

The Log of the Biscayne House of Refuge

Thelma Peters*

To be shipwrecked, to get ashore safely, and then to die of exposure or starvation: once this sequence occurred over and over along the wild Atlantic coast. Though Congress began to provide some assistance for shipwreck victims in 1847 the program did not get into high gear until the 1870's. By 1880 the United States Life Saving Service was operating about one hundred stations, or houses of refuge, along the eastern seaboard, among them five stations on Florida's southeast coast, the latter at intervals of about every twenty-five miles. The most southern of the Florida stations, Number Five, known as the Biscayne House of Refuge, was on the beach seven miles north of Norris Cut. The house was so badly damaged in the hurricane of 1926 that it was abandoned. The Historical Association of Southern Florida has placed a historical marker in North Shore Park at 72nd Street and Collins Avenue, Miami Beach, near the original site.

The five South Florida stations built in 1876 were alike: of frame construction, one story with loft, three main rooms downstairs surrounded by an eight-foot-wide veranda on three sides and a narrow kitchen on the north side, windows with screens and shutters but no glass, and a brick chimney in the kitchen for a cook stove. The keeper and his family lived downstairs; the loft, with a small window in each end, was equipped with cots for castaways or visitors. In addition to the main house there was a boathouse for the lifeboat and a large wooden tank, somewhat elevated, which held rainwater from the roof, the only source of water at the Biscayne house. Each station cost about \$3,000.

The Biscayne station was built on a sand ridge facing the ocean and with long views up and down the beach. The vegetation of the ridge was a matted wind-shaped jungle with few if any of the coconut trees later associated with Miami Beach. To the west the sand ridge gave way to a dense mangrove swamp and beyond the swamp was upper Biscayne

*Dr. Thelma Peters is a charter member of the Historical Association of Southern Florida and immediate past president of the Florida Historical Society.

Bay, about two miles wide at this point. A path ran through the jungle and swamp from the station to a small wooden dock at the outer edge of the mangroves, a distance of a scant half mile, where the keeper kept his supply boat. This boat, usually a small sail, was the keeper's contact with the mainland. The keeper also used the boat to make rescues when boats capsized or became grounded in the bay.

For many years there was no habitation on the beach except the station between Norris Cut and the Fort Lauderdale House of Refuge, a distance of thirty miles. It was a lonely life. Sometimes the keeper and his family went for days without seeing another person. Turtlers and beachcomers did sometimes walk the beach but the barefoot mailman and his "passengers" took to a boat farther up the beach and rarely stopped in at the station. Miami was about seven miles from the station landing, across and down the bay, not always an easy run for a small boat, impossible in a storm. The isolation diminished somewhat as Miami developed. As early as 1900 excursion boats took tourists from Miami to the station landing for 50c round trip and gave them two or three hours to walk across the island to see the House of Refuge and enjoy the beach. Many private picnic parties came to the station also — some by way of a boat landing at Crocodile Hole a mile or two south of the station.

Passing ships relieved the monotony, most of them southbound, so as to avoid the Gulf Stream, and only relatively close to shore, about a mile away. The log shows the importance of this sea lane along the coast of Florida. In 1892, for example, the log recorded 2059 passing vessels. By classification these included 52 barks, 13 brigs, 338 schooners, 1323 steamers and 357 sloops.

The first keeper of Station Five was William J. Smith, an early Dade County sheriff. He served only a few months, later homesteaded in the area which became Buena Vista where, in 1892, he built a twelve-room hotel.¹ British-born Edward Barnott, about 37, succeeded Smith as keeper. In 1877 Barnott married Mary Sullivan, the daughter of Lizzie Sullivan Oxar. Mary's birth date is uncertain: 1864 by a family record, 1859 by the Census of 1900, in either case she was a teenage bride. In her old age Mary, then Mrs. John H. Peden, was quoted as saying they had buried three babies in the dunes near the station.² We know little about the years the Barnotts lived at the station. No log kept by Mr. Barnott has been found though a journal was listed in the inventory of the Biscayne House of Refuge in 1879.

The first of the logs for the Biscayne station preserved in the Washington National Records Center, Suitland, Maryland, begins in

1883. The series is complete until the abandonment of the station in 1927. In 1915 when America was becoming alarmed by the war in Europe and felt an urgent need for a better coast patrol the houses of refuge were placed under the United States Coast Guard. The houses were no longer occupied by a family but by a crew of men. Discipline became stricter and modern devices such as power boats, telephones and even beach patrol motorcycles were used. The log increased from one to two legal-size pages a day.

The entries given here are from 1883 to August 18, 1900, or prior to the time the service was placed under the Coast Guard. They give information about weather and passing ships, record wrecks and other disasters, pin down some historic dates such as the county site election of 1889, and tie hundreds of individuals to a certain place at a certain time. A printed form guided the keeper's entries, charts for weather and surf, temperature and barometer readings, ship classification. Standard questions included "Is the house thoroughly clean?" and "Is the house in good repair?" About a third of each page was designated General Remarks, which some keepers ignored for days at a time, to the regret of historians, for here lies the meat. Fortunately enough entries were made throughout the years to make the logs fascinating to read for what *is* there, and frustrating for what is not. One aspect of life at a station almost totally missing is the role of the keeper's wife. She kept house with almost no conveniences, endured loneliness, tutored her children, and no doubt often substituted for the keeper, recording weather and ships in the log, scanning the beach through a glass, tending the ill or injured who came to the house, and no voice has been raised to give her any recognition. Only twice in the log was the "work" of a wife mentioned — Mrs. Fulford once repaired a torn sail, and Mrs. Johansen once kept the station while her husband was away overnight. Children are as invisible as wives, mentioned only a few times in thirty years. Keeper Peacock wrote that he had left the station in charge of his "two eldest sons nearly grown men and physically capable as men." Usually there is nothing to indicate the presence of a family at the station. Mrs. Fulford was mentioned twice in ten years by her husband the keeper. We know she was at the station, however, for she is mentioned quite often in the Lemon City Locals of the *Tropical Sun* and the *Miami Metropolis* during the 1890's.

The keeper of a house of refuge was paid \$400 a year until about 1900 when the compensation went up to \$600.

Florida belonged to the Seventh District of the United States Life Saving Service (later the Eighth District) with headquarters in Charles-

ton, South Carolina. For several years before his death in 1882 the superintendent for District Seven was William H. Hunt who lived in the small community of Biscayne across the bay from Station Five. The superintendent visited each house in his district several times a year to inspect and pay off. One of Hunt's reports, that of May 3, 1880, is in the National Archives. Of the Biscayne house he wrote: "Number 5 keeper home. Government property well cared for, house clean and orderly. No cause to complain. Without opening packages I examined the provisions at various houses and can discern no indication that they are not in good order." He also mentioned that he had borrowed the 22-foot life boat from Station Five to get to the other stations and found that "it works splendidly."

