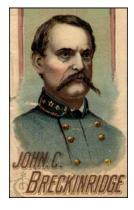


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RIVER





Spring / Summer 2016



Lt. John Taylor Wood, USN, c. 1858 (The Century Illustrated Monthly Magazine).

The Escape of John C. Breckinridge & John Taylor Wood down the Indian River

Plus:

The Space Between: Cape Canaveral's Place in the **History of American Mobility**

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THE INDIAN RIVER JOURNAL THE JOURNAL OF THE BREVARD COUNTY HISTORICAL COMMISSION

Editor: Bob Swenson

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THE INDIAN RIVER JOURNAL

THE JOURNAL OF THE

BREVARD COUNTY HISTORICAL COMMISSION

Volume XV, Number 1

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### ESCAPE OF BRECKINRIDGE AND WOOD ON THE INDIAN RIVER

DAVID PATERNO & BOB SWENSON

On June 1, 1865, a small lifeboat pulled up to John Houston's dock on the Indian River in an area that would be later called Eau Gallie. On board were six men, four fugitives and two parolees, fleeing the consequences of defeat in the Civil War. Two of the fugitives were highly sought after by Union forces: one was a former Vice President of the United States, and lately Confederate Secretary of War, John C. Breckinridge. The other, holding dual military rank as Colonel in the Southern Army and Captain in the Navy, John Taylor Wood. Both men were renowned for daring deeds during the war, and both were descended from illustrious forebears.

This incident is part of the saga of the escape of the Confederate government, which began on the morning of April 2, 1865 when Jefferson Davis received a dispatch from Robert E. Lee during a morning worship service. The dispatch read "*I think it is absolutely necessary that we should abandon our position tonight* . . ." This prompted the evacuation of Richmond and the fleeing of the Confederate Cabinet. Two hastily packed trains containing government officials, the Confederate treasury, and the Confederate archives left Richmond for Danville, Virginia. Breckinridge remained in the city to oversee the destruction of facilities and supplies to prevent their use by the invading federal forces. Wood accompanied President Davis.

### John Cabell Breckinridge

John Cabell Breckinridge (Figure 1) was born and schooled in Kentucky. He was the great grandson of a signer of the Declaration of Independence, John Witherspoon. His grandfather was a U. S. Senator and U.S. Attorney General under Thomas Jefferson. His father was a Speaker of the Kentucky House of Representatives and a Secretary of State.

Breckinridge became the youngest U.S. Vice President under James Buchanan and served one term. He later was elected to the U.S. Senate from which he fled to the Confederacy after being declared a traitor due to his Southern sympathies. He immediately became a brigadier general and was given command of 5,000 troops. After a successful campaign at the Battle of Shiloh, he was promoted to Major General. His performance was outstanding in victories during the battles of New Market and Cold Harbor. He was wounded during the latter engagement when a cannonball hit his horse and he was pinned under it. After fighting in several more campaigns, he was appointed Secretary of War in 1865 by Jefferson Davis. At that time, Robert E. Lee was appointed as head of all Southern forces.



Figure 1 Lt. General John C. Breckinridge circa January or February 1864 His trademark mustache was not fully grown yet.



Figure 2 John C. Breckinridge

A photograph taken in Cuba within days after Breckinridge arrived in 1865. Although heavily retouched, the picture shows the effects of his journey, including his trimmed-down mustache. (Courtesy Peter H. Ten Eyck.)

### John Taylor Wood

John Taylor Wood (Figure 3) was born on August 13, 1830, at Fort Snelling in the Northwest Territory (now St. Paul, Minnesota). Wood was the first child of Robert Crooke Wood, an assistant surgeon in the U.S. Army, and Anne McKall Taylor, the daughter of "Old Rough and Ready," General Zachary Taylor, who was then commander of the U.S. forces stationed at the remote military post. It is generally assumed that Wood was the first white child born in Minnesota.

John Taylor Wood was the grandson of Zackery Taylor. Zackery Taylor was a second cousin of James Madison, and a third cousin once removed of Robert E. Lee (through Colonel Richard "the Immigrant" Lee) making Wood the descendant of one president and related to another (Figure 4). From about 1832 to 1837, Wood's family lived at Fort Crawford in Wisconsin. Jefferson Davis was also stationed at Fort Crawford and married Zachary Taylor's second daughter, Sarah Knox Taylor, on June 17, 1835, becoming John Taylor Wood's uncle. Another uncle, Richard Taylor (son of Zackary Taylor), became a Louisiana senator, and then a Lt. General in the Confederate army. In 1837, the Taylor and Wood families moved to Fort Brooke, Florida, where the Seminole war was raging.



Figure 3 Captain John Taylor Wood a photograph by F.H. Pierce On April 7, 1847, Wood was appointed a midshipman in the U.S. Navy. After a brief course at the Annapolis Naval school (later Academy), he was ordered to the frigate *Brandywine*. In the spring of 1851, Wood was assigned to a tour of duty off the coast of Africa, where American and British forces were cooperating in the suppression of the slave trade. For the next 10 years, Wood had a distinguished career in the U.S. Navy. In 1861, Wood struggled to remain neutral in the coming conflict. Wood finally resigned his commission on April 21, but a spiteful Navy department later backdated his dismissal to April 2, causing Wood to lose some benefits. Wood joined the Confederate cause and was appointed a Lieutenant in the Confederate States Navy as of October 4.

In January 1862, Wood was assigned to the CSS *Virginia*, the Confederacy's

first ironclad. He participated in the battle between the USS *Monitor* and the *Merrimack* (which the Confederates rechristened the CSS *Virginia*) at Hampton Roads, Virginia. On September 29, 1862, Wood received a promotion to First Lieutenant in recognition of his service on the *Virginia*. A few days later, he embarked on the first of several daring commando raids that would earn him the nickname "The Horse Marine." On February 9, 1863, he received notification that effective January 26 he had been appointed naval aide-de-camp [ADC] to President Jefferson Davis, with the statutory rank and pay of Colonel of Cavalry in the Provisional Army.

One of his most memorable exploits was as captain of the CSS *Tallahassee*, when, over a ten-day period in August 1864, he captured 33 Yankee ships. (16 burned, 10 scuttled, 5 bonded, 2 released). Near the end of this tour, he would make a dramatic escape from the Halifax, Nova Scotia harbor in the *Tallahassee*.

### **Evacuation of Richmond**

In April 1865, Wood was with Davis and helped to plan and execute the hasty evacuation of Richmond. When Breckinridge fled Richmond, his objective was to meet up with the Davis party, which left Richmond the day before. After nearly being recognized near Saundersville, Georgia, Breckinridge decided to adopt a modest disguise. He trimmed his "flowing mustache," (Figure 2) that was celebrated as his trademark in the Confederate Army. He then assumed the

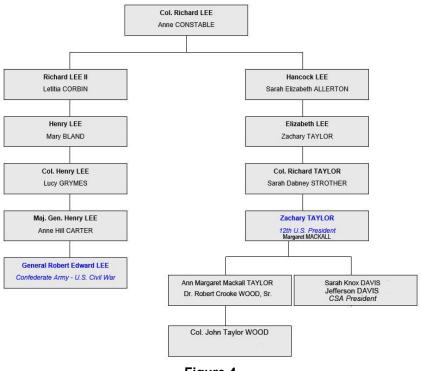


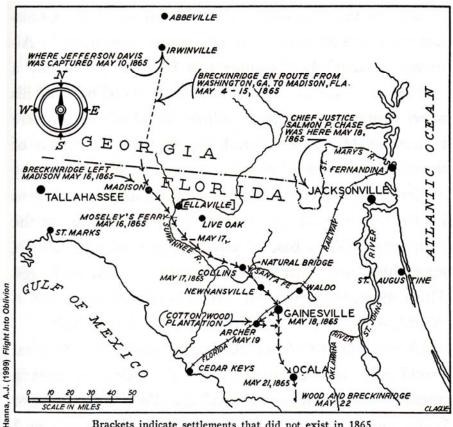
Figure 4 Genealogy of John Taylor Wood

name of Colonel Cabell, because he feared the Federal Army, particularly in light of Lincoln's assassination, would deal with him harshly. He told his party that they would move in a direct line toward Madison, Florida.

