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THE BREVARD COUNTY HISTORICAL COMMISSION

The Brevard County Historical Commission (BCHC) was established by ordinance of the Brevard County Commission 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.

Regular meetings are held on the fourth Tuesday of each month at 3:00 PM in the Genealogy Department on the second floor of the Central Brevard Library in Cocoa. For more information call: (321) 633-1794.

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BREVARD COUNTY HISTORICAL COMMISSION

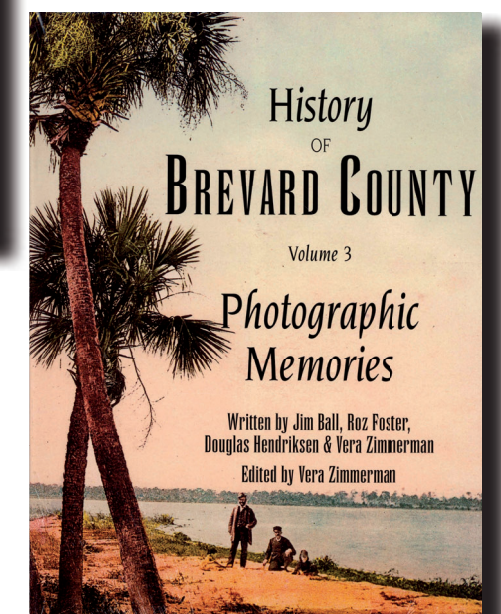
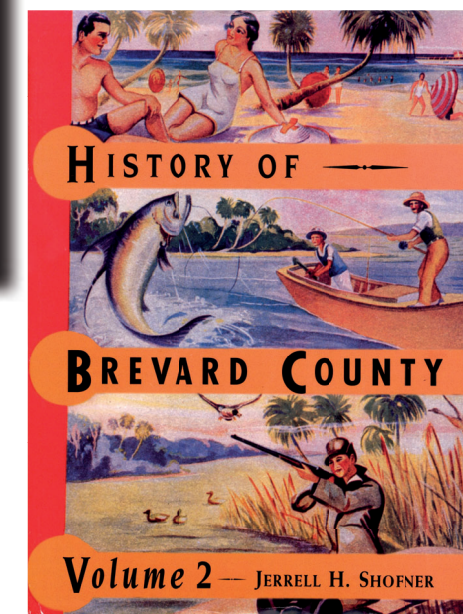
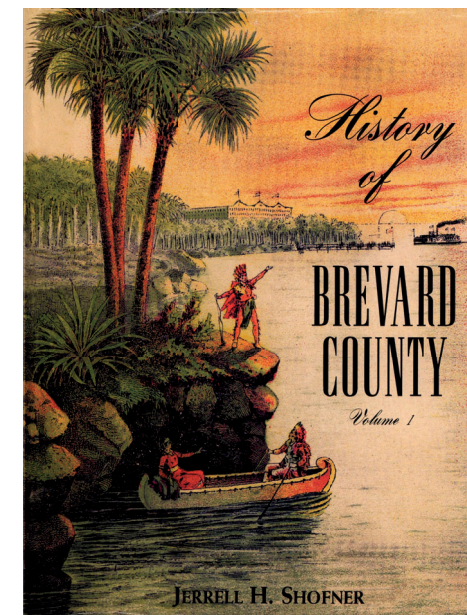


VOLUME XIX, NO. 2

SPRING/SUMMER 2025

THE HISTORY OF BREVARD COUNTY

Three illustrated volumes written by Jerrell Shoffner et al. and published by the Brevard County Historical Commission.



For pricing and shipping information call (321) 633-1794 or shop on-line at <https://www.brevardfl.gov/HistoricalCommission/BookStore>

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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>

The Florida Memory Project: An interactive Web site of Florida history, photos and letters
<http://floridamemory.com/>

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

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

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

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

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 • irasarchaeology@yahoo.com
<http://www.nbbd.com/npr/archaeology-iras/>

North Brevard Heritage Foundation, Inc.
P.O. Box 653, Titusville, Fl. 32781
<http://www.nbbd.com/npr/preservation/>

South Brevard Historical Society
P.O. Box 1064, Melbourne, FL 32902-1064
<http://www.southbrevardhistory.org/>

IN THIS ISSUE...

- 4

PATTERN BOOK ARCHITECTURE
IN BREVARD COUNTY
Brandon McKinney
- 17

PIONEER WOMEN OF NORTH BREVARD
Ledonia O'Reilly Losley & sister Kate Myers
Roz Foster
- 20

A BRIDGE ACROSS THE INDIAN RIVER AT
COCOA
Jim Garmon
- 26

MORE LOCAL HISTORY RESOURCES

On the cover... Washington Avenue, Titusville, ca
1895, the Pritchard House seen in the center and
the George W. Scobie House on the far left

Courtesy of Pritchard Family Descendants

PATTERN BOOK ARCHITECTURE IN BREVARD COUNTY

BY BRANDON MCKINNEY • DISTRICT 2 REPRESENTATIVE

Brevard County's surviving historic structures comprise mainly of historic homes – and as local historians, one of the joys of what we do is writing about the families that built, purchased or even transformed these homes to suit their needs. In cases where utility did not fully shape the appearance of these homes, their architectural origins often remain a mystery. Look up a National Register of Historic Places listing, or the historic material that is associated with one of these houses and you'll likely find no architectural attribution – and if there is an architect listed, it's likely to be the contractor or carpenter who built it.

Prior to the access we now have to historical published material through digitization of university and public library holdings, unless surviving construction drawings survived, it was extremely difficult to nail down an architectural attribution to most of our surviving historic homes. The unfortunate result of this is that our historical record, at present, lacks context for the architectural sophistication we see in many of our historic homes built in the later half of the 1880s and onward, and while their survival to present day give mute testimony to the craftsmanship of the carpenters and contractors that built them, their design was not wholly their invention. Many of our most beloved historic homes in Brevard County are actually the realized designs of architectural firms from as far away as the northern Midwest and the Northeast.

To look at the origins of what became a massive industry starting in the 1880s, we have to look to the taste-makers of the years immediately preceding Civil War: ladies' magazines. Starting in the 1850s *Godey's Ladies' Book*, a ladies' monthly magazine out of Philadelphia whose specialty was the dissemination of fashions, literary reviews, needlework and craft projects, also began publishing designs for houses in some of their monthly numbers, those designs frequently being the work of Philadelphia architect Samuel Sloan. Sloan had made a separate career for himself in 1852 by publishing his two-volume work *The Model Architect*, an architectural essay of designs and explanations of how to best construct them following in the steps of previous architect-authors like Minard Lafever and Alexander Jackson Davis, who in the 1820s through the 1840s had promoted the ideals of Greek Revival and Gothic Revival architectural styles, respectively. While we remember Davis today particularly for his advocacy of Gothic Revival architecture, Sloan's wide circulation through *Godey's* gained him wider recognition among the American public.

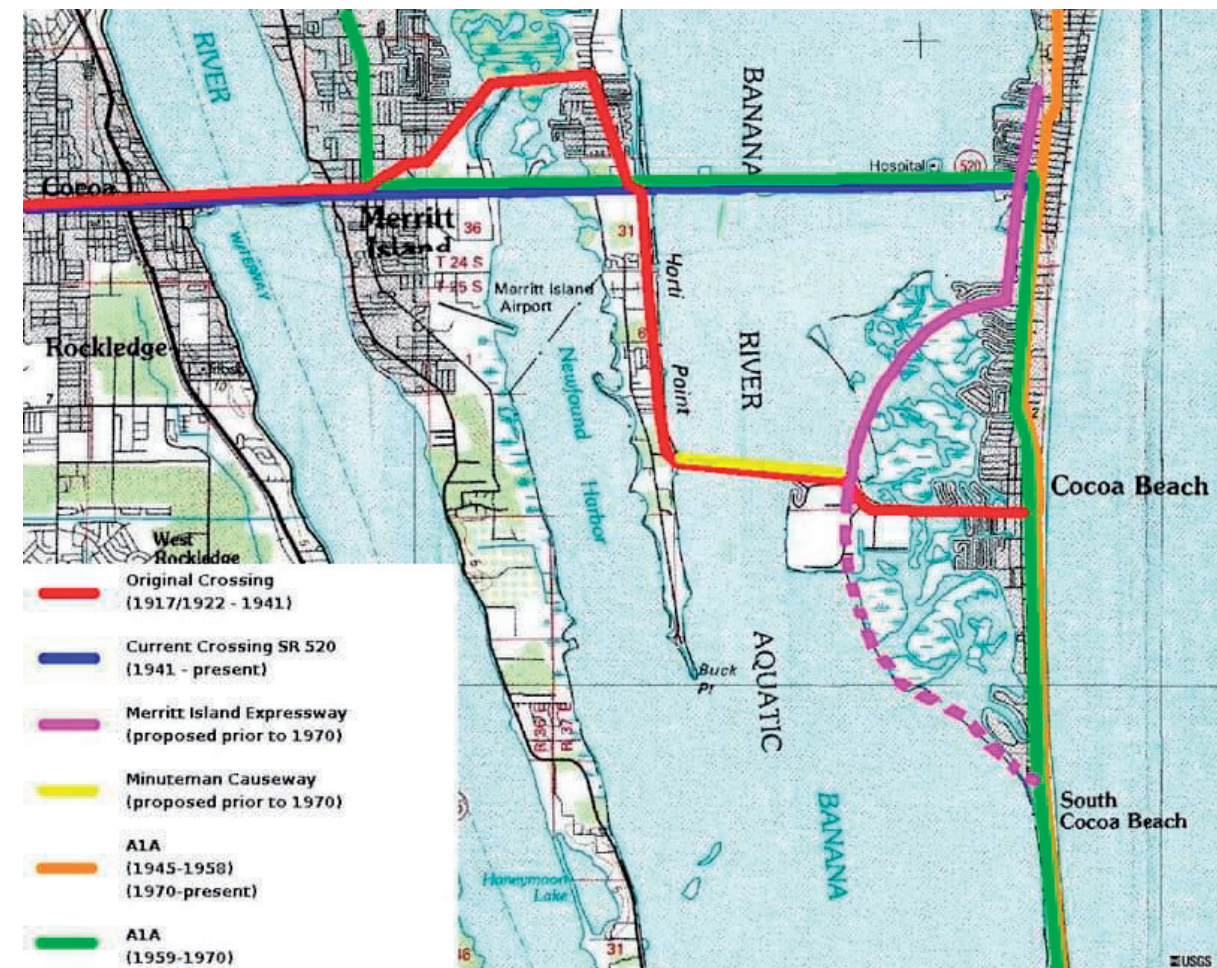
With westward expansion bringing speculative development along new railway corridors in the decade following the Civil War, architectural publication would become its own industry, with other architects like Isaac Hobbs, George F. Woodward and Daniel Atwood publishing their own books of architectural designs and essays marketed to contractors, carpenters and prospective home builders. Publishing companies like A. J. Bicknell & Co. would rise to meet the demands of these architects and the home-building public, growing to be the largest architectural publishing house of the 1870s, issuing their own folios like *Bicknell's Village Builder and Supplement*, which were compiled volumes of designs for residential, commercial, public, and sacred buildings created by architects across the country, creating a new form of architectural publishing that would set a new pattern for the end of the century.

