

**THE RIVER
INDIAN
JOURNAL**



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

Volume XIV, Number 2

Fall / Winter 2015



Carter Family Home—2015

**Sixth in the Series
Lost Communities:
Clifton**

**Walker Bridge ~
Veteran's Memorial Fishing Pier**

Brevard Museum News



U.S. Life-Saving Service

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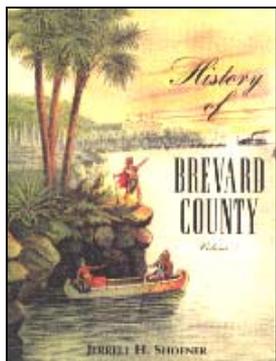
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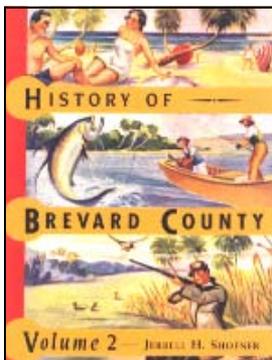
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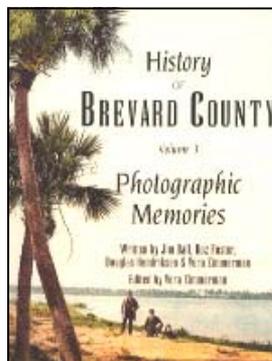


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ELLERBE W. CARTER FAMILY HISTORY

ROZ FOSTER

Ellerbe W. Carter, the eldest of five children, was born in Bibb County, Alabama in 1884 where his father and uncle owned the Briarfield Iron Works. The family returned to Virginia within a few years where Ellerbe spent his childhood growing up, graduated from the University of Virginia Law School in 1907, and practiced law for three years with his father who was also an attorney.

In 1910 he moved to Kentucky where he married his first wife Nancy Hall Pearson. They had two children, son Ellerbe Jr. and daughter Nancy Hall. Ellerbe became a member of the Kentucky National Guard and served as a captain in the Mexican conflict (sometimes referred to as the "Bandit War") in late 1916 and early 1917.



Mexican Border—1917

During the border conflicts with Mexico, Carter met a very interesting man by the name of George S. Patton. They joined other soldiers in searching for Pancho Villa after the attack on the U.S. border town of Columbus, New Mexico in 1916. They both played polo and Carter's daughter Patricia recalls a story that was told by her father about a polo match, "In one memorable polo match they played, Patton wanted my father to bet him his horse on the match, but instead my father bet his shirt. When Patton won, he insisted that my father remove his shirt immediately after the match, while they were all still mounted on their horses."

Carter earned the rank of major in the European Theater during World War I. In the years that followed he remained in the Kentucky National Guard and received his star as a brigadier general in 1924 at the age of 38. While living in Louisville, Carter continued to practice law. He founded the Carter Guaranty Company in 1929. In the 1930's he was General Campaign Chairman of Jefferson Post's Unemployment Drive (or War Against Depression, March 17 – April 3, 1932).



Harlan, KY—1939

During 1934-1936, he organized and trained the first Kentucky State Police Force, and held the positions of commander of the Kentucky National Guard and the Kentucky State Police, specified by a post state law that it must be filled by the National Guard commander. In 1939, as commander of the Kentucky National Guard, he led the effort to maintain peace during the period of martial law in Harlan County brought on by the coal miner strikes.

In 1941 as WWII approached, Carter deployed with the Kentucky National Guard as commander to Camp Shelby, Mississippi for training. Soon afterward in 1941, his wife Nancy perished in a tragic house fire in nearby Hattiesburg. The Guard unit went on to take part in the invasion of North Africa. At the age of 60 years, Carter did not meet the physical test requirements to take part in the North African campaign and was deployed to California. Gen. Carter's service included stationing at Fort Ord, California and The Presidio to oversee coastal protection. He later served as commander of the Artillery Replacement Center at Fort Bragg, N.C., and stayed at Fort Bragg until his retirement in March of 1946. Before he left camp 59 of his officers – captains to colonels – commended him with a scroll in which they expressed their "highest respect and esteem". Throughout WWII he was listed as the highest ranking brigadier general for time in grade.



**Brigadier General
Ellerbe Winn Carter**

Prior to leaving the Army, General Carter purchased a home in March of 1946 located at 126 Grannis Ave., Titusville, Florida. He moved his family to Titusville to open a real estate brokerage business and in 1947 established East Coast Realty Co.

He was elected to the Titusville City Council in 1952 and served for six years. He persuaded City Council to get the town's fiscal affairs in order and strengthen the ability to sell bonds for utilities, roads and the like. This was a key mission of Gen. Carter in his initial years as a member of the city council. He helped save Draa Field as a high school football field when City Council wanted to build what would become Jess Parish Hospital on the property. Mr. Carter persuaded the council to select the current site on U.S. 1 and was instrumental in persuading property owners to sell to the city. He also led the effort for construction of low-income housing units at the corner of Grannis Avenue and Main Street. A plaque on a monument at the complex details Gen. Carter's efforts to get the housing built. The units – though remodeled many times over the years – are still there.

During the 1950s he also served as Mayor of Titusville, when the mayor was not a separately elected office, but a position filled by a chosen member of the City Council.

Following his years of service on the city council he put all of his energy in development of the Dixie Village subdivision which he owned and Orange Grove Park of which he was part owner. He established Titusville's first Republican Club and the first few meetings of the club were so small that everyone could fit on the front porch of the Grannis Avenue house. Helping to establish a two-party voting system in Titusville, he lived to see the election of a Republican to Congress, Dan Gurney, from the district that included Titusville. The Carters continued to be active in the Republican Party for many years, serving as the Republican National Committeeman and Committeewoman, and campaigned for the election and re-election of President Eisenhower.

Mr. Carter also served as Republican State Executive Committeeman for Brevard County, Chamber of Commerce Director, served as President of the Lions Club for two terms, and was a member of the American Legion for over 40 years.

General Carter once said, "I advise every man to take an interest in politics, but to put the interest of his community and country above personal ambitions. He may turn out an unsuccessful politician, but he can have more pride in what he accomplishes and certainly be of more service to his community."

Patricia Cloyd Carter relentlessly pursued knowledge her entire life. She was an avid reader and had a command of words both written and spoken. From

childhood she mastered reciting Shakespeare, Tennyson and Chaucer for hours at a time. She often entertained her children and visitors with recitations in front of one of the fireplaces at the Grannis Avenue home. Her love of learning and pursuit of knowledge led her to enroll in night classes at Brevard Community College (presently Eastern Florida State College) when she was in her 60s.

In the early 1950's the Titusville Women's Club ran a library which charged people to check out books. As a member, Patricia disagreed with charging to check out books. She decided to start a "free library," open to all members of the public regardless of race, as a counter to the "paid membership" library operated by the Women's Club. Mrs. Carter and her supporters went door to door soliciting book donations and secured enough books to open the Titusville Free Library. Mr. Carter rented a portion of the Titusville Chamber of Commerce building for the library, which faced Hopkins Avenue and was a stone's throw away from the Women's Club Library that fronted Broad Street. Mrs. Carter's daughter Winifred recalls that the location was chosen as a way to draw a contrast between the paid and free library.

"Come over here and read for free, was the new library's unofficial slogan." She recalls that the Carters put a sandbox and swing set inside the library to enable mothers to keep an eye on their children as they selected books.



Patricia Cloyd Carter



When funding renewal time came for the Women's Club Library, Patricia also applied, which resulted in a bitter fight for City funding between the two libraries. In the end, the City gave funding to the Women's Club Library with the requirement that they stop charging to check out a book. After running the Titusville Free Library for several years, Patricia had made her case for the good of the community and closed her "free" library. Many of the donated books were combined with the Carter's already large collection of books on floor-to-ceiling shelves in one room of the 126 S. Grannis Ave. house that became known as "The Library." Molly recalls, "Our parents continued to add books to this collection until their deaths. We didn't have Internet or Google, but we had books on all topics at our finger tips. I remember *Encyclopedia Britannica*, *World Book Encyclopedia*. We had all the classics, history, and art. When I was younger I read all the *Nancy Drew* books, sometimes having to wait my turn as one of my sisters would get the new edition before I did."

The story of the "free library" is told in the 1951 pamphlet titled "The Little Library That Would Stay Open and Stay Free." Within a few years, the town's elected leaders agreed to start a free public library.