On May 10, Union forces at Irwinville, Georgia (see Map 1 on the next page), captured the Davis party, which included John Taylor Wood, but Wood managed to escape. At the time, Breckinridge was camped 40 miles to the east, just north of Jacksonville, Georgia. Another cabinet member, the former Secretary of State, Judah P. Benjamin, was traveling separately farther to the east. Breckinridge and Benjamin became the highest-ranking members of Davis' cabinet not yet in Union hands.

### Breckinridge and Wood Meet in Madison, Florida

Breckinridge and Wood began their journey together in Madison, Florida. Both Breckinridge and Wood were anxious to disappear into the Florida "underground passage": the Secretary of War had been branded as a traitor, and marked for hanging by the legislature of the Federally occupied state of



Brackets indicate settlements that did not exist in 1865

Map 1—From Irwinville to Ocala

Tennessee. Wood, as commander of the deadly rebel raider *Tallahassee*, was being hunted as a "pirate" whose depredations were second only to those of Admiral Raphael Semmes.

### May 16 - 23

Breckinridge arrived at the home of Judge Benjamin Wardlaw, where he would spend the night. After dark, he rode into Madison (Map 1) to meet with General Joseph Finegan, the Confederate hero of the Battle of Olustee, hoping that Finegan could suggest an escape route. Breckinridge met Wood at Finegan's home where they decided to go along the east coast of Florida to the Bahamas. Breckinridge and Wood parted company, and then met again that evening at Moseley's Ferry (Map 1) on the Suwannee River. They travelled together to Gainesville (Map 1), arriving on May 18. At this point, the escape party consisted of Breckinridge; Wood; Colonel James H. Wilson, aid to Breckinridge; and Tom Ferguson, an ex-slave of Breckinridge.

Once in Gainesville, Breckinridge and Wood met with Captain J.J. Dickison (Figure 5), the Confederate "Swamp Fox." The secretary told Dickison that he wanted to escape to the Trans-Mississippi by way of Cuba going down the west coast. Dickison convinced him that the west coast was too closely guarded and that the best route was Wood's suggestion of going down the east coast. Dickison assigned his son to guide Breckinridge to Millwood Plantation (Map 2 on next page), home of Colonel S.H. Owens. Breckinridge spent the 19<sup>th</sup> and 20<sup>th</sup> at Millwood. Judah P. Benjamin had passed through Moseley's Ferry two days ahead of the Breckinridge party. Therefore, Wood and Wilson rode ahead to try to find him, but were not successful. Breckinridge and Wood had hoped that Benjamin would join them. On the 22<sup>nd,</sup>



Figure 5 Captain J.J. Dickison 1864

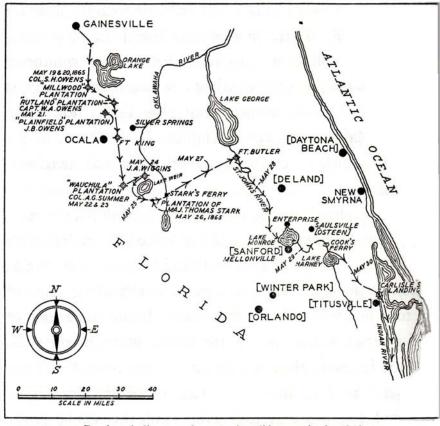
they stopped at Wauchula Plantation (Map 2 on next page), the home of Colonel A.G. Summer, the former quartermaster general of Florida. The next day Breckinridge went hunting with their host while Wood was sick from the summer heat and swarms of mosquitoes that plagued all of them. Additionally, while sitting on a log during the hunt, Breckinridge was attacked by red bugs or ticks. Breckinridge shot one deer that day.

### May 24 - 29

Breckinridge and Wood then traveled to Ft. Butler (Astor) opposite Volusia. There they picked up one of the small gigs that belonged to a Union gunboat, the "*Columbine*," which was captured and sunk on the St. Johns River by J.J. Dickison.

"It was a small, open craft, only 17 or 18 feet long," noted Breckinridge, "with a place in the front to 'step' a very small mast, so as to use a sail when there was wind, by holding the end of the rope in the hand." In addition, there were four oars for rowing.

Dickison gave the boat to the fugitives and put two of his most trusted men, Corporal Richard R. Russell and Sergeant Joseph J. O'Toole, at their disposal. Private P. Murphy, who helped raise the boat from its hiding place and later claimed it as his, was also assigned to aid the fugitives. These three men, along with the rest of Dickison's command, had been paroled on the 20<sup>th</sup>. Meeting at the fort, the men prepared to make their way up the St. Johns River. The party



Brackets indicate settlements that did not exist in 1865

Map 2—Gainesville to the Indian River

now consisted of seven men. While they were loading all of their provisions onto the boat, the Grand Jury of the Supreme Court of the District of Columbia issued a bench warrant for Breckinridge's arrest.

Before they left Ft. Butler, *Breckinridge committed what would prove to be* the last official act of the Confederate War Department, and of the Confederate States of America. *He wrote out a Lieutenant Colonel's commission and presented it to his friend, Lieutenant William McCardell, who had guided them from Millwood plantation to the fort. The secretary did not know it, but [Richard] Taylor had surrendered back on May 4, and most of the Trans-Mississippi was being turned over to the federals just as Breckinridge wrote out the commission. Only a skeleton army under Kirby Smith remained, and it had been disintegrating for weeks, having ceased long since to be an organized force. Curiously enough, this final act of promotion given half-in jest to a man* 

Hanna, A.J. (1999) Flight Into Oblivion

who had already taken his parole from the enemy terminated the Confederate government here on the swampy banks of the St. Johns. Breckinridge, who in times past had done his best to prevent the birth of the Confederacy, did this act.

Due to a severe storm that evening, they had to anchor in mid-stream. They then discovered how truly uncomfortable the craft could be. Loaded as it was with seven men, two weeks' supplies, arms and ammunition, there was no room to lie down. In addition, the water was almost up to the gunwales, prompting Breckinridge to comment earlier "it might do for the river, but it seemed a very frail thing to go on the ocean in."

On May 29, one of the party, Murphy, left for home. He demanded and was given \$100 for the boat by Breckinridge. This reduced their number to six. They rowed 20 miles that day to Cooke's Ferry (aka Cook's Ferry) near Lake Harney (Map 2). The night before, Wood and O'Toole had walked inland across the sandy countryside for a few miles to Saulsville (present day Osteen) to arrange for a wagon and team in order to haul the boat overland the 28 miles to the Indian River.

George Sauls (Figure 6), who according to Breckinridge, owned "the only wagon to be found in that desolate country" and his team of oxen were engaged for the task. Sauls was an illiterate but cunning Florida "Cracker" and a Confederate agent. Part of his assignment was to protect women and children while other men fought for the Confederacy. He also watched out for blockade-runners hauling cattle, cotton and tobacco.



Figure 6

### May 30 - 31

At daybreak, the men started off on foot for the Indian River. From the very beginning, the boat gave them trouble, for it could not be fastened securely to the wagon frame. As they passed over the bumpy, rutted road, the front wheels often "ran away from the hind ones," dropping the craft to the ground. They made only 18 miles that day, camping amidst a plague of mosquitoes so thick that they had to build a fire and sit up most of the night in the protection of its smoke. The next day's travels proved as arduous and frustrating. The driver Sauls, whom Wood described as having "the shrewdness of the white, the good temper of the Negro, and the indolence of the red man," apparently thought his part of the bargain stood fulfilled when he provided the team. He loitered behind most of the way, giving no assistance with the oxen, but always on hand at mealtime. Finally he was told, "no work, no grub; no drive bulls, no tobacco." This encouraged him to expend more effort, though Wood still believed that "it would have been less labor to have tied the beasts, put them onto the boat, and hauled it across."

Sauls' oxen were so terribly bitten and bloodied by mosquitoes and flies that he claimed that the black one would die – which Breckinridge doubted – and so Sauls demanded an extra five dollars for his troubles.