Some Notes:

Despite the comment that a "monster celebration" would follow the opening of the route to the beach, I found no evidence to suggest that such a celebration occurred. Perhaps the opening of the roads and bridges in section by section, piece by piece over several years dulled the excitement of the moment it was completed, so there was not one particular day to mark the opening of the route.

Nevertheless, the whole distance between Cocoa and Cocoa Beach was now open to travelers. I have selected these newspaper articles to tell the story of bridging the Indian river, Sykes Creek and the Banana river, and of building the roads needed to connect these bridges in order to reach the beach from the mainland at Cocoa. There are more articles available, some going into great detail on the specification of the bridge structures and requirements for the roads. Especially detailed are the advertisements for bids and minutes of the Board of County Commission meetings. These articles are very tedious reading and, having your reading comfort in mind, I have omitted them from this story.

Jim Garmon, Cocoa Florida, May 2024



Current and previous route alignments by Gerald McMillen. Public domain:

<https://commons.wikimedia.org/w/index.php?curid=20830581>

The Tampa Sunday Tribune, October 23, 1921:
WILL COMPLETE THE COCOA BEACH BRIDGE
NO LETUP IN WORK ON STRUCTURE

Will Open the Way to Famous Ocean Beach to All of Florida

COCOA, Oct. 22—(Special)—Although for a while it seemed apparent that the work on the practically finished causeway and bridge over the Banana River, connecting Cocoa and Cocoa Beach, would be temporarily stopped, it is a matter of much joy to the residents of Cocoa and those generally who are interested in the development of the territory that such will not be the case. In fact, the work on installing the drawbridge has never ceased, and the draw is now in place and in operation. Neither has the causeway work stopped for a moment, and arrangements have been perfected whereby the dredge will stay on the job until the last shovelful of dirt has been placed for the roadway.

The causeway is one and one-half miles in length on the eastern end of the job. The bridge work, which leads off from the east side of Merritt Island, is practically finished. All of the piling have been driven and practically all of the cement work around the piling is in. The bridge is one and one-half miles in length, which, with the causeway of the same length, connects the ocean peninsula and Cocoa Beach with Merritt Island, east of Cocoa.

The greater part of the structural work on the bridge is completed, including the decking.

The asphalt road from Cocoa to the east side of Merritt Island, where the bridge starts across the Banana River, is completed and open to traffic to within a short distance of the bridge-head. In fact, just a few weeks work at an expense of a few thousand dollars is all that is needed to open up to Cocoa and the rest of the world Florida's newest and most wonderful racing and driving beach. This beach for fifteen miles is as level as a floor, 200 feet wide, and being crescent in shape, it is possible to observe an automobile race the entire course. It is needless to say that work on the project will not stop until the last spike is driven and the last piece of road completed, for it is not the spirit of the Cocoa citizenry to let a project fail, and especially so when it is so nearly completed.

The Herald (Miami), December 1922:
SPECIAL TO THE HERALD

COCOA, Dec. 20—The work on the Banana River bridge is progressing rapidly and by spring the people of Cocoa and vicinity will be able to go over the bridge to the beach.

The Herald (Miami), February 1923:
MONSTER CELEBRATION IS PLANNED FOR OPENING OF ROADWAY TO THE BEACH.

COCOA, Fla., Feb. 26—Due to the favorable weather and the speedy arrival of materials, the work on the Beach highway has progressed rapidly during the last month. The rocking of the drive down Horti Point has been completed to the east approach of the Banana River bridge, and rock is now being spread on the roadway leading from the western terminus of the Banana River bridge through the picturesque Thousand islands of the peninsula. All indications point to the completion of this great project within the next 60 days, and plans have already been formulated for a monster celebration heralding the opening of this wonderful drive to the public.

Palliser, Palliser & Co., of Bridgeport Connecticut, was the first architectural firm to offer working plans of their designs for purchase by mail in their 1876 volume *Palliser's Model Homes for the People* (1) This model allowed architectural firms greater control of the execution of their designs and created new revenue streams and customer engagement. No longer did large sections of a design book have to be set aside for instructions on framing, masonry and finishing-out – all of these instructions would come with the construction drawings upon purchase, and design volumes soon became strictly catalogs of house designs, in both new styles and styles of enduring popularity of the day. This new revenue stream gave incentive for faster creation and distribution of architectural designs and many architectural firms would establish quarterly magazines of new and republished designs, and license and contract with larger mail-order catalog warehouses, like Montgomery, Ward & Co. and Sears, Roebuck & Co. for even wider distribution of their designs. Popular magazines such as the *American Agriculturist* proved fertile grounds for advertising design books and quarterly magazines to new booming housing markets in the agrarian South and Midwest.

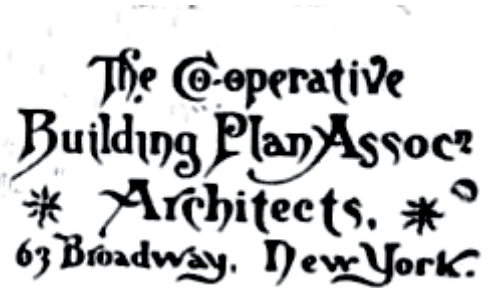
The new process of building a residence was streamlined with the use of a mail-order architectural firm. Prospective home-builders could visit the office of their contractor, and there the contractor could refer them to the design books he had on hand for them to browse. Some of these volumes were loose-leaf folios, allowing the client to return home with the designs that interested them to consider their final selection. Upon the client's final selection of a design, the contractor would then order the working drawings through the architectural firm, and upon receiving construction drawings construction could begin. Alternately, if a contractor was not involved in the initial ordering of the plans, the prospective home-builder themselves could order construction drawings of the design they selected from a book they had purchased. The packet of working plans and what they contained could vary from company to company, but generally included floor plans, framing diagrams, scale elevations, detail drawings, and specifications for the work to be done by brickmasons, carpenters, roofers, plumbers, glaziers, painters, etc. (2)

While most firms advertised their designs as suiting the needs of any client, they did concede that some clients required something beyond the designs offered in their books, and offered services for the modification of published designs to suit the client's needs. Some firms even offered full design services to create a fully custom home for their client, perhaps with elements of an existing design in mind. Whether the client opted to select a published design, or take advantage of the services offered to modify or create a design to suit their needs, the entire process allowed the home-building public to have far greater access to convenient and architecturally sophisticated homes without the travel and expense needed to engage an architect for the construction of a new residence. Surveying the historic homes of towns and cities across the country bears out the success of this business model, and families building new residences in Brevard County from the mid- to late- 1880s onward, like their counterparts through-out the rest of the country, made frequent use of these relatively new architectural services.

As of the writing of this article, we can identify at least nine historic residences built from designs ordered from mail-order architectural firms – and of these nine, three are no longer extant. The earliest of these dates to the late-1880s. They are presented not in chronological order but sorted by architectural firm that designed them.

The Co-Operative Building Plan Association; New York, New York

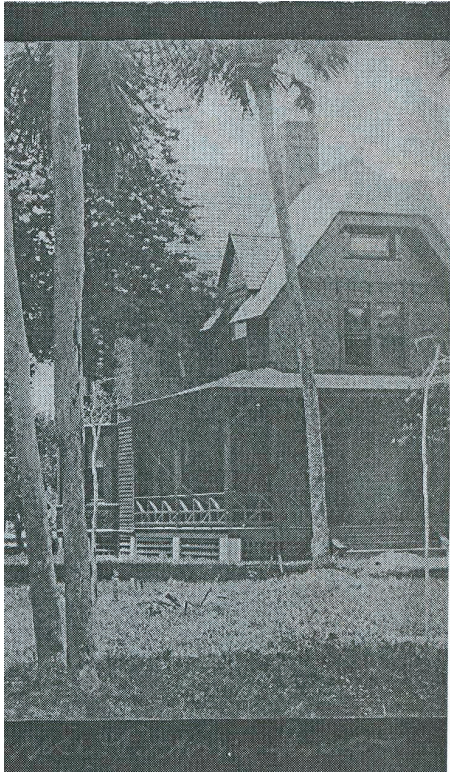
Founded by architect and publisher Robert W. Shoppell in 1880 (3), the Co-Operative Building Plan Association (Later, Co-Operative Architects) published its first volume of designs, *Artistic Modern Houses of Low Cost*, in 1881. By the 1890s The Co-Operative Building Plan Association had become one of the largest mail-order architectural firms in the country, publishing numerous design volumes, and quarterly magazine *Shoppell's Modern Houses*, with many of the designs first published in the magazine republished in later design books. Shoppell, however, was not the singular architect designing for the firm. Following the pattern set by A. J. Bicknell & Company, Shoppell's Co-Operative Building Plan Association eventually employed over 50 architects and architectural firms within New York City and the greater Northeast. Shoppell advertised his firm's designs as patented, guaranteeing the public of a unique design that could not be imitated by competing firms. These patents however were not held by the Co-Operative Building Plan Association, but rather the architects that designed them, Antoine LaCroix and William K. Benedict being among the patent holders of some of the designs that can be identified among the Co-Operative Building Plan Association's output. Many of the design volumes printed in the later 1880s and 1890s included essays on architectural history, in addition to articles on household decoration and the construction and arrangement of convenient homes and gardens.



At the time of writing this article, there are at least three residences in Brevard County that we can identify as designed by the Co-Operative Building Plan Association – all of which are still extant.

Clark House, ca 1887, Rockledge, Florida.

This Rockledge Drive house is either a later published variation or enlarged version of design no. 199 or 200 from *Complete Collection of Shoppell's Modern Houses* (1886) – the Co-Operative Building Plan Association did offer modification of their designs as a service to their clients – if this is indeed one of the design numbers that is listed, the optional kitchen wing addition suggested from design no. 200 was swung to the back of the house, and the front of the design made to face out from the front projection rather than the side of it, the single window in the second story changed to a double one.



*Right: the Clark House, known as "Coquina," ca 1895
(Brevard Historical Commission Archives)*

The Cocoa Tribune, December 9, 1920:

CONTRACT FOR CONSTRUCTION OF BEACH ROAD LET

To E.P. Maule of Ojus, Subject to Securing Money From Sale of Bonds. Also Let Contract for Steel Draw Under Same Terms.

The big project of building asphalt roads and the road and causeway and bridges to Cocoa Beach gained ground at the meeting of the Board of County Commissioners on December 6, when the bid for constructing all of the roadwork was given to E.P. Maule of Ojus informally and subject to the receipt of the money from the sale of the bonds, the contract to be ratified at a subsequent meeting of the board to be held soon. Also the same procedure was taken relative to giving the contract for furbishing the steel draw for the Banana River bridge, Champion Bridge Co. being the lucky bidder. The board did not consider that the bids received for building the bridge across Banana River and for the fill work were as low as could be obtained by readvertising. Accordingly construction bids are being readvertised for in this week's issue, bids for driving piling, decking and fill work, to be received on or before 9:30 a.m. December 21. It is expected that many attractive bids for this work will be received by the commissioners.

