



**US Army Corps
of Engineers®**

JACKSONVILLE HISTORY 1885-1913

**CLEVE POWELL
RETIRED COE**



Member
A.S.C.E.
Fla. Eng. Lic.
62

Historical Records
Jacksonville District



F. W. BRUCE

1885 - 1913

1856 –New
Hampshire –
1932
Arlington Fl.











Timothy W. Bruce
"dog tag" Union Army

Civil war brought
Bruce family to St.
Augustine, Fla.



BRUCE & HOYT,
CARPENTERS & BUILDERS,

St. Louis Avenue,

ST. AUGUSTINE, - FLORIDA.

ESTIMATES FURNISHED.

Timothy Bruce - Father

F. W. (Fredrick William) Bruce - Son

F. W. BRUCE,
CIVIL ENGINEER.

Town Surveying and Railroad Work
a Specialty.

OFFICE:

ROOM 4, RAINEY BUILDING,
St. Augustine, - Florida.

P. O. BOX 134.

THE
ST. AUGUSTINE DIRECTORY,

CONTAINING A
GENERAL DIRECTORY OF THE CITIZENS, THE CHURCHES,
SCHOOLS, SOCIETIES, STREETS,

AND A
BUSINESS DIRECTORY.



TO WHICH IS ADDED

A CONDENSED HISTORY OF ST. AUGUSTINE,

GIVING A GRAPHIC DESCRIPTION OF THE PLACES OF INTEREST
IN AND ABOUT THE ANCIENT CITY,

CONTAINING

fifty Engravings, a Map of St. Augustine,

AND MUCH MATTER OF INTEREST TO THE TOURIST.

The St. Augustine
Historical Society
Library

CHAPIN & CO., PUBLISHERS,
MUSEUM BUILDING,
ST. AUGUSTINE, FLA.

1885-86

Acc. #6959

a1



Bruce Home on St. Louis Ave. (now Old Mission), St. Augustine Florida C-1885
Mrs. Clara Bruce Wife, F. W. Bruce Husband and Sarah Jennings Bruce Mother

St. Augustine Fla., Feb. 12th, 1885

Capt. Wm. T. Rossell
Corps of Engineers U.S.A.
Jacksonville, Fla.

Sir,

I have the honor to acknowledge the receipt of your instructions of the 9th inst. last night.

In reporting on condition of grounds would state that there is considerable standing water at present with a deposit of soft mud in all depressions; in lower portions of the reservation.

I would also state that there are several piles of rubbish on the grounds which show signs of recent additions, according to your instructions will endeavor to learn who the depositors are and notify them to desist.

In reporting on fence - would say - that the fence is built on the west - north - and east sides, with the post set on south side of reservation, and a small amount of painting done.

I have heard some dissatisfaction expressed in relation to fence but nothing that I think will lead to trouble.

With your permission I would withdraw my former estimate of leveling and draining (as I think I now understand your object better) and make an entirely different estimate, which will be forwarded soon as possible.

Hoping this report is sufficiently complete, I hereby submit it.

Your obb. servant
f. W. Bruce (signed as

Fort Keeper

ltr. of 2-20-

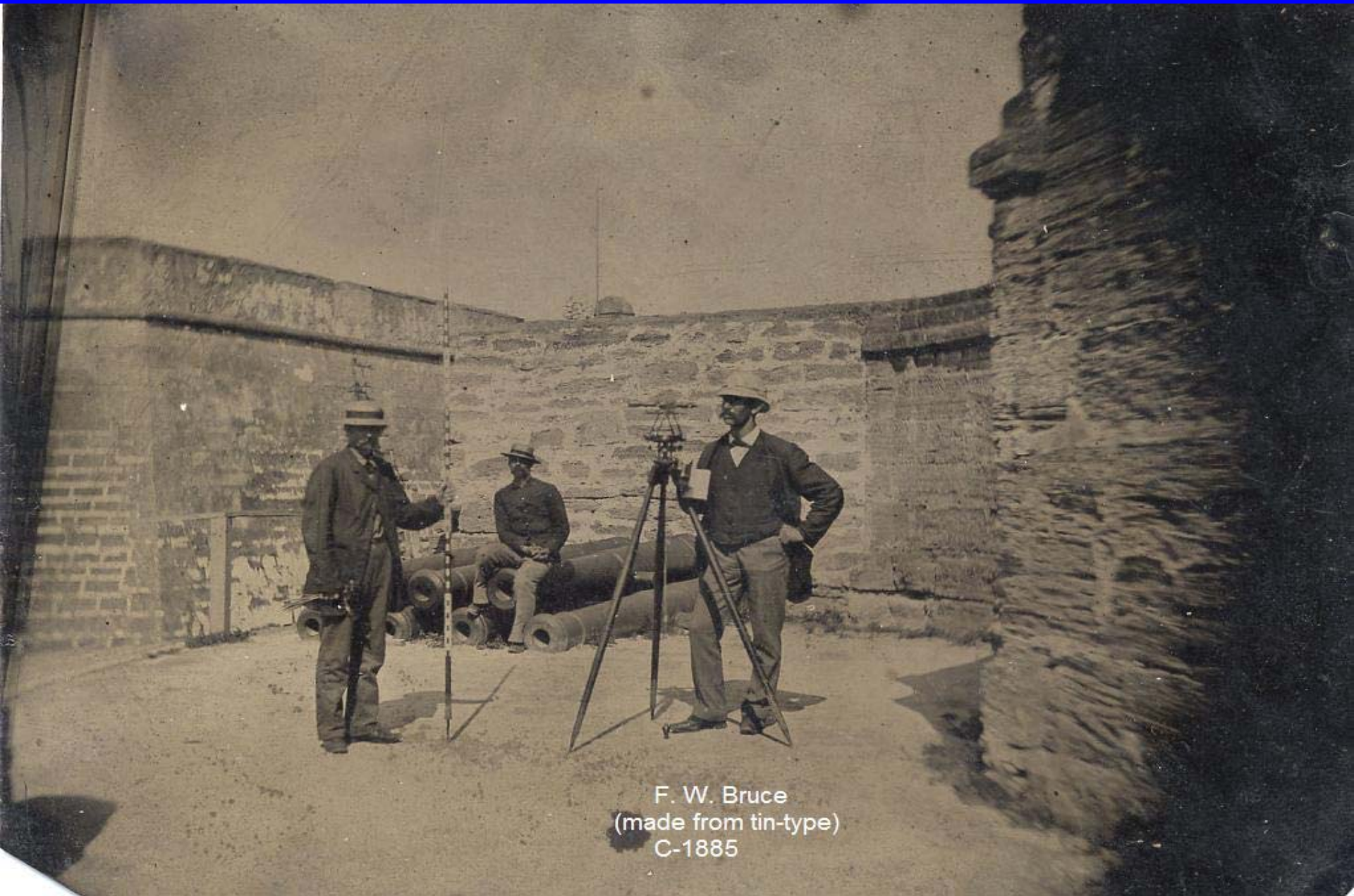
1885)

copied from pages 2 and 3 of the records of F. W. Bruce by
C P 5-22-1995

First letter
written by

F. W. Bruce
as C.O.E.
employee

Surveying Ft. Marion, St. Augustine, Fla. For restoration c-1885



F. W. Bruce
(made from tin-type)
C-1885

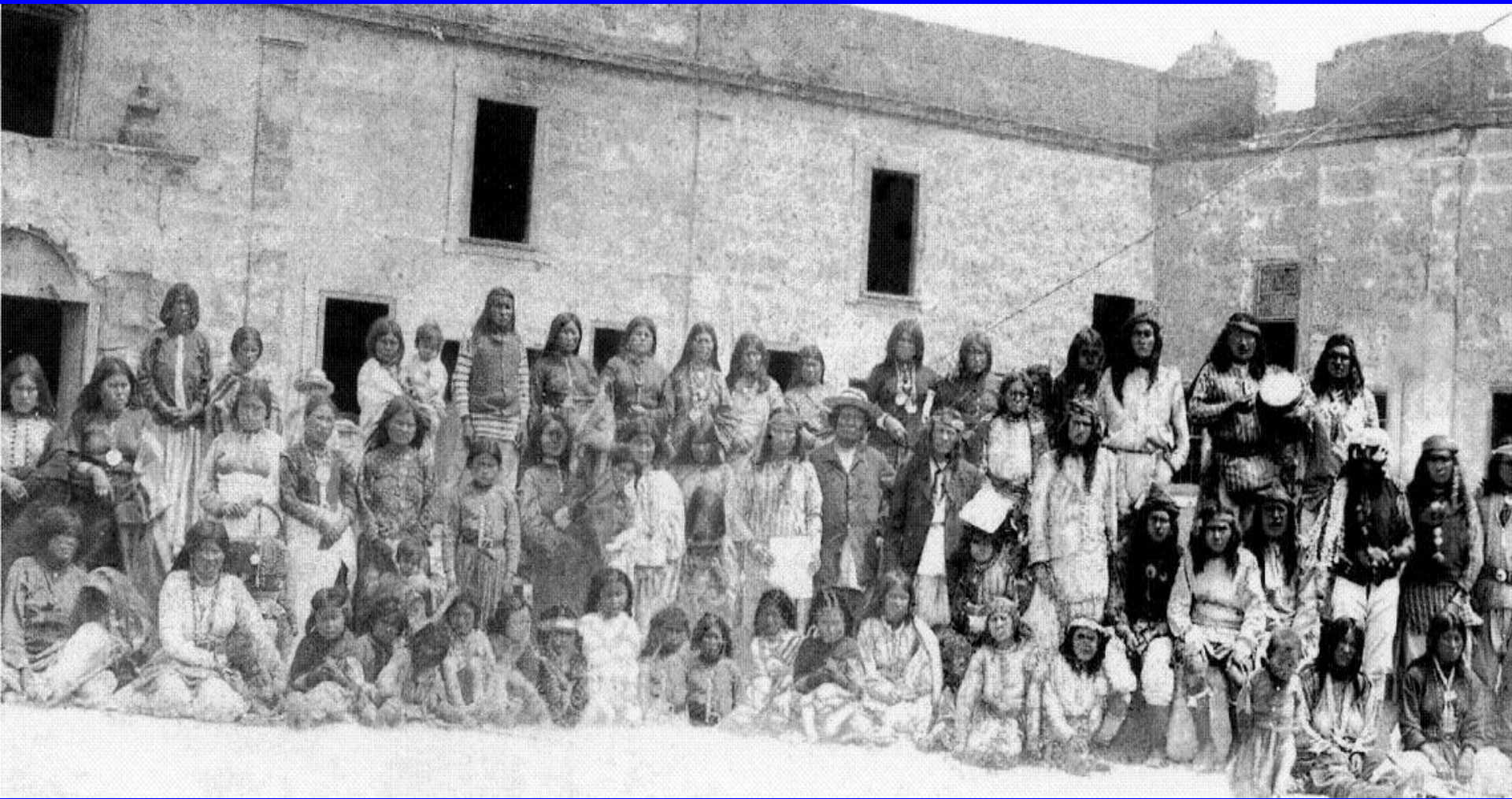
View of Ft. Marion, St. Augustine, Fla. C-1885 (road now A1A below)



Ft. Marion -View of arch successfully restored by Bruce and ramp which he later modified into stairway (1st. congressional funds for Natl. Mon.)



