

THE **JOURNAL** OF
THE **BREVARD COUNTY**
HISTORICAL COMMISSION

Volume XVI, Number 2

Fall / Winter 2017



**People of Windover Exhibition
at the Brevard Museum of History and Natural Science
in Cocoa (story on page 2)**

Other Articles in this issue include:

- **Mary Houston's Ancestors Move to Merritt Island**
- **There were Cowboys in West Melbourne ?**
- **Part 3 of Cape Canaveral's Role in the War for Independence**
- **The Vote for Unification/Consolidation in South Brevard**

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

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35 YEARS OF DISCOVERY: THE PAST, PRESENT, AND FUTURE OF WINDOVER

BY DR. BEN BROTEMARKLE

**FEATURING: DR. GLEN DORAN, VERA ZIMMERMAN, DR. GEOFFREY THOMAS,
DR. ROCHELLE MARRINAN, BRIAN OWENS.**

The Windover pond cemetery was discovered in 1982, and 35 years later it remains one of the most significant archaeological sites in the world. Research continues on the remarkably well preserved ancient burials.

Backhoe operator Steve Vanderjagt couldn't believe his eyes. After uncovering a round, brownish object, he stopped clearing away the muck and debris to investigate further. When Vanderjagt picked up the object, the two empty eye sockets of a skull were staring back at him.

The year was 1982, and Vanderjagt was working to clear the area around a pond in what would become the Windover Farms subdivision in Titusville, Florida, near the intersection of Interstate 95 and State Road 50. It was quickly apparent that the remains of several very old skeletons had been disturbed.

Jim Swann, the developer of the property, could have made the choice to quietly cover the bones and proceed with construction of his housing development, and no one would have been the wiser. Instead, Swann halted work on the site and brought in experts to determine exactly how old the newly discovered remains were, and what should be done with them.

A young archaeologist from Florida State University was called in to examine the bones.

"It was certainly the nastiest looking place I'd probably ever seen," says Glen Doran, lead archaeologist at the Windover site. "There were a couple of long rows, spoil banks of peat, decomposing in the summer sun, rotting vegetation and sulfur wafting around, and it really looked like nothing I had ever worked on before."

Once Doran saw the skeletal material that had been preserved in the peat bog, his mind started racing, wondering what else might be found in the pond.

"It was an intentional burial area and in most places in most time periods, people place artifacts with their deceased," says Doran. "So not only do you have the opportunity for the simple human biology part of the past, you also have an incredible opportunity to capture materials that go into these wet sites. In some cases, they are literally things that you never see in a typical dry terrestrial site, so it opened up just an incredible number of possible windows."

Dr. Doran could tell right away that the bones were Native American, and were perhaps 1,000 years old or more. After his preliminary assessment of the bones, carbon dating was performed on them. Everyone, including Doran, was shocked by the results.

The human remains uncovered at the Windover site were between 7,000 and 8,000 years old, making them 3,200 years older than King Tutankhamen and 2,000 years older than the Great Pyramids of Egypt.

It took two years to raise the money to do a systematic excavation of the Windover site. Three archaeological “digs” were conducted at Windover between 1984 and 1986. An elaborate well point system was set up to drain the pond, while keeping it from becoming too dry. The astounding discoveries that were made attracted international attention.



“I was just extremely lucky to be living here when that find was made, because that was a once in a lifetime opportunity to get to work on a dig like that,” says Vera Zimmerman of the Indian River Anthropological Society. “We had people coming in from all over the world. They had a conference here. It was just outstanding. It told them things that they didn’t know about the Archaic Period. They had believed before that people were still living a pretty nomadic lifestyle, following game. The Windover Dig showed they were living a fairly settled village life. It was the beginning of the earliest life settlements.”

Nearly 200 separate, intact burials were excavated at the Windover site. With only a couple of exceptions, the bodies had been ritualistically buried and placed in the same fetal position, lying on the left side. The heads were pointed west, with their faces to the north. The deceased were wrapped in what archaeologists believe is the oldest existing woven fabric in the world. Several branches were lashed together to form a tripod that held each body submerged underwater, creating a pond cemetery.



The anaerobic environment of the peat bog combined with a remarkably favorable Ph balance in the pond allowed for amazingly well preserved burials. Archaeologists discovered that ninety-one of the skulls uncovered contained intact brain matter. The stomach contents of one ancient woman indicated that her last meal consisted of fish and berries. DNA tests on the ancient remains proved that the same families used the site as a burial ground for more than a century.

Other discoveries at the Windover Dig help add to our understanding of prehistoric people. The damaged and diseased condition of some of the bones indicate that incapacitated people of this tribe were cared for over long periods of time, even though they could not participate in activities essential to the survival of the group, such as hunting and fishing. The atlatl was a tool that helped hunters to throw their spears great distances with more strength and accuracy. Bottle gourds were used as vessels thousands of years before the creation of pottery, demonstrating that the prehistoric people of Windover were horticulturalists as well as agriculturalists.

“The bottle gourd is one of my favorites,” says Doran. “It is what’s referred to as a semi-domesticate. It is something that really doesn’t do well by itself, as a weed. It usually has to have some human intervention to keep it going, to propagate it. It was with a burial, and there are a couple of other small fragments of bottle gourds from the site. It actually pushed the date of bottle gourds back in North America by about 2,000 years.”

Life for the prehistoric people of Florida was difficult. About half of the re-

mains found at Windover were children, and the oldest people found were about 60. We have no way of knowing what their spiritual beliefs were, but the ritualistic burials suggest that the people of Windover probably believed in an afterlife. Although they lived more than 7,000 years ago, the people of Windover had fully developed brains.

“They resembled modern people, experiencing the same grief we feel at the passing of a loved one,” says Doran.

The discovery of the Windover site happened 35 years ago. For the past three decades, most of the Windover remains and artifacts have been housed at Florida State University in Tallahassee. During that time, outstanding research has been done that expands our understanding of Archaic Age people.

“It’s really done a good job in terms of interacting faculty, undergraduate, and graduate students, because everyone’s interested in slightly different things,” says Geoffrey Thomas, specialist faculty member in the FSU anthropology department. “The more individuals with different interests that branch out and look at different things, access different diseases, different health statuses, demographics, growth and development, every new study really does broaden the general picture of the whole population.”

DNA testing was in its infancy when the Windover Dig took place, and other technological advancements have been made. Study of the Windover people and artifacts will continue to provide new information about our prehistoric past.



“There are a lot of different kinds of techniques that archaeologists are using these days,” says Rochelle Marrinan, Windover archaeologist and chair of the FSU anthropology department. “At the moment, I think the most pressing need is the genetic one. We’re hopeful that there will be new techniques that will allow us to retrieve material that can be genetically used to sequence this population, each individual if possible. That will give us the most information, and also show their relatedness to others in Florida.”

The only comprehensive public exhibition exploring the discoveries at Windover is in the Brevard Museum of History and Natural Science in Cocoa, home of the Florida Historical Society Archaeological Institute. The recently improved and expanded People of Windover exhibition includes new interpretative panels, a new video presentation, the new Windover Woman sculpture, a refreshed recreation of the archaeological dig, and a new interactive lab with “hands-on” activities.

“For every hour an archaeologist spends in the field, approximately five or six hours are spent in the lab,” says Patrisha L. Meyers, professor of anthropology at Seminole State College and director of the Brevard Museum and FHSAI during the exhibit refresh. “With a background in human osteology, I have spent a great many hours in the lab. I am excited to be using this experience to design hands-on activities, which will allow visitors to discover how the secrets of the Windover population were revealed through osteological analysis.”



Using some of the same forensic reconstruction techniques used to identify modern crime victims from skeletal remains, artist Brian Owens created the incredibly realistic Windover Woman sculpture.

“We have a skull, but we have no accurate information on the soft tissue that

lived on top of it, so we just made intelligent guesses,” says Owens. “We looked at ethnic groups that existed in the area where we presume her people migrated from and looked at the data for them, and then selected numbers that we thought made sense. We have a fairly good idea of how she looks. It’s an interpretation, but it’s a very intelligent interpretation.”

Owens had measurements and computer generated images created from scans of a Windover skull to guide his work. The resulting bust sculpture allows museum visitors to look into the eyes of a prehistoric Floridian.

Today, the Windover site is located behind thick brush, under about a meter of water. While it is unlikely that any future excavations will be done there, the material first discovered 35 years ago will continue to educate, inform, and inspire.

For more information about the Windover Archaeological Site, watch episode 4 of the public television series *The Florida Historical Society Presents: Florida Frontiers* at: <https://myfloridahistory.org/frontiers/television/episode/4>.

