



The Volunteer Dispatch

A quarterly volunteer newsletter from Manatee Village Historical Park

Summer 2023

A Note from Manatee Village Historical Park:

Dear Volunteers,

The volunteer newsletter is getting a makeover! Our newsletter will now be quarterly, with Spring, Summer, Fall, and Winter editions.



Courtesy Clipart Library

The quarterly newsletter will still provide you with the latest upcoming events and volunteer opportunities for the season, while allowing me to flesh out interesting historical information for you to learn from and share with others. It will also free up your inbox a bit!

I hope you enjoy the first edition of our Summertime newsletter. Have a wonderful Summer!

Best wishes,

Allyson O'Leary

Education & Volunteer Coordinator

In this issue you will find...

| | |
|-------------------|-------------------------|
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Important Updates

Upcoming Closures

Juneteenth

Manatee Village Historical Park will be closed on Monday, June 19th in observance of Juneteenth.

Independence Day

Manatee Village Historical Park will be closed on Tuesday, July 4th in observance of Independence Day.



Courtesy of Clipart Library

Under Construction/Repair

Church

During Hurricane Ian the steeple sustained some minor damage. Repairs to the steeple and the cross are currently underway.

Fogarty Boatworks

A project is currently underway to make the Fogarty Boatworks ADA accessible, thanks to the Manatee County Historical Commission! A ramp is being added to the Boatworks this summer.

Settlers House

It was brought to staff's attention that there were soft spots on the wooden ramp leading into the Settlers House. Several pieces of wood are currently being replaced by our Maintenance Technician.

Blast From The Past

Did you know some Manatee County citizens owned cars as early as 1905? While exploring records on [Florida Memory](#), I came across some documents that reflect vehicle ownership in the state of Florida in the 1900s.

Vehicle registration records from 1905 to 1917 note the name of the vehicle's owner, registration date, and registration number; in addition to the vehicle's make, model, and horsepower.

K.W. Wiggins registered his 30 horsepower **Touring model car on June 15, 1911**. His car was made by **REO Motor Car Co.** This is the same Wiggins who built the Wiggins General Store at Manatee Village Historical Park. Wiggins is pictured in the backseat of the automobile on the right, although it is unclear from the records whether this is the same vehicle he registered in 1911 or if he is simply a passenger in someone else's vehicle.



Image (above): K.W. Wiggins (white shirt, backseat) and others (1910-1920)

Courtesy of Manatee County Public Library Historical Digital Collections

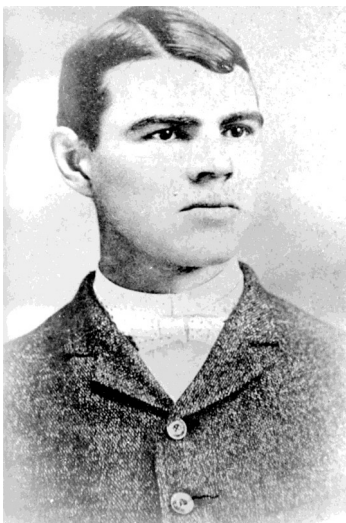


Image (above): Pliny Reasoner (1881-1888)

Courtesy of Manatee County Public Library Historical Digital Collections

Another name you might recognize from the vehicle registration records is **Reasoner**. Pliny Reasoner, pictured on the left, was described in a local historical diary as "...the wide known and beloved by all young nurseryman..." (Diary of E.E. and E.B. Johnson, 1884-1896).

When Pliny arrived in Manatee he gained a reputation as a proficient nurseryman and established Royal Palm Nurseries in 1881. His brother, Egbert Reasoner, would later join him in Florida and in the nursery business. Egbert took over the business when Pliny died during a Yellow Fever outbreak in Manatee.

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One piece of historical evidence that reflects Egbert's time in Florida in the years following his brother's death is the vehicle registration records from the state archives.

Egbert registered two vehicles:

1. A gasoline powered vehicle from Cadillac Motor Co. (10hp) on July 23, 1906
2. A Touring Car from Cadillac Motor Co. (30hp) on April 2, 1909



The photograph on the left was found in an online archive and is listed in it's record as "Reasoner's first car." The vehicle pictured is a Hudson automobile. It is worth noting that the vehicle registration records do not reflect the pictured car and the description for the photograph does not explicitly state which Reasoner family member the vehicle belonged to.

In the future, if documents are discovered that help fill in gaps in the current records I will share the updated information in another volunteer newsletter.

