

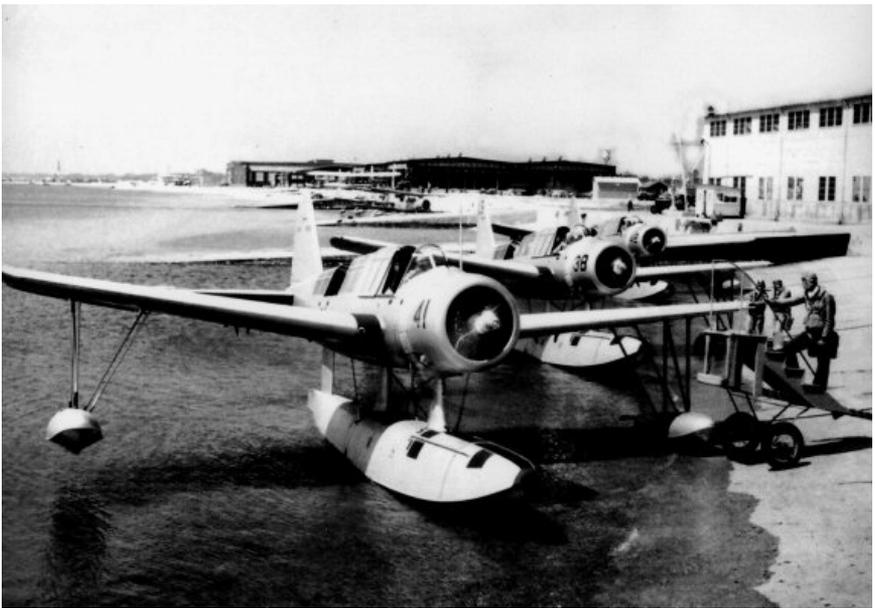
THE JOURNAL OF THE  
BREVARD COUNTY HISTORICAL COMMISSION

# THE INDIAN RIVER JOURNAL

*Volume V, Number 2*

*Fall/Winter 2006*

**Brevard County Historical  
Articles & Features  
Organizations & Activities  
Announcements & Reviews**



Shown are OS2U Kingfisher Aircraft which were the type used by the Naval Squadron VS-39 at the Naval Air Station, Banana River, Florida to patrol Florida's coast during World War II

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**THE INDIAN RIVER JOURNAL**

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Ed Vosatka  
Ray Osborne

# The Indian River Journal

Volume V, Number 2

Fall/Winter 2006



**The Marker at the Original Melbourne Village Hall**

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## NAVAL AIR STATION, BANANA RIVER, FLORIDA, WWII

By  
William Barnett

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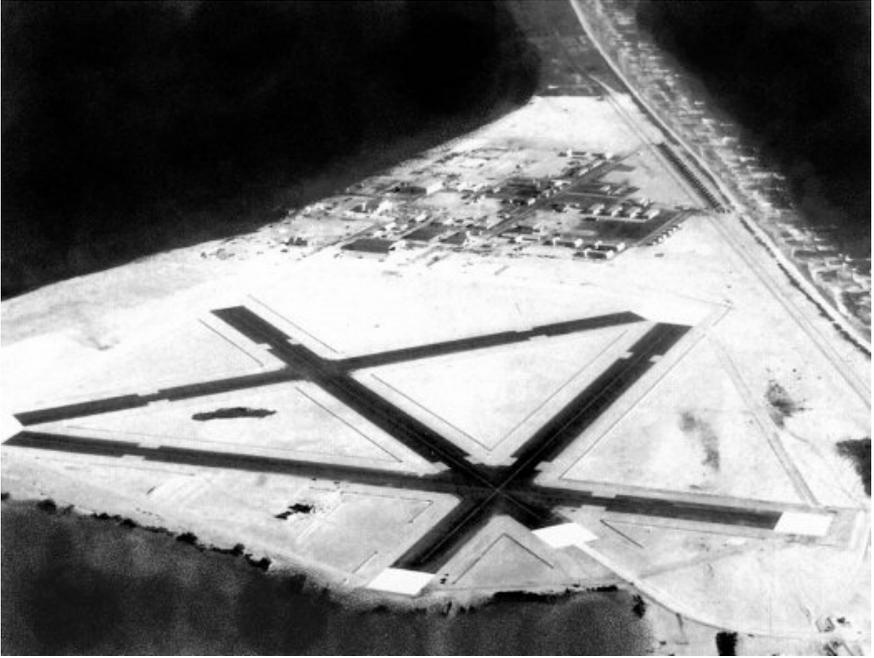
The Navy built the Seaplane base at Banana River, Florida, and commissioned it on October 1, 1940. Six PBM flying boats were transferred to the new base for training pilots and aircrew.



### PBM Flying Boat

After World War II began, the PBMs were utilized for patrol duty off the Florida Coast to find and destroy German submarines. In March 1942, scouting Squadron VS-39 was formed and outfitted with OS2U Kingfishers. This Squadron patrolled the coast of Florida and trained for combat duty off of ships.

Subsequent functions at Naval Air Station (NAS) Banana River, were construction of a land airport with runways for handling land based aircraft. At the completion of the airport Operational Training Unit, VPB #3 was commissioned, a blind landing experimental facility was built and an Air Bombing Training Unit was commissioned to train air crewmen.



### **Naval Air Station, Banana River, Florida**

With a growing need to overhaul and maintain Grumman F6F Hellcats that NAS Melbourne, NAS Daytona, and NAS Vero Beach could not handle, NAS Banana River was assigned duty to handle those functions. Up to 150 Hellcats were at Banana River during the war getting overhauled.

Other activities at NAS Banana River included blimp Squadron ZP-21 which conducted search and rescue along the Florida east coast. A LORAN training school was built and later became an Aviation Navigation Training Unit.

In 1944 the station compliment consisted of 391 officers, 2,492 enlisted men and women and 587 civilians. The number of aircraft present on the base peaked at 278.

NAS Banana River was closed by the Navy on September 4, 1947. In 1948, the station was activated to support a joint services project created at Cape Canaveral. Custody of NAS Banana River was transferred to the Air Force on September 1, 1948. It was renamed later on as Patrick Air Force Base and remains that today.

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## HISTORICAL MARKER PROGRAM

By  
Stephen R. Benn

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The Brevard County Historical Commission has embarked on a Program to install Florida Historical Markers at each significant Brevard County Historical Site. The State of Florida Historical Marker Program has the following requirements for a Heritage Site and Heritage Landmark Site Markers:

To qualify as a Florida Heritage Site, the structure or site must be 30 years old and significant in the areas of architecture, archaeology, Florida history, traditional culture or a significant event. A historically significant person can qualify 30 years after death or after a significant event.



**The Marker installed at the Greater St. James Missionary Baptist Church in Mims**

To qualify as a Florida Heritage Landmark, the structure, site or significant event must be 50 years old and have a regional or statewide significance. The Landmark Site should visibly retain the characteristics that were present during the period of the historically significant event. Brevard County is fortunate to have the State designate Juan Ponce de Leon Landing Park in Melbourne Beach as a Florida Historic Landmark.



### **The Marker Indicating the vicinity where Juan Ponce de Leon first landed in Florida, on Melbourne Beach during April 1513**

Funding for the Markers, which currently cost \$1,840.00 each, are born by the submitting group/organization or agency. In 2002, there were 8 Historical Markers located in Brevard County, and with the financial assistance of the Tourist Development Council, that number has increased to 26 with several more in the review process. The Historical Marker Program is a part of Historical Tourism in the State of Florida which has added over \$4 Billion spent

by tourists in Florida each year. It has been documented that tourists spend an additional day to tour the historical sites. The Brevard County Tourist development Council has acknowledged these statistics and funds the Marker Program, the Brevard County Historic Landmark Guide and a new “Treasures of the Space Coast” tourism brochure.

