
JACKSONVILLE FL 32225

STARR PROPERTIES LLP
1144 EXECUTIVE COVE DR
JACKSONVILLE FL 32225

STATE OF FLORIDA DEPARTMENT OF
TRANSPORTATION
P O BOX 1089
LAKE CITY FL 32056

TALITHA PROPERTIES L C
4455 KELNEPA DR
JACKSONVILLE FL 32207

TRUE ESSENCE INC
450 STATE RD 13 N
STE 106 437
JACKSONVILLE FL 32259

TRUST 075198-000 BB ET AL
PO BOX 48070
JACKSONVILLE FL 32247

URBAN CORE
1434 LAURA ST N
JACKSONVILLE FL 32206