After the arduous journey hauling the boat on wheels, the fugitives reached the Indian River and made their way to a small community north of Titusville near what is now called LaGrange. The river was a welcome sight and their first concern was to ensure that the boat was without leaks. According to Wood's own account in his article "*Escape of General Breckinridge*," the group stopped up the leaks with caulking and pitching. This was performed at Carlile's Landing (aka Carlisle's Landing, Map 3 on page 18) which took its name from two of the four families that lived there -- the families of David Carlile, a transplanted Mississippian.

### June 1 - 2

Wood described the Indian River as "very shoal, so much so that we were obliged to haul our boat out nearly half a mile before she would float, and the water is teeming with stingarees [alteration of stingray], sword-fish, crabs, etc. But, once afloat, we headed southward with a fair wind."

Before they approached the area known today as Eau Gallie, the fragile boat had sprung more leaks and so they pulled into a dock on the river near the mouth of Elbow Creek. [There is an historical marker commemorating this stop located near 1279 Houston Street, Melbourne.] This was a fortunate happenstance because the dock (Map 3 on page 18) belonged to John Carroll Houston III [pronounced How-ston], a cousin [genealogists disagree on this - see Houston Genealogy] of the legendary Texan Sam Houston [pronounced Hueston] and a Confederate sympathizer. He gave assistance to the fugitives by helping to caulk the leaks. Houston was a former scout during the Seminole Indian War and had secured a soldier's land grant of 160 acres in accordance with the 1842 Land Grant Act. He was awarded an additional 80 acres because he had served as a scout. His son, John Carroll Houston IV ran the blockade to provide supplies to the Confederacy. Houston IV was known as "Cap'n John" and he would run the blockade to Nassau to pick up supplies and bring them back to Florida. He ran the blockade several times before being captured by Union forces. He was sent out to sea as punishment and after several months was released in Key West. Eventually he made his way back to Eau Gallie by walking along the beach and by boat, which he built from odds and ends left on the shore.

What "Cap'n John" met with on his trek home was also the bane of the fugitives: sand flies, swamp flies, snakes, alligators, but above all – swarms and swarms of mosquitoes. Numerous times, John Taylor Wood would anchor in the middle of the river in order to mitigate the effects of the mosquito bites. The plague of mosquitoes hit them so bad at times that in order to escape the pests while sleeping on shore, the fugitives would resort to burying themselves in the sand at night just to get some sleep. In his diary, Wood wrote, "Besides this plague, sand-flies, gnats, swamp-flies, ants, and other insects abounded. The little black ant is especially bold and warlike. If, in making our beds in the sand, we disturbed one of their hives, they would rally in thousands to the attack, and the only safety was in a hasty shake and change of residence." At another point, Wood described, "whenever the breeze left us the heat was almost suffocating; there was no escape from it. If we landed, and sought any shade, the mosquitoes would drive us at once to the glare of the sun."

As he did for the St. Johns River, Wood commented on the scene before him on the Indian River. He noted the utter desolation that he saw on both sides of the river: the absence of humans, the deserted cabins and abandoned huts belonging to would-be settlers who could not take the harsh environment of heat, wind, and rainstorms, and the gardens and orchards that were planted and nurtured, only to have them wither from lack of care. However, the fugitives were able to augment their meager food supplies with coconuts and watermelons left around the cabins. It was not a time for oranges to be on the trees. The task of just trying to survive was just beginning for the fugitives, as they had to throw out nearly all their food as worthless because torrential rains had spoiled it. Their precious salt was gone as was some of their powder. Only bacon and sweet potatoes survived. As critical as their food situation was, they realized that the river was another source of food.

The agonizing irritation of heat and mosquitoes was relieved on the afternoon of June 2. As the fugitives passed the site of the present-day city of Vero Beach, torrents of rain lashed the mariners so fiercely that they could not see 20 feet beyond their bow. All thoughts of their discomfort vanished when they realized that within a few miles, at Indian River Inlet (Map 3 on page 18), was located a camp of federal blockaders eager to intercept escaping Confederates. As they prepared to pass the camp at night, they suspected every mysterious shadow cast by the palms was that of a federal. "Approaching cautiously with muffled oars, we saw a fire on the bank, which we supposed to be the guard fire," wrote General Breckinridge. "The night was dark, and keeping the middle of the stream, we glided past without being challenged."

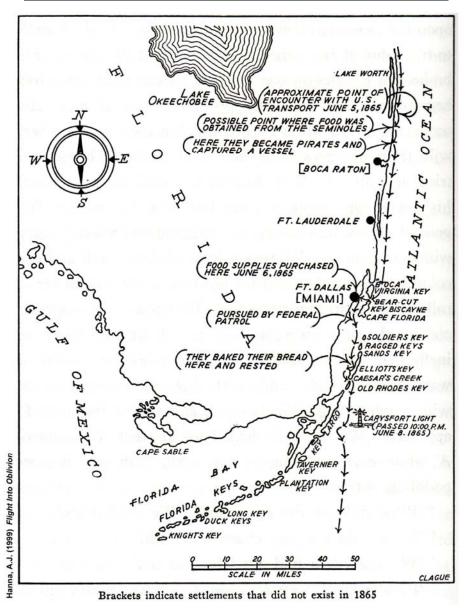
### June 3 - 6

As they made their way down the river, the wanted men scanned the river for union gunboats looking for them. They crossed a short haulover into the Atlantic just before Jupiter (Map 3 on page 18). At this time of the year, the green turtle deposits its eggs in the sand. Russell and O'Toole were old beachcomers, and had hunted eggs before. Therefore, for the next two days they feasted on turtle eggs. They soon tired of this diet and varied it with shellfish and snails.

On June 5, they tried to sail to the Bahamas, about 80 miles across the Florida Channel. Unfortunately, the wind was wrong, which forced them to continue southward along the coast.

Below Lake Worth (Map 4), they spotted a Union cruiser steaming down on them. As the vessel pulled to a stop, a ten oared cutter was lowered and Wood had no choice but to go into the ocean with their own small boat and meet them half way. Wood elected to take only Russell and O'Toole who had genuine parole papers. With sheer bravado, they claimed to be simple rebel parolees (of which Russell and O'Toole actually were), and pretended that the rest of the party were also. They played their roles well for they certainly looked the part: clothes in tatters, lean, sunburned, and with beards that had grown for weeks. Not even their friends back home would recognize them. They were able to trade turtle eggs for tobacco, and then offered to go ashore and take the crew of the cruiser some more eggs. Because they looked to be too dangerous, their offer was declined. So great was their bluff that the cutter turned back to the steamer and sailed away. The Union sailors never even remotely realized that the quarry they were looking for was within easy reach.

The fugitives' fierce appearance and their new found bravado soon came to their aid again as they sailed to the south end of Lake Worth. To their dismay, they spotted another boat on the horizon. When the boat changed course seeming to avoid them, however, Colonel Wood suspected that the occupants were themselves fugitives or deserters. So they chased after the boat. As they drew closer to the sloop, Wood realized that the boat was much more seaworthy than their own – standing higher in the water and wider. To the experienced eye of the only real sailor amongst them. Wood deemed that this craft would take the rigors of the Atlantic far better than the boat they were in, which was not designed for crossing the Gulf Stream. Consequently, the Confederates instantly became pirates. After a long row in calm, they overtook the vessel, which hove to when Wood fired a pistol shot across her bow. The sloop's three men, obviously intimidated by the sight of Breckinridge's bearded and bedraggled crew, submitted to being disarmed when the general and Wood boarded their boat, Breckinridge threatened his captives with hanging, but then relented: "the war's not over for us," he said. "You're our prisoners and your boat is a prize. You're deserters and pirates — but under the circumstances we'll take your paroles and exchange boats with you." The relieved deserters reluctantly agreed, accepting \$20 in gold offered by Breckinridge to seal the bargain, and sailed on northward in the lifeboat. So elated were the fugitives with their captured craft that General Breckinridge decided to head for Cuba instead of the Bahamas



Map 4 Lake Worth to the Gulf Stream

Sailing further down the coast, the fugitives knew they needed to stock up with provisions to make the journey across the water to Cuba. Deciding to risk being caught, they made their way up the Miami River to the ruins of old Fort Dallas, now an outlaw trading post. The men at the post made the fugitives look like Churchgoers, looking far more villainous than the escaping Confederates. The outlaws, numbering twenty to thirty men, wanted to know who they were. Wood adopted yet another persona and replied that they were wreckers – knowing full well that they were in the country of salvagers of ships that were lured into running aground so that the cargoes might be claimed by the "wreckers." Wood had no liking for these men and after negotiating with promises of gold, the Confederates managed to come away with some ham, bread, pork, potatoes, and fruit along with a keg of rum. Fearing to be detained, they quickly left, but were immediately chased by a launch thought to be Federals out of Key West. Once again, Wood's master seamanship led them to put a great distance between themselves and their pursuers.