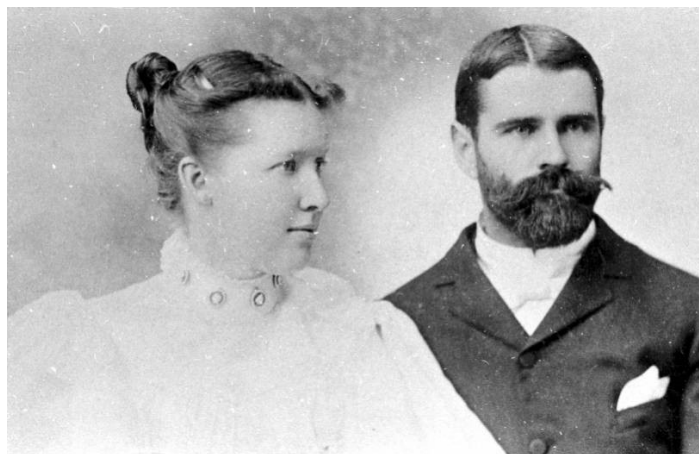
Until then, please feel free to check out the vehicle registration records on the next page!

Image (above): Vehicle associated with the Reasoner family (1910-1912)

Courtesy of Manatee County Public Library Historical Digital Collections

Image (right): Egbert Norman Reasoner and his wife, Sarah Burrows Anderson

Courtesy of Manatee County Public Library Historical Digital Collections



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If you would like to view the document on Florida Memory, click [HERE](#).

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Record of Registration of Automobiles and Other Motor Vehicles.

CAPITAL BUILDING CO. TALLAHASSEE, FLA.

| Date | Registration Number | Style of Vehicle | H. P. | Factory No. | Makers Name | Owners Name and Address |
|--------------|---------------------|------------------|-----------|-------------|-------------|--|
| June 15 1911 | 3241 | Touring | 40 | 4559 | Oakland | S. S. Davis Whipley, Fla F. H. McQuinn |
| " | 3242 | " | 30 | 31566 | Geo | Manatee, Fla Edward B. Cleveland |
| " | 3243 | " | not given | 1138 | Buick | Lake City, Fla W. J. Hamrick |
| " | 3244 | 5 Pass | 20 | 21 | " | Tallahassee, Fla Mrs. H. H. Gummer |
| " | 3245 | Touring | 30 | 6306 | Puller | Yaxsonville, Fla H. B. Jones |
| " | 3246 | Motorcycle | 4 | 11217 | Excelsior | Dania, Fla J. H. Wharton |
| " | 3247 | Touring | 20 | 13253 | Mitchell | Miami, Fla O. C. Williams |
| " | 3248 | Mod. 27 | 45 | 1142 | Buick | Live Oak, Fla H. W. Bassett |
| " | 3249 | Semi-touring | 30 | 31965 | Cadillac | Lakeland, Fla A. E. Deague |
| " | 3250 | Not given | 35 | 50203 | Sampson | Apalachicola, Fla Hugh M. Matheon |
| " | 3251 | Runabout | 20 | 433 | Hupp | Cocanut Grove, Fla Mrs. Sara E. Spurr |
| " | 3252 | " | 14 | 203968 | Maxwell-B. | Daytona, Fla S. H. Long |
| " | 3253 | Semi-touring | 30 | 26866 | Cadillac | Pensacola, Fla L. B. Hillis |
| " | 3254 | Motorcycle | 4 | not given | Hendee | Miami, Fla Walter Williams |
| " | 3255 | Touring | not given | 33756 | Ford | Gracerville, Fla D. L. Shastler |
| 17 3256 | " | " | 30 | 40015 | Chev | Dunford, Fla S. Pulston |
| " | 3257 | " | 45 | 4947 | Oakland | Dunford, Fla H. S. Bloom |
| " | 3258 | " | 30 | 5976 | Buick | Gainesville, Fla Pauline A. Holmes |
| " | 3259 | " | 30 | 4560 | Everett | Tampa, Fla Mrs. Florence E. Canora |
| 40 3260 | 5 Pass | " | 30 | 31665 | Cadillac | Stuart, Fla |



Image (above): Florida Automobile Registration Record (Volume 1) (1905-1913)

Courtesy of Florida Memory, State Library and Archives of Florida

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If you would like to view the documents on Florida Memory, click [HERE](#) and [HERE](#).