IRJ

FROM JOHNS ISLAND, CHARLESTON, SC... ...TO MERRITT ISLAND, BREVARD, FL

BY MARY HOUSTON

My Great-Grandfather, Asbury Walton, was said to have been an Ethiopian slave, enslaved on a plantation on Johns Island, South Carolina and said to have bought his freedom at a very young age. He had to have done so prior to January 1, 1863 when the Emancipation Proclamation went into effect. But, slavery was not abolished until December 6, 1865 when the 13th amendment was passed. Even with all of that, I am not sure when Asbury gained his freedom. Either way, by 1873 Asbury was legally married to Edna Mae Miles and living in Barbour county, Alabama. The 1880 Federal census states Asbury, Edna and four children living in Glennville, Russell county, Alabama. They did not move, just that the borders of the counties were redrawn, causing them to be living in Russell county and not Barbour.

Russell, Alabama at one time was referred to as the “Athens of the South” because of its social and cultural standards. At its Apex, the town of Glennville had collegiate institutes, finishing schools, a military academy, classic churches, and stately homes.

I am not sure when, but Asbury and his family moved south to Elba, Coffee county, Alabama. Elba is only 93 miles south of Glennville and by today’s travel (2016), it would take one hour, 52 minutes to drive that distance... longer if I was driving (smile). Anyway, I am sure it took them a lot longer back in the late 1800s. That requires further research.

By the 1900s, Asbury and his family migrated to Merritt Island, Florida. It was said that Asbury came down the river with the LaRoche Family in the late 1800s. Asbury and his family initially homesteaded in and around where the Porcher estate is located on North Merritt Island. Asbury was a minister at the little church near the White Lily Cemetery on North Tropical Trail in that area. He was a Minister there prior to his son Lawrence Walton, who is named on the historical marker on the site.

Asbury and his thirteen children moved to the community known as Indianola in Central Merritt Island where he and his family prospered. They owned property in the area and on some of it they had citrus groves; a store/rooming house and rental houses. They helped to establish the Black community along the Trail and an area off the Eastern side of the Trail to become known as Washington Park. Today (2016) it is called Tropical Park.

The property and area of Tropical Trail and Player Lane is called Walton Court-Housing Authority of Brevard County. Named for the Walton Family. Asbury at one time had a stately two story building on that site called the “Keystone Club”. My mother, Gertrude Walton, always said that her grandfather (Asbury) was called “Keystone Walton” that is why the club was named that. She would say she was not sure, but she thinks it was because he was the corner stone (a minister) of the Black Community at that time. Thus, Keystone.



Gertrude Walton

Gertrude also said the club was used as a meeting place to house “Big Shot” Black folks and their families when they came from up North, and from across the South and other areas in and across Florida to visit Merritt Island.

Asbury’s family home was built on the grander style of the homes he remembered from his days living in Glennville, Alabama. I remember the house because my maternal grandparents Albert and Rebecca Hall Walton lived there. It was always referred to as the “Big House”. My favorite part of the house was the fact that it had a porch that went half way round it and it had a swing on the porch and if you went through the front door, you had at least three other doors to exit. Other than that, all those rooms down stairs and upstairs did not excite me as a child.

Asbury “Cap Walton” is mentioned in the book “Oral Histories of Cocoa and Merritt Island and Their People”. His son Lawrence Walton (a minister) is also mentioned in that book.

Asbury Walton, born, January 1845 began his life in the United States on Johns Island, Charleston, South Carolina. Asbury died December 2, 1924 and

is laid to rest in the little cemetery near the church where his life began with his family on Merritt Island, Brevard, Florida over 100 years ago.

Asbury's children, great-grandchildren, and great-great-grandchildren carry on the Walton legacy of Hard Work, Education, Military. Prosperity. and Perseverance.

My maternal grandmother Rebecca and her family (the Halls and Thomas') were early pioneers of Merritt Island but not as early as the Waltons. Rebecca Hall of Micanopy, Alachua, Florida met and married Albert Walton (one of Asbury's sons). Therefore, my mother Gertrude Walton was born on Merritt Island, Florida in March of 1922, deceased December 4, 1996.

Gertrude met and married Isaiah Houston of the Grooverville neighborhood of Quitman, Brooks county, Georgia in March 1938.

My family Roots run very, very deep into Merritt Island, Brevard, Florida because I was born there and so was one of my four children. *IRJ*



Rebecca & Son Charles Walton

ARTICLE UPDATE

Thanks to Tom McFarland of FIT, we have an update to our article on St. Luke's Episcopal Church in Courtenay that appears in our Spring / Summer 2017 edition.

On page 23 there is a quote from the *Mosquito Beaters Memory Book* of 1990 about St. Luke's that reports, "Unfortunately many of the church records prior to 1961 have been lost." Tom is happy to report that about 8 or 9 years ago the old church records were returned to the church. They had been taken by an interim priest before Fr. Perrine and after he died his son found them in the attic with other papers. Molly Thomas, currently serving on the Historical Commission, scanned the old book and transcribed the handwritten records as part of a project to record the historic cemetery at St. Luke's. The records are currently available to the public through the Riches Project of the University of Central Florida at <https://richesmi.cah.ucf.edu/omeka/items/show/1398>

To access the records, scroll down to "Files" on the right side of the screen. The image on the left leads you to the scanned images of the old record book. Click on the image on the right for a searchable PDF of the transcribed contents of the book.

WEST MELBOURNE COWBOYS

BY ROSEMARY DEFRANCISCI

In the early 1900s, West Melbourne cowboys herded their cattle in pasturelands owned by the Platt family. They were a hearty lot, showing true grit as they battled a constant onslaught of mosquitoes, and often encountering venomous snakes. In those days, it was common to see a skilled cowboy use a lasso as they checked animals for ticks. Dogs were the trusted partners of the cowboys as they worked to keep the herd together and moving in the right direction. West Melbourne cowboys tended to cattle in the area made useable by the introduction of the Tillman and Hopkins canals in the 1920s. These canals drained marshlands and made the area available for agricultural use, and raising cattle.

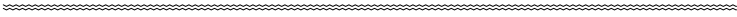
Hiram Platt purchased the land used by the ranchers. The Platts had arrived in the area soon after the Civil War and were experienced ranchers in other parts of Florida including south towards Fellsmere and west to Kissimmee. Hiram, born and raised in Kissimmee, became a Brevard County Commissioner. While serving in this position, he was instrumental in the addition of the Melbourne-Kissimmee road, now Route 192, and the St. Johns bridge. Hiram had the connections to help move the project forward, having previously served as an Osceola County Commissioner in 1899. The Brevard County Commissioners proposed the project in 1917 and when completed, the Melbourne-Kissimmee road became important to the West Melbourne cowboys as it further opened up the area to the West of Melbourne.

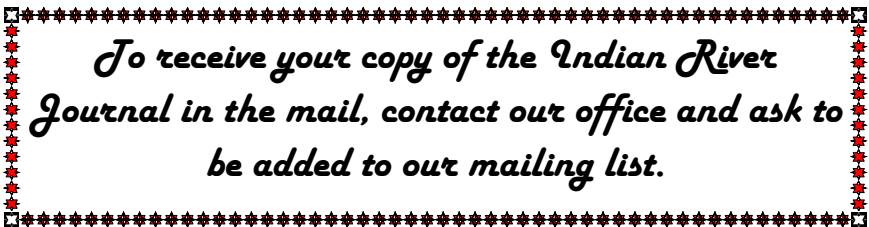
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Morton, Peter of the Morton Land Company interviewed by Rosemary DeFrancisci on August 17, 2016.

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WHO, WHY & HOW THE WAR FOR INDEPENDENCE CAME TO CAPE CANAVERAL

Part 3

BY MOLLY THOMAS
EDITED BY CASIE STILWELL

Despite the best efforts of many local historians, Florida's after-the-fact cameo in America's War for Independence remains unknown to all but the most discerning military history buffs. Competing with such adventurous tales of tea parties, rum punch, and midnight pub-crawls, it is not surprising that a brief skirmish off the coast of Florida has all but vanished from the mainstream memories of the War. This lesser known episode, compared with the extraordinary moments in Boston or Philadelphia, deserves a closer look. Not due to its importance as an isolated incident, but to see it in the larger context of the rebellion, and America's struggle for its independence.