Patricia Carter raised nine children. Eight children were born to Gen. and Mrs. Carter, six were born in the Grannis Ave. home. Patricia had a son by a previous marriage, Robert (Barker Carter) who was 7 years old. Gen. Carter's two children, Ellerbe Jr. and Nancy were already adults when he and Patricia married.



General Ellerbe W. Carter
Patricia Cloyd Carter
and children 1957

Mrs. Carter’s practice of delivering her children unattended at home brought media from near and far to Titusville. Patricia gained national and international prominence in the mid 1950’s after the Associated Press ran articles about her planning to have a child by natural childbirth, at home and unattended. The family was the subject of an article published in *LOOK Magazine* dated November 13, 1956 with several family photos. Mr. and Mrs. Carter also appeared on the Art Linkletter TV show.

From time to time some expectant women in the neighborhood would drop by to say, “Hey, I’m going to have a baby, got any do-it-yourself books?” During this time she wrote several articles on natural child birth, and wrote about her childbirth practices in a published book titled “Come Gently Sweet Luciana” in 1957. She and her husband owned a printing press that was located in their home library on which she printed a community newsletter, the “Well Born Wag” as well as other publications.



In 1959, with four other women she established the League of Liberated Women, for women who had by choice borne at least one child without professional assistance.

One thing she made quite clear – her way of having children may not be for all women. She strongly advised potential mothers that before trying natural childbirth, they have a long talk with and examination by their doctor. “For the woman who is not built for it, natural childbirth, and certainly one unattended by a doctor, could be extremely dangerous”. Mrs. Carter found it a source of deep, almost mystical satisfaction, and the results to prove it – 9 healthy, happy children; Robert (Barker), Molly, Teddy, Lila, Mary Winn, Clare, William Douglas II, Patricia and Winifred.



She was an avid supporter of the Equal Rights Movement and several articles were written in the *Today* newspaper about her “yard art” as a show of support.

In the 1960s, Mr. and Mrs. Carter challenged the Brevard County School Board to allow married women to attend public schools. Married men were allowed but not their wives. Their efforts led to a new policy to permit married women to attend public schools. Helping incarcerated pregnant women was a special project of Mrs. Carter, who for a time worked for the county parole and probation office.

She once led a protest to “save the trees in Blanton Park” that resulted in the City reversing its plans to strip the heavily treed park of its many trees. Mr. Carter prodded city officials to improve maintenance of the park and to make overall improvements over the years.

Mr. and Mrs. Carter fondly supported the arts, especially music and dance. In the 1950s, Mr. Carter hired a dance teacher from Orlando who came over on Saturday’s and gave lessons to the town’s children in the living room of the Grannis Avenue house. Awaiting students would peek through the porch windows into the living room. This was Titusville’s first dance school. They also donated their piano to a local church who did not have one.

Mr. and Mrs. Carter offered their home at 126 Grannis Ave. as a haven for many people in need of shelter. They served as advisers and counselors to residents of few means who needed guidance on property taxes, landlord evictions, bank foreclosures and other pressing problems. Gen. Carter’s experience in business, law and civic matters was immensely valuable in this regard.

Brigadier General Ellerbe W. Carter, a prominent North Brevard businessman and civic leader died at the age of 86, October 11, 1972.

In 1983 Patricia Carter was honored with the designation as a Pioneer Woman of Brevard County from the American Association of University Women. The planting of a crepe myrtle tree in Mrs. Carter’s honor and as a symbol of harmony followed the ceremony. A loving free spirited mother, supportive wife and political activist, Patricia passed away May 9, 1984. They were members of St. Gabriel’s Episcopal Church.

The family home was later owned and occupied by the Carter’s daughter Lila and her husband Paul Sanders. Lila was still living in the house when she passed away in February 2015.

The house had been issued several code violations, fell to despair and was threatened to be demolished if not brought into compliance by June 1, 2015. Through a collaborated effort of the North Brevard Heritage Foundation, Inc. (501c3), the City of Titusville and Carter family members, ownership of the house and property was transferred to the North Brevard Charities and Sharing Center (501c3). Mr. Sanders, property owner, transferred the house and property by quitclaim deed to niece Sonia Bradford and she quitclaim deeded it to the

North Brevard Charities Sharing Center on April 24, 2015. The North Brevard Charities and Sharing Center has been working with the City of Titusville to bring the house into code compliance by June 1, 2015. They are currently applying for grants and soliciting donations to rehabilitate the house for adaptive reuse. It will serve as a temporary and emergency overnight shelter for homeless individuals and families in North Brevard County. Overnight sheltering may also accommodate fire, storm and other emergency victims.

This historically significant house will continue to serve the public and will stand as a testament to the Carter family who have served the Titusville community in so many ways. Instead of the loss of a historic structure and a vacant lot, the rehabilitated house will provide much needed housing services for the community. *IRJ*

THE CARTER FAMILY HOME

126 Grannis Ave, Titusville, Florida 32796

ROZ FOSTER

Built a block from Main Street about 1915, the two-story wood house constructed in the Cracker Vernacular style reflects Florida living at the turn of the century.

Patricia and Brig. Gen. Ellerbe Winn Carter moved into the house in 1946 after General Carter's retirement from the Army at the end of World War II. The couple left Fort Bragg with three young children – Robert (Barker), Mary Winn and Patricia. In the next dozen years or so, the family grew to nine children with the arrival of siblings Winifred, Molly, Lila, Ted, Clare, and Douglas.



The following is a description of the Carter Family Home as remembered by son Ted Carter and daughter Molly Carter Calhoun.

Wide open porches extended across the east and west sides of the house. Breezes from nearby live oak trees gave relief from the heat, and those same breezes passed through a wide screened porch that kept the mosquitoes away. An inside porch (still there today) is bordered by the two open porches on the east side. Large roof over-hangs provided protection from the sun and the steep pitches of the roof provided quick drainage.

A wide driveway made of coquina gravel extended from the west side of the house to the east side opening on Grannis Avenue. Sidewalks made of coquina ran alongside the front of the house, and an extension of the walkway ran from the porch entrance on the front of the house to Grannis Avenue. Open porches were reached by slate stone steps.

For three-quarters of the house's 100-year life, orange groves, live oak and magnolia trees fronted two sides of the house, and Bougainvillea and poinsettias covered the north and south sides.

In the early 1960s, the Carters installed white aluminum siding on the entire exterior of the large house. The west porch was removed to extend the dining room and the roof was replaced at that time.

Inside the house, windows and open areas are situated to take in the summer breezes and the crisp coolness of fall. The three fireplaces were located in the living room, the large entry room and dining room. The tiles around two of the fireplaces were made from native Florida materials and the fireplace in the dining room was surrounded by brick. Molly recalls that the children would get dressed for school on the few cold winter mornings around the dining room fireplace. Eventually, central heat using two furnaces was installed by Mr. Carter.

A trio of high-ceiling living rooms with wood floors served as a central hallway leading to the dining room, which at one time the Carters enclosed with French doors on two sides. One set of the doors remain, leading into a room next to the kitchen. The formal dining room had built-in cabinets with lead glass doors. The doors leading into the house from the front and back porches (later closed in to make a larger breakfast room) are old lead glass almost floor to ceiling.

Facing the front of the house you will see a door on the right side of the porch. That door leads to the room that was used as the library and inside the house are two other doors that lead to the library, with floor to ceiling shelves.

The large chimney built on the outside of the house and located on the south side is constructed of native coquina rock. Molly remembers, "That chimney

was so nice to look at. I would climb out onto the roof, go to the far gable end of the roof to get a close look at the chimney. The top side of it had a cross made of brick, and I always took comfort in this taking it as an outward sign God took care of the house.”



Carter House before “Project Betterment”

Until the late 1960s Grannis Avenue and Blanton Street (located on the south side) were 2-way dirt streets. The streets were improved through the City of Titusville’s “Project Betterment.” The paving of Grannis Avenue required lowering the roadway and the city installed a sidewalk that extended much of the length of South Grannis Avenue.

Lila Carter replaced the stairway in the early 1990s. They lead upstairs to a small bedroom on the left and another larger bedroom on the south side of the house. Each bedroom has closed passageways leading to the roof. A pair of rooms are situated on the east and west sides just before the entrance to the larger bedroom. Fire escapes that were below the main windows of the upstairs bedrooms are now gone.