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Record of Registration of Automobiles and Other Motor Vehicles.

| Date | Registration Number | Style of Vehicle | H. P. | Factory No. | Makers Name | Owners Name and Address |
|--------------|---------------------|------------------|-------|-------------|------------------|---|
| Mar 15/ 1909 | 854 | Touring | 40 | 6877 | The White Co | John E. Brooks Pensacola, Fla. |
| ✓ | 853 | Runabout | 18 | 9400 | Buick M Co | N. H. Garner Sanford, Fla. |
| ✓ | 854 | Touring | 40 | 6975 | White Co | H. H. Linn Bartow, Fla. |
| ✓ | 855 | Roadster | 40 | 4742 | Buick M Co | Harry E. Minick Tampa, Fla. |
| ✓ | 856 | Touring | 40 | 6641 | The White Co | H. H. Hester, Jr. Pensacola, Fla. |
| ✓ | 857 | Runabout | 10 | 8693 | Cadillac M Co | M. B. Baggo Quincy, Fla. |
| ✓ | 858 | Runabout | 40 | 5457 | Stutz Motor Co | E. C. Stenstrom Hutchins, Fla. |
| ✓ | 859 | Runabout | 18 | 4089 | Buick M Co | B. Brockam Orlando, Fla. |
| ✓ | 860 | Auto E 8 | 12-14 | 1807 | Autocar Co | John S. Hanson + E. Hamilton Sanford, Fla. |
| ✓ | 861 | Touring car | 24 | 10671 | Chalmers M Co | E. L. Hill R. S. Rowland Bartow, Fla. |
| ✓ | 862 | Runabout | 18 | 22627 | Buick M Co | Orlando, Fla. L. H. Richardson |
| ✓ | 863 | Touring car | 40 | 18302 | R. E. Olds | Milton, Fla. D. R. Hansen |
| ✓ | 864 | Roadster | 45 | 10022 | Dayton M Co | Pensacola, Fla. H. H. Beckwith |
| ✓ | 865 | Runabout | 12-14 | 4450 | Maxwell Buick Co | Tampa, Fla. Ernest Merck |
| ✓ | 866 | Touring car | 40 | 11448 | Buick M Co | Tampa Springs, Fla. S. B. Kenzie |
| ✓ | 867 | | 40 | 9400 | | Tampa, Fla. |
| Apr 22/ 1909 | 868 | Model 10 | 18 | 6491 | Buick M Co | Mrs. V. S. Moody Orlando, Fla. |
| ✓ | 869 | Touring car | 30 | 13179 | Cadillac M Co | E. N. Reasoner Orlando, Fla. |
| ✓ | 870 | | 35 | 96209 | Dayton M Co | Max J. Hamburg Pensacola, Fla. |

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Record of Registration of Automobiles and Other Motor Vehicles.

| Date | Registration Number | Style of Vehicle | H. P. | Factory No. | Makers Name | Owners Name and Address |
|--------------|---------------------|-------------------|-------|-------------|-----------------|---|
| May 8/ 1906 | 201 | Automobile | 14 | 1062 | Auto Car Co | B. B. Patton Miami, Fla. |
| ✓ | 222 | Runabout | 7 | 3235 | Olds | W. H. Le Sanford, Fla. |
| ✓ | 223 | Runabout | 8 | ✓ | Pierce | S. O. Chase Sanford, Fla. |
| ✓ | 224 | Cadillac | 9 | 7716 | Cadillac | R. G. Foy Sanford, Fla. |
| ✓ | 225 | Auto Car | 20 | 423 | Auto Car Co | Amelia C. Lee Orlando, Fla. |
| ✓ | 226 | Model 10 | 10 | 348 | Pope Mfg Co | Geo. G. Hauser Miami, Fla. |
| ✓ | 227 | Cadillac | 10 | 704900 | Cadillac | Geo. E. Porter Sanford, Fla. |
| ✓ | 228 | Model 10 | 10 | 549106 | Do | E. L. Shroy Tampa, Fla. |
| ✓ | 229 | Light Touring | 8 | 243 | Thomas | W. J. Huffstader West Palm Beach, Fla. |
| June 9/ 1909 | 230 | Touring Car | 40 | 1904 | Ford Motor Co | W. H. Hutton, Monroel, Fla. |
| ✓ | 231 | Touring Car | 15 | 25686 | Oldsmobile | John A. Estel, Gainesville, Fla. |
| ✓ | 232 | Runabout | 4 | 16279 | Oldsmobile | Geo. E. Gault, Sanford, Fla. |
| July 6/ 1909 | 233 | Stutz Runabout | 8 | 650 | Leo Pierce Co | M. E. Wood, Daytona, Fla. |
| ✓ | 234 | Yosemite | 10 | 7280 | Cadillac Auto | Monza M. Cushman Gainesville, Fla. |
| ✓ | 235 | | 10 | 2164 | " | E. R. Rossner Orlando, Fla. |
| ✓ | 236 | Light Touring Car | 10 | ✓ | " | E. W. Cobington Bartow, Fla. |
| ✓ | 237 | Pope Hartford | 10 | 103 | Pope Mfg Co | R. L. Miles Miami, Fla. |
| ✓ | 238 | Reo | 16 | 2179 | Reo Mfg Co | Paul Buckwell Bradenton, Fla. |
| ✓ | 239 | Model 10 | 10 | 1064 | Oldsmobile M Co | Samuel Gordon Orlando, Fla. |
| ✓ | 240 | Model 10 | 10 | 2833 | Cadillac | W. H. Hutton Tampa, Fla. |