Geronimo's Apache tribe in courtyard at Ft. Marion after surrender



They were held in St. Augustine from April of 1886 until May of 1887. The tribal leaders are standing by the one with the paper (middle).

Geronimo and F. W. Bruce at Ft. Marion, St. Augustine C-1886



U.S. ENGINEER OFFICE
Mayport Fla
May 1888

Capt. W. M. Black
Corps of Engineers U.S.A.
St. Augustine Fla.
Sir:

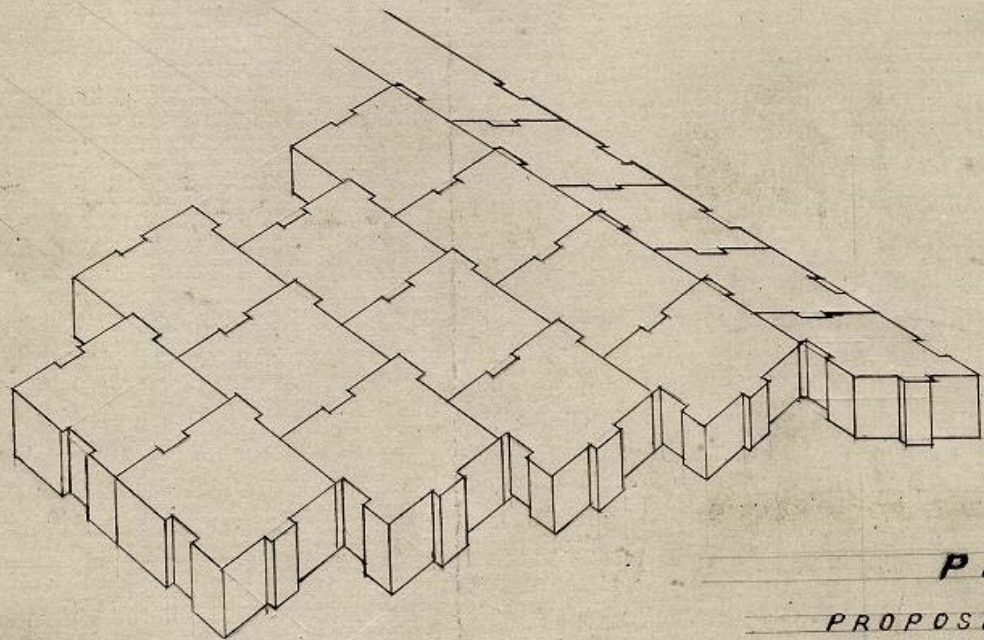
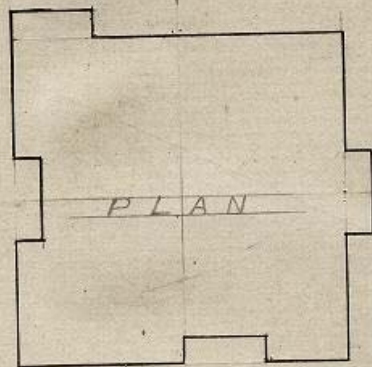
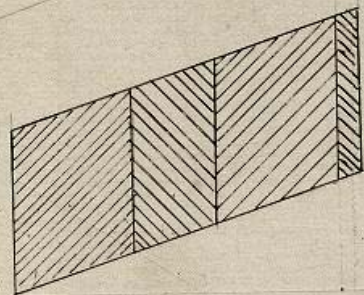
I have the honor to report upon the experimental concrete work for capping the jetties at the mouth of the St. Johns River, which I was detailed specially to superintend.

Although 300 barrels of Rosendale cement were received on the 29th of December, the actual work of making concrete was not begun until the second day of February but considerable labor was employed previous to that date making moulds, building shed and innumerable other items incidental to the commencement of such a work.

The moulds for blocks were made of 1 3/4 inch pine, with repated corners secured by rods, and in size were 2'1" by 4' 2" by 1'6" for regular sized slope, ^{block} and with alternate end and side skew to conform to a slope of 1 on 3 giving vertical joints.

The crest blocks were 2' by 4' 2" by 1' 6", these, with the necessary half blocks to make even work in the bond.

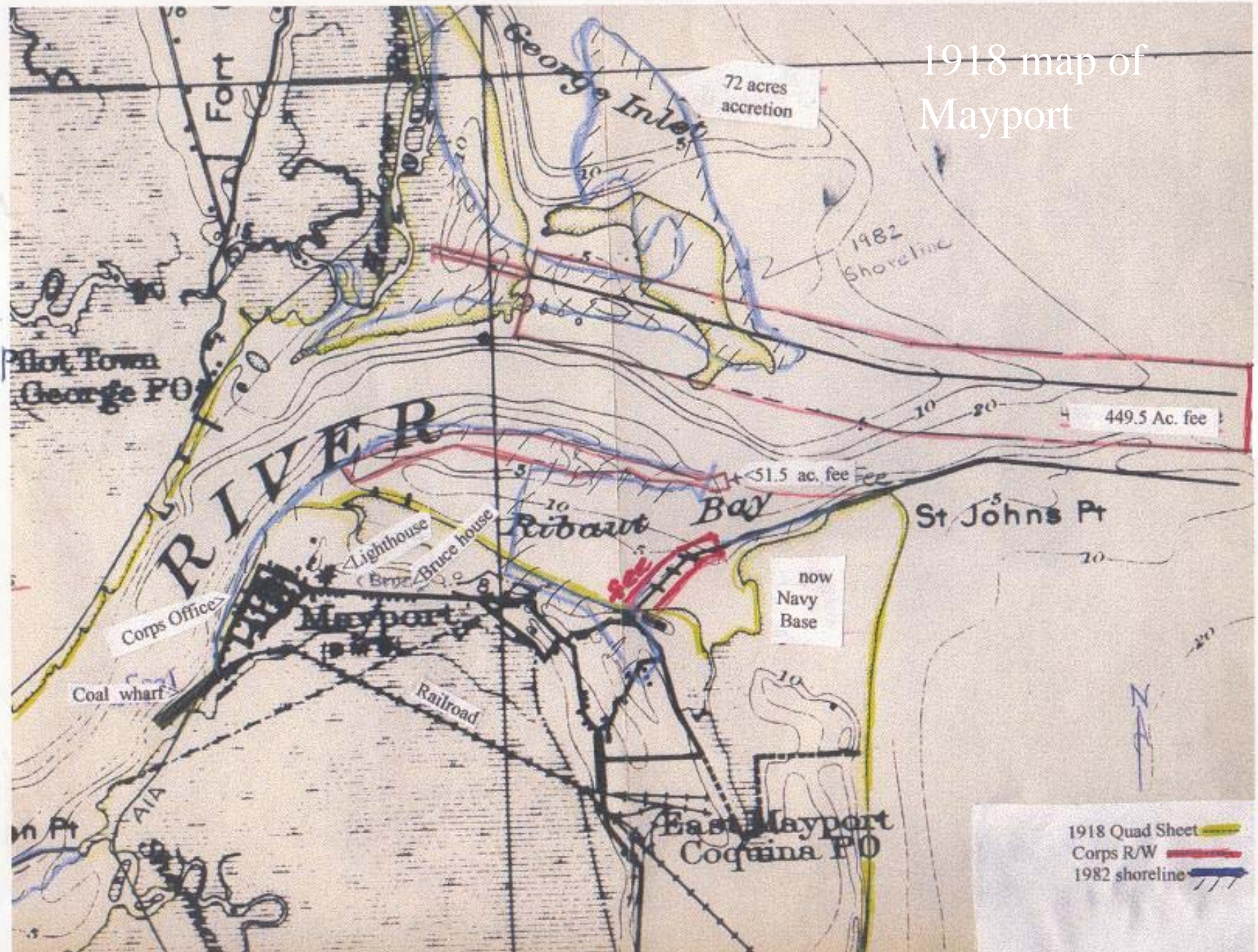
One of many letters written by F.W. Bruce after transfer to Mayport, Florida in 1887. He was placed in charge of Jetty construction which had begun in 1880 c-1889



PLAN
of
PROPOSED BLOCK
and
MANNER of SETTING

Attachment to letter of May 1888 to Capt. W.M. Black, D.E. COE . St. Augustine from
F W. Bruce Supt. at Mayport for precast blocks (on site) to cap jetty

1918 map of
Mayport



Office at Mayport ✓



US ENGINEER OFFICE, MAYPORT C-1900 (NOW MAYPORT FERRY OFFICE 04)

1. Sperry, Overseer: 2. Brown, Timekeeper: 3. Bruce, Asst. Engr.: 4. Brown, Inspector:

5. Jones, Chief Clerk: 6. Lt. McKinstry, 1st. Lt. of Engineers Office in Charge

7. Enslou, Master Laborer: 8. Straus, Stenographer and Typewriter, 9. Kettle, Clerk

10. Braxton, Inspector: 11. St. Coe, 1st. Artillery Reg. Army: Reybold, Master Machinest:

Brownlee, Carpenter, Walthers, Draftsman; Kennett, Milton, Sloan Laborers, absent