History can be read like a story, with characters, a setting, a climax, and a conclusion. To truly grasp the meaning of the narrative and divulge the bigger picture, you must read into these different elements as they present themselves. This article is the third in a four part series that intends to do just that. Its purpose is to surpass the standard regurgitations of "what, when, and where?" and assemble the disarticulated histories that reveal the "who, why, and how?" This article explores "how" Cape Canaveral got in the mix of what happened off the coast of Florida in 1783.

Discovering how and where Captain John Barry and Captain John Green arrived off Florida's coast required a careful inspection of Barry's letters and logs, a slight proficiency with Google's mapping software, and repeatedly, a calculator. After a great deal of side research and a few trips down rabbit holes, the data revealed some surprising details, some perhaps overlooked by previous researchers, others likely omitted to preserve the grandeur of the story. In any case, it is an important part of our history that deserves to be told in its entirety and with as much precision as possible after 234 years. This article intends to do just that.

Getting our bearings

When we left our seafaring heroes in the last issue, they were just about to leave Havana, Cuba but let's back up a bit and reacquaint ourselves with the situation...

Barry left L'Orient, France in December of 1782 with news of the preliminary peace accord. In his letter to Robert Morris, dated December 7, 1782, he indicated that he planned to nab a few prizes before such actions would constitute defiance of a truce (Morris 1988). He arrived on the Caribbean island of Martinique the following month to find orders from Morris sending him to Havana

to pick up “specie for Congress,” (Griffin 1908). Setting off from St. Pierre Harbor on January 13, 1783, Barry ventured north, along the western coasts of Dominica, Guadeloupe, and Montserrat, then made a westward shift, taking care to remain several leagues off the British island of St. Kitts as he passed (Clark 1938, Barry, Ship’s Journal, *Alliance* 1783). He paused for an evening off St. Eustatius and then sailed towards Puerto Rico through the Virgin Islands on the morning of January 15. With his course set to Havana, the next several days were spent chasing potential prizes and running from the British. On the afternoon of January 20, the *Alliance* had a close call with a two-decker frigate that didn’t give up the chase until they were “under the guns of Cape François,” (Griffin 1908).



Figure 1: Route of the Alliance from Martinique to Havana January 13-31, 1783 (Clark 1938)

Barry’s account here is consistent with a British source that suggests that the Royal Navy may have had his number all along, or at the very least, Green’s. James Ralfe, author of “The Naval Biography of Great Britain” asserts that the British captains, Charles Cotton, James Vashon, and George Martin were given orders to cruise off the coast of Havana to seize the “*Luzerne*” and its precious cargo (Ralfe 1828). Another source, working from John Barry’s personal papers suggests the same thing. “Their orders on sailing from Jamaica had been to cruise for an American ship reported to be loading with specie at Havana; such was the perfection of an espionage system which had informed the British of the mission...” (Clark 1938).

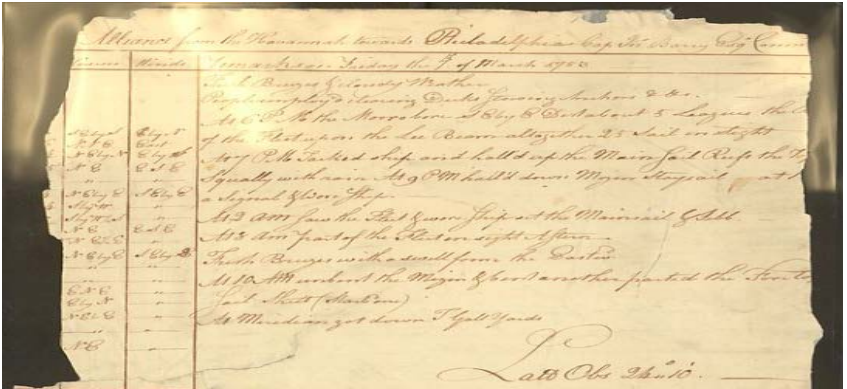
After stopping to refit at Cape François, the *Alliance* pulled into Havana on January 31, 1783 with a roaring 13-gun salute (Barry, Ship’s Journal, *Alliance* 1783). Once in port, Barry rendezvoused with Captain Green and Mr. John

Brown only to learn that his mission had been amended. The new orders revealed that the *Duc de Lauzun* was to haul the money back to Philadelphia and the *Alliance* was to be her escort (Morris 1988). The first night in Havana, Brown, Barry, and Green dined with several Spanish dignitaries including Havana's governor, Don Luiz de Vuzaga and admiral of Spain's West Indian fleet, Don Josef Solano. During the meal Barry learned of the harbor restriction in effect until the departure of the Spanish fleet, which was outfitting for a grand assault on a neighboring English colony (Clark 1938). As such embargos rarely applied to allied military vessels, Barry saw it as a non-issue and failed to inquire further. That all changed two weeks later when the harbormaster declined Barry's request for departure and he was forced to draft a formal appeal to Governor de Vuzaga, which was also declined. Three weeks and several appeals later, the Spanish fleet got underway and the *Alliance* and *Duc de Lauzun* were permitted to leave the harbor (Morris 1988).

Charting the course

Getting to the part where Cape Canaveral comes in requires thoroughly examining the particulars of Barry and Green's journey out of Havana. Throughout the trip, Barry recorded his coordinates into the *Alliance's* log, noting times and landmarks along the way. This information provides clues as to the route they took and how fast they were going. Pair this knowledge with some maritime statistics from the period, and you have an estimated, yet equitable, explanation of how the last battle of the War ended up occurring off the Florida coast.

Barry and Green made way on the morning of March 6, 1783 hoping that they could mingle with the Spanish men-o-war ships for the first leg of the journey. Much to Barry's dismay, the fleet took great leisure in getting out of the harbor, leaving them to linger just outside of the port for several hours (Clark 1938). Barry noted in his letter to Robert Morris that it was just nightfall when the larger vessels made it out of the port (Morris 1988). Records indicate that the sun set in Havana that day around 6:30 P.M., which puts their actual departure time approximately between 7:00 P.M. or 7:30 P.M., (U.S. Naval Observatory 2016). Without a clear indication of where the fleet was heading, and likely frustrated by the constant delays, Barry decides to split off, proceeding with "small sail" so that the *Lauzun* wouldn't fall far behind (Morris 1988). Their first real day at sea began the next morning on March 7. Reporting the conditions as "squally with rain", they lost sight of the Spanish within a few hours and at noon Barry logged his location at latitude 24:10 (Barry, Ship's Journal, *Alliance* 1783). By his next entry, at 2:00 P.M. the following day, the sailing conditions had greatly improved, and within the hour, the crew spotted "the [Martyrs] rocks"—the name given to the reefs around the Florida Keys by the early Spanish explorers (Barry, Ship's Journal, *Alliance* 1783, Shipp 1881).



**Figure 2: Entry in Alliance Ship's Log March 7, 1783
(Barry, Ship's Journal, Alliance)**

For them to just be seeing the Keys, nearly 20 hours after leaving Havana, is an indication of how fast they were going—or rather, how fast they weren't going. Barry documented the *Lauzun's* sailing deficiencies repeatedly throughout his log and in the communications with Robert Morris. The 20 gun merchant frigate could hardly contend with the speed of the *Alliance* even on its best day, but now, loaded down with \$72,000 in coins, she struggled to keep pace. Considering the critical nature of the mission, this was a troubling revelation for Barry and a problem that plagued the entire mission (Clark 1938).

Looking at sailing statistics from the 1780s, a fully outfitted, 12-pounder frigate, such as the *Alliance*, would average 10 to 11 knots (11 to 12 mph), in amicable conditions, 14 in exceptional ones (Breen 2007). Though the *Alliance* herself was noted for being an excellent "sailer", she was escorting a heavier, slower ship in rough seas. This meant that they would have been lucky to do eight knots during this part of the voyage. With these statistics, and the landmark Barry provided, we can estimate that he and Green were likely moving less than nine miles per hour between 7:00 P.M. on March 6 and 12:00 P.M. on March 7. This put them somewhere between the two markers on the 24:10 parallel indicated in the following image. Given his reported northeasterly heading and the visibility of the Keys, their location was likely more towards the western marker than the eastern one.

