

The
Indian River
Journal



The Journal of
The Brevard County
Historical Commission

Volume X, Number 1

Spring / Summer 2011



From the Frank Thomas collection

Ocean Avenue, Looking East, Melbourne Beach, FL
See Rufus W. Beaujean's Diaries Story on page 2

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The Indian River Journal
The Journal of the Brevard County Historical Commission

Editor:

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Contributing Authors:

Frank Thomas
Leonard J. DeFrancisci
Ray Osborne
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Rufus W. Beaujean was a drummer boy in the 112th New York Regiment of Volunteers. After the war ended in 1865, he went back to New York, married, and had 2 sons, Don and Claude. He worked as a photographer and had several galleries in western New York. Due to failed health, he started working outside and took up carpentry. In 1886, Beaujean came to Melbourne as a foreman and superintendent of the construction crew that built the Carleton Hotel. He moved his family to Melbourne Beach in 1889 and built his first home the same year. He constructed the chapel in 1891-92 and his second home in 1909. This home still stands and is located at 905 Riverside Dr. In 1894, Rufus became the first official postmaster. He was also a ferry boat captain, pineapple grower, and general handyman.

(Frank Thomas, Don Beaujean, Photo courtesy Community Chapel of Melbourne Beach)

RUFUS W. BEAUJEAN'S DIARIES 1888-1895

An Interpretative Essay

by Frank J. Thomas
Melbourne Beach Historian

Rufus Beaujean was a hardworking, optimistic, skilled, honest, reliable family man, a pioneer who cleared the brush, built houses, built the railway, kept all in repair, successfully planted pineapples, unsuccessfully planted temperate-zone vegetables, successfully built a Community Chapel, and sailed hundreds of hours up and down a bridgeless Indian River lagoon, although he mainly sailed the two or so miles east-west and back to Crane Creek and to Tillman. On occasion sailboats capsized. More than once contrary winds prevented crossing.

The Diaries consist of six pocket size, 3 X 5, calendar or time keeping booklets that manufacturers, large merchants, or railroads might give away. They are in reasonably good condition. They are in pencil, clearly written, a direct, factual account of daily life in the tiny settlement of Melbourne Beach. Beaujean seems to have known every one of the few dozen people living in South Brevard at this time. Many have lived on in story and in family: Charlie Smith, E.C. Branch, Cyrus Graves, Alfred Wilcox, Henry Whiting, the Cumings family, the Goode's, Joe Hopkins, Sue Hopkins, S.F. Gibbs, John Henry, S.K. King, C.V. Gillis, Eliza Lee, C.J. Hector, the Conklin's, Jacob Fox, Garrett Ryckman, the Gleason's, Charles Stewart, Dr. Hall, Dr. Fee, Dr Lyman -- and of course Adelaide, Claude, and Don Beaujean.

Within days of stepping off the Indian River Steamer *Rockledge* in Melbourne, January 7th, 1888, 45 year old Rufus W. Beaujean, sailed a borrowed vessel east-southeastward across the two mile wide lagoon, found a small opening in the mangroves, and hiked the rolling, up-and-down trail that was to become Melbourne Beach's Ocean Avenue. The trail, including, time-consuming, tiring "dips", seven to eight feet deep, crossed the peninsula for nearly a mile, straight east-west. It had become known as "Graves Trail", after its owner, Major Cyrus E. Graves. The path was exactly halfway between the shallow Indian River cove created by Fish Point and Crab Point. It was the shortest distance across the peninsula for many miles in either direction. Rufus Beaujean had his first "Surf Bathe." Afterward he made an enthusiastic report to brother-in-law Alfred Wilcox. These two were to become the first builders along Cyrus Graves' path to the beach.

The second task Rufus Beaujean faced in his new home was helping store-owner E.C. Branch lay out the corpse of Edwin Cumings. Cumings' time in Florida was short. He succumbed to "hectic fever", or tuberculosis, leaving

wife Hannah and daughter bereft, but not totally without means. The Diary entry of January 25th notes: "Serving as pallbearer at Holy Trinity Episcopal Church, the only church in town, just south of Crane Creek." The entry concludes complaining about the "hard work" involved in carrying the coffin 1/2 mile through the sand to become the first grave in the present Melbourne cemetery. Later at the family's request Beaujean would carve a wooden marker and place it on the grave.

Rufus Beaujean came to Melbourne at the urging of his brother-in-law, Alfred Wilcox. Wilcox had made a cash-less deal with Major Graves to develop a small part of the several hundred acres Graves bought beginning in 1883 at \$1.25 an acre. This is what became known as Ocean Avenue. Wilcox had interested eight Buffalo, N.Y. area businessmen into forming a partnership. The partnership proved too inflexible. A corporate form would come 20 years later.

Rufus Beaujean was a carpenter, a boat builder, a photographer, and an all-round man of many trades. He came from Mayville, Chautauqua County, Western New York. His roots go deep there, and one still finds family in the area.

These men knew boats. "Capt" Wilcox had owned and operated a number of popular excursion boats on Lake Chautauqua in the summer, as well as trade boats as winter allowed. He apparently dreamed of bringing this business to the brackish mid-reaches of the Indian River, unaware of the fouling effects of warmer, un-fresh water on boat bottoms. He may have envisioned a languid excursion boat business. Here in this salubrious climate, free of miasmatic vapors, a community featuring both the beautiful Indian River and a shell-strewn Atlantic beach with healthy Surf Bathing, fresh salt air, and good sulphur water! A place for young lovers! Where the old can become young again, where gentle Atlantic breezes softly sway palm tree branches, where the hum and buzz of perfect afternoons never cease!