The superintendent who succeeded Hunt was Champ H. Spencer of Daytona, who replaced all the keepers except Steve Andrews of Number Three. Spencer also hired a crew to repair and paint the houses. The Edward Barnotts were caught by surprise and had no place to go. Accordingly they stayed on at Number Five for three months after the new keeper and his family moved in. The new keeper was Hannibal Dillingham Pierce who had moved to the east coast of Florida from Illinois in 1872 and had once been assistant keeper of the Jupiter lighthouse before becoming the first keeper of Station Three, the Orange Grove House of Refuge which was near present Delray Beach.

A rare description of life in a house of refuge is given in *Pioneer Life in Southern Florida* by Charles W. Pierce, the son of Hannibal Pierce and eighteen when the family moved to Station Five. The original Pierce manuscript (the printed version is somewhat abridged) gives additional insight into the rather strained period when two families occupied the small station. Pierce said his mother, who was in frail health, and his young sister, Lillie, who had been born at Station Three, spent most of the time at the home of Mrs. William Gleason at Biscayne. Hannibal Pierce was absent for many days, having gone to Lake Worth for the family possessions. Mr. Barnott went each day across the bay where he was building a home. This left only Charles, who presumably was acting keeper, and Mary Barnott at the station. Charles commented that the days were very lonely, for Mrs. Barnott shut herself away in her room all day every day.³ Charles may not have known that the shy young Mary was pregnant. The first Barnott child to live, Edward C. Barnott, was born a few months later.

This then is the situation at the Biscayne House of Refuge when the new keeper, on January 28, 1883, opened his journal to make the first entry.

Lack of space makes it impossible to reproduce the entire log in *Tequesta*. Entries are chronological and have been selected with an eye for historical significance and/or possible reader interest. Misspellings have been left but an occasional capital or comma has been supplied.

Jan. 28, 1883. *Is the house in good repair? No. Is the house clean?*
No. Contractor repairing house.

Jan. 31, 1883. Supt. Spencer paid Barnott, Jenkins⁴ and Pierce.
Inspected government property.

Feb. 1, 1883. Supt. left for No. 4 but the wind freshening up and seas making heavy returned to station.

Feb. 5, 1883. Supt. Spencer left station today for Station 4 through the everglades it being impossible to go outside.

Feb. 24, 1883. Measured distance from House at high water mark. Found it to be about 28 feet.

Mar. 9, 1883. March 9th being the day set by Prof. Wiggins⁵ for the commencement of his Great World's Storm, I have thought proper to note the climatic changes during the day. Commencing at sunrise 6 A.M. light S.W. wind sea very smooth. 7 A.M. wind fresh S.S.W. a very heavy northerly surf coming in breaking up on the grass. 10 A.M. the fresh S.S.W. wind has driven back the northerly roll or surf. 12 M. wind still fresh from South with a heavy bank of clouds from West to North. 2 P.M. barometer falling rapidly 30.23. 4 P.M. barometer still falling, 30.20. Cloudy, the heavy bank of clouds from the N.W. passing to the S.E. very fast. 6 P.M. barometer 30.18 the lowest point reached since last September. At this point wind very light S.W. The surf from the northerly swell coming in again with the cession of the wind. 9 P.M. barometer going up 30.22 the prospect at this point is that Wiggins will be disappointed.

Mar. 10, 1883. No remarks to make on the second day of Prof. Wiggins storm. Barometer has remained stationary. Thermometer has gone up. The day has been all that could be desired.

Mar. 15, 1883. Schooner *Ilo* landed balance of lumber and shingles to complete repairs on station.

July 28, 1883. Repainted signs on guideposts on Beach from Virginia Key to Station. Found three posts gone, evidently maliciously destroyed.

Aug. 18, 1883. Repaired cots by sewing canvas upon each side where rusted out and covering iron side pieces with a thin coating of coal tar which will stop further rusting.

Aug. 27, 1883. A small stern wheel steam boat *Yaa Jay* showing American colors passed South.

Sept. 8, 1883. It is evident that a heavy hurricane passed North to eastward of Station probably following the east edge of the Gulf Stream.

Sept. 30, 1883. Large steamer steering south was too close in shore. Set the danger signal of the Life Saving Service when she hauled off shore.

Oct. 10, 1883. On walking down today from Orange Grove Station to Lauderdale Station Charles W. Pierce of Biscayne Bay found stuck upon the beach about two miles north of Hillsborough River a raft evidentially made from some sinking vessel. It was made of spruce planks such as are used on vessels, lashed together with ropes. He also found close by two tent poles, new, marked C. S. Pearce. He examined carefully to find further traces or marks to see if any one had come on shore with it but there were none.

Oct. 18, 1883. Patrolled Beach from Inlet to six miles north. Found nothing to indicate any wrecks from the violent wind of last night.

Oct. 21, 1883. Rained for eighth day. Country under water. Sighted with the glass the beach to New River and south to Inlet.

Nov. 21, 1883. A large brig-rigged steamer under all sail steering south at 2 P.M. ran so close in that if it had been low tide she would have struck. Set the danger signal as soon as she was near enough to see it, when she hauled off into deep water. Had she continued the course five minutes longer she would have taken the bottom and with the sea that is running today she would have stayed there. Endeavored to ascertain her nationality but they refused to set their colors.

Nov. 28, 1883. A very heavy surf running going right under the house. At 1 P.M. sighted a Brig hove to in the Gulfstream making hard weather.

Jan. 17, 1884. One of the Morgan Line Steamers bound south took the reef about ten miles south of station about 3 P.M. They fired their cannon until 11 P.M. for assistance without avail. The wind freshening up in the night brought a heavy sea with it and lifted her so she got off, don't know whether she received damage or not. The firing was not heard at this station.

April 10, 1884. Supt. Spencer arrived at station at 2 P.M. held board of survey and inspection of station supplies. Left for the North at 6 P.M. Contractors repaired cistern and gutters.

May 7, 1884. Repainted mile posts north to New River and turned stencils over to keeper of Lauderdale station.

June 10, 1884. A small open boat with two men from Key Largo

put in to the station out of water. Supplied them and they continued their journey.

July 29, 1884. Three men in two small open skiff boats applied for shelter for the night which was furnished them.

Oct. 12, 1884. Forwarded my resignation as keeper of the Biscayne Bay House of Refuge Life Saving Service to Champ H. Spencer, District 7. Cause assigned: the failing health of Mrs. Pierce makes it necessary for me to live near a doctor. Resignation to take effect from Dec. 1, 1884 or as soon thereafter as possible.

Dec. 10, 1884. Schooner *City of Havana* hove to off the station at eleven A.M. and sent a boat ashore to find out where they were having lost track of themselves the night before heaving out in the Gulf Stream about six miles south of the station. When they sighted the station in the morning they thought it was the Orange Grove Station. They were bound from Key West to the wreck of the French Bark at the foot of Lake Worth. when he found out his position he returned to Key West.

Dec. 13, 1884. Received through the revenue cutter, provisions, medicine chest, marine glasses, and entered same on Inventory of Station.

Dec. 14, 1884. In looking over cans of Hard Bread just received I find nine cans imperfectly soldered and one with a nail hole through it. It will be impossible to keep insects out of the badly soldered ones. Found hole in can of linseed oil near top, some two or three quarts gone and while I found wicking lamp shears and oil _____ there was no signal oil received.

Dec. 18, 1884. Turned over to Mr. W. A. L. Matherson, acting keeper, all Government property at station as is carried on inventory and Receipt and Expenditure Book he receipting the same. H.D. Pierce [signed].

Jan. 3, 1885. Arrived today in company with Superintendent C. H. Spencer. After inspecting the station property he left me in charge of the station.

John Thomas Peacock, late keeper at Ft. Lauderdale [signed].

Jan. 25, 1885. The late keeper, Mr. Pierce, left here in a schooner bound for Lake Worth.

Feb. 10, 1885. Local stranger arrived.⁶

Feb. 23, 1885. Finished putting new canvas bottoms in the cots. Schooner *Mystery* Capt. Hogg delivered lumber and shingles to make shade over the water tank.

Mar. 25, 1885. Sloop *Ada* passed going north with bales of cotton on deck which she combed off the beach.

Mar. 26, 1885. Schooner *Nellie Lowe* passed going north cruising for drift cotton.

May 15, 1885. Picked up current bottle of the U.S. Coast and Geodetic Survey just arrived in surf abreast of Station 8 A.M. Reported as per directions.

May 18, 1885. Local men Quimby and Allen left for Indian River.

Aug. 23, 1885. At day break a tug boat was heading straight in for the station out of the Gulf towing a very large square scow with house on deck and derrick. When within mile of beach she turned South, run 2 miles then slewed round and went North out of sight.

Oct. 22, 1885. A small sloop from Key West bound to Indian River with one man aboard anchored 1 and ½ miles South of station on Wednesday night. During the night she parted her hawser and drifted on the beach. The man came to the station for assistance. We got her off and took her back in the Bay for repairs.

Feb. 4, 1886. Arrived at sundown Superintendent Frank W. Sams. He inspected Station property and paid off.

Mar. 9, 1886. Local. W. White and brother beached on their way to Lake W.

Mar. 10, 1886. Local. Monroe and Peacock passed in Sharpie North. White and brother started from station in dingey for the lake.

Mar. 15, 1886. Local. Brickell went up with passenger.

Apr. 7, 1886. Local. Sharpie passed early. Looked like Field and family aboard.

July 20, 1886. Received by mail 1 set signal halyards from R. A. Robbins, 141 Chamber St. N.Y.

Sept. 18, 1886. Heavy squalls. Patrolled beach all day no signs of wreck. Local. Diningroom window burst in and crockery blown off like chaff on floor and broken.

Oct. 23, 1886. The beach is packed with wreckage and pipes of wine more or less for 60 miles. The bulk of the wine is salt water damaged and the best of it of such a low grade that the wreckers don't think it will pay charges to work it. The vessel or vessels broke up somewhere and the current brought the drift here. Have notified the collector of customs at Key West of the facts.

Nov. 4, 1886. Local stranger arrived.⁷

Mar. 3, 1887. Received from Supt. F. W. Sams: 8½ bls. beef. 4¼ bls. pork. 2 light wire lanterns No. 6. 2 spare burners. 6 globes for same and received pay.

Aug. 13, 1887. The house is in good repair with the exception of the wire screens to windows. I have been mending them with cloth till now

they are past mending and as there are mosquitos here all the year round I'm compelled to repeat my requisition.

Apr. 16, 1888. Received via Key West from R. A. Robbins New York: 20 pieces wire screening. 1 brass padlock. 1 lb. copper tacks. ½ dozen corn brooms.

Apr. 26, 1888. C. Lum said the schooners sponged off his place.

May 2, 1888. Sent report to Collector of Customs at Key West that 2 Bahama schooners were illegally turtling and sponging around here. The schooner passed today, appeared to be turtling on Tuesday towards New River and this morning. Local. 2 small canoe-rigged boats passed up with strangers.

Aug. 18, 1888. Local. H. Smith arrived from Key West. Field and Burks from Lake.

Nov. 25, 1888. Surf broke over ridge and under station house.

Jan. 24, 1889. Mr. Prime and Docker passed to New River early morning.

Feb. 1, 1889. Arrived small boat Assistant Inspector Lieut. C. F. Shoemaker and proceeded to inspect house and station properly.⁸

Feb. 19, 1889. Election day for county site and prohibition.

Feb. 22, 1889. Yacht race at Cocoa Nut Grove.

Feb. 23, 1889. Arrive 5 men from Lake with ballot boxes election returns for county site.

May 18, 1889. At sunrise a Spanish steamer ran aground on outer reef 8 miles south of Station. I started to give information to a licensed wrecking schooner 12 miles south but soon perceived them making straight for the steamer. The Capt. of steamer declined their assistance and lightened up by throwing overboard barrels of cement and fence wire. He got her off in 12 hours and proceeded.

May 28, 1889. Copy of report sent to Collector of Customs at Key West, Fla.: I beg to call your attention to a serious obstruction in navigation abreast of Narrows Cut Biscayne Bay, owing to the Spanish steamer lately aground there throwing overboard barrels of cement and bundles of fence wire forming an immense pile to the surface of the water and, as many barrels burst, I think the whole pile will cement together and form one solid rock. There were logs [?] under the cement.

June 10, 1889. Received 20 pieces of brass wire gauze for windows from Capt. J. H. Merryman.

June 23, 1889. Two small 20-foot sloops in sight of station 2 days. Had drifted with Gulf Stream from the Bahamas unable to make head way with light baffling winds. I gave them, 5 coloured men, bread, water and tobacco. They took the shore down towards Key West.

Nov. 9, 1889. Arrived in schooner at inside landing Dist. Supt. H. B. Shaw and made a thorough inspection of Station property.

Nov. 14, 1889. Received by mail boat freight 5 boxes sundries: 1 bdl brick. 1 bld brooms. Contents as follows: 2 match safes. 2 spittoons. 5 gal. boiled linseed oil. 10 lb copper paint. ½ doz brooms corn. 6 brushes scrubbing. 50 lb soap fresh water. 2 sets fire brick for Halletts Caboose No. 3. 1 pan frying 14 inch. 1 clock.

Nov. 29, 1889. Received by mail boat via Key West one desk in two pieces slightly damaged.

Jan. 8, 1890. Brickell's sloop after lumber.

Apr. 1, 1890. Received by schooner *Casinne*: 1 brl and 1 box containing: 23 1 gal. buckets No. 14 light green paint. 4 1 gal. buckets No. 76 brown paint. 1 bucket No. 14 broken half leaked out.

Apr. 14, 1890. Received by mail 1 bag containing: 1 ensign U.S. 1 start pennant L.S.S. 1 set code signals (19 flags).

May 14, 1890. At half past 2 A.M. steamer *City of Alexander* of New York bound for Havana run aground abreast of station. Gave news at once to licensed wreckers on Biscayne Bay. They was soon alongside to render assistance and at once proceeded to lighten her.

May 15, 1890. Steamer still aground. Weather becoming bad towards sundown the wrecker left to make harbour for the night in Biscayne Bay.

May 16, 1890. During the night it blew very hard from the S.E. with frequent rain squalls, surf very heavy. Towards day the steamer began to throw over cargo consisting of provisions etc. A company of twenty went into partnership to save goods that drifted into beach and saved a considerable pile which they will ship the first opportunity to Key West for salvage. During the [word omitted] the steamer floated off.

May 17, 1890. Early this morning the steamer proceeded on her way and the goods saved on the beach was put aboard wrecking schooner and consigned to the U.S. Marshall in Key West.

May 24, 1890. It was impossible to keep house thoroughly clean as bursted sacks of flour lay in piles directly in front of house thrown off steamer lately aground abreast of station and citizens working to save property begging shelter from the heavy rain squalls during the week. I was absent during the week, had to attend court. Left house in charge of two eldest sons nearly grown men and physically capable as men.

May 26, 1890. Arrived district Supt. Capt. H. B. Shaw. Keeper J. T. Peacock absent being suddenly called to attend circuit court but got back to station 2 hours after departure of Supt. so did not get paid off.

June 28, 1890. Have taken advantage of every chance early in the morning during the week to paint station. Musketeers lively.

Aug. 4, 1890. The large surf boat has become useless and worthless being rusted out and can't be kept afloat. The small surf boat is too _____ to carry sail. I have 12 miles to go for mail and supplies.

Aug. 5, 1890. Arrived Dist. Supt. Capt. H. B. Shaw with the new keeper Capt. Fulford. Supt. handed me my discharge and paid off. Myself and Capt. Fulford overhauled the station property and checked off by the inventory made April 20, 1890 and by the receipt and expenditure book of goods received since. I took Capt. Fulford's receipt for stock and turned everything over to his charge. J. Tho. Peacock, [signed] Keeper.

Aug. 6, 1890. Arrived at the station yesterday and this morning received from the outgoing keeper Mr. J. T. Peacock the House of Refuge at this place with all of its belongings and find things in a poor condition, two boats neither of which are fit for use, the House partly painted, most of the bedding old and worn out. W. H. Fulford⁹ [signed] Keeper.

Aug. 9, 1890. Employed during the day in overhauling the large life boat. Find several holes in her but will make the attempt to mend her as soon as I procure some rosin. The whole of her bottom seems rusted out. In the afternoon went for mail to Miami and called at Lemon City on return. A Mr. Thompson came to the station from Lake Worth, also his son. Loaned them a boat that was loaned to me to cross to Miami in.

Aug. 10, 1890. Employed keeping Sunday.

Aug. 11, 1890. Employed preparing large life boat for painting. Think I have stopped the leaks. Dennis O'Neil keeper of the Ft. Lauderdale House of Refuge in co with a Mr. Nugent came to the station. Loaned them a boat that was loaned me to cross to Miami.

Aug. 13, 1890. Finished painting the large life boat. In the afternoon went to Lemon City and returned.

Aug. 16, 1890. Launched the large life boat and find her still leaking badly.

Aug. 18, 1890. Used the large life boat though still leaking badly. Received 2 axes and handles and 6 spare handles, 25 lb keg of white lead from sloop mail boat *Grey Hound* via Lake Worth.

Aug. 19, 1890. Hauled up the boat and blocked her up preparatory to making one more attempt at stopping the leak.

Aug. 24, 1890. Used the boat today. Went to Coco Nut Grove. Found that I had succeeded in getting her tight.

Oct. 1, 1890. Received a box by mail containing 1 barometer and 1 jar bug poison.

Oct. 30, 1890. Capt. H. B. Shaw superintendent U.S.L.S.S. arrived at station and inspected and paid off. Left for up the coast. Received from Capt. Shaw a dozen straight pens and 32 cans paint. At 4 P.M. a Mr. Thomas L. Alderman came to the station exhausted from walking without water. Put him to bed and was up with him all night he having very bad cramps.

Oct. 31, 1890. Mr. Alderman who came to the station and was so sick all night reports that he left his brother exhausted on the Beach. Established a search, meeting the mail carrier. He reports him at Baker Haulover four miles north of the station on his way to this station. Stopped to await results at sun sch [sunken schooner ?] and afterwards went again to look for him. Could find nothing.

Nov. 1, 1890. Saturday morning William Alderman exhausted and very sick came to the station. Been 48 hours with no water. Took him in and put him to bed and gave him medicine and nourishment.

Nov. 2, 1890. Gale winds. Barometer 30.5. Thomas L. and William Alderman still at the station. Unable to leave through bad weather.

Nov. 3, 1890. Tho. L. Alderman and William Alderman left station bound to Lake Worth. Gave them one day provision. At 2 P.M. Mr. O'Neil and Valentine came to the station from New River going to Miami.

Nov. 17, 1890. Came to the station four seamen from a sloop boat they said had been wind bound at Norris Cut till they got out of provisions. Gave them some flour and beef hominey for which they promise to pay. The Capt. was named James Evans, the boat belonged to Lake Worth.

Nov. 29, 1890. Heavy squalls. Barometer 29.75. Quite a quantity of canvas coming ashore. Seemed to have been awnings. So badly chafed it was useless.

Dec. 15, 1890. At 11 A.M. the crew of the schooner *Conne* came to the station and exchanged boats with me, mine being worn out. They took mine away in tow. The one they left seems a very good boat but she leaks a little. Will haul her up and tighten her immediately.

Dec. 29, 1890. Received from steamer *Harris Brothers* from Key West 6 chairs, a package containing a coil of manilla rope, 2 fire buckets, a box containing twine, stove blacking, sash tool or brush, 2 hearing sticks.

Feb. 23, 1891. Mail carrier and Mr. Morse came to the station.

Mar. 1, 1891. Keeper went to Lemon City to church at 10 A.M. and returned at 5 P.M.

Mar. 10, 1891. A three masted schooner heavy laden came from the North and ran in so close that we hoisted the signal that you are standing into danger, when the schr. hauled off. A Mr. Harp all the way from Kissimee City through the Everglades came to the station.

Apr. 21, 1891. The mail contractor and carrier swamped in the Bay while on his route to Lemon City, was rescued by Messrs Peding and Barnot. [John Peden and Edward Barnott] Mail bag left in boat. At 7 P.M. mail contractor and carrier got to station in nearly exhausted condition. Put him to bed and made him comfortable.

Apr. 22, 1891. At 3 P.M. yacht *Attala* ran ashore about 5 or 6 miles north of station. Went with mail carrier, found the boat and made toward lee shore. Bailed out and went back to station.

Apr. 23, 1891. At 4 P.M. one of the crew of yacht *Attala* came to the station for help reporting a man aboard very lame and wanting _____. I immediately left for Lemon City procured assistance and went to the wreck, found her high on the Beach and out of danger. The wreckers made a contract to get the yacht off and I went back to the station.

Apr. 24, 1891. Sloop yacht *Attala* still ashore. Wreckers from Lemon City at work getting her off.

Apr. 25, 1891. At 10 P.M. the wreckers floated the yacht and she proceeded on her voyage very little damaged.

Apr. 28, 1891. A Mr. Nugent came to the station and left for Coco Nut Grove.

Apr. 30, 1891. Sheriff Church came to station and left for Lake Worth.

July 5, 1891. ½ doz. bentwood chairs oak rec. Dec. 30, 1890.

July 21, 1891. Received of Schr *Dellie* from Key West one dining table, one kitchen table, one grind stone, one kitchen safe in good order.

July 25, 1891. The steam yacht *Julia* Capt. Pratt came to anchor off the station in 3 fathoms water. The captain and chief engineer came on shore and reported being entirely out of fuel. We procured some assistance from the main land and went to work sawing up pine timber with which the shore abounds and got about four cords of wood.

July 27, 1891. Finished wooding steamer. Yacht *Julia* at 9:30 A.M. proceeded for Key West.

Aug. 6, 1891. Schr *Jenny Lind* of and from Key West turtle fishing, anchored off the station and sent a boat to station and reported being out

of water. Supplied them with one casque full and they proceeded very thankful as they had lost all of theirs.

Aug. 19, 1891. Mr. Garnett a new mail carrier came to the station having no boat. I carried him to Lemon City in supply boat and brought him back.

Nov. 2, 1891. Sloop yacht *Bijou* capsized some where south of New River station. The Capt. and one man clung to the wreck till she drifted ashore about 6 miles north of this station where I discovered them. One man walked to the station, the other was so lame I had to go up as far as Bakers Haulover and get him in my boat. Brought him to the station and cared for them, both men being weather beaten and sore.

Nov. 3, 1891. The sloop yacht became a total loss, nothing washed up from her and her hull has gone to pieces. Took the owner and his man to Miami in my boat.

Nov. 8, 1891. Denis Staford [Dennis Stafford] was at station.

Dec. 6, 1891. Large steamer seems to be aground about twelve miles north of station.

Dec. 8, 1891. Steamer still aground, wreckers around her in small boats. Have not found out her name. Cargo cotton from Galveston bound to England.

Feb. 18, 1892. The mail carrier in endeavoring to reach Bakers Haulover could not make it so he put in to our station very much exhausted. Gave him shelter and something to eat after which he started to walk the beach. A party of tourists in trying to cross the Bay swamped their small boat. I went to their assistance, picked up the boat and conveyed them all (5) to Lemon City.

Feb. 29, 1892. At high water the sea running under the station steps. Capt. H. B. Shaw came to station paid off and left the following articles: One journal, 26 weekly transcripts, 136 sheets of paper. 1 doz. pen points. One stove (Othello). One box tacks. 2 joints gal. stove pipes, 2 joints black pipe. ¼ bbl cement. 5 screen doors.

May 31, 1892. At one P.M. left station in charge of Mr. Burkhardt and went to my homestead on Snake Creek five miles away.¹⁰

June 1, 1892. Returned to station at 4 P.M. and relieved Mr. Burkhardt.

Sept. 12, 1892. The surf boat having sprung a new leak hauled her up for repairs. Started to Miami but had to turn back the boat leaked so bad.

Dec. 13, 1892. A partie of gentlemen and Mr. De Aideville [Jean d' Hedouville], Dr. Johnson and his wife came to station on acct of rough weather on the Bay and asked to stay all night which they did.

Mar. 30, 1893. The most fearful sea running breaking a mile or more off shore and running up the shore to the station steps and under the house. The sea having more the appearance of Cape Hatrass or Lookout Shoals. During a S.E. gale or just after the wind had shifted to a heavy N.W. gale large pieces of timber washing up on the bank where the station stands.

Apr. 10, 1893. Practiced with hearing stick.

May 18, 1893. At sun rise left station in charge of Gerry Niles and started down the Bay to Elliots Key.

May 19, 1893. Returned to station from Elliots Key. At $\frac{1}{4}$ past 1 steamer *Elsie* of Whitby England ran ashore.

May 20, 1893. Steamship *Elsie* of Whitby England floated during the night.

May 31, 1893. Keeper left Mr. J. H. Peden in charge of station and went to his homestead on Snake Creek.

June 1, 1893. Keeper returned to station and relieved Mr. Peden at 4 P.M.

June 20, 1893. Received from Schn *Harris Brothers* of Key West one box containing crockery for Ft. Lauderdale station and one box soap and one box containing Tarpaulin, 1 carpenter's brace, 3 balls twine, 10 lbs. Manilla rope.

Sept. 13, 1893. Capt. H. B. Shaw came to station inspected and went through flag drill, resuscitation and hearing stick and left for Ft. Lauderdale station.

Oct. 11, 1893. The sea running over the ridge under the house. At 8 P.M. the sea threw a piece of timber 30 feet long 12 by 12 up on the platform of the boat house. The sea has leveled all the grass and growth in front of the station and has now all but a clean run under the house. For a while things looked very isolated around here.

Oct. 12, 1893. Still very rough. No communication between House and Bay landing without swimming. At about 9:30 a sea threw a large piece of ship's timber up against the veranda which would have come in but for the post keeping it out.

Oct. 15, 1893. Many people at the House came to see the wash the sea had made. Wharf at the landing destroyed by gale.

Oct. 29, 1893. Thermometer broken and useless.

Dec. 9, 1893. Received of Capt. H. Fozzard a thermometer from Jacksonville and began entering the readings from this date.

Jan. 12, 1894. Came to the station this morning two men from the wreck of cat boat *Rain Bow* stranded about two miles south of New River on Monday morning. Took them in my boat and carried them to

Lemon City where they wanted to go to procure material and help to repair their boat.

Mar. 11, 1894. Received a case from New York containing the following articles: 5 lbs manilla rope. 1 yellow baking dish. 20 yards toweling. 2 cuspidors. 10 lbs 1 inch gal. nails. 10 lbs 1½ inch gal. nails. 10 lbs 3 inch gal. nails. 1 padlock brass. 2 wash basins copper 11½ inches. 6 quarts copper paint. 2 buckets cider (water). 6 lbs sapolio. 2 elbows stove pipe. 1 sauce pan enameled. 2 joints stove pipe.

July 24, 1894. Capt. H. B. Shaw came to station and brought yaul-rigged supply boat for use of this station.

July 29, 1894. Started to Lemon City in my new boat. Broke rudder head and returned.

Aug. 4, 1894. Left station this morning in charge of Mr. J. H. Peden and embarked outbound Schr *Biscayne* for Jacksonville for twenty days vacation.

Aug. 24, 1894. This day landed on the Beach at the station and took charge of station relieving Mr. J. H. Peden temporary keeper.

Aug. 25, 1894. Went to Lemon City in Mr. Peden's boat, my boat being hauled for repairs. Brought back my wife.¹¹

Aug. 27, 1894. Mr. Barnott carpenter came and brought new rudder I had made for the boat and hung it.

Aug. 31, 1894. Finished painting and fixing up the hull of the boat and got ready to launch.

Sept. 34, 1894. Barometer 29.95. At 8 A.M. moved my boat with two anchors and a good line out to a tree. At noon moved line from tree to corner of wharf.

Sept. 25, 1894. Went down and bailed boat out at 7 A.M. At 9 boat dragged both anchors and went into mangroves. At sundown the water from the Bay halfway to the House from the landing. Boats gone, wharf gone and a most terrific wind raging bursting in both boat house doors. Rain water flooding the station. A solid breaker comber ten feet of steps.

Sept. 26, 1894. Tried to get down to see if I could do anything at the Landing. Turned back, started along the beach. Could not walk much against the wind. Turned back.

Sept. 27, 1894. Took a five mile walk to the north in the morning. At noon went south to Narrows Cut. Saw nothing, no boats from the mainland, suppose there is no boats to come in. Found my supply boat up in the mangrove trees, bowsprit gone aftermast gone broken off, stern stove, foresail and gib badly torn and badly used generally.

Sept. 28, 1894. Got my boat out of the trees brought her to the landing and bailed her out.

Sept. 30, 1894. Large quantity of wine pipes washing ashore with wine mixed with salt water. Pieces of wreck also coming ashore all useless. Mark

M A R C A

F. NRLOUF HUGUE Cabida Vendad

Daniel Morris 62

1894

Oct. 1, 1894. Went to Lemon City and returned. Brought Mr. Scott to help me repair boat. News from along the Keys report the crew of Spanish ship all drowned but three in the late gale. Making frequent walks along the beach north and south.

Oct. 3, 1894. Working on boat with Mr. Scott. Wife helping repair sails. The sail belonging to the boat hardly worth repairing.

Oct. 6, 1894. At noon finished boat and using a temporary sail took Mr. Scott home to Lemon City. Found that the boat leaked very badly. Hauled her up for repairs to her bottom.

Oct. 7, 1894. Brought over George Davis¹² to work on boat. News just received from the Keys is that many drowned men are drifting to shore on Key Largo and others. Keeping a sharp look out on beach.

Oct. 10, 1894. Took George Davis home to Lemon City at noon after launching boat.

Oct. 11, 1894. Hauled up boat as she leaked very badly.

Oct. 15, 1894. Blowing a gale at NNE, the sea working away the Beach in front of the station, the bank being now perpendicular and the Beach low, and ordinary high water washes very badly and is fast approaching the House and the Boat House.

Oct. 16, 1894. The sea has gained on the House in the last 2 days four feet, the perpendicular bank is now eight feet from the station steps.

Oct. 22, 1894. Keeper with help overhauling station bedding, washing mattress covers, pillow slips. Heavy sea washing away bank of sand near the station.

Oct. 25, 1894. Clearing out galley ready to do some paint inside.

Dec. 29, 1894. Very Cold, sunrise 30 degrees, noon 35 degrees.¹³

Jan. 6, 1895. Received from Women Aid Society the following clothing:

For men: 7 pairs trousers. 7 shirts. 7 undershirts. 7 pair drawers. 7 caps. 7 pairs hose. 7 pairs shoes. 7 handkerchiefs. 7 cardigan jackets.

For women: 2 undervests. 2 shawls. 2 hoods. 2 pairs drawers. 2 balmores. 2 pairs stockings. 2 pairs shoes. 2 suits (four pieces).

For children: 2 cardigans. 2 undershirts. 2 pair drawers. 1 pair trousers. 2 hose. 1 cap. 1 dress. 1 skirt. 12 pairs shoes. 1 hood.

Miscellaneous: 3 blankets. 4 towels. needles, pins, cotton, thimble. 1 pound tea. 1 pound sugar. 2 cans beef extract. reading matter and paper.

Feb. 3, 1895. Capt. H. B. Shaw 7 Dist. Supt. and Capt. Abbey U.S. Cutter Service and Inspector U.S.L.S.S. came to the station from Schn *Tortugas*. Landed on the Beach in front of the station and inspected.

Mar. 23, 1895. Repairing wharf, used 2 lbs nails 10 pny.

Mar. 31, 1895. Received from New York via Key West and Schn *New Venice* one suit of sails for supply boat. Dandy foresail and gib.

May 3, 1895. Two Negroes wading a part of a boat passed the station at 3 P.M., went as far as Crocodile Hole and launched her over in the Bay. I then assisted them to get it to Lemon City where they arrived in safety.

July 4, 1895. Cat boat *Lena* Cocoa Nut Grove capsized in the Bay in about 9 ft. water. I being in the Bay at the time and seeing her went to her assistance and took from the water Edward Pent and Will Saunders on board my boat and towed the *Lena* in shoal water where they could bail her out. See wreck report. ¹⁴

July 31, 1895. Hottest day in five years at this station, 100 degrees at sunset.

Nov. 16, 1895. Came to the station two men from Schn *Ada B* dismantled in the _____. Gave them breakfast and set them over to Lemon City.

Nov. 16, 1895. Came to the station a Mr. Morton who capsized his boat about 5½ miles from station North. See wreck report. Gave him two meals and carried him to Lemon City.

Dec. 3, 1895. On Nov. 16 there was a rumor that two men, brothers, Arnold by name, had been lost from Miami by being capsized in a small boat. I have kept a look out. I was told yesterday while at Miami that two men had been blown out of the Bay on a raft and had not been heard from and was requested to make a diligent search for their bodies along the Beach.

Dec. 189, 1895. The station now stands on the brink, the bank in front is perpendicular with the steps.

Dec. 25, 1895. Brought over a new stove that was left at Lemon City for us from Schn *Tortugas* Jacksonville.

Dec. 26, 1895. Killed a rattle snake 6 ft 2 inches long in the path between the House and the landing.

Dec. 31, 1895. Putting in new wire screen in safe.

June 3, 1896. Left station this morning in charge of Z. T. Merritt to be gone to homestead for a week.¹⁵

June 21, 1896. Paul Mathers [Matthaus] and Charles Pent came to the station with tank and a man to set it up which he did. We are now short of water as we had to let the water out of old tank to make room for new one.

July 4, 1896. Tank half full or about a thousand gallons. At 10 A.M. went to the landing to secure the boat. Weather very threatening.

July 9, 1896. Left station this morning in charge of James W. Robert to be gone 15 days at the homestead.

Aug. 4, 1896. Schn turtling, the crew of which came to station for water, gave it to them and they proceeded.

Aug. 6, 1896. Supt. inspected station. On examining medicine chest Supt. ordered the medicine marked suspended which were in bad condition as follows: 1 bottle aqua amonia, all used bottles broken. 1 bottle carboic solution all used bottles broken. 1 box Epsom salt nearly used but spoiled. 1 bottle vaseline extirely expended.

Oct. 23, 1896. Left station in charge of Mr. Soop to go to my home.

Oct. 24, 1896. Returned to station and returned Mr. Soop.

Nov. 3, 1896. Presidential election today. Went to Lemon City election and returned.

Jan. 5, 1897. Samuel Anderson came over and I hired him to help me with boat.

Jan. 6, 1897. Hauled up the boat after unhangng center board. Found both ends of center board trunk badly wormed and leaking.

Jan. 17, 1897. No water in tank. Have dug a well but it is poor stuff to drink.

Feb. 5, 1897. Blowing a heavy gale from SSE. On this day there has been very heavy weather and it continues. On making the landing we missed and had to come to in the bushes where we staid till midnight before we could get to the landing and get out.

Feb. 25, 1897. Went to Lemon City. Received 4 packages of freight from the Government. 1 scale beam. 1 bde brooms (6). 1 joint of stove pipe, 1 elbow. 1 gallon turpentine. 15 lbs nails 20 d. 5 lbs boat tacks. 5 lbs 6-thread manilla. 25 lbs 12-thread manilla. 1 vegetable dish. 1 carving knife. 1 box mustard plasters. 1 dust brush. 1 bale brick. 2 pails. 50 lbs soap. 1 monkey wrench.

May 11, 1897. At 6 A.M. went to Lemon City after Capt Shaw, Dist. Supt. Inspected underpinning of station and found most of the uprights and all of the ground sills rotten. Brought Graham King over to assist in doing some work about station.

May 12, 1897. At 7 A.M. started for Lemon City and Miami, purchased cypress lumber and nails, galvanized, and brought to station.

May 13, 1897. At 1 P.M. went to Lemon City to get jack screws and

some iron work made. Graham King employed getting lumber from along the Beach and getting cypress lumber from the landing.

May 16, 1897. Graham King working on station underpinning.

May 24, 1897. At 11 o'clock went to Lemon City. At 4 P.M. loaded a lumber scow with lumber and a horse and brought it over to the station for the underpinning and water fence. Work on scow: 2 men of Knights 1½ hours. Henry Swift 1 hour. G. W. King. Otto Mathewson [Matthaus].

May 25, 1897. At 7 A.M. went for doctor for Hugh Latimer¹⁶ a young man stopping at the station. At 3 P.M. returned with doctor and at sundown took doctor and Latimer back to Lemon City. Otto Mathers [Matthaus] and his horse hauling lumber. Henry Swift and G. King at work.

May 26, 1897. At 10 A.M. started for Lemon City with horse and Otto Mathews in skiff in tow of supply boat and at 12 noon arrived at Lemon City. Graham King and Henry Swift at work on breakwater or water fence. At 5 P.M. returned to station.

May 27, 1897. Keeper with G. King and Henry Swift working on jettys.

May 29, 1897. A Sunday school picnic.

May 30, 1897. Blowing a gale from SSE. Sea giving the jetty a good trial. Beach making it in some places.

June 2, 1897. Graham King and Henry Swift finished jettys.

June 5, 1897. Graham King working on underpinning. Keeper went to Lemon City and returned. Graham King got his leg hurt by the falling of house blocking.

June 8, 1897. King with the assistance of keeper working on leaders to water tank.

June 14, 1897. An officer from the Revenue Cutter Service came to the station to make inquiry about Cubans being camped on the beach. Steamer *McClain* and two U.S. ships in sight.

June 20, 1897. A large U.S. man of war passed the station.

July 2, 1897. Graham W. King and myself worked up what materials we had on the wharf.

Aug. 17, 1897. Sea washing north jetty badly, cutting in the beach. Heavy beach fire coming dangerously near. Signaled for assistance from the other side but none came. Could not see signals. Fire went out.

Sept. 30, 1897. Keeper went to Lemon City. The weather came on with such hard squalls would not attempt to cross the Bay and stayed all night.

Oct. 12, 1897. Overhauling supply boat. Sea washed out one end of

2nd jetty from the South and it broke off and went adrift. There is still forty feet of it left.

Oct. 25, 1897. Sea running under station and washing away what it has gained by the jettys.

Nov. 19, 1897. Sea running very heavy taking away jetty piece at a time and cutting away the Beach that the jettys have collected.

Dec. 9, 1897. Keeper of Lauderdale station came in to our station for a harbor and spent the night.

Jan. 4, 1898. Four masted sch. reported total loss all hands saved off Cape Florida.

Jan. 16, 1898. The new steamer *Miami* to run between Miami and Nassau passed the station.

Mar. 3, 1898. Heavy squalls SW tore my boat sails so badly that they are unreparable being so rotten.

Mar. 4, 1898. At 2 P.M. got the sails in such shape that I could cross to Lemon City and mailed urgent requisition for new sails.

Apr. 23, 1898. War declared between U.S. and kingdom of Spain.

Apr. 24, 1898. A war sloop nationality unknown passed the station.

May 15, 1898. Received a suit of sails from Chicago.

May 27, 1898. U.S. gun boat passed station going South.

June 3, 1898. Left station in care of Capt. Denny O'Neil.

June 26, 1898. This day keeper returned to station.

Oct. 9, 1898. Cleaned out cistern as we are having plenty of rain.

Oct. 26, 1898. Capt. Fromberger and wife came to the station.¹⁷

Nov. 3, 1898. Taking bedding from upstairs, shaking it and putting it out on stoop.

Nov. 8, 1898. Painting sitting room.

Jan. 9, 1899. Took my boat to Lemon City and hauled up on Mr. Pierce's ways.

Jan. 11, 1899. Boat still on Pierce's ways. Using Mr. Pierce's boat to get home in.

Feb. 4, 1899. Two men came to station in small boat to get their position they having sailed from Bimini last night. Aided them and they departed.

May 25, 1899. Heavy hail storm capsized sch. *Two Brothers* about eight miles North of station. Two men came to station from abreast of her where they landed in their boat after the squall had subsided. Gave them dry clothes, supplied bed and breakfast and took them over to Lemon City in my supply boat.

June 9, 1899. Bought cook stove for which paid \$15.00.

June 20, 1899. This day gave Denny O'Neil charge of station in my absence which will be probably 20 days. My address will be Ojus, Florida.

Aug. 12, 1899. At 4 P.M. Mr. George Brown a Negro camping a half mile south of station came to station. His tent had blown down and he was in a bad fix. Took him in and gave him dry clothes.

Aug. 20, 1899. Hauled up supply boat, took sails to the house. Can't work on her for mosquitos.

Sept. 5, 1899. Capt. Shaw inspected station and with the assistance of Mr. Tagner, my hired man Sam and myself put up the flag staff. With the addition of top mast making it now about 45 feet above the ground.

Sept. 7, 1899. Braced the flag staff with pieces picked up from Beach.

Oct. 25, 1899. Heavy gale NNE. The Bay impassable.

Oct. 28, 1899. The sea running under the house and washed out in some places to the ground sills of the piazza.

Oct. 30, 1899. Sea going down and throwing some sand back covering the ground sills to piazza again.

Jan. 17, 1900. Went to Lemon City and returned. On my way back my boat broke her mast and I had to return and hire a boatman to carry me home.

Jan. 21, 1900. Large party from Lemon City. All hands keeping Sabbath.

Apr. 2, 1900. Keeper of station very sick. No way of communicating with main land.

Apr. 3, 1900. Keeper very sick. Wife set flag on wharf at landing to attract passing boats. None came.

Apr. 4, 1900. Keeper still very sick. No one came.

Apr. 5, 1900. Keeper still very sick. No one came.

Apr. 6, 1900. Keeper still very sick. Wife going to landing many times a day. No boats in sight. None came.

Apr. 9, 1900. Keeper still sick. A Mr. Bradbury from Biscain came to station. I sent letter to Capt. Shaw Dist. Supt. and a letter to Mr. Roberts to come to station to assist me.

Apr. 10, 1900. Keeper much better. Feaver broken. Mr. Roberts came over to stay with me. Keeper went to Lemon City to consult Dr.

Apr. 11, 1900. Mr. Roberts left for his home in Lemon City this morning.

Aug. 5, 1900. Ten years ago today I came to the station as keeper.

Aug. 16, 1900. Mr. Ludwig Hovilshrud came to station and re-

lieved me temporarily. I am unwell and need treatment, previously reported.

Aug. 18, 1900. At 11 A.M. keeper left station being unable to do duty longer.

Ludwig H. Hovilsrud [signed] temporary keeper

NOTES

1. *Tropical Sun*, Dec. 15, 1892.

2. Joseph Faus, "Lemon City: Miami Predecessor," *Miami Daily News Sunday Magazine*, Sept. 19, 1948.

3. Charles W. Pierce, *Pioneer Life in Southeast Florida*. Edited by Donald Walter Curl. Coral Gables, Florida: University of Miami Press, 1970. Pierce's unabridged manuscript is in the museum of the Palm Beach Historical Society. See p. 366.

4. Washington Jenkins had recently been replaced as keeper of the Fort Lauderdale House of Refuge by E. R. Bradley. Pierce, *op. cit.* p. 151.

5. Dr. E. Stone Wiggins, weather forecaster of Ottawa, Canada, predicted a world storm for March 9, 10 and 11, 1883. All life saving stations were alerted to stand watch. Wiggins made headlines in the *New York Times* for almost a week. A severe storm did hit New England and Canada but the rest of the world was spared.

6. Peacock made this entry lightly in pencil at the bottom of the page. This was the birth of Rafaela, the seventh child of John Thomas and Martha J. (Snipes) Peacock. She is thought to have been the first white child born on Miami Beach. Genealogical information from Oby Bonawit.

7. Richard (Dick) G. Peacock, eighth child of the Peacocks. Genealogical information, Oby Bonawit.

8. During Lieut. Shoemaker's visit, Feb. 2, 1889, he selected the following items to be destroyed and dropped from the inventory:

8¼ bls. salt beef rotten
24 2-lb. cans mutton rotten
4¼ bls. salt pork rotten
Pillow covers, spoons and iron pots

The following items were condemned and sold:

92 2-lb. tins beef @ 5c	4.80
25 lb. coffee in cans @ .10	2.50
2 2¼ lb. cans tea @ .20	.40
37 12-lb. cans pilot bread @ .30	11.10
10 5-lb. cans sugar @ .20	2.00

\$20.80

9. William Hawkins Fulford, native of North Carolina and a former sea captain, was 51 years old and had been married for 28 years when he and his wife moved to Station Five from their home in New Smyrna. (U.S. Census 1900)

10. According to his homestead papers in the National Archives Fulford began to reside on his homestead in October 1891. In his final papers he claimed that he was absent from his land "for short intervals for business purposes." According to the log he was absent from the station only for short intervals. The homestead became the nucleus of an agricultural and railroad shipping community named Fulford.

11. This is the first mention of Mrs. Fulford though she had been at the House of Refuge for several years. Her social and church activities at Lemon City are mentioned repeatedly in the *Tropical Sun* during the 1890's.

12. George Davis was one of the victims in Lemon City's celebrated Sam Lewis murder case of 1895. Thelma Peters, *Lemon City Pioneering on Biscayne Bay 1850-1925*. Miami, Banyan Books, 1976. pp. 159-160.

13. This was the date of the first of two severe freezes during the winter of 1894-1895 which killed most of the citrus groves in the state and started a migration southward down the peninsula.

14. Wreck reports are in the main National Archives Building, Washington, D.C.

15. At this time Z. T. Merritt was homesteading land near Lemon City. In 1897 he became superintendent of Dade County schools. His sister, Ada Merritt, was well known as an early teacher in Lemon City and Miami. The Merritts and other members of the family frequently spent vacations at the House of Refuge. During the time of the Fulfords the station became a kind of hotel for friends and acquaintances. It might be considered the first hotel on Miami Beach. The *Miami Metropolis*, Jan. 21, 1898, reported: "Capt. W. H. Fulford of the House of Refuge has had to refuse a number of applications for board and his house is full. The jolly captain and his wife make things so pleasant for their guests they always return."

16. The *Miami Metropolis* for Feb. 25, 1898, mentioned that Mr. and Mrs. Latimer (the J. S. Latimers, parents of Hugh Latimer), Dr. and Mrs. Burchard and Mrs. Asten were spending the season at the House of Refuge.

17. Capt. Jack Fromberger was keeper of Station Number Four.