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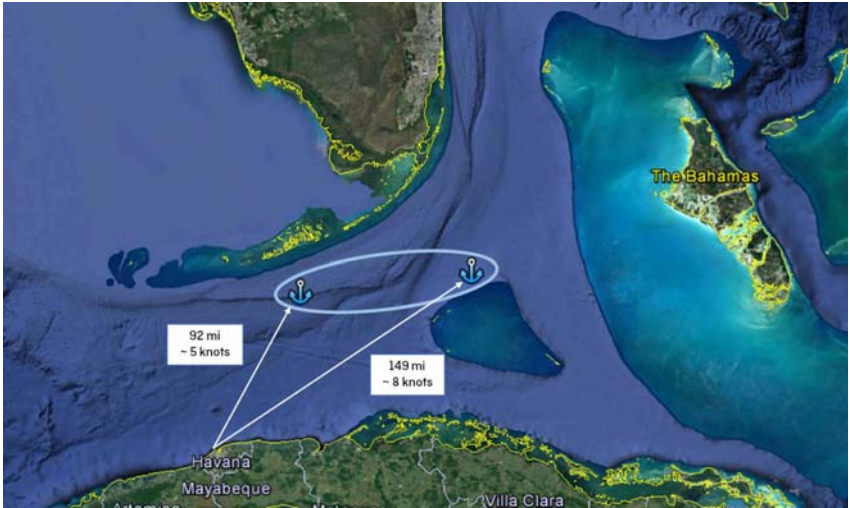


Figure 3: Projected location window of the *Alliance* & *Duc de Lauzun* at 12:00 P.M. March 7, 1783 (Google Earth)

Enemy sails on the horizon

Just as they came within sight of the reefs, two ships appeared on the horizon, sailing straight towards them from the northeast. To be sure of what he was seeing, Barry asked Green to confirm. Green corroborated that they were, in fact, two English Men-o-War and went on to suggest that they adjust course and “stand northward, [then] eastward,” to avoid them (Morris 1988). Not surprisingly, this suggestion to sail directly towards the enemy was highly unpopular with Captain Barry. One source, drawing from John Barry’s own account, indicates that at this moment, “Barry’s opinion of his fellow captain dropped,” calling Green’s suggestion “absurd” and implying that such a maneuver would have been “suicide” (Clark 1938). With that, Barry immediately ordered “sail to be made” to the southwest and told Green to do the same to the best of his ability (Morris 1988). As anticipated, the British ships gave chase. This was not the last time Green’s behavior inspired doubt in the eyes of his companion.

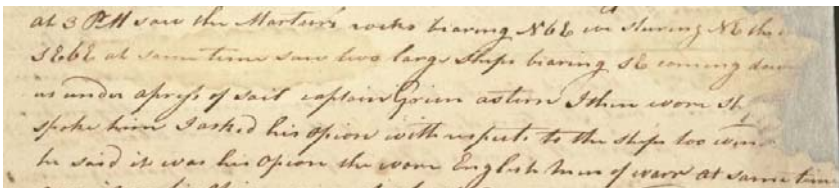


Figure 4: Barry records sighting of enemy ships (Barry, Account of Processing on board *Alliance* 1783)

At 11:00 P.M., just as their pursuers drew within firing range, Barry spotted the lights of the Spanish fleet (Morris 1988). As hoped, the southwestern maneuver allowed them to fall in with the tail end of the armada that had led them out of Havana. The appearance of their allies did not go unnoticed by the British commanders, who subsequently “abandoned the chase,” (Griffin 1908). It is not stated how far they backtracked to avoid the engagement here, but given the previous calculations, they could have easily traveled between 50 and 70 miles during this eight-hour chase. Barry did not give coordinates for where he met up with the Spanish, or the location of where they diverted to get back on course, but we know from his log that at 7:00 A.M. on March 8, they were less than 20 miles north of Key Sal, the western most bank of the Bahamas, noted on modern maps as Cay Sal. In Barry’s letters to Morris, he indicated that when they split off from the Spanish the second time, he and Green were surprised to find out that they had fallen in with less than a dozen of the smallest vessels in the fleet. Their surprise at this observation indicated that prior to their departure from the group, they couldn’t really see who they were sailing with. This means that they likely made the split sometime after sunrise; which, according to U.S. Naval Observatory, occurred around 7:30 A.M. in Cay Sal (U.S. Naval Observatory 2016). After they diverted from the Spanish, Barry’s log indicates that they sailed due north to get back on track, ending up four to five leagues southeast of “Cape Florida” by noon on March 8, noting his location at “latitude 24:54” (Griffin 1908, Barry, Ship’s Journal, *Alliance* 1783).

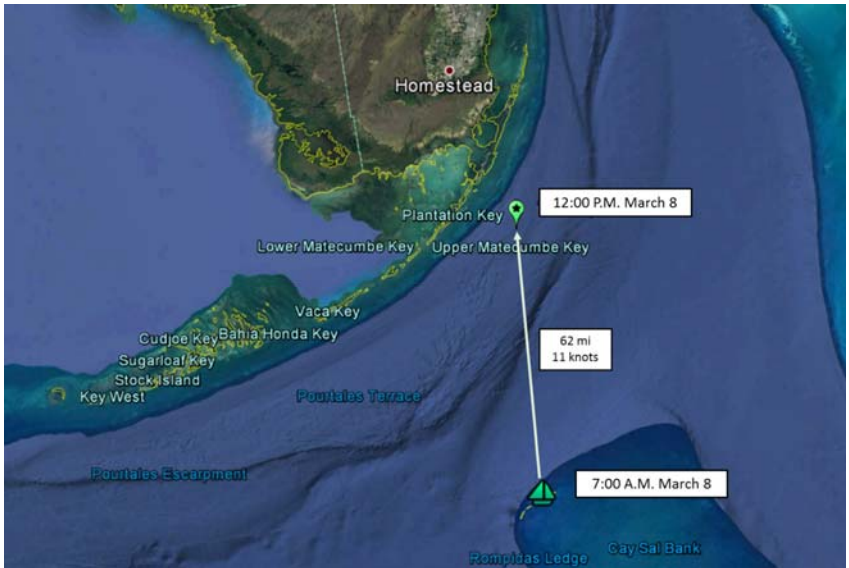


Figure 5: Barry & Green's location on the 24:54 parallel at noon March 8 (Clark 1938)

For Barry to say that he was four to five leagues (14 to 15 miles) southeast of Florida, on the 24:54 parallel, by noon, one must surmise that the conditions had improved considerably. Of course the points plotted above are only estimates based on information revealed in his log, but it would seem that they managed nearly 11 knots (approximately 12 mph) during this leg of the journey. While this pace was a marked improvement from their first day out, as Barry's log indicates the following day, it didn't last.

On March 9, 1783, they "made the Bank of Bahamia" at 9:00 A.M. and by noon were "midway between mainland Florida and the Great Bahama Island," (Barry, Ship's Journal, *Alliance* 1783). Throughout the trip, Barry found it "constantly necessary to shorten sail for his slower consort," (Clark 1938). The *Lauzun* was much too slow to be carrying such a valuable payload. It was becoming a liability and Barry knew it. That first encounter with the English was too close of a call and it inspired Barry to make an executive decision. Around 11:30 A.M., Barry signaled Green to "lay to" and he launched the pinnace boat with the orders to bring Green and Brown back aboard the *Alliance* for a "consultation with respect to the continental money," (Clark 1938). After nearly four hours of discussion, Barry and Brown agreed that the majority of the specie should be moved to the *Alliance* for safe keeping. Green wasn't thrilled but he was clearly out ranked in this decision. By 6:00 P.M., Brown and Green were once again aboard the *Lauzun* and the money had been transferred to the *Alliance* (Clark 1938, Morris 1988).

According to the ship's journal, the transfer occurred at latitude 27:00 (Barry, Ship's Journal, *Alliance* 1783). This means that in the 24 hours between his last charted coordinates of 24:54, they had traveled roughly 155 to 160 miles—which averages out to a little less than seven miles per hour. It is no wonder that Barry was concerned for his continental cargo—and his timing was impeccable.

