25. Matanzas (Pass), from the Spanish word for "slaughter," probably commemorates the 1566 death of Carlos, Chief of the Calusa Indians, at the hands of a Spanish expedition under Pedro Menendez. This Indian chief undoubtedly lent his name to Big and Little Carlos Passes and Carlos Island.

26. Ft. Myers Beach (Estero Island), called Crescent Beach in earlier times, was homesteaded in the 1890s. During those years, before road and bridge linked the island to the mainland, most supplies reached Estero Island by boat operated by the Koreshan Unity (a communal pioneer society), which made regular trips from Ft. Myers to Estero. The hurricane of September 1926 destroyed a wooden bridge connecting Estero and San Carlos Islands. A swing bridge replaced it in 1928 andfunctioned until 1979, when the "Sky Bridge" was built. The first "finger-island" canals on Ft. Myers Beach were dredged in 1924, and by 1934, a large number of canal lots had been dredged and filled, facing Matanzas Pass, and sold for $35 each. By 1940, the island's population was 473. The pace of development accelerated after World War II, spurred by tourism and a growing demand for permanent waterfront living. There were more than 700 island residents in 1950, and the population jumped to 2,500 by 1960. A bridge spanning Big Carlos Pass and a causeway running from the south end of Estero Island to Bonita Beach were built in 1965. Today, Ft. Myers Beach is an incorporated town with an annual population of 14,000 which doubles during the winter tourist season.

27. San Carlos Island developed into one of the largest shrimp ports in the United States in 1950 with the discovery of "pink gold" in the Dry Tortugas, off Key West. As these beds became depleted, other shrimp grounds were discovered off Sanibel in the Gulf and as far away as Campeche, Mexico. During the peak production in 1996, 4.2 million pounds of heads-off shrimp were unloaded at San Carlos Island. Landings fell the next year to 2.7 million pounds, but still produced a dockside value of almost $14 million. It has been estimated that the shrimping industry on the island, on average, generates an economic base of more than $21 million and employs 600 people. However, the vagaries of the industry may cause those figures to change dramatically from year to year.
28. Lovers Key, once an offshore shoal, owes its emergence and growth to Hurricane Donna, the 1960 storm that devastated the Southwest Florida coast. Floyd Lucky, a local developer, laid claim to the newly formed island and began building and dredging. Wetland and bay bottom habitats were altered to uplands. The state purchased the island in 1983 and merged it with its acquisition of county-owned lands on Black Island, Long Key, and Inner Key in 1996 to create the Lovers Key State Park, a multi-use marine recreation area.

29. Black Island, a former Koreshan homesite and fish camp where fishermen and their families lived from the turn of the century until the 1950s, is now part of the Lovers Key State Park. Koreshans was a religious sect founded by Dr. Cyrus Teed. Koreshans believed the world was round, but concave rather than convex. The church followers also adhered to strict rules of celibacy and, by the end of World War II, the religion was mostly extinct.

30. Estero, on the banks of the Estero River, was founded in 1894 by the Koreshan Unity. When the Army Engineers conducted a river survey in 1903, about 500 persons lived in the community and its vicinity. The Army Engineers reported that the town, incorporated by the Koreshans on a tract of 70,000 acres, included a post office, small store, machine shop and “…one of the largest printing establishments in Florida.” The religion published its beliefs in “The Flaming Sword,” a religious magazine, “The American Eagle,” a newspaper, and in Koresh’s private writings published through Guiding Star Publishing House. The Unity operated a large orange grove (185 acres) nine miles above the mouth of the river; they also colonized Mound Key and Black Island. Membership declined through the early 20th century and the land was deeded to the state in 1961. It is now the Koreshan State Historic Site.

31. Mound Key, almost 30 feet in height, owes its elevation to the thousands of years of shelling and building of middens by the Calusa and their predecessors. Mound Key is believed by researchers to be Carlos, the town where King Carlos of the Calusas met with Spanish Governor Pedro Menendez in 1566. Cuban fishermen settled on Mound Key in the 1800s, and by the early 1900s the island was home to members of the Koreshan Unity. The Koreshans deeded Mound Key to the state in 1961 to preserve the island’s historic and archaeological character.

32. Wiggins Pass is named for Joe Wiggins, who homesteaded and operated a trading post in the area. Just south of the pass is the Delnor Wiggins Pass State Recreation Area.
33. Naples is the site of a Calusa settlement and haul-over canal, almost a mile-long, deep canoe passageway from the Gulf of Mexico to Naples Bay. The earliest settlers were squatters who came to the area in the 1870s. With the arrival of the railroad at Punta Gorda and later extension to Ft. Myers, Naples, by the turn of the century, attracted increasing numbers of tourists, principally sportsmen, who fished and hunted during the winter season and made their residence aboard yachts or at local hotels. Naples retained its small-town ambiance until the early 1950s, when major dredge-and-fill developments created a maze of waterways and waterfront communities that lined the Gordon River and Naples Bay.

34. Gordon Pass is named for Roger Gordon, who operated a fishing camp there in the 1870s.
35. **Marco** was a small fishing village in 1913, with just more than 100 inhabitants, when the Army Engineers surveyed the pass and inland waterway. J. H. Doxsee established a clam cannery at the village in 1910 to harvest hard-shell clams in the Ten Thousand Islands. The cannery employed as many as 150 people. Five generations of Doxsees operated the cannery before it closed in 1947. Marco Village, during the years before World War II, attracted sportsmen who fished for tarpon or hunted on the island and nearby mainland. They stayed at one or two small hotels on the island. At the time, a marine railway and shipyard were capable of accommodating 60-foot-long boats. In the early 1920s, Barron Collier purchased 90 percent of Marco Island, which he planned to develop. He even began to clear land in the middle of the island at a location named Collier City, but nothing was ever completed. Marco was totally transformed in 1962 from its sleepy, idyllic old Florida setting by the Mackle brothers when their Deltona Corporation created the residential canal resort community we know today.

36. **Goodland** was named by its first settler, Jonnie Roberts, to describe the fertile, well-drained soil and the location with abundant fishing available in the deep water of the nearby Marco River. Goodland had historically been a large Calusa settlement. The county built a swing bridge at Goodland in 1939, Marco’s only connection to the mainland until 1969. Finger canals and borrow basins have transformed the mangrove shoreline into a seawalled waterfront residential community.

37. **Caxambas** (sometimes spelled “Caximbas”), one of the oldest place names on the Southwest Florida coast, is of West Indian (Arawak) origin, from the word “casimba” or “cacimba,” which refers to a drinking hole or “well” which was probably a shallow freshwater depression in the beach used by explorers and fishermen in the pre-development period. Shell mounds attest to earlier Calusa settlement. There was a small agricultural and fishing settlement here during the 19th century. The E.S. Burnham Packing Company established a clam factory at Caxambas in 1904. The town was moved in 1949 to Goodland, preceding the Collier family’s attempt to develop Marco Island.
South Marco Island and Roberts Bay in foreground, looking southwest out Caxambas Pass.

View south from the Isles of Capri, across the Big Marco River to Marco Island, Coconut Island separating Capri Pass from Big Marco Pass on right.
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South Pine Island, looking northeast, St. James City in foreground, road to Galt Island with McKeever Keys fronting on Pine Island Sound on the left midground and Matlacha Pass on right.