1856 – New Hampshire – 1932
Arlington Fl.

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

Historical Records
Jacksonville District

F. W. BRUCE
1885 - 1913
Civil war brought Bruce family to St. Augustine, Fla.

Timothy W. Bruce
"dog tag" Union Army
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 APPENDED
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,
Medwin Building,
ST. AUGUSTINE, FLA.
1885-86

© #6959
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 obh. servant  
f. W. Bruce (signed as  

Fort Keeper  

1885)

1ltr. of 2-20-

copied from pages 2 and 3 of the records of F. W. Bruce by C P. 5-22-1885
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
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 1880-1889.
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
US ENGINEER OFFICE, MAYPORT C-1900 (NOW MAYPORT FERRY OFFICE 04)


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


Brownlee, Carpenter, Walthers, Draftsman; Kennett, Milton, Sloan Laborors, absent
Bruce house at Mayport
Similar to mats used at Mayport to stabilize stone on ocean floor
Derrick Barge
going to jetty contract 1900
Stone was So. Car. granite
per. Mr. Coslow former Mayport Area Engineer a model of this tug is in the Smithsonian Inst.
Sca. VII on North Beach 1900
(Range 1 N. Jolly)
Back range on Fort George Beach
Suction dredge from Wilmington District worked on bar and river channel 1899-1901 (wrecked)
USED dredge “Cape Fear” at Mayport, Florida c-1900
“Savannah” dredged bar in 20s
Sea going hopper dredge worked on Jacksonville Harbor 1908-1921
Dredging the 24’ project and the 30’ project over the bar
Dredged St. Johns River bar and river channel 1901-1903
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. II. McKinstry

Corps of Engineers, U. S. A.

St. Augustine, Florida

(2nd. Letter)

Confidential

Key West, Florida, August 19, 1899
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
http://www.oldarlington.org/home.php
SPANISH-AMERICAN WAR
GUN EMBLACEMENTS

ates to abandon their batteries on St. John's Head, which were then destroyed by the Union Navy.
Loading stone at Fernandina 1901

F. W. Bruce
Hemming Park after Jacksonville fire May 3, 1901
Irony Strikes Twice – Double Shipwreck Site

(Lighthouse Maritime Program)

Annemarie van Hemmen, May 2005

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-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 1909. 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

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.

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.
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
State dredge in Caloosahatchee River May 22, 1910
Merrill shipyard on south bank built under direction of F. W. Bruce
C-1917-20
F. W. Bruce Park in Arlington, Florida

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