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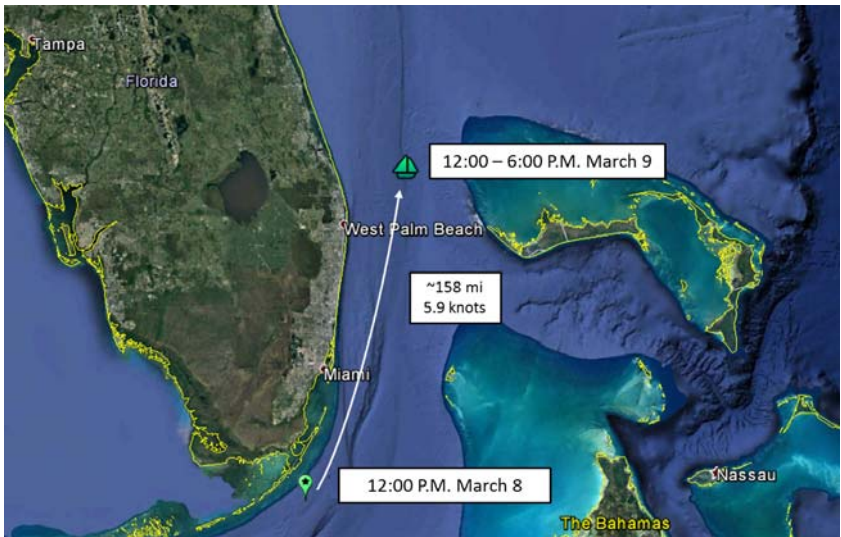


Figure 6: Distance between log entries March 8-9 (Morris 1788)

As they resumed course, three ships were spotted, far off in the distance, to the north-northeast. Another vessel was seen to the southeast, even further away. By the next morning, the ones to the north were close enough to recognize their British ensigns. Barry and Green immediately diverted to the southwest hoping to get lucky with the Spanish again. Around 9:00 A.M., with the *Lauzun* lagging behind as usual, Barry signaled Green to inquire whether or not their pursuers appeared to be of, “superior force”. Green affirmed, and, it would seem that two of the three were the same ones from before. With that, Barry gave the orders for full sail and called for each ship to “shift for herself” (Morris 1788).

About an hour into the chase, Green attempts to flag Barry down. In his letter to Morris describing the incident, he expresses his bewilderment with such eighteenth century propriety that modern readers may be compelled to internally apply a colorful modern colloquialism to his statement.

FOR YOUR INFORMATION

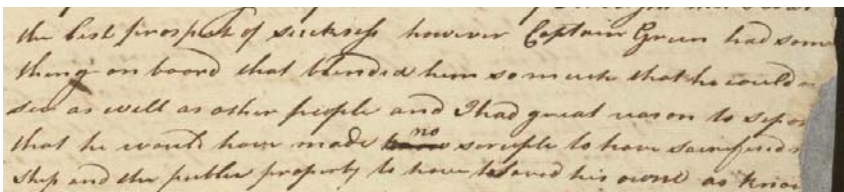
The Historical Records Archive of the Historical Commission has a lot of reference material in its collections and could prove to be a valuable research source. The Historical Records Archive is normally open for research during standard business hours. Please call first to ensure that someone will be there to assist you. The Archive can be reached by telephone at 321-633-1794.

than Two miles a stern. As soon as I discoverd the Signal to Spake with me I was much surprised being well convinced the[y] were three British fr[igates] however as I found I sailed as fast or rather faster then a[n]y of them I was determined to know what Captain Green wanted with me. I then ordered the small sails to b[e taken?] in and laid the main and mizen top sail aback and h[auled?] the main sail. At this time a random fire begun [torn] the Enemy's headmost Ships and the Lauzuan as soon as she saw my Main Sail half up and top sails aback he shortened sail in order as I Sesepe for to let the other two come up bei[ng] Well convinced he had not received any damage from the [guns?] She being at too greate a distance. I very soon Spoke Captain Green and asked him what he wanted. He told me the[y] were three Priveteers and we could take them. My answer I could See clear and was of a diferent Oppinion as it was very (easie) plain to be

**Figure 7: Barry's letter to Robert Morris on March 20, 1783
(Morris 1988)**

As the excerpt indicates, Green's purpose in halting the *Alliance* mid-escape was to coerce Barry into an engagement with the approaching vessels who he then claimed to be a trio of privateers, asserting, "we can take them" (Morris 1988). One can almost hear Barry using another colloquialism. As Green continued to plead his case, the British guns began to fire on them. Thankfully, they were still out of range, but it was now clear to Barry what was about to go down.

The historical records lack evidence of how vocal Barry was regarding his impressions of this incident, but he later stated in his written account, "Captain Green had something on board that blinded him so much that he could not see as well as other people and I had great reason to [suppose] that he would have made no scruple to have sacrificed my ship and the public property to have saved his own," (Clark 1938, Barry, Account of Processing on board *Alliance* 1783).



The best prospect of success however Captain Green had some thing on board that blinded him so much that he could not see as well as other people and I had great reason to suppose that he would have made no scruple to have sacrificed my ship and the public property to have saved his own as he

**Figure 8: Barry's written account questioning Green's motivations
(Barry, Account of Processing on board *Alliance* 1783)**

Apparently, he kept his disdain to himself in the moment, politely responding with, "I beg to differ with you, Sir," (Clark 1938). He went on to recommend

that Green toss his guns overboard to lighten his ship and put his sails to the wind—and with that, Barry cites, “I bid him farewell,” (Morris 1988, Clark 1938). Barry had no intention of risking the *Alliance* for the *Lauzun* or the whims of her captain. Leaving the *Lauzun* in his wake, Barry watched as Green’s crew heaved their heavy guns into the water. While Green complied in lessening the weight of the vessel, he neglected to realign his sails to make the best use of the wind (Clark 1938). At this point, Green’s level of effort was irrelevant. Like watching a lion chase a sluggish gazelle, Barry knew that there was little he could do without risking his cargo. As soon as the *Alliance* broke off, the *Alarm* followed suit and the *Sybil* went straight for the *Lauzun* (Ralfe 1828). The smallest of the British trio, the *Tobago*, made no attempt to advance on either. The *Lauzun* responded to the *Sybil*’s volleys with what little armaments she had left. Barry lingered nearby for nearly 30 minutes, unwilling to abandon her cohort completely, and hoping for an opportunity to save her (Clark 1938).

Meanwhile, the mysterious sails to the south had come closer, not close enough to know her nationality for certain, but near enough for Barry to realize that they were not an ally of the British. They all watched as the unknown vessel shifted course, heading straight towards them. The *Alarm*, was the first to react. Her captain, James Cotton, suddenly “tacked to the northeast” withdrawing from the pursuit (Clark 1938). Inspired by the *Alarm*’s response and betting very heavily that the approaching vessel was an ally from either France or Spain, Barry decided to act. Without further ado, he gave the command, “Helm hard a starboard!” and with it, the *Alliance* spun around (Clark 1938). Her topsails shivered in the wind and the swiftness of the motion set her right between the *Sybil* and the *Lauzun* (Clark 1938). Barry strode along the starboard battery, telling each gunner to hold their fire, proclaiming: “I’ll give you the order when we’re within half-pistol range,” (Clark 1938). While they held fast, the *Sybil* fired a shot across their deck. It blasted through the cabin of the *Alliance*, sending splinters in every direction. Shubald Gardiner, a master’s mate, was severely injured and would later succumb to his wounds. Gardiner would be the only fatality aboard the *Alliance* as a result of this engagement (Barry, Payroll and Ledger records of the *Alliance* 1783). Finally, at 10 ‘til noon, the *Alliance* was ranged for a perfect broadside and Barry gave the order they were waiting for, “Open fire!” (Clark 1938). At point blank range, this initial volley created bedlam across the deck of the *Sybil* and sent her foretop mast into the drink, as sailors would say, with her flag still attached (Clark 1938). For the next 30 minutes, the two exchanged round after round. John Kessler, a midshipmen aboard the *Alliance*, said of the *Sybil* “Her guns were silenced and nothing but musketry was fired from her. She appeared very much injured in her hull,” (Clark 1938). Shortly thereafter, the *Sybil* broke away to the northeast, falling in behind the *Tobago* and the *Alarm*, the latter of which had ironically been flying a flag of retreat since before the engagement began.



Figure 9: “Action between the American Ship *Alliance* and English Ship *Sybille*” (Bevan 1852-1940)

The *Sybil* limped away quietly. Captain Vashon claimed only two killed and six wounded in the engagement, but reports came out of Jamaica later listing 37 killed and more than 40 wounded (Clark 1938). Likely, the truth lies somewhere in between. Barry and Green sailed to the southeast to meet up with the mystery ship, which turned out to be a 64-gun French behemoth named *Triton*. When Barry inquired as to why she didn't come to his aid, the Captain stated that he felt his presence was enough of a diversion and he didn't want to risk the half-million dollars of specie he had on board (Clark 1938). Barry was not impressed with this excuse. To appease him, the captain of the *Triton* agreed to accompany the Americans in pursuit of their aggressors. So the three gave chase, the *Alliance* two miles ahead of the *Triton* and the *Lauzun* about a mile behind that, as usual. At dark they called it a day, the French vessel resumed its course and the *Alliance* rendezvoused with the *Lauzun*. Not surprisingly, Green's attitude was contemptible when he came aboard, one source described his behavior as “belligerent and nasty,” (Clark 1938). Brown on the other hand, had nothing but applause for Captain Barry. It was then decided that the rest of the specie should be brought on board the *Alliance*. Green protested, of course, but didn't have a leg to stand on.