In May 1995, The Brevard Heritage Council presented a Brevard Register of Historic Buildings Plaque and certificate in recognition of outstanding preservation and maintenance of a historic building to Lila for “Carter Manor”.

In many years, the home was a gathering place for social occasions that ranged from dinner parties, teen parties, weddings and large family reunions. Current and former Titusville residents recall their visits to the house with much fondness.

Parcel ID: 22-35-04-AU-00006.0-0022.00 Tax Acct: 2201149

Note: Brevard County Tax Records have the following information for property history:

Plat Bk 2, page 12 – Park Addition to Titusville 1913

DB 58, page 462 Robbins & Graham Addition to Titusville,
sold to John F. Bishop & wife Louisa

Plat Bk -505 sold to Ida E. Glenn 1915

DB 52 page 288 sold to Ida E. Glenn 1921

DB 83, page 287 sold to George H. Alderman

DB 90, page 108 sold to Adelaide L. Winslow 1929

DB 296, page 1 & 7 sold to Eliaby (Ellerbe) Carter 1943

Probate death certificate 25-50 page 104, wife Patricia 24-14 page
1357, 2518 page 153

DB 2720 pages 1806 -1809 probate & exchanged hands from family members

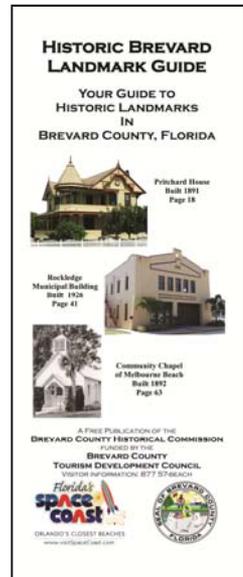
Foreclosures 2958 page 196 2978

DB 3249 pages 3424 & 3425 Lila D. Carter & Paul Sanders, Jr.

HISTORIC BREVARD LANDMARK GUIDE

The Landmark Guide provides the location and a brief description of some of the historical landmarks in Brevard County. We have included the GPS coordinates for those that have historical markers. We don't have all of the historic locations in there yet, but we're working towards that end. In the meantime enjoy the 80 plus that we have documented. Get your copy free of charge through the Brevard County Historical Commission by writing or calling us.

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Cocoa, FL 32922
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Figures 1 & 2 Courtesy of the U.S. Coast Guard Historian's Office

BREVARD COUNTY AND THE U. S. LIFE-SAVING SERVICE

LOUIS R. PERNICE



Figure 1. Seal of the U.S. Life-Saving Service.

“You have to go out, but you don’t have to come back.”

—The Keeper

This article is the first in a series that explores the history, development and transformation of maritime search & rescue operations in Brevard County Florida from the 19th Century to the era of the modern day United States Coast Guard. This narrative focuses on the long forgotten but significant contributions of its predecessors, the heroic members of the United States Life-Saving Service.

Robert Bennett, in *Sand Pounders*, pays tribute to the courage and dedication of these men and women as he recounts the legend of the Surfman’s code:

The Keeper had been there before. He needed to bolster the crew. Reaching beneath his life preserver, through the front opening of his slicker, he withdrew a thin book. He held it up for his crew to see. Some say he held it upside down. The Keeper yelled above the roar of the surf and wind, “Boys, these here are the regulations. Its [sic] says here you have to go out, but you don’t have to come back” (2).



The painting (Figure 2) depicts an artist’s romanticized interpretation of a daring maritime rescue carried out by a brave surfman of the USLSS. In reality, this scene was not that far from the truth during the late 19th Century.

Fast forward to 2015 on a July afternoon off the coast of Brevard County. A container ship carrying tons of goods and materials hugs the Florida

Figure 2: Shipwrecked sailors rescued by a Surfman.

coast a few miles offshore as it cruises south to its destination. Visibility is clear. Hotels and condominiums break up the flat coast line in either direction as far as the eye can see. Bathers, in large numbers, are enjoying a day cooling off in the calm, refreshing waters. From the ship's deck, beachgoers and their umbrellas are seen as tiny colored specks dotting the sand all along the beach for miles up and down the coast. The sun has several more hours before completing its journey below the horizon. A light, warm, easterly breeze blows across the deck as all seems good aboard. The breeze is picking up and a line of ominously dark clouds suddenly appears over the land. The sea state is changing and the waves are beginning to increase in height and frequency. The heavily laden vessel now starts to rise and fall more noticeably among the waves. The bright, sunny sky has turned to dark shades of gray. The wind increases. Lightning strikes now illuminate the sky like intermittent lightbulb flashes. The lightning is accompanied by the booming sounds of thunder. The rain comes, and the ship begins to roll back and forth at least 5 degrees from port to starboard in the turbulent sea. The vessel is now caught in a rapidly developing storm. The juggernaut is unable to remain on course in the heavy weather. Suddenly, there is a hellish screech of scraping metal accompanied by the crunching sound of collapsing metal as the ship's hull rakes across a submerged sandbar. The vessel comes to a sudden, shuddering stop. It has run aground. It lies disabled, rocking back and forth about to have its back broken in the storm. The vessel and its crew and passengers are helpless despite the safety of shore being less than a mile away.

Almost instantaneously, an automatic emergency S.O.S. distress signal is transmitted from the ship to the nearest U.S. Coast Guard Station as well to all commercial and recreational vessels operating in the vicinity. The digital "May-Day" broadcast contains a formatted message indicating the vessel's GPS coordinate position, the nature of the distress, number of persons onboard and the current status of damage and injuries to crew and passengers.

USCG Station Canaveral immediately responds to the disaster employing its Rescue 21 System, the Coast Guard's advanced command, control and direction-finding communications system, created to better locate mariners in distress and save lives and property at sea and on navigable rivers. By harnessing state-of-the-market technology, Rescue 21 enables the Coast Guard to execute its search and rescue missions with greater agility and efficiency (USCG).

Within minutes, a Rescue helicopter is hovering above the scene, and several rescue boats appear around the disabled vessel. A veritable fleet of commercial and recreational boats converge on the scene standing by to render assistance. As survivors are transferred to shore, throngs of people on the beach strive to give them aid and comfort. Within the hour, all passengers and crew have been transferred from the ship to safety on land. Following closely after the rescue, a massive recovery operation is underway to assess and mitigate further damage to the vessel, its cargo, and to the environment.

Now let's turn back the clock 135 years. Barnette's *Florida's Shipwrecks*, recounts the story of a maritime casualty that sadly, had a very different outcome:

On August 25, 1880, the *City of Vera Cruz*, a wooden-hulled, brigantine-rigged steamship departed New York in route to Havana carrying 28 passengers, 49 crew members and a wide variety of freight. On August 28th, the vessel was pummeled and eventually ripped apart by a massive hurricane and sank just north of Cape Canaveral, Florida. By a miracle, 11 of the 77 on board made it safely to the beach after spending over 24 hours in the water (10).

But did the survivors' terrifying ordeal end there?

By stark comparison, the conditions of Florida's east coast during the late 19th century were a far cry from today's beachscape which is characterized by a plethora of lush high-rise resorts, multi-unit residential towers and crowds of bathers being served cocktails on the beach year-round. There was no Coast Guard station, or GPS, or recreational boaters routinely navigating on Florida's coastal waters to render aid. The coast was harsh and mostly uninhabited. You may as well have been washed up onto a desert island. There was no food or water, but there were plenty of ominous creatures traversing the beach along with insects and intolerable heat. A look at census data on the Florida population during the late 19th century revealed that Florida's eastern coast, approximately 545 miles from Jacksonville to Key West, was sparsely inhabited and lacked any significant infrastructure. The 1880 Census of Dade County, for example, which stretched from the Keys to the St. Lucie River, listed only 194 people and the 1885 Census listed only 332 (Thurlow 17).

So making it to shore alive was one thing, but trying to stay alive in such a harsh environment until help arrived could be tantamount to impossible. The crew of any shipwreck could expect very little, if any, help. Both Florida coasts contained sandbars located between 300 to 800 yards offshore. In a storm, any ship stranded on the sandbars usually went to pieces within a few hours. Few people could survive a long swim in the storm-tossed surf. Even if a few sailors managed somehow to reach the beach, they stood a good chance of perishing from exposure on the largely desolate shore. Survivors would be subjected to the trials of oven-like heat and humidity, swarms of insects, lack of food & potable water and the risk of attack by brigands who scoured the beaches after storms looking for easy loot to plunder.

