

Tequesta:

Jupiter Lighthouse

By BESSIE WILSON DUBOIS

At sundown, July 10, 1960 the keeper of the Jupiter Inlet lighthouse on the southeast coast of Florida, climbed the spiral iron staircase, 105 feet up and turned on the light. As the great prised mantle began to move, the historic old light rounded out one hundred years of service.

The past century has seen many changes on the east coast of Florida but the red brick tower stands as serene and staunch as when the first keeper beamed its rays across the Gulf Stream. From the days when the broad Atlantic was the main super-highway of the world to the present jet age, it is still keeping vigil.

If the first two keepers, Thomas Twiner and J. F. Papy, could have accompanied Raymond C. Phillips the present keeper, up the steps that July night they would have found few changes inside the tower. They might have noticed the two places where the iron steps are replaced with wooden ones. That mishap took place about 1920 when an assistant keeper wound the great weights controlling the mechanism which turns the mantle so vigorously that they jumped the pulleys and plunged down through the steps to the bottom of the tower.

Their keen eyes might have seen the place under the iron cage holding the lamp where the mortar was squeezed out from between the bricks during the hurricane of 1928 when the tower swayed an unbelievable seventeen inches. A bar over one of the bullseyes is also a reminder of that dreadful September night in 1928.

They would have marvelled to see Mr. Phillips turn on three 250-watt electric bulbs and set the mechanism going with the flick of a switch. In their day they lit the mineral lamps and wound the weights at regular intervals. The illuminating apparatus still moves on ball bearings with a soft humming sound instead of the mercury floats used in many of the other lighthouses along the coast. The bullseyes surrounded with the prisms which catch the light and reflect it to focus the flash seen 18 miles at sea, are the same costly ones ground in France that were placed there a hundred years ago.

Out on the balcony, however, the first keepers would gaze about them in amazed bewilderment. In 1860 there were no white people for miles in any direction, just a great wilderness abounding in game, birds, fish and wildlife of all descriptions including a few very recently hostile Indians. The first keeper's dwelling was built with thick coquina walls and an inside well so the occupants could withstand siege if necessary.

Now in 1960 they would see a fairyland of lights extending from the exclusive Hobe Sound colony, eight miles north to the neons of the city of West Palm Beach, seventeen miles south. The Loxahatchee is bridged in three places; railroad trains and busy highway traffic pass across it. They would be surprised to see the wide well marked inland waterway which used to be Jupiter Narrows and a meandering stream called Lake Worth Creek. They will be glad to see the inlet is open. It used to close periodically. When the fall rains came, pressure built up in the river until a small ditch dug by hand in an hour would become a half mile wide pouring a torrent of brown water far out into the Atlantic.

Sounds would certainly confuse the first keepers. They were accustomed to the cries of the night birds and the booming of the ground swells during their watches on the balcony. Now a muted roar similar to the ocean seems to come from the backwoods. This Mr. Phillips would tell them is the sound of the rocket engines being tested at the huge Pratt Whitney plant west of Jupiter. The lights that twinkle in the one-time wilderness are in the homes of hundreds of the employees of this plant. A jet plane or two flying overhead would further bewilder the poor men but if the base at Cape Canaveral chose this moment to send a missile blazing into space, they would be ready to turn back to the peace of a century ago.

Thomas Twiner kept the lighthouse from June 12th, 1860 until J. F. Papy took over January 1, 1861. His term of service lasted only until August

of the same year. Soon after the beginning of the Civil War all the lighthouses along the southeastern seaboard had been darkened but the lighthouses at Jupiter Inlet and Cape Florida still kept their nightly vigil. Blockade runners were slipping through the inlet with cargoes of contraband from Nassau and making their way up the Indian river. The ray from the Jupiter light often revealed them to the Federal patrol boats. Southern sympathizers tried to prevail upon Keeper Papy to darken the light. He professed to sympathize with the South but he could not bring himself to turn off the proud new light that had been put in his charge. Finally he was confronted by a determined group of men, one of whom was one of his assistant keepers. Mr. Papy was turned away and enough of the mechanism of the light was removed to make it unserviceable. The costly lenses were not damaged. The men marched to Cape Florida and also put the lighthouse there out of commission. They then wrote a letter to Governor M. S. Perry of Florida apprising him of their action and it is signed by three of the men. Dr. Dorothy Dodd, Florida historian and state librarian, discovered this letter among the records in Tallahassee and told the story in an article published in the 1954 issue of *Tequesta*, Journal of the Historical Association of Southern Florida.