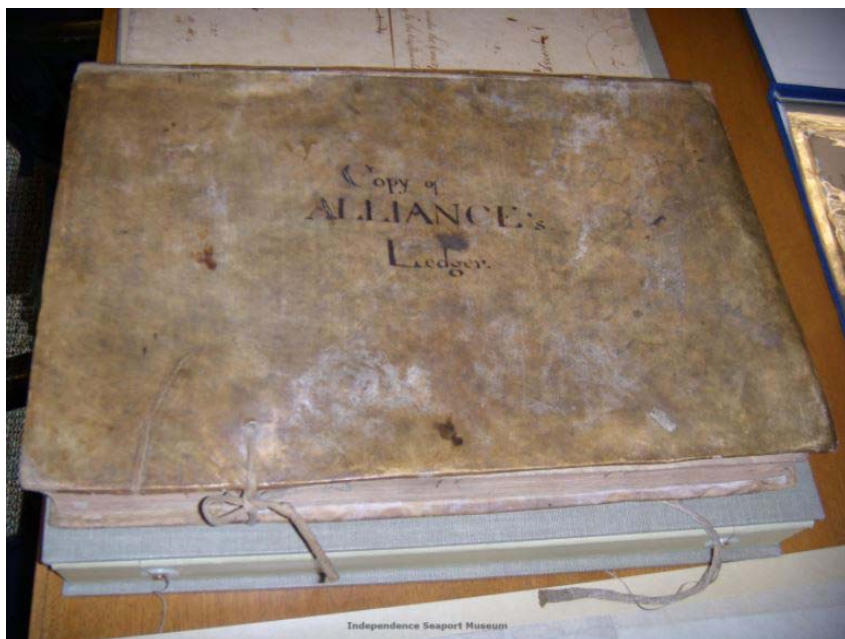
The next morning, March 11, 1783, their journey continued. They proceeded together without incident until March 18 when Barry lost sight of the *Lauzun* off Cape Hatteras. The *Alliance* dropped anchor in Newport, Rhode Island, safe and sound at 3:00 P.M. on March 20. Three days later a French sloop sailed up the Delaware River with news that the peace treaty was ratified on

February 3, formally recognizing the independence of the United States of America.

And with that, the war was finally—and technically, over... but what about Cape Canaveral?

The role of Cape Canaveral

In the myriad of sources consulted for this series, very few actually mention Cape Canaveral. Only two of them, in fact. Neither of them are direct primary sources, and one of them actually makes its allusion to Cape Canaveral by referencing the other source in the footnotes. So, essentially the only resource here that mentions Cape Canaveral is the “Gallant John Barry, 1745-1803: The Story of A Naval Hero of Two Wars.” It is a biographical narrative, by William B. Clark, that pulls from an assemblage of Captain John Barry’s personal papers currently retained by the Independence Seaport Museum in Philadelphia. While not a primary source in itself, its juxtaposition to such, gives its specifics a bit of merit, perhaps more than most of the widely plagiarized Internet articles and uncited military history websites. It may be worthy to note that in the course of this research, not one of the primary sources that were consulted ever made direct mention of the name Cape Canaveral. So what does William Clark have to say for Cape Canaveral’s part in this story?



**Figure 10: Period copy of the *Alliance Ledger*
(J. Welles Henderson Archives & Library 1781-1783)**

According to Clark, at 6:00 A.M., on March 10, 1783, the British ships were “some 30 leagues southeast of Cape Canaveral, Florida, and sailing southward in echelon.” (Clark 1938, 297) For those unfamiliar with that unit of measure, 30 leagues is equal to 103.57 miles and the *Alliance* was an additional six or seven miles southwest of that (Barry, Account of Processing on board *Alliance* 1783).

From that moment, they promptly turned around and headed south-southwest for nearly five hours. As calculated previously, in the four days preceding, their speed ranged from 6 to 12 knots. If they managed to reach an average of approximately nine knots, they could have traveled nearly 50 miles during that five hour chase. Which actually puts the last battle of the American Revolution somewhere between West Palm Beach and Boca Raton, Florida. Even for the most enthusiastic local historian to say that this location, (more than 140 miles to the southeast) is ‘off the coast of Cape Canaveral’, seems a bit of a stretch.

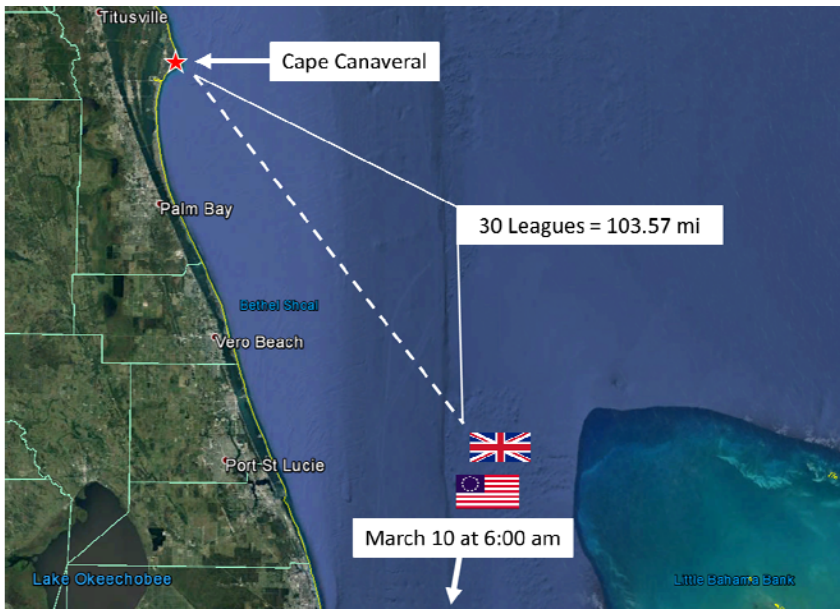


Figure 11: Distance from Cape Canaveral when pursuit began (Clark 1938)

So, if that’s the case, how did the last battle of the War for Independence get attributed to Cape Canaveral? The easy answer is that for several hundred years, Cape Canaveral was the only noteworthy landmark along the Florida coast between the Keys and St. Augustine that sailors could use to gauge their whereabouts or help them explain where they were when something happened. As William Clark had direct access to Barry’s papers, he had to have seen the

name Cape Canaveral somewhere in his collection in order to incorporate it into his narrative. Unfortunately, it was likely only mentioned as a landmark.

The end of the story...

When we read a story, our minds wander into the how's and why's until eventually we remember that it's only a story. With the popularity of docu-drama television shows, creative license has become such common place that it is easy for people to overlook the logistics and buy into the legend with no questions asked. Heroic figures, notable quotes, and nearby landmarks quickly overcome the facts (just look at the Battle of Bunker Hill). It didn't happen on Bunker Hill but we all know they didn't fire until they "saw the whites of their eyes." Sometimes with historical events, it pays to do the math, even when it doesn't reveal the history that everyone was hoping for. While the data examined here has revealed details that may be disappointing for some, it is helpful to remember that whether it was Cape Canaveral or Boca Raton, Florida was a bystander for something special. From the critical nature of this mission to the enduring legacy of Captain John Barry, this was an important chapter in our nation's history, and Florida's role—no matter how small—was worth a closer look.

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ONE OR TEN? THE 1967 BATTLE OVER UNIFICATION/ CONSOLIDATION IN SOUTH BREVARD

BY FRANK J. THOMAS

Unification/consolidation was the biggest political issue to ever hit South Brevard. This article is based on the author's personal involvement in the Unification fight over whether to make 10 cities and dozens of square miles of unincorporated Brevard County into one 181 square mile city, population 110,000. The reader can tell which side the author was on, but he has endeavored to be factually accurate. The article tells the story of this close election battle fought by honest, honorable people. Had Unification won, we would be living in Brevard Beach, the name chosen for the proposed super city.

In 1967 our nation was embroiled in the controversial Vietnam War, Florida was embroiled with a controversial governor, and South Brevard was embroiled in a controversial political fight to consolidate ten separate municipalities into one super city, name to be determined. The fight for and against consolidation proved the most dramatic and controversial in our history. And for

good reason: how could Unity leaders convince adjacent small towns to merge with centralized core cities of Melbourne/Eau Gallie? To bring about a 181 square mile new city, estimated population 110,000? One City Hall, one City council, one mayor. It was the rip roaring political battle of the 20th century in South Brevard County.