### June 7 - 11

After they passed Elliott Key, about 20 miles south of Fort Dallas, they gathered food for the crossing to Cuba. O'Toole and Russell were not happy about leaving Florida, but Breckinridge convinced them to continue. After passing Carysfort Light (Map 4), Wood's command of the craft was tested repeatedly as they ran into the worst storm they had yet to encounter during their escape. The first night out opened with a severe electrical storm, and near daybreak, when the inept Colonel Wilson was at the helm, the fugitives narrowly averted disaster. Breckinridge and Tom Ferguson dozed. Wood was sitting forward when a sudden wave broke over the bow; half-filled the boat and swept Wood overboard. Breckinridge saw that Wilson was steering "as stiff as a stanchion," holding like grim death to the tiller and the sheet as the boat heeled dangerously. "Let go of the rope!" Breckinridge shouted, and when the startled helmsman did so, the boat righted herself at once. Wood reappeared, having caught a loose line, as he was swept sternward. The captain then took the helm and would not relinquish it for the next 12 hours. The sloop bobbed and lurched at will, driven before the wind. O'Toole and Russell bailed furiously and the frightened Tom Ferguson huddled beside Breckinridge. By now, they were without food. All the men were blistered and dehydrated. Breckinridge stood guard over the water keg, rationing an occasional sip to each of the thirsty men.

Their last adventure with danger on the high seas was in the form of a United States merchant ship, the *Neptune*, out of Bangor, Maine. Posing as ship-wrecked sailors, they pleaded for food and water. The fugitives were thrown a keg of water and some hardtack by the crew who thought they were pirates and wanted nothing to do with them. Having escaped this danger, they finally reached the shores of Cuba six days after leaving the Florida coast, and were now out of the jurisdiction of the United States. They created a sensation among the Confederate sympathizing population and were treated to clean

clothes. good food, and some needed rest. They eventually were escorted to Havana by an aide-de-camp of the Spanish Governor-General of the island.

### **Amnesty and Exile**

Breckinridge, still fearful of being taken and returned to the United States, departed for England and then to Toronto to join with his family. However, orders were still current that he be arrested if he set foot on American soil. Newspapers in New York and Boston had been repeatedly calling for his hanging as the biggest traitor to the United States. Breckinridge returned to England and lived in relative harmony until he finally returned to Kentucky under a general amnesty by President Johnson. Speaking as a private citizen in March 1870, he publicly denounced the actions of the Ku Klux Klan. In 1872, he supported passage of a state statute legalizing black testimony against whites in court. He would become involved with a small railroad and an officer in an insurance company until his death at an early age of forty-nine in 1875.

Wood left Cuba on June 23 and arrived in Halifax, Nova Scotia on June 30. He travelled to Montreal and on July 15th he had a joyful reunion with his wife, Lola, and his two children, five-year-old Zachary and the baby Lola. After their reunion, Wood decided to move his family to Halifax, Nova Scotia.

Wood's transformation from Rebel warrior to businessman began shortly after his arrival in Nova Scotia. Initially, Wood was in partnership with another Confederate naval hero, John Wilkinson. Fittingly, their firm, Wilkinson, Wood and Company, specialized in "Southern produce." Wood became a distinguished member of the Halifax social and mercantile elite. Eventually he was engaged in real-estate speculation and several other businesses, including the Block House Coal Mining Company, the Eastern Steamship Company, the Atlantic Marine Insurance Association, and the Boston Marine Insurance Company. A member of the Chamber of Commerce, he was also an agent for the Cromwell Line. Starting in 1874. he served on the Halifax pilot commission.

Wood came to be a staunch Bluenose [a person from Nova Scotia] and stubborn. He lived out his life in permanent exile in Nova Scotia. He ignored various federal amnesty proclamations, he did not entirely turn his back on America. In fact, he visited his native country on several occasions. Wood passed away on the morning of July 19, 1904. The *Evening Mail* documented his death as follows: "The announcement of the death of Capt. John Taylor Wood, which took place at his residence shortly after eight this morning, will be received with universal sorrow and regret. None in Halifax were more esteemed than he, and few had so wide a circle of friends." Wood is buried in Camp Hill Cemetery.

Russell and O'Toole returned to Florida. Colonel Wilson traveled with Breckinridge to England. What became of Tom Ferguson is unknown.

### **Houston Genealogy**

Some genealogists disagree that there is a relationship between John Carroll Houston III and General Sam Houston. This is how Katheryn Smith Lockhard, a descendant of John Carroll Houston II, describes the lineage in her book, *Forever Laced – A Journey through Two Centuries*:

Robert Houston had two sons, John Carroll [Houston II] and Major Samuel Houston. John Carroll [Houston II] went to Talbot Island, Florida and his brother, Major Samuel Houston went to Tennessee. The Major had a son, General Samuel Houston [of Texas fame]. He was a nephew to the Major's brother, John Carroll Houston. (Source: Jesse Stewart, great granddaughter of J.C. Houston III).

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### Acknowledgements

The authors wish to acknowledge the input, contributions and encouragement provided by the following individuals: Weona Cleveland, Honorary Brevard County Historian; Bob Gross, Indian River Anthropological Society; Michael Boonstra, Archivist, Brevard County Historical Commission; Trish Osborn; and Karen Paterno.  $I\!R\!J$ 

### ABOUT THE HISTORICAL COMMISSION

The Brevard County Historical Commission was established in 1963 by ordinance of Brevard County to "*collect, arrange, record, and preserve historical materials*" and to perform other functions such as obtaining narratives of the early pioneers, marking historical locations throughout the county, and recording historical information.

We store our collections at our Historical Records Archive located at Central Brevard Library and Reference Center, 308 Forrest Ave., Cocoa, Florida 32922. The collections are normally available to the public during regular business hours. Please call in advance at 321-633-1794, to schedule an appointment to view our collections. We are attempting to put our collections online, however, to date we haven't reached that goal.

The Historical Commission holds regular monthly meetings at the Archive. The public is always encouraged to attend. Please call the Historical Commission's office for a schedule.

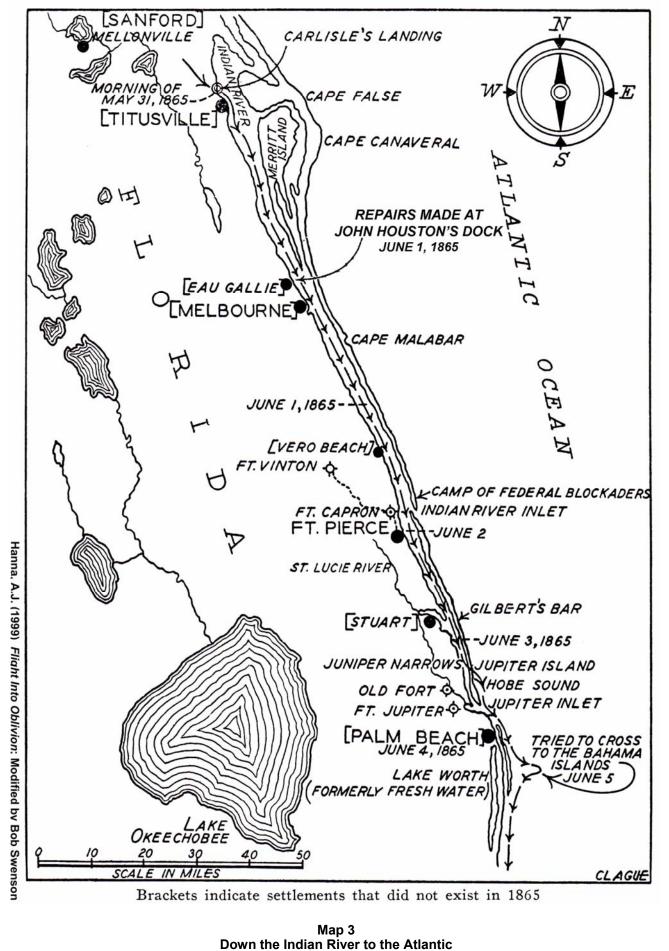
We have undertaken a number of projects, including:

- Publication of an official Brevard County History
- Designation of Historical and Archaeological Landmarks
- Publication of a booklet identifying the Landmarks
- Preservation of early newspapers, maps and records
- Collection of individual oral histories on video
- Publishing of a journal entitled The Indian River Journal

The Historical Commission works with many other groups and organizations in the community to preserve the County's history and archaeology. IRJ

### We have fandmark Guides to Historic Brevard County available

Contact the Commission office for your copy.