The Markers currently installed and dedicated are as follows:

St. Gabriel Episcopal Church  
 Titus House  
 Pritchard House  
 Historic Brevard County Courthouse  
 Windover Archaeological Site – Titusville  
 Dummett Grove  
 Clifton Colored School  
 Haulover Canal – North Merritt Island.  
 Greater St. James Missionary Baptist Church  
 Harry T. & Harriette V. Moore Memorial Homestead – Mims.  
 LaGrange Community Church  
 LaGrange Cemetery  
 LaGrange Community (Colored) Cemetery – North Titusville  
 Hernandez Trail, City Point Church  
 Derby Street Chapel – Cocoa.  
 Georgianna United Methodist Church, Provost Hall  
 St. Lukes Church  
 Sams Homestead – Merritt Island.  
 Winter-Time Ais Indian Town of Pentoaya – Indian Harbour Beach.  
 Holy Trinity Church, NAS Melbourne  
 Rossetter House – Melbourne.  
 Original Melbourne Village Hall – Melbourne Village.  
 Juan Ponce de Leon Landing Park – Melbourne Beach.

Many more Marker Applications for the State Marker Panel are being processed by the Historical Commission and all organizations are encouraged to participate in this program. Please call the Brevard County Historical Commission at (321) 433-4415 for assistance in the Marker application process

**Christmas is coming!**  
**Do you have a present in mind for that certain someone?**  
**A set of history books might be just the thing.**  
**See the inside back cover for details.**

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## A RAILWAY FOR GEORGIANA

By  
Ed Vosatka

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*“The whistle of the engines and the rolling of the car wheels reminds one of other days and places, with which many settlers have been familiar elsewhere.”*

-- *Indian River Advocate*, Georgiana column, December 15, 1893.

Titusville joined the rest of the country by rail on December 30, 1885, over the Atlantic Coast, St. Johns & Indian River Railroad. (at the time under lease to the Jacksonville, Tampa, & Key West Railway.). It was a 7-hour trip from Jacksonville.<sup>1</sup>

--- 1891 ---

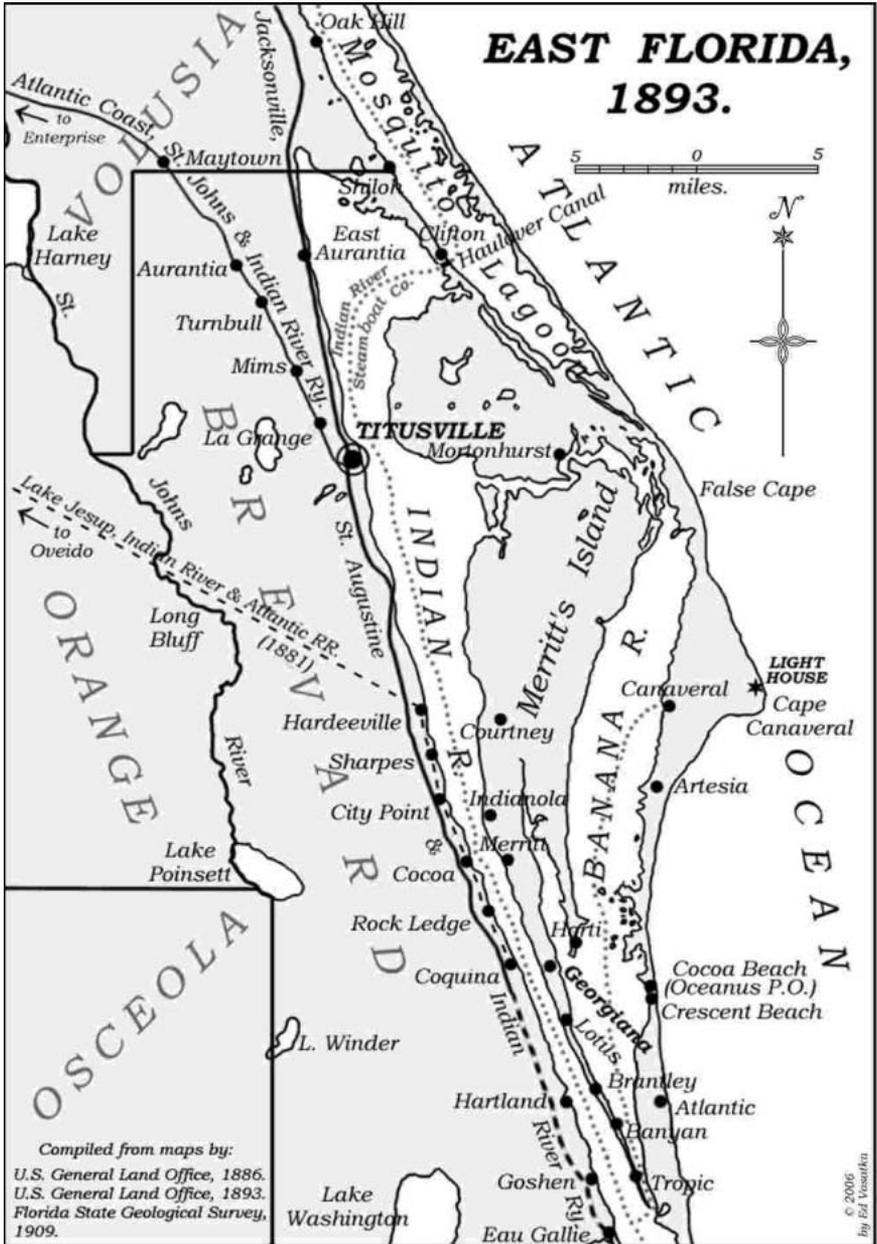
In 1891, the Lake Jesup, Indian River & Atlantic RR. was surveyed from Oveido to Coquina.<sup>2</sup> Coquina was south of Rockledge, between today's Guss Hipp Blvd. and Barnes Blvd.<sup>3</sup> In May, railroad officials even visited Georgiana.<sup>4</sup> An 1893 Florida map showed the line continuing on through Georgiana to Tropic.<sup>5</sup>

The Atlantic beaches were becoming very popular, attracting lots of people for surfbathing (swimming), fishing and picnicking. From Titusville, the only way to the beaches south of Cape Canaveral was some 45 miles by boat around Merritt Island. Travel took up a good part of the day's activities.

Frank Cass Allen, 35, a merchant at Georgiana, owned a strip of land 396 feet wide running from river to river immediately south of today's Tropical Trail. He began thinking about running steamers from Rockledge to Georgiana and building a railroad across the island to another steamer line to the Atlantic beach, "...which will make it one of the most pleasant trips for visitors and tourists."<sup>6</sup> By May he had finished clearing and grubbing a rail bed through the forest across the island.<sup>7</sup>

--- 1892 ---

Allen's engine, trucks, rolling stock and other paraphernalia (no mention of rails) arrived in Titusville on February 19. By the end of the month, steamboats had hauled them the final 31 miles to Georgiana.<sup>8</sup> No description of any of this equipment has been found, but the lightest locomotives are 4-wheel types from a light industrial or elevated line.