Under present plans, work on the entire job will be started on or before January 1, 1921, and completed during that year.

The Cocoa Tribune, June 16, 1921:

The piles are being driven today on the east side of the draw of the Banana River bridge.

Over 1500 feet of piling has been driven to date on the Banana River.

The piles are all driven for the bridge across New Found Harbor, and the decking is started.

By the end of June it is expected that cars will be able to drive direct to Horti Point.

The engineer firmly believe that the work on the entire contract will be completed on schedule time.

Orlando Morning Sentinel, February 7, 1922:

COCOA BEACH TO HAVE \$500,000 BRIDGE SHORTLY

Brevard Co. Votes \$200,000 To Finish Work on Bridge Across Banana River.

COCOA, Fla., Feb. 6.—(Special to The Sentinel)—That the South will have a new and wonderful play ground far exceeding anything now in existence was assured yesterday when the eight precincts in Brevard concerned in the erection of a bridge across the Banana River to Cocoa Beach voted \$200,000 bonds by the overwhelming majority of 359 to 24. Work on this project was started when \$300,000 of bonds was voted a year ago but that work was stopped in October when the contractor stated they had exhausted the funds due to a mistake in making estimates of costs.

The preliminary work is to be done at once and in order to facilitate carrying out plans rapidly, arrangements have been made with the Indian River Bridge Contractors whereby passage across early in the morning, at noon, and in the evening has been allowed.

The arrangement holds good for anybody who cares to cross at his own risk, as the contractors are not by any means through with this work and will not be for several days to come.

The opening of the road to the narrows is not long off. Paving material in large quantities lies close to the proposed grade and moving is the easiest of the work planned.

The Miami Metropolis, July 21, 1920:
WORKING ON ROAD FROM COCOA TO OCEAN BEACH
Boosters Refuse to Wait on Bond Market and by Private Subscription Push the Work

(Special to the Metropolis)

COCOA, July 21—In 1915, Merritt Island, that fertile and productive island east of Cocoa, wanted a bridge of the mainland and could vote but \$40,000 bonds, which was not enough money to build the bridge. It took \$75,000 and Cocoa held out her hand across the beneficial Indian River and gave \$35,000 and the bridge was built, the finest on the east coast of Florida.

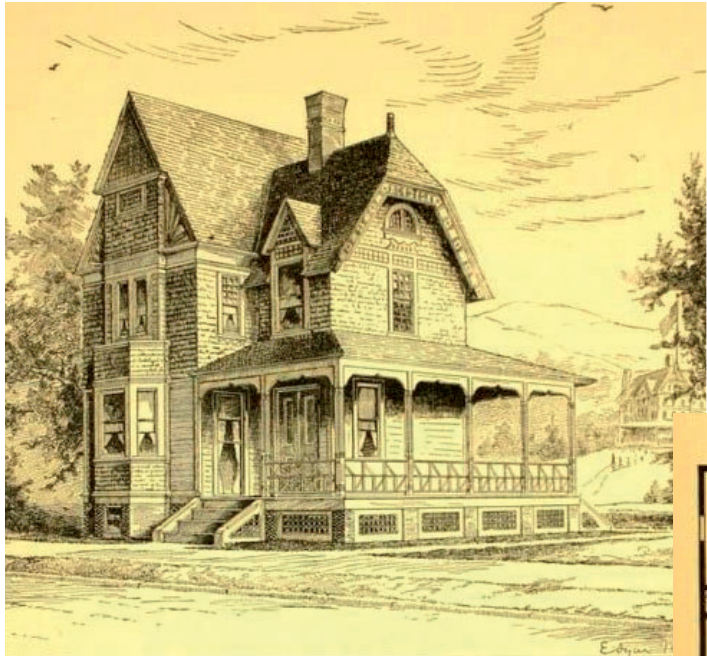
On September 27, 1919, Cocoa and Merritt Island voted \$300,000 bonds for building roads in and around Cocoa and on Merritt Island, and an asphalt road and bridge and causeway to the ocean beach east of Cocoa and across Banana River. Due to present conditions of the bond market, the bonds failed to sell, and will not be offered again until after the national election in November.

From the east end of Cocoa-Merritt Island bridge to Horti Point on Merritt Island from hence the bridge and causeway from Merritt Island to the ocean beach will begin, the distance is six miles, across scrub and marsh and small bodies of inland waterways.

A few leading citizens got together and decided that the progress of the country was not to be impeded by unfavorable market conditions, and that something definite must be done immediately, looking toward an outlet to the ocean beach, than which there is no finer on the Atlantic coast. Twelve cars can drive abreast on Cocoa Beach for a distance of fifteen miles and no car will get wet or stuck. The result is that by private subscription, a force of men went to work Monday morning clearing, grubbing, and grading the road from Cocoa bridge to the “jumping off place” on Horti Point, a work which will involve the building of six miles of roadway and a bridge 600 feet long across Sykes Creek, and quite a long causeway across the marsh nearby.

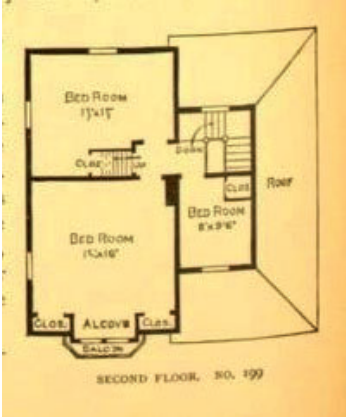
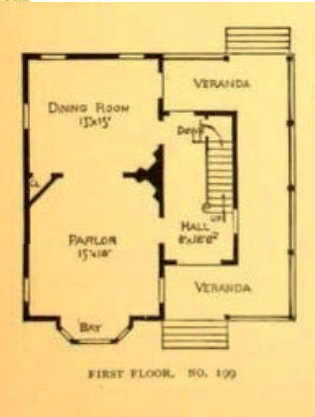
Men and material and money are being donated to the enterprise, all of which goes to prove that money markets and bond markets may rise and fall, but the indomitable spirit of a thrifty and enterprising people like those of Cocoa and Merritt Island survives forever.

A ferry which can handle cars as well as pedestrians will be installed temporarily, while the bond market is rallying, which will get the people to the beach until the bonds are sold and the bridge and causeway completed.



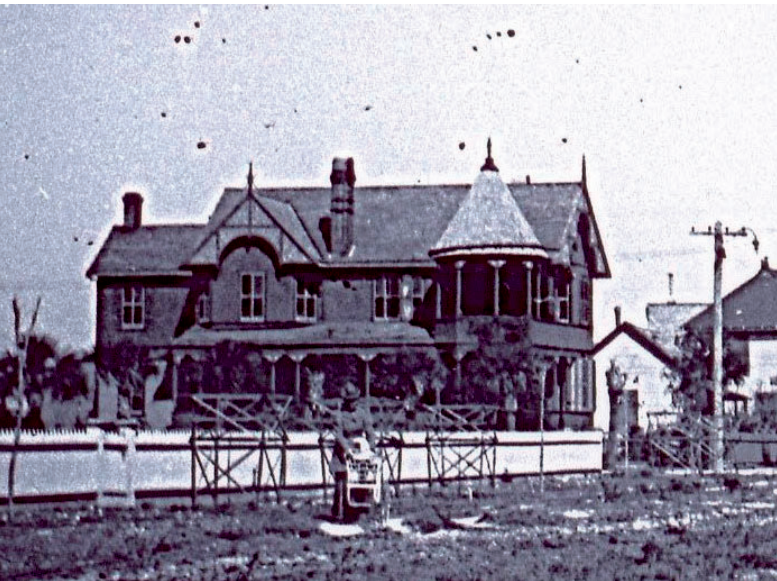
Above, and right: design no. 199 from Complete Collection of Shoppell's Modern Houses (1886). While this design shows no kitchen, the Clarke House appears to have been constructed with a service wing on the back of the structure.

The house itself has seen many modifications over the years. Photographs of the house from the 1890s show a Chinese Chippendale-style balustrade that exactly matches the published design. When this was removed is not known, nor is it known when the projecting gable in the center of the veranda was added, or when the front door was centered on front projection rather than off to one side of it as is shown in historical images.



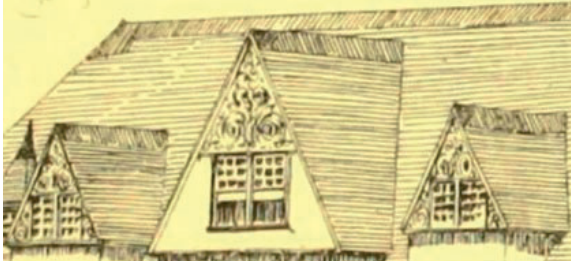
Pritchard House, 1891, Titusville, Florida

This house will be familiar to many of our readers and is open to the public for guided tours by appointment. Built in 1891 by James Pritchard, this house is probably one of the best known historic homes in the county, and while we don't know of its exact design number, or if it was a custom-designed residence, this house was indeed designed by the Co-Operative Building Plan Association, as surviving original floor plans are labeled as having been produced by the company.

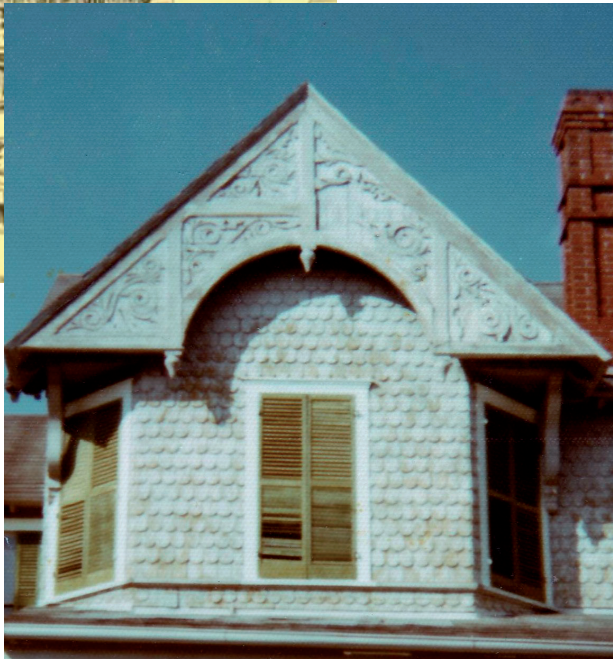


A later published variation of this design appears ca 1894-95 in *Shoppell's Modern Houses* magazine, as no 1069 - *Cottage*. While the exterior surface treatment and ornamentation of this variation is radically different from the 1891 house, and the passages between the kitchen and dining room, and kitchen and hall are not present in this variation, it clearly owes its massing and general floorplan to the design from which the Pritchard House was built. Closer study of this design shows the room dimensions as much smaller than those that exist in the Pritchard House, which, if the original published design the Pritchard family selected in 1891 was of similar dimensions, this would lend additional support for the family having selected to enlarge the design to suit their needs - which was one of the services offered by many mail-order architectural firms.