COE office Mayport 1899

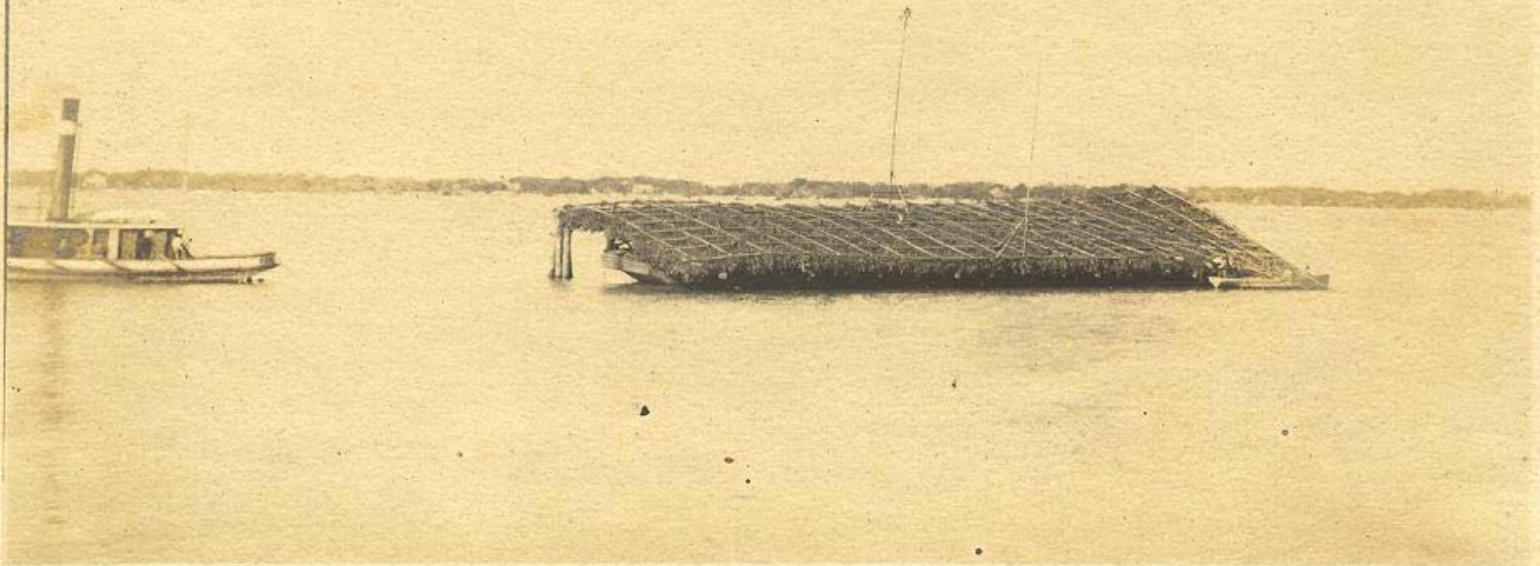


(Bruce)



Bruce house at Mayport

Winyah Bay S.C.



Towing Mat to Jetty Oct 1900 2

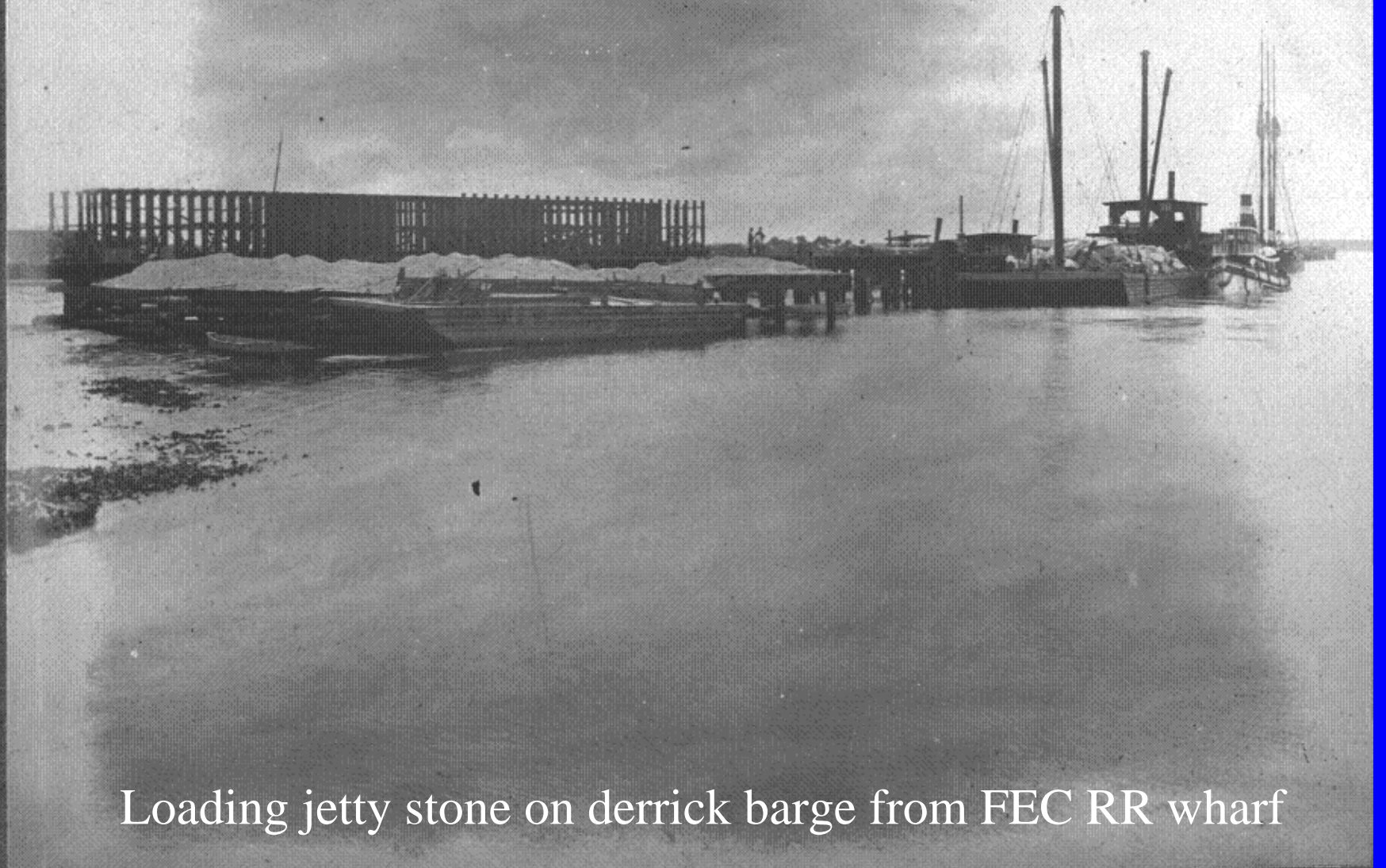
Similar to mats used at Mayport to stabilize stone on ocean floor