Rufus Beaujean's six day virgin journey to Melbourne via railroad began in Jamestown, N.Y., and continued on to Cincinnati, Chattanooga, Atlanta, Jacksonville, Orange Park, Sanford, and finally, Titusville, the terminus for the Jacksonville, Tampa, and Key West Railroad. Here he boarded the steamboat *Rockledge* for the climactic relief that came at journey's end. He stayed at the unfinished Carleton Hotel, and indeed worked on it, and then began searching for a suitable dwelling for wife Adelaide and sons Claude and Don, ages eight and six. Alfred Wilcox likewise brought his young family to Melbourne. Another Union veteran, Henry Whiting from Indiana, was interested in the aborning beach community, and sent for his family. Cyrus E. Graves remained a bachelor all his life. These four, Graves, Wilcox, Beaujean, and Whiting, made

significant contributions to our nascent community. Each is named on town plat maps.

It is interesting to note that decorated officer Graves (for wounds and bravery), also led the others in age and in battle experience. However, it is these three enlisted men of the Grand Army of the Republic who actually moved to Melbourne Beach and struggled to make it "a paying proposition." However, Wilcox and Whiting had the means to escape the worst of the summer heat and insects. The Beaujean family could not. For 51 years, from 1888 until his death in 1939 at the grand old age of 96, Rufus Beaujean lived in and worked for the betterment of this settlement. He leads the list of our founding fathers.

On May 16, 1888, Beaujean, Graves, and newly arrived construction engineer/builder from Jamestown, N.Y., S.R. Smith "sounded" the precise location where today's "wharf" stretches 450 ft. into the Indian River. When Rufus returned in December from a season of photographing tintypes of tourists at Lake Chautauqua, he found a well built dock. By February 7th 1889, hard by the wharf's south side, with brother-in-law Wilcox's help, Rufus completed the 15 X 32 ft. "shanty" that was to be his family's home for the next 20 years. Town history efforts replicated the original structure in 1991. It sits further back in the park today.

These diaries provide insight into the value of the few black settlers living south of Crane Creek. The names of Wright, Brothers, Lipscomb, and especially Balaam Allen come up. Allen's larger vessel was borrowed to haul the Beaujean family's household goods, February 12, 1889, preceding completion of Hannah and Grace Cumings Myrtle Cottage by several months. (Incidentally, "Cumings" is not a misspelling. The family spelled it that way.)

In the next few years Rufus kept a detailed record of every structure he built on Ocean Avenue—which was just about all of them. These include much of the Cumings' Myrtle Cottage, Jacob Fox's house in the Park during January-March 1890 (which became known as the Ryckman House), Wilcox's house, 522 Ocean Avenue, (today Djon's Steak and Lobster Restaurant, and a portion of Magnolia Cottage, 508 Ocean Ave, just west of our present post office, originally owned by Ferren Glenn, later bought and enlarged by Miss Eliza Lee.

Heat and mosquitoes made construction of the Company-built Bathhouse at the Atlantic Ocean beach a grueling experience. In addition to the actual construction during the hottest months of 1889, Beaujean and hired laborers had to grub, cut, and wrangle up a substantial clearing of deep-rooted saw palmetto. Tough as these men were, conditions drove several to quit. But finally the needed facility was completed.

For a time, the strenuous effort seemed to pay off. More visitors were attracted to enjoy a “surf bath” Also shell hunting, or simply enjoying the salty atmosphere. Some camped on the beach. Others rented at Myrtle Cottage or perhaps at one of the other houses. Optimism prevailed. February 15, 1890 is described as a “Red Letter Day: Forty visitors “from Melbourne came over to surf bathe and to see the place.” They could have arrived in the *Maude F.*, the *Arrow*, the *Annie H.*, *Capt. Watson*, or the little steamer *Romania* or Nesbet’s “little steamer”. Other vessels mentioned during these years are Canova’s naphtha-powered vessel, the trade boat *Sparkle*, the steamer *S.K. White*, the workboat *Kathleen* (which towed the pilings for the wharf), and the famous 136 ft. side-wheeler *Rockledge* delivering steel rails or the generic “Frost Line”, which delivered lumber and supplies. Larger steamboats did not make regular stops at Melbourne Beach, though the Queen of Indian River steamers, the two stacker, three deck, *St Lucie* on one occasion deigned to grace our waters by disembarking the Cumings ladies after their northern sojourn. That was an occasion to remember. But the only remembrance recorded anywhere is in Rufus Beaujean’s diary entry October 26, 1889.



From the Frank Thomas collection

Don Beaujean, Lida Lawrence, Mabel Rutherford, and Capt Rufus Beaujean, (left to right) in front of Post Office and Beaujean home

From its beginning, Melbourne Beach was never prosperous. Within a few years matters turned even worse. The Partnership foundered. As official over-

seer Beaujean conscientiously made quarterly reports to the Company Headquarters in Buffalo, N.Y. He met every visitor coming to the beach.