THE INDIAN RIVER JOURNAL OF BREVARD

THE JOURNAL OF THE BREVARD COUNTY HISTORICAL COMMISSION

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SPRING / SUMMER 2016

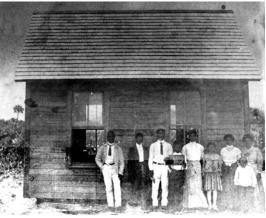
SPRING / SUMMER 2016

### Seventh in a Series **EXPLORE YOUR HISTORY:** LOST COMMUNITIES OF NORTH MERRITT ISLAND By Roz Foster

### **History of the Clifton Colored School**

Prior to building the Clifton schoolhouse, the children of Butler Campbell and Andrew Jackson attended school in the home of a black man by the name of Mr. Mahaffey. Having no school in their locality, the families employed a certified teacher, and the Brevard County School Board of Public Instruction, paid five dollars for every child of school age taught, after examination of the children's progress by the school superintendent. Any locality claiming a school had to provide a public school house, select at least one trustee, and secure a certified teacher. In 1890-91, Campbell and Jackson decided it was time to build a proper structure for their nine children. A neighbor, Wade Holmes,

provided a one-acre lot as the building site, which was located in the northwest corner of his property adjacent to the Campbell's lot. Lumber and building materials bought in Titusville were shipped by sailboat to north Merritt Island. Campbell, Jackson, and Holmes built a 12 x 16 foot structure of heart pine lumber. Two sets of glass-paned windows were placed opposite each other on the north and south sides. The front of the schoolhouse faced west which was fitted with a dou-



ble paneled door. The roof was made of cedar or cypress boards. The structure rested on hand cut coquina blocks about one foot off the ground. The Indian River Advocate newspaper described the "Closing Exercises of the Clifton Colored School" on September 27, 1892. Professor Mahaffey was praised for the high quality of education of his students. The Campbell children included Florida, Eugenia, Agnes, Henry and Willie. The Jackson children were Annie, Mary, Floyd and Douglas, who was class Valedictorian. Studies included primary reading, physiology, higher lessons in English, and primary advance classes in math.

In 1893, the school year ended in August after the children attended school during the summer months. They did this so that they could help with grove and fieldwork during the winter growing season. The exams showed proficiency of all students' studies, especially math and Latin. Willie Campbell was class Valedictorian. By 1910, most of the children were of the age to be out of school or attending school in Titusville or elsewhere, seeking higher education. Eugenia returned in 1924 and later lived in the structure.

According to an article printed in the *Florida Star* newspaper dated November 15, 1883, a meeting was called to organize a Board of Public Instruction for Brevard County, present were W. R. Sanders, holding over; M. E. English, B. R. Wilson, J. M. Dixon, late appointees; and A. Brady, Superintendent. The members present completed the organization of the Board of Public Instruction for Brevard County as follows: J.M. Dixon, Chairman; B.R. Wilson; M.E. English; and A. Brady, Secretary and Agent. After business was concluded, the following rules were adopted:

- 1. Any locality claiming a school (at least nine students) must provide a public school house, must select at least one trustee, and secure a teacher holding a valid certificate.
- 2. Any family so isolated that they can have no school in their locality, and who shall employ a teacher holding a valid certificate, shall be entitled to \$5.00 per capita, for every child of school age taught. The children must be of one family only.
- 3. The Superintendent shall examine the children of the home schools, and on satisfactory evidence of sufficient progress in their studies, he shall pay the amount due said family.

The Board adjourned to meet on the first Monday in January 1884. A. Brady, Sec and Agt.

The following article published in the *Indian River Advocate* newspaper, dated August 5, 1892 entitled "Closing Exercises of the Clifton Colored School," describes the activities that took place:

### Editors Advocate:

The closing exercises of colored school at Clifton took place on the 27th inst. I was much pleased to be present to witness both examination and concert. I was much surprised, indeed, to find such an advanced school. The pupils showed thoroughness in all of their studies, which reflects great credit upon Professor Mahaffey, their teacher. Their studies consisted of reading by primary classes and classes, physiology and hygiene advanced, United States history, primary and advanced classes in geography, familiar science, primary and higher lessons in English, and primary and advance classes in mathematics. At the close of the examination several of the visitors were called upon to say something in behalf of education, and among the speakers were Mr. Geo. Gomos of St. Augustine; also Mr. Wm. Dommet of the Ancient City. They expressed themselves as being glad to know that the East Coast and Indian River Country is wide awake to the cause of education. I am sure myself that there is no better way to solve this "[r]ace problem" than the maintenance of good schools and thorough teachers; then "Greek will be able to meet Greek." The examination closed at 4 p.m., and the teacher announced that the concert would commence at 7:30 p.m. Promptly, at the hour the curtains rose, an[d] the exercises opened by singing. Song, "the Angels Looking On Me," by the school; Miss Florida Campbell, "The Little Ran Drops;" Miss Agnes Campbell, "The Old Kitchen Clock;" Master Henry Campbell, "Labor;" "What Boys are Wanted," Master Lloyd Jackson; "Swallowing A Fly," Master Willie Campbell; "Punctuality No.1," Miss Eugenia Campbell and Agnes Campbell; "Punctuality No. 2," Misses Annie Jackson and Mary Jackson; "Studying Grammar Under Difficulties," Masters H. Campbell and Willie Campbell; "The Broken Dolly," Miss Eugenia Campbell; singing, "By the Gate They'll Meet Us;" "Then and Now," Masters Henry Campbell and Lloyd Jackson; "Optimus and Pissimus," Masters Henry Campbell and Willie Campbell; singing by the school, "Cuckoo" - the model class; "The Bare-foot Boy," Miss Annie Jackson; "Free Stamps," Masters Willie Campbell and Douglas Jackson; "What His Uncle Said," Miss Annie and Master Lloyd Jackson; "The Happy Family," by a class of four; singing, by the school, "Hold Up the Right Hand;" "Academy Bells," Master Willie Campbell; "Our Homes," Miss Mary Jackson; singing, by the school- "Ring Joy Bells;" Valedictory. Master Douglas Jackson. The last named piece was delivered in a very masterly way. Too much cannot be said in behalf of our accomplished teacher, in the way he has labored for the elevation of this school. We also congratulate Mr. Jackson and Mr. Campbell for the hearty support they have given the school. Mr. Jackson has a cozy little school building, which would be an honor to any community. As the school is out, and Professor Mahaffev goes to spend his vacation, we extend to him our best wishes and hope he may return in our midst again next session.

### From A Visitor

Another article published in the *Florida Star* on August 18, 1893, describes the year-end activities at the school for "colored children" at Clifton. The school year ended in August, after the children attended school during the summer months so they could help with grove work and crop work in the fields during the growing session in the winter months.

The closing exercises of the colored school at Clifton, taught by Mr. M.R. Mahaffey, took place on the 11th.

"The examination commenced at 9:00 am and closed at 3:00 pm and showed proficiency of all the students in all their studies, especially math and Latin. The proficiency shown in these two branches could not have been beaten in a high school. It was stated that, "Although the school is small, it is one of the best in the county and speaks well of any community, and the children are orderly and well behaved. There are, we believe, only two patrons to this school. After seeing what this school has done, and knowing what the efforts of the superintendent are it should prove to the outside world that no obstacles are being placed in the way of the colored people, but they are being helped whenever they manifest a desire to go on...."