According to the Coast Guard Historian's Office, as maritime trade increased, so did the demand for assistance for those wrecked near the shore. In 1848, as a result of overwhelming public outcry over maritime disasters resulting in great loss of life and property, the federal government entered the shore based lifesaving business. William A. Newell, a Congressman from New Jersey, made a "vigorous and victorious" appeal to Congress for \$10,000 to provide "surf boats, rockets, carronades and other necessary apparatus for the better preservation of life and property from shipwrecks.

Shanks writes that the concept of government-supported assistance to shipwrecked mariners from shore based stations was not unique to America, but originated in China. The Chinkiang Association for the Saving of Life was established in 1708 and was the first life-saving institution in the world (2).

In the United States, this concept began with volunteer lifesaving services, spearheaded by the Massachusetts Humane Society. In 1787, the foundation of maritime rescue work was laid by its volunteers who began constructing small huts and houses of refuge to provide shelter for shipwrecked mariners along the Massachusetts shore (Shanks 3).

On June 18, 1878, the growing network of life-saving stations was finally organized as a separate agency of the Treasury Department and named the U.S. Life-Saving Service. Sumner I. Kimball was chosen as the General Superintendent of the Service. Kimball held tight reign over the Service and, in fact, remained the only General Superintendent of the organization. The law which created the U.S. Coast Guard in 1915, also provided for the retirement of Kimball after 37 years of dedicated service. The Service's reputation for honest, efficient, and non-partisan administration, plus performance of duty, can be largely attributed to the efforts of this one man (Shanks 13).



Sumner I. Kimball

The stations of the Service fell into three broad categories: lifesaving, lifeboat, and houses of refuge. Lifesaving stations were manned by full-time crews during the period when wrecks were most likely to occur. Most stations were in isolated areas and crewmen had to be able to perform open beach launchings. That is, they were required to launch their boats from the beach into the surf. Lifeboat stations, on the other hand, were located at or near port cities. Here, deep water, combined with piers and other waterfront structures, allowed the launching of heavy lifeboats directly into the water by marine railways on inclined ramps (Bennett 39).

Houses of refuge made up the third, and last, class of Life-Saving Service units. These unique stations were located exclusively on the coasts of South Carolina, Georgia, and Florida. A paid keeper and a small boat were assigned to each house, but the organization did not include active manning and rescue attempts. It was felt that along this stretch of coastline, shipwrecked sailors would not die of exposure to the cold in the winter as in the north. Therefore, only shelters would be needed. Signposts were also placed along the uninhabited beaches that directed shipwreck survivors to the nearest house of refuge.

The overall purpose and description of these stations was described in a National Register of Historic Places Multiple Property Documentation Form

(NPS Form 10-900-b) provided by the U.S. Department of Interior, National Parks Service:

...A USLSS station meant to provide a place to shelter, provision, and assist shipwreck survivors until they could make their way back to civilization. Its mission did not include engaging in offshore rescue. The boat assigned to a house of refuge was used for transportation to and from settlements in the vicinity. This station type was generally staffed by a single keeper. It did not have the rescue boat, equipment, and crew characteristic of other lifesaving stations. Houses of refuge were established from 1875 to 1885 along remote undeveloped sections of the Florida and Texas coastline. They were designed with southern regional architectural styling including a veranda. These stations were usually situated in environmental settings characterized by sandy beaches or another shoreline type that favored shipwreck survivors making it ashore on their own. A house of refuge included dwelling space for the keeper's family, storage space, and provisions to sustain as many as 25 shipwreck survivors for ten days. Living space for survivors was provided in the attic (Section F, p.4).

The NPS further provides a more in-depth description of the architecture and design features of these uniquely styled life-saving facilities:

1876 House of Refuge Design: The 1876 House of Refuge Design was prepared by Francis Ward Chandler and used exclusively for constructing ten station buildings along the coast of Florida. This standardized design includes elements of regional vernacular housing that were adaptive to the Florida coast's warm, humid climatic conditions. It provides for a rectangular building measuring 15 feet by 37 feet with three apartments on the first story and a second story loft. There is ample space for the storage of provisions. The superstructure is supported six feet above grade by foundation pilings to prevent damage from waves driven by storm surge. The building's roof has a broad front gable and there is a wide, hipped roof veranda on the front and two sides. Windows are fitted with wire screens instead of glass glazing to provide year-round ventilation. The second story loft is ventilated with wide, shed roof dormers. The 1876 House of Refuge Design provides accommodations for the station's keeper and family, and as many as 25 shipwreck survivors. These stations were constructed using heart pine or cypress, woods that are naturally resistant to weather deterioration and termite damage (Section F, p.12).

According to the Coast Guard Historian, the USLSS established a total of 10 Houses of Refuge along Florida's east coast. Between 1884 and 1886, two houses of refuge were built in Brevard County Florida at a cost of \$2,995.00, each, fully equipped. An 1879 "Annual Report of the Life-Saving Service" briefly described the life-saving role of the Florida Houses of Refuge:

These houses of refuge along the east coast of Florida "contemplate no other lifesaving operations than affording succor to shipwrecked persons who may be cast ashore, and who, in the absence of such means of relief, would be liable to perish from hunger and thirst in that desolate region. Crews of surfmen are not needed here, but the keepers and members of their families are required to go along the beach, in both directions, in search of castaways immediately after a storm".

Chester Shoal House of Refuge (Florida Master Site File #8Br79), later renamed Coast Guard Station #204, was located approximately 11 miles north of Cape Canaveral at map coordinates 28-36 40"N x 80-35' 50"W (Map datum unknown). This would place the site on the beach in the vicinity just east of what is today known as NASA Kennedy Space Center Launch Complex 39A. Orlando A. Quarterman was appointed Keeper on May 13, 1886 and served until 1915. The house was later turned over to the Department of the Interior in 1949.

Today, all that is left at the probable site of this noble house is a mound bisected by a railroad track. Although some past archeological research has been conducted at the site, and a midden found, further needed research has not been performed due to issues relating to its location within a U.S. Government reservation that has restricted access (McKinnon 46).

Chester Shoal is a clearly marked water feature on modern nautical charts of the local coastal area. It juts out due east approximately 5 nautical miles from shore to its apex. It is situated about 6 miles north of Cape Canaveral, and it is amazing how the Shoal is an almost exact shadow image of the Cape itself. The charts also mark a spot called "False Cape" on the beach where the Shoal meets the land. The true danger of this shoal lies beneath the waves where the depth falls hazardously close to 8 feet near the apex. Due to the shallow charted depth, I'm reasonably certain that the sandy bottom profile is in a constant state of change, or "shoaling", due to repeated storms in the area. No doubt, the house of refuge was logically placed since a heavily-laden cargo ship would undoubtedly run aground if driven off course onto this perilous stretch of water.

About 30 miles south of Cape Canaveral, at 28-03' 10"N x 80-32' 45"W (Map datum unknown) the Cape Malabar House of Refuge, Coast Guard Station #205, served shipwrecked sailors and other survivors from about 1886. Joseph M. Hopkins was appointed Keeper on May 13, 1886 and was discharged on December 31, 1891, when the house was discontinued. It was later turned over to the War Assets Administration in 1947.

The Cape Malabar House no longer remains standing to keep watch for, or to provide succor to, shipwreck survivors. The archaeological site has not been recorded. According to the archive at the Elliot Museum, a state historic marker was planned but not erected for reasons unknown. The text for the marker was found in archive files at the Elliot Museum:

Cape Malabar House of Refuge. Here stood the Cape Malabar House of Refuge to save survivors of shipwrecks from the perils of the wilderness shore. After every storm, the Keeper of the refuge and his family searched the beach for castaways to furnish them food, clothing, and shelter, and a safe return to civilization. Established in 1885 by the Life-Saving Service, predecessor of the US Coast Guard, the refuge remained “Semper Paratus” until modern settlement replaced the lonely jungle. Other Houses of Refuge built the same year on the then desolate coast were at Oak Hill, Chester Shoal, Flagler Beach and Indian River Inlet (near Ft. Pierce).

Also deserving of honorable mention is the Mosquito Lagoon House of Refuge (Florida Master Site File #8Vo2599), Coast Guard Station #203, which was located at the southern end of Volusia County on the beach outside the lagoon at 28-51' 30"N x 80-46' 20"W (Map datum unknown). It was built around 1884, or later, and was ultimately sold under bid in 1945. In all likelihood, the service members of both the Mosquito Lagoon and Chester Shoal houses of refuge would have met while conducting their adjacent beach patrols searching for castaways after each storm.