His "shanty", couldn't be missed. One of the Partners, Mr. Ruhl, traveled south for an inspection, stayed in his host's crowded home several days. Apparently unimpressed, the Overseer's salary did not increase, and as his son, Don Beaujean told me in a 1966 interview, the family continued to barely "eke out a living." The most imaginative income-generating venture is recorded on January 21, 1895 when he and his boys traded nine ducks they had managed to shotgun, for 17 yards of flannel cloth to make and rent "bathing costumes" to visitors. People simply "surf bathed" in their clothes, perhaps less, or without clothes, if in more private surroundings. A humorous occurrence is recorded Christmas Day, 1889: Jacob Fox, one of the original partners, along with his family, were touring the settlement preparatory to building a house. This is today's Ryckman House, which Fox sold to another partner, Garrett E. Ryckman, when the Partnership reorganized as the incorporated Melbourne Beach Improvement Company in 1909. As Beaujean records, after what must have been a Community Dinner, (at about noon):

Mr. Fox and family and all Melbourne Beach turned out and we all went Surf Bathing.

Mr. Fox lost his pants in the water.

They washed up on the shore and I had to help him put them back on.

Perhaps partial *dishabille* was an ordinary practice once fully-clothed Surf Bathers entered the water. One imagines the embarrassment suffered when losing control of the shed garment.

Pineapple growing was early focused on. We were just about their northern limit. "Plantations" of pineapples lined both sides of the Indian River. Everyone had at least a few acres. Diary entries in July and August, 1889, tell the voyage of C.J. Hector, Ray McFadden, and John Henry sailing the sloop *Queen* south to the Florida Keys to bring back 53,000 pineapple slips and 16 sets of 50 pineapple crowns. They docked at our wharf. The term "wharf", a commercial, businesslike word, is always used. "Pier" does not appear, and "dock" is usually a verb.

Pineapples were a terrible crop to cultivate. Not only were the plants sharp and spiny, but stagnant, mosquito-breeding rainwater settled inside the upward thrusting spines, meaning the worker in the scorching Florida sun had to keep all surfaces clothed as he hoed the "pines." Rats were attracted to the new crop. And with rats came snakes. Especially feared was the diamondback rattler. Workers wore thick leggings. Growers who could afford it constructed a

kind of latticework to keep the sun from scorching the plants--and, unfortunately, providing an ideal setting for mosquitoes. Pineapples were a more temperamental and work-intensive crop than growers had been led to believe. They required fertilizer, watering, and weeding. Even tough Rufus Beaujean was occasionally driven to quit his day's work because of heat and mosquitoes.

In addition to pineapples and citrus, virtually all settlers attempted gardens. Those planted in fertile, rich hammocks thrived. Unfortunately, soil at the western end of Ocean Avenue contained little nourishment, being high, dry, sandy and porous. Beaujean used a bit of commercial pineapple fertilizer to start a garden. He also used seaweed. He built a fence to keep out varmints. Planted were watermelon, cabbage, Irish potatoes, sweet potatoes, squash, 30 tomato plants, strawberries, parsley, turnips, peas, corn, cucumbers, kale, radishes, and lettuce. Apple trees, eucalyptus and hibiscus were attempted. Also, most exotically, grape vines from Ryckman's famous western New York, Chautauqua County, vineyard.

Nothing did well. Subsistence farming didn't work, and with the Company failing, the family came to rely more and more on fishing and oystering, hunting wild hogs and ducks, killing turtles and gathering their eggs, and whatever they could gather from nature's bounty. Fortunately, Rufus Beaujean was a skilled carpenter and commanded 25 cents an hour--when he found work. The steamboat *Rockledge* landed rails, and between February 27 and April 21, 1889, he oversaw and also worked 26 hours "spiking" the heavy rails of the Melbourne Beach and Atlantic Railroad from the western end of the wharf eastward down Ocean Avenue to the beach,

During the early months of 1890, Beaujean built Jacob Fox's house. Each day's labor and cost of supplies is scrupulously recorded. Additionally, he either built or had a leading part in construction of the homes of Grace Cumings, Alfred Wilcox, Ferren Glenn, the Bathhouse, The Chapel, the tiny 14 X 16 foot laborer's shack that soon became a schoolhouse, his own 15 X 32 foot "Shanty" (replicated in our river park), as well as digging and building just about every outhouse and privy in the community.

Except the winter months, the saltwater marsh mosquito was ever present. They stung fiercely, but did not carry malaria or Yellow Fever, as in the Jacksonville epidemic of 1888. On May 30, 1890 he records "mosquitoes so thick we couldn't work."

Health concerns appear occasionally. At different times Beaujean is struck by "camp fever, dysentery, diarrhea, sick headache, and bone ache." He calls it "not feeling too *buncomb*." Remedy consists of pills and quinine. The only accident recorded was "sawing" his thumb while building Jacob Fox's house. Adelaide's four day illness with "Quincy" (tonsillitis) in late January, 1890,

was of great concern. Her sister, Claire Wilcox, nursed her. In September that year she has her "bad teeth" filled by Dr. Lyman in Melbourne.

