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BREVARD COUNTY HISTORICAL COMMISSION

THE INDIAN RIVER JOURNAL

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



This view shows the Indialantic Casino, July 4, 1924. Developed in 1916 by Ernest Kouwen-Hoven as a subdivision, the Town of Indialantic is formally celebrating the 50th year of its incorporation on November 16, 2002.

The Indian River Journal is published quarterly
by the Brevard County Historical Commission.

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THE INDIAN RIVER JOURNAL

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THE INDIAN RIVER

Volume I, Number 1

Fall, 2002



A scene along the Indian River c. 1900.

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THE CHAIRMAN'S REPORT

Under President Lyndon Johnson's administration in the mid-1960s, the Great Society Program pushed for urban renewal and the redevelopment of many of the country's major rundown metropolitan areas. Hundreds of historic buildings and, in some cases, entire neighborhoods were leveled to make way for public housing projects, new superhighways, arenas, and other public works. Many of these projects were never built, and the land remains vacant almost 50 years later.

In 1966, Congress took Jacqueline Kennedy's campaign for the historic preservation of the nation's capitol to a national level. The realization that so many historic properties and areas were in decay or had been razed spurred our national legislature to pass the Historic Preservation Act of 1966. This act authorized the Department of the Interior to recognize and encourage the preservation of sites, structures, and objects that represent the heritage of our shared local, state, and national experience.

Inspired by the national movement for historic preservation, Brevard County established the Brevard County Historical Commission in 1962. Appointed by the Board of County Commissioners, the 15-member Historical Commission meets monthly. Its purpose is to encourage the private and public preservation of historic sites, structures, artifacts, documents, photographs, and other material that graphically illustrate and preserve the memory of the physical and cultural heritage of our region.

To assist in fulfilling its obligation to document the history of Brevard County, the Historical Commission has recently completed the publication of a three-volume set of books illustrating the history of Brevard County. Further, the publication of *The Indian River Journal* is designed to promote the appreciation of our local heritage and to foster local efforts at historic preservation. We hope this first issue will spark your imagination and inspire your own historical interests.

Bob Gross, Chairman
Brevard County Historical Commission

A MESSAGE FROM THE EDITOR

The Brevard County Historical Commission is pleased to introduce this first issue of *The Indian River Journal*. Each quarter *The Indian River Journal* will feature historical stories and images from the various sections of the lagoon region. *The Indian River Journal* is a regional guide to historic events, projects, and sources of information. In this issue, we spotlight several new historical marker programs and the preservation efforts being made on two historic buildings. We also provide a list of activities and organizations for the historically-minded. Our Book Notes section reviews local history books currently in print.

The Commission is thrilled to welcome to the county's historical scene a dynamic new organization, the African American Preservation League. You may read more about this exciting news immediately below. It is also a pleasant surprise to learn that this year's Brevard Heritage Council Holiday Walking Tour will be held in Titusville! Several wonderful old homes along the river will be open for the occasion, marked with luminary-lined walkways. (See page 28.)

Finally, in presenting our first cover story, we join in celebrating the 50th anniversary of the Town of Indian River's incorporation, which occurred on November 17, 1952. Many thanks go to the long-time Indian River residents who helped in the preparation of this article.

Good Reading!

Karen Raley, Editor

LOCAL HISTORICAL NEWS IN BRIEF

New African American Historical Society Formed

Helen Williams, Omega Austin, and other members of the Central Brevard community issued a call for interested parties to form an organization "to preserve African American culture and history, with special emphasis on Brevard County, and to educate the community and general public of the history, heritage, achievements and relevance of those contributions." (Continued on the next page)

(Continued from the preceding page)

The African American Preservation League organized in part to help save the historic Mount Moriah A.M.E. Church in Cocoa. The original Mt. Moriah, the first African American church in Cocoa, was built in 1886. Destroyed by fire, it was replaced in 1923 by the magnificent building at 300 Stone Street, now in danger of being demolished. Mt. Moriah's bricks were hand-made by Richard E. Stone, and its stained glass windows were donated by the families of the church. The large rose window over the entrance exceptionally beautiful. The Preservation League hopes to create the Melissa Moore Black Heritage Museum in this building. Ms. Moore donated the land for the original church.

The League also immediately began planning an oral history project to identify and interview members of African American pioneer families in Brevard. The organization is being assisted in its efforts by members from the Brevard County Historical Commission, Brevard Heritage Council, Brevard Museum of History and Natural Science, and the Preservation and Education Trust.

Meetings are held at 7 p.m. on the first and third Tuesdays of each month at the Field Historical Library, 435 Brevard Avenue, Cocoa Village. Please contact Helen Williams, Director, 638-3805 or Omega Austin, President, 636-5913, for more information.

Melbourne Beach Forges Ahead on the Williams Building

Rehabilitation begins on the the old town historic center in Melbourne Beach! The Williams Building Committee recently obtained all building permits to begin work on the 1909 structure that originally housed the Melbourne Beach Improvement Co. and, in 1923, became the first Town Hall. An **all-volunteer** crew worked weekends in August and September removing inner walls and asbestos and replacing a badly-damaged porch roof. Many local businesses and contractors are supporting the effort by donating time, expertise, and materials. Soon, the roof will be shingled and the cupola rebuilt. The Committee intends to use the building as a historic center with artifacts and displays designed to capture the essence of the South Beaches' earlier days. Workdays will continue on Saturdays into the Fall. For information, contact Ann Dowling , 676-0660, or Esther Zimmer, 728-4880.

