

Loxahatchee River Historical Society Quarterly

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The Loxahatchee River Historical Society (LRHS) is the 501(c)3 non-profit organization that operates Jupiter Inlet Lighthouse & Museum

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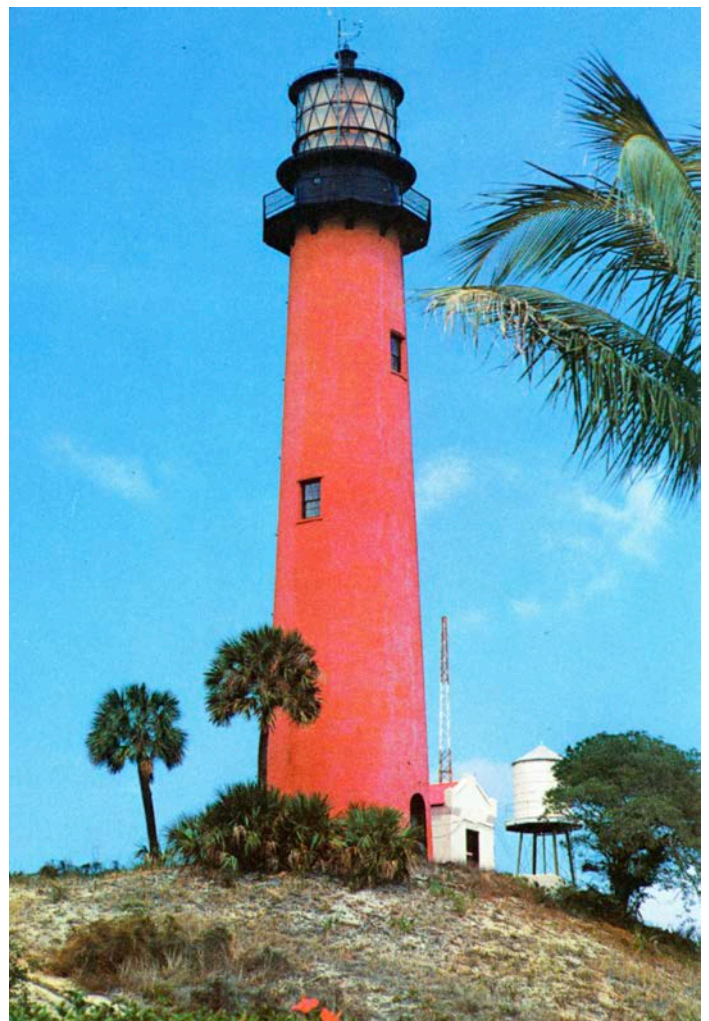
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Jupiter Inlet Lighthouse 1950s

Early Jupiter Schools

Part 2: 1902-1911

Separate But Unequal Schooling

Education was a challenging priority for the African American community of Limestone Creek. Classes for African American children in western Jupiter were first held at the 1898 St. James AME Church, located in what is now The Shores neighborhood. The early teachers were pastors like Rev. Joe Hall and other community members, including Jesse Gordon and Bristow Williams. The private school finally became a public school in 1905, operated by Dade County (Palm Beach County was not created until 1909). Charles Boyd was the first teacher and may have taught every year until 1910, followed by Ethel B. Harris (1910-1912). A. A. Sweet was the school's supervisor for the first year, followed by Bristow Williams until at least 1909.

The segregated "Jupiter Colored School" originally operated out of a donated fishing cottage. Bristow Williams constructed Jupiter's first purpose-built Black school in 1909 on one acre of land donated by African American homesteaders William and Annie Roundtree. Although an improvement on the old cottage, the new one-room rectangular building was described as dimly lit. This schoolhouse would remain in use until being destroyed by the 1928 hurricane. Unfortunately, there are no known photos of the Cottage School or Williams-Roundtree School, nor St. James AMEC which was destroyed by a storm in 1910.

One of the unequal aspects of the segregated school system was the length of the school year. For example, the 1909-1910 school year was eight months at Jupiter's White school, but only six months at the Black school.

The Sawfish Bay School

In late summer 1902, the Dade County School Board authorized the consolidation of the three White schools at Jupiter – the Octagon School in East Jupiter, the Neptune School at Sawfish Bay, and the Barfield School in North Jupiter - into one school. Eli Sims was contracted to expand the one-room Neptune School into two rooms. James S. Hepburn was contracted to move the "closets" (presumably meaning outhouses) from the North Jupiter School to Sawfish Bay and install them on new foundations there, along with a water pump for the school. After this consolidation, the Jupiter area would not again have three public schools until 1976.