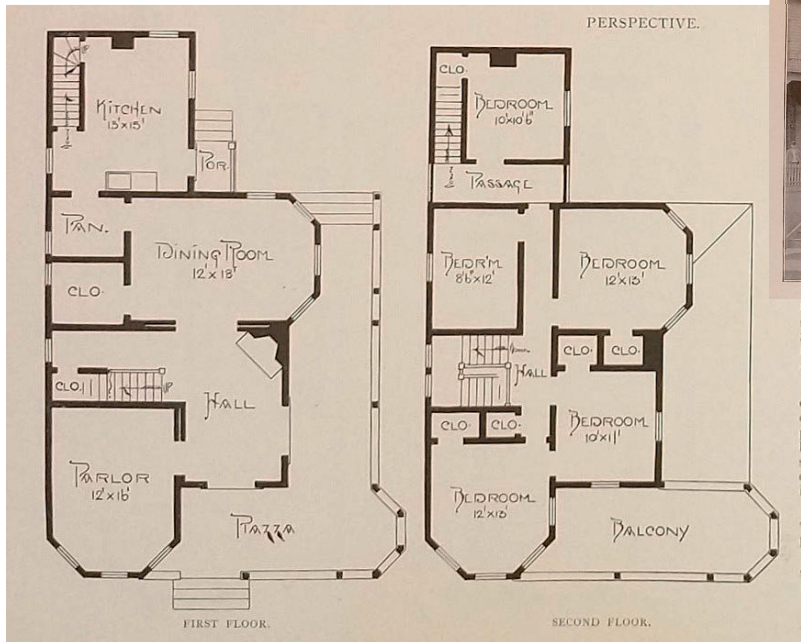
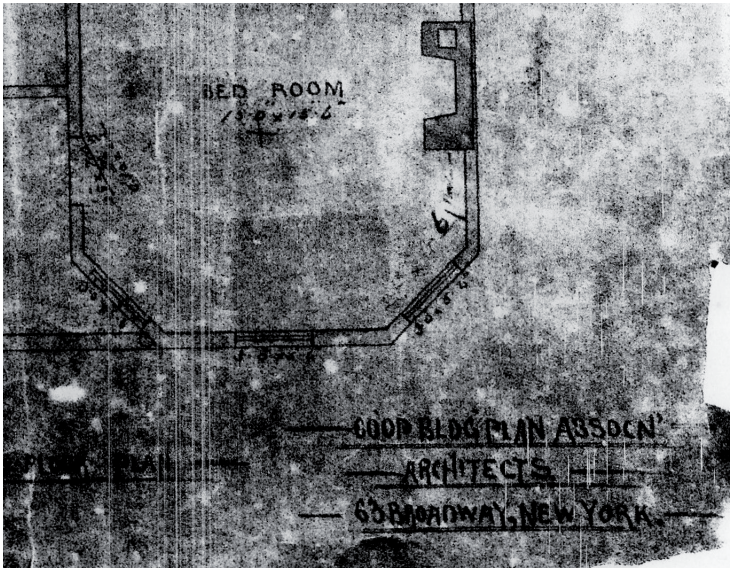
Right: William K. Benedict's design for a hotel, from Complete Collection of Shoppell's Modern Houses, 1886, showing jigsaw scrollwork ornamentation on the gables.



Below, right: South gable of the Pritchard House, ca 1987, prior to replacement of the original scrollwork by the Pritchard Family in 1990 (Pritchard Family Descendants)



Below: Surviving floor plan of the Pritchard House, from the Co-Operative Building Plan Association, 63 Broadway, New York.



Above: perspective view of design no. 1069 from Shoppell's Modern Houses magazine, ca 1894-95, showing alternate exterior treatment of the original Pritchard House design.

Left: floorplan of design no. 1069. Shoppell's Modern Houses magazine, ca 1894-95

Images courtesy of Emerson Jones.)

The Cocoa Tribune, April 19, 1917:

At the Council meeting Tuesday evening A.B. Brewer was elected bridge tender, and his salary was fixed at \$50.00 per month. The situation carries with it free house rent. No other business of importance was up for consideration.

The Cocoa Tribune, July 5, 1917:

A.B. Brewer was sworn in as bridge tender and deputy marshal on the morning of July 3rd, and the bridge became a toll bridge yesterday.

The Morning Sentinel, Orlando, October 18, 1917:

Mr. Brewer, bridge tender of the Cocoa-Merritt Island bridge, has tendered his resignation to the city council and has asked to be relieved on the 1st of November. Mrs. Brewer's ill health is the immediate cause of his decision. Both Mr. and Mrs. Brewer have many friends here who will regret that they are departing. They will probably go to Savannah.

The Cocoa Tribune, October 25, 1917:

Mrs. Allen Brewer left last week for her home in Georgia, arriving safely and in better state of health than when she left Cocoa. Mr. Brewer will follow about the first of November, having resigned his position as bridge tender, to be replaced by Clem Ham on that date.

ROADS AND BRIDGES TO THE BEACH

The Cocoa Tribune, April 2, 1917:
SURVEY AND ESTIMATES OF THE BEACH ROAD ORDERED.
COUNTY COMMISSIONERE GIVE AUTHORITY FOR THE WORK.
PRELIMAINARY WORK IS ON.
Contractors Agree to Allow the Bridge to Be Used

Mr. L.P. Allen, member of the City Council and Street Commission for Cocoa appeared before the Board of County Commissioners one day last week to lay before that body a plan whereby a suitable road across Merritt Island to the vicinity of Thousand Islands, and a bridge across Banana River, (which narrows perceptibly at this point) could be constructed very cheaply, and was authorized by the Commissioners to have complete survey and estimate done.

It Is proposed to do a road and bridge work by private enterprise with a view to saving bond issues by the county, and aside from the fact that these proposed improvements will open the beach to the mainland folks, will also enable the fishermen to reach rapid transit several hours earlier than is now the case, also giving the fishermen an opportunity to reside in Cocoa and have almost immediate access to the fishing waters of Banana River and the Atlantic Ocean.

The approaches to the bridge form the most attractive feature aside from the usefulness of the structure. The retaining walls are of native coquina rock, rough-set in concrete. On the Cocoa side fancy electric light standards with underground wiring have been arranged for and the concrete sidewalks are ready for use. On either side wall rest benches are to be provided. The street approach will be asphalt paved. The Island end approach is of much greater length and is susceptible of a greater amount of beautifying adornment but is very pretty in its plainness.

Three fishing piers have been built, two west of the draw and one east. These piers will be a source of much pleasure to those who love the sport. The bridge tender's house is built on the north side of the bridge near the west end of the bridge and is one of the pleasantest places to reside imaginable, for the breezes are ever present and forever pleasant.

The bridge, while not yet fully completed, has been in use by our people for more than two months and was officially opened a toll bridge on July 4th. The rate of toll—where subscription books are used—is extremely low, making it one of the few institutions of the kind in the country that is not burdensome on the people who use it most.

The bridge is owned jointly by the City of Cocoa and the Island Road and Bridge District, and was built by bond issue at a cost of about \$65,000. It is a credit alike to the moving spirits who made it possible and the Dawkins Construction Co., who have done this most creditable thing. It is impossible to estimate just what the spanning of the Indian River here means in the way of development of this section of the state, so vast will be the outcome; but the bridge has been a dream held by people here, and it is a happy dream that has come true.

The Cocoa Tribune, November 1, 1917:
AN ORDINANCE

OF THE CITY OF COCOA, FLORIDA, REGULATING TRAFFIC ON COCOA-MERRITT ISLAND BRIDGE AND DESCRIBING A PENALTY FOR VIOLATIONS OF SAID ORDINANCE

Be it ordained by the City Council of the city of Cocoa, Florida:

Sec. 1. That animals crossing the bridge shall not be allowed to proceed faster than a walk; the speed of motor driven vehicles shall not exceed five miles per hour when passing other vehicles and shall not exceed fifteen miles per hour at any time; vehicles shall not attempt to pass each other opposite a pedestrian but shall be so controlled and driven as to pass each other safely at some other point on said bridge.

Sec. 2 This ordinance shall take effect upon its passage by the mayor and publication as required by the law.
Passed by the City Council September 11th, 1917,

Approved October 10th, 1917.

E.E. Grimes, Mayor
Attest: A.L. Bruner, Clerk



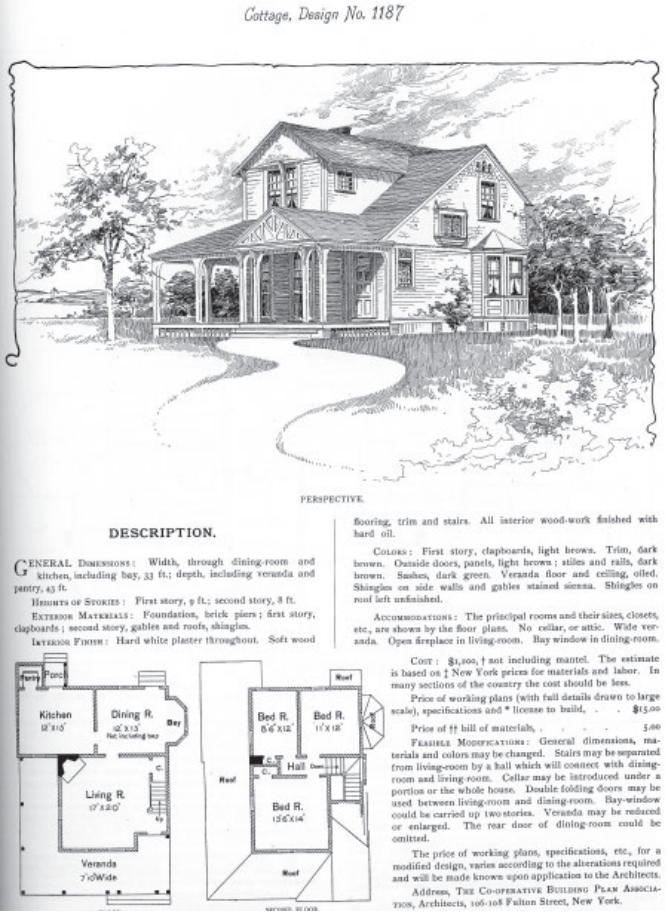
Above: Shoppell's Modern Houses, June, July and August edition, 1889
Right: one of the pair of glazed entry doors at the Pritchard House, (Photo by the author, October, 2004.)