Boss' employees
at North Island S.C. Oct 1900

3

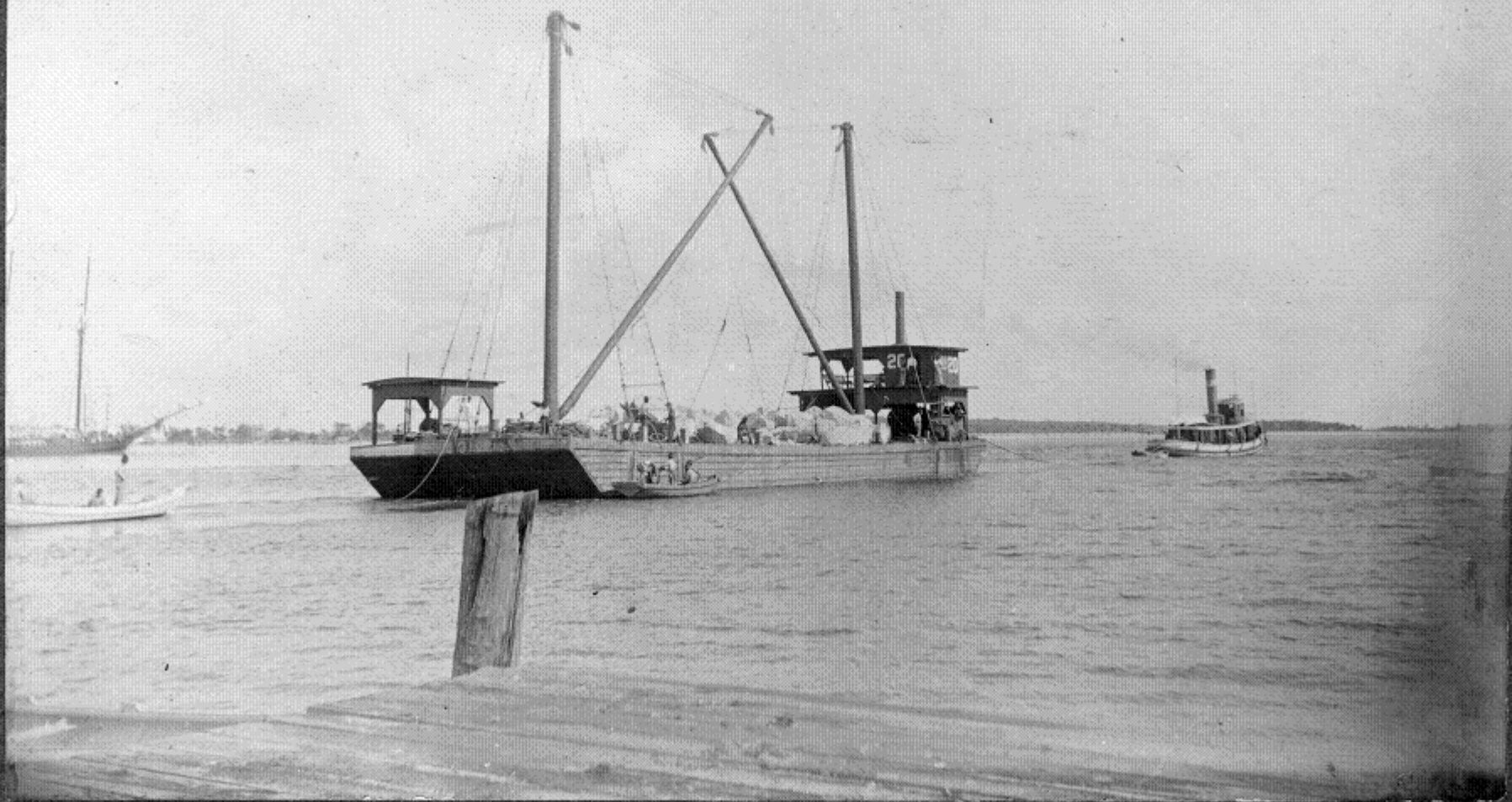


Mayport Coal wharf



Loading jetty stone on derrick barge from FEC RR wharf

CT.
Derrick Barge
going to jetty contract 1900



Discharging stone at jetty 1900



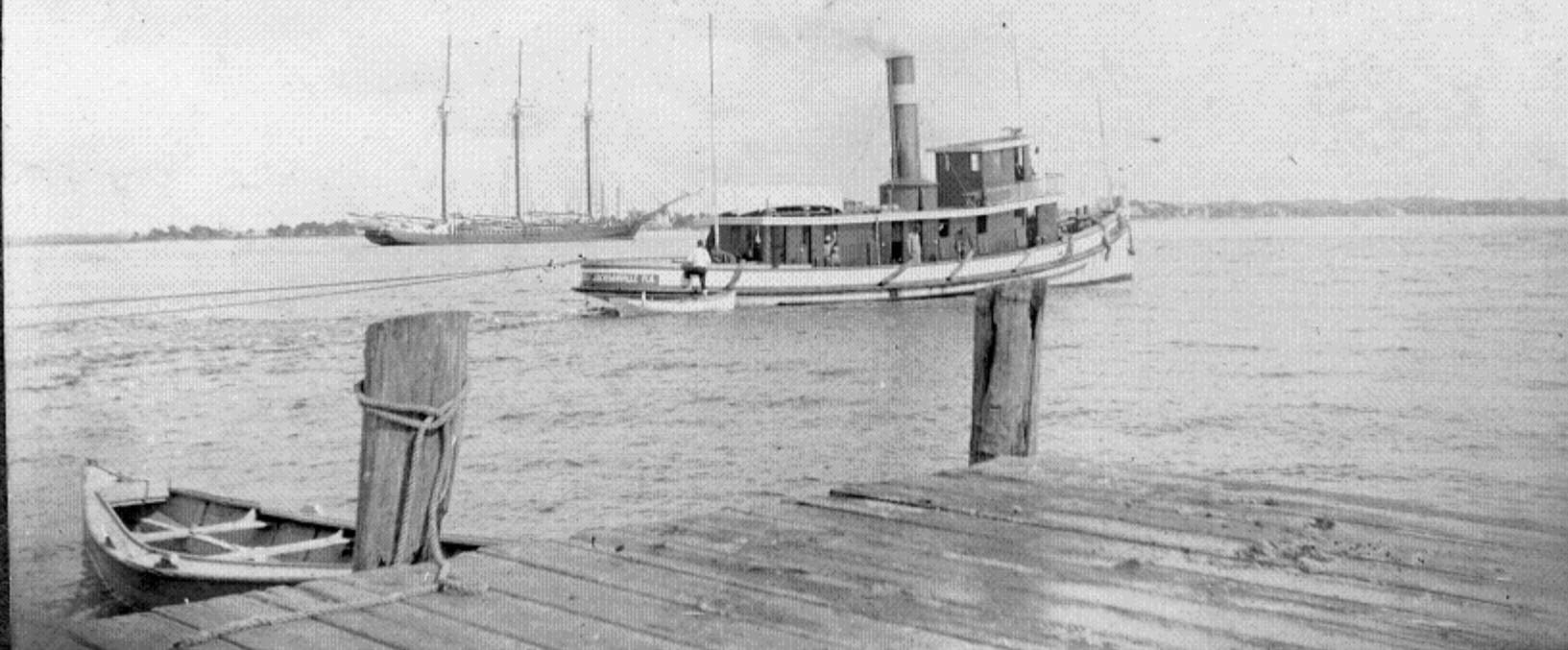
Stone was
So. Car.
granite

at jetty 1900



jetty →

"Marth Helen"
Jetty Tug 1900



per. Mr. Coslow former Mayport Area Engineer a model of this tug is in the Smithsonian Inst.

Sta VII on North Beach 1900
(Range 1 N. Jetty)



Back range on Fort George Beach



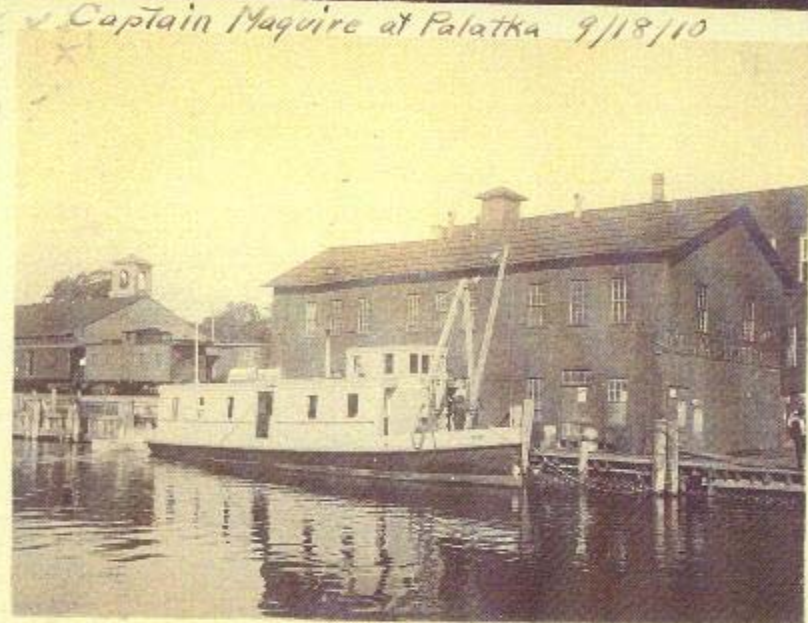
"Cape Fear"



Suction dredge from Wilmington District worked on bar
and river channel 1899-1901 (wrecked)
USED dredge "Cape Fear" at Mayport, Florida c-1900



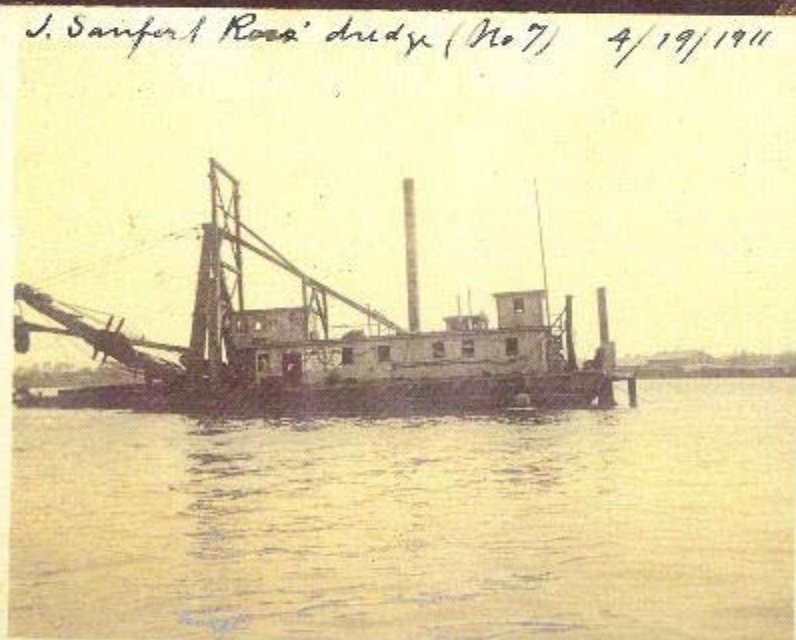
Capt. Macquire in Black Creek Nov. 25/09



Captain Maguire at Palatka 9/18/10



U.S. Dredge Savannah 4, 19, 1911



J. Sanford Ross' dredge (No 7) 4/19/1911

“Savannah” dredged bar in 20s

Kew West going into dock 12-2-1911



Sea going hopper dredge worked on Jacksonville Harbor 1908-1921
Dredging the 24' project and the 30' project over the bar



Oct. 1900 U.S. Revenue Cutter "Winyaw" at North Island

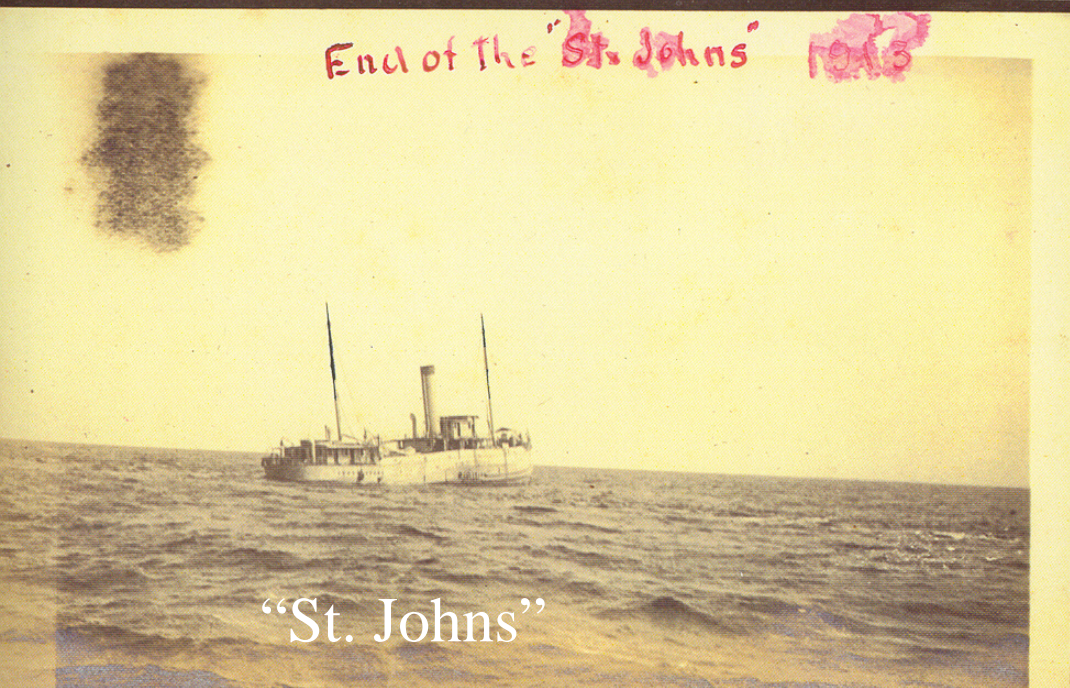
Dredged St. Johns River bar and river channel 1901-1903



Stem of U.S. Dredge
St. Johns damaged.
aug. 5, 1910



End of The "St. Johns" 1913



"St. Johns"

Hopper dredge built in Jacksonville to deepen river to 24' 1906-1912
Wrecked on jetty a total loss

Key West, Fla. August 16, 1899

Personal.

Dear Captain:

I have the honor to acknowledge receipt today of letter dated August 10th. and marked "confidential", on losing a copy of the report on barracks site signed by Captain Harlow as President. This will receive the earliest possible attention.

I would report that C. M. Brown is sick and confined to his bed with Dengue fever, and I see no way but that I will have to inspect the jetty work until his recovery, as there is no one here that has ever had any experience whatever on similar work.

Yours truly:

(signed F. W. Bruce)

Captain C. H. McKinstry

Corps of Engineers, U. S. A.