Images (above): Florida Automobile Registration Record (Volume 1) (1905-1913)

Courtesy of Florida Memory, State Library and Archives of Florida

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According to the registration records, Reasoner owned two Cadillacs. Below are some examples of Cadillac advertisements from 1906 and 1909.

CADILLAC
The Record of 1905
is your guarantee for 1906

The Cadillac Motor Car Co. of Detroit made and sold more automobiles in 1905 than any other one maker in the world, and nearly as many as any other two makers combined. Need we say more? Is it not plain that this record means greatest merit?

Come and have a ride in this neat little Cadillac runabout—\$750—or in any other Cadillac model of your choice.

Model "K," 10 h. p. Runabout, for two passengers \$750
 Model "M," 10 h. p. Light Touring Car, for two or four passengers \$950
 Model "H," 30 h. p. Touring Car \$2,500
 (Same, with Runabout Body, \$2,400; Coupe, \$3,000; with Limousine, \$3,500.)
 Model "L," 40 h. p. Touring Car \$3,750
 (Same, with Limousine Body, \$5,000.)



Cadillac Company
of New York,
151 West 38th Street.
 After March 1 will be located in the
 elegant new Cadillac Garage,
 Broadway and 62d St.

10 h. p. Cadillac Runabout,
\$750

Image (left): *The Sun* (February 18, 1906)
 Courtesy of *Chronicling America*, Library of Congress
 To view the document, click [HERE](#).



CADILLAC THIRTY

Pensacola territory is assigned with Mobile, Meridian, Hattiesburg and the coast East of New Orleans to the Gould Motor Co., of Mobile.

The Cadillac factory, since the first of last January, have made and delivered over seven thousand of this model.

Our allotment for all this territory was only eighteen Cadillac Thirties (less than 25 per cent. of number asked for).

Our demonstrator arrived January 2d, last, and in less than three months our allotment was sold and delivered, the territory outside of Mobile getting very few of them.

April, May, June, July and August we were unable to secure more Cadillac "30," but the Cadillac Company, appreciating the importance of having a few cars on the streets of Pensacola and other points in this territory, made us an additional allotment of six (6) cars to be placed in Pensacola and Mississippi points.

We have brought two of these Cadillac "30" here on arrival from factory and for a few days will be open for demonstrations which will be given for the asking.

Phone or send your address for catalogue and demonstration to us care Manhattan Hotel, Pensacola.

GOULD MOTOR CAR CO.,
 Mobile, Alabama.

Image (above): *The Pensacola Journal* (October 12, 1909)
 Courtesy of *Chronicling America*, Library of Congress
 To view the document, click [HERE](#).

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How is it that the
Cadillac
 will outlive and outwear
 any other car ?

Do you realize that this question is being asked wherever automobiles are sold?

Do you realize that the true test of automobile construction is: "How long will this car last?"

Do you know that buyers are pointing to the experience of 20,000 Cadillac owners and demanding to know why other cars do not last so long?

Do you know they are no longer satisfied with mere speed, but want the long life of the Cadillac as well? The Cadillac Company began preparing for this public demand the first year of its existence.

It insisted then that no car could last more than a butterfly life which was not synchronized in every essential part—down to one-one-thousandth of an inch if need be.