Sons Claude and Don are generally healthy. Little is said about the boys in the seven years covered by these diaries. Once sailing north from Charlie Smith's into a hard north wind little Don becomes seasick. And once, ten year old Don is taken across the river by both parents to Dr. Lyman to be custom fitted for an abdominal truss. The boys are named when their father builds school desks following the overnight visit of county school superintendent J.H. Sams, who arranged for Grace Cumings to serve as teacher. School includes the three Hopkins children from the House of Refuge. Another mention comes when the barely-adolescent boys shoot ducks and sell them for a good price. We can assume helping their parents in daily work tasks.

On December 16, 1892, Rufus and Adelaide sail over to Melbourne to buy something for their son's Christmas.

That December 24th Eve the tiny community gathered in the newly completed Chapel. Around the freshly cut cedar tree, they sang carols and reminisced of Christmas's past. Then darkness came, and they opened presents by lamplight, and sang some more, as if not wanting the evening to end, and then trekked through the sand to their homes.

The diaries are now in the *Special Collections* of the *Otto Richter Library*, University of Miami, Coral Gables, FL.

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1715 Plate Fleet

by Leonard J. DeFrancisci



An unfortunate convergence of events led to an enormous loss of fortune for the Spanish. This fortune totaled over 14 million pesos and included many gold and silver coins plus an assortment of other treasure such as exquisite jewelry destined for the new Queen of Spain.¹ As the events unfolded, this fortune ended up deposited off the Atlantic coastline of South and Central Florida creating perhaps the largest sunken treasure lodes of all time. Indeed, these events and the treasure left behind became the reason the area of Florida stretching from Stuart to Sebastian received the moniker “Treasure Coast.” But the events that took place many years ago along with the tales of

sunken treasure were largely forgotten over time and confined to local lore kept alive by the occasional discovery of a silver piece of eight coin washed up on the beach. However, the story continued in earnest many years later as a new generation of treasure hunters emerged seeking the fortune left by the Spanish.

Convergence of Events

From Death of a King to the End of a War

The death of King Charles II of Spain in 1700 set in motion a string of events that eventually led to the disastrous loss of the 1715 Plate Fleet, an important armada that traveled the route between Spain and the Americas. With no heirs to the crown, Charles II appointed the grandson of Louis XIV of France as his successor. This new King became Phillip V and when he took reign of Spain, other European powers challenged his ascension to the throne. Indeed, the other European powers felt that a Spanish King of French descent too closely

allied Spain and France. This alliance greatly shifted the balance of power, which in the eyes of the other European nations created an unacceptable threat to their position in the region. As a result of this power struggle, the nasty War of Spanish Succession ensued.

The British and Dutch targeted convoys bound for Spain from the Americas due to the importance of the treasure from the colonies to funding the war effort. The British and Dutch used this form of economic warfare as an important tactic to bleed the Spanish dry of the resources necessary to continue the war. A few attempts by the Spanish to bring in treasure to refill its coffers resulted in large losses of wealth. Also, using valuable warships to escort treasure fleets sailing to distant regions diverted them from more important combat roles, such as protecting the motherland and raiding lucrative enemy targets.

During the course of the war, the British and Dutch destroyed several important treasure laden convoys and a hurricane revenged another.² Privateers also loomed on the horizon as they exploited wartime conditions when pirating became a legitimate and common tactic used in warfare. These opportunists always stood ready to seize booty and constantly threatened maritime commerce. Under these conditions, merchant ships without armed escorts became easy prey. As a result of the costly setbacks already experienced and the potential for more loss, the Spanish ceased sending treasure from the Americas to Spain as the risks of doing so were simply too high during times of war.

As war dragged on, large sums of wealth accumulated in the Americas due to the suspension of treasure convoys to Spain. Key ports used as hubs in the Americas and the Caribbean continued to consolidate large quantities of gold, silver, emeralds and pearls from locations throughout the Americas and delicate porcelains and silks from China.³



Spain used trade with China as an important source of revenue. As a powerful maritime nation, Spain capitalized on technological advances in ship design and nautical navigation to open transoceanic trade routes to Eastern China through Manila. This facilitated commerce between Asia and Europe using routes from Asia heading east on the ocean instead of west over land via the traditional "silk roads." However, the Spanish War of Succession interrupted this east trading route for Spain due to the suspension of maritime traffic in the leg from the Americas to Europe over the Atlantic Ocean. With the Atlantic Ocean leg closed, wealth enroute to Spain from China accumulated in the Spanish port hubs in the Americas and Caribbean. These Chinese goods added to the burgeoning caches of gold and silver extracted from Mexico and South America that were also waiting for transportation to Spain.

With Spain near bankruptcy and the war winding down, Philip V ordered a quick dispatch of "as much treasure as possible...from the Indies without any regards for the cost or dangers involved."⁴ Philip V risked all to get the accumulated treasure and other goods to Spain as rapidly as possible because Spain desperately needed to replenish its treasury and merchants wanted to resume selling imports. By 1714, fourteen demanding years of war severely strained Spain's financial resources. As a testament to his anxiety, the King used the last of his wealth for the celebration of masses in churches throughout his realm in an appeal for divine assistance in keeping the treasure fleet and its precious cargo safe during its travels to Spain.⁵

The sense of urgency instilled by the King himself contributed to the demise of the treasure fleet. Twelve ships full of treasure from the main port hubs in the Americas assembled in Havana harbor and waited for the signal to set sail for Spain. The armada that formed in Havana consisted of five ships from the New Spain flota with the treasure and exotic goods from Mexico and China, six ships of the Tierra Firme galeones with the treasure from South America, and one French ship with permission to accompany the convoy back to Europe.⁶ On July 24, 1715, General Juan Esteban Ubilla, commander of the New Spain flota gave the order for the armada to get underway.⁷ With peak hurricane season rapidly closing in by late July, this order clashed against the veteran commander's better judgment. However, pressure from the King to bring home the treasure as quickly as possible overwhelmed his good sense and the armada departed for Spain despite the poor timing of the journey.

