

Jupiter Inlet

By BESSIE WILSON DuBOIS

Jupiter is a place of great natural beauty. It is also one of the most historic areas on the southeast coast of Florida. Motorists driving across the Loxahatchee River bridge on U.S. Highway 1, may see in one brief glance a beautiful panorama of this historic place.

The red brick tower of the 108 year old Jupiter Lighthouse stands close to the bridge. It is still in service and seemingly untouched by time. Beyond, east of the lighthouse, is the mouth of the Indian River, where in the 1890s, steamers rounded the bend to dock across from the tall tower. There they transferred passengers and freight to the narrow gauge, seven and one half mile railroad known as the Celestial railroad.

Farther east there is a marvelous view of the Jupiter Inlet, with a white line of breakers showing their teeth on the bar, and the wide Atlantic ocean beyond. The incoming tide brings the clear, blue green water far up the Loxahatchee, under the bridges to the fork of the river, where General Jessup's soldiers raised the first palmetto log stockade of Fort Jupiter after the Battle of the Loxahatchee in the Second Seminole War, January 20th, 1838.¹

Of all this varied and fascinating history, that of Jupiter Inlet, a natural break in the barrier reef since pre-historic times, is most interesting. History has gathered around it like barnacles on a rock or snapper in the shade of a wreck. The Jupiter Inlet has a past that has been recorded, in bits and parts, in almost every book that has been written concerning the lower east coast of Florida.

Jupiter Inlet has been known by several names. First it was known as Hobe, or Jobe for a tribe of the aboriginal Jeaga Indians who lived near

¹ James F. Sunderman, ed., *Journey Into Wilderness: An Army Surgeon's Account of life in Field and Camp During the Creek and Seminole Wars, 1836-1838*, by Dr. Jacob Rhett Motte (Gainesville, University of Florida Press, 1953), 201.

the inlet. On the Spanish maps the river appeared as Jobe River named for these Indians. The English interpretation of Jobe was Jove which in turn became Jupiter. On the DeBrahm map of 1770, it is given as Grenville Inlet, formerly Jupiter. Hobe or Hoe-Bay continues as the nearby Hobe Sound. All are related terms.²

Jupiter Inlet has a history of opening and closing many times throughout the centuries. Maps alternately mark it "open" and a few years later "closed". Either fall floods have burst the barrier of sands or human hands have dug it out in periods of high water. However it was accomplished, the re-opening of the inlet has always been a great joy to all who have lived in this vicinity. The green tides surging in have vitalized the entire area. Life from the Gulf Stream, fish large and small, enter the three branches of the Loxahatchee River. The outgoing tides brown the ocean far out to sea, cleansing the river of the debris and stagnation of a closed inlet.

In early days the inlet was at times, several hundred yards south of the present location. The map of the Fort Jupiter Reservation dated 1855 shows the inlet in this position.³ The present location of the inlet was fixed, when by a special act of the Florida Legislature, a Jupiter Inlet District was formed in 1921.⁴

In 1921 land values were very low and only a few hundred people lived in the newly formed district. The deepening of the Inland Waterway north and south of the inlet relieved much of the pressure that in olden days had burst the inlet open at times of fall floods. Funds for dredging were not always available. There were sad times when the inlet closed.

Related to the history of the inlet are the great shell mounds that used to be in this area. Oyster shells found in the mounds often measured six inches in length, an indication that the inlet stayed open many years at a time in pre-historic times. Oysters die when the water in the river becomes fresh.

² Charles and Evangeline Andrews, *Jonathan Dickinson's Journal* (New Haven, Yale University Press, 1961), 151.

³ National Archives map of Fort Jupiter Reservation with 61½ acres, reserved by President Franklin Pierce for Jupiter Lighthouse.

⁴ Special Report by Brockway, Weber and Brockway Engineers, Inc., West Palm Beach, Florida, 1962 for the Jupiter Inlet Commission.