The records in National Archives in Washington of 1861 report "that lawless persons visited the Jupiter Inlet lighthouse and removed the illuminating apparatus". Dire and exaggerated reports prompted by war hysteria must have reached Washington the following year for in 1862 the report reads "Jupiter Inlet, tower and lantern destroyed".

Lt. George G. Meade the designer of the lighthouse and the builders must have read this last rumor with startled incredulity, for the tremendous effort and almost heartbreaking difficulties that went into the building of this tower must have been vividly remembered.

The building of the lighthouse is a saga in itself. It began when Congress in March of 1853 appropriated the sum of \$35,000 to erect a lighthouse to mark the reef lying off Jupiter Inlet and to guide the vessels as a landfall. It was to be a light of the FIRST ORDER, which meant that it would be one of the tallest and most powerful in the country, to indicate the approach of a coastline with a visibility of 18 to 27 miles. The lenses were to be of the newest and most costly make, designed by Augustin Jean Fresnel and ground in the glassworks in France.

Being an inland light, it was to have a masonry tower 90 feet high (later changed to 105 feet). The site selected, at the junction of Loxahatchee and Indian Rivers close to the inlet was on an elevation of forty-six feet and was a part of the 9088.60 acre Fort Jupiter reservation of Seminole War days. President Franklin Pierce signed the order setting aside 61½ acres for this purpose, October 22, 1854.

Five hundred tons of material were assembled and transported to Indian River inlet in deep sea sailing vessels. There it had to be loaded on shallow draft scows and lightered to the site, a distance of over 35 miles, ten of which were through Jupiter Narrows, which at that time was a shallow winding creek in some places only 20 inches deep, bearing no resemblance to the wide well marked waterway traversed by yachts, tugs and barges today.

The men struggling to move these heavily laden scows were plagued by swarms of mosquitoes and sandflies that with the extreme heat made life miserable almost beyond endurance. At this point some surveyors in the Everglades incensed the Indians by destroying the garden and prized banana plants of Billy Bowlegs and hostilities broke out anew. The men working on the lighthouse began to be harassed by angry Seminoles from the abundant cover. The work came to a halt. For many years a darker layer of brick marked where the work ceased at this time. Because of the difficulties encountered, Congress was obliged to increase the appropriation. The lighthouse was finally completed in 1859 at a cost of \$60,859.98, nearly twice the original appropriation. The walls, tapering from 31½ inches thick at the 20 foot foundation to 18 inches thick at the base of the cage holding the lamp are of solid masonry except for air flues. The tower was left a natural brick for fifty years when because of dampness inside the tower it was painted with red art cement. This color against the blue sky and white clouds gives the tower a distinctive beauty which makes it a joy to artists and photographers.

All during the Civil War the light was darkened. It was said that signals were sometimes shown from the tower to help the blockade runners. When Confederate Secretary of War, John C. Breckenridge, fled down the Indian river, enroute to Cuba after Lee's surrender, he mentioned passing the darkened Jupiter light.

Soon after the war ended, an agent was sent to Jupiter, and with the help of Captain James A. Armour, the missing parts of the illuminating apparatus were found down Lake Worth creek and on June 28, 1866, the light again

flashed out over the Atlantic. Captain Armour was an assistant keeper under a Captain Wm. B. Davis of Key West for two years when he became the head keeper, a position he held very capably for over forty years. A bride came to share the lonely post in 1867 and Mary Armour who died in infancy was the first white child born in Jupiter. The Armours had seven other children.