Identifying the teachers during this time period is difficult because in several instances a teacher was appointed, but either declined or transferred. A list of teachers based on the best available information is in the sidebar. With two teachers, one was designated Principal and the other Assistant. As with the earlier schools, many of the teachers during this era were young single women who taught for one or two school years before going elsewhere, but there were exceptions. Most notably, Mary F. Jackson and Lucy Hepburn.

Sawfish Bay School Teachers

1902-1903	Lula Bell & Mary Jackson
1904-1905	Alice Sanders & Mary Jackson
1905-1906	Nellie Brown & Myrtle B Shores
1906-1907	Lillian Farris & Elizabeth Kyle
1907-1908	Florence Stephens & Lucy Hepburn
Spring 1908	Lutie Stewart
1908-1910	Mary Jackson & Lucy Hepburn (2 years)
1910-1911	Henry G. Cooper & Barbara Miller

Early Jupiter Schools continued

Mary Jackson began teaching at age 16 – not unheard of for the time at a small rural school. She apparently taught for five non-consecutive school years at Jupiter. She was the daughter of homesteader Dr. Charles P. Jackson. The Jackson family moved to Homestead in 1910 and Mary continued to teach there until 1950.

Lucy Hepburn, daughter of Jupiter pioneer James S. Hepburn, was the assistant teacher for three years at Jupiter, also beginning as a teenager. Lucy's sister, Mary, was the teacher at the Hobe Sound School

during the same time period. The Hepburn sisters attended the Florida State Normal School – now part of Florida State University in Tallahassee.

With only two teachers, unusual situations could occur. In March 1908, Lucy Hepburn was granted a leave of absence for the remainder of the school year to attend college. Around the same time, Florence Stephens resigned. The school board had to scramble to hire another teacher to finish out the last months of the school year.



This is the only known photo related to the school at Sawfish Bay, taken in 1908. The school's entire student body is posed by the Cabot Oak. Mary Jackson and Lucy Hepburn are the teachers standing in the back. Not all the students are identified, but they include members of the DuBois, Carlin, Hardin, Hepburn, Silva, and Blanchard families. The view looks north with some of Jupiter's early general stores in the background. The school building is unfortunately out of frame on the right. The oak still stands today. (Courtesy of Doug Witham)

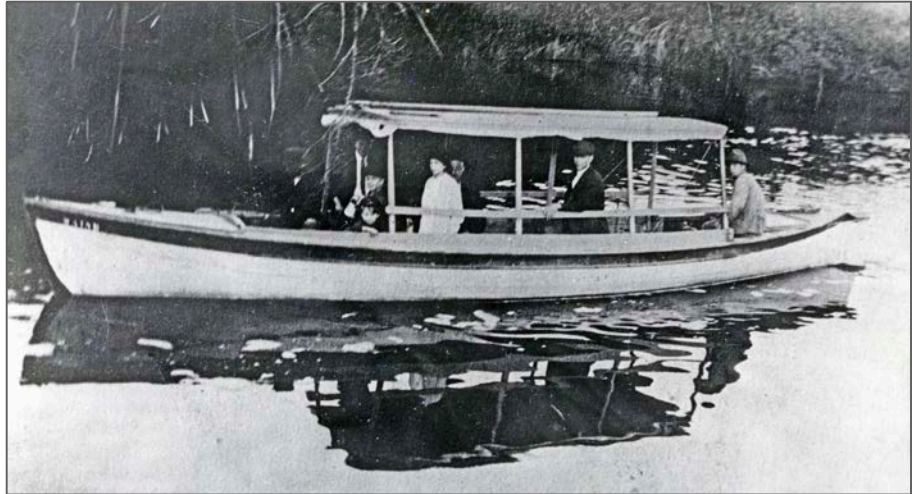
Early Jupiter Schools continued

The Schoolboat

As part of the 1902 consolidation, the school board authorized a “contract for transportation of pupils from Jupiter and North Jupiter to Neptune.” With no bridge across the Loxahatchee River until 1911 and very few good roads, the river was the best transportation route. Thus Jupiter’s first school “bus” was actually a school boat.

Bids for the contract were submitted every year or two. Henry Brooker was the low bidder on one occasion, but changed his mind and declined the contract. Edward Edwards got the contract instead, but was criticized for poor service. Most of the time the contract was held by Charles Jackson – the homesteader, physician, and occasional school teacher. Jackson’s schoolboat was called the *Maine*. The boat was supposedly a former lifeboat or captain’s yawl from the battleship *Maine* after it famously exploded in Havana harbor in 1898. How and when this boat came to Jupiter is unknown,

but presumably it was sold as government surplus. Dr. Jackson drove the boat until he moved to Homestead in 1910. In addition to transporting White schoolchildren from along the North and Northwest Forks to and from Sawfish Bay, Jackson also ferried the Simmons children from their North Jupiter homestead to the Limestone Creek area for school.