Hurricane Hits the Armada

Death of a King, war, interrupted transatlantic trade, and desperate calls from the motherland brought the great armada fully laden with treasure to a perilous place at the wrong time. On the evening of July 30, a fierce hurricane crashed

into the armada and caught the ships while sailing along the treacherous reefs that skirt the Atlantic coastline of Central and South Florida. As the hurricane hit, some ships purposefully ran aground but the pounding waves smashed most of the armada onto the reefs -- only the French ship avoided the reefs and miraculously escaped the storm intact.⁸

As a result of the hurricane, only 1,500 of the crew survived while over 1,000 perished.⁹ In the long wait for the rescue, many of the castaways that made it ashore died of exposure from the harsh Florida environment. But immediately after the storm passed, many of the survivors regrouped and initiated a salvage effort. Soon after, Spanish officials with a contingent of reinforcements from Havana arrived on the scene and redoubled the salvage effort.¹⁰

Most of the salvage operations focused on easily retrievable treasure on the shallow water wrecks. To assist with retrieving more difficult items, the Spanish employed Native American free divers and used primitive salvage equipment, such as crudely designed wooden diving bells.¹¹ The Ais Indians that inhabited the area relied on shellfish as a main food stable and were expert free divers. After several months, the salvagers recovered about half the lost treasure -- some of which fell victim to pirates.¹² Since word quickly spread about the lost treasure, marauders came from all over and circled the area waiting for opportunities to steal some booty.

As time passed, the Spanish found it increasingly difficult and time consuming to recover treasure. Storms and tidal currents constantly spread out the wrecks and treasure and covered them with persistent shifting sands.¹³ This made sections of the wrecked ships challenging to locate and the remaining treasure difficult to recover with the salvage technology available at the time. With returns severely diminished in relation to the money and effort expended, the Spanish completely ceased salvage operations in 1719.

New Wave of Treasure Hunters

In 1948, a local building contractor named Kip Wagner found several old Spanish coins while walking on the beach near Sebastian Inlet. This discovery sparked his interest and over the next ten years, Wagner often spent his spare time looking for treasure along the beaches and in the water along the coastline. Wagner frequently discovered coins during this period, but never more than a few at a time. As Wagner found more coins, the source of this treasure continued to puzzle him and his desire for answers grew.

To satisfy his curiosity, Wagner conducted extensive research as to why coins continued to wash up on shore. In fact, his inquisitive mind and detailed inves-

tigations became a primary reason for his later success as a treasure hunter. Although much local lore circulated about the origins of the mysterious Spanish coins, people in the area knew little about the actual facts behind the situation. Unsatisfied with the lack of good answers, Wagner and a colleague who read Spanish examined numerous records from the Library of Congress, Smithsonian Institution and the Archives of Spain and the Indies.¹⁴ The knowledge he gleaned in his research led to the discovery of the campsite used during the original salvage operation and one of the principle 1715 wrecks in the ocean in front of the campsite.¹⁵ As he pieced together the story of the ill-fated fleet, Wagner realized that the wreck found in Sebastian was in fact part of the 1715 Plate Fleet wreck and it represented one of multiple ships with the possibility for extensive treasure.

Wagner also integrated new technology into his treasure hunting, such as metal detecting, dredging and SCUBA diving. For a long time, Wagner hunted treasure as a side endeavor, limited to weekends with a small group of amateur divers and boaters. As he started to uncover larger caches of treasure, he recognized the need for professional assistance so he contacted Mel Fisher. Fisher previously worked numerous shipwrecks off the California Coast and the Caribbean¹⁶ and developed state-of-the-art technology for salvage operations. With the addition of Fisher, Wagner and his team recovered extensive treasure from the 1715 Plate Fleet with an estimated value of over 70 million dollars.¹⁷ Treasure hunting became widely popularized as a result of Wagner and Fisher's successes in finding treasure in Florida from the mid 1960s to mid 1980s, particularly as the big discoveries made headline news.

Conclusion

The enormous loss of fortune for Spain due to the 1715 Plate Fleet disaster led to great fortune surfacing many years later at Florida's Treasure Coast. Indeed, the nickname Treasure Coast symbolizes the strong identity of the area with this great fortune. This chapter in Florida's history included stories, legends, pirates, chance early encounters between the Spanish and Native American Indians, and ongoing discovery of treasure which all served to shape the heritage of the region. And the story continues as new waves of treasure hunters hit the beach armed with even more sophisticated technology to locate and recover treasure. Many believe that much more treasure lies undiscovered on the Treasure Coast, including the coveted but elusive Queen's jewels of the 1715 Plate Fleet. Perhaps another convergence of motivated treasure hunters and hi-tech equipment or research methods will bring much greater amounts of sunken treasure to the surface. When recovered, this treasure will provide a unique opportunity for future generations of people to see and reflect on the gems of history.