By May he was hauling ties and pushing his railway as weather permitted. And in early November the *Indian River Advocate* declared: "...a smooth track and safe ride is promised all who wish to visit the ocean."<sup>9</sup>

Allen needed money, and on August 17<sup>th</sup> he mortgaged part of his land to the Indian River State Bank for \$800.<sup>10</sup>

Georgiana columnists continued to write favorably about the LJ, IR & A RR and on how it would benefit Georgiana, but by August attention had turned to a new route.<sup>11</sup>

--- 1893 ---

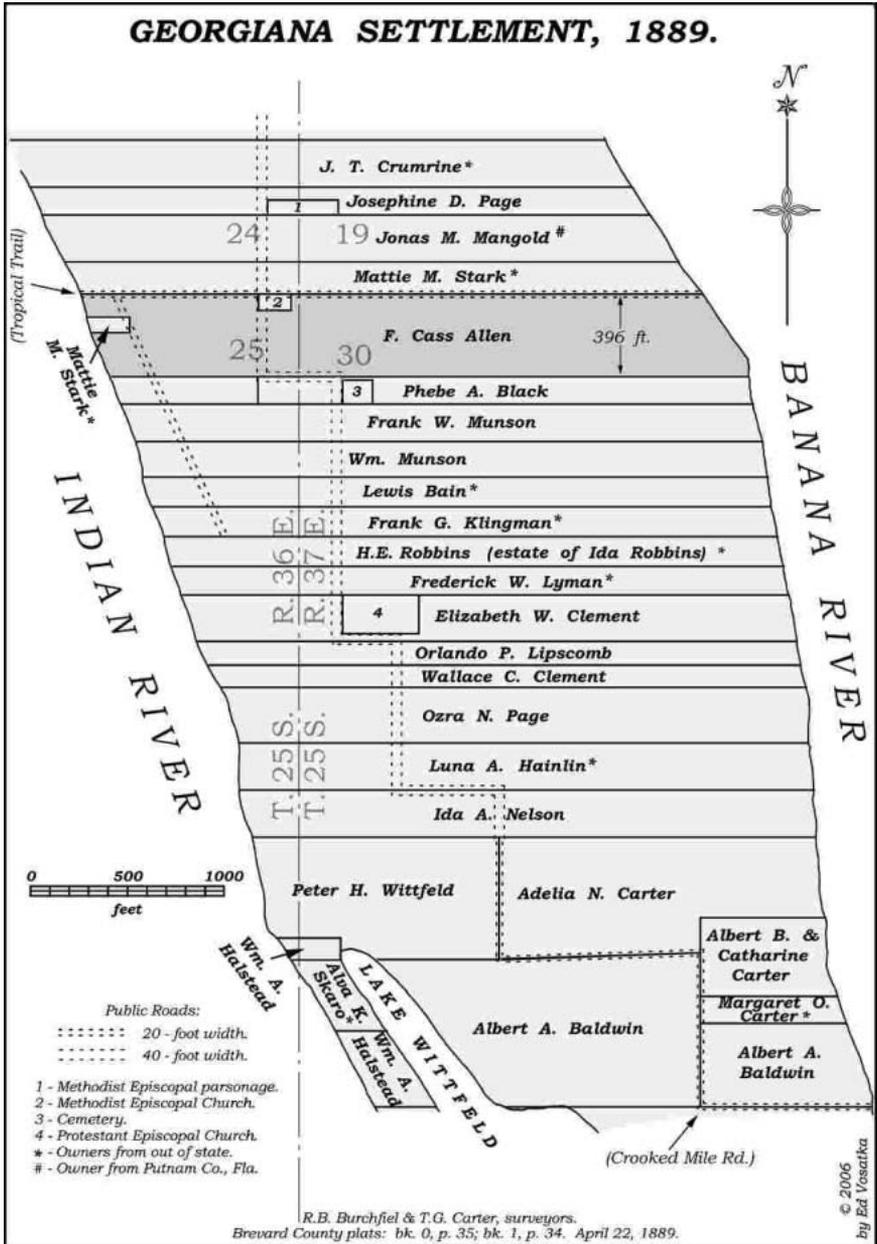
Henry Flagler's Jacksonville, St. Augustine & Indian River Railway, (later renamed the Florida East Coast Railway.) began direct passenger service from Jacksonville to Titusville on January 6.<sup>12</sup> Passenger service reached Rockledge on February 6<sup>th</sup> and Eau Gallie on June 26.<sup>13</sup>

Something significant (but unknown) must have happened to Allen's railroad, because on June 14<sup>th</sup> he mortgaged the rest of his land to a Mary E. Pierce of Florence, Mass. for \$2,500.<sup>14</sup> Then, on July 31<sup>st</sup>, he left for Jacksonville to get his steel rails "...to take the place of the old ones..." and his new locomotive.<sup>15</sup>

This locomotive was a standard gauge 10-tonner.<sup>16</sup> It must have come disassembled for the *Indian River Advocate* of November 17<sup>th</sup> reported: "The locomotive, with its new dress and fixtures, is taking shape." As no separate tender was ever mentioned, this locomotive would have to have carried its own water and wood, hence be a 0-4-0T type.

By November, Allen's new railroad dock and wharf were nearly completed, his new 50-foot steam launch was ready for its machinery and the new steel rails were being laid.<sup>17</sup> The passenger car he had been building using the trucks he purchased was finished. It was open and could seat about 50 people.<sup>18</sup> No further description of this car has been found, but, if built like an open trolley car, with transverse seats accommodating four people – and their baggage – each, it could easily be 30 to 36 feet long and 8 feet wide.

By mid-December the "Georgiana Short Line" was completed and ready for freight and passenger traffic.<sup>19</sup>



---1894---

Travel on the railway reportedly was "...quite lively some days, and then a respite comes; after awhile a new crowd gathers in, coming and going." Travel from Cocoa to the beaches was predicted to take about a hour.<sup>20</sup> The fare is unknown. Today, the original Cocoa Beach, Crescent Beach and Oceanus would extend about ¾-mile from where A1A divides south to the north limit of Patrick Air Force Base.<sup>21</sup>

David S. Ebersold, 43, of Oceanus, began running the launch from Georgiana to the beaches in January. His schedule called for regular trips three days a week, leaving Georgiana at 9:30 a. m., and would charter trips on any other day by prior arrangement. By February he was running every day, fare 25 cents.<sup>22</sup>

Over 700 visitors came to Oceanus beach between December 1893 and April 1894. Oceanus had 22 cottages and houses, a public school, general store, a wharf, many permanent residents and large numbers of summer and winter tourists (northern visitors).<sup>23</sup>

However, signs were appearing that the railway left much to be desired: it needed to be put in smooth running order, a good, safe steam launch was needed, and connections were so irregular and inconvenient. People began to complain about having to make the laborious ¾-mile walk on the ties.<sup>24</sup> On May 11, the *Florida Star* noted: "...people who walk over the Georgian a rail-road will, in time, become very long legged to enable them to step from one tie to another. Our mail carrier goes over that line six times a week, and it does appear to us that he is beginning to develop a tremendous stride and length of limb."<sup>25</sup>

Allen must have been having problems making mortgage payments to Mary Pierce. On February 12<sup>th</sup> he added (or was told to add) "...a certain locomotive and passenger car...." to better secure payment of the mortgage.<sup>26</sup>

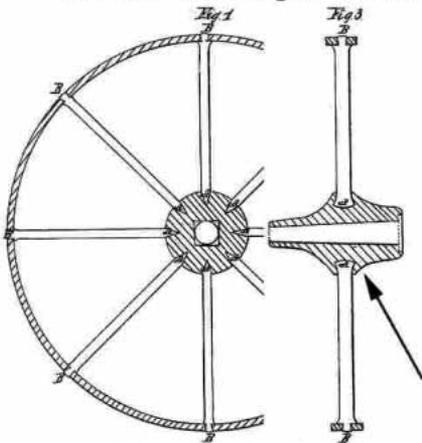
Ebersold was determined to establish a shorter and better route around the island. On June 19<sup>th</sup>, he changed his route from Georgiana to Lotus, two miles south, connecting with the down Indian River steamer on Tuesdays, Thursdays and Saturdays.<sup>27</sup>