Once a year the U. S. Buoy tender anchored off the inlet and delivered the year's supplies of oil, paint and other necessities to keep the lighthouse serviced. The *Geranium*, the *Fern* and the *Cypress* in turn performed this service. These ships, equipped to lift and clean the large ocean buoys, anchored off the inlet. If the inlet were open the supplies were sent in skiffs up to the lighthouse dock. If the inlet were closed as was the case periodically, the supplies were placed on the beach above the high tide mark and transported from there across the beach and ferried to the lighthouse. In later years one of the villagers was hired to perform this task. At the foot of the steep steps leading up to the oil room, the wooden cases were broken open and a five gallon metal can was hooked on each end of a yoke fitted across the man's shoulders. At the door of the oil room, the keeper waited with a cloth saturated with linseed oil in his hand. Each can was carefully wiped to remove any trace of salt water before it was placed on the shelves.

October 20, 1872 must have been a memorable day to the lonely lighthouse families. During a roaring northeaster, a Mallory steamer, the *Victor*, broke a shaft off Jupiter, and filling fast was driven ashore south of the inlet. One of the assistant keepers, H. D. Pierce, was on duty in the tower about midnight and saw the Coston lights. He with Captain Armour and Charles Carlin, the other assistant, sailed down to the inlet and reached the scene of the shipwreck in time to help bring the passengers and crew safely to shore. The crew camped on the beach and the passengers including two ladies and a child were made comfortable at the lighthouse. The next day another passing Mallory ship, upon signals from the lighthouse, picked them up from the beach.

Almost immediately after the shipwreck seven canoe loads of Seminoles appeared on one of their rare hunting trips from Fisheating Creek. The *Victor* began to break up and as the cargo of merchandise worth \$150,000 began to be strewn up and down the beach, the Indians joyfully joined in the salvage. Mr. Pierce was standing on the lighthouse dock when a packing case surged by on the incoming tide. An Indian stood beside him and moved

toward the case but Pierce read the markings on it and cried, "That's mine". That is how Mrs. Pierce became the owner of a handsome Wheeler and Wilson sewing machine that did a lifetime of stitching for her family.

The Indians camped out on the dunes behind the wreck and had a glorious time. One of the braves found a case of Plantation bitters and joyous whoops were heard all the way up to the lighthouse. Billy Bowlegs now ninety-eight years of age, still recalls the rich canoe loads of salvage brought home by the Indians from this shipwreck although he himself was not present.

The lighthouse families found several prize dogs which managed to swim ashore from the vessel. They were appropriately named, Vic, Storm and Wreck.

Early travelers coming down the Indian river by sailboat often camped out near the lighthouse and found the keeper's coquina house a haven of hospitality. It was a joy to climb the tower after the long trip through the maze of mangroves to gaze at the wide panorama of ocean, rivers, creeks and woods. Among these early travelers was a Dr. James A. Henshall who made two trips to this part of Florida. He related in his writings that Jupiter lighthouse had been shaken from top to bottom by two earth tremors on Jan. 12, 1879. Earthquakes in San Francisco, Chile or Japan can be accepted with credence but it seemed unbelievable that two keepers exchanging watches at midnight in our own Jupiter lighthouse came down the spiral stairway like a couple of marbles in a child's toy. An inquiry to Dr. Dorothy Dodd at the Florida State Library revealed that the Earthquake History of the United States published by the U. S. Coast and Geodetic Survey in 1947, records two shocks lasting thirty seconds each between 11:45 and 11:55 P. M. Jan. 12, 1879. Since there were no newspapers in south Florida at that time it was not reported as far south as the Jupiter light but it was felt in the northern part of the state. Cape Canaveral lighthouse was shaken so severely that oil was thrown on the reflectors according to Dr. Henshall. This was not related to the Charleston quake which took place in 1886.