In January of 1896, a noted archaeologist, Professor Clarence B. Moore probed the Jupiter mounds but to our knowledge no record of his findings in this area has ever been published. He has written much of his other archeological journeys by houseboat in Florida.⁵ This is unfortunate since with the coming of Mr. Flagler's railroad these mounds became accessible and the shell was used for early road buildings. Their sherds and artifacts were lost forever. The first large mound to go was at the south end of the railroad bridge. Mr. Fred M. Cabot, early hotel owner and contractor owned this mound. The shell was loaded into flat cars and used to pave streets in West Palm Beach and New River. Mr. Cabot had a contract to open Jupiter Inlet and to complete the canal between Jupiter and Lake Worth. He did open the inlet in the fall of 1896.⁶ In December of this same years this enterprising man met a tragic death when he was killed by a freight train at Jupiter.⁷

On the south side of the inlet was another shell mound twenty feet high and over six-hundred feet long. Evidence of pre-historic inhabitants were found in this mound. Blackened ash from fires form layers between the oyster shells, bones of fish and animals, celts, shell tools and sherds of pottery gave mute evidence of these people who lived on the bounty near the inlet so long ago.

In 1917 much of the shell from this mound was removed for use in building the Silver Beach road in Lake Park, Florida. John R. DuBois supervised the removal of this shell and preserved many of the relics found at this time. His family home, built atop the shell mound in 1898 by his father Harry DuBois, still occupies the high middle section of the mound. Some of the relics from the mound were taken to the State Museum at Gainesville where they were classified by Mr. Ripley P. Bulletin of the Florida State Museum as belonging to many eras as far back as one fibre-tempered bit of pottery from 500 B.C. Mr. & Mrs. Leo Vickers, present owners of the old DuBois house, in 1965 invited Dr. William Sears of Florida Atlantic University to come up with his students and dig in the mound. Dr. Sears and his group spent several week ends digging in a proper archaeological manner. Bits of bones and pottery were found but no rare finds were made.

The historical record of Jupiter Inlet is almost as old as the white man's first visit to these shores. When Memendez sailed down the coast of Florida

⁵ *Florida Times Union* (Jacksonville), January 30, 1896.

⁶ *Ibid.*, July 23, 1896.

⁷ *Ibid.*, December 12, 1896.

in 1565 en route to Havana, he stopped at Gilbert's Bar and Jupiter Inlets. With him in his two open boats were fifty of his own men and twenty of the French prisoners spared at Mantanzas.⁸ Barcia tells us "Pedro Menendez had only one son, a gentleman of the royal household, who while sailing as a general of a fleet from New Spain was beset by a tempest near Bermuda, which is close to Florida. His ship disappeared and must certainly have been shipwrecked."⁹

When Menendez petitioned the King of Spain to be allowed to come to Florida, his yearning hope was to find his son. While the shipwreck is placed off Bermuda, Fontenada in his Memoir relates that two vessels of the 1563 fleet of New Spain, of which Menendez son was the General were sunk off Florida. One starving survivor was found by the Indians and helped by Fontenada.¹⁰ Shortly thereafter the Indians from Ais came to the Calusa country laden with gold and jewels from the wrecks. Fontenada writes, "The chiefs of Ais and Jeaga (Jupiter Inlet) are rich—only by the sea, from the many vessels that have been lost well laden with these metals."¹¹

Certainly it seems that Menendez did seek for his son in this area. When he visited Gilbert's Bar the local chief greeted him warmly but when Menendez saw the frontlets of gold worn by the chief and his men, he knew they could only have been looted from a Spanish ship.¹² The chief at Jupiter Inlet was also effusive. Menendez responded pleasantly although he knew these Indians could well have been the ones who had murdered his son and other luckless shipwrecked Spaniards.

During the years of 1566-67, Menendez established a series of blockhouses along the coast of southeastern Florida. One report locates one of these blockhouses in the Jeaga country and it seems quite probable it was near Jupiter Inlet. The crews manning these blockhouses were to protect and

⁸ Woodbury Lowery, *The Spanish Settlements Within the Present Limits of the United States, Florida 1562-1574* (New York, Russell and Russell, 1959), 217.

⁹ Andre G. Barcia Carballido y Zuniga, *Chronological History of the Continent of Florida, 1512-1722*, trans. by Anthony Kerrigan (Gainesville, University of Florida Press, 1951), 69.

¹⁰ d'Escalante Fontenada, *Memoir of Respecting Florida*, written in Spain about the year 1575, trans. by Buckingham Smith, Washington, 1854. Reprinted with revisions, Miami, 1944, p. 33.

¹¹ *Ibid.*, 32.