At Lotus, Charles D. Provost, 31, and others were building a good road across the island, making every effort to have a pleasant crossing there for people



**Railroad wheels at Georgiana, FL, May 2005.**

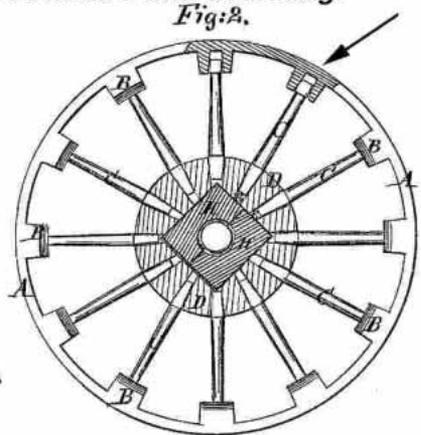
**Patents relating to wheel structure and assembly.**



**U.S. PATENT 47,780.**

*(J.D. Murphy, May 16, 1865)*

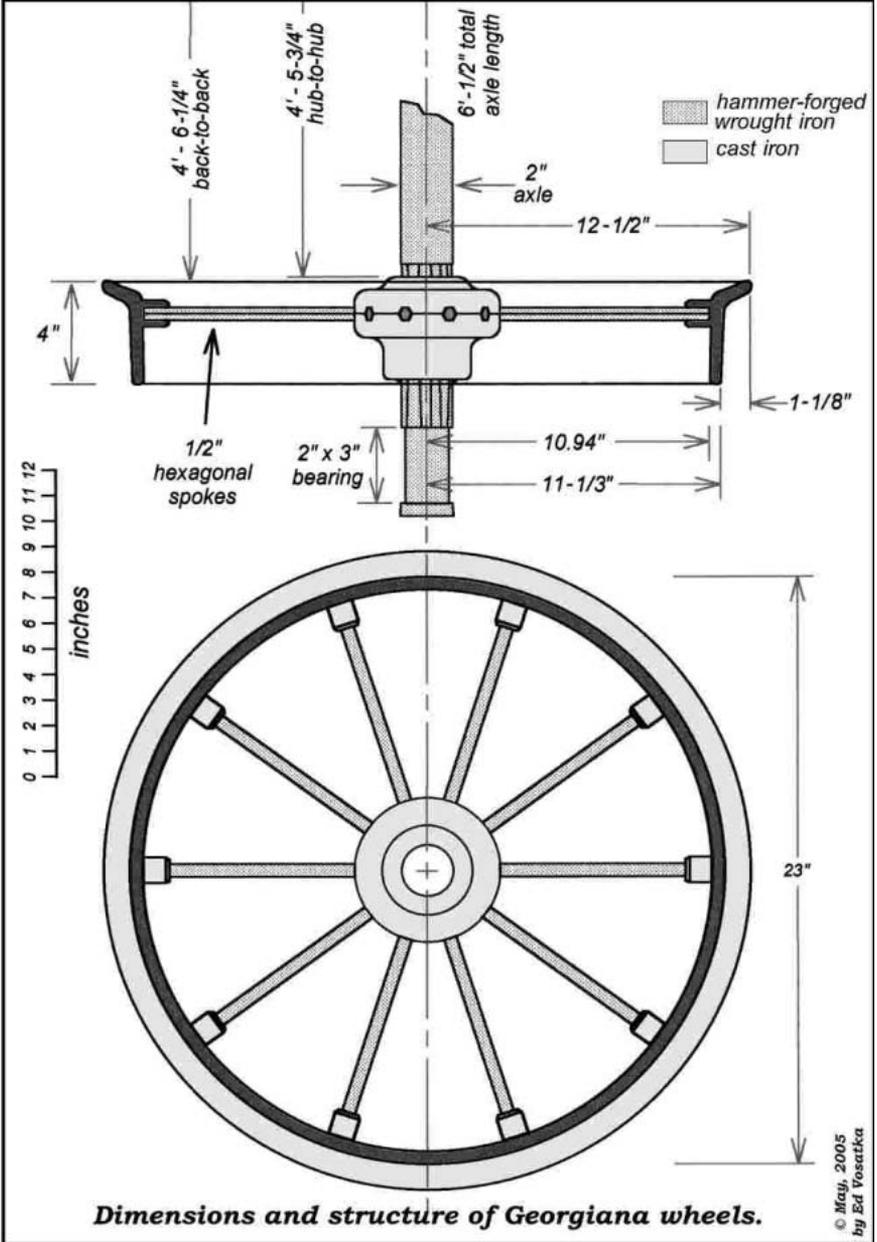
**Assembling the wrought-iron rim & spokes first, then casting the hub around the flattened & expanded inner ends of the spokes.**



**U.S. PATENT 109,465.**

*(T.J. Smith, Nov. 22, 1870)*

**A cast-iron tire and spoke-sockets formed in one piece. The sockets hold & grip the ends of the spokes.**



bound for Oceanus. This route gave much better satisfaction, and “...in all appearances, is doing a rushing business...” and “...has diverted nearly all of the travel that way.” Now a trip from Oceanus to the train at Coquina and then on to Cocoa or Titusville was under three hours.<sup>28</sup>

A new road was also being opened through Georgiana, having “...been held back because of kind feelings toward those who had been too much expense to open up a short railroad line from river to river.”<sup>29</sup>

The last local news about F. C. Allen was in August when he was working in Cocoa roofing two or three new buildings.<sup>30</sup>

Apparently Allen was really in debt, as he sold his locomotive and car to his mother-in-law, Mary Munson, for \$500 on November 21<sup>st</sup>. This sale, of course, was subject to the chattel mortgage he had given to Mary Pierce back on February 12.<sup>31</sup>

--- 1896 ---

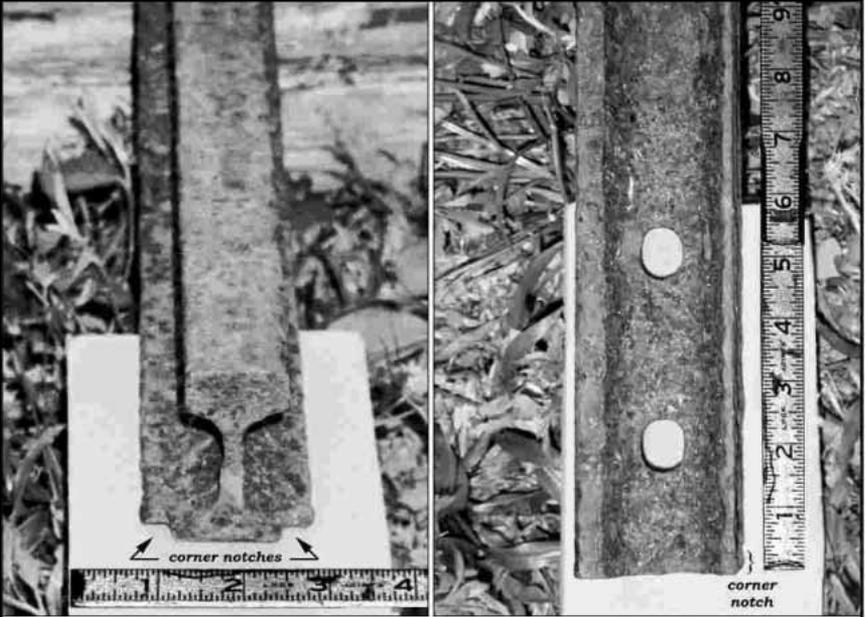
On January 16<sup>th</sup>, Mary Pierce and her husband obtained a chancery court order against F.C. Allen. He was ordered to sell at public auction his land at Georgiana plus “...a certain locomotive and passenger car upon a railroad situated upon said land being the only locomotive and passenger car on said road...”<sup>32</sup> The sale was held March 2<sup>nd</sup> with D.L. Gauden as special master in chancery. Mary Pierce submitted the one and only bid of \$2,000.<sup>33</sup>