1. Robert F. Burgess, *Sinkings, Salvages, and Shipwrecks* (New York: American Heritage Press, 1970), 59-60.
2. Robert F. Marx and Jennifer G. Marx, *Treasure Lost at Sea* (Buffalo, NY: Firefly Books, 2004), 78.
3. Burgess, 59.
4. Robert F. Marx and Jennifer G. Marx, *Treasure Lost at Sea*, 78.
5. Robert F. Marx, *The Lure of Sunken Treasure* (New York: David McKay Company, Inc., 1973), 82.
6. Burgess, 59; Robert F. Marx and Jennifer G. Marx, *Treasure Lost at Sea*, 81; and Stephen Rogers, "Spanish Treasure Fleets," in *The Sea Remembers*, ed. Peter Throckmorton (New York: Weidenfeld & Nicolson, 1987), 183-84.
7. Burgess, 59.
8. *Ibid*, 64-65.
9. Robert F. Marx, *The Lure of Sunken Treasure*, 82.
10. Burgess, 68
11. *Ibid*, 69. Diving bells were bell shaped devices that captured air when lowered underwater so that free divers could "duck under" one to get a breath of air without having to resurface
12. Robert F. Marx and Jennifer G. Marx, *Treasure Lost at Sea*, 78.
13. *Ibid*.
14. Robert F. Marx, *The Lure of Sunken Treasure*, 85-86.
15. The Florida Department of State named this campsite the Survivors' and Salvagers' Camp - The 1715 Fleet as part of their Florida Historical Marker Program. The McLarty Treasure Museum on Orchid Island occupied part of the campsite.
16. *Ibid*, 95-96.
17. Phil Flemming, PhD (GoldCobs.com), E-mail message to author, 28 May 2007. Estimate calculated based on treasure recovered from 1961-2006 and average value of items sold on commercial market.

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Geocaching for historic preservation, Blazing Heritage Trails with High Technology

by Ray Osborne



Dale and Barb of the Space Coast Geocachers Association discover the John H. Sams Homestead because of Geocaching,

For those interested in preserving history and forwarding it to future generations this is an excellent media to do just that. Both parent and grandparent can find a mutual interest with their child with this high tech hobby and bring history to life for their child in a fun way.

Since the advent of the GPS (Global Positioning System) a new kind of adventure of fun and discovery awaits the curiosity seeker. All that is needed is a GPS unit that can be purchased at local electronic or department stores and even state of the art cell phones such as iPhones with the right app can be used with this hobby.

Through the use of Geocaches, a waterproof container of various sizes, a variety of items hidden inside can be found by the fun seeker. These little treasured items may include medallions, notes on the secret history of the location, index of other geocache locations, and other curiosities. These geocaches are hidden from view typically in shrubs and trees or underneath outdoor structures like boardwalks. Inside the cache can be found a paper log available for signing and a range of small trading items such as medallions, pins, laminated pictures on the history of the location, and trackables (information about Travel Bugs¹, Geocoins² and other trackable Geocaching.com game pieces.). People from all backgrounds can enjoy this treasure hunt with their families.

Those new to geocaching will want to visit the website www.geocaching.com, the ground zero for geocaching, to learn about this hobby. After previewing the site, put your cursor on the left side of the website and plug in an address in the form and press the search button, and then your computer will generate a list of nearby caches complete with the coordinates to put into your GPS to enable you to find them. Once outdoors, use your GPS unit to find your first geo-

cache. Open it and you will find the log, which you can sign and leave a comment like "Found my first geocache". Reseal the cache and put it back where you found it. Later when you get back to your home computer you can go back to Geocaching dot com and make a log entry from that geocache site that you found it at and make other comments.

Recently the President of the Space Coast geocacher group, Dale Swinehart and his wife Barb visited the geocache at the John H. Sams EEL site in Merritt Island. He posted this entry into the log, "We always enjoy it when geocaching brings us to a historical location that we would not have otherwise found. Sams Homestead is one of these places. We have lived on Merritt Island for more than 10 years and never knew this place existed until a historically themed geocache was placed here. Thanks to geocaching we have now learned some local history we may never have learned otherwise."

And the fun just begins, as there are other cool things one can do with geocaching such as trackables; geocoins, travel bugs and other delights.

Start by visiting some of the following historical themed geocaches in Brevard County.

- * President FDR at Titusville
- * Sams Homestead in Merritt Island
- * President Harding's Oceanfront Lot in Cocoa Beach
- * President Cleveland at the Indian River Hotel in Rockledge
- * Moon Hut in Cape Canaveral
- * I Dream Of Jeannie Days in Cocoa Beach

For more information visit www.HistoryCaching.us

1. Simply put, a Groundspeak Travel Bug is a metal tag. You can attach to an item of your choosing to it, such as a toy, book, doll, keychain, a cement block, a live dog or even a vehicle. The code stamped onto the metal tag is unique and allows that item to be tracked on Geocaching.com. The item becomes a hitchhiker that is carried from cache to cache (or person to person) in the real world; and you can follow its progress online. It is a way for you to live vicariously through inanimate objects.
2. A geocoin is a special coin created by individuals or groups of geocachers as a kind of signature item or calling card. They travel from geocache to geocache or are shared among friends, picking up stories along the way. Like Travel Bugs, each geocoin is assigned a unique tracking code, which allows interested parties to participate in its adventures online.