An interesting aside to this procedure was the subject of “exchanging tokens”, which caused quite an upheaval among surfmen who felt that they were not trusted to complete their required patrols by having to exchange tokens with their counterparts from the neighboring station which had to be returned and recorded by the keeper in their station’s log to confirm that patrols were actually completed (Bennett 69).

The photo (Figure 3) depicts the Mosquito Lagoon House of Refuge. It illustrates how the two Brevard houses of refuge may have looked around the turn



Courtesy of the U. S. Coast Guard
Historian's Office

Figure 3: Mosquito Lagoon House of Refuge

of the 20th Century. The photo is believed to have been taken sometime around 1915 since that is when the USLSS was merged with the Revenue Cutter Service into the modern day U.S. Coast Guard.

The United States Coast Guard, building upon the strong foundation established by the U.S. Life-Saving Service, and adding its own efforts, has become the recognized expert in search and rescue over the water. The development of specialized motor lifeboats, the establishment of a search and rescue school, and the use of the helicopter have increased the U.S. Coast Guard's reputation as the leading agency for those "in peril upon the seas."

Today, the men and women of the U.S. Coast Guard carry on the traditions of service to others established by the crews of the U.S. Life-Saving Service; but with more training and sophisticated equipment, they are able to surpass the records of their illustrious predecessor. *IRJ*

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Sixth in a Series

EXPLORE YOUR HISTORY: LOST COMMUNITIES OF NORTH MERRITT ISLAND

ROZ FOSTER

CLIFTON

Located just south of Shiloh were the communities of Clifton and Haulover, which were almost intermingled. The area around the canal was referred to as "the Haulover" and was renamed Clifton in 1889. In 1981, historian Weona Cleveland interviewed C.W. "Speedy" Watton, a descendent of the pioneer family of Wattons who settled on North Merritt Island and were neighbors of the Campbells. He claimed that "the name of Clifton was chosen jointly by Butler Campbell and William Watton and had an English derivation." Thomas R. Crook became postmaster. The post office later relocated to "Allenhurst."

Butler Campbell's daughter Florida named this little cove "Laughing Waters," possibly taken from the story Hiawatha, or because the waters shone bright and clear by day, and sparkled with phosphorescence by moonlight as waves gently lapped at the shoreline.

Although you could cut through hordes of mosquitoes, they did not keep fishermen or hunters away from Clifton. There were many hunting and fishing clubs based in the North Merritt Island area and were the "jumping off places" for expeditions. The private clubs were the Haulover and Outing Club, the Indian River Club and the Thousand Island Club.

There were no paved roads or bridges. To get to Titusville you either sailed or paddled a boat across the Indian River or walked north to Oak Hill and then south. Sometimes residents would go over to the ocean beach to go swimming and keep cool.

Our many thanks to historian Weona Cleveland for the interviews and research she did in the 1980's, and published in the Florida Today newspaper that documented the history of the Campbell Family on North Merritt Island.

IN THE BEGINNING THE BUTLER CAMPBELL FAMILY

BUTLER CAMPBELL, son of Bill ("Doc") and Virginia ("Beaty") Campbell was born October 26, 1848 at Anderson, South Carolina. When the Civil War ended 17-year old Butler, a former slave, was confused about what to do with his new found freedom. Somewhere along life's journey he had learned to read and write. He heard that land grants were plentiful in this area of the Florida East Coast, and came to this area in 1872 to start a new life. After homesteading the wrong piece of land, he ended up purchasing 80 acres located on North Merritt Island for \$75.00 from the State of Florida. The George Warren Family

had homesteaded property in the LaGrange/Mims area around the same period of time, which were land grants received under the U.S. Homestead Act. George Warren's daughter Lucy and Butler Campbell applied for a marriage license January 11, 1878 at the courthouse located at Enterprise in Volusia County, and were married January 22, 1878 by Justice of the Peace, Thomas A. Rosser. In May of 1875 Butler purchased an additional 118 acres on North Merritt Island (Lot 1) for 75 cents per acre from the State of Florida under the Internal Improvement Fund, Deed #6965. This area used to be in Volusia County at that time, so it was filed and recorded in Volusia Country 7-19-1888. Butler built his home on the edge of a pretty little cove of Mosquito Lagoon just north of the Haulover, where he homesteaded with wife Lucy and father "Doc." Eleven children were born to this happy couple - 7 boys and 4 girls; Willie D. 11-2-1878, Henry Adam 5-11-1880, Eugenie Ann 6-19-1882, Agnes Elizabeth 11-29-1883, Florida Gertrude 8-25-1885, George Oscar 8-7-1887, Mattie Eveline 11-18-1889, Fred B. 12-7-1891, Arthur Mac 3-25-1894, Romieo 3-27-1896 and Walter Roland 6-16-1899.



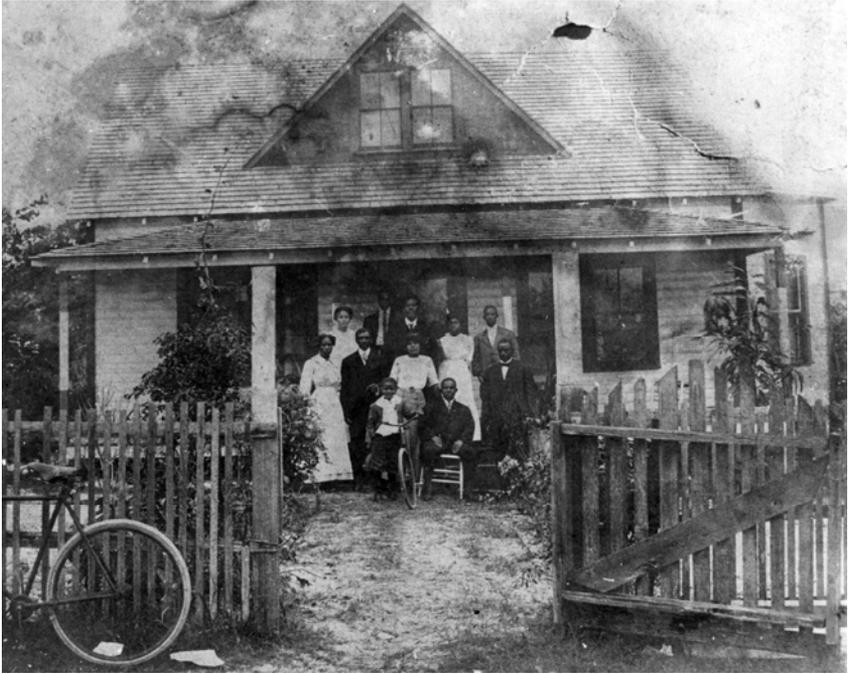
Lucy Warren Campbell

The Campbell's planted and owned groves and vegetable gardens. They grew Bermuda onions, tomatoes, beans, sweet potatoes and Irish potatoes, and shipped most of it to market. Sometimes Arthur peddled it from door-to-door in the Haulover area and to the fish camps.

Around 1900 the Campbells also took care of the Dummitt Grove, then owned by Eugene Drennen, and worked in the groves and cut wood for the Wattons and the Crooks. The Campbell children along with the white children sometimes worked for neighbor Wade Holmes weeding his onion fields. Holmes kept his money in an old sock and when he got it out the children knew they were going to get paid, which was 10 cents per hour.

A typical meal at the Campbell home consisted mostly of fried white bacon and grits. Sometimes they had mullet, but most of the time that was taken over to Titusville on the "run boat" to be sold. There were always plenty of turtles and fish in the Indian River and Mosquito Lagoon. They would sometimes catch a gopher, which they enjoyed eating, or dig up turtle eggs at the beach and boiled them or sucked them out of the shell. They had a food safe, which was a box with wire over each end. They had to go to Titusville to get ice, but didn't have much need for some because they didn't have any meat to keep.

Cooking was done on an old wood-burning stove and washing was done in an iron pot in the yard, building a fire under the pot to get the wash water to boiling. Kerosene lamps were used for lighting as electricity didn't come to Clifton until 1928.