Allen and his family moved to Daytona in May. They moved again to Goodall, where he passed away June 18, 1905, age 49. “Cass” Allen was buried in the Georgiana Cemetery. His obituary in the June 23<sup>rd</sup> *Florida Star* noted: “...the deceased passed through many trials of a business nature while a resident here [in Georgiana] in years past and failed to realize expectations....”<sup>34</sup>

The last word about a railway at Georgiana came in December 1897, when Messrs. Wethy & Wagoner, who had purchased Allen’s store in 1893, “...completed their railroad from the store to the warehouse, and have their car in good working order. They call it ‘the jump off and push line’.”<sup>35</sup>

Epilog:

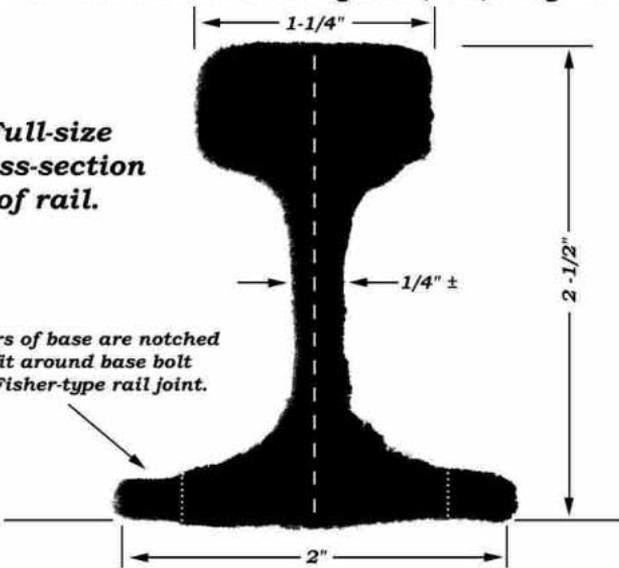
What became of the locomotive and passenger car and what about the rails, which were not part of this sale? As of this writing, no records have been found. Today, two standard-gauge wheel sets and a 15-foot piece of light rail are at Georgiana.



**Railroad track at Georgiana, FL, May 2005.**

**Full-size  
cross-section  
of rail.**

*Corners of base are notched  
to fit around base bolt  
of a Fisher-type rail joint.*



© May, 2005  
by Ed Vosatka

C. FISHER.  
Rail-Joint.

No. 215,446.

Patented May 20, 1879.

Fig. 1

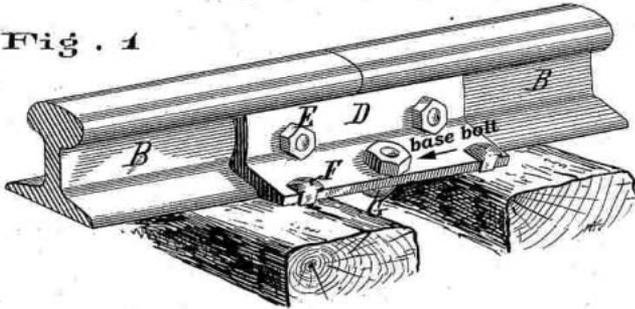


Fig. 2

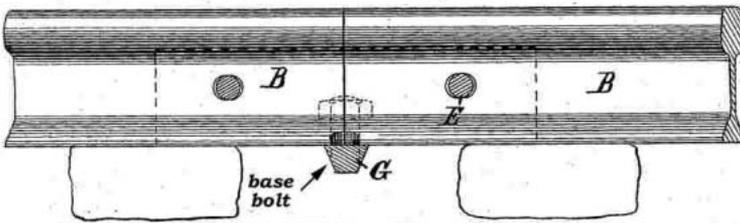


Fig. 3

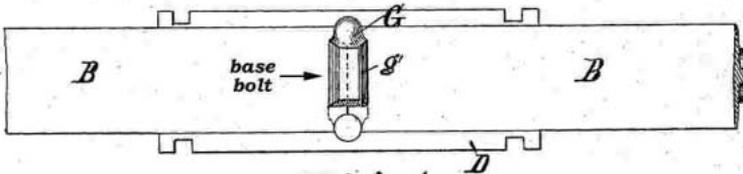
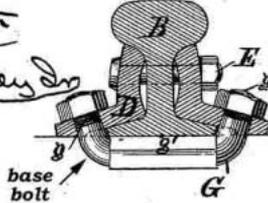


Fig. 4



Attests

*John Dolley Jr.*  
John Dolley Jr.

Inventor

Clark Fisher,  
By his Attorneys

W. C. Snowbridge,  
Barnall Taylor.

Related Fisher patents: 19,555; 214,032; 313,067; 341,567; 466,095.

The wheel sets are of wrought-iron and cast-iron construction. No manufacturer's branding appears. Patents for their structure and assembly date to 1865 and 1870. One axle is actually two pieces and joined at its center within a metal sleeve. This style of spoke wheel was common only for very lightweight 4-wheel track cars that two to four men could lift on and off the track.<sup>36</sup>

For light rail, an old rule of the Baldwin Locomotive Works allowed 250 lbs of wheel weight for each pound/yard of good rail on ties centered no more than 26 inches apart.<sup>37</sup> This appears to be about 16- to 20-lb. rail, minimally sufficient to support a 10-ton, 4-wheel locomotive (5,000 lbs/wheel). The rail is badly corroded and its manufacturer cannot be determined. As late as 1881, steel mills were regularly rolling 119 patterns in 27 different weights and 180 older patterns were still in use.<sup>38</sup> Treatment of the rail end indicates a Fisher-type rail joint was used. Of the various Fisher patents, no. 215,446 of May 20, 1879, best matches the Georgiana rail. Fisher joints became obsolete after the turn of the century.<sup>39</sup>

The exact path the Georgiana Short Line followed has not been determined, and may always remain a mystery.

Special thanks go out to Weona Cleveland and Carol Woods for their gracious help with research materials during this investigation.

#### References:

These abbreviations are used for convenience: BC = Brevard County records; ECA = *East Coast Advocate*; FS = *Florida Star*; IRA = *Indian River Advocate*.

<sup>1</sup> FS: Dec 30, 1885.

<sup>2</sup> FS: April 16, 1891.

<sup>3</sup> BC: plat book 1, p. 33.

<sup>4</sup> FS: May 21, 1891.

<sup>5</sup> *Map of Florida*, Chicago: George F. Cram, 1893.

<sup>6</sup> FS: April 23, 1891; IRA: May 8, 1891.

<sup>7</sup> FS: May 21, 1891.

<sup>8</sup> IRA: Feb. 26 & March 4, 1892; FS: May 5, 1892.

<sup>9</sup> FS: May 12 & 26, 1892; IRA: Nov. 4, 1892.

<sup>10</sup> BC: mortgage book G, p. 149; Sept. 17, 1892; mortgage satisfaction book I, p. 185, Sept. 2, 1893.

<sup>11</sup> FS: April 23, 1891; May 5 & Aug. 11, 1892.