St. Augustine, Florida

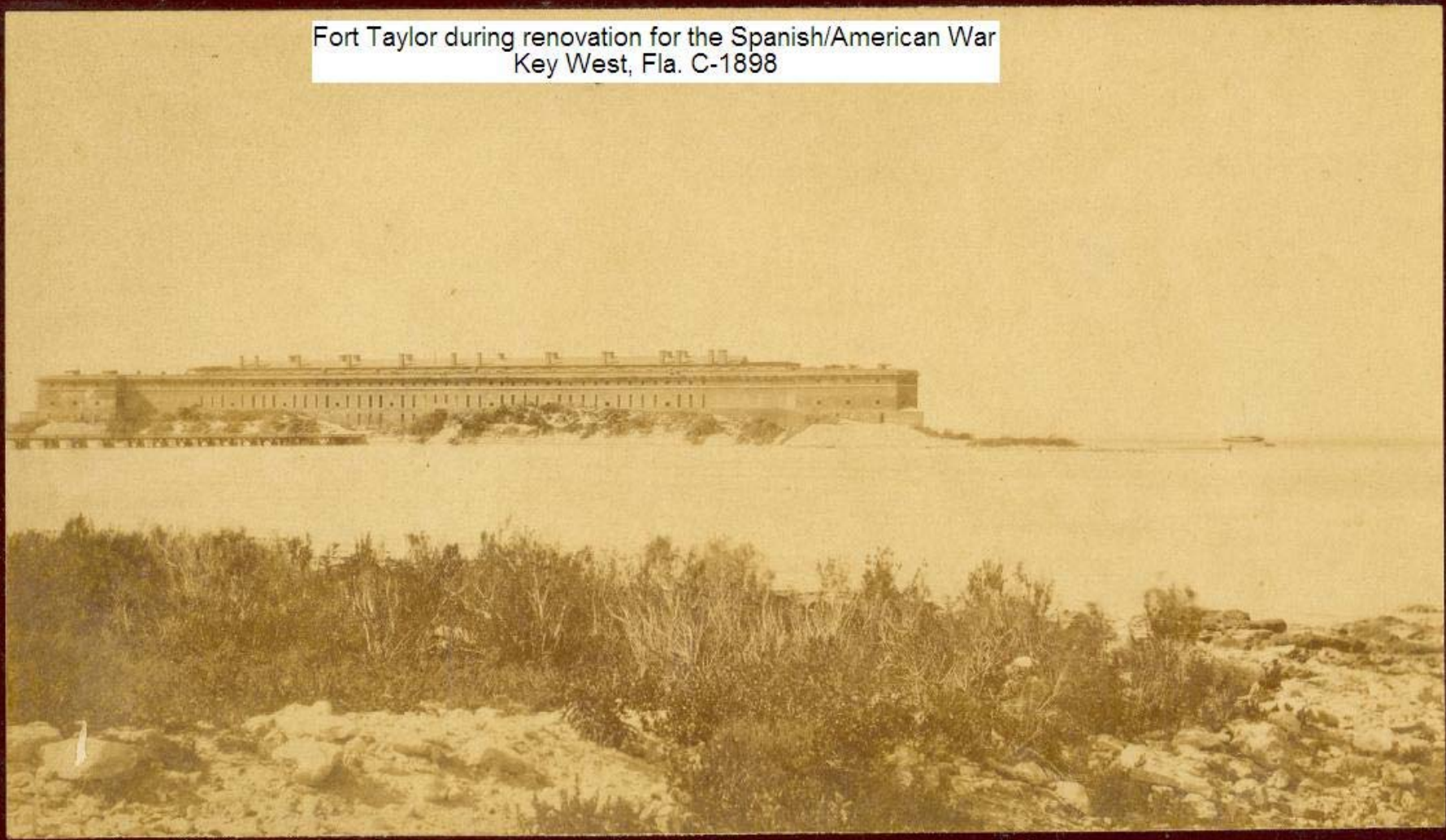
(2nd. Letter)

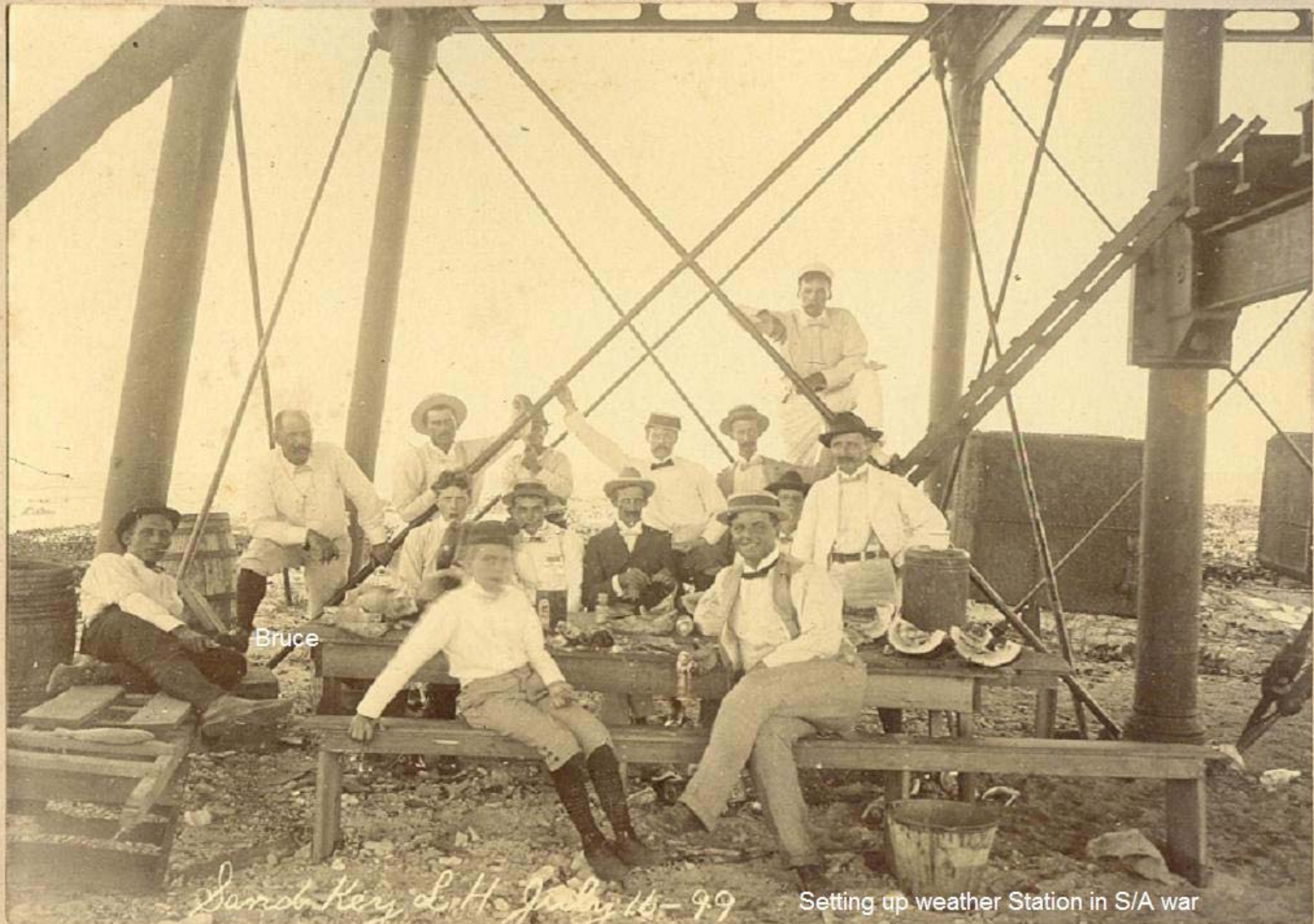
Key West, Florida, August 19, 1899

Confidential

One of several letters written by F. W. Bruce while on detail to Key West c-1898-1899 during Spanish American war to modify Ft. Taylor

Fort Taylor during renovation for the Spanish/American War
Key West, Fla. C-1898





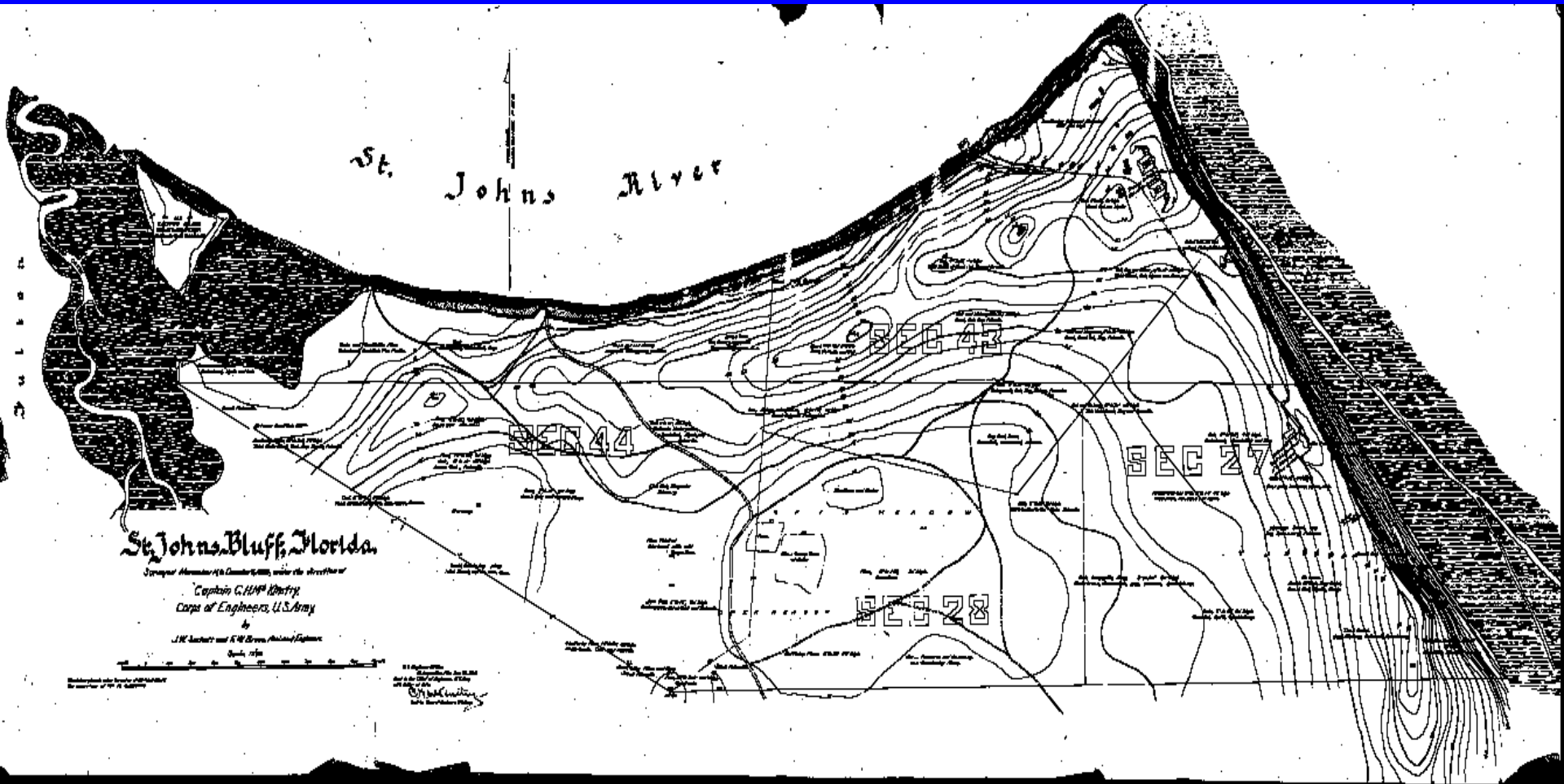
One of 20 +/- photos of the Key west area c-1899 from F.W. Bruce
Copies in placed in Florida archives in 2006