In the evening a program of songs and recitations were performed by the nine students comprised of the Campbell and Jackson children, and Willie Campbell was class Valedictorian and delivered the Valedictory message.

### **Clifton School House Withstands the Test of Time**

By 1910 most of the Campbell and Jackson children were of the age to be out of school or attending a school in Titusville that offered a higher education, and the little wooden structure no longer was used as a school house.

When the Government took over all of North Merritt Island in the 1960's the families had to relocate to other areas. Most of the structures were demolished or disassembled board by board until there was little visible evidence that any inhabitants had lived in that area. Somehow the old Clifton School House was overlooked, or maybe thought not to be of any value, and would eventually fall to the elements of weather and time soon enough.

Sometime in the late 1960's or 1970's, someone discovered the old wooden structure still standing under a heavy growth of vines, and after investigation of the site, found an old trunk inside, filled with old letters, post cards, receipts, greeting cards and other personnel items belonging to the Campbell family. Letters found told of Eugenia's travels and working for different families as a domestic up and down the East Coast of the United States. They gave accounts

of how, after her father's death, Eugenia had moved back home in 1924 to "Laughing Waters," and worked the land to make a living. Eugenia and sister Agnes jointly owned 34 acres of land in 1935 that was left to them by Wade Holmes, where the one room school house was and is still located. They shipped crops of citrus fruit to the New York market on a regular basis. She



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was a registered voter and still may have been active in the NAACP. She also worked as a cook at the Allenhurst Hotel located not too far from her home. She had the land title searched by the Indian River Abstract and Guaranty Co. of Titusville and was a valued customer of the Bank of Titusville and Trust Co. Many other stories unfolded in the written accounts of other Campbell family members. Unfortunately, the trunk and the contents fell into the hands of private individuals and not family members. However, the trunk and treasures inside have been saved from being destroyed by the elements if they had been left in the building. Hopefully, they will rightfully be returned to the Campbell family members who still live in the area, and who would cherish the stories recorded on pieces of yellowed, aged and torn papers of so many years ago, providing a deeply rooted connection to their past.

### Finding Clifton Colored School—January 29, 2004

The little school house was rediscovered in 2004, barely standing.

A group of well determined and excited historians accompanied by Brenda Gray, the great granddaughter of Butler and Lucy Campbell, were led by John Steiner of Canaveral National Seashore to the site of the Clifton Colored School House, located in a remote area of North Merritt Island. After wading

through heavy brush and tall grass and vines, we spotted the half fallen structure, and I knew it had to be the school house. The tell-tale sign would be the two sets of windows on each side, and there they were. The glass panes were still in some of the frames located on the north side of the building, which was still standing upright due to the divine intervention of a tree that was holding it in place. Heavy vines had caused the south side to collapse under



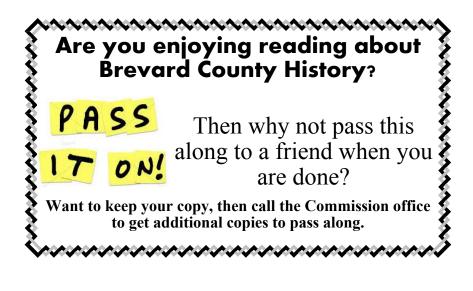
their weight, but the roof was still in one piece as was most of the front section. The bead board was still on the north side wall, but most had fallen during the collapsing onto the door boards. The wooden front door was propped up against the north side with the insert panels gone. We could not believe the school house was still there after all the years of blowing winds, heat, rain and neglect. The great granddaughter stood in front of this reminder of another time and pictured relatives going to school there - - and for just that very moment she experienced a divine connectivity to her past, tears forming in her eyes. That's what it is all about! I don't have to say anything more.

### It's Never too Late to Restore Something So Important to the History of Brevard County

The Campbell trunk and some of the contents were retrieved from the private individual who had them, and, along with the family Bible, were returned to the Campbell family. Most of the personal letters and post cards were not in the trunk at the time it was received. Some are still in the possession of private individuals, and some were found at the structure several years ago by members of Canaveral National Seashore and are safely kept at the Canaveral National Seashore Archives.

A letter was written to the National Park Service requesting that the Brevard County Historical Commission/County enter into a working relationship with them to accomplishment the tasks proposed. A return letter stated that they were excited about this discovery and were looking forward to working with us to bring the fascinating history of Clifton and its inhabitants to life.

The Brevard County Historical Commission entered into an agreement with Canaveral National Seashore -National Park Service to salvage materials from the structure in whole and in parts to be used in the reconstruction of the Clifton School House. It was originally planned to be used as a school house museum and to be located at the Moore Cultural Complex and Park located in Mims, Florida. It was later planned to be part of the proposed Heritage Park at the Chain of Lakes.



### **Disassembling the School House**

In April 2006 descendants of the Butler Campbell Family and volunteers of the North Brevard Heritage Foundation, Inc. and the Indian River Anthropological Society dissembled the remains of the historic Clifton School house under the supervision of licensed contractor, Mike Cunningham. Materials salvaged included bead board, clapboards, door frame, window frames and glass, hinges, door knobs, and various sized lumber. It was transported to a storage facility where it will be stored until reconstruction of the schoolhouse takes place, using new and salvaged materials.



Due to budget constraints and county political changes, the location of Brevard Heritage Park at the Chain of Lakes Park (where the Clifton Colored School was planned to be reconstructed) has been postponed. The North Brevard Heritage Foundation, Inc. has been working with Brevard County exploring the possibility of a new location, and to date has not been able to find a suitable available site.

### State Historical Marker Erected Near Location of the School House

An emotion filled ceremony was held September 2, 2006 at the dedication of the Clifton Colored School State Historic Marker, establishing the location as a Florida Heritage Site

Among Campbell family descendants attending were Craig Rivers, Brenda Bouie Gray and Agnes Campbell Philippe, who would join others after the ceremony for a Campbell Family Union. Before departing, Agnes expressed their sentiments, "We shed many tears because we thought history had been lost, but today, I am overjoyed."

Also attending the dedication were NASA representative Mario Busacca, who expressed gratitude to the descendants of the settlers, to Brevard County and "all who moved the schoolhouse into the light and back into public awareness," John Stiner, resource management specialist at Canaveral National Seashore who found the abandoned building on NASA property, and Carol Clark, Superintendent of Canaveral National Seashore. Clark stated, "The schoolhouse offers compelling evidence of the importance these early settlers

placed on education," citing the challenging subjects studied by the students. She added, "the seeds sown within its walls lived on in the students, their descendants and in the school's rich history."

Author and educator, Ben Brotemarkle, Ph.D. spoke of the thousands of children who will see the schoolhouse in the future and of the dreams that former slave Butler Campbell had for the education of his children, which came to fruition in the schoolhouse.

At the conclusion of the ceremony, plaques were presented in ab-



sentia to Roz Foster, Brevard County Historical Commission member and President of the North Brevard Heritage Foundation, Inc. who spearheaded the project, and Weona Cleveland who documented the School's history in her newspaper articles.

The marker, sponsored by the Brevard County Historical Commission and the Department of State, Division of Historic Resources is located on the east side of State Rd. #3, north of the Haulover Canal on north Merritt Island. *IRJ* 

### fandmark Guides to Historic Brevard County are available.

### THE SPACE BETWEEN: CAPE CANAVERAL'S PLACE IN THE HISTORY OF AMERICAN MOBILITY BY MOLLY THOMAS

### A Beacon of Mobility

In one way or another, Cape Canaveral has always been the space between, a juncture of human mobility, helping people get from "Point A to Point B." For European explorers in the 1500s, the Cape's unique shape made it easy to distinguish from the surrounding coastline. It came to serve as an important landmark, guiding sailors on their journeys between the colonies of the Caribbean and St. Augustine.

In the centuries to follow, Cape Canaveral became notorious for having unfriendly natives and dangerously rocky shoals. In 1847, these known hazards inspired the United States Lighthouse Establishment to select the Cape as an ideal location for a lighthouse. George Center, the man designated to choose the site, de-



clared the area to be "of no value whatsoever other than for the purpose of a light." Within 14 months, the original 65 foot brick tower was complete; and on March 1st, 1849, keeper Nathaniel Scobie lit the flame for the first time.