The Campbell Home in Clifton

Which was the worst to contend with - gators or skeeters? According to Arthur, there were a lot of gators around, and one used to come up and get under the house. Then they started to kill the chickens, so they killed the gators. When asked about how bad the skeeters were Arthur explained, "Skeeters' were so bad you could cut them up in slices. If you walked through them, you would leave a hole. We burned anything we could get to make a smoke screen".

Although the Campbell family lived in a remote area, they had contact with the outside world. Butler subscribed to a newspaper, the *Jacksonville Tribune*, that was delivered by mail. Family members often wrote letters to relatives, and to "pen pals" found through the newspaper and magazines, and to people who had visited the Clifton area and stayed at the fishing and hunting camps. They were always happy to receive letters from far away places.

The Campbell family had many trials and tribulations to bear. Butler's father, "Doc," fell into Dummitt Creek and drowned, and was buried in an unmarked grave somewhere in Dummitt Grove. Baby Romieo died in 1896 when only a few weeks old, wife Lucy passed away in 1901 and in 1913 son Walter Roland died of pneumonia at the age of 14.

MATTIE had wanted to obtain a higher education and attended Orange Park Normal School in 1910, which was just outside of Jacksonville, Florida. While Mattie was attending school she corresponded with Victor Hunt, a member of a well-to-do black family who were a mixture of Jamaican and Bahamian blood and lived just south of the Haulover Canal. Victor later went north and his brother Garnett became a fireman on the Florida East Coast Railway.

In 1911 she transferred to Florida A&M University in Tallahassee. While there she fell in love with a boy named John and they became engaged. In 1915 she returned home pregnant, making her father very upset. Knowing she had shamed the family and heartbroken, Mattie became very depressed and committed suicide by taking rat poison and died May 7, 1915 at the age of 26. Butler never fully recovered from the tragic death of his beloved Mattie, and no one in the family ever spoke of it.

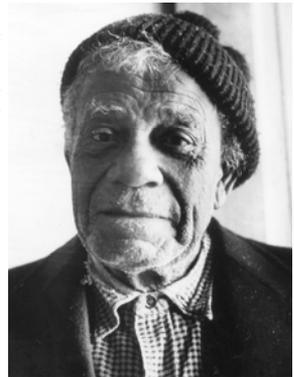
Butler gave each one of his sons a large piece of property on the Mosquito Lagoon where they built houses and raised their families.

OSCAR worked as a hunting and fishing guide at the Thousand Island Club that was located on the south end of Banana Creek. He also tended to the groves and vegetable gardens. One time he purchased a guitar and tried to learn to play it.

FRED worked in the groves and vegetable gardens and lived with his family close by on property his father had given to him. He also loved to fish and hunt. He later moved to Detroit, but returned to Clifton and was living on the property when it was purchased by NASA.

ARTHUR was delivered by a white midwife, Mrs. William Watton when he was born in 1895. He lived in his own house on property his father had given to him at Clifton with his first wife Priscilla, who died in April of 1943. He later married his second wife Martha. He was caretaker of the groves that belonged to the Allenhurst Hotel. Arthur purchased the first car in Clifton—a 1914 Ford.

During the hurricane of 1926 the winds were so strong they blew the oranges off the trees. Strong winds blew Arthur down when he ventured outside to bring his chickens inside, leaving the chickens to survive on their own. His neighbor Jeff Morgan's house was blown off its foundation. When Jeff tried to make it to Arthur's house, it blew him down and he had to crawl the rest of the way to safety.



Arthur Campbell

EUGENIA never married. In her earlier years she had worked as a domestic for the hotel industry and wealthy families, and travelled north to Ocean City, New Jersey during the summer months, and south to West Palm Beach during

the winter months. Records found in an old trunk at the abandoned schoolhouse indicated she banked at the Bank of Titusville and Trust Co. in Titusville, and she was a registered voter and a member of the NAACP. Also found in the trunk were postcards and letters from her father and people from all over who had befriended her during her travels. A letter written to Eugenia in 1909 was received from Mrs. Leslie Rowley of Madison, Wisconsin who had vacationed in the Clifton Area. Eugenia had given her an old Spanish coin she had found and Mrs. Rowley had



Eugenia Campbells's trunk found at the vacant Clifton Colored School House during the 1960s after NASA purchased the property. It was recently donated to the Brevard County Historical Commission by Susan Benjamin of Indialantic, Florida.

showed the coin to a man at the National Museum in Washington, D.C. hoping he could determine the coin's value. Did Eugenia find the coin on the banks of the Indian River, possibly left by Spanish explorers many years ago? Was it ever returned to Eugenia?

Eugenia returned to Clifton in 1924 and lived in the little abandoned schoolhouse and tended to the vegetable gardens and worked at the Allenhurst Hotel as a domestic and cook. In 1935 at the age of 50, Eugenia and sister Agnes inherited 34 acres that contained citrus groves, which was left to them by wealthy neighbor and friend Wade Holmes. He had provided the property where the schoolhouse was located, which at this time was valued on the tax rolls at \$2,000. This property provided the sisters with an income from selling the citrus fruit to the New York and Boston markets. Sales were handled through the Florida Citrus Exchange and Oak Hill Citrus Growers Association.

The year of 1922 was a terrible year for Butler Campbell. The ongoing feud he was having with the Andrew Jackson family was wearing him down. Was it over land boundaries or a purchased horse that was going blind? In a letter he had written to Eugenia June 5, 1922, he complained about his garden being in bad shape due to too many insects and dry weather, his potato crop was no good, and the mosquitoes were driving him crazy. The high water killed some of his grapefruit trees and drowned out most of his watermelons, which were being eaten by the coons. He also gave her the bad news that lady Flory Watton, a white neighbor and friend had been dead for 3 weeks. On June 16, 1922, eleven days later, Butler committed suicide by shooting himself with a rifle, just four months before his 74th birthday.

There has always been a question in the family if Butler, who was a hypochondriac, actually committed suicide or did Jackson shoot him because of the ongoing feud??? The family story is that Butler had acquired a doctor's book that described symptoms of many illnesses, and as he read about each illness he would take on the symptoms. He would ask the children to take down the barn door and lay him out on it so he could rest peacefully while "going to meet his maker." They would all sit around the barn door with Butler "laid out" and mourn for his passing. The next morning he would get up, say he was hungry, and then eat breakfast while everyone went on about their business for the day until the next "illness" took hold.



Florida Campbell

FLORIDA, known to the family as "Flo" has very little written about her. According to a distant relative, Florida was married twice, once to Israel Wilson and lived in Oak Hill. She had one son who died in January of 1983. Florida was 100 years old and senile living in a Daytona Beach nursing home in 1983.

THE ANDREW JACKSON FAMILY

Andrew Jackson was a young black man who worked for Douglas Dummitt in the famous Dummitt Groves, located not far from Campbell's home. Jackson married one of Dummitt's mulatto daughters, Kate in 1872. In 1881 Jackson bought 60 acres from Butler Campbell, which were located just to the north of Butler's home. Here he built a house and raised four children; Douglas, Mary, Annie and Lloyd. They attended Clifton Colored School with the Campbell children, which he also helped to build. There was a feud going on for many years between the Campbell and Jackson families, some say it was over land boundaries and some say it was over a horse that went blind. Andrew Jackson died in 1931 and was laid to rest beside his wife, Kate Dummitt Jackson who died in 1918, and not far from the grave of Butler W. Campbell, his longtime neighbor.

The life of Andrew Jackson was documented in the following article published in the *Star Advocate* newspaper March 3, 1931 entitled, LIFE OF COLORED MAN LINKED WITH EARLY HISTORY - Andrew Jackson Died in Shiloh Section Friday Morning:

ANDREW JACKSON was born in South Carolina about 1849. When he was a young boy he was employed as a cook on a coastal sailing vessel which carried cargoes of lumber, etc. to various south Atlantic ports. A severe storm wrecked the vessel off the east coast of Florida and while the ship itself was totally destroyed, all the crew, among

whom was Andrew Jackson, were saved. Landing at what was then called Mosquito Inlet, but now known as New Smyrna Inlet, he started out to make a livelihood from himself among total strangers. For about three years he worked with a Mr. Mitchell at New Smyrna. From there he removed to Oak Hill and for more than two years he was employed by a Mr. Peterson. Upon his leaving there he went to work for Mr. Dummitt where he remained for three years.

Andrew was a thrifty man of temperate habits and saved a goodly portion of his small earnings out of which he was able to purchase a place on the east side and at the south end of the Old Haulover Canal, so called because of the narrow strip of land over which the boats were hauled between the lagoon and Indian River.