The only definite photo of the Schoolboat *Maine* was taken around 1915. Most of the children are members of the Shufliin family.

Before 1911, no school in Jupiter offered education past 8th grade. Students seeking a high schooleducation had to travel to West Palm Beach. Palm Beach High School graduated its first class of White students in 1907. Industrial High School opened in 1914 as Palm Beach County’s first Black high school.

A new Jupiter school opened in 1911, whose story will be told in our next issue.

This information has been derived from early school board minutes copied by Lynn Drake and supplemented by research in Miami newspapers that carried Dade County school board news. This research expands and updates information from Elsie Jackson’s “History of Jupiter” manuscript and the Bessie Wilson DuBois Collection. Information about the Jupiter Colored School is thanks to [West Jupiter Quick Takes](#) by Samuel Hay.

The Ziegler House at Sawfish Bay

In 1894, Fred Cabot constructed a one-room building on his property at Sawfish Bay. It served as a temporary home for the Cabot family before being donated to the county for use as a school. James Hepburn expanded it to two rooms in 1902. With the completion of a new school in 1911, the old building was sold to Ida Ziegler and became known as the Ziegler House. Ida and her husband, Jacob Thomas Ziegler, operated the nearby Ziegler Store. The couple expanded and renovated the former schoolhouse to serve as their home for the remainder of their lives.

Upon Ida's death in 1948, the house passed to her son, John Ziegler. John was an attorney and had served briefly as the Town of Jupiter's first mayor. John and his wife, Jennie, were also the owner-operators of Shuey's cottages and trailer park at the north end of the US 1 bridge. The Ziegler House remained a residence and/or office owned by its namesake family until 1981.

The expansion of Alternate A1A from two lanes to four lanes in the 1970s, and later to six lanes, was

expected to doom the Cabot Oak and Ziegler House. The oak survives today, minus a major limb. Local interest in saving the house because of its historical significance came to naught and the building was demolished in 1988.



The Ziegler House when it was still a residence in the 1970s. (Horne Collection)



The Ziegler House in the 1980s after it had been abandoned. Cabot Oak on right. (Jim Schaaf Collection)

The Simmons Family:

Tequesta's First African American Residents

The Simmons Family of Tequesta are representative of the many African American pioneers of the Loxahatchee River region who moved to the Jupiter area from North Florida and South Georgia.

Norfleet Harris and Rebecca Anderson married in 1902 and moved to West Jupiter – the area now known as Limestone Creek. They had one daughter before Norfleet died and was buried at the St. James AMEC Cemetery. The former church site and the small cemetery of about a half dozen unmarked graves is now greenspace in The Shores subdivision.

Philip Simmons came to Jupiter as a young man and worked as a laborer at F. C. Aicher's pineapple farm on the Loxahatchee River North Fork. In 1904, he became the first African American to acquire a federal land patent in the Jupiter area. Unlike all the other local Black homesteaders, Simmons' land was in "Over The River" (now Tequesta) rather than the main Limestone Creek area of West Jupiter. He also bought the land outright from the federal government ("cash entry") rather than going through the homestead grant process.

Later the same year that Simmons acquired his new property, he married the widow Rebecca Anderson Harris. The couple had one son and five daughters. Although across the river from most of the local Black community, the Simmons family were still very much a part of that community. The family had a boat to take them to school and church. Both were very active with Mount Carmel Missionary Baptist Church, serving as chairs of the deacon and deaconess boards. Rebecca was deaconess chair until 1963, resigning only due to declining health.

Philip's life was cut short by a fatal bout of pneumonia in 1926. Rebecca, widowed for the second time, had to put in extra work to make ends meet. Rebecca's youngest daughter, Idella, recalled waiting patiently in the segregated waiting room of the Jupiter train station while her mother carried eggs on the train to West Palm Beach to pay her property taxes.

Rebecca also became a laundress for several families that lived in the future Tequesta area, including the Roods, Zieglers, Jacksons, Youngs, and Seabrooks. At the time, laundry was still a tedious manual task: heating water in a metal tub over a fire, scrubbing

clothes by hand on a washboard, and hanging the clothes on an outside clothesline to dry. "Aunt Becky" was fondly remembered by the families for whom she worked. In one memorable incident, a young Roy Rood refused to help Mrs. Simmons gather firewood for washing and instead climbed a tree. Rebecca grabbed an axe and began to make firewood out of the tree young Roy was in. It only took a couple whacks of the axe into the tree before Roy was ready to scramble back down and do his chores.