Ray Osborne is the historian for the City of Cape Canaveral and author of several books including: Images of America; Cape Canaveral. He has over 22 historical stories online as the Orlando History Examiner and is a historical storyteller that gives multimedia presentations weekly at the Resort on Cocoa Beach.

Cocoa Beach / Cape Canaveral Those Were The Days

By Joseph R. Morgan

When I met Gus Edwards, the first Mayor of Cocoa Beach, at the little white Church located on South Orlando Ave and Fourth Street, Mayor Edwards came to the temporary meeting place of the Lutheran Church of the Resurrection to help them get started by presenting them with a Check for \$1000. It was his custom to help many of our Community Churches that started at his Church, which he had built in the early 1920s in memory of his wife. There's a Church Bell with Edward's wife's name inscribed.

Mayor Edwards was about 5 foot 8 inches tall, white hair, black belt around his portly figure, and wore a size 60 brown hat. He seemed to enjoy seeing his Church in use. I had just returned from a trip around the world in 1960 with my brother, Tim; and had just turned 25 years of age. The average age in Cocoa Beach at the time was 29 and we were a frontier town in the early stages of the American Space Program. Cocoa Beach in 1960 was the place to be.

Let's not forget those places that were part of the history of our Community and we remember those days with fond memories. Lots of girls, and drinks were 75 cents!!! Listed are many of the former restaurants, bars, lounges, motels, and other Cocoa Beach/Cape Canaveral businesses that are or were part of Pioneering days in the United States Space Program. They may be gone, but are not forgotten. Great memories!



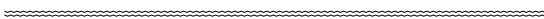
From the Joseph R. Morgan collection

- Franz Men Shop - 1 S. Atlantic Ave
- Jaehene Music Store - S. Atlantic
- Ricker-Horn Insurance
- George's Steak House
- River Edge Restaurant
- Sea Urchin
- Store Keeper by the Sea
- Florida Coast Real Estate
- Cocoa Beach State Bank
- Bernard Surf
- Sea Missile Motel
- Symth Lumber Co.
- Ocean Lodge Service Station
- Campbell's Tackle Shop
- Sea Side Beauty Salon
- Alma's Seafood and Italian Restaurant
- Lamp Post Lounge

- Mousetrap Restaurant and Lounge
- White Caps Lounge
- Dobbs Steak House
- Shakey Pizza Parlor
- Ramon's Restaurant and Lounge
- Maverick Lounge
- Pillow Talk Lounge
- Satellite Motel
- Sheraton Cape Colony Hotel
- Missile Lounge
- Heidelberg Inn - 74 N. Orlando
- Samoa Restaurant and Lounge
- White Castle Restaurant
- Durango
- Black Angus
- Burger King
- The Roost
- The Place
- The Thirsty Turtle
- Albi Bar
- Mango Tree Restaurant
- Island Beef and Grog
- Pam Cake House
- Desperados
- Lynn's Coffee Shop
- Chicken Treat
- Pedro's Italian Restaurant
- Gatsby's Steak House and Lounge
- Wolfies Restaurant
- Caravel Motel and Lounge
- Mango Tree
- Slicks Lounge
- KoKo Motel
- Starlight Motel and Lounge
- Carriage House Motor Lodge
- 19th Hole Restaurant and Bar
- Kentucky Fried Chicken
- Cocoa Beach Drive - In 25 N. Atlantic
- Continental Lounge
- Howard Johnson Restaurant Ice Cream
- Kathy's Coffee Shop
- Mayfair Cafeteria
- Missile Lounge
- Polaris Motel
- The Pub
- The University Club

We invite you to share your memories with us, and remember you are the History of our Cocoa Beach/Cape Canaveral Community.

Joe R. Morgan
 Chairman Brevard County Historical Commission
 321-783-8389 mmayorjoe@aol.com



*We have Landmark Guides to Historic Brevard County available
 Contact the Commission office for your copy.*

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.

The Historical Commission is made up of fifteen members appointed by the County Commissioners. Each of the five County Commissioners appoints three members to sit on the Historical Commission.

We store our collections at our Historical Records Archive located at 801 Dixon Blvd., Suite 1110, Cocoa, Florida 32922. The collections are normally available to the public during regular business hours. Please call in advance at 321-433-4415, 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 at 321-433-4415 for a schedule of our meetings.

- 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 Indian River Journal

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

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

*The Historical Records Archives are moving.
Watch for our new address in the next issue*