This lighthouse was in operation until the Civil War, when its lens was dismantled by order of the Confederate Army to prevent the Union Navy from benefiting from its warning. After the war, work began on a larger more visible tower. In 1868, the 151 foot black and white striped, cast iron lighthouse we know



today was erected near the old tower. These structures stood side by side until September 26, 1893.

Fearing the encroachment of the sea, the large iron tower was moved to its current location and the concrete of its new foundation was made with the rubble from the old tower. The relocation was completed in November of 1894 and since then; the Cape Canaveral Lighthouse has continued its service of guiding ships safely around the shore.

### **Progressive Mobility**

Even after the arrival of Cape Canaveral's first automobile, by boat in 1915, residents and visitors faced considerable obstacles in getting around. Due to its remote location and small population, road and bridge construction for early



Cape Canaveral was hardly a priority. At the turn of the 20th century, area roads were little more than wagon trails and until the 1920s, traveling between the beaches and the mainland required a boat.

Access to construction materials was limited for Brevard's early

settlers. Communities had to rely on nearby resources to complete projects. When it came to road construction, the most accessible material at their disposal was found in the Native American shell mounds that dotted the landscape. Though seemingly uncouth by today's preservation standards, these dense piles of broken sea shells provided an abundance of granulated material that was ideal for the creation of road surfaces.

By 1920, a group of journalists from Orlando recognized the area's potential and made it their home away from home. Dubbing the new development "Journalista Beach" they laid out the grid pattern for the roads we use today. Starting at Washington Avenue and heading south, each street was named for a president, ending with then serving commander in chief, Woodrow Wilson.

In 1923, a wooden draw bridge connecting Cocoa Beach to Merritt Island was opened to traffic. For a round trip fee starting at 20 cents, motorists could finally drive across the Banana River. Over the next several years, other bridges were built connecting Merritt Island and the beaches to various points along the mainland, making Cape Canaveral more accessible to residents and visitors alike.

### **Marketable Mobility**

As the automobile settled into American culture, mobility became a marketable amenity for tourist destinations nationwide. Following an Ormond Beach bicycle race in 1902, word spread of the hard-packed sands of Florida's beaches. By the mid-1920s, Florida's east coast drew motorcycle and automobile

racers from around the world. Developers of budding beachside communities like Canaveral Harbor Subdivision, as it was then called, capitalized on this trend. One brochure from that era made several mentions of Cape Canaveral's "Fourteen



mile long driving beach where it is possible to drive at thrilling speed in perfect safety."

Mobility was not just for tourists, it was used to market residential interests as well. In February 1925, investors from Canaveral Beach Park organized a "Motorcade" excursion from Cocoa Beach to mainland Cocoa, stopping for a tour of the lighthouse and a picnic on Canaveral Beach. Though most participants likely enjoyed the event as a leisurely beachside cruise, its intent was to give them a preview of properties to be sold at an exclusive real-estate sale the following week.

The car was not the only element of mobility used to promote growth in Cape Canaveral. Another is still discussed today: the "Orlando-Canaveral Railroad." Following a route parallel to the modern 528 causeway, this proposed rail line was to open the growing commercial opportunities of "Canaveral Harbor" to Florida's interior industries. Though the plan has yet to be realized, it is a testimony of how mobility continues to influence the Cape Canaveral community.

### **Maritime Mobility**

Although the United States Navy recognized the potential for a deep water harbor at Cape Canaveral in 1878, it took Congress decades to get on board with the idea. In fact, one eloquently written response to this request from 1919 indicated that they saw no economic benefit in having a port at Cape Canaveral. As the threat of world war became imminent, opinions on this changed and the Naval Expansion Act of 1938 put into motion a series of events that would dramatically increase the need for maritime mobility in and around the Cape. Construction began in 1950 and by 1953, a port at Cape Canaveral became a reality.



With the war over, the new Port served as a humble outpost for Florida's growing commercial fishing industry. Hardly the maritime commerce juggernaut we know today. It didn't take long for local citrus growers to realize it convenience. Within a few years, cargo shipping became Port Canaveral's predominant claim to fame. By the 1960s it was moving more than one million tons of cargo a year.

With the rise of manned space mis-

sions, expansion of the Port was necessary to accommodate NASA's increasing mobility needs. The biggest step in this shared evolution came in 1965 with the opening of the Canaveral Locks. Though an auspicious development for all local mariners, this connection to the Banana River was designed to facilitate the transport of the Saturn rockets used to propel many of the Apollo launches. After 20 years of mobilizing commerce and technology, Port Canaveral was ready for the next step in expanding its horizons. In 1982, it introduced its first cruise terminal and by 1990, more than 900,000 tourists were cruising through Port Canaveral each year. As of 2013, that number has exceeded 4 million. The industry shows no sign of slowing as Port Canaveral is now home to four cruise lines including Carnival, Disney, Norwegian and Royal Caribbean and still boasts plenty of room for growth.

### **Upward Mobility**

For Cape Canaveral, the stars are the limit for human mobility... literally, and this has become an integral part of the City's identity. This began in October 1958, when the National Aeronautics and Space Administration launched its first spacecraft from Cape Canaveral. Also launching from the Cape, Mercury Astronaut, Alan Shepard became the first American to fly in space in 1961. The very next year, John Glenn completed the first orbit around Earth. The

program was progressing well until 1967 when a fire on the launch pad at Complex 34 destroyed the Apollo Command Service Module and claimed the lives of Gus Grissom, Ed White and Roger Chaffee. Despite this tragic setback, Apollo 11 launched from Cape Canaveral and landed on the Moon in June 1969.



Driven by the momentum of the previous decade, NASA was set to begin the next chapter of space mobility. In 1972, President Richard Nixon announced plans for the Space Shuttle program and in 1981, Cape Canaveral launched the first flight of the Space Transportation System, STS-1, with Space Shuttle Columbia. Numerous missions launched from Cape Canaveral in the years to follow, including such milestones as the first African American in space and the first woman in space. Nineteen years and one day after the Apollo Command fire, tragedy struck again. On January 28, 1986, a leak in the rocket boosters on the Challenger shuttle resulted in an explosion just moments after lift-off. This much anticipated launch was one of the first catastrophic events broadcast on live television. All seven astronauts were killed, including the first civilian astronaut, Christa McAuliffe, a social studies teacher from New Hampshire.

As it entered the new millennium, NASA once again turned its focus to human space travel. Making regular trips to the International Space Station, shuttle launches had once again become routine operations in Cape Canaveral. After



countless delays, Space Shuttle Columbia's mission STS-107 was finally a "GO" for January 16, 2003. Two weeks later, due to complications during the launch, Space Shuttle Columbia disintegrated when it reentered the atmosphere killing everyone aboard. Once again, NASA suspended shuttle operations at Cape Canaveral. In a way, this was the beginning of the end of the Shuttle Transport program. In July of 2011, Atlantis STS-135 would be the final shuttle launched from Cape Canaveral. Though this may have marked the end of one program, it has turned the page for the next generation of space travel. Once again, the stars are the limit.

As Brevard County looks to the future, Cape Canaveral's precedent as a beacon of mobility endures. The residents of the Cape and its surrounding communities will continue to do what they do best: moving people, technology and commerce forward, overcoming obstacles, beating all odds, and writing the next great chapter of Florida's history. *IRP* 

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### HISTORICAL MARKER DEDICATION: CARTER / FULLER MOUND COMPLEX CAPE CANAVERAL

DECEMBER 16, 2015

Before modern construction, a complex of six burial mounds occupied this location. They were built by the ancestors of the prehistoric Ais tribe, a group who occupied the Cape Canaveral area at the time of European contact. Based on pottery styles and the presence of European materials discovered here, the age of these mounds range from AD 600 to the 16th century. In the 1930s, Dr. George Woodbury, under the direction of the Smithsonian Institute's Bureau of Ethnology and the Peabody Museum, initiated a series of archaeological investigations into several American Indian mound sites near here.