St. Johns Bluff c-1900 shows buildings on bluff for Spanish/American War reservation. Also shows erosion of bank and rip rap stone at base

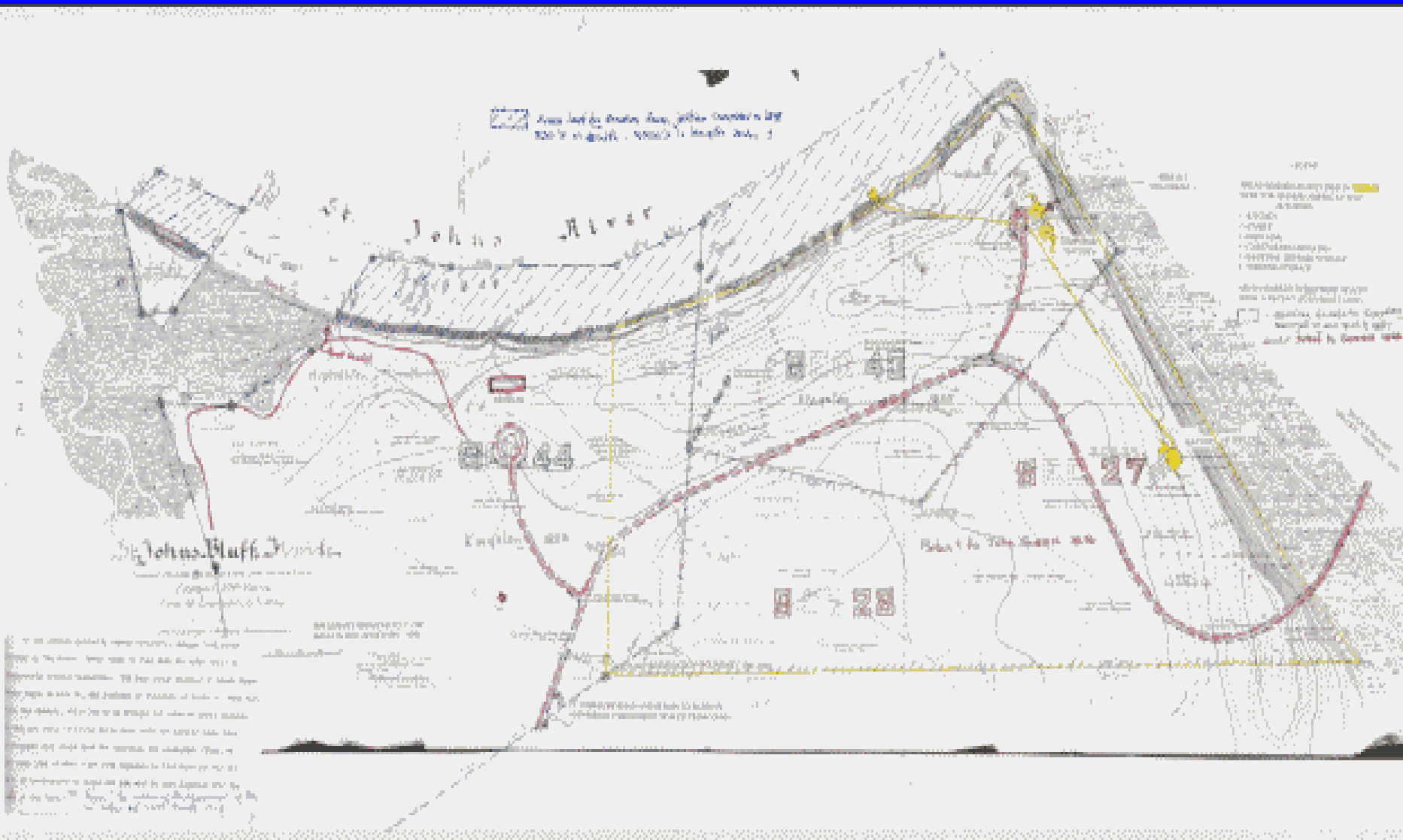


St. Johns Bluff c-1900 shows dock and cut in bank for construction of Spanish/American War Batteries. Possible mine field terminal on right



1899 Survey of S/A war reservation shows loss of 300' of shore when compared to 1830 GLO survey due to erosion loss of Ft. Caroline

Old Arlington Inc, Historic Preservation



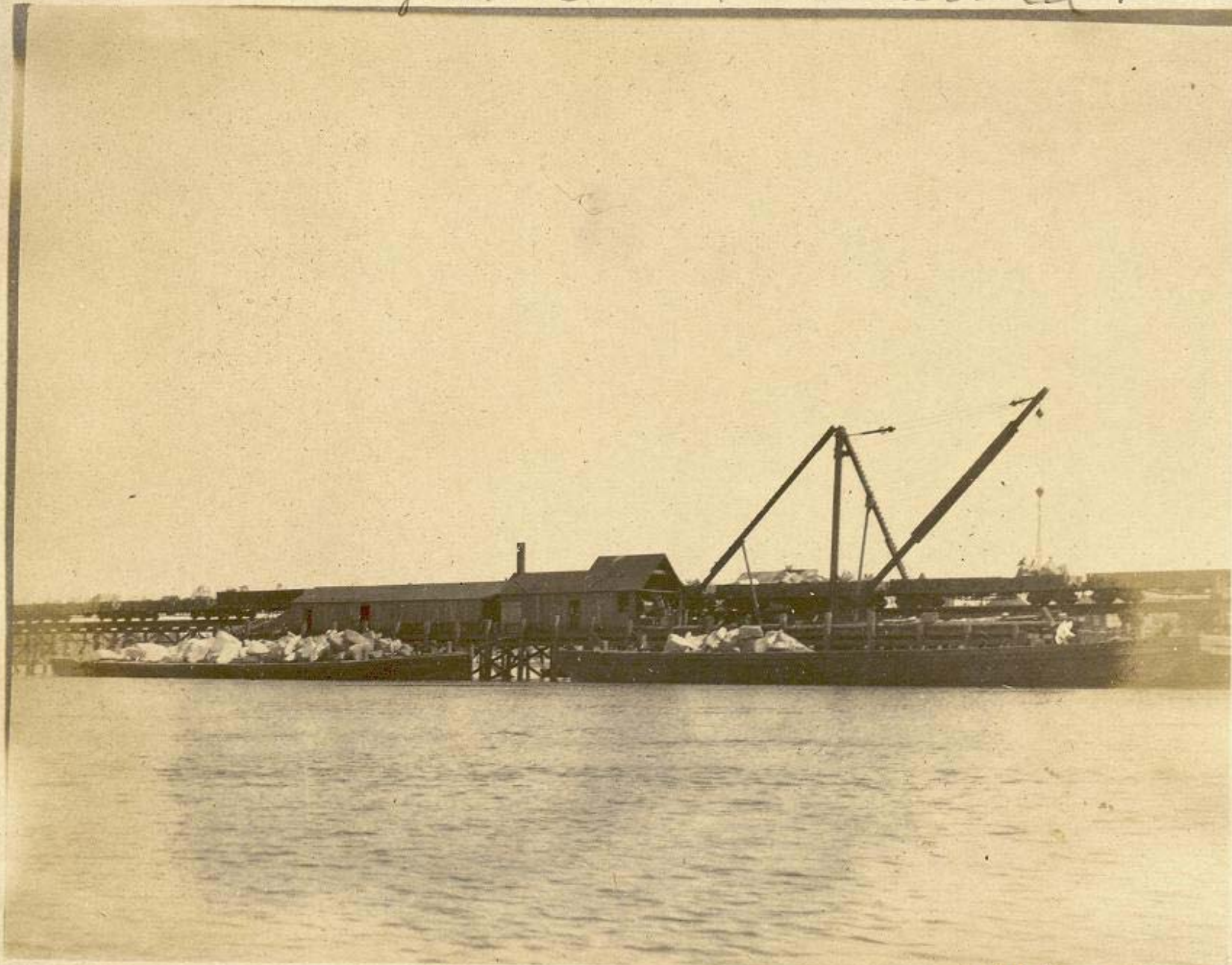
<http://www.olderarlington.org/home.php>



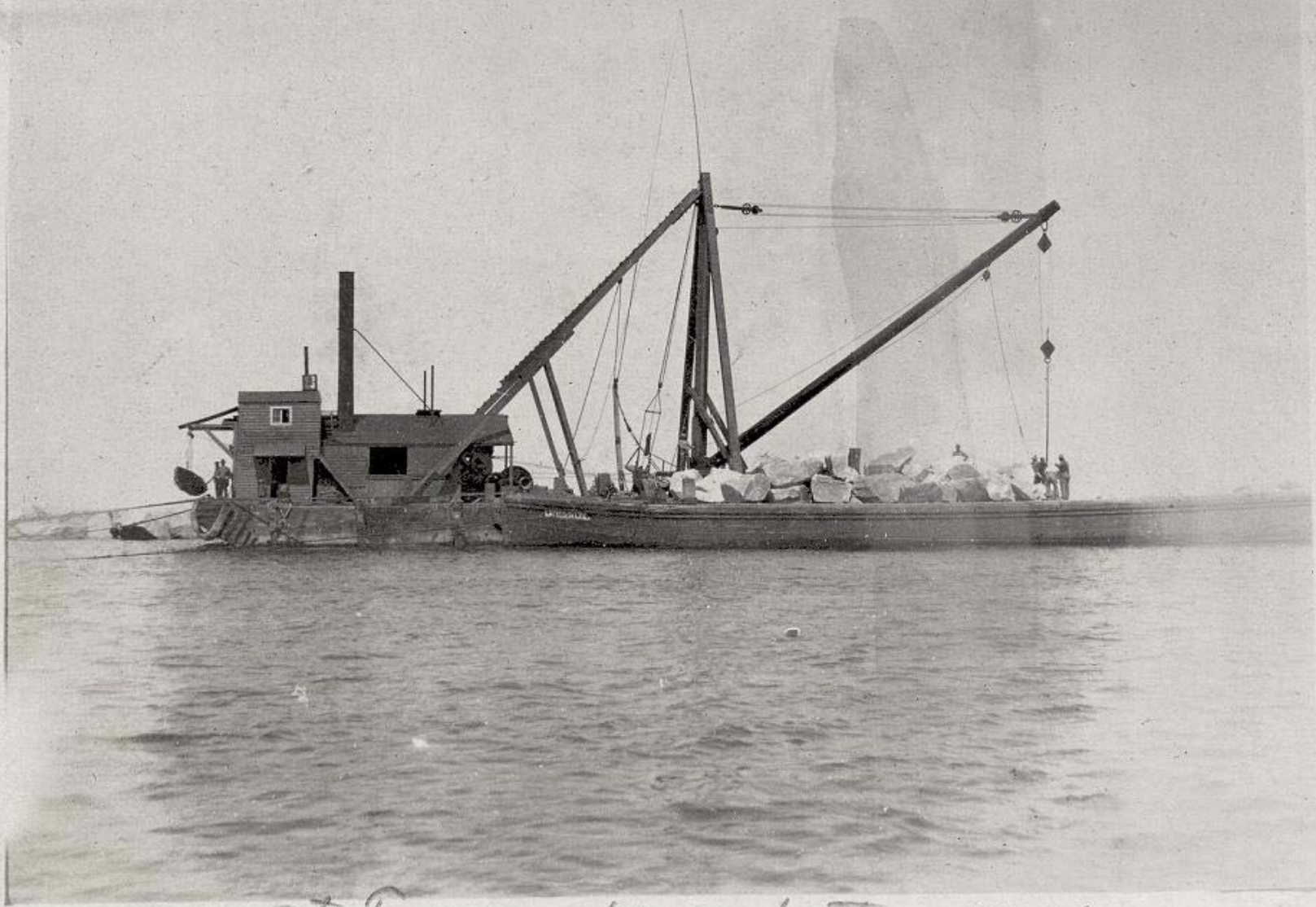
AR-4 ★★★
SPANISH-AMERICAN WAR
GUN EMBLEMENETS