When an African American Girl Scout troop was denied use of nearby Camp Margery Daniel in the 1930s, the Simmons family offered their homestead up to the scouts for a makeshift campground. The Rood boys, including Roy, showed up to help clear the site for the campers – an expression of thanks for all the hard work Rebecca Simmons did for their family.



Rebecca Simmons

The Simmons Family *continued*

Of all the families her mother worked for, Idella fondly remembered the Seabrooks at Jupiter Inlet Lighthouse. As a young girl she often accompanied her mother to the lighthouse. After doing her part of the work, Idella would play with the children of the lighthouse keepers. She learned to fish at the lighthouse and would race the other children barefoot up the lighthouse stairs. She proudly recalled being faster than any of the boys. To the end of her life, one of Idella's favorite gospel songs was "Shine On Me." The line "Let your light from the lighthouse shine on me" would always remind her of those happy days from her childhood.

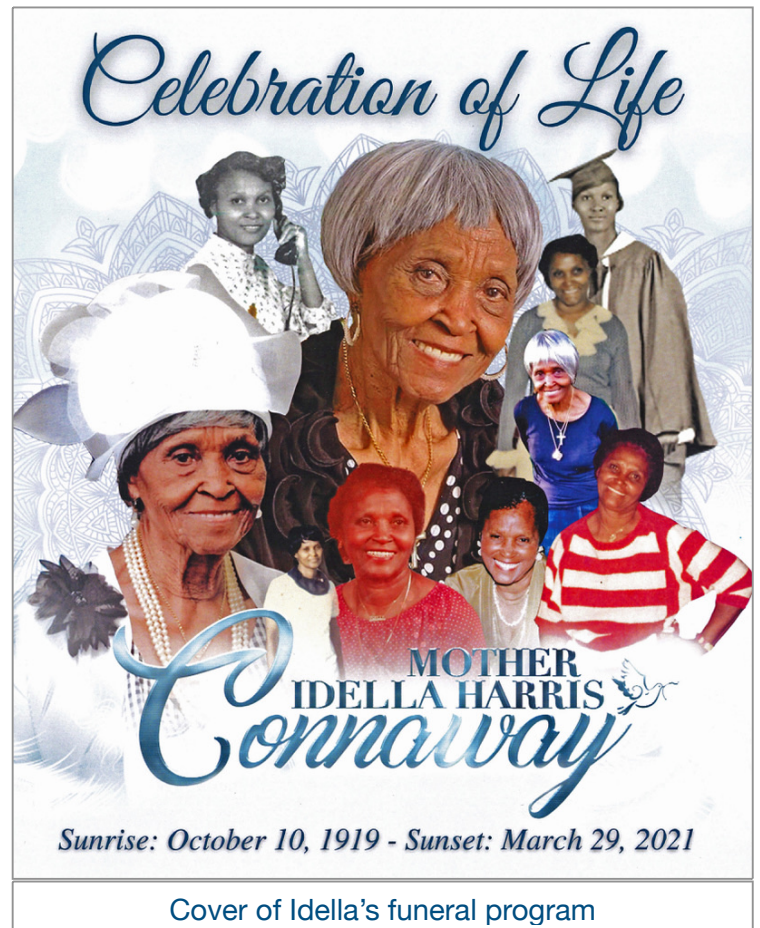
The 1928 hurricane wrecked havoc on the Jupiter area. The Simmons family was among those affected. The Simmons' house collapsed from storm damage. Idella recalled that she was playing under the house with her sister immediately before the collapse. A well-timed warning from Rebecca saved her daughters' lives. The family also lost their boat during the storm, but this did not deter them. The determined family would walk the six miles each way to school and church when they had no other options.

As if being twice-widowed wasn't hard enough, Rebecca Simmons lost two of her children under tragic circumstances. Josephine died as a teenager of a cerebral hemorrhage. Bishop, the only son, suffered a crippling hand injury from a dynamite accident while clearing stumps for a local baseball field. The injury may have contributed to his subsequent fatal car accident in which he lost control and struck a tree. He was only 26.

In the 1940s, Idella Simmons and her sister, Beatrice, moved to Detroit to find work. They were part of The Great Migration of African Americans from the rural South to the urban North. Idella also found love, marrying William Henry Harris, with whom she had one child. Following William's death in 1961, Idella moved back to her beloved hometown where she would remain for the rest of her life. In addition to caring for her ailing mother, Idella followed in Rebecca's footsteps by becoming Mother of the Church at Mount Carmel. She also helped the community in little ways. During the last years of segregated schools in Palm Beach County, Idella would drive a carload of high school students to Industrial High in Riviera Beach and Roosevelt High in West Palm Beach to ensure they got an education.