With the help of local laborers provided by the New Deal's Civil Works Administration, excavations on the properties belonging to the Carter and Fuller families revealed the remains of more than 100 individuals that included men, women, and children. The oldest identified mound in this complex contained a central burial pit containing the disarticulated remains of an estimated 20 individuals. Two intact burials were discovered near the opening of the pit. The remains of another 89 individuals, including those of twelve children, were recovered from one of the more recent mounds. Unlike those of the older mound. all of these skeletons were buried intact and were arranged in a circular pattern with their heads pointing towards the apex of the



mound. The diversity of these burial patterns indicates that this community experienced a significant cultural shift over the centuries that they resided in Cape Canaveral. In addition to the burials, dozens of ornamental and utilitarian artifacts made of bone, shell, and stone were recovered. Many of these items are still housed at the National Museum of Natural History in Washington D.C. and the Peabody Museum in Massachusetts.

### An Index of Indian River Journal Articles is available on our website.

### **MUSEUMS**

### Air Force Space & Missile Museum

Space Launch Complex 5&6, Cape Canaveral Air Force Station, FL http://www.afspacemuseum.org

#### American Police Hall of Fame & Museum 6350 Horizon Dr., Titusville, FL 32780 http://www.aphf.org/museum.html

### **Brevard Art Museum**

1463 Highland Ave., Melbourne, FL 32936 http://www.brevardartmuseum.org/

Brevard County Historical Records Archive Central Brevard Library & Reference Center, 308 Forrest Ave., Cocoa, FL 32922—http:// www.brevardcounty.us/HistoricalCommission/Home

#### **Brevard Museum**

2201 Michigan Ave., Cocoa, FL 32926 http://myfloridahistory.org/brevardmuseum

Eastern Florida State College Planetarium & Observatory Eastern Florida State College, 1519 Clearlake Rd., Cocoa, FL http://www.easternflorida.edu/community-resources/planetarium/

### Florida Surf Museum, Cocoa Beach

4275 N. Atlantic Ave., Cocoa Beach, FL 32031 http://www.cocoabeachsurfmuseum.org

**The Grant Historical House** 5795 Highway 1, Grant , FL 32950

#### The Harry T. & Harriette V. Moore Cultural Center 2180 Freedom Ave., Mims, FL 32754 http://www.brevardcounty.us/ParksRecreation/North/MooreMemorial/CulturalCenter

Historic Rossetter House Museum & Gardens 1320 Highland Ave., Melbourne, FL 32935 http://www.rossetterhousemuseum.org/

Liberty Bell Memorial Museum 1601 Oak Street, Melbourne, FL 32901—http://www.honoramerica.org/

Library of Florida History 435 Brevard Ave., Cocoa, FL 32922—http://myfloridahistory.org/library

Old Town Hall History Center Ann Downing, Public Relations, 2373 Oak St., Melbourne Beach, FL 32951

The North Brevard Historical Museum 301 S. Washington Ave., Titusville, FL 32782 http://www.nbbd.com/godo/history/

U.S. Astronaut Hall of Fame 6225 Vectorspace Blvd., Titusville, FL 32780 http://www.kennedyspacecenter.com/astronaut-hall-of-fame.aspx

U.S. Space Walk of Fame Foundation & Museum 308 Pine St., Titusville, FL 32796—http://www.spacewalkoffame.com/

Valiant Air Command Warbird Museum 6600 Tico Road, Titusville, FL 32780 — http://www.vacwarbirds.net/

Veterans Memorial Center & Council 400 South Sykes Creek Parkway, Merritt Island, FL 32952 http://www.veteransmemorialcenter.org/

### SPRING / SUMMER 2016

### HISTORICAL ORGANIZATIONS

Brevard County Historical Commission Central Brevard Library & Reference Center, 308 Forrest Ave., Cocoa, FL 32922

### Brevard Cultural Alliance

2725 Fran Jamieson Way, C-307, Viera, FL 32940 http://www.artsbrevard.org/

Brevard Genealogical Society P.O. Box 1123, Cocoa, FL 32923-1123—http://www.flbgs.org/

### **Canaveral Lighthouse Foundation**

P.O. Box 1978, Cape Canaveral, FL 32920 http://www.canaverallight.org/

### **Civil War Round Table of Central Florida**

P.O. Box 255, Sharpes, Florida 32959-0255

#### **Cocoa Beach Pioneers**

580 South Brevard Ave., Cocoa Beach, FL 32931-2529 (321-783-8389)

#### **Cocoa Beach Resident Historians**

c/o City Clerk's Office, City of Cocoa Beach, P.O.Box 322430, Cocoa Beach, FL 32932-2430 (321-868-3286)

#### **Daughters of the American Revolution**

GPS coordinates for some of the official markers are listed, particularly if they do not have standard addresses. The coordinates are in the standard GPS format, which can be entered into most GPS devices and Internet map sites, like Google Maps. Some devices and sites, like Yahoo Maps, only work with other formats such as: Decimal (WGS84) or Degrees, Minutes & Seconds. There are utilities available on the Internet that allow you to easily convert between the various coordinate formats.

### Florida Historical Society

435 Brevard Ave., Cocoa, FL 32922-http://www.myfloridahistory.org/

#### Florida Historical Society Archaeological Institute (FHSAI) 2201 Michigan Ave., Cocoa, FL 32926 (321-632-1830)

http://www.myfloridahistory.org/fhsai

#### Florida Public Archaeology Network (FPAN)

74 King St, St. Augustine, FL 32085 (904-392-8065) http://www.flpublicarchaeology.org/ecrc/

### **Genealogical Society of North Brevard**

P.O. Box 897, Titusville, FL 32781-0879 http://www.nbbd.com/npr/gsnb/index.html

#### Grant Historical Society P.O. Box 44, Grant, FL 32949

### The Historical Society of North Brevard

301 S. Washington Ave., Titusville, FL 32789 http://www.nbbd.com/godo/history/

#### **Indian River Anthropological Society**

Chapter of the Florida Anthropological Society P. O. Box 73, Cocoa, FL 32923-0073—irasarchaeology@yahoo.com http://www.nbbd.com/npr/archaeology-iras/

#### The Mosquito Beaters

George "Speedy" Harrell, President 435 Brevard Ave., Cocoa, FL 32922

### National Railway Historical Society

Florida East Coast Chapter, P.O. Box 2034, Cocoa, FL 32923-2034 http://www.trainweb.org/fecnrhs/

### HISTORICAL ORGANIZATIONS (CONTINUED)

### North Brevard Heritage Foundation, Inc.

Roz Foster, President, P.O. Box 653, Titusville, Fl. 32781 http://www.nbbd.com/npr/preservation/

Preservation & Education Trust, Inc.

1219 Rockledge Drive, Rockledge, FL 32955

### **Rockledge Heritage Foundation**

11 Orange Avenue, Rockledge, FL 32955 (321 632-2712)

### Sons of the American Revolution

Ben DuBose, 950 Falls Trail, Malabar, FL 32950 (321-952-2928)

### South Brevard Historical Society

P.O. Box 1064, Melbourne, FL 32902-1064 http://www.southbrevardhistory.org/

Town of Melbourne Village Historic Preservation Commission

Jean Henderson, Secretary (321 724-0070)

### **ONLINE SERVICES**

### **Brevard County Historical Commission**

http://www.brevardcounty.us/HistoricalCommission/Home

Brevard County Historical Maps http://fcit.usf.edu/florida/maps/county/brevard/brevard.htm

Florida Historical Museums http://www.floridasmart.com/attractions/museums\_hist.htm

### The Florida Historical Society

http://myfloridahistory.org/default

### The Florida Memory Project

An interactive Web site of Florida history, photos and letters http://floridamemory.com/

### The State Library of Florida

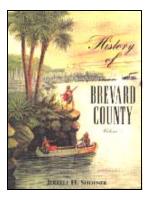
Collecting, preserving and making available the published history of Florida including: Public Records Management, Service to Genealogists, and the state archives. http://dos.myflorida.com/library-archives/

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Try as we might to keep the previous lists accurate with up-to-date information, it seems that changes occur that we don't know about until after publication. If you know of a needed change, see an error or have an addition to what we've presented, please let us know. Call us at (321) 633-1794.

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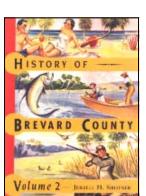


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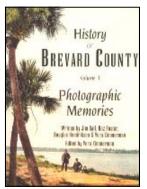


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