¹² Lowery, *op. cit.*, 216.

succor persons shipwrecked in Spanish vessels and to prevent the looting of valuable cargoes by the Indians.¹³

One of the relics found on the DuBois property was a large gray glazed jar with one handle. Mr. Ripley P. Bullen at the Florida State Museum when shown a picture of this jar said it was undoubtedly of Spanish origin. An old brick oven made of yellow handmade bricks was also found on this site. Near the oven were bits of blue and white china resembling willow ware. Unfortunately this land has been filled and except for the jar, none of these relics were preserved.

Shortly after 1570, an English ship seized a Spanish ship loaded with hides in the Bahama Channel. Its occupants were landed in the district of Jeaga (Jupiter Inlet). The Indians killed all except a mother, her children (two sons and a daughter) and a sailor who was wounded almost unto death. These were handed over to the chief of Ais who was the father-in-law of the chief of Jeaga who exchanged them for six Indians held by the Spaniards.¹⁴ This relationship may explain why they also shared the loot from the Spanish treasure ships.

In 1696, a century later we have a first hand account of these Indians from the pen of Jonathan Dickinson who had the misfortune to be shipwrecked among them.

Dickinson, a Quaker merchant was en route from Port Royal, Jamaica to Philadelphia aboard the Barkentine *Reformation*, when a hurricane tossed his vessel upon Hobe Sound beach. There were twenty-five persons aboard including Dickinson's wife and six-months old son and his servants. The Captain of the vessel, Joseph Kirle, had suffered a broken leg during the storm. A saintly and revered Quaker missionary Robert Barrow was aboard as was one of Dickinson's kinsmen, Benjamin Allen. One member of the crew, Soloman Cressen spoke Spanish fluently which proved helpful.

As the crew and those able attempted to make a shelter of sail on the beach and carry foodstuffs from the stranded vessel, Indians came from the south. These were followed by many more. These Indians were very fierce and naked except for a breech clout of plaited straw.

¹³ Irving Rouse, *A Survey of Indian River Archaeology* (New Haven, Yale University Press, 1951), 52.

¹⁴ *Ibid.*

The devout Quakers had counseled together and resolved to meet their fate with prayerful resignation, determined to offer no resistance. The Indians tore off their clothing and standing behind them holding them by the hair prepared to slay them with Spanish knives. Suddenly they appeared changed, and instead fell to looting the vessel. The Quakers believed this to be a Divine intervention. The next morning loaded with all they could carry from the vessel, they were herded down the beach. When they reached the inlet a dugout came across from the south side and ferried them across a few at a time to an Indian mound where the Indian huts were situated.¹⁵ This account finds Jupiter Inlet open in 1696. The Dickinson party were finally allowed to travel north along the beach, meeting other tribes of aboriginal Indians at every inlet and suffering starvation and all manner of hardship before they were discovered by a Spanish patrol and led to St. Augustine where they were kindly received by the Governor and eventually reached Philadelphia.

The first edition of the Dickinson Journal appeared in print in 1699. Pious Quakers had it printed as a religious tract for fifteen later editions.

In 1935, a Yale professor emeritus, Dr. Charles M. Andrews and his wife Evangeline Walker Andrews, leased the old DuBois home on top of the Indian mound near Jupiter Inlet. They were visited by one of Dr. Andrew's former students, Mr. Louis Capron of West Palm Beach. He brought, as a gift to the Andrews, one of the old copies of the Jonathan Dickinson Journal. When Dr. and Mrs. Andrews learned that they were indeed living on the very site of Dickinson's captivity, they became completely fascinated and engrossed by the Journal. The next seven years were spent in exhaustive research, editing and preparing the Dickinson Journal which was published in 1945 by Mrs. Andrews who shared in the labor and of course by Yale University Press. Dr. Andrews, alas! did not live to see this his last book in print. He left as his legacy to Florida and Jupiter Inlet, a record of the aboriginal Indians of this lower east coast of Florida, their customs and appearance. He researched that memorable journey with all the skill of a dedicated historian. Due to this book, the nearby state park has been named Jonathan Dickinson Park. The park entrance is almost directly across from the beach where the *Reformation* was wrecked.

¹⁵ Andrews, *op. cit.*, 33-34.