In addition to this, some surviving original features are also able to be identified as having been manufactured by companies advertised in many of the printed materials from the Co-Operative Building Plan Association – specifically the glazed double entry doors. The design etched in the glazing of these doors matches one design that appears in Western Sand Blast Company advertisements seen in many of the Co-Operative Building Plan Association volumes published in the later 1880s, as well as *Shoppell's Modern Houses* magazine. Whether or not the decision by the Pritchard family to use the Western Sand Blast Company for making the glazed entry doors was influenced by these advertisements in whichever volumes or magazine issues they saw from the Co-Operative Building Plan Association, they do demonstrate the effectiveness and benefits millwork, plumbing and fixture manufacturers could enjoy advertising through these mail-order architectural publications. While some of the Co-Operative Building Plan Association designs can be attributed to a specific architect working for the firm, the lack of a published design makes this nearly impossible, but there are clues that can point us in a direction. Perhaps the most defining architectural feature of the house are the large, Gothic Revival-influenced half-timbered vergeboards that hang on the southern and eastern gables. The panels of these vergeboards originally contained swirling scrollwork, and a similar treatment of scrollwork-paneled gables appears in one particular design for a hotel from Complete Collection of Shoppell's Modern Houses (1886), with similar gables of scrollwork panels – this design is signed by William K. Benedict. Whether or not the Pritchard House is a W. K. Benedict design remains to be seen.



3795 N. Indian River Drive, ca 1898, Cocoa, Florida.

This house, one of the few surviving 1890s-built residences north of City Point on North Indian River Drive, was built from the “Cottage,” design no 1187 from *How to Build, Furnish and Decorate* (1897), and is a variant of earlier design no 427 from *Selected Designs from Shoppell’s Modern Houses* (1890) – with the dining room bay window being the distinctive feature that positively identifies it as design no 1187.



Left: 3795 N. Indian River Drive - Author's photo, June, 2024.

The Cocoa Tribune, July 21, 1917:
COMPLETION AND OPENING OF A GREAT BRIDGE THE FIRST IMPORTANT STEP
IN DEVELOPMENT OF WONDERFUL PROMISE

The Indian River country has long been known as one of the most picturesque and splendid of all the beautiful sections of semi-tropical Florida, but perhaps nowhere is its attractiveness more striking than here in the vicinity of Cocoa.

Here the limpid blue waters and vine-covered bluffs, along which winds a highway which affords a charm and beauty of scenery as inviting in its appeal as anything Florida has to offer. For several miles on either sides of the sister towns—Cocoa and Rockledge—the Dixie Highway, the main artery of travel between the North and the extreme southern parts of Florida, traverses a region of unsurpassed beauty, the majestic and imperial river, magnificent in its every mood, visible through the groups of stately cabbage palms which line its shores on one side and on the other palatial hotels, hospitable homes, the vivid green and gold of the orange groves, and the seductive and mysterious tropical jungles.

Recently a new Indian River country has been opened to the automobile tourist by the building of a bridge which spans the river here at Cocoa and connects the mainland with the wonderfully fertile and charming Merritt Island.

This island to which Cocoa is now the gateway, has already been settled by a number of hardy souls who have found it so delightful for a home as to make them willing to live where a boat was the only means of egress, but there are thousands of acres of virgin soil awaiting the agriculturist and miles of waterfront awaiting the home-builder.

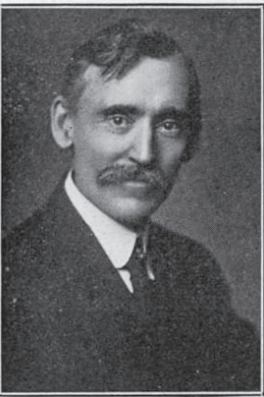
Beyond the island, which is one of the largest of the Florida keys, lies the Canaveral peninsula and the Atlantic Ocean, and here is the finest hard white beach in the world is found, and all the improvements needed to bring this beach within easy reach of all are being rapidly and surely worked out as was intended it should be when first the Indian River bridge was devised.

Cocoa-Merritt Island bridge is in every sense of the word a substantial structure, and a feature to which we refer with more than ordinary pride is that the cypress lumber every piece perfect, was produced at a Brevard County mill from Brevard County timber which is the finest bridge material to be had. The piling are yellow pine, incased to high-water mark with reinforced concrete, insuring long years of usefulness and low maintenance cost. The drawbridge is of steel and is designed to carry any load traffic it is likely to demand.

The bridge, with the approach at either end measures one and one-fourth miles, has a travel-surface of sixteen feet. The sills are 12x12 cypress, 2x8 stay-braces bolted to the four piling above water line while the girders are 4x12 clear hart cypress, laid so as to form nine stringers the length of the bridge. The top of these stringers are rounded to insure against dampness and dry-rot alike. The top covering is 3x8 all clear heart cypress, full length, laid at an angle of fifteen degrees, thus securely bracing the underwork against concentrated strain and at the same time giving a perfect travel surface where the load is invariably scattered and never resting on a small area.

A railing on either side is built strongly and substantially of cypress, with 4x4 standards, galvanized steel braces at base and eight feet apart. A 4x4 dressed stringer rides the top of these standard with 2x8 board below. All lumber above deck is dressed and painted.

George F. Barber, Knoxville, Tennessee.



Originally a dealer in ornamental garden plants in DeKalb, Illinois, George F. Barber published his first booklet of designs, the *Cottage Souvenir* (1887) shortly after moving to Knoxville and establishing his own architectural firm (4). While *Cottage Souvenir* found some circulation, the success of Barber’s second volume of published designs, *Cottage Souvenir No. 2* (1890) would place him among the most prominent mail-order architects in the country. Barber would establish his own quarterly magazine, *American Homes*, in 1895, and publish yet another successful volume of designs, *Modern Dwellings*, in 1898. He would continue his architectural publications and magazines up until his death in 1915.

Hundreds of examples of Barber’s designs survive across the country, and at least two of his designs were constructed in Brevard County. Unfortunately neither of these examples survive. They were:

The Cocoa Tribune, May 3, 1917:

FINEST NATURAL HARBOR ON EAST COAST IS AT OUR DOOR

The Cocoa-Merritt Island bridge will no doubt play a more important part in the development of the eastern section of Brevard County than yet has entered into the thought of its builders. It will promote road building as will no other enterprise yet entered upon.

Already the country to the west sees in the bridge a means of access to the ocean beach, which hitherto has been accessible only by a tedious, expensive, and circuitous route. Orlando, Kissimmee, and centers still further west are projecting highways verging toward Cocoa that will connect with outlets further eastward. Cocoa will be, as it were, their “window to the sea.” Brevard County road projectors discuss opening up Merritt Island roads which are already being mapped, and the Banana River bridge seems a forgone conclusion. When these things shall have taken place the town of Cocoa will find herself the center of diverging highways that will mean expansion, extension, increasing importance, and a large increase in business. The new roads will open up new, hitherto undeveloped country for settlers, as well as make other centers of population which have long needed closer communication with their neighbors easily accessible. New schools, farms, gardens and more prosperous families will undoubtedly follow the local movement for better roads. Rest houses will dot the highways and residents of all parts of Florida will genially and cordially rub elbows with each other. Thus will be cultural standards be raised, intelligence quickened and civic welfare more conscientiously looked after.

The Banana River bridge will connect the remainder of Florida with a section of country that is at present, and always has been, a virtual unknown land to a vast majority of the people in the state—that little ribbon of land depending down the extreme east coast known locally as “the peninsula,” but which may be called by its larger name, the Canaveral Country, inasmuch as Cape Canaveral and the light house located there give the region its distinguishing characteristics.

Not many people who talk a good deal about roads and bridges that will in the future open up this country have ever been there; not many know its topography—hardly its geography. Investigating, even for pleasure’s sake, would be profitable.

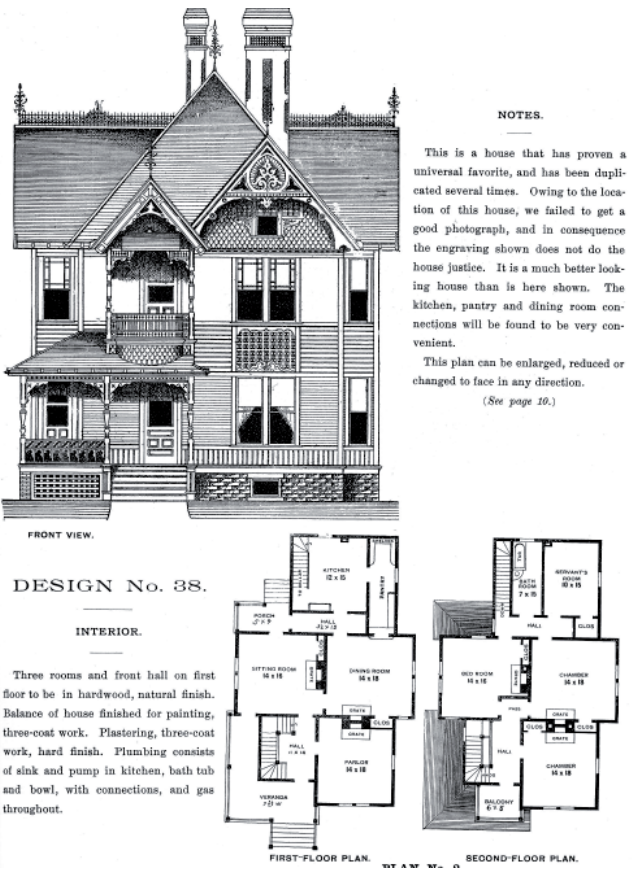
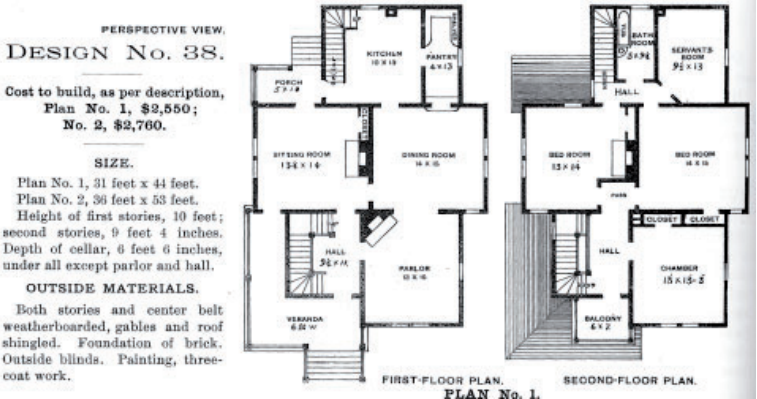
There will be no natural difficulties to contend with getting into the country; the Banana River is comparatively shallow, the land for the roadways low and level and sandy. The width of the Banana will make the bridge expensive somewhat, and the palmetto roots over part of the land will make road building tedious, but at no point will be serious difficulties to overcome.

The Cocoa Tribune, July 5, 1917:
SPECIAL NOTICE TO BRIDGE USERS

Beginning July 4th, 1917, the tolls as adopted by the City Council of Cocoa and approved by the Board of County Commissioners of Brevard County, will be in full force and effect, and the bridge will be formally opened to traffic between Cocoa and Merritt Island.