In the early 2000s, the Loxahatchee River Historical Society's new executive director, Jamie Stuve, recognized the organization had been neglectful in preserving Jupiter's Black history and sought to rectify that situation. Idella Simmons Harris Connway, along with Nancy Davis Young and Ella Preston Rollins, were instrumental in helping build a relationship between the historical society and Limestone Creek community. In doing so, and by sharing her own recollections, Idella helped preserve the legacy of African Americans in the Jupiter-Tequesta area.

At the time of her passing earlier this year, Idella "Ida" Simmons Harris Connway was a centenarian and the oldest living Jupiter native.



Cover of Idella's funeral program

The exhibit that Idella helped make possible,
Black Jupiter: The Untold Stories,
is available on our website.

Gladwin Family Collection

Yields Important Archaeological Discoveries

The Gladwin Family Collection includes over 31 trays of archaeological artifacts from DuBois Park. The park is home to the DuBois Mound, one of the largest and most significant archaeological sites in our area. The current mound, atop which stands the 1898 DuBois House, is only a fragment of the original 600-foot long shell mound. The Gladwin artifacts, mostly pottery fragments (“sherds”), were collected by Stephen D. “Jake” Gladwin with permission of John DuBois when the park was still privately owned.

A review of the artifacts found over 1,900 sherds, mostly precontact (i.e. before Europeans arrived in the Americas). There were also more than 600 faunal i.e. animal bones – remains from early Native American meals and possibly tools. The majority were from fish, sharks, and turtles. Bones from catfish, softshell turtles, and alligators demonstrate the residents of the DuBois Mound area used freshwater resources not just those close to the inlet.

Some of these artifacts are especially rare and may rewrite some of what we know about early Native Americans living in the DuBois Mound area, also known as Jupiter Inlet Site I and numbered 8PB34 in the Florida Master Site File.



Sherds of this size are rare for any style of pottery. However, this sherd is especially significant because it is a very old type called Orange Plain, a type of fiber-tempered pottery. Plant fibers were included in the clay to give stability when firing the pottery. Later Florida precontact pottery used sand temper instead of fiber. This sherd is approximately 4000 years old - older than any pottery previously found associated with the DuBois Mound area. Based on the curvature of the rim, the diameter of the complete vessel was approximately 16.5 in (42 cm). That is as wide as an extra-large pizza and gives some indication of how large early Native American pottery could be!



This large sherd also has a rare design. The round marks are called “punctate” and were made by pressing the end of a hollow reed or feather into the pottery prior to firing it. Punctate pottery is rarely found in the Jupiter area, and full circle punctate designs are rare anywhere in Florida. This is most likely Fort Drum Punctate traded from the Miami area, approximately 1500 years old.

LRHS thanks Diana Hutchison, FAU archaeology graduate student, for her work identifying the archaeological artifacts from the Gladwin Family Collection. Also thanks to Sara Ayers-Rigsby and the Florida Public Archaeology Network (FPAN) for their assistance.

The Longest Cut: Digging the Jupiter to Lake Worth Canal

The Florida Coast Line Canal and Transportation Company incorporated on May 23, 1881 for the purpose of connecting the Matanzas River with the Indian River. The following year their charter expanded to building an inland waterway from the St. Johns River to Biscayne Bay. In 1889, the Florida Legislature required that the canal be at least 50 feet wide and not less than 5 feet deep at low tide. In exchange, the canal company would receive land grants based on mileage completed and would be able to collect tolls on vessels passing through the completely manmade sections.

Although the waterway would be over 300 miles long the canal builders had much in their favor. The route would make use of Lake Worth, Indian River, Mosquito Lagoon, Halifax River, Matanzas River, Tolomato River, and San Pablo Creek. Much of the intervening land to be cut through was low-lying and marshy. The waterway was much narrower and shallower than the