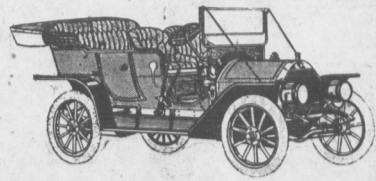
It insisted that no such perfect fit and balance could possibly be secured in any assembled car.

It insisted that nothing short of the enormous expenditure for special machinery represented in the Cadillac plant could build a car which, like the Cadillac, would keep going year in and year out.

The Cadillac Company proved that this was true by building 20,000 cars, not one of which has ever gone out of commission; and it is proving it again by building a 4-cylinder car which has no equal in the world for endurance, long life and low cost of up-keep.

All these points which are vital to you as a possible buyer we can only hint at here.

But mark our words—the day of the one-season car has gone, and the day of the long-lived, economical car has come with the Cadillac.



CADILLAC "THIRTY"
 Four-cylinder, 30 horse-power, copper water jackets, sliding gear transmission.
\$1,400
 including three oil lamps and horn.

The von Hamm-Young Co., Ltd., Agents

Image (above): *The Hawaiian Star* (October 16, 1909)
 Courtesy of *Chronicling America*, Library of Congress
 To view the document, click [HERE](#).

According to the registration records, Wiggins owned a REO Motor Car. Below are some examples of REO advertisements from 1910 and 1911.

**The Beauty of the Mighty Reo
Is More Than "Skin Deep"**

There's more to it than these graceful lines, though there is not a classier looking car sold than the Reo.

It's not popular solely because it is one of the most comfortable riding cars you ever saw.

Neither are the immense sales of the Reo traceable only to the remarkably low first cost:

Model "R" or "S," Fully Equipped, \$1,250
(Type and Model Model of Reos)

Those graceful lines cover a world of sturdy strength that easy-riding is due to the most skilled scientific construction; that moderate price is due to the immense production and the most rigid economy in every process—to the elimination of experiment.

Let us tell you why you can go farther, with more certainty, and for less money, in any other car.

R. W. McKinney
West Kentucky Agent Reo Motor Car Co.,
Phone 2548.

SPECIFICATIONS

Reo Four-Cylinder Touring Car

ACCESSORIES

Presto-Lite Tanks Recharged

Image (above): *The Paducah Evening Sun* (May 25, 1910)
Courtesy of *Chronicling America*, Library of Congress
To view the document, click [HERE](#).

**The Reo Sensation for 1912
This Car for \$1,000**
(Price Subject to Change Without Notice)

The new Reo "Thirty," with four-door, five-passenger room, four 44x42-inch cylinders—105-horse wheel base—34 x 3 1/2-inch tires—the best of magnets. Our latest and finest creation—a speedy, powerful, enduring car—for an over-thousand dollars.

Those superior materials, like tires and steel, are coming less than formerly. And the selling of our cars runs a great deal less, because of our organization.

Now we can increase our output by half, with no extra cost save for materials and labor.

For all of these reasons, the three shown at hand when a car of this class can be sold for \$1,000. And, until further notice, we are going to do it.

No Skimping Whatever

The first part of our problem is to let our friends know that this car isn't skimped. We have never built a car, at any price, equal to this new model.

We issue a circular of complete specifications. We tell the exact materials used in each important part. You will find that no costly car, in any part of its construction, uses any better.

We tell how we analyze steel to know that every piece comes up to our specifications. We tell how we test the tensile strength—the backbone. We tell how we stress each part to each 25-to prove that stress can't harm them. No other maker, we believe, insists on these rigorous tests.

We tell the bearings we use—the very best in the world—the Tinkens and the Royal High-Liter.

We tell how the suspension is given a test which no other maker will stand. How the motor is adapted to present grades of gasoline. How the engine is made so trouble-proof and slow.

From the big wheels and tires down to the smallest part we are giving you the very best that we know. And you can prove the fact in fifteen minutes by comparing the details with high-priced cars.

Designed by R. E. Olds

This car was designed by Mr. R. E. Olds, and is built under his supervision. It is the equivalent of all his experience. That fact alone is sufficient to tell you the worth of this car.

Mr. Olds is the dean of designers. Long before the days of automobiles, the Olds' six engines were the greatest of their kind. In the early days of the motor car the only cars worth having were built by Mr. Olds. And he has been among the ablest leaders in all progress since.

The \$1,000 Reo is Mr. Olds' latest design. It is the embodiment of all his ripe skill and experience. And that is the utmost one can say about any motor car.