Our next report on Jupiter Inlet comes some seventy-three years later from the pen of a Dutch civil engineer named Bernard Romans. He relates that;

“A small schooner drawing five feet of water was by our people brought through here and out at Hobe (Jupiter Inlet). This inlet was shut for many years before 1769, but I have seen it open until 1773, our people have encamped on the same spot where now water allows egress and regress to such craft as the above mentioned schooner, just sufficient to pass it.”¹⁶

John Lee Williams writes in 1837 that;

“Jupiter Inlet has opened and closed three times within seventy years. In 1837 Jupiter Inlet was shoal and appeared to be closing which it did in 1838.”¹⁷

Jacob Rhett Motte, a surgeon with General Jessup at Fort Jupiter in the Second Seminole War, wrote that he often visited the inlet;

“On one of our visits we found the inlet completely closed up by a dry sandbar formed across its mouth in one night. The day previous we had left a broad channel capable of admitting the smaller vessels that sail the ocean.”¹⁸

The Memoir accompanying the Ives's Military Map of 1856 reports Jupiter Inlet closed between 1840 and 1844. In 1844 there was a hurricane with the most tremendous rainfall, flooding the back country. Following this storm Indian River Inlet, Gilbert's Bar and Jupiter Inlet were all opened. This was a great relief to the Armed Occupation settlers who were supplied with necessities by schooner through these inlets.¹⁹

The story of the opening of Jupiter Inlet is related in the Ives report during the 1844 flood:

“Captain Davis, the mail carrier from Fort Capron to Cape Florida endeavored with a party of four men to evacuate a channel.

¹⁶ Bernard Romans, *A Concise and Natural History of East and West Florida* (New York, 1775), 287.

¹⁷ John Lee Williams, *Territory of Florida*, facsimile reprint (Gainesville, University of Florida Press, 1962), originally printed 1837, p. 53.

¹⁸ Sunderman, *op. cit.*, 212.

¹⁹ Robert Ransome, *East Coast of Florida Memoirs* (1926), 12, 13.

After digging for several hours, they succeeded by nightfall in starting outward a stream of water four inches in depth. Upon this they desisted from labor and went to their camp which was some fifty feet from the ditch. The river inside was unusually high, from a freshet in the Everglades and a strong north wind was blowing. At night the sleeping party were awakened by a flood of water, and had to abandon their camp equipage and flee for their lives, barely escaping being carried out to sea. The next day there was a channel nearly a quarter mile wide and the rush of water could be traced far out upon the ocean. The inlet stayed open until 1847, when it closed until 1853, during which year it opened itself, but remained in that condition only a short time. In 1855 Major Haskin, First Artillery, in command of the post (Fort Jupiter) endeavored again to clear the channel. Sand hills of a considerable size, which had accumulated were cut through, and the attempt would doubtless have been successful but for the low condition of the water during that unusually dry year. A small amount of labor expended under favorable conditions would in all probability, effectually open this inlet, and render the harbor one of the best on the eastern coast. At times it has admitted vessels drawing eight feet, and the entrance is protected from the north by a ledge of rocks.”²⁰

The closing of the inlet at this time was most inopportune. It was impossible to supply the military post Fort Jupiter, from the sea and as the river became fresh, the stagnant growth was said to make the locality unhealthy for the troops stationed there. The men began to suffer from a fever that was known for lack of a better name as “Jupiter fever.”²¹

Captain James O. Webster in a letter to the Jupiter Inlet Commission quoted his friend and pioneer resident Mr. Charles Doyle Leffler as saying that;²²

“Captain Capron occupied Fort Jupiter in 1856 and recruited 120 men from Fort Meade. They worked eighteen days with shovels and opened the inlet. They did this because the stagnant waters

²⁰ The Ives Memoir to Accompany a Military Map, “Florida South of Tampa Bay” (1856).

²¹ Elsie Jackson, unpublished history of Jupiter.

²² Letter of Capt. J. O. Webster to Jupiter Inlet Commission.

made the mosquitoes so bad they could not stand it. After the inlet opened again the mosquitoes cleared up to a great extent."