Above: George W. Scobie House, ca 1894. (Brevard Historical Commission Archives)





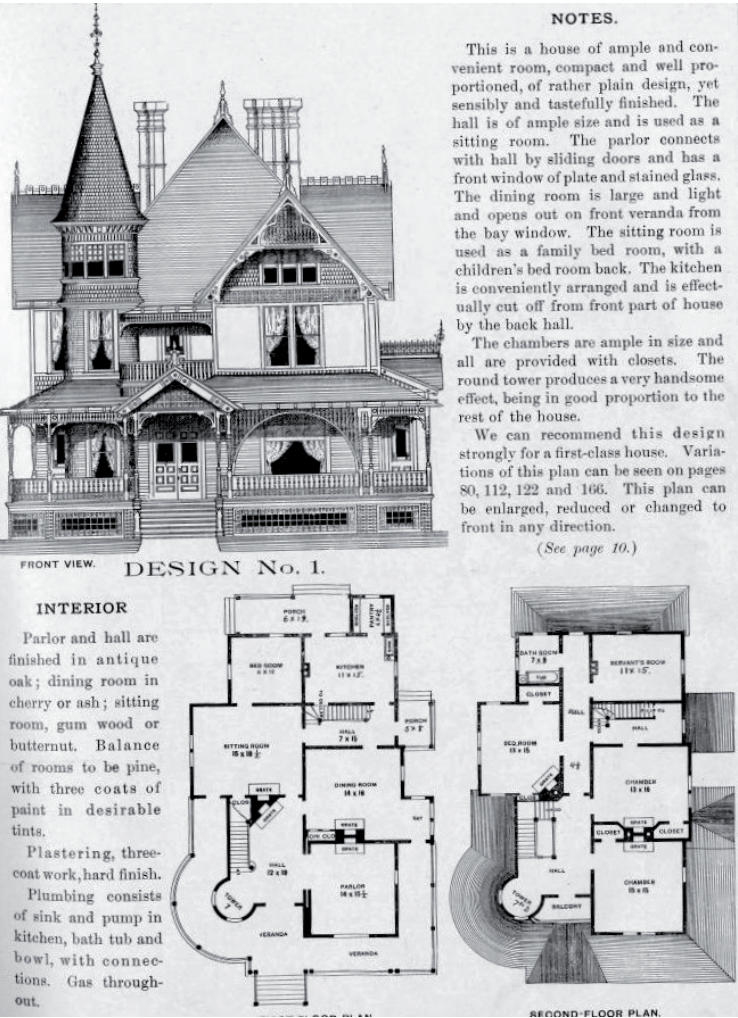
Dr. William L. Hughlett
Residence, ca 1895, Cocoa, FL.

Dr. William L. Hughlett moved to Cocoa in 1890, and shortly after began construction on this house on a large lot on the northwest corner of Orange and Delannoy Streets. A modification of design no. 1 from Cottage Souvenir No. 2., Dr. Hughlett's house had a balcony added to the east-facing gable. This stretch of Delannoy Street underwent a radical

turnover in the 1960s, when Hughlett's house along with a number of other structures in its block were demolished to make way for the Barnett Bank building. The E. P. Porcher House is the only surviving residence along what had once been one of Cocoa's finest residential streets.



Top of page: Post card image of Dr. Hughlett residence, 1905 (Author's collection)
Above and Right: Design no. 1 from Barber's Cottage Souvenir No. 2.



The Cocoa Tribune, April 26, 1917:
FIRST AUTO AND TEAM CROSSED BRIDGE MONDAY

Monday afternoon the Dawkins Construction Company, of which W.M. Amos is the supervising engineer on the Indian River bridge, invited a Tribune representative to a trip across the bridge in the company's truck—the same being the first time the entire length was negotiated by any vehicle larger than a bicycle.

There is still considerable work to be done, however. The concrete casing around the pilings is being rapidly completed, there being about 200 yards yet to be cased, which is less than one eighth the length of the bridge, and where this work is incomplete the planking remains unspiked.

Starting from the east end of the bridge a large force of workmen are making rapid progress toward the draw and when that is reached the people of Merritt Island and Cocoa will have added an asset to their possessions the value of which can not be figured in dollars.

The fill at the at the east end is being dredged from the bed of the river and confined between stone and concrete retainer walls riprapped with rock from the bottom of the river to nearly the height of the walls, rendering it safe against swells from inside or out. This work will doubtless be the last span of the bridge to be completed, as the bridge is experiencing some trouble from rock bottom and blue clay and the roadway is not all that could be desired. However, Mr. Amos is sure the work will be ready by the appointed time.

As the bridge nears completion, The Cocoa Tribune posts the fee schedule for crossing to and from Merritt Island. May 24, 1917:

Each person, 8 years or older	1 coupon	5 cents cash
One horse and rider	3	15
One horse, vehicle and driver	4	20
Two-horse vehicle and driver	5	25
Each additional person or horse	1	5
Each mule, cow, donkey, pony	1	5
Each wagon, carriage, pushcart	1	5
Motorcycle and rider	3	15
Each small runabout auto, 2 Passenger car and driver	4	20
Auto, 4 or 5 passenger car and person	5	25
Large Auto 6 or 7 passenger car, and Person	6	30
Trucks of two tons and under three tons with driver	10	50
Truck of three tons and over with driver	15	75
Trailers, same as trucks, each additional Person in auto, truck or trailers	1	5
Coupon books to be sold at the following rates:		
One ticket book of 40 coupons	\$1.00	
One book of 200 coupons	\$4.00	
Two books of 400 coupons	\$6.00	
Three books of 600 coupons	\$8.00	
These books to have the names of persons entitled to use same and restricted to families and their employees, merchants and their employees.		

The city is willing to donate a site for the Cocoa end of the bridge, and this will probably be at the foot of Harrison street. The Board of Trade is actively in favor of the bridge, and the joint committee from this body and the city council has done preliminary work of employing engineers, architects and getting estimates.

A bridge at this point has been a necessity for a long time. The population of Merritt Island has been rapidly growing for the last several years, and this has meant an increase in fruit and vegetable shipments to such an extent that ordinary river shipping facilities have been inadequate to meet the traffic demand. Cocoa is the entrepot to all of Merritt Island, hence the bridge will offer easy access to that section, as well as shorten the distance to the ocean beach from Cocoa, between which point lies the island. Opposite Cocoa, on the beach, is Oceanus, the seaside resort of that section, but which is about twenty-five miles distant the way it has to be reached now. The bridge will lessen this by at least half, as well as open up the rich, almost unknown Banana River country lying on and beyond the east shore of Merritt Island.

At present all the work is in satisfactory condition and the people are really enthusiastic over the outlook.

More than a year later, on August 10th, 1916, *The Miami News* publishes an article documenting the acceptance of the proposed bridge between Cocoa and Merritt Island:

ACCEPT PLANS FOR THE COCOA-MERRITT ISLAND BRIDGE IN BREVARD CO.
BRIDGE WILL BE ERECTED BY COUNTY AND CITY, ACTIVE WORK TO BEGIN OCT. 1 AND BRIDGE BE DONE BY FEB 15.

COCOA, August 10—Plans for the Merritt Island-Cocoa bridge have been accepted by the city and county and it is expected that work on the big structure will begin within the next few months. The work of bridge construction will be let in four contracts, Cocoa having jurisdiction on all matters connected with the bridge for a distance of 2500 feet from the west bank of the river. Cocoa's part will include the draw.

The County Commissioners will have jurisdiction in all matters from the east end of the Cocoa part of the bridge to the east bank of the river, a distance of 3340 feet.

Bids for the construction of the bridge will be advertised for next week, the bids to be opened: for the Cocoa end, in council chambers, Cocoa, at 9 a.m., Sept. 11; for the Merritt Island end, in the County Commissioner's office, Titusville, at the same date and time.

The bridge will be 5840 feet long, having a draw for the passage of vessels with a 55-foot clearance. 1500 piles will be used, 26 to 40 feet in length, the piles to be driven from 12 to 18 feet deep into the bottom of the river. That part of the piles coming in contact with the water will be in three inches of concrete. Three-inch pine or cypress planks will be used on the bridge drive-way; 560,000 feet of lumber and 2000 barrels of cement will be used in the construction of the bridge. The center pier of the draw will be of solid concrete, 18 feet in diameter, and the draw will be turned by a gasoline engine. A four-room house will be built on the bridge for the use of the bridge tender.

If everything goes well, Engineer Rogers told the joint meeting, active work will be commenced on the bridge Oct. 1, and the bridge will be completed ready for traffic by Feb. 15.

The opening of the bridge should be made the occasion for a celebration, the greatest in the history of Brevard.

William Radford, The Radford
Architectural Company, Chicago, Illinois

The Radford Architectural Co.

RIVERSIDE, ILL., U. S. A.

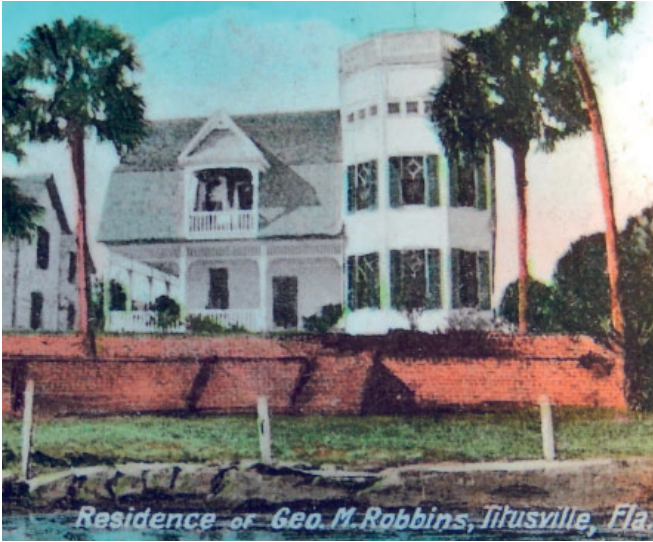
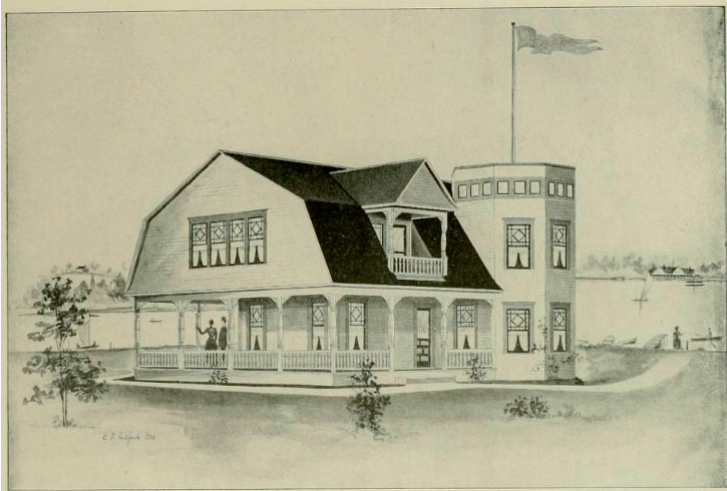
Chicago Office: 190 W. 22d St.