<sup>12</sup> FS: Jan. 6, 1893.

<sup>13</sup> FS: Feb. 10, 1893; IRA: June 30, 1893.

<sup>14</sup> BC: mortgage deed book G, p. 270, July 15, 1893.

<sup>15</sup> IRA: Aug. 4, 1893; FS: Oct. 13, 1893.

- <sup>16</sup> IRA: Aug. 4, 1893; BC: misc. bk. B-182, Nov. 21, 1894.
- <sup>17</sup> IRA: Nov. 17, 1893.
- <sup>18</sup> IRA: Aug 4, 1893; BC miscellaneous book B, p. 182, Nov. 21, 1894.
- <sup>19</sup> FS: July 14, 1892; FS: Dec. 22, 1893; IRA: Jan. 26, 1894.
- <sup>20</sup> IRA: Aug 4, 1893; Feb 23, 1894.
- <sup>21</sup> BC: Cocoa Beach, plat book 1, p. 36; Crescent Beach, plat book 1, p. 38. Oceanus was a post office established at Cocoa Beach on November 11, 1893.
- <sup>22</sup> IRA: January 19, Feb. 16 & 23, and March 9, 1894.
- <sup>23</sup> FS: Dec. 22, 1893; Jan. 10 & April 13, 1894; IRA: June 8, 1894.
- <sup>24</sup> IRA: Jan 26, Feb 9, May 25 & July 6, 1894.
- <sup>25</sup> FS: May 11, 1894.
- <sup>26</sup> BC: chattel mortgage book J, p. 161, Feb. 24, 1894.
- <sup>27</sup> IRA: May 25, June 15 & 22, 1894; FS: June 15, 1894.
- <sup>28</sup> FS: June 22 & 29, July 6, 1894; IRA: June 22 & 29, 1894.
- <sup>29</sup> FS: July 20 & 27, 1894; IRA: July 27, 1894.
- <sup>30</sup> IRA: Aug. 24, 1894.
- <sup>31</sup> BC: miscellaneous book B, p. 182, Nov 21, 1894.
- <sup>32</sup> BC: chancery order book 2, p. 144; BC: chancery book C, p. 64.
- <sup>33</sup> Announced in IRA: Jan 31- Feb 28, 1896; BC: SMD book BB, p. 198.
- <sup>34</sup> ECA & FS: June 23, 1905.
- <sup>35</sup> IRA: Jan. 27, 1893; Dec. 17, 1897.
- <sup>36</sup> William Withuhn, Curator, History of Technology & Transportation, Smithsonian Institution. Personal communication, Oct. 19, 2005.
- <sup>37</sup> *Trackwork and Railway Structures*. E. E. R. Tratman. Scranton, Pa: International Textbook Co., 1924, p. 9.
- <sup>38</sup> *Notes on Track*. W. M. Camp. Chicago: pub. by author, 1904, p. 79; *Railway Maintenance Engineering*. William H. Sellev. New York: Van Nostrand, 1919, p. 103.
- <sup>39</sup> *Railway Track & Trackwork*. E. E. R. Tratman. New York: McGraw-Hill, 1909, p. 101.

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## THE PRESIDENT IS COMING

By  
Ray Osborne

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There was a flurry of activity at the White House with telegrams pouring in from all over Florida and the Southeast requesting that President Grover Cleveland visit their town. The schedule was set and it was tight, it would be a rush trip to Florida. The New York Times captioned the story as "Welcomed to the South, the President's Trip to Sunny Florida." It was noon on the 21st of February 1888 and the steam train run by the Penn & Atlantic Rail Road rolled out of the Washington D.C. rail depot. A special coach was prepared for the presidential party. Grover Cleveland was accompanied by the first lady, his secretary and Mrs. Whitney, Mrs. Lamont and the colonel. The President had his valet Sinclair, and the first lady reportedly had a maid.

All along the route small crowds of people gathered to catch a glimpse of the President of the United States, Grover Cleveland. At 3:20 p.m. they stopped at Elba station in Richmond, Virginia to refuel, one of many stops necessary to keep the train heading for its destination. An hour later the train weaved its way through Petersburg, Virginia and at 6:30PM people greeted the presidential party in Weldon, North Carolina. An hour and a half later they arrived in Charleston, South Carolina. From there the train sped its way through South Carolina, then onto Georgia.

It was a wet and drizzly morning in Savannah, Georgia when they arrived, but the sunrise seemed to move aside the rain clouds. The sunshine came shimmering through for this very special morning of the visit of the President and his charming young wife, Folsom Cleveland. It was 8:30 a.m. and President Cleveland reminded everyone this was going to be a very short stay as they could only remain for one hour as they needed a proper amount of time for their trip to Florida. The presidential party alighted onto a horse drawn carriage which galloped them eight miles through the Savannah streets.

The people of Savannah made this a memorable event even though a short visit for the President. Chatham's artillery fired off their cannon in a salute and with good timing, every horn from steam trains, steam boats, and factory whistles blasted a din that could be heard throughout the city to announce the arrival of the President. All along the route of the honored guests the sidewalks were packed with throngs of spectators of every race, color, sex and social status. The presidential party slowed down from their gallop pace when they approached the newly opened Telfair Museum to enable them to get a close view of the statues and paintings. A stop was made to admire the new statue of the

Irish/American Revolutionary war hero, Sergeant William Jasper. After that visit, it was back to a fast gallop to keep the President on schedule. The party boarded the train and it was off to Jacksonville. Leaving Savannah a crowd of some 6,000 local citizens let off a loud Confederate yell and shouted the hope that when the President comes during his next term his visit will be longer, reported the New York Times. It was a tight schedule to keep as the party had to be in Jacksonville, Florida to visit the Florida Sub-Tropical Exposition.

The climate changed noticeably and that moment arrived when the new visitors had to put on lighter garments, Florida had been reached! Upon arrival at the rail depot at Jacksonville, the presidential party was picked up by a horse drawn carriage and driven to the Hotel St. James where they would stay and be given the opportunity to freshen up. Then it was off to the Sub-Tropical Exposition. "While on the procession to the exposition building, a salute of twenty-one guns was fired by a detachment of Wilson's Battery," reported the Washington Post.

On the way to the Exposition, two processions formed. The mayor of Jacksonville, Mr. Barbridge, rode in the carriage with the President. In the parade escorted by Wilson's Battery, there were troops of police, the fire department, the First Florida Battalion and a carriage for the press association. In the other procession, the line up consisted of a variety of organizations, including the Independent Order of Red Men, the Key West Board of Colored Men, the Duval-Guards, and the Perry Guard of the colored state militia. A welcoming speech by Colonel J.J. Daniel started with, " Mr. President, it is a grateful office to express to Mrs. Cleveland and yourself the gratification to your presence here today affords us, and to extend to you the most cordial welcome, kind wishes and greeting of our people. I welcome you, sir, in behalf of the Sub-Tropical Exposition and its management."

President Cleveland stood and addressed the exposition, "I am exceedingly gratified that I am able to see the wonders of your state, and to meet its kind-hearted people, and the sincerity of your welcome has made me feel quite at my ease. I am sure that every person must be impressed with the extent of our country and the diversity of its climate and products when he finds that by traveling twenty four hours within its limits, winter and snow can be left behind and exchanged for the balmy air and bloom and venture of summer. The American citizen in search of health or pleasure and comfort in any variety of climates or in almost any changed condition has no need to leave American soil, or lose the benefits and freedom of American institutions and laws. I suppose the advantage of foreign travel should be fairly appreciated."