In 1855 the Jupiter lighthouse was under construction and if supplies could have been brought in through the inlet much difficult labor could have been avoided. The expense would have been half the eventual cost. Because the inlet was closed the five hundred tons of materials were brought in deep sea sailing vessels to Indian River Inlet, unloaded onto shallow draft barges and ferried down the Indian River to the lighthouse site. This route was very shallow in places and the labor of dragging the heavily laden scows over the shallows amid mosquitoes and sandflies tried the hardest men almost beyond endurance.²³

There must have been some good fall rains before 1859, the year the lighthouse was completed, for we learn that the U.S. Schooner *Delaware* was anchored in Jupiter Inlet, and intercepted a small boat rowing in from the ocean. The six occupants told a strange story. They claimed their schooner the *Enterprise* had run aground and that their Captain Morentes had fallen overboard and drowned. They said they were penniless, but when searched, each had \$1925. in gold on his person. They were turned over to Lt. Randolph of the revenue cutter *John Appleton* who delivered them to the U.S. Marshall at Key West. Here it was learned that they were mutineers who had murdered their Captain most cruelly and robbed the ship's strong box. No trace of the ship was ever found but the U.S. Marshall and Lt. Reynolds found the grave of Captain Morentes as the men described it. The body was disinterred and reburied with Masonic rites.²⁴

In 1861, the Jupiter lighthouse was darkened for the duration of the Civil War. The inlet however stayed open wide and deep, offering haven for blockade runners. The passages up the Indian River with its coves and high mangroves made pursuit by the Federal patrol boats a grand game of high and seek once the inlet was safely navigated. Among the various Union ships which operated in this area were the U.S.S. *Sagamore Roebuck*, *Honeysuckle*, and *Beauregard*. A number of blockade running sloops were captured laden with dry goods, soap, coffee, flour, salt and usually a few cases of gin from the Bahamas.²⁵ James A. Armour, later keeper of Jupiter

²³ Bessie Wilson DuBois, "Jupiter Lighthouse," *Tequesta*, XX (1960), 5-17.

²⁴ Wesley Stout, "The Beachcombers," *Ft. Lauderdale News*, April 19, 1964.

²⁵ William J. Schellings, "On Blockade Duty in Florida Waters," *Tequesta*, XV (1955), 55-72.

lighthouse served as pilot on these vessels and gave valuable assistance since he was well acquainted with local waterways.²⁶

Two cannon balls have been found that were quite possibly fired by Federal patrol boats at this time. One was dug up on the DuBois place many years ago. It is ten inches in diameter and weighs 135 pounds. It was probably thrown by a mortar. The other ball is about half this size. It was found by the sons of Clifford Seabrook up the inland waterway past the lighthouse reservation.

After the Civil War the inlet closed again. The story is told of a Captain Stone who found a Spanish chest on the beach containing some gold coins. He would never tell how many. He went to New York where he chartered a schooner. He sailed it through Jupiter Inlet and with a crew began to cut palmetto logs, which he planned to sell for dock piling in Key West. During the work the inlet sanded up and he could not get the schooner out. The vessel with its cargo of logs rotted there. Stone finally gave up and walked the beach to Canaveral. For three weeks he subsisted mainly upon turtle eggs which he dug on the beach and some rum he found washed up. He developed a marked distaste for both. The DuBois property was known for many years as Stone's Point.²⁷

In 1872 we again find the Jupiter Inlet open wide enough to admit the salvage from the Steamer Victor which surged up to the lighthouse dock on the incoming tide.²⁸

A Guide to Florida describes Jupiter in 1875 as follows:

“The most notable spot for fishermen is Jupiter. The traveller however will find no accommodations, he must control a guide and camp out. Fish fairly choke the inlet. Schools of bluefish, pompano and cavallo lash its waters into foam, the strongest tackle is in danger of being carried away. Men absolutely tire of working the reel. Their arms swell with the continual strain and what is called sport becomes the hardest kind of work. From Jupiter parties can

²⁶ *Florida Star* Newspaper, July 8, 1910, on death of Captain Armour.

²⁷ Ransome, *op. cit.*, appendix vii.

²⁸ Bessie Wilson DuBois, “The Wreck of the Victor,” *Tequesta*, XXIII (1963), 15-22.

organize for a manatee hunt. These monsters sometimes weigh 2000 pounds."²⁹

In 1884 when Dr. James A. Henshall visited Jupiter Inlet he reported sailing across the bar with no difficulty. The fishing was fabulous and the good doctor writes of reclining on the cabin of his boat after a supper of raw oysters and broiled pompano and looking at the stars as he smoked his pipe. The surf on the bar and the beam of the lighthouse completed the picture of a fisherman's paradise.³⁰

An unpublished account of a Dr. Herrold of Newark, New Jersey who visited the inlet the same year substantiates Dr. Henshall's account.