New York Office: 822-824 Broadway.

William Radford founded his Radford Architectural Company ca 1902 (7), and among historic preservationists is better known for his designs that lean into Prairie and Craftsman influences, but his earlier designs found great success with the American public as well – *Radford Ideal Homes* (1902) would go on to have over seven editions and contains one of the examples we have in this county of Radford's work. Radford's early work saw wide circulation through plans being able to be ordered directly from Montgomery Ward & Company, like those designs printed in *Radford Ideal Homes*.

Judge George Robbins House, 1901, Titusville, Florida.

One of the more unique examples of Queen Anne architecture in Titusville, with Dutch Colonial influences was built by George Robbins ca 1901, and is an example of design No. 27 in *Radford Ideal Homes*, although the earliest edition of this book dates to 1902, but the rendering appears to be dated 1898.



Post card image of the George Robbins Residence, ca 1905, Author's Collection

PRICE
of Blue Prints,
together with a
complete set of
typewritten
specifications, is
\$5.00

Design No. 27

Cost about \$1,500

Size: width, 44 feet; length, 34 feet. Blue prints consist of
foundation plan; first and second floor plans; front, rear, two
side elevations; wall sections and all necessary interior details.

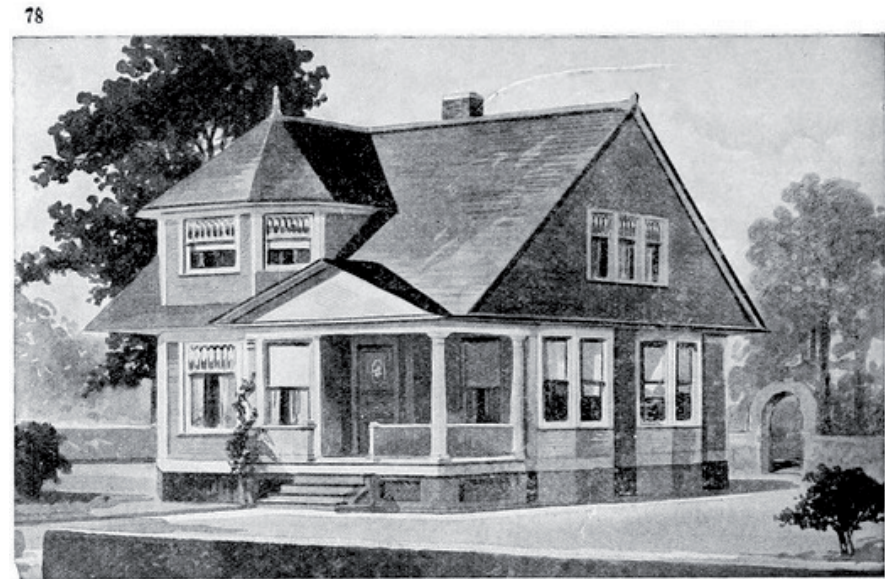
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FIRST FLOOR PLAN

SECOND FLOOR PLAN

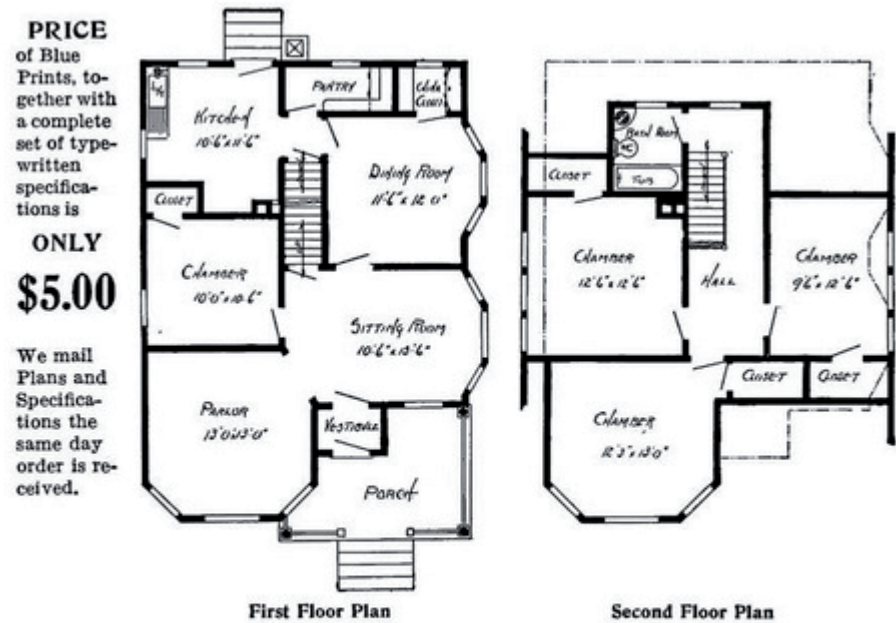
Klingensmith House, 1911, Titusville, Florida.

While somewhat modified from its original appearance, The Klingensmith House is an example of design No. 1146 from *Radford's Modern Homes* (1909). While the porch has been extended forward, the double polygonal bays on the side identify this house as this design.



Design No. 1146

Design No. 1146



Size: Width, 27 feet 6 inches; length, 36 feet 6 inches, exclusive of porch

Blue prints consist of cellar and foundation plan; roof plan; first and second floor plans; front, rear, two side elevations, wall sections and all necessary interior details. Specifications consist of about twenty pages of typewritten matter.

Full and complete working plans and specifications of this house will be furnished for \$5.00. Cost of this house is from about \$1,150.00 to about \$1,300.00, according to the locality in which it is built.

A BRIDGE ACROSS THE INDIAN RIVER AT COCOA

BY JIM GARMON

A trip to Merritt island, and eventually to the Atlantic Ocean, became much easier for the residents of Cocoa and other inhabitants of that section of the mainland with the completion of a bridge across the Indian River at Cocoa. This bridge, over a mile long, had long been a dream of the settlers of this part of Florida. This dream came true as the wooden drawbridge opened to traffic in 1917.

Even as the bridge across the Indian River was being constructed, plans for a road across Merritt Island and bridges across Sykes Creek and the Banana River were being made. This project would be completed in the early 1920's, opening up the beaches to more tourists and to business development.

All of this activity was well covered by state and local newspapers. Here is a collection of articles describing the planning and construction of these bridges and roads. They tell a story of making a dream come true, of fulfilling the desire to easily cross to Merritt Island and then on to the Atlantic Ocean and its beaches.

"INDIAN RIVER TO BE BRIDGED AT COCOA" the headline of *The Miami News* announced, "Structure Over One Mile Long to Be Built From Mainland to Merritt Island, Which is Valuable section." The article following this headline tells of a plan to connect Cocoa and Merritt Island by building a bridge across the Indian River. Published in the July 30, 1915, edition of the paper, the article continues:

Cocoa, July 30—A project of considerable importance to the upper east coast section has been launched in the bridging of Indian River between Cocoa, on the west shore, to Merritt Island, to the eastward. The eastern terminal of the bridge will be located on the island, about the center of a large tract of land opened for settlement last winter, and already surveyed into building lots.

The work of surveying the bottom of the river is now in progress, under the direction of C.W. Rogers, a well-known bridge architect of Daytona, who has done much of the county bridge building for Volusia county. This survey will be the basis of estimates of the cost of the bridge, the foundation of which is to be of concrete and the superstructure of either concrete or wood. The river at this point is 1 1/8 miles wide, and at no point between the terminals has the river been found to be over twelve feet deep, the bed being of loose sand with an underlay of coquina rock.

When the survey and estimates are complete the next step will be the bonding of the two districts, which will assume the expense of construction, the island forming a district of itself, the sum to be asked for being \$150,000. Sentiment in favor of bonding the bridge is practically unanimous and those working for it are certain of an easy victory.

We built a two-story brick structure on the west side of Washington Ave. On the ground floor were 2 stores – one for his new saloon and one for the billiard room, plus a 9-ft. alleyway located on the northside of the building. The second story had ten rooms for boarding – five on each side of a hallway. The bricks were purchased in Jacksonville, shipped by steamer to Sanford, transported by ox and mule drawn wagons to Pace's Landing and finally delivered to the building site on Washington Ave. As part of the celebration to mark the opening of the "Alpine Hotel and Saloon" in October 1895, Frederick filled two cut glass decanters with whiskey and sealed them. Daughter Leah had them in her possession for her entire life and they remained unsealed.

Shortly after our return home tragedy struck! Our properties in Miami burned to the ground in a raging fire. A few days before Christmas Titusville met the same fate with the terrible city fire that burned down a lot of businesses, including ours on Main St. Our house was saved due to fast thinking of Frederick, who kept our roof covered with blankets that he saturated with water from the kitchen cistern to protect it from the flying sparks.

My sister Kate took a job with McFarland Fruit Protection Tent Company as head seamstress and worked there for three years. They manufactured canvas tents to cover citrus trees to protect them from freezes and Frederick had invested in the company because it was owned by his good friend McFarland. Dissatisfied with her job as seamstress, Kate opened a boarding house on the corner of Hopkins Ave. and Julia St. There were actually two houses back-to-back with a covered walkway between them. Frederick helped finance Kate's venture and rented one house from Mr. Duran and the other from Mr. Feaster.



With the advent of prohibition in 1906, Frederick was forced to close the saloon but still rented rooms in the Alpine Hotel. At this time Kate was working as a cook at the Dixie Hotel and was known for her culinary arts of homemade pastries, delicious meals and box lunches to go. Frederick persuaded Kate to leave the Dixie Hotel and open a restaurant where he previously operated his saloon. She opened the "City Restaurant" and Kate's established reputation as a good cook followed her and it became a popular eating spot for tourists and local townspeople as well. Kate married that same year to a local carpenter by the name of Myers. The marriage lasted for less than two years. One day he left for Texas and was never heard from again!

Our family had a good reputation of helping people by giving food, shelter and even money to those who were temporarily down on their luck. When widow Andrews became ill with tuberculosis, I immediately took charge of seeing the family were properly fed and washed and sterilized all of the clothes as a precaution to prevent spreading the disease from mother to child.

During this time, my dear Frederick became afflicted with tuberculosis. As his condition grew worse Leah moved into the Alpine to live with Kate and the children as a precautionary measure. I remained at my husband's side and never caught the disease although other family members did. Leah was sent away to a home in New York that cared for tubercular patients and stayed there for six months. After a lengthy battle with tuberculosis, my beloved husband died at home with me at his side, December 8, 1915 at the age of 64 years. He received a Masonic burial by Indian River Lodge #90 of which he was a longtime member and interment was in Titusville Cemetery.