David Anderson	Betty Longenberge
Jim Ball	Sam Lopez
Ed Bradford*	Sharon Lucas
Alan Brech	Mary Mace
Tom Breen	Barbara McClure
Ben Brotemarkle	T.J. McElroy
Gil Carlson	Jan McLarty
Kim Carmen	Cindy Michaud
Cheryl Carson	Joe Morgan*
Ann Christensen	Sandee Natowich
Deborah Clarke	Mike Newquist
Jabez Coggan	Dave Nisbet
Jim Culberson	Debbie Palmer
Angel Dick	Ada Parrish
Eleanor Downes	David Paterno*
Ann Downing	Tom Penders
Harold Edwards	Kay Phillips
Claire Ewertz	Lynn Pickett
Clyde Field	Carole Pope*
Joe Fisher	Charlie Powell
Fred Flansburgh	Karen Raley
Roz Foster	Orlando Ramirez
Anne Frame	John Rawls*
Jo Gay	Margaret Senne
John Geil	Ronald Senne
Donald Good	Susan Sheppard
Carey Gleason	Yvonne Shingler
Holly Grant	Jack Sidoran
Hubert Griggs	Ann Smith
Bob Gross*	George Smith
Joan Haas	Bob Stevens
George Harrell	Helen Stubbs
Doug Hendriksen*	Bob Swenson
Lynn Hollenbeck	Robert Taylor
Fred Hopwood	Mary Lou Thombleson
Brooks Humphrys	Cherie Thompson
Johnnie Johnson	Tonie Vogt
Darcia Jones Francy	Ed Vosatka
Greg Jones	Hester Wagner
Georgiana Kjerulff	Richard Wallace
Shirley Kidd	Rachel Wentz
Ed Kindle	Les Widick
Alan King	David White
Bud Knoderer	Bob Whitney*
Betty LaRoche	Vera Zimmerman
Mildred Lawrence	
Jack Lembeck	
Elaine Liston	*denotes Chairman

MUSEUMS

Air Force Space & Missile Museum

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

American Police Hall of Fame & Museum

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

BCC Planetarium & Observatory

Brevard Community College, 1519 Clearlake Rd., Cocoa, FL
<http://www.brevard.cc.fl.us/planet/index.html>

Brevard County Historical Records Archive

801 Dixon Blvd., Suite 1110, Cocoa, FL 32922 <http://www.brevardcounty.us/history/>

Brevard Museum of Art and Science

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

Brevard Museum of History and Natural Science

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

East Coast Surfing Hall of Fame

4275 N. Atlantic Ave., Cocoa Beach, FL 32031
<http://www.eastcoastsurfinghalloffame.com/>

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.brevardparks.com/hthvm/index.php>

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.libertybellmuseum.com/>

Library of Florida History

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

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 Museum

4 Main St., Titusville, FL 32796-3567 <http://www.spacewalkoffame.com/>

Valiant Air Command Warbird Museum

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

Veterans Memorial Museum

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

HISTORICAL ORGANIZATIONS

Brevard County Historical Commission

801 Dixon Blvd., Suite 1110, Cocoa, FL 32922

Brevard Cultural Alliance

2725 Fran Jamieson Way, Building B, Room 104, Viera, FL 32940

<http://www.artsbrevard.org/home.php>

Brevard Genealogical Society

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

Brevard Heritage Council

P.O. Box 31, Cocoa, FL 32923 <http://brevardheritagecouncil.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, mmayorjoe@aol.com

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 Public Archaeology Network (FPAN)

Florida Historical Society, 435 Brevard Ave, Cocoa, FL 32922

321-690-1971—<http://www.fpaneastcentral.org/>

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

Dave McDonald, President P. O. Box 542022, Merritt Island, FL 32954-2022

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

The Mosquito Beaters

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

<http://www.mosquitobeaters.org/>

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 <http://www.petrust.org>

Rockledge Heritage Foundation

11 Orange Avenue, Rockledge, FL 32955—321 632-2712

http://rockledgeheritage.org/_wsn/page4.html

Sons of the American Revolution

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

South Brevard Historical Society

Carol Andren, Pres. 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/history/>

Brevard County Historical Maps

<http://fcit.usf.edu/florida/maps/county/brevard/brevard.htm>

Florida Historical Museums

http://www.floridasmart.com/attractions/museums_hist.htm

The Florida Historical Society

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

The Florida Memory Project

An interactive Web site of Florida history, photos and letters

<http://floridamemory.com/>

Public Records Management

Services to state and local governments

http://dlis.dos.state.fl.us/index_RecordsManagers.cfm

Services to Genealogists

Researching your family history at the State Archives of Florida

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

The State Library of Florida

Collecting, preserving and making available the published history of Florida

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

The State Archives of Florida

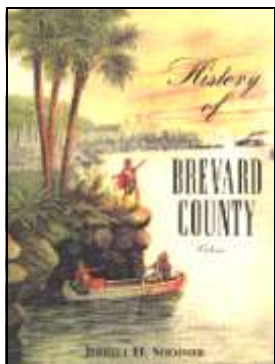
Preserving the past and present for future generations

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

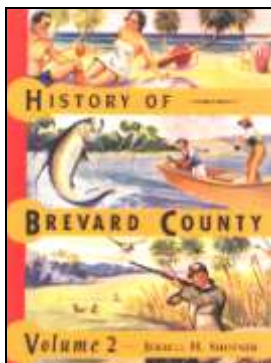
Try as we might to keep the previous lists accurate with up-to-date information, it seems that changes occur that we don't know about until after publication. If you know of a needed change, see an error or have an addition to what we've presented, please let us know. Call us at (321) 433-4415.

The History of Brevard County

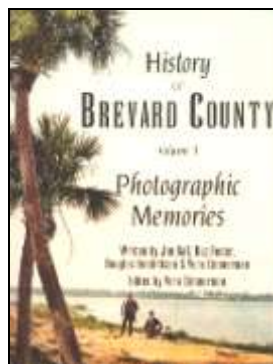
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801 Dixon Blvd., Suite 1110, Cocoa, FL 32922

Questions?

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Call 321-433-4415

The
Indian River
Journal

**The Brevard County Historical
Commission**