Melville Spencer, an assistant keeper at the lighthouse made the fishing a matter of record with his priceless photographs.

Ten years later the *Tropical Sun*, the Juno newspaper, describes Jupiter Inlet in November 1894;

"Jupiter Inlet is in the best shape it has been in years. Soundings by the Life Saving Crew show a depth of 9 feet on the outer bar and 7½ feet on the inner bar. On up the river to the railroad wharf there is twenty feet for a long distance. The people of Jupiter feel proud of their inlet and well they should."³¹

The U.S. Life Saving Station, a short distance south of the inlet was established in 1886. Captain Charles R. Carlin had entire charge of the Station and command of the crew from its beginning until it was discontinued in 1896 after the Flagler railroad began bringing in the passengers and freight and the deepening of the inland waterway made it unnecessary for boats to go outside on their way south.

At the heyday of the Jupiter Life Saving Station a Lieutenant William Henn, well known Naval officer and yachtsman wrote an article which appeared in the *Century Magazine*, June 1893. He describes camping near

²⁹ "Rambler," pseud., *A Guide to Florida* (New York, The American News Co., 1873), Facsimile edition, University of Florida Press, 1964.

³⁰ James A. Henshall, M.D., *Camping and Cruising in Florida* (Cincinnati, R. Clarke & Co., 1884), 139.

³¹ *The Tropical Sun*, November 8, 1894.

the inlet on Stone's Point. Later he made a trip to the Keys. On the return trip a storm arose, Captain Carlin and his crew brought their lifeboat alongside the sloop *Minnehaha* and took off Mrs. Henn and the steward who could not swim. As soon as the storm subsided sufficiently, Capt. Carlin guided the sloop in through the inlet in a novel fashion. He stationed his men on the bar pointing the way in. The article is illustrated with sketches showing the camp, the men launching the surf boat and the sloop making passage into the inlet. Lt. Henn has great praise for Capt. Carlin and his well trained crew.³²

The site of the Jupiter Life Saving Station has been marked by the Seminole Chapter of the D.A.R. The names of Captain Carlin and his crew, John Grant, Harry DuBois, Dan Ross, Graham King, Charles Carlin (son of Captain Carlin) and Fred Powell all appear on the marker. All of these men have descendants in this area.

On October 25, 1892, the keepers of Jupiter lighthouse were amazed to see a very large stern wheel steamer come in through Jupiter inlet. This was the *Santa Lucia* and her arrival at Jupiter Inlet was the climax of a historic voyage of nearly 3000 miles from Pittsburg, down the Ohio and Mississippi rivers and around Cape Sable. Captain Richard Paddison a veteran Indian River Captain had at the direction of Mr. Henry Flagler brought this steamer to Indian River to haul materials for the Royal Ponciana Hotel. With a jubilant toot the *Santa Lucia* disappeared up the Indian River for her home dock at Titusville.³³

On May 24, 1898 an exciting bit of history took place off Jupiter Inlet when the U.S. battleship *Oregon* anchored off the inlet and sent in boats to telegraph from the lighthouse to Washington D.C. for orders before proceeding to Cuba to join the North Atlantic Squadron at Santiago. The *Oregon* had also just completed a historic voyage, having left Tacoma Washington March 7, 1898 coming through the straits of Magellan during a terrible storm, dodging Spanish torpedo boats as the ship proceeded up the coast of South America with stops along the way for coal. The stop of the *Oregon* caused quite a flurry among Jupiter residents who at first thought

³² Lt. William Henn, "Caught on a Lee Shore," *Century Magazine*, June 1893, pp. 163-178.

³³ A. J. and K. A. Hanna, *Florida's Golden Sands* (Indianapolis, Bobbs-Merrill, 1950), 217. Also, reminiscences of Judge Richard Robbins, Lake Worth Pioneers, May 1960.

the lighthouse was being attacked by the Spaniards. The *Oregon* was ordered to Key West where she arrived May 26, and left for Santiago May 30th.³⁴

In February 1901, the inlet was again reported closed. Senator James P. Taliaferro was reported to have prevailed upon the Army Engineers to open the Inlet.³⁵ High water came in June, the Jupiter people did not wait for the Army engineers. They went down and opened the inlet themselves.³⁶