Dr. Henshall's party enjoyed fabulous fishing while at the lighthouse and also hunting with Captain Armour and his dogs. One of the Assistant keepers, Mr. Spencer took some remarkably fine photographs about 1881-1884. One shows an enormous jewfish or black grouper which was caught by Dr. Henshall's crew off the lighthouse docks. Capt. Armour brought a steelyard down on the dock and weighed in the huge fish at 360 pounds. Mr. Spencer also made a rare and historic photograph of the lighthouse at that time and the

new keepers dwelling that was constructed in 1883. An enormous manatee and a 12 foot panther shot by Captain Armour are also recorded by Mr. Spencer's camera.

Captain Armour had two narrow escapes while Dr. Henshall was at the lighthouse. Once when an inexperienced hunter accidentally discharged his rifle, the bullet just missing him and the second time while descending from the dome of the lantern, on an iron ladder which rested on the railing of the balcony surrounding the lantern, the rail broke as he set his foot on it. He does not relate how Capt. Armour saved himself but he says that the captain was noted for his intrepidity and level headedness or he would have been dashed to the ground a hundred feet below.

The one dwelling, even with the addition of a new kitchen in 1875, had long been too small for three lighthouse families. The government complained a little querulously in the 1879 report of the isolation of the site and the difficulty experienced in servicing it. Finally in 1883 a new two story keepers' dwelling was built and the old one completely repaired and renovated. The light and oil house were also put in good as new condition.

Although the head keeper did his best to keep the men busy applying that extra coat of paint to every exposed surface and the grounds in perfect order, boredom did set in. Fishing, hunting and courting young ladies in the neighborhood were favorite pastimes. One of the early assistant keepers, Dwight Allen, who had spent his youth at sea climbing the rigging of sailing ships, gave the community a thrill by walking nonchalantly around the roof of the tower and ended the performance by standing on his head at the peak.

Then there was the tale of pirate treasure said to have been buried on the reservation. The loot was supposed to consist of gold and vessels taken from a church in Mexico by a pirate crew who careened their vessel up in Pecks lake. One of the surviving pirates was said to have come back at intervals, until he died, to dig up enough treasure to supply his needs.

Stories of two abortive attempts to discover this treasure are told. A former chief at the Navy station related that one group secured a road grader about 1910 and began to dig away part of the hill. The work was proceeding nicely when to their dismay two limousines from the Dept. of the Interior unexpectedly rolled into the yard of the Navy station. The work was hurriedly changed into smoothing out the road.

An assistant keeper of the lighthouse next tried to dig up the treasure.

His activities soon became common knowledge on the reservation and every day a few onlookers gathered to watch and heckle him as he pitched sand from his ever deepening excavation. One night some practical jokers borrowed the big iron washpot from the Captain's back yard and buried it at the bottom of the hole. The poor fellow's excitement when his shovel rang on the iron was pitiful to see. He did not recover from his disappointment enough to continue the search.

In 1890 the light was transferred from the Seventh to the Sixth Lighthouse district so that it could more conveniently be serviced from the inside route by way of the Indian river instead of outside. A few years before a substantial boat landing had been built with a long runway connected to the land by palmetto piling. In 1887 the signal service was given permission to erect a small telegraph building on the lighthouse reservation and this led to two interesting incidents.

The government in 1886 established a Life Saving Station on the beach south of the inlet. Capt. Charles Carlin, former assistant keeper of Jupiter lighthouse, was put in charge of the station and its six crew members. When the first Western Union cable was brought over from Nassau, it could not be brought ashore until the crewmen had telegraphed to Washington from the lighthouse for permission.

During the Spanish American war many local residents feared that our proximity to Cuba and the presence of a government installation in Jupiter might lead to an attack by the Spaniards. These fears seemed justified one evening when the Carlin ladies rocking on their front porch, saw a fiery rocket curving toward the lighthouse. Their screams brought the men on the run. Arms were hastily assembled and joined by the lighthouse keepers and the rest of the Life Saving crew they set sail for the inlet determined to repel the invaders at any cost. All the men, that is except one timorous soul who gathered all his valuables and hid out with them in the woods.