The President's reply was greeted with the most vociferous and long applause. President Cleveland returned to his seat but the applause and cheering continued to break out at new intervals. Mr. C.H. Jones stepped forward to the President and said that the people wanted to see Mrs. Cleveland. He acted at once on the suggestion and as Mrs. Cleveland rose, he took her by the hand and led her to the front. The crowd then broke forth into cheering and hand clapping. Five thousand voices poured forth their greeting and hundreds of waving handkerchiefs showed that the ladies shared the enthusiasm and joined in honoring the first lady of the land.

There was plenty to see at the Sub-Tropical Exposition and a bountiful amount of gifts. There was a vast array of plants and fruit exhibits including pansies, palms, and pineapples and, of course, oranges. When the Presidential party reached the Hernando, Pasco and Citrus Counties, they encountered a full size orange tree with 100 oranges hanging from its branches. The First Lady ascended the platform and plucked an orange and threw it to the President but his hands were not quick enough and he caught it in the nose. She offered him another but he declined and said, "a man got in trouble a long time ago by accepting fruit plucked and offered by a woman," reported Harpers Weekly and other national newspapers.

Mr. Vogle of the Alachua County exhibit presented the President with an enormous new home-made cigar of Alachua tobacco and to Mrs. Cleveland a unique bouquet of flowers. The President and his wife were amused by a silk loom, known as "the goddess of Alachua County." President Cleveland indulged in a good and hearty laugh as they watched the operations of the loom. Mrs. Cleveland was presented with two silk handkerchiefs, one had a picture of the building in light blue and the other had a Florida scene in the center. She received a skein of Florida silk and a small cocoon. Other exhibits visited included the Dummitt Groves display from Brevard County where at this point a picture was taken of the party for Harpers Weekly. There were more gifts. Mrs. Cleveland was presented with a large cut glass bottle of wild jasmine perfume manufactured by the E. Moulle Perfumery company. At 6:30PM supper was announced at the St James Hotel. The party then retired for the evening to prepare for the trip the next day to the Ancient City called St. Augustine.

Next morning, February 23rd, the presidential party boarded their coach and the train steamed up and pulled out from the depot and at exactly 11:50 a.m. the run to the Ancient city commenced. As they approached St. Augustine, wild cheers from crowds of people could be heard. The city tycoon, Mr. Henry Flagler, was cordially introduced to the members of the presidential party and he proceeded to escort them to the carriages in waiting. An elegant landau

drawn by gray horses was driven by "Dody" Cole, an old and well known beloved community character. The President, his wife and Mr. Flagler were followed by carriages containing the others of the party. Eight young ladies dressed in white presented Mrs. Cleveland with an elegant bouquet as she entered the carriage, which she accepted with evident delight. On the way to the Ponce De Leon Hotel they passed through main streets and were saluted by the military and cheered by the great crowds. An interesting feature of the procession was a salute given by all the public school children, who threw bouquets into their carriage as they passed, eliciting a nod and smile from Mrs. Cleveland. The reception at the hotel had guards of honor stationed in lines on either side. They visited the local Confederate monument and the monument of the "Plaza de la Constitution which was handsomely draped with colors and hung with garlands with the base covered with flowers" reported the morning edition of News Herald on February 23rd.

At 9 o'clock the party retired to their apartment. In the morning hasty preparations were made to have them driven rapidly to the station to take a train for Palatka. Because of a late start, the presidential party was behind schedule resulting in them not getting off. The President apologized, but still the officials were upset. A paper reported that the mayor and council men were indignant because of not being introduced to the President at the station and refused to attend the reception in their official capacities. After arriving in Titusville, the President's party received more gifts. The Florida Star reported that Mr. and Mrs. James Lowden presented the first lady with a rare collection of sea shells where no two were alike. The party boarded a steamboat called Rockledge with the locally renowned Captain Paddison at the helm. The ship steamed its way down the Indian River where the Florida Star reported that the captain had his stewards serve a meal with an exquisite layout for their hungry honored guests. The river vessel reached the wharf of citrus grower Mr. G.S. Hardee at half past eleven. A reception was held under the shade of several live oaks in front of Mr. Hardee's residence where a large number of locals shook hands with the President. The people were enthusiastic, and warmly welcomed the presidential party to Mr. Hardee's beautiful ground with magnificent orange groves. Mrs. Cleveland picked the first orange from the laden branches, which was followed in suite by other members of the party. Mr. Hardee peeled one of the finest oranges in the grove for the President. The President said he was very pleased with this one variety of orange so Mr. Hardee announced that it would ever since be known as the "Cleveland Orange."

The New York Times reported that Mrs. Cleveland was greatly amused at some of the strange water craft that sailed up to the dock. A huge channel bass was presented to the President and he made the donor happy by saying, "I don't

believe I could pull that fellow in myself." Everyone was in the most genial spirits and spoke highly of their delightful trip. The presidential party sailed back to Titusville whereupon leaving the paddleboat the crowd grabbed every flower arrangement they could get for a memento of this historic event. It was reported by the Florida Star that even Mrs. Pritchard of Titusville was able to receive the very chair that the first lady sat in. The presidential party continued their trip to Sanford to attend the South Florida Exposition of Tropical Fruits where they reviewed drills of the local and statewide militias.

On February 27th they started their railroad trip back to Washington D.C. Along the way Winter Park, Florida was visited, The President was said to have been very impressed. The New York Times reported that it was the "prettiest town in Florida" and that the founders from Philadelphia and Boston had done a good job. On the trip from Florida there were always multitudes of people who bid farewell to the President and his entourage.

A lavish use of orange blossoms was made everywhere with children laying them on their path whenever a stop was made. Upon arriving at Charleston, South Carolina, the houses were lavishly decorated and there were military and civilian demonstrations for the President's brief visit, reported Harper's Weekly.

It was a long trip home to D.C. and everyone was fatigued but it was reported that everyone was very pleased and the ladies held up admirably during the trip home. Again the Whitehouse was a flurry of activity as thank you notes and gifts arrived from their trip to the Land of Flowers.

#### Sources:

Chicago Tribune 1888

Florida Star March 1st, 1888

New York Times 1888

Harper's Weekly March 3, 1888

Washington Post 1888

The Jacksonville Times Union 1888

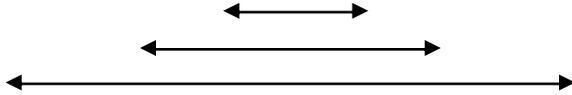
Grover Cleveland Library of Congress Papers at Florida State University

#### About the Author:

Ray Osborne is a free lance journalist, writing for various publications. Osborne has written dozens of stories for Florida Today Communities Newspaper, and other publications such as Space Coast Living Magazine. His primary interest is historical research and writing nonfiction short stories to preserve local heritage. Ray's book, "*Ray Osborne's Time Passages; Local Tales,*" is

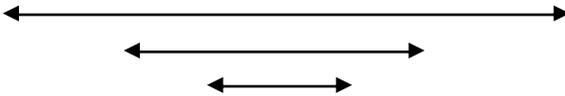
ready for publishing. Osborne is founder and director of the Nonfiction Writers Circle and the Local History Club. He welcomes speaking engagements on local history topics. Ray Osborne can be contacted by sending email to ourhistory153@yahoo.com or calling (321)243-8097

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**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 open for research during normal business hours. Since we only have one employee, please call first to ensure that someone will be there to assist you. The Historical Records Archive is located in the Byrd Plaza at 801 Dixon Blvd., Suite 1110, Cocoa, FL 32922. The Archive can be reached by telephone at 321-433-4415.



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## CHAIRMAN'S REPORT

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At a May 16th meeting of the Board of County Commissioners, it was resolved that Weona Cleveland is now officially the Honorary County Historian. A title that we all knew that she deserved but somehow was never bestowed on her.

Dave Paterno and his team of volunteers have completed the first phase of the NASA photo project. They are about ready to start phase two. Phase two will be to set up displays that can be shown in and around Brevard County.

We have continued with the marker program by adding several new markers in the County. As promised, a report on the marker program appears in this issue of the Journal.

Earlier this year, because of issues over some of the County's archaeological sites, the Historical Commission was asked by Commissioner Voltz to look into the feasibility of a County Archaeologist. We were also asked to develop a Historical Preservation Ordinance for consideration by the County. We have done both and have presented our findings and the ordinance to the Commissioner. The ordinance will next run through the normal channels of the County and then be presented to the County Commissioners for consideration. The feasibility of a County Archaeologist will require more study.

Earlier this year we dedicated a State marker commemorating the vicinity where Juan Ponce de Leon first stepped foot on the American mainland back in April of 1513. There has been no archaeological discovery to mark the exact spot and we don't expect to find one. It was the historical and navigational discoveries of Douglas T. Peck, a sailor and historian, which brought this vicinity to light. He documented his findings in his book titled *Ponce De Leon and the Discovery of Florida*. The installation of the State marker means that Florida recognizes Brevard County as the possible vicinity of the landing. The next recognition will come from national and international historians. From this point on, Brevard County will be known for something other than just the Space Center.

Ed Bradford  
Chairman, Brevard County Historical Commission  
and Brevard County Historical Records Archive

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**MUSEUMS IN BREVARD COUNTY**

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**Air Force Space & Missile Museum**, Space Launch Complex 5&6, Cape Canaveral Air Force Station, FL

**American Police Hall of Fame & Museum**, 6350 Horizon Dr., Titusville, FL 32780

**The Astronaut Hall of Fame**, 6225 Vector Space Blvd., Titusville, FL 32780

**BCC Planetarium & Observatory**, Brevard Community College, 1519 Clearlake Rd., Cocoa, FL

**Brevard County Historical Records Archive**, 801 Dixon Blvd., Suite 1110, Cocoa, FL 32922

**Brevard Museum of Art and Science**, 1463 Highland Ave., Melbourne, FL 32936

**Brevard Museum of History and Natural Science**, 2201 Michigan Ave., Cocoa, FL 32922

**Brevard Museum of History and Science**, 2201 Michigan Ave., Cocoa, FL 32926

**East Coast Surfing Hall of Fame**, 4275 N. Atlantic Ave., Cocoa Beach, FL 32031

**The Harry T. & Harriette V. Moore Cultural Center**, 2180 Freedom Ave., Mims, FL 32754

**Liberty Bell Memorial Museum**, 1601 Oak Street, Melbourne, FL 32901

**North Brevard Historical Society Museum**, 301 S. Washington Ave., Titusville, FL 32782

**U.S. Space Walk of Fame Museum**, Searstown Mall, 3550 S. Washington Ave., Titusville, FL 32782

**Valiant Air Command Warbird Museum**, 6600 Tico Road, Titusville, FL 32780

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## ONLINE SERVICES

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**Brevard County Historical Commission**

<http://www.brevardcounty.us/history/>

**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](http://www.floridasmart.com/attractions/museums_hist.htm)

**The Florida Historical Society**

<http://www.florida-historical-soc.org/>

**The Florida Memory Project**

An interactive Web site of Florida history, photos and letters

<http://floridamemory.com/>

**Public Records Management**

Services to state and local governments

[http://dlis.dos.state.fl.us/index\\_RecordsManagers.cfm](http://dlis.dos.state.fl.us/index_RecordsManagers.cfm)

**Services to Genealogists**

Researching your family history at the State Archives of Florida

<http://dlis.dos.state.fl.us/barm/fsa.html>

**The State Library of Florida**

Collecting, preserving and making available the published history of Florida

<http://dlis.dos.state.fl.us/stlib/>

**The State Archives of Florida**

Preserving the past and present for future generations

<http://dlis.dos.state.fl.us/barm/fsa.html>

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## HISTORICAL ORGANIZATIONS

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**African American Preservation League**, Helen Williams, President, 321-638-3805, Meets at Field Library 7pm, 1st and 3rd Tuesdays

**Alma Clyde Field Library** (Florida Historical Society), 435 Brevard Ave., Cocoa, FL 32922

**Brevard County Historical Commission**, 801 Dixon Blvd., Suite 1110, Cocoa, FL 32922

**Brevard Cultural Alliance**, 2725 Fran Jamieson Way, Building B, Room 104 Viera, FL 32940

**Brevard Genealogical Society**, P.O. Box 1123, Cocoa, FL 32922-1123

**Brevard Heritage Council**, c/o Alma Clyde Field Historical Library, 435 Brevard Ave., Cocoa, FL 32922

**Canaveral Lighthouse Foundation**, P.O. Box 1978, Cape Canaveral, FL 32920

**Cocoa Beach Pioneers**, 580 South Brevard Ave., Cocoa Beach, FL 32931-2529, 783-8389, mmayorjoe@aol.com

**Florida Historical Society**, Nick Wynne, Executive Director, 1320 Highland Ave., Melbourne, FL 32935

**Genealogical Society of North Brevard**, P.O. Box 897, Titusville, FL 32781-0879

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

**Indian River Anthropological Society**, Tom Pender, President, 3365 Heather Dr., Titusville, FL 32796

**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

**North Brevard Historical Society**, 301 S. Washington Ave., Titusville, FL 32789

**Preservation & Education Trust, Inc.**, P.O. Box 560823, Rockledge, FL 32956-0823

**Rockledge Heritage Foundation**, Amanda Mitskevich, 27 Barton Ave., Rockledge, FL 32955

**South Brevard Historical Society**, Betty Preece, President, P.O. Box 1064, Melbourne, FL 32902-1064

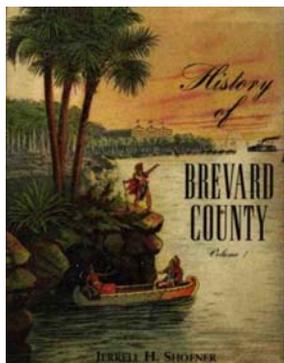
**Town of Melbourne Village Historical Preservation Commission**, Jean Henderson, Secretary, 724-0070

**Williams Building Committee**, Ann Downing, Secretary, Old Town Hall Historic Center, 2373 Oak St., Melbourne Beach, FL 32951

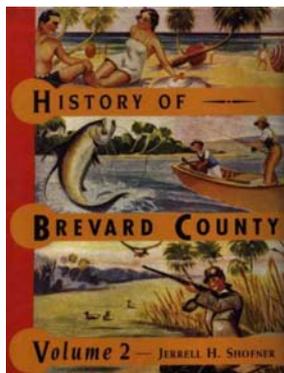
*Try as we might to keep this list accurate with up-to-date information, it seems that changes occur that we don't know about until after publication. If you know of a needed change, see an error or have an addition to what we've presented here, please let us know. Our address is Brevard County Historical Commission, 801 Dixon Blvd., Suite 1110, Cocoa, FL 32922 or by telephone at 321-433-4415*

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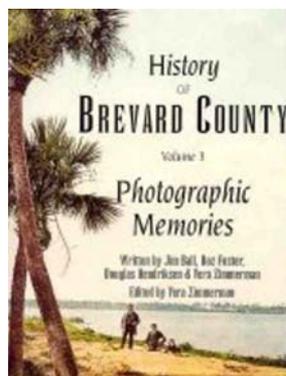
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