The autumn of 1910 found Jupiter Inlet closed again. The fall rains were torrential and Jupiter experienced its worst flood. Storekeepers waited upon customers in bathing suits wading in water. Cows had to be led up to high ground to be milked. Boats, the only means of travel in those days, could not pass under the railroad bridge since the water came up to the bridge ties. The residents went down to the inlet with shovels and a mule and scoop. The water went out so fast they had to run for high ground to escape being washed out to sea. In a few hours the channel was a quarter mile wide.³⁷ The river water browned the ocean far out to sea. One resident said that every leaf bore a cargo of insects. If one so much as touched a worker the insects were upon him biting lustily. Five years later the inlet closed again. Fall rains came and the villagers opened the inlet in the same fashion once more.

In 1921 to raise money by taxes, the Jupiter Inlet District was formed by a special act of the Florida Legislature. The District included Hobe Sound which was then in Palm Beach County as Martin County had not yet been formed. The District, under Department of Army permits, has spent about \$319,000 for improvement and maintenance of this inlet.³⁸ The first commissioners were J. T. Ziegler, Herbert Pennock, and E. Frank Bowers. J. C. Wagen was the first engineer and Captain J. O. Webster of Miami contracted to place the rock for the first jetties. His tug *Salvor* was used to begin the work which was directed by Weston Hempstead in the summer of 1922.

³⁴ Frederick Stanhope Hill, *Twenty-six Historic Ships* (New York, Putnam's 1903), 465, 471, 474.

³⁵ *Florida Times Union*, February 6, 1901.

³⁶ *Ibid.*, June 20, 1901.

³⁷ Jackson, *op. cit.*

³⁸ Special Report to Jupiter Inlet Commission, 1962, Brockway, Weber and Brockway, West Palm Beach, Florida.

During the prohibition era, Jupiter Inlet stayed open and it would be interesting to know how many cases of liquor crossed this bar in the dark hours before dawn. Often in the night, the sound of a high powered motor could be heard above the breaking of ground swells as the heavily laden rum boats entered the inlet. The three branches of the Loxahatchee, the inland waterway and the Indian River offered coves and dense cover where the liquor could be concealed or unloaded.

One dark and windy night in February 1925 such a boat loaded with choice liquors, capsized on the bar. The rum runners jumped for their lives. As they swam in the chilly water, the boat unbelievably righted itself, circled them and then ran upon the beach south of the inlet. The rum runners managed to swim ashore. At daybreak another boat arrived and began to salvage the precious "hams" of liquor as the burlap sacks holding the bottles were called. When townspeople and fishermen began to arrive the rum runners withdrew. Fishermen hooking into the burlap bags spilled into the surf had a memorable day of sport.

In 1928, Captain Webster again had a contract to place granite on the inlet jetties. The Captain, a state of Maine man and a hard hat diver, fulfilled his contract in various ways. The first granite arrived by flatcar from Parkhill, S.C. Soon after, the sailing vessel *Camelia May Page*, arrived from Stonington, Maine with 800 tons of granite. The tug *Eugene*, named for Captain Webster's only son, hurried out to meet the sailing vessel as she anchored three-quarters of a mile off shore. The deck load of 175 tons was unloaded at once. Weston Hempstead who was in charge of the work was anxious to take advantage of the good weather and to be ready when the next schooner, the *Lucia P. Dow* would arrive the following week with another 1,400 tons of granite. Each block weighed from three to twelve tons.³⁹

The *Lucia P. Dow* was commanded by Captain Alvin Loeshe, a young German. His wife Joanna was on board with him. The ship was spotless and the crew a cheerful lot. Mrs. Loeshe had made hooked rugs on her three weeks voyage. These rugs were regarded with great pride by the crew especially the cook, since his undershirt was incorporated in one of them.

The storm season was approaching and the work of unloading this last schooner proceeded at top speed. It was accomplished none too soon. In

³⁹ *Post Times*, Palm Beach, June 11, 1928.

September of 1928 came the tremendous and fearful hurricane that caused so much death and destruction in this part of Florida. The huge blocks of granite so recently placed on the inlet jetties, held up well under the mighty seas that broke over them. Jupiter Inlet was open and drained the flood waters from the back country.