Having served Mr. Dummitt faithfully for a few years, young Jackson decided to make for himself an independent living. He married one of the colored girls who lived on the Dummitt place and to whom was left a portion of the estate. With the money which he had saved together with what his wife had inherited he bought another place where he lived for more than forty-seven years and until the time of his death.

Jackson set out a grove soon after acquiring the place and it remains in good bearing condition until this present time. So successful was Andrew Jackson as a grower that his oranges were sought for by the buyers almost as eagerly as those from the famous Dummitt Grove.

There being no railway in those early days, he was obliged to ship his fruit via Titusville. They were hauled here in a cypress canoe which had been built by the Indians. This strange craft was later bought by a collector of relics. From Titusville the oranges were hauled in wagons overland to the St. Johns where they were loaded onto the boat which took them to market in Jacksonville. The crops in those early days were small as there were but few good bearing groves. The canoe just above mentioned had a capacity of about sixty boxes; practically Jackson's entire crop and the oranges were sold at so much per thousand and not by the box as at present.

Andrew Jackson was the father of four children: Douglas, Mary, Annie and Lloyd, three of whom survive him. His wife died about thirteen years ago. His son, Lloyd had always remained close to his father and was attentive to his father's needs until the time of his death last Friday.

Andrew Jackson was a most respected citizen by neighbors, both white and colored for all of whom he did many favors. His home site was a place of remarkable fertility. On one spot he has planted onions continuously for the past twenty-seven years, while on an adjoining patch he has grown potatoes for twenty-five successive seasons. Not until recent years did he have to use any commercial fertilizer. The soil contains

much shell and the sea grass which was washed over the land when the river was flooded both contributed, Jackson thought, to its fertility.

The funeral was attended by many friends who mourned his loss, and who accompanied his bodily remains to its final resting place in Mt. Zion Cemetery. Those who knew him will long remember him for his noble example and kind deeds.

The cypress canoe is documented in the following article that was published in the *Star Advocate* newspaper February 25, 1930 entitled, HISTORICAL RELICS FROM THE SHILOH TERRITORY ACQUIRED FOR MUSEUM AT GAINESVILLE—Century Old Boat Among Historical Treasures to Be Preserved by State.

SHILOH, FLA., Feb. 24 - Representatives of the State Museum, located at Gainesville, Fla., have acquired for that institution several articles of historical value and considerable age from this section recently. The list includes a large boat, a school bench and chair, and an old chest which once belonged to Captain Dummitt, original white settler in this section.

Removal of these ancient relics was made under the supervision of T. Van Hyning of Gainesville, a director of the State Museum. The party left here last Thursday spending the night in New Smyrna and proceeding to Gainesville Friday, where the articles will be properly mounted and placed on exhibition. Information regarding the boat was first given the museum officials by J. Detwiler of New Smyrna, a pioneer and authority on early Florida history.

The boat, which was made entirely from an immense cypress log is almost forty feet in length, and was used for many years to transport oranges by way of the Indian River from the Shiloh and Allenhurst sec-



tion to Titusville. As many as fifty boxes of fruit could he carried at one time in the boat.

Kept By Former Slave: The boat has been preserved in recent years by Andrew Jackson, colored, a former slave of Capt. Dummitt, but now a prosperous and highly respected orange grower and farmer of the Shiloh-Allenhurst section. Realizing that it would some day be highly prized as a relic, he has carefully kept the old boat on his property here.

This section is rich in historical interest. The old Dummitt grove near here is the oldest citrus grove in America, and contains some trees which are more than 100 years old and still bearing fruit every year. Scenes from this grove have been shown in many parts of the country as have also scenes from Pelican Island, a preserve for birds during the nesting and hatching season, maintained by the national government. Last year, John D. Rockefeller of Ormond visited this island and was much impressed by the sight of the unnumbered birds which inhabit it.

WADE HOLMES

WADE HOLMES was a mysterious, quiet-mild-mannered, and wealthy black man who arrived in this area around 1883. He purchased the south half of Lot 2, which was approximately 39 acres and located on the south side of Butler Campbell's property. He had large fields of onions and vegetables as well as citrus groves that he grew for northern markets. Sometimes the Campbell and Jackson children would weed his onion fields and he would pay them 10 cents from his money sock. He donated the one-acre lot for the Clifton Colored School to be built on. In 1905 he deeded this one acre to the Board of Public Instruction for one dollar for rights of easements. In 1910 they deeded the same piece of property back to him for \$50.00. He willed his property to Eugenia Campbell and her sister Agnes Elleby in 1935.

An article in the *Florida Star* dated February 22, 1895 entitled, "ROBBERY AND BURNING NEAR HAULOVER" explains what happened to Wade Holmes' house:

Mr. Charles Nauman and son, of Clifton were in town on Monday. While in our office that afternoon he informed us of the robbery and burning of the house of a colored man named Wade Holmes, who lives on the County road between Haulover Canal and his place. This occurred on the night of the 8th inst. while Holmes was away. Holmes had about twenty-five dollars in paper money and silver in a tin box. In looking over the ruins he found the box but nothing was in it. The coin would have possibly melted if it had been left alone and the ashes of the paper money would have shown. Suspicion points very strongly to a negro who is stopping in that vicinity. Holmes is left without a home or anything to wear or money to provide for himself. The citizens of that section will make an investigation. *RRJ*

WALKER BRIDGE ~ VETERAN'S MEMORIAL FISHING PIER

MOLLY THOMAS

Named for John R. Walker, the former postmaster that championed its construction, but died before its completion, Walker Bridge was the first bridge in Titusville to cross the Indian River. Opened in 1922, the original, hand cranked, wooden draw bridge allowed citizens to travel between North Merritt Island and the mainland without a boat, for the first



Titusville and Mims by Ben Brotenmarkle

time (Contracts Let 1921). The narrow wooden bridge served the citizens of Titusville and Merritt Island well for more than a decade, but something more substantial was needed for this rapidly growing community.

Preparations for a more modern causeway began in the late 1930s, but construction came to a standstill in the 1940s, as the United States entered World War II. As this was a valuable thoroughfare and utilized by the military, a temporary connection was installed linking the new concrete causeway to the old wooden bridge (Zewen 1977). Shortly thereafter, an accident occurred that claimed the lives of 6 U.S. Soldiers returning from an Army training exercise across the river. The transport truck, heavy with soldiers and equipment, failed to make the turn where the causeway intersected with the wooden bridge. Crashing through the railing and plunging into water more than 10 feet deep, the men struggled to overcome the weight of their equipment (Six Army Men Drown 1942). Aiding in the rescue were several convicts on an inmate labor crew working nearby. After obtaining permission from their supervisor, they selflessly dove into the river, saving several soldiers, and recovering the bodies of the deceased. As these inmates were African American, their efforts received few public mentions, with the exception of one editorial in the local newspaper that commended their actions and requested a reduction of their sentences (Editorials 1942) This tragedy ignited a sense of urgency to complete the new causeway and inspiring a partnership between the State and the Federal Government in the project (Thompson 2010).

Following the war, construction resumed, and the modern steel and concrete causeway was opened to traffic in 1949 (Thompson 2010). Titusville's citizens successfully petitioned the State Corps of Engineers to grant them ownership of the remaining portion of Walker Bridge for the purpose of turning it into a community fishing pier (Zewen 1977). For decades to follow, it served as a cherished social gathering place for residents of all ages, surviving several hur-

ricanes and the ravages of its salty surroundings. Valued by locals and tourists alike, the continued repairs, renovations, and the eventual reconstruction of the pier was made possible through the generosity of numerous local donors and volunteers. In 1977, it was formally dedicated to members of the armed forces and aptly renamed: "Titusville Veteran's Memorial Fishing Pier" (Zewen 1977). Undergoing a full reconstruction in 2011, it no longer resembles the rickety wooden structure it once was, but it continues to serve the community as a wonderful place to come together, cast a line, and enjoy the scenic beauty of the Indian River Lagoon.

BIBLIOGRAPHY

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 Zewen. "Fishing Pier Dedication Sunday." *Brevard Sentinel*, Feb 25, 1977: 1.