By the 1960's Melbourne/Eau Gallie had no more room to grow. They were bordered by Palm Bay, West Melbourne, Palm Shores, and Melbourne Village. Across the Indian River lagoon were Indialantic, Melbourne Beach, Indian Harbour Beach, and Satellite Beach. Palm Bay and West Melbourne had recently incorporated to head off Melbourne's threat of expansion. These core cities, Melbourne and Eau Gallie, especially Melbourne, felt surrounding communities enjoying a free ride on the back of its tax payers. This was mostly true. Melbourne/Eau Gallie furnished the area-wide water supply, along with industry, jobs, an airport, libraries, recreation, high schools, two newspapers, movies, and two AM radio stations, and shopping.

Mainland leaders came up with an audacious plan: to unify into one city. After a study, they found the new city a veritable utopia, a solution for all their problems. *Melbourne Times* editor Pearl Leech proved a leading proponent. Radiation, Inc. (soon to become Harris Corp.) CEO George Shaw strongly backed the idea, along with virtually every Establishment figure in South Brevard. But some leaders were left out. And that proved fatal.

Consolidation stirrings had been going on for some time it turned out, going back to an initial meeting in the old Barcelona Hotel in 1956. Ten years later, in December 1966, Jerome Keuper, founder and president of Brevard Engineering College (soon to become Florida Institute of Technology) hosted over one hundred community leaders in the college library: bankers, lawyers, academics, CEO's, realtors, business owners, building contractors, and a few other smiling "average" citizens who thought they saw a good cause. No elected officials from the ten municipalities were present. A study group to address the "feasibility" of unifying was formed. The committee unsurprisingly found the idea excellent and recommended a professional study. The prestigious firm of Griffenhagen-Kroegel from San Francisco was chosen for a professional in-depth report. The hat was passed to come up with the \$25,000 fee.

Thus far all was respectable and professional. Now came the hard part of coming up with a Charter for the new Super City. All municipalities must have a charter approved by the state legislature. Cities cannot exist without state approval. Abolishing ten cities in one fell swoop had never been done. Out of sight, in late April of 1967 Melbourne City Attorney Elting Storms, with other assisting lawyers, began work on the new One City charter.

Back then, South Brevard was a newspaper reader's paradise. In addition to the venerable *Melbourne Times*, new upstart *TODAY* played Unification/Consolidation for all it was worth. People read newspapers fifty years ago. We got our fill of the local scene. The *Orlando Sentinel* and the *Miami Herald*

printed local daily editions. And the big news fifty years ago, one that hasn't been equaled since, was the enormous effort of the Chamber of Commerce and the Establishment to wipe ten city names from the map and replace them with one unified city name. A committee was to suggest names.

Bigger is better! Real Estate dealer and former state legislator James Pruitt adamantly pronounced unity would give us more prestige and bigger clout in Tallahassee and Washington. Typical was Radiation Corp CEO George Shaw's statement in the December 19, 1966 *Melbourne Times*:

"Unity is the key to South Brevard's future. Concentrated brain power is available here on Jerry Keuper's Florida Institute of Technology campus.....Againsters have no place in building a community. Listen to the men and women who have assumed the leadership of building our community. Those who get things done."

On May 5, 1967 the much anticipated Unification/Consolidation Charter was unveiled and copies distributed at the Florida Institute of Technology library. The next step was political. Voters had to be convinced of the Noble Cause by the November referendum. Just six months to go. If it didn't pass all was for naught. And there was much work yet to be done. Political committees quickly formed. Prestigious, well-liked former County Commissioner Joe Wickham was chosen figurehead chairman.

After much head scratching and brain storming, the acronym B.U.I.L.D. (Beautification, Unity, Industry, Leadership, and a more Dynamic south Brevard) was selected. Specific committees formed. A speaker's bureau. Publicity. Recruitment of every smiley face, clear-eyed clean-cut noble-minded all-American gum-chewing do-gooder in South Brevard County. Plus all groups benevolent and fraternal, garden clubs, the YMCA, churches, home owners and neighborhood associations. Civic clubs. The Rotarians, Kiwanis, Lions, and nascent Union groups. Unity had five months to sell itself before the November election. They needed all the zip, zest and zowie they could generate! What they were asking was, after all, a revolutionary change. Taking away the name, the uniqueness of a community, and replacing it with god-knows-what.

But the Unity folks, B.U.I.L.D, set out to appeal to our better nature. The cause of these warriors was Progressive, High-Minded, Far-thinking, Positive, the epitome of Truth, Justice and the American Way! Every cliché in the book was purred forth: Prosperity, better jobs, better services, better garbage pick-up, new industry, better police and fire protection, sound planning, improved services, efficiency, waterway protection, eliminating waste and duplication, quality shopping, better schools, better recreation, a better smelling Indian River, eliminating 51 elected officials. And—lower taxes!

Stories in our four newspaper reflected support:

"City Attorneys Study Model Charter" *Melbourne Times*, May 4, 1967

“Unification Referendum Called a Must” *TODAY* June 2, 1967

“Build for Vigorous Unification Action” *Melbourne Times*, June 14, 1967

“Volunteers flock to B.U.I.L.D. Standard” *Melbourne Times*, June 14, 1967

“Unity May Bring Brevard Hot” *Orlando Sentinel*, June 21, 1967

“Unification Donnybrook Likely at Hearing” *Orlando Sentinel*, June 24, 1967

“New City of 110,000 for Florida” *Miami Herald*, Sept.3, 1967

Rumblings of dissent began in the towns surrounding Melbourne/Eau Gallie. The four papers couldn't ignore these voices, especially a very loud one coming from Melbourne Beach. For various reasons residents balked at hopping aboard the Red, White and Blue Unification Cross-of-Jesus Bandwagon. Newspaper advertising began. B.U.I.L.D. played on people's desire to join a Righteous Cause: Unity would bring a better life for all. A whole city! The Promised Land beckoned! A Space Age city for the Space Age!

Sunrises out of the Atlantic would grow in spectacularity! Fish once more would be a-jumping in our now clear, clean, no-longer-smelling Indian River Lagoon! Sunsets over the alligator-haunted St. John's marsh would once more inspire artists and poets. Residents' aesthetic sensibilities would be revealed remembering Tennyson's immortal poem: many would stand tippy-toe in glee!

Sunset and Evening star,
And one clear call for me.
Twilight and evening bell,
And after that the dark!

Unification forces were going all out for victory in the November 7th referendum. But obstructionists in smaller communities were beginning to present a problem. Especially that pesky fellow in Melbourne Beach who kept having letters published in *TODAY* newspaper claiming that Big Money locomotive from across the river was trying to railroad Consolidation down the throats of the little towns. B.U.I.L.D anticipated opposition, hoping it would be scattered and unorganized. The strategy was to ignore it. But if it became organized, discredit it.

As an avid newspaper reader of all things local, I kept up with the continuing Saga.

That spring of 1967 I organized the first opposition. I was 31 year old and had no practical political experience. I got a dozen or so young families as stirred up and incensed as my wife Annie Hellen and I were. We called ourselves, very reasonably, “Citizens for Fair Play on Unification,” hoping to belay our angry feelings and appear reasonable. We received some nice newspaper cov-

erage. But within a month several loonies claiming membership with us began giving “Fair Play” a bad name with excessive tirades and name-calling against pro-unity forces. This was just how the Establishment wanted it: To depict opposition to Unification as radical nobody’s who were all emotion and no substance. We were becoming marginalized in the press.

Something had to be done. We needed experienced political leadership. And I found it.

When Sidney Martin ran for Melbourne Beach mayor in 1964 many voters were impressed, although he lost narrowly. His opponent was executive of public relations at Melbourne’s largest employer, Radiation, Inc. Thomas Moldenhauer was the epitome of a successful young man on the rise: fair-haired, church-going, family man. Everyone could see that young Tom was going places.

Sid took the loss hard. I found out shortly just how hard. I wouldn’t say it is the whole story, but by recruiting Sid Martin as our leader we gave him the opportunity for revenge against young Moldenhauer and the Big Business, Banking, Land-Developer Establishment this young man represented. Sid knew practical politics. He grew up in New York City where street, precinct, and neighborhood organizing was the norm. He knew a successful political campaign took organization, hard work, money, and dedicated volunteers.

I pedaled my rusty three speed bike six blocks south to his apartment house on A1A and Surf Road. Sid was enthusiastic when I offered him leadership of “Fair Play on Unification.” We became better acquainted and talked all aspects of the issue through. It was a simple Yes or No vote on revolutionary political change or keeping the status quo.