ates to abandon their batteries on St. Jo
which were then destroyed by the Uni

Loading stone at Fernandina 1901



F. W. Bruce



at Fernandina Jetty 1901



Fernandina

Station on Jetty 1901

F. W. Bruce



Ft. Clinch, Fernandina Beach, Fla. taken by F. W. Bruce c-1901

N. C. Under Hemming Park
Jan. after fire



Hemming Park after Jacksonville fire May 3, 1901



F. W. Bruce home on St. Johns Ave. in So. Jax. C-1907

Irony Strikes Twice – Double Shipwreck Site

Annemarie van Hemmen, May 2005 (Lighthouse Maritime Program)

The *Florida* and the *Isis* shipwrecked at the beginning of the last century, a fascinating period in Florida's maritime history. During this era technological advancements greatly improved safety and efficiency at sea. The Spanish-American War followed by World War I raised concern about coastal defense. Away from the coast, travel over land through Florida's forests and marshes had always been cumbersome. Waterborne transportation seemed the answer. As steamships became an important means of transportation in the mid-1800s, the U.S. Army Corps of Engineers labored to make Florida's waterways navigable and investigated options to connect them. Dredges were employed to deepen channels, and snagboats were used to clear obstructions. In the 1890s, an Assistant Corps Engineer in St. Augustine, John Warren Sackett, applied his technical competence and inquisitive mind to finding a solution for the water hyacinth invasion.

At the turn of the 20th Century it was clear a more modern and powerful dredge-s snagboat combination was needed to clear Florida's inland waterways. The River & Harbor Act of 1899 appropriated money to build the dredge *Florida* for the U.S. Army Corps of Engineers Florida District Office. Sackett signed over his dredging equipment patent to the Corps of Engineers after the Spanish-American War. He participated in the vessel's planning and later supervised the construction. A local Jacksonville shipbuilder, Merrill-Stevens, obtained the contract to build the *Florida* and delivered the dredge in 1905. The *Florida* had a successful run until she wrecked in 1918. By World War I the Corps' focus was naturally once more on coastal defense. Transportation had also shifted from waterways to railways. Maritime transportation was still important but heavy lobbying by railroad barons made waterborne transportation lose ground. Even so, after the *Florida* tragedy, the question was raised if an adequate Florida East Coast Canal would have prevented the loss of valuable men and a government vessel much needed during the country's difficult times.

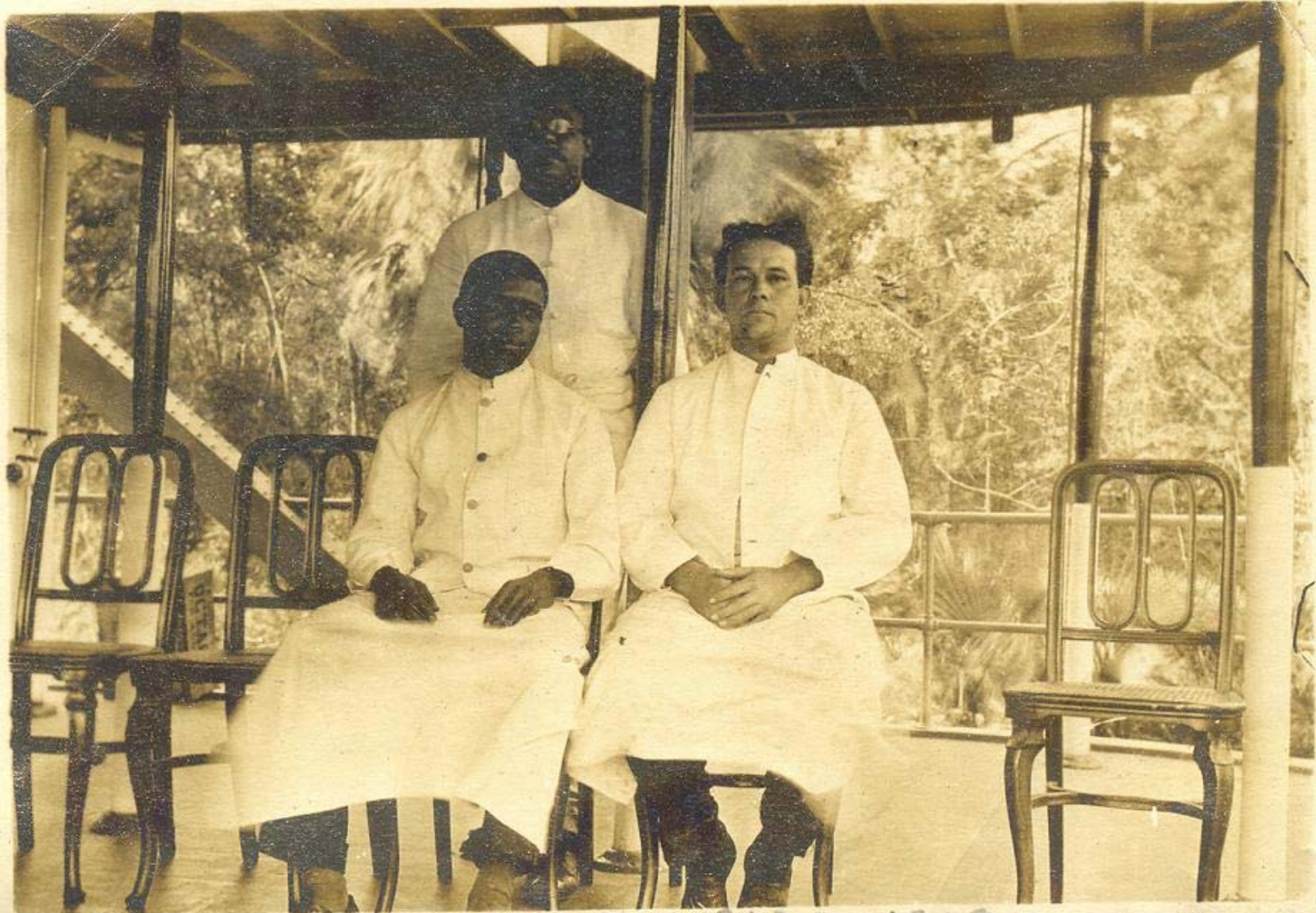
Shipwreck #1 (#2 USC&GS Survey ship "Isis" hit wreck of the Florida in locating it. 1920)

In the summer of 1918 the *Florida* dredged the East Coast Canal, now known as the Intracoastal Waterway, in the vicinity of St. Lucie. The state of Florida had suffered a long dry spell, and ironically low water levels prevented the dredge *Florida* from taking the inland waterway in spite of previous dredging. Captain Sharp and now District Engineer Sackett believed the *Florida* could make the Atlantic outside passage safely with a few adaptations. However, before reaching the *Florida*'s next job destination on the St. Johns River, the ship ran into a fierce northeaster.