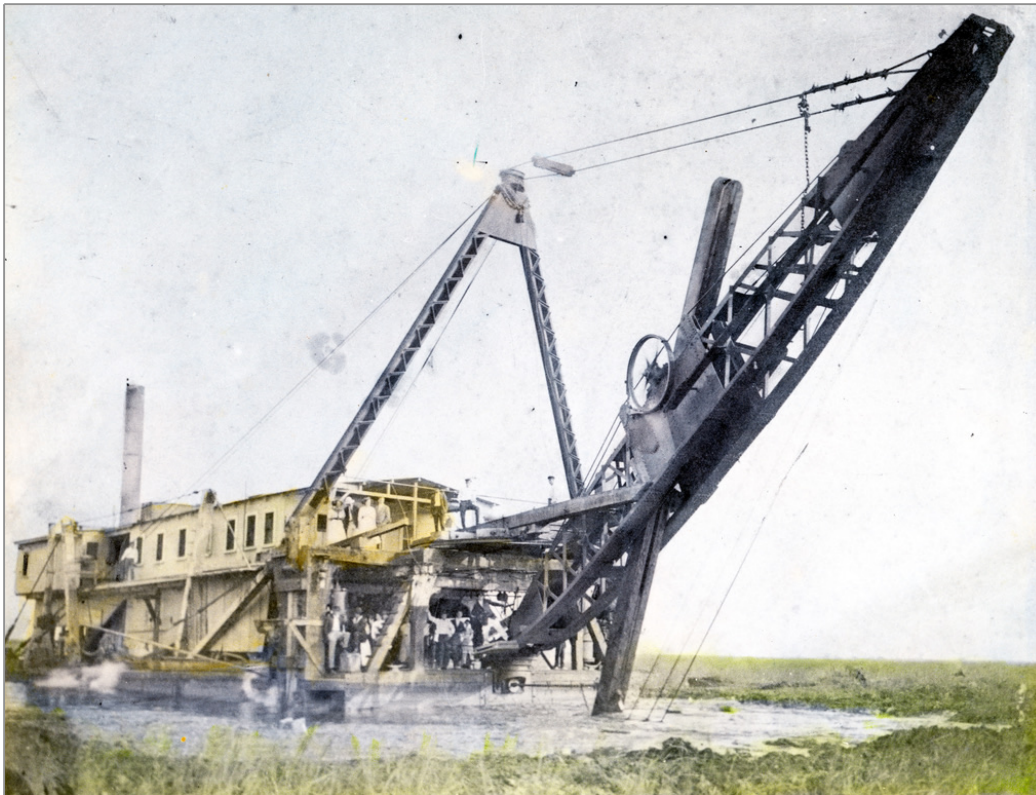
later Intracoastal Waterway, and many bends in the existing waterways were not bypassed until the 1930s.

The most difficult section of the entire route would be a relatively short section between Jupiter and northern Lake Worth. Part of the route would use Lake Worth Creek, a natural waterway winding south from the Loxahatchee River. However, after the first few miles, the creek passed through an area of rapids and spread into a wide sawgrass marsh west of the lake. More significantly, a sandy ridge separated the marsh and lake. This land had long been the site of a haulover, used by early native peoples, the Seminoles, and pioneers.

Early work on the canal was focused on opening the route between Daytona and St. Augustine. Contractors and surveyors arrived at Lake Worth for the first time in the late summer of 1888. The *Florida Star* reported dredging of the 3-4 miles between the rapids and lake would begin before the end of the year. That proved an overly optimistic prediction.

The dredge *Chester* did not arrive at Jupiter until March 1892. A month later the dredge had gotten about halfway to the lake. By August, the dredge and its six-man crew were still digging away, making about 75 to 100 feet of forward progress each day as it cut through solid ground. Completion of the canal was expected early the next year.

April 1893 found the dredge at work near the rapids, still reportedly making 100 feet per day. At the rate reported, work should have been done in about 7 months. Whether the route had changed or if the



Dredge Matanzas (Mary Young Collection)

The Longest Cut continued

dredge required more than one pass to reach the required width and depth isn't clear from newspaper reports. By May the canal had gone 1 ½ miles from Lake Worth Creek, with another 2 miles remaining to reach the lake. The dredge *Alabama* arrived to join the project.

In 1894, dredges began working south from Lake Worth and north from Biscayne Bay. Nearly a year behind schedule, they worked around the clock, split between two crews on 12 hour shifts. The difficult work near Juno was put on hold. After the canal between West Palm Beach and Miami opened in late 1896, the dredge *Matanzas* headed for northern Lake Worth to cut from the south while the dredge *Biscayne* was towed to Jupiter to dig from the north. Getting the canal through the sand ridge on the west side of Lake Worth required a cut 25 feet deep and 700 feet wide thus two dredges seemed necessary. Disaster struck when a gale blew in as the *Biscayne* approached Jupiter Inlet. The storm parted the tow line connecting the dredge with a tugboat and wrecked the dredge on the beach just north of the inlet. The *Matanzas* went to work without a second dredge, but with the assistance of laborers who helped dig away at the ridge. At one point 75 men were employed on the project.

In August 1897, a writer from the *Tropical Sun* newspaper visited the dredge at work on the seemingly endless cut and described the scene: "Arriving at the mouth of the canal the big dredge could be seen in the distance looking like some big monster that had gotten in and could not get out except by pushing ahead. On either side of the canal were lofty banks of sand and dirt showing what an immense amount of material had been moved to complete the connection between the canal and the Lake." The first order of business had been to clear the previously dug channel where earlier dredges left off. After that there was a half mile to go. The dredge crew worked 12-hour days. Each day they moved about 3,000 cubic yards of fill and made about 100 feet of forward progress. Among the dredge crew was J. B. Isler, a Jupiter homesteader. Dave

McClardy, a former Surfman at the Jupiter Life Saving Station, had a contract to supply wood for the dredge's steam boilers.