At the inlet a huge battleship could be seen hove to some distance from shore. Boats were approaching from the ship and as they neared the beach the men on shore cheered when they recognized the uniforms of the U. S. Navy. The battleship *Oregon* on a good will voyage around the Horn had been out of touch with land for some time. They had no news of the situation in Cuba and wanted to telegraph Washington from the lighthouse before proceeding. It was a gala night at the lighthouse for all except the fellow who hid out in the woods. He was ragged unmercifully.

Across from the lighthouse, a steamer, found to draw too much water to navigate the narrows, was moored to serve as a floating hotel to accommodate guests who enjoyed the superlative fishing in these waters. Among these distinguished guests was President and Mrs. Grover Cleveland. The former first lady to her great joy, landed a huge and gleaming tarpon.

At the foot of Jupiter lighthouse the barefoot mailman shouldered his mailbags and started his trek south. Steve Donhano's beautiful murals in the West Palm Beach postoffice portray him vividly with the red brick lighthouse in the background.

The Indian River steamers in 1890 began to bring settlers and visitors down from Titusville. At first they were met by horse-drawn hacks, then the roadbed was laid for a narrow-gauge railway seven and one half miles long which became known as the Celestial railway because of its stations of Jupiter, Neptune, Venus, Mars and Juno, the last, the terminus of the railroad, was at the head of Lake Worth. In 1890, Juno became the county seat of Dade County and the Jupiter-Juno area, the transportation center of south Florida.

In 1895 great changes took place in sight of the lighthouse. Mr. Flagler's railroad came through. The Fort Jupiter reservation was opened to homesteaders and the dredging of the inland waterway began. The Indian river steamers were towed up the Loxahatchee to sadly rust away and the Celestial railroad was dismantled and sold.

In 1905 a naval wireless station was established on the Jupiter lighthouse reservation. The first towers were wooden ship's masts that arrived by flatcar. They were pushed off the cars into the river and floated to their destination. In order to enlist enough manpower to raise the masts, Mr. Will Poland who contracted to set them up, gave a great jollification with plenty of beer and the job was completed in record time. In 1911 these were replaced with a 125 foot galvanized metal tower.

A weather bureau station was also established at the lighthouse and during the hurricane season residents up and down the river watched for the ominous red flags with black centers.

In the year of 1908 Captain Armour retired after over forty years of faithful service. His son-in-law, Captain Joe Wells, succeeded him. He was dignified, competent and well liked. He held the position for six years and was followed by Captain Thomas Knight, who stayed only a few months. He exchanged posts with Captain Charles Seabrook who had come down to

Hillsboro light from the Tybee Island light on the Georgia coast. Captain Seabrook, a native of Charleston, S. C., remained in charge of the Jupiter lighthouse from 1919 until he was forced by ill health to retire in 1947. He, like Captain Armour, loved to hunt and fish and charmed his many friends with his ready wit. He and Mrs. Seabrook raised a fine family of six children.

In 1925 a survey showed that the lighthouse reservation had not been properly located and the new area of the reservation was fixed as 113.22 acres instead of the original 61.50. In 1930 the site consisted of 121.95 acres having been increased by an executive order of June 12, 1925. The appraised value of the land was \$113,580 and of improvements, \$125,000.

Pictures of the lighthouse about 1910 show a screen around the light. In those days the ducks were so numerous they often covered the river from bank to bank. Edwin Seabrook related that migrations of ducks and other birds would become blinded and strike the light at night. Early records of the lighthouse show many replacements of panes of glass. Edwin said that the keepers' families often could pick up a tub full of ducks at the foot of the tower in the morning. They were saddened occasionally to find a big crane or heron entangled in the screen. Insects, he said, were sometimes so bad that the men could not stand on the little balcony surrounding the light, when on duty and the screen in the morning would be so encrusted with bugs, they could be scraped off by the bucket full. Whether all these specimens had anything to do with Ed becoming an entomologist we do not know but during World War II he did notable work for the Army in this capacity and is now in charge of mosquito control in Palm Beach County.