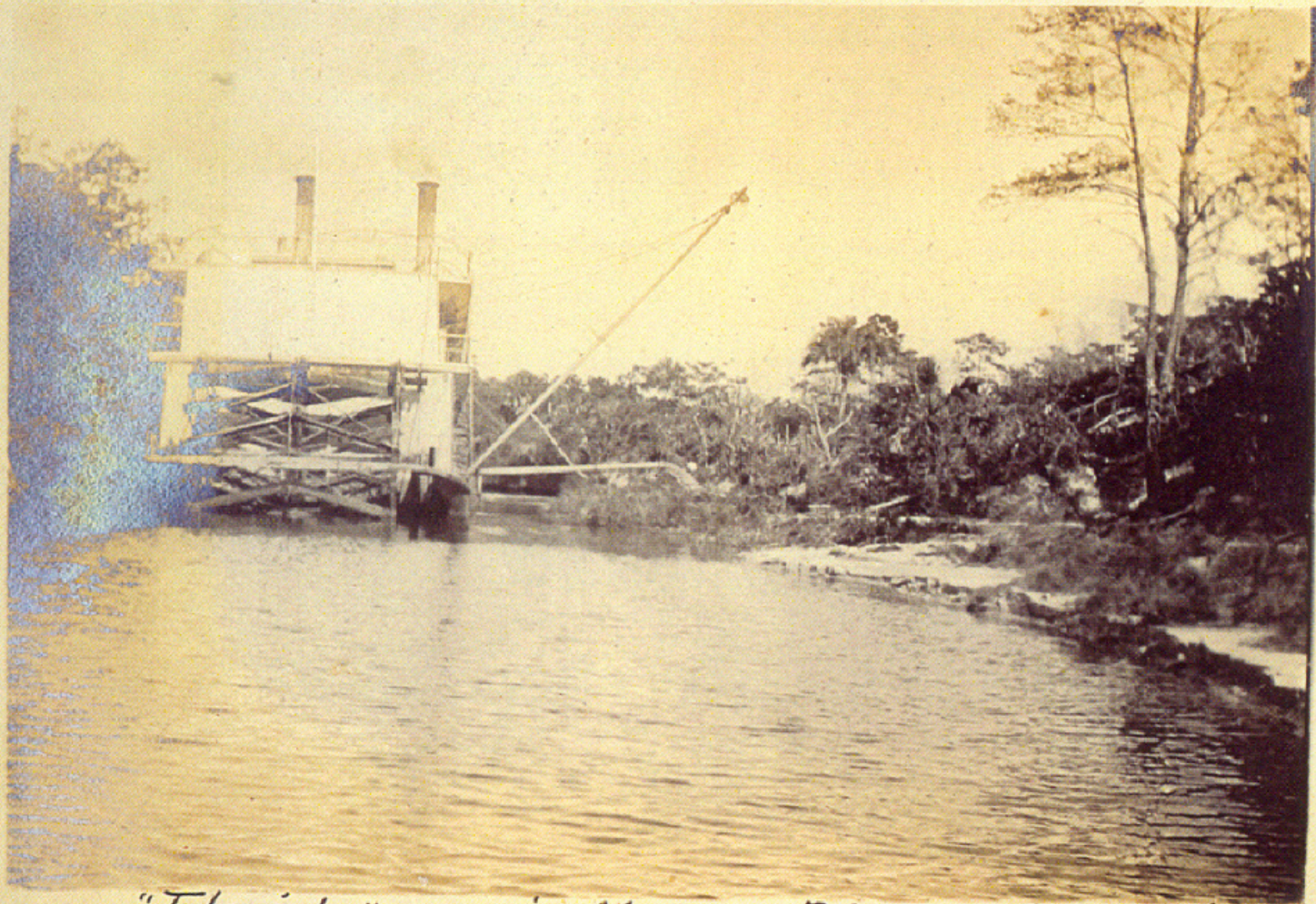


Courtesy of C. Powell

After battling severe weather for over a day the vessel sank July 3rd off Crescent Beach, just South of St. Augustine. Sackett and two crew members drowned. Many people assisted with the search and salvage efforts. Numerous *Florida* items washed ashore. The bodies were never found, and the three men were declared lost at sea. After two weeks local newspapers announced that bids would probably be taken for the salvage job of the *Florida*. No further information about the salvage operations is currently known.



Stewards Crew of FLORIDA 1909

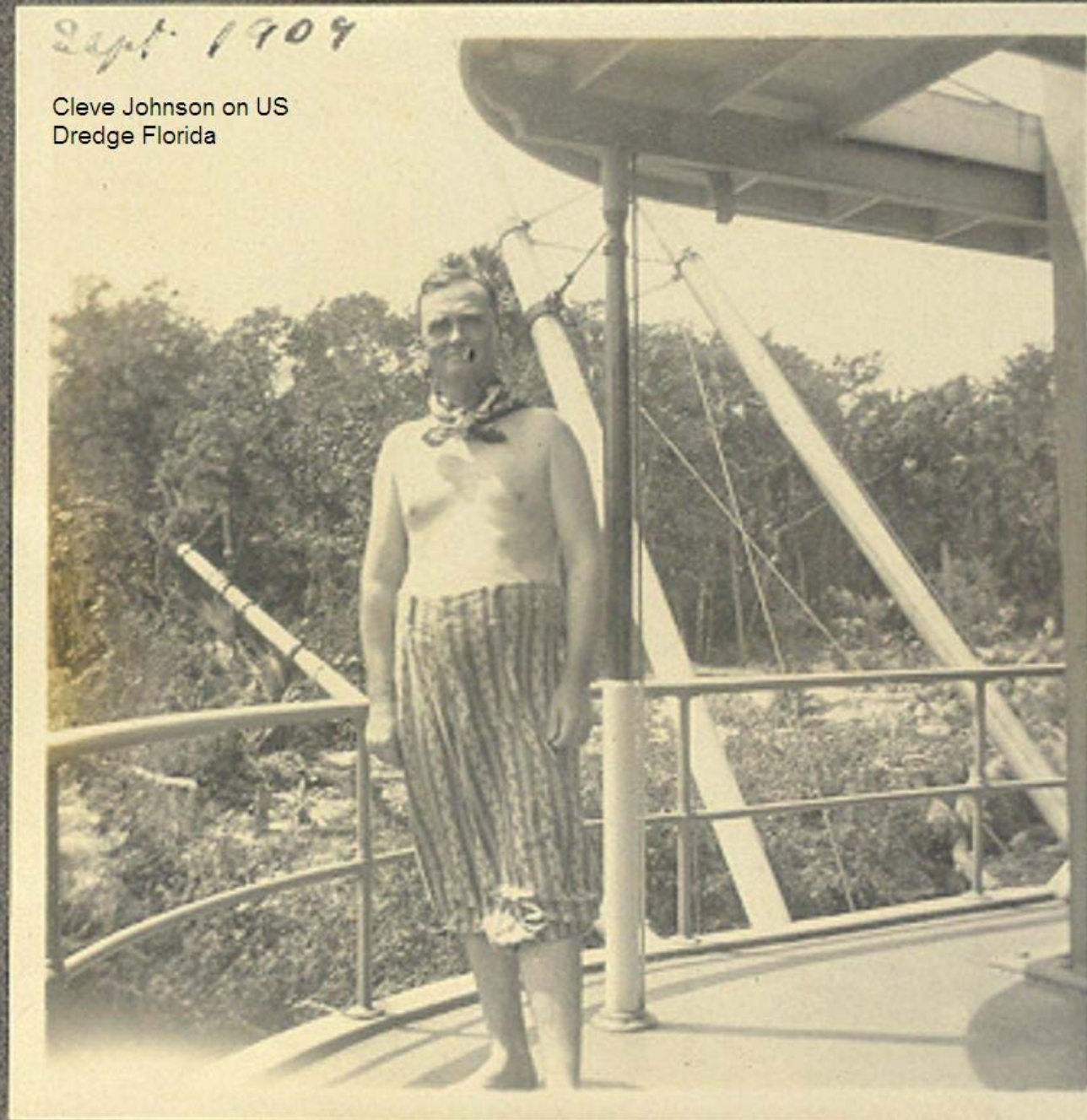


"Florida"

in Manatee River

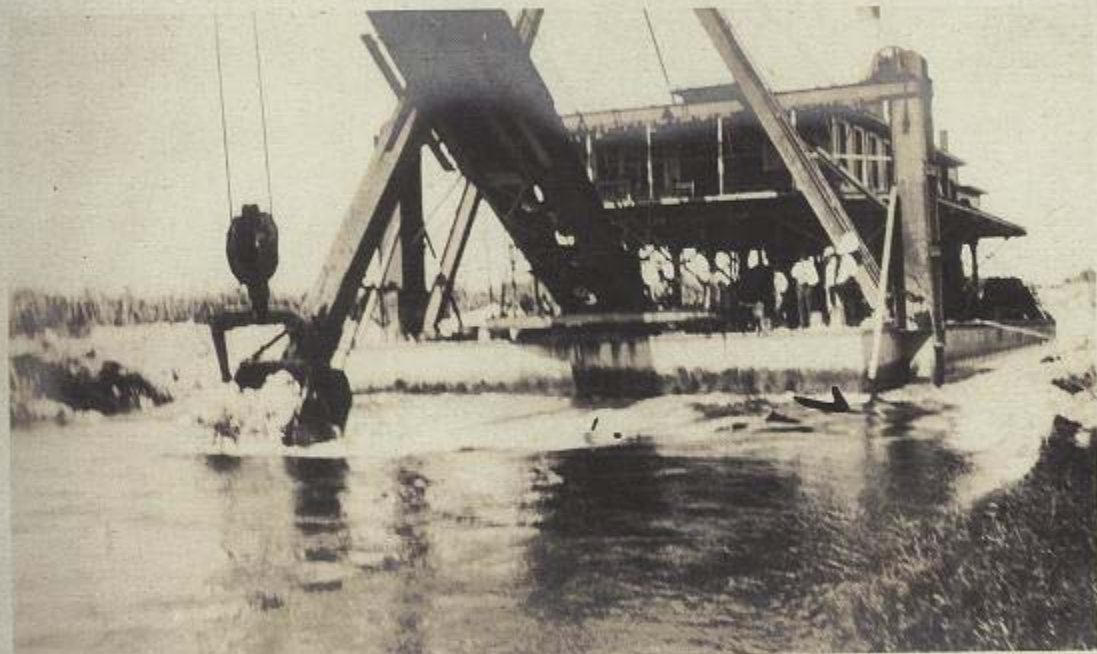
Oct. 31/09

Cleve Johnson went to work for COE in Mayport in 1901 married F. W. Bruce's daughter in 1904. Quit COE to help F. W. build Jax. Municipal docks in 1913 began dredging co. in 1929 and built some of the levees at Lake Okeechobee and for the Mississippi River. Fl. CE #126



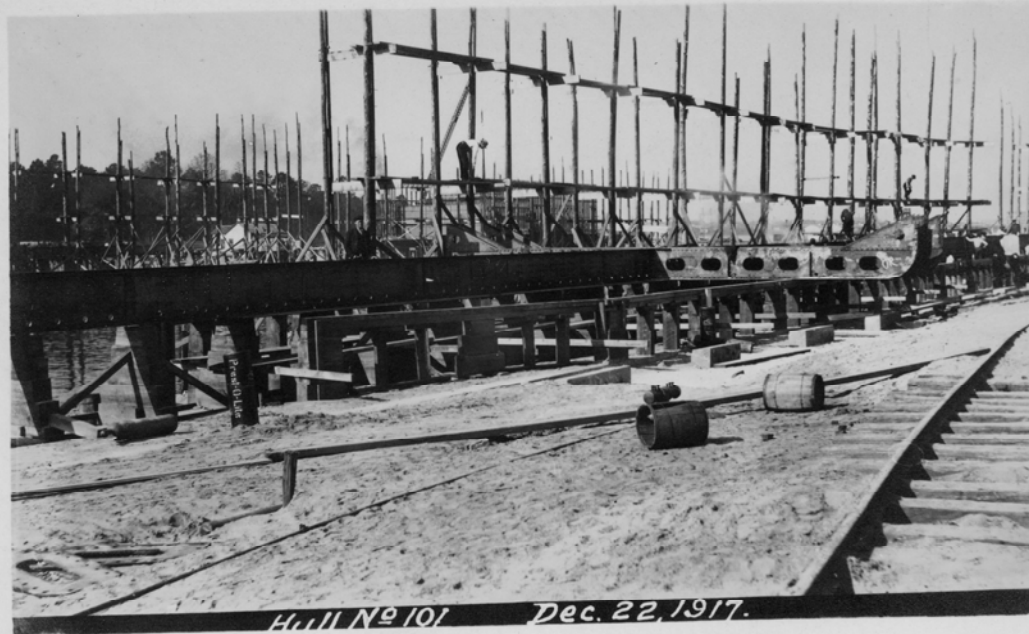


First 5 masted to Tampa 12. Nov. 1910



State dredge in Caloocahatchee River May 22, 1910





Merrill
shipyard on
south bank
built under
direction of
F. W. Bruce
C-1917-20



Tom Jaques, Cleveland Johnson, Joan Jaques - May, 1955 Dedication- Bruce Johnson, Cleve Powell, Mary J Powell

F. W. Bruce Park in Arlington, Florida



Cleve Powell
And family