THE EARLY HOTEL ERA IN ROCKLEDGE

ADA PARRISH

At the turn of the century, Rockledge was an important resort on the East Coast. Tourists, invalids, and sportsmen made this village of 200 swell to 2,000 in the winter months. Three large hotels faced the river just north of Barton Avenue: the Plaza, the Hotel Indian River, and the Rockledge House (or Rockledge Hotel). “Cottages” lined Barton Avenue and housed overflow guests.

JoAnn Washer Berry shares these excerpts from the March 4, 1910, issue of the Wantage Recorder published in Sussex, New Jersey. An account of a trip to Florida is taken from a front-page column entitled “From the Sunny South,” by James M. Adams.

We arrived in Jacksonville Saturday noon and started by train at 4 p. m. for Cocoa. Arrived there Sunday morning at 12:20 and found W. E. Wilson awaiting us. After resting, we started out to see the sights. That Sunday was a warm one. Called on Mr. and Mrs. Frank Stackhouse and son, Chester, and Mr. and Mrs. D. E.

The Stackhouses were the grandfather and great grandparents, respectively, of JoAnn Berry and her sister, Vonnice Washer Kallis, both of



Early Rockledge’s hotel row was along the pretty riverfront drive near its intersection with Barton Avenue. In the photo above, we approach the old Plaza Hotel from the south. The view dates to about 1901.

The Rockledge Hotel is managed by D. L. and W. H. Woods, very fine gentlemen and thorough hotel men. They have made the Rockledge very popular along the coast. It stands within 100 feet of Indian River, located among palms and oaks, in the most extensive orange district in Florida. The lovers of good fishing patronize it. In front of it, sea bass and sea trout were caught by the hundreds in January. Some sea bass brought back to the dock Tuesday weighed 28 to 30 lbs. In Lake Poinsett 3 miles away, the head of St. Johns River, black bass are caught—two men bringing in 84 in one day, some of them weighting 12 lbs. each. I visited last winter every spot of interest along the east coast of Florida,

Rockledge.

Mr. Adams goes on to say that so many guests came to Rockledge during

I learn that it will be enlarged for the next season. Steamers running from Datona [*sic*] to Palm Beach stop at the dock here twice a week. Rockledge Hotel is 1 ½ miles south of Cocoa and no more beautiful walk can be found than the one between the places.



Fishermen staying at the New Rockledge Hotel around 1905 proudly display a day's catch. The hotel used this photo for an ad.



In the picture above, ladies stroll on the docks along the Indian River near the big hotels of Rockledge. The W. H. Rankin residence still stands at the corner of Rockledge Drive and Barton Avenue.

his visit that the hotels were turning them away. Adams explains that the Rockledge Hotel was going to expand.

Until 1911, access to Rockledge and other Indian River towns was by boat and rail. Trains connected with Indian River steamers to provide a link to the North. Sailboats, small launches, and large steamers would dock to load and unload freight and passengers. The tourist trade was established in Brevard by the 1880s. The large hotels along the river catered to the wealthy clientele who could afford steamer and rail travel.

As the railroad was extended down Florida's east coast in the 1890s, large hotels continued to prosper. It was not until after World War I that automobile travel to the area became common. The automobile democratized tourism. Tourist homes and "tin-can" tourist campgrounds began to dot the highway. By 1915, the Dixie Highway was cut the length of the state. In most places, it was even passable by automobile! During the 1920s, the highway was paved and became a Federal Highway—US#1. The Florida Land Boom was on, at least until it bottomed out in 1927.

ORAL HISTORY IN BREVARD COUNTY

DAVID PATERNO

The Oral History program of the Historical Commission endeavors to interview citizens who have been part of the history of Brevard County. The Commission has made approximately 46 recordings, on audio and video tapes, and are available to libraries and schools as well as historical researchers.

Among the interviewees are those who have knowledge of the past of various industries in the county: tourism, real estate, ranching, space, citrus, fishing and the like. The Commission welcomes learning about anyone who has been part of our history and who might be available for an interview.



Above, Florence Honeywell Patrick stands at the foot of the Cape Canaveral Lighthouse steps. Born in 1909, Mrs. Patrick is the only surviving child of lighthouse keeper Clinton P. Honeywell (see page 22 for a brief biography). She grew up in the lighthouse keeper's house, seen behind her in the earlier photograph at the left. Roz Foster interviewed Patrick on April 25, 2002, for the Brevard County Historical Commission Oral History Project.

THE CAPE CANAVERAL LIGHTHOUSE

ROSE WOOLEY

In 1843, the U. S. Congress provided funds to construct a lighthouse at Cape Canaveral. Completed in 1847, the original light was fueled by whale oil. William Carpenter and John Scobie were the first lighthouse keepers. In 1853, Captain Mills Burnham was appointed as permanent lighthouse keeper. It was he who saved the light by crating it and burying it in his orange grove during the Civil War.

After the war, the lighthouse saw several improvements. In 1868, a new tower was built. That same year, the lighthouse acquired a new Fresnel lens from the 1867 Paris Exposition and a new kerosene-fired light mechanism. In 1873, concrete and brick repairs were made to the lighthouse, which had suffered termite and salt damage.

In spite of the lighthouse, Florida's east coast remained treacherous, especially during hurricanes. Many ships were lost during storms as they approached the Cape and were driven onto the shoals. Sometimes the ships carried valuable and useful cargo that washed onto the shore.

The keeper and his assistants were always busy. They painted the lighthouse and kept the grounds around it cleared. It was their duty to keep the wick trimmed so the flame would be bright and not smoke. They also cleaned the Fresnel lens, which is made of hundreds of curved glass prisms in a copper frame. The lens reflected the flame so that it could be seen 12-18 miles at sea. The Canaveral light now shines from an automated system and two 1000-watt bulbs. The magnificent old Canaveral lens is still preserved in Volusia County.

In 1870, the *Ladona*, a French steamer, wrecked at Canaveral during a hurricane. The vessel "came ashore stern first, in a gale and in spite of the fact that she was dragging both anchors and with engines going full speed ahead. For more than 50 years, parts of her hull marked her grave. She carried an immense cargo of French boots and shoes, and though hundreds of them were gathered up by the settlers in the neighborhood, they were so badly mixed that only one pair was found, so odd shoes were in the fashion for a long time afterwards."*

Another ship that was destroyed provided several bolts of white cloth that had a narrow blue stripe. Local legend holds that Canaveral's small group of residents was able to salvage enough of the cloth for everyone to have new clothes. The women made skirts, shirts, and aprons of it. Many of the early families on the Florida East Coast found the unexpected gifts of the sea to be critical for their survival during those pioneer days.

*Jack D. Harris, Senior Statistician, WPA Project File, *Fla. 2774, Iden. No. 0944-472*, Florida Works Progress Administration, Key West FL, c. 1938.



Shown is the Cape Canaveral lighthouse about 1910. The head lighthouse keeper and his first assistant were provided with Cape Cod style houses. Storage and utility buildings were in the rear. The two homes flanked the lighthouse, as can be seen in the photo here. The keepers' houses were removed in the 1950s.

(Cape Canaveral article continued on Page 22)

LANDMARK PROJECTS IN THE COUNTY:

New Downtown Eau Gallie Markers Erected

Twenty handsome new historical markers have been erected in old Eau Gallie. Conceived and directed by Joshua Wickham for his Eagle Scout project, the signs are the product of two years' work by many community members. Well-known local historian, Weona Cleveland, researched and wrote the text for the markers. The City of Melbourne approved the project.

Downtown Titusville Markers Projects

Titusville is forging ahead with two downtown historic marker projects. The Titusville Redevelopment Agency has purchased eight large, colorful and innovative displays that will be placed at downtown sites to educate the public. The North Brevard Historical Society and the Brevard Museum of Natural History and Science are collaborating on several site markers for Titusville buildings. The markers are of etched black granite and will be secured directly to the historic buildings. The first marker will be placed on the Brevard County Courthouse, built in 1913.

Rails to Trails Markers in Northern Brevard

The Rails to Trails Program is establishing a trail along the old rail line from Enterprise to Titusville. (See page 12 for the story of the railroad). Black granite plaques will denote the stations on the route and be placed at other sites to provide additional information. Brevard County Stations along the old railbed are: Titusville, LaGrange, Mims, Aurantia, and Turnbull. Volusia County Stations are Maytown, Cow Creek, Celery City, Osteen, Garfield, Enterprise, and Enterprise Junction, where there was a connection to the main line.



ATLANTIC COAST, ST. JOHNS & INDIAN RIVER RAILROAD

ROZ FOSTER

Most of the railroad companies which were formed in Florida in the early 1880s failed to get beyond a plan on paper. A few companies graded some roadbeds but never laid track. The most promising plan for a railroad to the Indian River originated in 1881 with the Palatka & Indian River Railroad Company.

In 1882, grading began running southward from Buffalo Bluff, along the St. John's River. This road was purchased by the Jacksonville, Tampa & Key West Railroad Co. While the JTKW railroad was being laid to Tampa, plans were made for a connecting link between Enterprise on the north shore of Lake Monroe and Titusville on the Indian River. In 1883, W.B. Watson, manager of the DeBary Steamship Line, predicted that a railroad by the way of Lake Harney to Titusville would be completed within 18 months. DeBary supported the project and offered to guarantee the first three years' interest on bonds for this purpose.

Thus, the Atlantic Coast, St. John's & Indian River Railroad was chartered in 1883. The company announced it would have trains arriving in Titusville by January 1, 1886, if the residents would subscribe \$30,000 in cash or land. Residents of the Indian River communities were eager to see a railroad constructed from Enterprise to Titusville and almost immediately raised pledges for the full amount.

Construction began by early summer, with 300 workers clearing and grading the roadbed, building bridges, and laying track. Pay was soon increased to \$1.25 per day, more workers hired, and track was laid at the rate of one mile a day. In late August, grading had been completed to within four miles of the LaGrange store. In December, 1885, the first locomotive pulled into Titusville's Washington Avenue with whistles blowing, cannons firing, and fireworks exploding. Everyone was satisfied, the deadline had been met, and the subscribers had to make good on their \$30,000 in pledges.

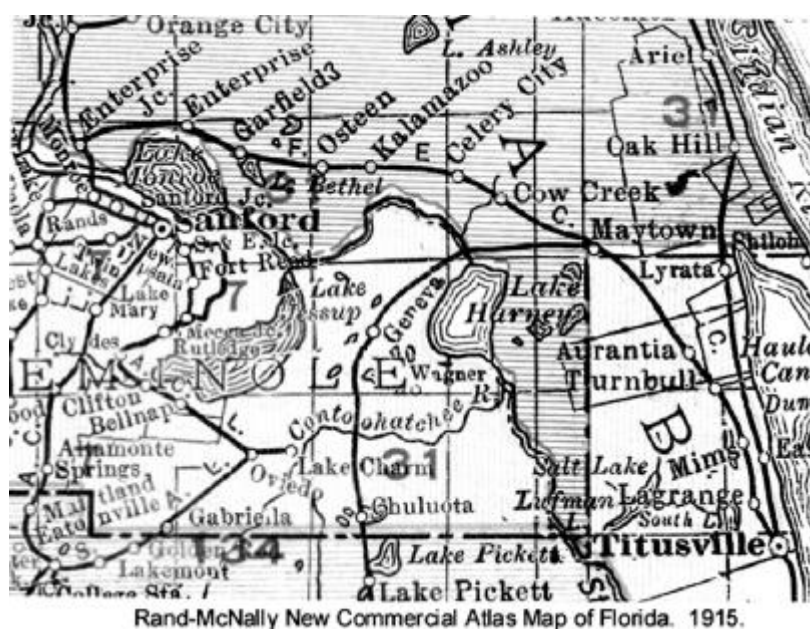
In January, 1886, the Jacksonville, Tampa, Key West Railroad Co. leased the newly completed Atlantic Coast, St. John's & Indian River Railroad and operated it as a branch of the JTKW line. The JTKW built a 1500 ft. dock that ran into the Indian River at the end of Broad Street. Track was laid on the pier so that trains could connect with steamboats. The waterborne extension of the JTKW was formed as the Indian River Steamboat Company in 1886. The connections of the Enterprise-Titusville and Jacksonville-Tampa lines and steamboat routes in the Indian River made Titusville the transportation center of the Indian River for the next ten years.

Sources:

History of Brevard County, Volumes 1 and 2, Jerrell Shofner. (Cocoa, FL Brevard Co. Historical Commission, 1996 and 1996).

Titusville Star-Advocate, selected articles, 1883, 1885, 1886.

Railroad line between Enterprise and Titusville, Florida



The map above shows the route of the Atlantic Coast, St. Johns & Indian River Railroad (chartered 1883) from Enterprise to Titusville, Florida. Five stations on the line are in Brevard County. Others are in Volusia County. Thanks go to Ed Vosatka for providing this map.

THE TOWN OF INDIALANTIC TURNS FIFTY

KAREN RALEY

On November 17, 2002, the Town of Indialantic, Florida, will be 50 years old. Indialantic plans a number of celebrations on Saturday, November 16. Although the events mark a half-century for the town, the community itself is older. From pioneer plantations through 1920s real estate speculation and Space Age development, Indialantic's location has been central to its identity. The character of the community, first as a subdivision and then as a town, has depended on the use and preservation of the area's natural assets.

The first phase of settlement on the barrier island between the Atlantic Ocean and the Indian River east of Melbourne began in the late 1800s. At Cape Canaveral, lighthouse keeper Mills Burnham began to grow a pineapple crop in the 1840s. In "East Melbourne," south of the Banana River, entrepreneurs from Eau Gallie and Melbourne established pineapple plantations. The Indian River Nurseries opened in April of 1887, and J. H. Phillips built a home on his plantation in the Indialantic area in 1892. Growers in Melbourne Beach also planted the crop. Produce was carried by boat to the railhead in Titusville, where it was shipped north. Profits were good and cultivation of the fruit expanded through the early 1990s.

Meanwhile, land values increased dramatically. Homesteaders like C. J. Hector, Jessie Goode, E. P. Branch, Maggie Johnson, and Frederick Webb paid the government \$1.25 an acre in the 1880s. A decade later, land on the island was selling for over \$1,000 an acre. Then came the disastrous freezes of 1894-95. One Eau Gallie family, John and Juliet Aspinwall, lost 150,000 pineapples on their barrier island property. The industry would never return to this area.

Eau Gallie, Melbourne, and Melbourne Beach continued to grow after the freezes, but it would not be until 1916 that Indialantic began to emerge from the sandy scrubland to become a community. The person most responsible for this change was Ernest Kouwen-Hoven.

Coming south for health reasons, Kouwen-Hoven brought his family to



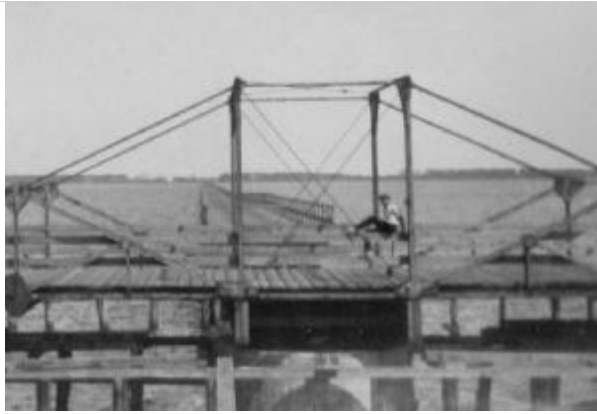
Above, the Butter and Kemper families along with other early residents celebrate the Fourth of July in the mid-1920s.

Melbourne in 1915 and stayed at the lovely Carleton Hotel on the bluff. He remained past the usual season and rented a small cottage in town. After taking several trips across the river, Kouwen-Hoven began purchasing land on the barrier island east of Melbourne. The next year, when he returned to Melbourne from Chicago, he subdivided the land into residential lots, streets, areas designated for hotels, ferry slips, a golf course, and a public beachfront. Kouwen-Hoven's subdivision of "Indialantic-by-the-Sea," named by his friend, Mrs. Frank L Bills, had been born.

In 1917, Kouwen-Hoven moved his family into their new home on the shore of the Indian River (where Eastminster Presbyterian Church now stands). Daughter Phyllis Hoskins later wrote of those days when she and her family were the first and only residents of Indialantic-by-the-Sea. "Provisions, mail and travel were by water alone....A Delco system provided electricity; a surface well with a pump supplied our water....[My brother] Jack and I attended school by boat....Our amusements were crabbing and aquaplaning....Summers were spent in California because those days were horribly warm and buggy."

Lots being slow to sell at first, Kouwen-Hoven decided that he needed a bridge across the river if his subdivision were to succeed. In the face of popular skepticism and lack of public funding, Kouwen-Hoven sold bonds for \$100 each (another \$20 would buy a lot) and began to finance the bridge himself in 1918. Using lumber from his own portable sawmills

Kouwen-Hoven hired Albert T. Anderson to build the railings on the bridge and to be the first bridge-tender. In the early 1920s photo at the right, Anderson sits on the draw in the middle of the bridge. Melbourne can be seen on the distant shore in the background.



west of Melbourne and on Merritt Island, Kouwen-Hoven completed the 1 7/8-mile bridge in 1921. The final cost was more than \$100,000, half of which was covered by bonds Kouwen-Hoven repaid at 6% interest.

Because of the bridge, land sales on the island soared. Cleared, 50'x100' lots sold for \$400-1,000 each, and Kouwen-Hoven promised "cement sidewalks" and other improvements. Between 1919 and 1922, he was able to sell hundreds of lots, all the while increasing the size of Indialantic by acquiring and subdividing more acreage to the south.

In 1922-3, the developer sold the bridge and almost all of the remaining lots in Indialantic to Herbert R. Earle, who continued to promote and guide the development of the community. In 1924, two key edifices were

Below on the left is the original Kouwen-Hoven home in Indialantic. The remnants of an old pineapple-loading dock are in front. At right is the Indialantic home of William and Irene Christen. The Mediterranean Revival style was predominant during the 1920 Florida Land Boom. Most of Indialantic's early houses were built in 1926, the boom's last year. Christen designed many of the area's most enduring edifices of the 1920s.



built: the Indialantic Casino on the ocean just off Fifth Avenue (cover photo), and the Indialantic Hotel on Shannon Avenue (page19). Kouwen-Hoven's original plat set aside lands for both these buildings as well as for a large golf course behind the hotel. Unfortunately, by 1925, the U.S. economy was beginning to weaken. The spree of investing in Florida lands came to an end after two disastrous hurricanes hit the state in 1926. Faltering badly by 1927, local economies began a deadly downward spiral as the Great Depression approached. Earle lost his holdings to his lawyer, Harold Emmett.

As did every other community in Brevard, Indialantic lay in the doldrums during the early 1930s. Very little building was accomplished in the 1930s, and properties changed hands at well below the prices they had originally cost. Some of the lots and homes in Indialantic would not reach their 1926 value until well into the 1950s and 60s!

By the late 1930s, the old wooden bridge, now owned by the State Road Department, needed replacement. Planners proposed that a causeway be built in order to reduce maintenance costs. The presence of two Naval Air Stations during the war revived the local economy. Housing was in short supply. Work on the bridge was suspended because of wartime construction needs at the bases. Finally completed in 1947, the new access was open just in time to accommodate Space Program traffic on its way from the mainland to Patrick Air Force Base. Commuters poured through the little community. Soon a new housing boom would be underway in Indialantic.

Desiring to protect themselves from unplanned development and discontented about the condition of their roads, a group of residents formed the Indialantic Civic Association in early 1952. A membership of about 170

Unrecognizably pastoral, this is a view of Fifth Ave. looking east in about 1940. Today the street is lined with commer-



Newly-elected Town officials pose at the Trade Winds, November 17, 1952. Front, L-R: Councilman Hal Guerin, Town Clerk Hazel Helmrich, Mayor John McLean. Rear, L-R: Town Marshall Lou Mussler, Councilmen Walter Hayward, Roger Broome, Walter Rolland (Council President), and Don Scott.



residents met for the next few months to discuss problems and options, finally concluding that forming a municipality was the best plan.

That Fall, they laid out their immediate goals: zoning, improving roads, and retaining public ownership of the beach. Long-term aims included fire and police protection, a public water supply, civic beautification, and the numbering of houses for postal service. An election of freeholders was held on November 17, 1952, and the Town of Indialantic was born. Its new officials had their photograph taken at Indialantic's social center, the Trade Winds Club (see above).

As soon as the Town was formed, the new leadership of the Civic Association began to compete with it for local power, attempting to dissolve the municipality the Association had just spawned. The issue, of course, was taxes. Realizing that no town could exist without revenue, the membership of the Association failed to support its leadership and the



At the left is an ad for a home by Kreinbring Builders. During the 1950s and 60s, Indialantic experienced its second building boom. Bert Kreinbring built several houses in a venture with realtor Rudi Oudshoff.

first major threat to the new town ended. Indialantic was off to a running start as it quickly passed effective zoning and other ordinances.

Milestones in the town's growth include the development of fire, police, water, and sewer services; the construction of Indialantic Elementary School (1958); the paving of roads, sidewalks, and a bike path; the completion of town beautification projects; the presence of Seaside Art Show (1967-85); the creation of numerous parks, including the preservation of the public beachfront and boardwalk; the construction of two new high-rise spans across the river; and the development of a highly successful business district along Fifth Avenue and A1A.

To this day, the ideas of the founders have a marked effect on Indialantic. Primarily a residential community, the town has controlled commercial and other development to preserve high real estate values and aesthetic appeal. About 3,000 people live in Indialantic presently.

The author thanks Carol Andren, Ruth Bardolph, Paul Beckwith, Bob Gross, Mary Hayward, Marcia Littlejohn, and Dian Milligan for their help in the preparation of this article.

Sources:

Florida Star, 9/22/1892

Indian River News, 2/24/1887



Above is the Trade Winds, a popular club and hotel on Shannon Ave., shown about 1960. Built in 1923-5 as the Indialantic Hotel, the posh resort fell on hard times during the Depression. Under the direction of Karl Abbott and, later, Tom Doherty, the hotel and club prospered in the 1940-60s. In decline again, it was acquired by Florida Institute of Technology in 1969. Local efforts to save it failed, and it was demolished in 1983. Homes now occupy the site.

BREVARD COUNTY SCHOOLS - 1882/1883

BOB GROSS

There were 21 schools in Brevard County in 1882, although two of them were closed for that year. This number may seem high until you consider that, at that time, Brevard County encompassed present-day Brevard, Indian River, Okeechobee, St. Lucie, and most of Osceola Counties. Most of the schools had only one room and a single teacher who taught all the grades. The school year began in October/November and ended six months later, in April/May.

A portion of the teacher's pay was based on school attendance. It would appear that the philosophy of the day was for teachers to make school a pleasant experience to encourage students to participate. Presumably, the lower-paid, unpopular teachers soon moved on. Below is a breakdown of the school expenditures for the county in 1882-83.

School Name & Location	Dollars [Percentage]
1. LaGrange [Brevard Co.]	202.00[12.2%]
2. Titusville [Brevard] (17 students)	114.00[6.9%]
3. City Point [Brevard]	150.00[9.0%]
4. Rockledge [Brevard]	125.00[7.5%]
5. Eau Gallie [Brevard]	36.00[2.2%]
6. Taylor Creek [Okeechobee]	(Not open this past year)
7. Bassinger [Okeechobee]	195.00[11.7%]
8. Fort Drum [Okeechobee]	76.00[4.6%]
9. Lake View [Osceola]	93.00[5.6%]
10. Shiverville [Brevard]	97.00[5.8%]
11. Bassville [Lake]	90.00[5.4%]
12. Cross Prairie [Osceola]	88.00[5.3%]
13. Merritts Island, Sanders' [Brevard]	51.00[3.1%]
14. Crab Grass [Osceola]	(Not open this past year)
15. Drum Creek [Okeechobee]	50.00[3.0%]
16. Merritt's Island, Sams' [Brevard]	44.00[2.7%]

17. Merritt's Island, Martin's [Brevard]	44.00[2.7%]
18. Titusville (Colored) [Brevard]	48.00[2.9%]
19. Melbourne [Brevard]	47.00[2.8%]
20. Ten Mile Creek [St. Lucie]	76.00[4.6%]
21. Willis [Osceola]	34.00[2.0%]
Total	\$ 1,660.00 [100.0%]

Sources:

Newspapers—

Florida Star October 10, 1882, "To the Public."*Florida Star*, May 17, 1883. "Our Public Schools."

Maps—



In 1883, John Goode provided the community of Crane Creek (Melbourne) with the schoolhouse shown above. The first classes were segregated, with 9 white students attending in the morning and 6 black students in the afternoon. Maude Goode and May Valentine were the first teachers. Originally located on Riverview Drive in the "Tarheel" section south of the creek, the schoolhouse, pictured above in its original location, now stands on the Florida Institute of Technology campus.

(Cape Canaveral Lighthouse, continued from Page 10)

Lighthouse Keeper Clinton P. Honeywell

Clinton P. Honeywell, born in Baltimore in 1861, came to Cape Canaveral in 1884 to homestead government land. He became the assistant keeper of the Cape Canaveral light in 1891. In 1904, he was appointed head lighthouse keeper, a position he kept until his retirement in 1930.

Honeywell married Gertrude Wilson, daughter of Henry and Mary Augusta Burnham Wilson. In 1904, the lighthouse keeper's pay was \$760 a year, or about \$63 a month. In that year, the Honeywells started their family with the birth of their first child, Gertrude. Florence, their second daughter, was born in 1909, and Clinton P. Honeywell Jr. was born in 1911. Florence Honeywell Patrick is still living and is now 93 years old. This portrait shows the family in about 1914.

During Honeywell's tenure as head keeper, erosion caused the shore to reach within 70 feet of the lighthouse. Congress approved funds to move it. During a period of 18 months in 1892-94, the lighthouse was relocated a mile inland. The move was accomplished by mules, which pulled the lighthouse over rails to its new location. The lighthouse still stands at this site today.



BOOK NOTES:

Brevard County is blessed with a number of local histories dating back to very early times. Most of our histories have been published in the last fifty years. Since 1995, two organizations stand out as publishers of Brevard County history. The first of these is the Brevard County Historical Commission itself. Completing the work of a decade, the Commission released Volume III of its large-format pictorial history of the county in 2001.

Arcadia Publishing, of Charleston, SC, is a division of an international publisher of regional histories by local authors. Its offerings consist of local history series: Images of America, Voices of America, Making of America, Black America, College History, and others. Here, we review the three most recently released volumes on Brevard from Arcadia.

Our selections in this issue also include two books released in 2000 by other presses--the Florida Historical Society Press, and Xlibris, a self-publisher for local historians.

We review histories (non-fiction) of the counties adjoining the Indian River. In subsequent issues, we will continue Book Notes by reviewing local histories published before 2000 and by keeping our readers up to date on any new releases or reprints.

FLORIDA INSTITUTE OF TECHNOLOGY, Gordon Patterson. (Charleston, SC: Arcadia, 2000, 128 pp., photographs, illustrations. \$19.99 paper.)

Gordon Patterson, humanities professor at Florida Tech, presents a carefully chosen selection of photographs and text depicting the school's history from its early days as Brevard Engineering College to the present time. Supported by a dedicated cadre of local business leaders, Space Program "missilemen," and regional politicians, the college grew beyond its origins as an adjunct to Brevard County's main industry. Florida Tech developed respected programs in areas such as oceanography, psychology, and management as well as those in the space sciences, engineering, aeronautics, and mathematics.

Readers are fortunate to share in Patterson's access to the archives of the Institute and to private collections of key participants in the school's history. The author not only charts the development of the school--its programs, equipment acquisitions, and building projects--he also adds the personal touch. The book showcases the efforts of the hardworking and hopeful individuals whose energy and determination made the Institute a thriving reality. Patterson includes athletics and student life in his coverage, giving the reader a sense of the community and friendliness that make college life enjoyable. The book presents a memorable look at the history of one of Melbourne's most valued assets.

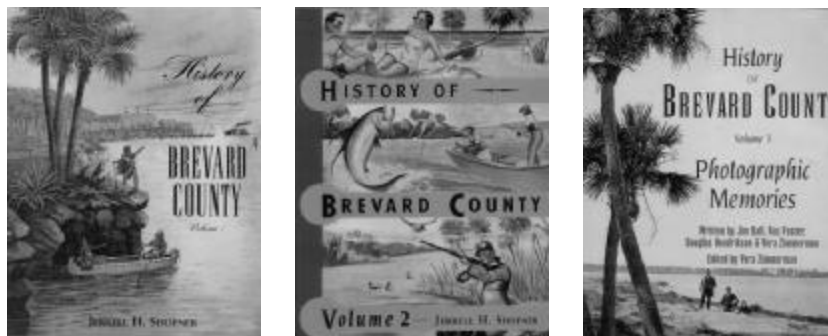
HISTORY OF BREVARD COUNTY, VOLUME 3: PHOTOGRAPHIC MEMORIES, Jim Ball, Roz Foster, Douglas Hendriksen, and Vera Zimmerman. (Cocoa, FL: Brevard County Historical Commission, 2001, 288 pp. photographs, illustrations, index. \$45 hardback.)

This is the third and last volume in the Historical Commission's masterpiece series of images and interviews documenting the history of Brevard County. Volumes One and Two, by Jerrell Shofner, were released in 1995 and 1996. Volume One covers the period from early occupation to 1920. Volume Two brings the history forward to the 1990s. All three volumes are generously illustrated with photographs, illustrations and maps. The complete set is available from the Historical Commission for \$89.95 plus tax.

Shofner's first two volumes of the series recount Brevard's history in an informative chronology. His beautifully annotated and illustrated text provides an authoritative resource as well as an enjoyable read. Volume Three, *Photographic Memories*, is a masterpiece of illustration and oral history. Its images are from a number of private and public collections, and many of them are extremely rare. The text is as vivid as the images, and both will delight and engross a willing reader. Based on both topical and geographic approaches, the book offers many family histories. These are frequently supplemented by interviews from the County's Oral History Program.

The three-volume series represents the work of over a decade by the Commission members and authors. Vera Zimmerman's sympathetic genius at editing and creative layout has made Volume Three a worthy

successor to the two previous volumes. Beautifully printed and engagingly written, the book's priceless pictorial and textual images are evocative of a time lost but to memory. Anyone interested in Brevard County history should not be without this wonderful set of county histories.



MELBOURNE AND EAU GALLIE, Karen Raley and Ann Raley Flotte. (Charleston, SC: Arcadia, 2001, 128 pp., photographs, illustrations. \$19.99 paper.)

Sisters and co-authors Karen Raley and Ann Raley Flotte tell the story of Melbourne and Eau Gallie from the time of their origin to the era of their unification as modern-day Melbourne. Established as 19th-century homesteads along the Indian River, both communities grew into small commercial centers by the 1880s. Chapter introductions give general summaries of the area's historic development phases. The book emphasizes the influences of the Indian River Lagoon, the FEC Railway, the Dixie Highway, World War II, and the Space Program on the local economy and daily lives of the inhabitants.

Relying on a generous array of published and unpublished sources, this brief but informative work provides a solid introduction to Melbourne and Eau Gallie history. Readers will recognize many familiar landmarks, names, and buildings. The authors' maps of old Eau Gallie and old Melbourne also help readers use this work as a guide to historic structures and locations. Clear images and informative captions throughout present a delightful and fascinating story that can be examined and enjoyed with each reading and re-reading.

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MERRITT ISLAND AND COCOA BEACH, Ada Edmiston Parrish, A. Clyde Field, and George Leland "Speedy" Harrell. (Charleston, SC: Arcadia, 2001, 128 pp., photographs, illustrations. \$18.99 paper.)

Taken from the collections of the authors and their friends, as well as from institutional sources, this volume addresses the history of areas now overrun with commercial and Space Program development. From these pages, the reader can see why homesteaders were drawn to the area, imagine the beauty and challenge of its untamed state, and understand how the pioneer families were able to survive economically.

The book is based almost entirely on previously unpublished photographs. It provides the reader with an intimate look into the personal stories and histories of several small but vital communities, many of which no longer exist. Of particular interest is the roster of inhabitants, including addresses and occupations, for each community.

A fascinating and warmly-written paean to the pioneer days of Merritt Island and the central portion of the barrier island, this unique work is worth reading and rereading for its evocative prose, rare images, and entertaining stories.

Looking for a book

Books reviewed in this column may be available at area bookstores. The best source of Florida history is the book shop of the Alma Clyde Field Historical Library, located in the old Post Office Building in downtown Cocoa Village at 435 Brevard Avenue. Autographed copies of books may also be obtained from their authors.

on your community's history?

PORTALS TO THE PAST: A POSTCARD HISTORY OF BREVARD COUNTY, FLORIDA, John T. Manning, Ada Edmiston Parrish. (Melbourne, FL: Florida Historical Society Press, 2000, 123 pp., photographs, illustrations. \$13.00 paper.)

Using their vast postcard collections and that of the Alma Clyde Field Historical Library, the authors have assembled a quick and entertaining tour through the county's history. Images and text illustrate how postcards have provided us with a valuable source of information about the development of our communities. A bargain for nostalgia and history buffs, this volume should pique the reader's interest in the history of Brevard County's towns and cities.

U.S. NAVAL AIR STATION, MELBOURNE FLORIDA: FIGHTER PILOT TRAINING BASE WORLD WAR II, William R. Barnett. (Philadelphia, PA: Xlibris, 2000, 188 pp., photographs, \$19.99 paper.)

Naval Commander William Barnett trained as a World War II fighter pilot in Melbourne. As did many other military men, he later returned to live in the area. With this volume of fully researched and well-documented history, he makes another contribution to his country and community.

Barnett's recounting of the development and operation of the Melbourne Naval Air Station is augmented by his personal memories. His description of the Melbourne area makes fascinating reading for those interested in local history. Barnett paints a convincing picture of the community during the war and describes the effect its construction and presence had on Melbourne and the nearby towns. Illustrations and photographs highlight the text as well.

Barnett gives his reader a feel for the motives and experiences of the people involved in the war. He describes the details of the pilot training program and tells many stories about the personnel at the base. An informative and clearly written account, this book is well worth the reader's attention.

ACTIVITIES:

Space Coast Post Card Show, November 9, 2002, Cocoa Civic Center, 10 AM-4 PM, 430 Delannoy Ave. 32922. A selection of vintage postcards from several dealers and club members, including historic images of local communities in Brevard County and elsewhere.

Town of Indialantic Anniversary Celebration, November 16, 2002. Indialantic Town Hall, Fishing Pier, and Self-Guided Auto Tour of Historic Homes. Events all day long. For information and schedule, call the Town Hall at 723-2242.

Brevard Heritage Council Annual Holiday Walking Tour, December 7, 2002, 5-8:00 PM, held in Titusville for the first time!!! The tour starts at the Titusville City Hall (where guests may park) and will showcase vintage homes on Indian River Avenue and Riverside Drive. Come and tour these lovely old riverside homes of Titusville!!!

Participating homes will be decorated for the holidays and will have candlelit luminaries to mark the properties. Holiday songs will be performed by several chorus groups from the community as well. Discounted advance tickets will go on sale in November. Nondiscounted tickets may be purchased the day of the event.

The tour route will be closed to regular traffic for the safety of the tour guest but access will be permitted for residents. There will be shuttle vehicles moving through the area to ferry tour guests from the end of the Tour back City Hall and to locations along the tour route.

If you would like to volunteer or assist in other ways, please call Michael Boonstra at 639-2960. If you or someone you know would like to sell or purchase tickets, contact Mary Ann Balthaser at 632-3903

The Brevard Heritage Council, Inc. is a not-for-profit educational and historic recognition organization devoted to promoting the preservation, restoration, and responsible maintenance of vintage and historic buildings and properties in Brevard County.

HISTORICAL ORGANIZATIONS:

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

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

Brevard Cultural Alliance, Kay Burk, President, 2725 Judge Fran Jamieson Way, Building B, Room 104, Viera, FL 32940

Brevard Geneological Society, Jacque Rubins, President, P. O. Box 1123, Cocoa, FL 32922-1123

Brevard Heritage Council, Sandee Natowich, Chairwoman, 321 Pioneer Road, Merritt Island, FL 32953

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

Canaveral Lighthouse Foundation, Chris Lahnertz, President, 15 Azalea Avenue, Satellite Beach FL 32937

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

Geneological Society of North Brevard, Randy Hill, President, P. O. Box 897, Titusville, FL 32781-0879

Grant Historical Society, Ruby Lord, President, P. O. Box 44, Grant, FL 32949

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

Liberty Bell Memorial Museum, Rachel Felton, Curator, 1601 Oak St., Melbourne FL 32901

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

National Railway Historical Society, FL East Coast Chapter, Chuck Billings, President, PO Box 2034, Cocoa, FL 32923-2034

North Brevard Historical Society, 301 S. Washington Ave., Titusville, FL 32780

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

Rockledge Heritage Foundation, Amanda Mitskevich, 27 Barton Avenue, Rockledge, FL 32955

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

Williams Building Committee, Ann Downing, Secretary, Old Town

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