The great migrations of birds seem a thing of the past. The screen was removed from the light some years ago and the present keeper says birds rarely fly against the light now. Neither do the keepers while away the night hours potting wildcats from the top of the tower.

During World War I ships passing the Jupiter Inlet Naval Wireless Station were required to maintain radio silence but a platform was built on the weather bureau house and a signalman stationed there with flags. Each ship was required to stop and give her name and destination. This was necessarily slow business and often several ships could be seen circling the buoy then in the ocean off the inlet, awaiting their turn.

In 1928 Jupiter light was converted from the old mineral oil lamps and system of weights, to electricity. The weights were shipped up to Charleston,

S. C. A diesel motor was installed as an auxilliary in case of power failure. On September 16, 1928 the navy station began to get warnings of a tremendous hurricane approaching the south east Florida coast. The reports became increasingly more terrifying and so did the hurricane. It rode the incoming tide with a blood chilling whistle wreaking death and devastation in its path. The power went off at the lighthouse reservation just before dark. To the dismay of all, the diesel refused to start and it was discovered to be useless until a new part was secured from Charleston, S. C. To Captain Seabrook, a veteran lighthouse keeper, it was unthinkable that the Jupiter lighthouse should remain dark at such a time. In spite of a badly infected right hand he found and installed the old mineral lamps. The problem of how to turn the mantle remained. By now the storm had increased to an unbelievable fury and the assistant keepers felt that their place was with their families. Captain Seabrook prepared to go up the tower himself and turn the mantle by hand.

His sixteen year-old son Franklin was horrified to see red streaks running up his father's arm from the infected hand. He begged to go instead. The boy was blown back four times before he managed to creep up the steep steps leading to the tower. Inside, it must have taken sheer courage to climb those spiral stairs. The tower swayed, it was later estimated, seventeen inches. The apparatus clanged and groaned with an alarming uproar. For four hours Franklin doggedly pushed the mantle around by hand, timing it as nearly as he could. One of the priceless bullseyes blew out and he could hear a cracking sound as the mortar was ground out from between the bricks by the working of the iron bolts holding the cage, but the light did not fail. The people at the lighthouse took turns, even Mrs. Seabrook, moving that mantle around by hand for two more nights until a neighbor, Robert Wilson, heard of their plight and lent them his Kohler light plant. Congresswoman Ruth Bryan Owen especially commended Franklin Seabrook for his heroism. The bullseye that was blown out, was carefully salvaged by Captain Seabrook and sent to Charleston where it was reassembled and held together with an iron bar, is back in place in the mantle. The lighthouse has weathered many severe storms but the 1928 hurricane was doubtless the worst of the century.

Because of tight security restrictions, very little was known of the activities of the lighthouse keepers and Navy personnel on the lighthouse reservation during World War II. The lighthouses became the responsibility of the Coast Guard in 1939, and the keepers a part of this branch of the service.

On the night of February 21, 1942, a German submarine, U-504, fired two torpedoes into the empty tanker *Republic*, off Hobe Sound. The Hobe Sound and Jupiter residents felt the jar of the exploding torpedoes. Several men in the engine room were killed and the rest of the crew made their way to shore. In rapid succession several other ships met a similar fate in sight of the lighthouse. The *DeLisle* was damaged but was salvaged and towed away. A loaded tanker, the *W. D. Anderson*, went up like a torch and sank in deep water with only one survivor.

To Captain Seabrook fell the sad duty of recovering the bodies of the men killed on the *Republic* and the *DeLisle* for the Martin County coronor. Strangely, he had learned and practiced the embalming profession as a young man, which must have been helpful to him at this time.

The lighthouse and adjoining Navy station became the scene of great activity. Coast guardsmen a-top the tower watched the ocean constantly for submarines. Marines arrived to stand guard at the gate. It was rumored that something very new and secret called radar, was being installed.