A month later the dredge finally broke through the sand ridge. The *Tropical Sun* reported a "tremendous volume of water coming from the canal into Lake Worth now, owing to the high water in the 'Glades.'" Yet the work wasn't finished. The cut had to be deepened and widened enough to permit boat traffic. It wasn't until the following April that the newspaper could proudly report that the *Matanzas* had finished the last cut in the canal. It had taken six years since digging first began and nearly a decade since the first newspaper report that work was imminent.

And even then it wasn't finished. Early 1899 found Thomas T. Reese - whose son would later run Reese Ranch Groves in Jupiter Farms - supervising the *Chester* as it worked to clear the canal. Dredging continued into the summer in a seemingly endless battle against mud and sand that shoaled the channel, sometimes reducing the depth to only 2 feet.

With the canal open, a toll chain was placed across the canal near where PGA Blvd. is today. The canal company collected tolls on all passing vessels until the federal government acquired the Florida East Coast Canal in the late 1920s. The Intracoastal Waterway was substantially deepened, widened, and straightened in the 1930s. The canal between Jupiter and Lake Worth still mostly follows the same route cut ever so slowly over a century ago.

This article is derived from research in the *Florida Star* and *Tropical Sun* newspapers. For a map of the original canal see page 52 of [Five Thousand Years on the Loxahatchee Revised Edition](#). For further reading about the entire Florida East Coast Canal see [Florida's Big Dig](#) by William Crawford.

Dioramas Depict Jupiter in the 1970s

Elizabeth “Beth” Rothermel and her late husband, Steve, took up the hobby of building miniature dioramas in the early 1970s. Three of these dioramas, which still decorate the Rothermel home in Jupiter Inlet Colony, feature Jupiter scenes from beloved local business of that time period. These works of art illustrate a special era of Jupiter’s history in three dimensions. The Rothermels and their miniatures were spotlighted in the Jupiter Courier in 1978. We wish we had the exhibit space to display more recent local history such as these unique items.



Dr. C. W. Nelson opened Jupiter Marina in 1946 at what was then the south end of the Dixie Highway bridge. The marina was adjacent to the Wayside Inn, which Nelson also owned. The original marina included a roadside convenience store. Jupiter Marina passed through a series of owners: Bill Durham and Robert McQueen in 1952; Thomas Turner and Leland “Babe” Stanley in 1957; Galen White in 1964.

In 1971, Matt Bressler and Donald Potheir purchased the business and renamed it Jupiter Fisherman’s Marina. After a couple rough years, the Bresslers bought out Potheir and transitioned into a restaurant. While the emphasis was on the fresh seafood, Beth Rothermel and many other longtime local residents fondly remember the hamburgers most of all. See [Five Thousand Years On The Loxahatchee](#) for further details about the Bresslers and Jupiter Fisherman’s Marina.

Beth and Steve Rothermel made this diorama in 1976, showing Jupiter Fisherman’s Marina in its heyday as a beloved local eatery. This miniature won Honorable Mention in a Lighthouse Gallery art show.

In 1981, the Sawfish Bay Seafood Company bought out the Bresslers and also the adjacent Ziegler property to the south. Plans for a new, bigger operation on the site fell through. In the 1990s the property was purchased by the Town of Jupiter to become Sawfish Bay Park.

Dioramas Depict Jupiter in the 1970s continued



Clint Pinder opened Pinder's Seafood in 1965. Pinder's father was one of the many Bahamian "Conch" fishermen who settled in Riviera Beach in the 1910s. The store was located at Sawfish Bay next to the Jupiter Marina. Pinder's bought fish freshly caught by local commercial fishermen and had a large scale outside for weighing the catches. In 1973, Pinder's Seafood moved to Old Dixie Highway in Tequesta where it remains in business today.

Beth and Steve Rothermel made this diorama in 1973.

Dioramas Depict Jupiter in the 1970s continued



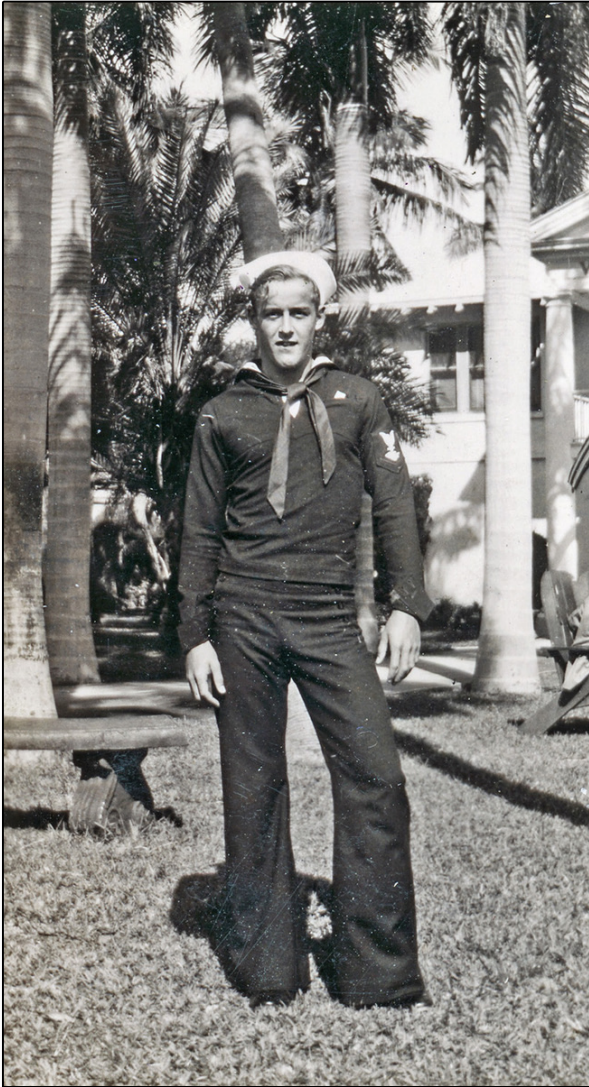
In 1971, Cal Marles left Jupiter's Myster Marine to open Captain Cal's Cove at the north end of Love Street. Capt. Cal's was a combination marina, bait shop, and bar plus a tiki hut featuring local artists' works. Marles was also a sport fishing guide and an active member of local Coast Guard Auxiliary Flotilla 52. One local credits Marles with over 900 volunteer rescues. Marles' vessel of choice for fishing and rescues was his 31-foot Bertram fishing yacht, *High Tension*.

Beth and Steve Rothermel created this diorama in 1975. "Kitwitwi" on the front of the diorama was the name of the Rothermels' boat.

Captain Cal's Cove closed in 1981. The marina became Bill Krick's Inlet Marine in 1984, and later Capt. Paul's Landing (1989-1994). A portion of the main building may survive as part of the Square Grouper Tiki Bar.

Taps for Station J Veterans

LRHS was sad to learn that two men who may have been the last veterans of Station J have passed away. Naval Radio Station Jupiter was codenamed Station J during World War II. The station conducted radio direction finding and radio intercepts for Navy intelligence, particularly against German submarines (U-boats). The last surviving building from Station J serves as our museum, gift shop, and offices.



William D. "Bill" Keim Jr. (1923-2020) passed away at the age 97. He made a surprise visit to Jupiter Inlet Lighthouse & Museum in early 2013. Keim stayed in the Navy after the war ended, rising to Chief Warrant Officer over the course of a long service career.



Frank Wili (1922-2019) passed away in Arizona a few weeks before his 97th birthday. Wili served at Station J from 1943 to 1945. He graciously reached out to share priceless photos and recollections of his time here (see [the first issue of this newsletter](#)). He had a sense of humor that can be summarized well by the first line of [his obituary](#): "Frank Wili would like to announce that rumors of his death are not exaggerated."

Keeper's Update

Current Hours: Jupiter Inlet Lighthouse & Museum is open Wednesday-Friday, 10AM-4PM and Saturday & Sunday, 10AM-3PM. Current guidelines recommend that unvaccinated visitors wear a mask.

Weather Reminder: Summer is in full swing...and so are the sudden rains and thunderstorms! Please note that the Lighthouse and site will temporarily close for everyone's safety when this occurs.

Volunteering with a View! We are so proud of our wonderful volunteer docents and invite you to consider becoming a volunteer soon. What an amazing place to make new friends, meet people from around the globe, and enjoy spending time at one of the most beautiful spots in our community. Learn more and download an application at www.jupiterlighthouse.org/join-give/become-a-volunteer/

Our monthly **Lighthouse Story Time & Crafts for Kids** has resumed being held in-person under our Seminole chickee. See our [Calendar of Events](#) for dates and details. The popular program had been online-only for the last year.

Become a [Lighthouse Member](#) to enjoy free admission and other benefits!

We are happy to announce that everyone's favorite fundraising celebration is back this fall. **Rendezvous at the Light** takes place **Saturday, November 20th** on the beautiful Lighthouse waterfront. Circle your calendars in red and stay tuned for more details!

Please check our website www.jupiterlighthouse.org for future updates and a full calendar of events.

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