We had to create doubt. In fact, our leading slogan became “When in Doubt, Vote No!” And most importantly we had to present factual arguments against change. It was imperative we present ourselves as reasonable people. We were not to indulge in name-calling and questioning our opposition’s motives—at least not initially! Timing was everything. This was late spring, six months until November 7th. The newspapers were eager to keep the issue alive but we knew it was much too early. The campaign was to start in September. The summer of 1967 was meant for organizing and fund-raising.

I suggested F.A.C.T.S. (For Analyzing Consolidation’s True Significance) for our name; everyone thought it a perfect counter to B.U.I.L.D. Saying ‘consolidation’ was the more honest term to use. Our strength lay in the small communities and unincorporated area surrounding Melbourne and Eau Gallie: Melbourne Beach, Indialantic, Indian Harbour Beach, Satellite Beach, West Melbourne, Palm Bay, Melbourne Village and Palm Shores, plus considerable unincorporated land beach side, and on the mainland west to Lake Washington. Our work was to wake people up to what had to be done to save their community’s independence. This wasn’t difficult. Voters simply had to vote

NO in the November 7th referendum. The status quo remained. Dozens of citizens joined up right away. The barrage of propaganda from the unity forces was not difficult to see through. In becoming part of a big 110,000 population city (yet unnamed), taxes would double, police and fire protection go into decline, and local zoning control would be no more. And West Melbourne and Palm Bay levied no property taxes at all!

Everyone knew the City of Melbourne had serious financial problems. Why should others bail them out?

Our job became identifying the undecided voter. We didn't need to spend our time with the already convinced or those opposed. The unconvinced was shown the righteousness of voting No, that it was in his self-interest to keep the status quo. Our goal was a large one, to personally contact every registered voter.

September came. Our campaign built gradually toward November 7th. We were saving our best shots until voters actually started paying attention the last few weeks and days. Radio WMMB and WMEL and newspapers carried increasingly strident advertising: If in doubt, Vote No! Examples of recent costly consolidations in Miami, Jacksonville, and even Nashville, Tennessee were researched. Our goal was to bring out the "facts." Sid Martin had the perfect staccato voice for our dramatic ads. He sounded like an actor playing a prosecuting attorney.

F.A.C.T.S. had no paid staff, only volunteers. The grandest volunteer of them all was Mayor Percy Hedgecock, founder and benefactor of Satellite Beach. Percy's town occupied the northeast corner of the proposed "super city." In the mid-1950s this North Carolina native had literally bulldozed the palmetto scrub and built a thriving, well-run municipality of four square miles, an exemplary small town. Elected to the Brevard County Board of Public Education for several terms, he saw that Satellite High School, De Laura Junior High School, and two elementary schools came to his town. Percy was F.A.C.T.S. main fundraiser and true-believer. The plurality defeating Unification in Satellite Beach was overwhelming.

Our speaker's bureau was open to every group or club or reasonable gathering anytime. Sid was lead speaker and in demand. State Representative Bill Powell and Melbourne city councilman Jim Deese and Peggy Christ, activist, spoke. I also talked, usually to neighborhood associations. Our timing was good. The other side had been talking for months. It was reported that most listeners came away with a vague idea of their message. It came across as clichés and glittering generalities. Our F.A.C.T.S. message was fresh. We spoke in concrete terms about taxes and loss of local community control. No matter how hard they tried, Unity forces had little to offer besides platitudes and promises.

In the final days each side accused the other of selfish motives and lying. On November 1, 1967, *Brevard Shopping News* ran a full page ad:

“Unification is NOT METRO and the opponents know it! Only those who have selfish motives or little kingdoms are working against Unification and Progress. Vote YES!”

And in the same issue F.A.C.T.S. full page ad:

“Don’t be misled! If in doubt vote AGAINST “Metro” Unification that is a blank check designed to empty your pocketbook! Vote NO!”

November 7th was cool and partly cloudy with an excellent turnout for a one issue election. Interest was high. Nearly 20,000 voted. No computer tallying system existed in 1967. Each precinct reported results to the Supervisor of Elections by telephone.

Unification lost: 10,290 against, 9,169 for.

On the same ballot, voters also were asked to choose a name for the proposed new city: Long Beach, Sabal Beach, Brevard Beach, St Lucia, or Three Rivers. Brevard Beach was chosen.

Two years later in November 1969, Melbourne and Eau Gallie voted to merge. The names on the ballot for the new City were Harbor City, Melbourne or Eau Gallie. Eau Gallie residents split their votes between the names Harbor City and Eau Gallie, while Melbourne residents overwhelmingly chose no name change. Therefore, the vote led the City of Melbourne to double in size.

The author thanks the Central Brevard Library and Reference Center, and Michael Boonstra, its Archivist, as well as the Florida Institute of Technology Library staff.

Sources

Proposed Charter for Unification of South Brevard, 1967

Florida Institute of Technology President Jerome Keuper’s notes on South Brevard unification

Griffenhagen-Kroegel Study on South Brevard Unification, 1967

Various newspaper articles as cited above from the *Melbourne Times*, *Today*, *Brevard Sentinel*, the Brevard edition of the *Miami Herald*, and the *Brevard Shopping News*... IRJ

Brevard County overall is larger than the state of Rhode Island but has less land area.

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*

**Are you enjoying reading about
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are done?

**Want to keep your copy, then call the Commission office
to get additional copies to pass along.**

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The list includes all of the Commissioners who have served through the years.

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Jim Ball	Brooks Humphrys	Margaret Senne
Jane Beach	Johnnie Johnson	Ronald Senne
Paula J. Beckner	Darcia Jones Francy	Susan Sheppard
Jeff Boston	Greg Jones	Yvonne Shingler
Ed Bradford**	Georgiana Kjerulff	Jack Sidoran
Alan Brech**	Shirley Kidd	Ann Smith
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Gil Carlson	Bud Knoderer	Helen Stubbs
Kim Carmen	Betty LaRoche	Bob Swenson
Nancy Carswell	Mildred Lawrence	Robert Taylor
Cheryl Carson	Jack Lembeck	Mary Lou Thombleson
Ann Christensen	Elaine Liston	Molly Thomas
Deborah Clarke	Brad Logsdon	Cherie Thompson
Jabez Coggan	Betty Longenberge	John Tice
Jim Culberson	Sam Lopez	Tonie Vogt
Ben DiBiase*	Sharon Lucas	Ed Vosatka
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*“Unless Brevard County history lives in our present,
it has no future.”*

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 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>

Foosaner Art Museum

1463 Highland Ave., Melbourne, FL 32935
<http://www.foosanerartmuseum.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>

The North Brevard Historical Museum

301 S. Washington Ave., Titusville, FL 32782
<http://www.nbbd.com/godo/history/>

Old Town Hall History Center

Ann Downing, Public Relations, 2373 Oak St., Melbourne Beach, FL 32951

Ruth Funk Center for Textile Arts

150 W. University Blvd., Melbourne, FL 32901
<http://textiles.fit.edu/>

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/>

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 Chapters

Abigail Wright Chamberlin – Melbourne, Cape Canaveral – Cocoa Beach
 Commodore John Barry – Melbourne Beach, Indian River – Titusville Philip Perry – Cocoa
 Rufus Fairbanks – Satellite Beach
 For specific contact information for these chapters and the Florida State Society, Historic
 Preservation Committee see <http://fssdar.com>

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/>

HISTORICAL ORGANIZATIONS (CONTINUED)

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/>

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/>

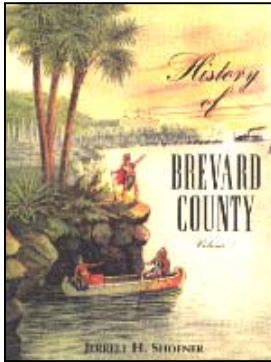
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An Index of Indian River Journal Articles is available on our website.

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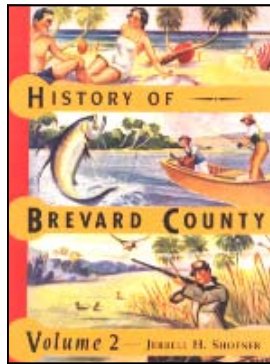
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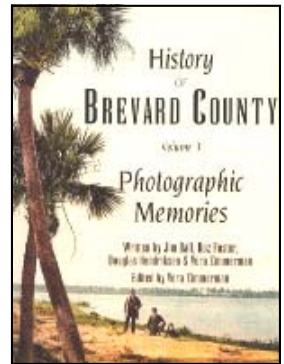


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