

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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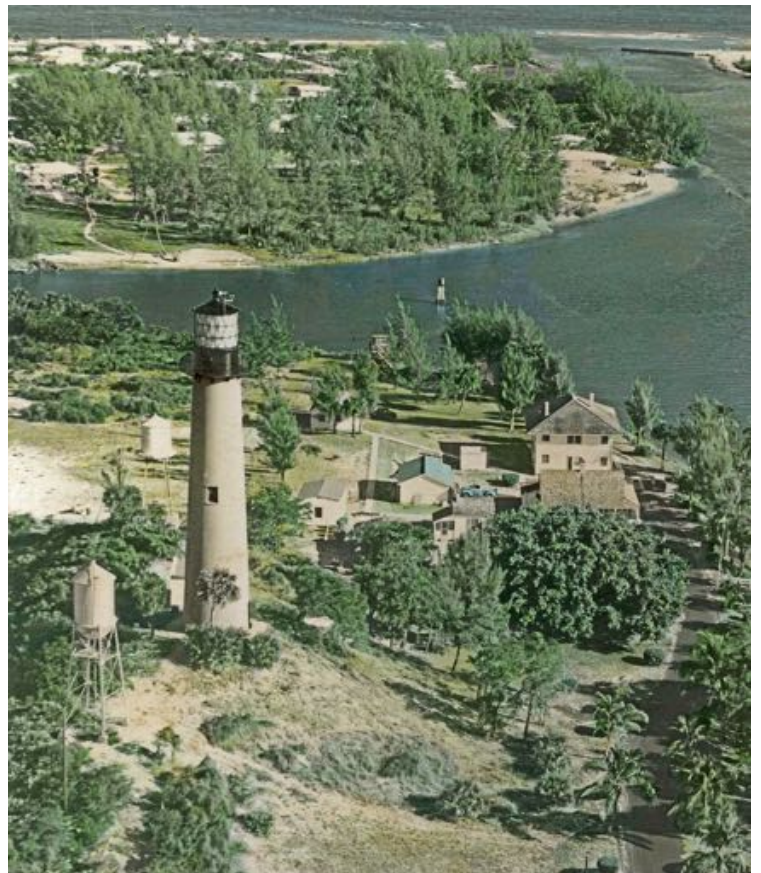
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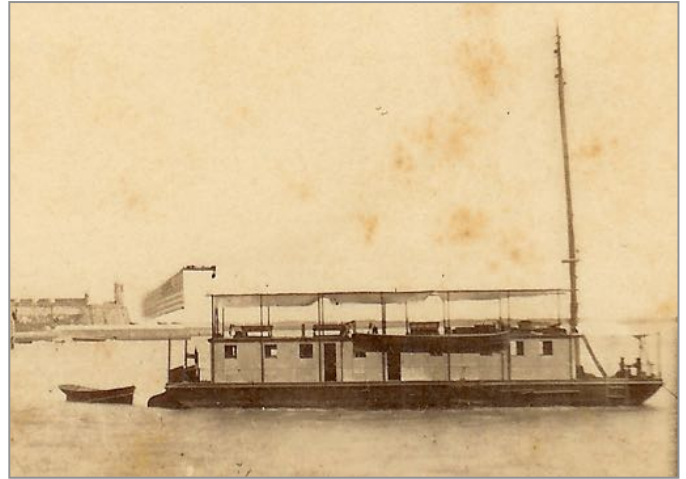
Jupiter Inlet Lighthouse circa 1959, with water towers for the naval radio station and light station.
(Courtesy of Ernest E. Hamilton).

Jupiter's Floating Hotels

Steadfast (1884-1887)

Jupiter's first known rental lodging of any kind was a converted sloop. The U.S. Coast Survey had the *Steadfast* purpose-built in the early 1870s for a lengthy federal survey of the Florida East Coast, including the Mosquito Lagoon and Indian River. The 39-ton vessel had a crew of 13, including surveyors. When the project finished in 1884, "being of no further use to the Survey, and it being impossible to remove her worn out hulk from the mud banks on which she had grounded, she was stripped of all her equipment, left where she rested, and her name erased from the list of vessels."

Ellsworth A. Hotchkiss took over the abandoned *Steadfast*, fixed the vessel up, and opened it as a small floating hotel during the winter of 1884-1885. Later proprietors were Uri D. Hendrickson and Mary Ann March. The Carlin House and the steamboat hotels rendered the sloop obsolete after 1887. The *Steadfast* is thought to have sunk in the river not long afterwards.



Survey Sloop *Steadfast* at St. Augustine in 1872
at the beginning of its long survey project.
From a carte de visit by George Pierron.

Chattahoochee (1888-1890)

The steamboat *Chattahoochee* was built in Pittsburgh in 1881. It operated on the St. Johns River in the 1880s under Capt. Joe Smith, part of the People's Line. The vessel was sold to the Jacksonville, Tampa, and Key West Railway. That corporation operated a network of Florida railroads, including the Jupiter & Lake Worth Railway (Celestial Railroad) starting in 1889, and most of the Indian River steamboats.



The *Chattahoochee* during its early years on the St. Johns River.
(Florida State Archives)

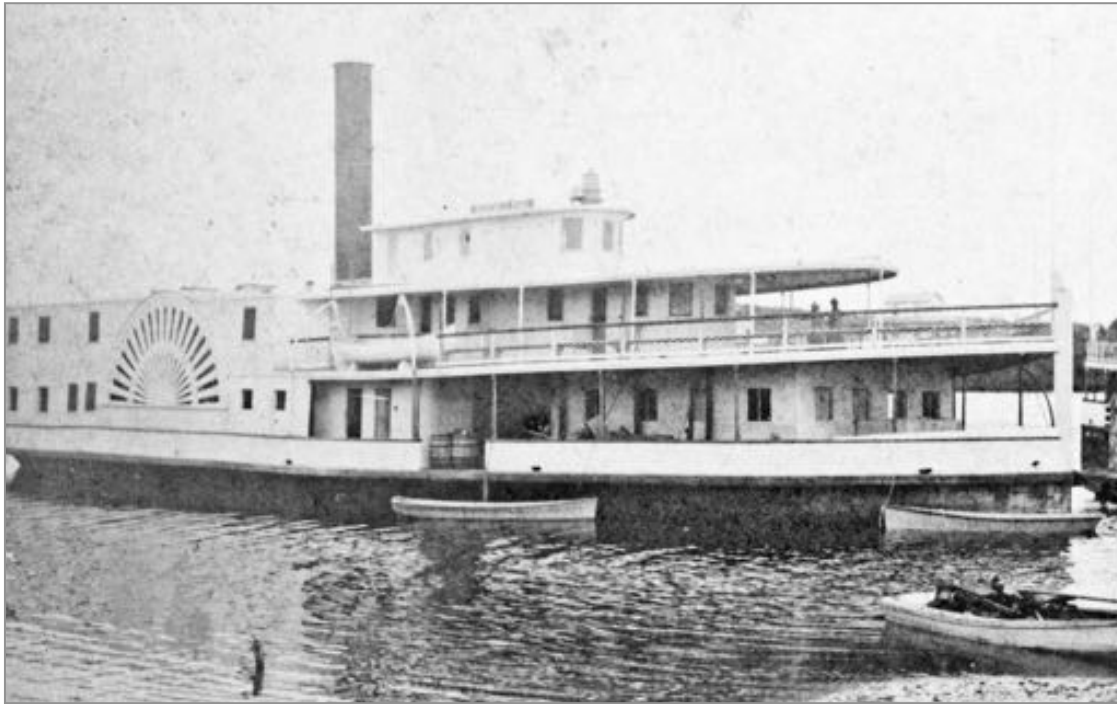
Chattahoochee arrived in Jupiter in March 1888, briefly grounding on a sandbar coming through the Jupiter Inlet. The steamboat served as a much grander floating hotel than the *Steadfast*, with rooms for up to 75 lodgers. During its first three weeks the steamboat had 124 guests. Capt. John Fitzgerald was the popular proprietor, with John H. Grant occasionally substituting for him.

Chattahoochee was sold in March 1890. Capt. C. F. Fischer took the steamboat to the Mississippi River where it once again hauled passengers and freight. A fire destroyed *Chattahoochee* at Vicksburg on 6 Dec 1893.

Jupiter's Floating Hotels continued

Rockledge / Vaill's Floating Hotel (1890-1894)

In 1886, the Indian River Steamboat Company purchased the steamboat *General Worth*. After renovations in Jacksonville over the summer, the rechristened steamboat *Rockledge* entered service that fall under Capt. Richard Paddison. Primarily operating on the daily Titusville-Melbourne route, *Rockledge's* most famous passenger was President Grover Cleveland.



William H. Rau stereoview inaccurately referring to the *Rockledge* as "The Only Hotel in Jupiter"

Surpassed by newer steamboats, the Indian River Steamboat Company sold *Rockledge* to Capt. Edward E. Vaill in 1889. After a winter season at Fort Pierce, Vaill's Floating Hotel spent four winter seasons at Jupiter. Like the *Chattahoochee* before it, *Rockledge* was moored at the dock used by the Indian River steamboats and the Jupiter & Lake Worth Railway.

In late 1894, Vaill took his hotel to West Palm Beach for the winter season, then for several years after that to Miami. *Rockledge* sank in the Miami River, but was refloated and used as an entertainment venue. In 1913, the deteriorated vessel was towed out to sea and scuttled.

Vaill's Floating Hotel,

JUPITER, DADE CO., FLORIDA.

SEA -- FOOD -- A -- SPECIALTY,

Best Fishing in Florida.
Boats, Fishing Tackle and bait on board.

TAKE J., T. & K. W. RY-TO TITUSVILLE, AND STEAMER ST. LUCIE
OR ST. SEBASTIAN FROM THERE TO JUPITER.

E. E. VAILL, PROPRIETOR.

Ad for the *Rockledge* that ran in the *Tropical Sun*.

The Carlin House

Construction of the Carlin House finished in 1887. The building was primarily intended as a residence for the family of Capt. Charles R. Carlin, keeper of the Jupiter Life Saving Station. It was the first non-government permanent residence built in Jupiter. The Carlins quickly realized the demand for lodging in pioneer Jupiter and began taking paying guests that winter. Until 1908, the Carlin House also served as the Jupiter Post Office. Mary Joyner Carlin, the Captain's wife and postmaster, operated the hotel with her daughters. The family also had at least one African American employee at any given time. The longest-lasting of these was Adam Bryant: handyman, fisherman, baker, and brewer of famously strong coffee.



Colorized photo of Adam Bryant cracking conch on the Carlin House dock circa 1928. (LRHS Carlin Collection)

In the early years, the Carlin House operated more like a typical hotel, serving the many people coming and going on the Indian River steamboats and Jupiter & Lake Worth Railway (Celestial Railroad). After Flagler's FEC Railway put those out of business and the population of eastern Jupiter dwindled, the Carlin House took on a new business model that would last four decades.



The Carlin House circa 1912. (LRHS L A. Bailey Collection)

After about 1900 the house operated primarily as an upscale seasonal boarding house catering to doctors, lawyers, businessmen, and other high-end clientele who preferred a quieter and more scenic location than Palm Beach Island. The Carlin House was open for about four months during the winter. Guests usually stayed at least a month, and some would spend the entire season. Many of these visitors returned year after year.

The Carlin House continued

A major draw was the fine dining. Besides the hotel's guests, William Sperry would often take afternoon dinner at the Carlin House while staying at his adjacent winter estate, Suni Sands. It was also common for a boatload of dinner guests to come up from Palm Beach Island. Sperry, a New York financier, made sure the dining room was equipped on par with hotels back home.



The Carlin House dining room. (LRHS Carlin Collection)

In addition to the main house, which was expanded and improved several times, several cottages and a tennis court were added to the grounds. Western Union had its Jupiter office next door, making it convenient for guests to communicate with their business interests and check on their stocks.

The Carlin House closed around the start of World War II, and Mary Carlin died in 1944. The cottages continued to be available for rent until the early 1950s. The main house fell into disrepair and was demolished in 1961 to make way for the Jupiter Inlet Condominiums.

William Carlin White, grandson of Charles and Mary Carlin, wrote *The History of the Carlin House*. Copies can be ordered through our gift shop.



Mary Carlin seated at the Carlin House pergola, surrounded by daughters Ella, Emily, and Nauman. On the left are the Dumas Family of Lowell, MA who spent many winters at the Carlin House. On the right are E. B. "Ned" King of the Western Union office and his wife, Nora. (LRHS Carlin Collection)

Other 19th Century Hotels in Jupiter

Although the Jupiter-Tequesta area never had any grand hotels to rival those of Palm Beach or Miami, it still has a history of paid short-term lodging. The series of articles in this and subsequent issues will look at the many hotels, motels, tourist camps, and similar businesses in the Jupiter-Tequesta area.

Additionally, numerous local residents owned one or more rental cottages in the Jupiter area, dating back to the early 1900s. These included the Aicher, Cory, and Osborne families. DuBois Fishing Camp also had a few rental cottages in the 1930s. These cottages were used by a varied clientele that included vacationers, seasonal residents, new permanent residents, teachers, and married men assigned to local military stations. Surviving information about these cottages tends to be sparse, and photos almost non-existent.

The 1898 DuBois House atop the shell mound was a rental property in the 1930s and 1940s, also mostly to winter residents. The most notable guests were Charles and Evangeline Andrews of Yale University, whose repeated winter visits resulted in them producing the modern edition of Jonathan Dickinson's Journal.

Coquina Hotel (1889)

On 26 Jun 1889, the *Florida Star* carried news that a large hotel would be constructed at Jupiter that summer. It was said to be financed by investors from Louisville, Nashville, Knoxville, New York, and Philadelphia. The three-story building would have been constructed with fire-proof coquina and tabby walls, the latter made by mining shell from what we know today as the DuBois Mound. The interiors would be finished with Georgia curly pine. The plan featured 158 guest rooms, a 6,000-sqft dining room and “immense rotunda”, and an “observatory” on the roof to serve as the new Jupiter Weather Bureau and Signal Station.

Whether this story represents a wild rumor, hoax, or a real plan we don't know. Such a hotel never broke ground.



The Celestial Railroad dock viewed from the Jupiter Inlet Lighthouse, with the floating hotel *Rockledge*. The building behind the steamboat is the Miller House store and hotel.

(Florida State Archives)

Other 19th Century Hotels in Jupiter continued

Johnson House (1891-1895)

In June 1891, David R. Johnson, son-in-law of lighthouse keeper Capt. Armour, constructed a two-story wood frame building next to the Celestial Railroad Dock. Part of the building was a general store. James A. “Gus” Miller quit his railroad conductor job to run the store, and later the hotel, assisted by his brother, Edward C. Miller, and his father, James P. Miller. The store formally operated as “J. P. Miller & Company” but was commonly known as the Miller Store. The rest was an inn, dubbed the Johnson House, that provided simple meals and overnight lodging, primarily for those waiting to make their railroad-steamboat connection. A dining room the length of the building facing the waterfront hosted dances and Christmas parties. C. J. Stubbs operated an adjacent saloon. By the end of the year, Johnson returned to Cocoa and rented the hotel operations to the Millers.

After Gus Miller died in 1894 his widow, Lucy Doster Miller, sought help from her brother because “all that was left us was squandered by those on whom we relied.” Ben Hill Doster moved to Jupiter with his family and bought out Ed and James. Ben and Lucy ran the Johnson House and Miller Store for about a year until the closure of the Celestial Railroad and the termination of most steamboat traffic on the Indian River ended both businesses. The building then became a residence for deep sea fishermen for several years, being demolished or otherwise destroyed sometime after the turn of the century.

Dora Doster Utz and Julia Doster, daughters of Ben Hill Doster, both wrote short but important memoirs of their childhood years in Jupiter.

Cabot House / Neptune House (1894-1900)

Frederick M. “Fred” Cabot II purchased the Sawfish Bay area prior to the arrival of the FEC Railway. Once the railroad reached Jupiter in 1894, Cabot began work on the first hotel in what was then called West Jupiter: the Cabot House. Located across the tracks from the original rail depot, Cabot originally planned 20 rooms, but completed his hotel with 13. He claimed the hotel “commands about the finest view of any place on this coast.” A pair of oleander trees stood on either side of the entrance.

After Fred died in a railroad accident in 1896, his widow continued to own the hotel, but she soon hired others to handle daily operations. Norman R. Fitzhugh Jr. was the manager in 1900 when sparks from a passing FEC Railway train set the building on fire and burned it to the ground. A lone oleander marked the spot for years afterwards. The hotel site was probably obliterated within a decade by the construction of the first county road from West Palm Beach to Stuart which subsequently became Old Dixie Highway.

There are no known photos of this hotel.

How the Jupiter Lighthouse Keepers Were Provided with Fresh Water



This photo of the Jupiter Wireless Telegraph Station, Jupiter Inlet Light Station, and Jupiter Weather Bureau Station shows the windmills used to pump water for all three government facilities, circa 1910. (LRHS Carlin Collection)

Just like people today, lighthouse keepers needed water for cooking, drinking, and cleaning. The Loxahatchee River did not provide much help as the water so close to the inlet was usually brackish. It grew saltier on an incoming tide or during periods of low rainfall. If the inlet closed, the river could become stagnant.

Most lighthouses around the country relied on cisterns. Gutters from the roof of the keeper dwelling(s) ran into large storage containers, usually permanent in-ground structures but sometimes supplemented by large barrels. At Jupiter Inlet Light Station, the 1860 keepers' dwelling had a brick cistern under its northeast corner. Although the house was destroyed by a fire in 1927, an archaeological dig in 2010 uncovered the cistern which still proved effective at collecting water. Visitors can see the cistern under Plexiglas at the east end of the deck, under the large ficus tree.



A 2010 archaeological dig uncovered the original keeper's dwelling cistern, full of debris from the destroyed house.

The Lighthouse Service constructed a separate house for the head keeper in 1883. This dwelling included a brick cistern under the breezeway leading to the kitchen. After the house was demolished in 1959, the cistern was returned to use by the Coast Guard until the 1980s for fire safety. The remains of this cistern were uncovered during the current renovations of House 1 and will be preserved for future interpretation.

Fresh Water at the Lighthouse continued

Cisterns also provided water for emergency firefighting, whether from accidents in the dwellings with wood stoves and kerosene lamps, or the threat of brush fires that might start in the sand pine scrub that covered much of the lighthouse reservation.

There were several drawbacks to using cisterns, even in an area like South Florida that had a fairly reliable wet season. Cisterns could be contaminated, especially by salt spray, bird droppings, and detritus from the roof and gutters. A common practice after several weeks without rain was to disconnect the gutters from the cistern temporarily and let the first rainfall wash them off. Lead contamination was also a danger from painted metal or wooden roofs, although this probably was not an issue at Jupiter.



The 1883 Head Keeper's Dwelling viewed from the Lighthouse. The in-ground cistern was located under the wooden breezeway connecting the house and kitchen. The roof gutters can be seen leading into the large barrel cistern that provided additional water storage.



Jupiter Inlet Lighthouse in 1977. The cistern is in the left foreground. The large ficus tree is on the left and the Keepers' workshop is on the right.
(Coast Guard Historian's Office)

Jupiter also had a water supply many lighthouses did not: a well. Many lighthouses were located on barrier islands which lacked fresh ground water, or even offshore where there was no ground water at all. Jupiter's well was likely part of the station's original construction in 1859-1860, although we have no documentation to confirm this. The well was definitely in use by the late 1870s when visitors remarked on its excellent water. It was hand-drawn for many decades. A windmill was finally added in 1906 to draw water from the well. In 1918, a pumphouse was built over the well, housing a gasoline-powered jack pump. A 30-foot steel tower topped by a 2,000-gallon cypress water tank was constructed on the hill north of the pumphouse and east of the lighthouse. After suffering hurricane damage, the pumphouse was rebuilt and expanded in 1929; this is the Keepers' Workshop visitors see today. The water tower remained in use until the late 1950s, when water contamination became a problem. The well was discontinued and the water tank removed as part of the 1959-1960 Coast Guard renovations at the light station.

Fresh Water at the Lighthouse continued

Many furnishings we take for granted in our homes were not available to the lighthouse keepers until the 20th century. Jupiter's keepers got bathtubs for the first time in 1907. Toilets were installed in 1916, ending a half-century of using outhouses at the light station.

The Weather Bureau Station and Naval Radio Station that shared the Jupiter Lighthouse Reservation were comparably equipped to the keepers. Both relied on windmill-driven wells at first. The Navy had its own steel water tower, primarily for fire safety. They also had an in-ground brick cistern with a wooden top. Unlike the light station, the Naval Radio Station's cistern was behind the main operations building and adjacent to the powerhouse; it was not underneath a building. The Weather Bureau Station did not have a cistern, so far as records show. Remains of the Navy's cistern were uncovered during asphalt removal this year; it will be preserved.

In 1959-1960, the Coast Guard renovated the Jupiter Inlet Light Station with a new pumphouse supplying the keeper dwellings and the houses connected to septic tanks. When the other nine Coast Guard houses were constructed in 1962, each had its own well and septic tank. A water main served fire hydrants.

A major project underway on site this year, funded and overseen by the Bureau of Land Management, is running new sewer and water lines on site, connected to the former Coast Guard houses.

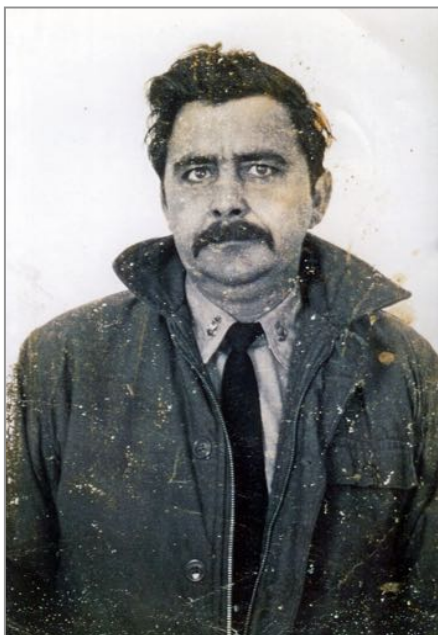


Closeup of the well exterior under the Keepers' Workshop in 2010. Visitors today can see the well through Plexiglas in the floor.



The cistern at Naval Radio Station Jupiter in 1917 and the remnants found after the recent asphalt removal.

When Charles Capps Turned the Fresnel Lens by Hand



BMC Charles E. Capps, 1974
(Courtesy of Lindsay Capps Smith)

Who was the last person in charge of Jupiter Inlet Light Station? Until 1987 there were Coast Guard personnel assigned to Jupiter whose duties included the lighthouse, but for the last two decades they were officially part of the crew of Loran Station Jupiter. BM1 Charles E. Capps holds the distinction of being the last Officer-In-Charge of a separate Jupiter Inlet Light Station, from 1964 to 1966.

Charles E. Capps spent half his 1953-1974 Coast Guard career serving at stations that only a few decades earlier would have been part of the Lighthouse Service. Capps was in charge of the Fowey Rocks Lighthouse off Miami immediately before coming to Jupiter, and a few years earlier served on the Thimble Shoals Lighthouse in Chesapeake Bay. He also served on the buoy tenders Jonquil, Azalea, and Bramble. Other service included a tugboat, three small boat (i.e. rescue) stations, Loran Station Batan in the Philippines, and CG Air Station Traverse City in Michigan. He retired as a Chief Boatswain's Mate (BMC).

At Jupiter, Charles Capps also got to be part of another superlative he would be fond of recalling for the rest of his life: the last time Jupiter Inlet Lighthouse was operated by hand. He was not the first to do so. Bertha Armour Bush stated her father, longtime Principal Keeper James Armour, turned the Fresnel lens by hand when a hurricane caused the tower to shake too much and disrupted the

clockwork and weight system that normally rotated the lens. During the 1928 Okeechobee Hurricane, and for a couple nights afterwards, the keepers and their family members took turns turning the Fresnel lens by hand due to the failure of commercial power and the backup generator.

Charles Capps entered duty at Jupiter Inlet Light Station on 14 Oct 1964. That same day, Hurricane Isbell made landfall in southwest Florida. Following a track much like Hurricane Wilma almost exactly 41 years later, Isbell was only a Category 1 as it passed through Jupiter, but it was still enough to knock out commercial power. The auxiliary generator fired up at 5 PM and, unlike 1928, it was housed in a sturdy concrete building impervious to the storm. Nevertheless, the generator failed less than three hours later. While EN2 Marion Lee Hancock tried to fix the generator, the rest of the crew attended to the light. Someone found a kerosene lamp – probably an emergency hurricane lantern – and placed in the center of the Fresnel lens. Capps and his junior enlisted assistants rotated the lens by hand for about 90 minutes before the generator was finally back in service.



Lindsay Capps Smith, youngest daughter of Charles Capps, recently visited Jupiter Inlet Lighthouse to see where her father once served. Coincidentally, members of CG Station Lake Worth Inlet and CG Base Miami were also visiting the site that day. (Photo by Josh Liller)

The Loxahatchee River Historical Society

Part 1: 1970-1994

The Loxahatchee River Historical Society (LRHS) is celebrating its 50th anniversary as a nonprofit organization.

LRHS traces its origins back to local historian Bessie Wilson DuBois. She had moved to Jupiter as a young girl in 1913. Her husband, John DuBois, had been raised in the historic 1898 DuBois House. In the 1950s, Bessie began actively researching, collecting, and writing about Jupiter's history (see [Vol II No 1 of this newsletter for more details](#)).

In 1970, Ethel Gravett brought her cub scout troop to Bessie's home museum. Inspired by the visit and determined that Bessie's years of hard work would not be lost, Ethel successfully organized a meeting about founding a historical society for the Jupiter-Tequesta area. The "Loxahatchee Historical Society" (as we were originally known) incorporated as a non-profit on 27 Jan 1972 and that date is celebrated as our anniversary. Charter board members included Bessie DuBois and her fellow pioneers Anna Minear and Harry P. Jackson. Other local pioneers involved in the historical society's formative years included John DuBois, Mary Young, Roy Rood, Shirley Pennock Floyd, and Alice Horne.

LRHS opened its first museum 2 Jun 1973 in the historic Oil House, next to the Jupiter Inlet Lighthouse. The one-room museum was open Sunday afternoons. Lt. Richard Harvey, BM1 Kit C. Campbell, and the other Jupiter Coast Guard personnel were great supporters of the new historical society. Some station personnel volunteered their Sunday afternoons so that museum visitors could also climb the lighthouse. A change of station commanders, downsizing of the station, and safety concerns ended lighthouse climbs in 1977.

Palm Beach County acquired DuBois Park in 1972. LRHS advocated for the preservation and restoration of the 1898 DuBois House. The DuBois Pioneer Home Museum opened in 1977, staffed and furnished by LRHS.

Other early LRHS projects included designing and placing a headstone on the graves of longtime lighthouse keeper James A. Armour; successfully petitioning to have the road leading into Lighthouse Park named Captain Armour's Way; and producing a map of local historic sites. When residents of new condominiums nearby asked



LRHS Board President Ethel Gravett cuts the ribbon to dedicate the Oil House Museum in 1973. She is joined by Cmdr. Robert Nelson (District Aids to Navigation Chief) and Lt. Richard Harvey (Loran station Jupiter CO) of the U. S. Coast Guard.

LRHS, Part 1: 1973-1994 continued



Capt. Armour's headstone: designed by Ethel Gravett and purchased with funds raised by LRHS

was almost completely undeveloped. Groundclearing began in 1985, but museum construction did not begin in earnest until September 1987. Fundraising proved a major challenge. The Loxahatchee Guild, formed by Anna Minear in 1981, raised \$100,000 of the \$377,000 final cost. Local governments and the MacArthur Foundation contributed various amounts, along with various fundraisers and private donors. The last \$75,000 was a special appropriation from the state legislature, thanks in no small part to lobbying by LRHS Executive Director Jud Laird.

The Loxahatchee Historical Museum opened to much fanfare on Saturday 27 Mar 1988. The dedication ceremony took place accompanied by an array of brightly-colored balloons, symbolizing the end of a rainbow. VIPs included County Commissioners Karen Marcus and Ken Adams; Florida Secretary of State Jim Smith; George W. Percy, director of the Florida Division of Historical Resources; and Rep. Tom Lewis. Having cut the first tree and turned the first shovel it was only appropriate that Lewis drive the last nail too. Roy Rood delivered the keynote address. Ethel Gravett and Bessie DuBois were in attendance to celebrate the end of a long road began over 17 years earlier.

the Coast Guard to discontinue Jupiter Inlet Lighthouse, LRHS strongly advocated keeping it active. The historical society designed several small temporary history exhibits at the Lighthouse Artscenter, the Jupiter Mall, and the lobbies of several local banks. Monthly member meetings featured guest speakers.

From the beginning, a major goal of the historical society was a purpose-built museum. After unsuccessfully seeking to have such a facility built in DuBois Park, LRHS signed a lease with Palm Beach County for 3.2 acres in Burt Reynolds Park in 1981. Then known as Jupiter Island Park, the portion of the park east of US 1



State Senator William G. 'Doc' Myers presents a \$75,000 check from the State of Florida to complete construction of the Loxahatchee Historical Museum. Standing: Charlie Scripps, board member; Ethel Gravett, founder and past board president. Seated: Pioneers and founding members Bessie Wilson DuBois and Anna Minear. The Jupiter elementary students in the front were invited to symbolize how the museum would preserve local history for future generations.

LRHS, Part 1: 1973-1994 continued



Florida Secretary of State Jim Smith speaks at the dedication of the Loxahatchee Historical Museum.

Susan Clark was hired as the first permanent executive director after the museum opening. Elizabeth Kehoe served as the first non-volunteer collections manager and curator, inventorying and cataloging the historical items collected over the preceding 17 years. The museum's first permanent exhibit, History Shaped By Nature, opened in 1990. That exhibit was preceded and supplemented by a variety of temporary exhibits including James Hutchinson paintings, Clyde Butcher photography, holiday displays, and a variety of Florida history and natural history topics. The Loxahatchee Guild provided support for specific projects and exhibits while a museum auxiliary thrift store helped provide operating funds.

On 6 Aug 1989, our historical society hosted its first SeaFare event. Chaired by Ethel Gravett and Pat Magrogan, the event took place at Lighthouse Park and the grounds of Jupiter Inlet Lighthouse. It resulted from two ideas: hosting a seafood festival and the U.S. Lighthouse Society's request that organizations around the country host events celebrating the bicentennial of the Lighthouse Service. The event featured food from local restaurants, historical reenactors, and arts & crafts. From 1989 to 1994, it was the only day of the year the Jupiter Inlet Lighthouse was open for climbing. The hugely popular event would continue annually for the next decade, but it came to an end because it was such a massive production dependent on hundreds of volunteers and a large grant from the Tourism Development Council.

Coast Guard plans to relinquish some of the Jupiter Lighthouse Reservation in the 1990s and the success of SeaFare led our historical society to approach the Coast Guard society with a request: would they consider transferring ownership of the lighthouse, or at least agreeing to a lease?



The packed crowds at SeaFare '91. RJ Gators and Harpoon Louie's are among the popular local restaurants that participated.

The story continues in our next issue...

Keepers' Update

Jupiter Inlet Lighthouse & Museum is currently open Tuesday-Sunday. Admission is sold each day 10AM-4PM and the Gift Shop is open until 5PM. Daily access is now through the former PX gate on the east side of the parking lot. There will also be early closings on several Saturdays in November, December, and January for weddings and other events. Please be sure to check our website for the latest information before visiting.

The **historic first-order Fresnel lens** in the Jupiter Inlet Lighthouse remains secured against vibrations from the US 1 bridge project. The Lighthouse remains an active public aid to navigation with a temporary LED beacon on the east side of the Lighthouse lantern, installed by the U.S. