



THE NORTH BREVARD HISTORICAL SOCIETY & MUSEUM

(Located at 301 South Washington Avenue)

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Titusville, FL 32783

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NOVEMBER 2017 NEWSLETTER

President’s Message

by Bill Baldwin

Since this is the last newsletter for the year, I think we should remember all those we have lost and welcome all those that have joined as new members. With great regret we had to cancel the Historic House Tour due to excessive hurricane damage with hope that we might possibly try again in the future. Regardless, we had a pretty good year and I personally want to wish everyone a safe and happy holiday season.



LAST CALL

This is the “**Last Call**” for unpaid 2017 dues. To maintain our membership database, it is extremely important for everyone to catch up on membership dues. There are several people who have not paid for 2017 and those people will be identified with a “RED” sticker next to their name on the newsletter itself. Also, a “Green” sticker only means that you have already paid for next year. If you need a donation confirmation letter for tax purposes, contact the Museum.

Sometime after the first of next year, an audit of the membership rolls will be made with the possibility of having delinquent memberships purged. As you can see in the newsletter insert, the dues for 2018 will increase \$5 as OK’d at an earlier membership meeting.



Pictures from the Past

by Paul Marion

Does anyone recognize this lovely young Jersey Girl whose picture was taken in 1950? Answer on page 4.



'Tis The Season To Be Grateful...

by Esther Vulpius

Due to health concerns of Leigh Lorence, she has given up her position as Board member and weekly docent. She was a dedicated and valuable worker. She also did a lot of research on items no longer needed by the Museum and had good luck selling them at the Flea Market. Thanks for your help ... your talent is very much appreciated. Our thoughts and prayers are with you. Feel better soon!



All-Members Dinner Meeting

by Bill Baldwin

The final Member meeting for the year will be held on November 27th at Dixie Crossroads starting at 5:30pm. I would tell you which room we will be in but that is dictated by the number of people we expect to attend. So, this is the painful part: if you plan to attend, call the Museum (269-3658) and ask the docent to add your name(s) to the dinner list. Additionally, if you find that you can't attend after you have signed up, just call back and tell them to remove your name. Please try to join us for a lot of fellowship and good eatin'.

Spotlight

Sometimes it just makes good sense to have great neighbors. The Museum has one in the form of Badcock Home Furniture. Owner Lori Rudolph and all her employees have made it a point to support the Museum in many ways. They are literally the "Keeper of the Keys" for us so we do not need to issue keys to all of our docents. Therefore, the Museum would like to **SALUTE** the entire crew at Badcock's.

Dates to Remember

- **November 20th** Board meeting at 10 am at the Museum.
- **November 27th Membership meeting at 5:30 pm** at Dixie Crossroads for dinner and membership meeting. Please use the signup sheet at the museum (or call the museum).
- **December 2nd House Tour was cancelled.**
- **December 18th Board** meeting at 10 am at the Museum.

Central Florida Pictures

A letter sent to Judy Davis on June 6, 2015, from Carole Gerig contained the five following pictures of sites in Central Florida. The pictures were taken by John Harper, great-grandfather of Carole Gerig, in the early 1930s during his and his wife Mary Zillah's winter visits to Florida. John and his wife usually stayed in St. Petersburg or Orlando during their Florida winters. John

Harper was born in Limerick, York County, Maine in 1858; he passed away in Orlando in January, 1937. John and Zillah's oldest child, Morrill Harper, was Carole Gerig's grandfather.



Fish Houses on Main Street Pier in Titusville, Florida



Back of Seawall on Shore near Titusville, Florida



Beach Scene near Titusville, Florida

Editor's Note: Carole Gerig is Judy Davis' dear friend in Titusville, Florida. Carole and Judy met in June 1990 when Carole (from Portland, Maine) visited Titusville to find a job and home. Judy and Carole have been friends ever since. Carole's mother is Alice Harper Emerson. Above are just a few of the pictures received from Carole.

Social Media

by Judy Davis

Check us out on **Facebook** and on our **website** below. If you wish to be added to any of our occasional e-mails, please contact us. Please don't hesitate to contact me if you have any questions or comments at all.

- Email: titusvillemuseum@aol.com
- Website: www.nbbd.com/godo/history/
- "Like" us on Facebook:
www.facebook.com/NorthBrevardHistoricalMuseum

From Our Past

by Mike Knight

Haulover Canal

One of the most historic sites on Merritt Island is not a town, but a canal. Early Indians, explorers and settlers called the narrow strip of land “The Haulover,” because canoes and small boats were hauled over the strip of land as they traveled between the Mosquito Lagoon and the Indian River. The Spaniards used the area as early as 1606, and slid boats over the ground covered with Mulberry tree bark. Early settlers used rollers and skids to drag schooners across. One incentive in constructing a canal was the establishment of a mail run from New Smyrna to Miami in 1850. Since there was no canal at that time, two boats were required, one on each side of the isthmus of land.

In 1852, the federal government contracted Dr. G. E. Hawes to construct the canal for \$5000. The canal was a mile north of Douglas Dummitt’s summer house. The canal was dug by hand through Coquina rock by slaves of a local citrus grower. It was straight, about 500 yards long, 3 feet deep and 10 to 14 feet wide. Each end was marked by two stakes in the water a half mile from the shore. A footpath leads along the canal, on the tip of the bank, which is in the middle of the ridge, 10 feet high and sparsely covered with cedars. The “Umbrella Tree” marks the south end of the canal.

Within 15 years, the canal proved to be inadequate because of the shoals that accumulated at each end and the strong current. It was so narrow and shallow in places that only small boats could navigate it. Waters of the Indian River were usually two or three feet higher than the Mosquito Lagoon, and with a strong current it made it difficult for vessels trying to move against it. Some slumping occurred and bigger boats had to be pulled through or “hailed over” on rollers.

In 1879 citizens of Titusville and others along the river formed a company for the purpose of widening the Haulover Canal, but they could not raise the necessary funds. The legislature in 1879 chartered the Haulover Tram Railroad Company headed by Phineas D. Wesson of Titusville to construct a railroad which would transport river craft from the Mosquito Lagoon to the Indian River to facilitate transportation. Although this firm would have been eligible for land grants, it was never able to begin work or raise the private funds for the opening of the waterway, and citizens turned to Congress. J. F. LeBaron, an engineer who lived in Titusville reported to Congress in 1881 that improvement of the Haulover Canal could be made more adequate to meet the needs for approximately \$66,000. No action was taken by Congress on the LeBaron report because the Florida Coast Line Canal & Transportation Company was granted a state charter in August 1881 to build and maintain an Intracoastal Waterway along the same route.

Steamboat and cargo ships had used the original Haulover Canal as an important transportation link in Florida’s inland water way system for over 30 years until it was abandoned in 1884.

The Florida Coast Line Canal & Transportation Company took over operation in 1885 and dug the New Haulover Canal. The new canal was constructed deeper and wider and less than a mile north of the old canal. It opened in 1887-88.

The area around the canal was often referred to as “Haulover,” and the Haulover Post Office was opened in 1885. In 1886, Charles H. Nauman became postmaster of Haulover and subsequently became a grove owner and county leader. The post office had previously been opened and closed several times, but in 1886 it enjoyed daily mail. J. D. Vann ran a store and restaurant there for some time. In 1893 the Florida East Coast Railroad was extended from Daytona to Rockledge, ending the steamboat era on the Indian River.

On December 20, 1915, at noon, fees began to be charged for vessels using the Haulover Canal. The following schedule lists the rates:

Pleasure boats & house boats over 40 feet	10c per foot
Pleasure boats & house boats under 40 feet	8c per foot
Freight and passenger boats	5c per foot and 5% on gross rates from freight and passengers
Barges and lighters in tow: loaded	8c per foot and 5% on freight
	8c per foot on tug
Barges and lighters in tow: unloaded	5c per foot
	5c per foot on tug
Fish boats	3c per foot (December 17-31)

The New Haulover Canal continued to be used and the Intercoastal Waterway incorporated the canal as a federal project in 1927 and was maintained and completed by the U.S. Army Corps of Engineers in the 1930s. Since then, little change has been made to the canal with the exception of making the canal wider and deeper, and adding a basin for launching boats.

There were no hard surface roads for travelers or a bridge over the Haulover Canal. In 1921 residents proposed building a bridge over the Haulover Canal and constructing a paved road to Shiloh on the north and Orsino on the south.

The description and proposed location of the road and bridge to be constructed and designated as the "Allenhurst-Shiloh Road" was published in the Star Advocate newspaper dated November 10, 1922 as follows: "A road designated herein as the "Allenhurst-Shiloh Road" beginning at the north boundary of Brevard County in the town of Shiloh and following the general line of the present county road in a Southeasterly direction crossing the Haulover Canal, and passing through the Dummitt Grove property, and continuing in a general southeasterly direction along the most practicable route to a junction with the Beach Road hereinafter described, a distance of approximately 12 miles, including drawbridge over the Haulover Canal, with suitable approaches, said road to be graded and paved with shell, marl, rock or other suitable hard-surfacing materials. The estimated cost of this road and bridge is twenty-five thousand dollars (\$25,000)."

According to another article the draw-bridge (swing-bridge) over the Haulover Canal was not completed until 1933.

An article in the local newspaper dated August 11, 1964 entitled "Two-Laner Replacement – Haulover Canal bridge coming down" One-lane, Wooden-Floored Landmark Destined to Come Tumbling Down ... Nasa to replace it with bridge more suitable to space age." This article talks about the replacement of the old, wooden, manually-operated, hand-crank, bridge over the Haulover Canal with newer, mechanically-operated, two-sided bridge using bridge machinery available in 1964. It goes on to describe the replacement as... "A new, double leaf draw-bridge, similar to the ones on the NASA Causeway on the Indian and Banana rivers, will be constructed to replace the hand-crank, single lane drawbridge over the canal. The existing one-lane bridge will be removed when a proposed two-lane draw-bridge is completed beside it. The U.S. Army Corps of Engineers will open the bids for the estimated one-million dollar contract on September 10, 1964. It will also include a five-mile road improvement project from the Haulover Canal north to the Volusia County line, and SR A1A will be straightened and improved for the 5.25 mile stretch, although it will remain two lanes.

A follow-up to the story: Sometime later, NASA replaced the 1964 two-lane draw bridge with another two-lane draw bridge a lot taller than what was there in 1964. The new, taller draw bridge was installed to accommodate larger and taller freight passing under the bridge. That also allowed vessels to pass under the taller draw bridge without requiring manpower to operate the draw bridge.



Pictures from the Past answer: Marian Blackwell