Civilians were not allowed on the beaches at night. The inlet closed in the winter of 1942 and stayed closed all during the war making it very convenient for the Coast Guardsmen on horseback, patrolling the beach. They crossed the inlet on a bank of sand where the deep green water used to flow. Jupiter became used to blackouts and heavily armed combat troops whizzing in and out of the lighthouse reservation.

Then finally it was over and the tracking of missiles from Cape Canaveral became the next activity at the station.

The Jupiter lighthouse, recently painted and completely renovated for the hundredth anniversary is still an important light station. Two new modern one story dwellings are being constructed as living quarters for the keepers. A twenty-four hour watch is still being maintained as it has for the past hundred years. No longer however does a keeper stay at Jupiter lighthouse for a lifetime. The present keeper, Raymon C. Phillips D.C.C., U. S. Coast Guard has been at the station three years. Keepers serve a tour of duty and are replaced.

The original keeper's dwelling, 26x30 feet which housed three families, burned down in 1927. The two story dwelling built in 1883 was ordered demolished in 1959.

The light flashes for 1.2 seconds, eclipses for 6.6 seconds, flashes 1.2, eclipses 21 seconds, then repeats the cycle. A radio beacon transmits one dot

and three dashes (the letter J) on 306 kilocycles. The light is 1,000,000 candlepower.

In 1959 the people of the entire area held a Centennial celebration to commemorate the completion of the lighthouse. Beards and old-fashioned costumes transformed the townfolks into old timers of a century ago. Men who refused to grow beards were arrested and tried in kangaroo court. The only modern touch was that the ladies, flounced and sunbonneted, formed the jury. Singer Perry Como, now a Jupiter Inlet Colony resident, was apprehended beardless, playing on the Tequesta golf course. Even though he appeared before the jury with luxuriant false whiskers he was penalized to the delight of the crowd.

A group of Seminole Indians set up camp in the middle of the celebration area and on a platform; at the edge of the Loxahatchee river directly across from the lighthouse, a pageant of the colorful history of the Jupiter area was performed by local talent in authentic costumes ably directed by Mrs. Julia Yates. General Thomas S. Jessup of Seminole War fame, President and Mrs. Grover Cleveland, Jonathan Dickinson and his party who had been shipwrecked on Hobe Sound beach and held captive at Jupiter Inlet in 1696, and the lighthouse keepers of long ago, were all present.

The climax came when the entire cast assembled on the platform and the Coast Guardsmen in dress uniform marched on and stood at attention with flags softly waving in the night breeze while the national anthem was played.

The red brick lighthouse, floodlighted for the occasion, stood beautiful and dignified in the background. It was a moving and impressive scene, fitting tribute to a beloved landmark, the men who built it and the keepers who had served the light faithfully for a century.

REFERENCES

- Dodd, Dr. Dorothy, "Volunteers Report Destruction of Lighthouse, *Tequesta*, XIV, 1954.
Eldridge, U. S. Coast Guard Historical Section, March 1951.
Hanna, A. J. *Flight into Oblivion*, Richmond, 1938.
Hanna, Alfred J. and Kathryn Abbey, *Lake Okechobee*, 1948.
Henshall, James A., M. D., *Camping and Cruising in Florida 1884*.
Hine, C. V., *On the Indian River*, Chicago, 1891.
National Archives: Records of Jupiter Inlet Light Station.
Mrs. Frederick Voss, whose father, Charles Pierce, was an assistant keeper at Jupiter lighthouse in 1872, supplied information on the shipwreck of the Victor. Mr. Albert DeVane of Lake Placid, Florida interviewed Billy Bowlegs for us. The Seabrook family, especially Franklin and Edwin, gave us much data on the twenty-eight years their father was keeper of Jupiter lighthouse. Mr. Raymond C. Phillips, D.D.S., U.S.C.G., also was helpful and Mrs. Susan Carlin Albertson told me of the visit of the *Oregon* to Jupiter Inlet.

This Page Blank in Original
Source Document