The \$950 and \$900 Reos

A four-cylinder one with reasonable tonnage—the same class—can sold for \$950. Also a Toledo Roadster—\$900—the speediest, classiest, sportiest roadster that ever came into this price.

Every agent has them now on show. Please measure them up for yourself.

R. M. Owen & Co., General Sales Agent for Reo Motor Car Co., Lansing, Mich.
Chesterfield Motor Car Co.,
922 W. Broad Street, Richmond, Virginia

Image (above): *The Times Dispatch* (July 30, 1911)
Courtesy of *Chronicling America*, Library of Congress
To view the document, click [HERE](#).

END.

All resources are available upon request.

Events

Lecture: Mayhem in Manatee

Saturday, June 24th at 2pm

Explore the murders that put small-town Sarasota on the national map through a lecture by MVHP staff. From murders to prison escapes, the Sarasota Vigilance Committee left the nation in awe when a group of men in Sarasota (then part of Manatee County) came together in 1884 to form a group with the sole purpose of eliminating “obnoxious” people. By summer they would have committed their first murder and gotten away with it. In December, they murdered postmaster Charles Abbe in broad daylight but they wouldn’t be so lucky.

Limited seating. First come first serve. Free to the public.

Lecture: How Did They Do It Without AC?

Saturday, July 22nd at 2pm

A rambling look at the cultural history and ecology that shaped Manatee County into one of Florida’s most significant areas; discussing Alternating Current, Automobiles and Cars, and Air Conditioning.

Limited seating. First come first serve. Free to the public.



Manatee Village Historical Park Collection

Volunteer Spotlight

A special thank you to all our volunteers who were able to help out at the last Manatee Burying Ground cleanup of the season!

Thank you for helping us preserve and share Manatee's history with visitors!

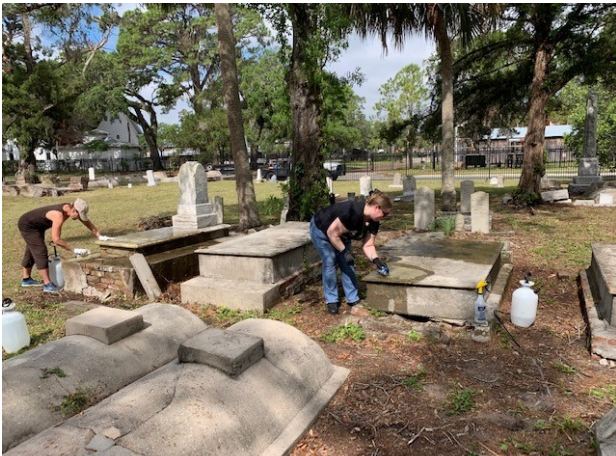


Image (above):
Cleaning Vault Graves (May 2023)



Image (above):
Filling Out Condition Report (May 2023)



Image (above):
Before Cleaning (May 2023)



Image (above):
During Cleaning (May 2023)



Image (above):
After Cleaning (May 2023)

All Photographs From the Manatee Village Historical Park Collection

Greeters Needed

The General Store at Manatee Village Historical Park was built in 1903 by King Wiggins. It was once at the heart of the Village of Manatee. Settlers traveled for miles to buy their staples here. Wiggins also designed the store to include overnight rooms for customers who traveled from the far reaches of the county.

Now, the General Store is a place where visitors can step back in time to learn about Manatee County's past. Our Greeters help introduce visitors to the museum, provide them with free self-guided tour brochures, and tell them about upcoming events.

If you love history and talking to people, the Wiggins Store Greeter may be the volunteer role for you!

Available volunteer shifts for this position:

- Monday, 10am to 1pm
- Monday, 1pm to 4pm
- Thursday, 10am to 1pm
- Thursday, 1pm to 4pm
- Friday, 10am to 1pm
- Friday, 1pm to 4pm
- Select Saturdays, 10am to 1pm or 1pm to 4pm



Manatee Village Historical Park Collection

Call For Volunteer News

Have you recently learned a fun history fact? Have you started a new hobby? Got a recipe you'd like to share? A new addition to your family? Have you celebrated a milestone?

We'd love to feature your news in the newsletter!

Send in any fun facts, hobbies, recipes, pictures, and any other information you'd like to share with your fellow volunteers and staff.

You can email your news to allyson.oleary@manateclerk.com or call 941-749-7165.