In 1931 Captain Webster again contracted to place rock on the inlet. This time Weston Hempstead's brother Art was in charge. Part of the material was native rock from Ojus, Florida brought from the quarries by flatcar. For the rest the men went to Moselle Shoal, off North Rock, Bahamas. There Captain Webster had salvage rights to the windjammer *Horace McCumber* which sank in a gale in 1909. The ship was bound from Rockport, Maine to Galveston, Texas loaded with granite. Captain Webster did his own diving on this job. Several trips were made to Jupiter Inlet with granite salvaged from this vessel. During rough weather on the last trip one of the barges broke loose. The tug with another barge also in tow, could not turn back to retrieve it so Neptune reclaimed this granite.

The north jetty had been extended about 200 feet and the south jetty 75 feet in 1928. In 1931, the north jetty which had settled was recapped. The channel was dredged again in 1936 but in two years had shoaled again so that only small boats could use the channel. Two steel groins were constructed on the north side in 1940 to stop inside erosion near the shoreward side of the north jetty and a converging steel pile groin was constructed on the seaward side of the south jetty to increase current velocities and induce scouring between the jetties. In 1941 the inlet was dredged again. The inlet was closed in 1942 and remained closed until 1947.

In February 1942, the empty tanker *Republic* was torpedoed by a German submarine off Hobe Sound. A young man, D. Leonard Smith, went out in his boat the next morning and salvaged one of the life boats of the *Republic*. He towed it in through the inlet which was so nearly closed that he had to await a big wave to boost him over the bar. His was the last boat through the inlet until it was opened again after the war. The Coast Guard had observed his activities from the lighthouse tower and took charge of the lifeboat when he reached shore. The inlet was banked with sand from jetty to jetty which made it much easier for the Coast Guardsmen on horseback to patrol the shore.

Frank Webber, one of the Marines at the Jupiter Navy Station told of a trip to the sand bar across the inlet. There the Marine detachment took the crew of a German submarine under guard. They were placed on a train and sent to a prisoner of war camp in Kentucky. He described the submarine Captain as a man with a great black beard.

The 1930s were a period of great frustration for the men who served as inlet commissioners. One of these, John R. DuBois, served for twenty of the leanest years. There were times during the depression when the Inlet District barely had money to pay the interest on the bonds. There was no money for maintenance or improvements. Appeals to Washington brought a concerned response from Congresswoman Ruth Bryan Owen who visited the inlet several times and did all in her power to secure government aid without success. Her successor J. Mark Wilcox also interested himself in the problems of Jupiter Inlet as did Congressman Dwight Rogers and in turn his son Paul Rogers our present Congressman from this district. Several surveys have been made but the sad conclusion was that the benefits did not justify the expense.

Since 1921 when the Jupiter Inlet District was formed the northern part of the District, Hobe Sound had been made into part of Martin County. Although the two thirds of the area drained by Jupiter Inlet was in Martin county, the tax paying citizens did not want to be taxed for an inlet in Palm Beach County so they withdrew from the district in 1945.

For many years the sand dredged from the inlet had been pumped on the north side of the inlet filling in what had been a marshy area. In 1954, this large tract of wilderness fronting on the ocean and river was purchased by developer Charles Martyn. It became the Jupiter Inlet Beach Colony, an area of beautiful homes. In 1956 Mr. Martyn developed Tequesta further up the Loxahatchee. These two developments attracted many outstanding residents to Jupiter.

The Pratt and Whitney and RCA plants brought more homeowners. Suddenly from a sleepy little village of only a few hundred people there are now several thousand.

All this has benefited the inlet, for at last, tax monies are available for dredging and improvements. Both commercial and pleasure boats are more

numerous than ever before. The Loxahatchee so far due to zealous efforts of conservationists is unpolluted. The deep green tides flow deep into the three branches of the river.

The present Commissioners are, Robert Kleiser, Ransom F. Gladwin Jr. and Dr. Rudolph Steinhauser. At this writing 1800 tons of granite have just been placed extending the south jetty about 100 feet and other improvements are planned.

The Coastal Engineering department of the University of Florida is also making a survey of Jupiter Inlet. Eight Tide Clocks have been installed on piling to measure the volume and direction of the tides. Currents will be studied. A large scale model of the inlet will be built so that by careful evaluation much future expenditure will be saved.

Historic Jupiter Inlet is basking in all this attention. From 1565 to 1968 is over four hundred years of recorded history. The pre-historic period may well be said to be a thousand years more.

Truly Jupiter Inlet has a place in Florida history!

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