In 1915, my sister Kate continued to own and operate Myers Cottage in conjunction with operating the Alpine Hotel and City Restaurant. She opened a new hotel called "The Myers" with offices located on Washington Ave., in the room formerly used by Frederick as the pool hall.

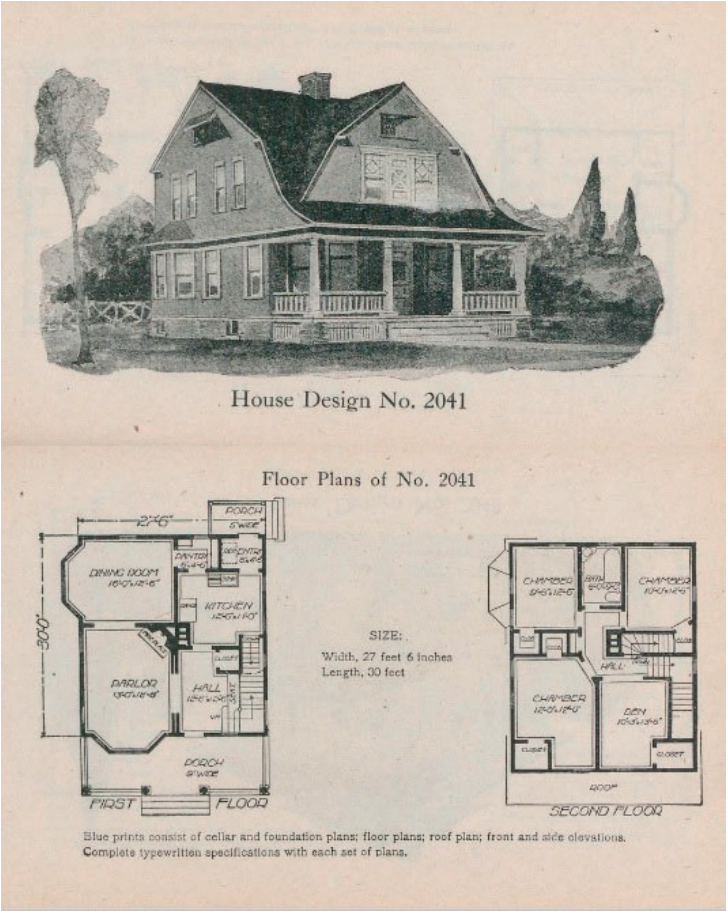
Frederick and I raised five children: 4 sons - Arthur, Calvin, Leland, and Emile and 1 daughter, Leah. Leah and Leland eventually became owners of the Alpine Hotel building and Leland later enclosed the 9-foot alleyway and it became the location of Losley Electric from 1921-1928.

My sister Kate passed away in 1949 and myself in 1950. My property remained in my family's ownership until it was sold in 1972. All of the family are buried at Titusville Cemetery (Oaklawn Cemetery) except Calvin who lived and died in Key West.

Residences built off designs from other mail-order firms in Brevard County:

George Brockett House, ca 1910, Titusville Florida.

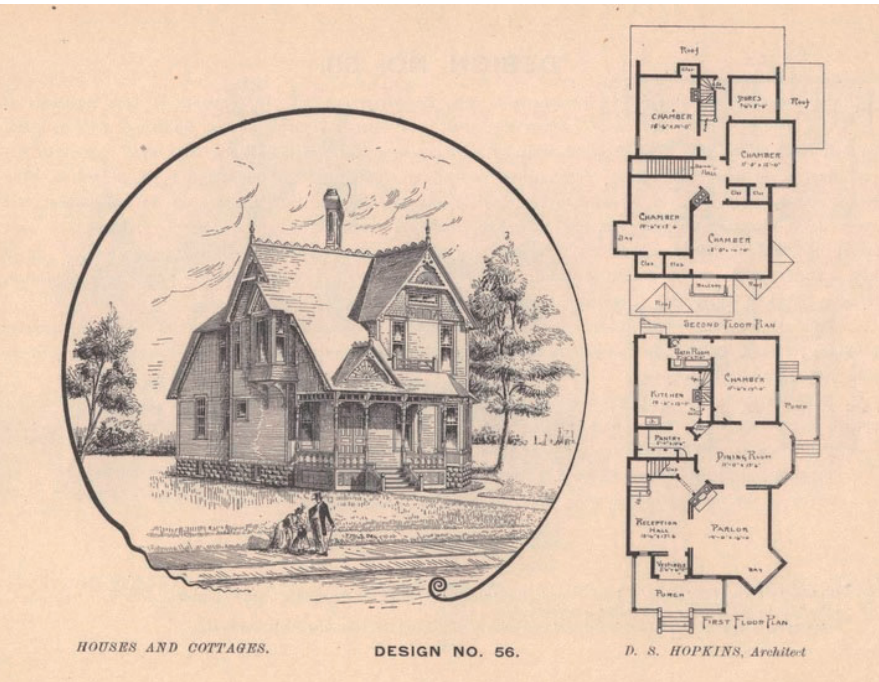
Built by George Brockett, who would eventually sit on the Brevard County Commission, this house is an example of Design 2041 from *Hodgson's Practical Bungalows and Cottages for Town and Country* (1906), published by Frederick J. Drake & Co. of Chicago, IL; edited by Fred. T. Hodgson.



Frank Wooten House, 1892, Cocoa, Florida.

When originally constructed in 1892, Brevard Avenue was mainly a residential street, with the Leonidas T. Daniels house being the largest and nearest neighbor to the Wootens (8). Wooten's house would be built as a modified example of Design 56 from *Hopkin's Homes and Cottages, Book No. 7* (1893), published by David Smith Hopkins, an architect-author whose business was located in Grand Rapids, Michigan.

Top left, George Brockett House, ca 1910 (Brevard Historical Commission Archives).
Bottom left: Frank Wooten House, ca 1895 (Florida Memory Project)



The scope of this survey has been kept relatively limited to residences constructed before 1920 – one reason being that we seem to have a conception that life in this county was universally primitive prior to widespread electrification and installation of municipal water and sewage – and the fact of the matter is that the houses included in this survey stood among the most conveniently designed homes of their day, with wells and water towers supplying drinking water; rain conductors collecting rainwater in cisterns for irrigation; septic tanks and drain fields to store and disperse wastewater; and when electricity was not available, acetylene gas could be produced on-site for lighting. All these features qualified in their time as modern conveniences on their own, and the architectural sophistication displayed in these homes speaks to the civic pride and ambition those who built them possessed.

With the mushrooming success of the business model employed by mail-order architectural firms in the 1910s and '20s, Craftsman, Mediterranean Revival and Dutch Colonial architectural styles would supplant their Queen Anne and Colonial Revival predecessors. With these new styles it becomes more difficult to visually differentiate the stylistic quirks that helpfully denote the work of different firms from 1885-1910. On top of this, the sheer volume of material published after 1920 available to browse online is almost exponentially larger than what is available from 1885-1915. The mail-order house plan business model would continue to be successful through majority of the twentieth century, and with the real-estate boom of the 1920s and explosive sprawling development accompanying the arrival of the Kennedy Space Center in the 1960s, there are likely hundreds of extant examples of pattern book homes dating from the 1920s to the 1970s. Should you happen to own or are considering purchasing a historic home in Brevard County, or even a home built in the 1960s (which, according to the standards of the Department of the Interior can now be considered historic!), chances are high that your house, or your future house, is the design of a mail-order architectural firm.

Footnotes:

- (1) *Winterthur Portfolio*, Vol. 16, No. 4; *Mail-Order House Plans and American Victorian Architecture*; pp. 309-334. James L. Garvin.
- (2) An example of what a customer would have received from one of these firms can be seen on page 42 of *Selected Designs from Shoppell's Modern Houses*, (Co-Operative Building Plan Association, 1890)
- (3) *How to Build, Furnish and Decorate* (Co-Operative Building Plan Association, 1883)
- (4) *Towards the Growth of an Artistic Taste*; Michael A. Tomlan; introduction to *Victorian Cottage Architecture: An American Catalog of Designs* (Dover Publications, Inc., 2004)
- (5) *Indian River Advocate*; Jan. 26th, 1894
- (6) *Indian River Advocate*; April 20th, 1894
- (7) *Old House Journal*, Vol. 21, No 5; *William Radford*; pp 24-26; Neal Vogel.
- (8) *Cocoa: A Living History*; pp 155; James A. Drake and Joseph R. Moss (City of Cocoa, 1997)

PIONEER WOMEN OF NORTH BREVARD

LEDONIA O'REILLY &
SISTER KATE MYERS

BY ROZ FOSTER • DISTRICT 1 REPRESENTATIVE



My name is Ledonia O'Reilly Losely. I was born February 26, 1865 and my sister Kate was born March 24, 1869 in Cedar Key, Florida. Our mother died when we were very young and we were in the care of my father, Patrick O'Reilly when he became acquainted with Frederick Losley, an immigrant from Switzerland. When our father died, Frederick was instrumental in finding us good Foster homes.

I married a deputy sheriff by the name of Finnegan and we had a baby boy. Soon after our baby was born my husband was ambushed and killed leaving me a widow. I needed a way to support myself and baby so I took a governess job with a family who lived in Minnesota and wintered in Florida. I could not take my baby boy with me so I left him with the McCullough family who were friends of mine and I knew he would be loved and cared for until I could send for him. I corresponded with them often and while wintering in Fernandina Beach I learned that they had moved to Titusville. I planned to visit my now 4-year-old son, and travelled to Titusville in 1884 and stayed with the McCulloughs for a few weeks.

Meanwhile I did not know that Frederick had moved to Titusville in 1882 and when he learned I was there, he came to visit me and we renewed our friendship. Frederick was a successful businessman and owned several businesses in Titusville.

One day he urged me not return to work for the Lowmans and asked me to marry him and explained that he would take good care of me and Johnny. Although he was 14 years older than me, I accepted on two conditions: 1. He would build me house, 2. He would take in my sister Kate and her two children because she had a very hard life. *He did both!* He built a lovely home on the northeast corner of Hopkins Ave. and Main St. and we were married in the parlor of that house April 18, 1889. My good friend Mary (Mrs. Henry) Titus made a lovely crocheted edged handkerchief to carry for my wedding.

In 1892, Frederick bought land in Miami with plans to open another saloon. That same year Flagler extended the railroad to Miami and hired my husband as an interpreter for the mostly Italian workers. He had invested wisely in real estate holdings. Frederick built several small houses for the workers to rent for \$3.00 per month. In 1894, Frederick took me and the three children to Miami. While staying in Miami our only daughter Leah was born on our 5th wedding anniversary. There were many hardships that were endured – bad water and hordes of mosquitos, but I didn't complain until I became ill with malaria and depression. Frederick felt I would recuperate much faster if he returned home to Titusville so I could be with my sister Kate. We returned in the fall of 1895 by horse and carriage because the railroad was not complete. We stopped to rest and visited Dr. Holmes to evaluate my condition and he suggested lots of rest and a better diet.