BREVARD MUSEUM NEWS

PATTY MEYERS

The last few months have seen a great many changes here at the Brevard Museum. We wished Bruce a fond farewell as he left to take the position of Director of Historical Resources at the Jekyll Island Authority. This position brings Bruce and his wife closer to their grandchildren and we wish them many years of happiness in their new home. In addition, new career opportunities presented themselves to our curator Nicole's husband as they moved to Colorado for his new job.

I am delighted to be filling the position of Director of the Brevard Museum and Director of the Florida Historical Society Archaeological Institute. Our new curator, Katherine Page, is equally excited about working to catalog and display our collections. Before jumping into current events I'd like to share a bit of our background and invite you to stop in at the museum and introduce yourselves to Katherine and myself.

Following a long career in administration, human resources and community relations I returned to school, earning my BA in Anthropology from the University of Central Florida with a focus on physical anthropology. Following my undergraduate work I earned a graduate certificate in Forensic and Biological Anthropology from Mercyhurst University and most recently completed course work for a Master of Arts degree in Anthropology at UCF. My research centers on the analysis of skeletal remains found during renovations of the Red House, Trinidad's Parliament building in Port of Spain. This population dates between approximately AD 125 and AD 1380. Once all analyses are complete it will be

interesting to compare this population to early indigenous populations in our area.

Katherine's background is also focused on physical anthropology and she holds a BA in anthropology from the University of South Florida as well as a MA in anthropology from UCF. Her thesis, Bioarchaeological Assessment of Diet and Changes in Femoral and Humeral Stable Isotope Signatures Among Subadults at Medieval Alytus, Lithuania, focused on the health and nutrition of children in the Medieval town of Alytus. In addition, Katherine has a background in both art history and the design and interpretation of museum exhibits.

We really hit the ground running and encourage you to come in and see the changes. The front counter area has been opened up to encourage an interactive experience from the moment you walk in the door. A lot more goes into cataloging, researching and preparing artifacts for exhibit than might be imagined. Katherine can often be found at the front accessioning items and sharing this typically "behind the scenes" process with visitors of all ages. We have also put out a call for volunteers. If you've ever wondered what goes into running a museum we would love to have you join our team. We have an immediate need for docents and front counter help. If you are interested, send us an email, give us a call or stop on by! (321-632-1830 ~ brevardmuseum@gmail.com).

On Friday, July 17th we hosted an opening reception for ArtCalusa. This event features nine artists whose paintings, works on paper and glass work visually interpret the life and experiences of Florida's indigenous peoples, particularly the Calusa Indians, through the period of contact with early European explorers.

And finally, when Katherine and I joined the FHS family two months ago we began chatting with our visitors and asking for input on changes they would like to see made to help the museum grow within the community. The two most frequent comments we heard were: "we never knew you were here" and "it smells a little strange." Luckily we were able to address the second issue with the generous support of Connie and the team at Stanley Steemer of Central Florida. As a sponsor of ArtCalusa, Connie donated a full carpet treatment and cleaning. In preparation for their visit we had a "clean the museum" day and want to thank the many volunteers who came out to sweep, mop and scrub from top to bottom. Our museum looks and smells fresh and inviting. Now we are calling on you, our community members, to help us with the number one comment we heard, "we never knew you were here." Talk to your friends; talk to your neighbors; talk to your church members. Help us spread the word about this hidden gem here in Brevard County. We have an amazing cultural resource to share with our community and visitors, lets change their tune from "we never knew you were here" to "we heard you were here, and couldn't wait to visit!" *IRJ*

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
Brevard County History?**

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IT ON!

Then why not pass this
along to a friend when you
are done?

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

MUSEUMS

Air Force Space & Missile Museum

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

American Police Hall of Fame & Museum

6350 Horizon Dr., Titusville, FL 32780
<http://www.aphf.org/museum.html>

Brevard Art Museum

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

Brevard County Historical Records Archive

Central Brevard Library & Reference Center, 308 Forrest Ave., Cocoa, FL 32922—<http://www.brevardcounty.us/HistoricalCommission/Home>

Brevard Museum

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

Eastern Florida State College Planetarium & Observatory

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

Florida Surf Museum, Cocoa Beach

4275 N. Atlantic Ave., Cocoa Beach, FL 32031
<http://www.cocoa beachesurfmuseum.org>

The Grant Historical House

5795 Highway 1, Grant, FL 32950

The Harry T. & Harriette V. Moore Cultural Center

2180 Freedom Ave., Mims, FL 32754
<http://www.brevardcounty.us/ParksRecreation/North/MooreMemorial/CulturalCenter>

Historic Rossetter House Museum & Gardens

1320 Highland Ave., Melbourne, FL 32935
<http://www.rossetterhousemuseum.org/>

Liberty Bell Memorial Museum

1601 Oak Street, Melbourne, FL 32901—<http://www.honoramerica.org/>

Library of Florida History

435 Brevard Ave., Cocoa, FL 32922—<http://myfloridahistory.org/library>

Old Town Hall History Center

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

The North Brevard Historical Museum

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

U.S. Astronaut Hall of Fame

6225 Vectorspace Blvd., Titusville, FL 32780
<http://www.kennedyspacecenter.com/astronaut-hall-of-fame.aspx>

U.S. Space Walk of Fame Foundation & Museum

308 Pine St., Titusville, FL 32796—<http://www.spacewalkoffame.com/>

Valiant Air Command Warbird Museum

6600 Tico Road, Titusville, FL 32780 — <http://www.vacwarbirds.net/>

Veterans Memorial Center & Council

400 South Sykes Creek Parkway, Merritt Island, FL 32952
<http://www.veteransmemorialcenter.org/>

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

Mrs. Bill H. Keller, 336 Rio Villa Blvd., Indialantic, FL 32903
(321-773-6271)

Florida Historical Society

435 Brevard Ave., Cocoa, FL 32922—<http://www.myfloridahistory.org/>

Florida Historical Society Archaeological Institute (FHSAI)

2201 Michigan Ave., Cocoa, FL 32926 (321-632-1830)

<http://www.myfloridahistory.org/fhsai>

Florida Public Archaeology Network (FPAN)

74 King St, St. Augustine, FL 32085 (904-392-8065)

<http://www.flpublicarchaeology.org/ecrc/>

Genealogical Society of North Brevard

P.O. Box 897, Titusville, FL 32781-0879

<http://www.nbbd.com/npr/gsnb/index.html>

Grant Historical Society

P.O. Box 44, Grant, FL 32949

The Historical Society of North Brevard

301 S. Washington Ave., Titusville, FL 32789

<http://www.nbbd.com/godo/history/>

Indian River Anthropological Society

Chapter of the Florida Anthropological Society

P. O. Box 73, Cocoa, FL 32923-0073—irasarchaeology@yahoo.com

<http://www.nbbd.com/npr/archaeology-iras/>

The Mosquito Beaters

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

National Railway Historical Society

Florida East Coast Chapter, P.O. Box 2034, Cocoa, FL 32923-2034

<http://www.trainweb.org/fecnrhs/>

North Brevard Heritage Foundation, Inc.

Roz Foster, President, P.O. Box 653, Titusville, Fl. 32781

<http://www.nbbd.com/npr/preservation/>

HISTORICAL ORGANIZATIONS (CONTINUED)

Preservation & Education Trust, Inc.

1219 Rockledge Drive, Rockledge, FL 32955

Rockledge Heritage Foundation

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

Sons of the American Revolution

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

South Brevard Historical Society

P.O. Box 1064, Melbourne, FL 32902-1064

<http://www.southbrevardhistory.org/>**Town of Melbourne Village Historic Preservation Commission**

Jean Henderson, Secretary (321 724-0070)

ONLINE SERVICES

Brevard County Historical Commission<http://www.brevardcounty.us/HistoricalCommission/Home>**Brevard County Historical Maps**<http://fcit.usf.edu/florida/maps/county/brevard/brevard.htm>**Florida Historical Museums**http://www.floridasmart.com/attractions/museums_hist.htm**The Florida Historical Society**<http://myfloridahistory.org/default>**The Florida Memory Project**

An interactive Web site of Florida history, photos and letters

<http://floridamemory.com/>**The State Library of Florida**

Collecting, preserving and making available the published history of Florida including: Public Records Management, Service to Genealogists, and the state archives.

<http://dos.myflorida.com/library-archives/>

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

THE INDIAN RIVER JOURNAL

The Brevard County Historical Commission
Central Brevard Library and Reference Center
308 Forrest Ave.
Cocoa, Florida 32922

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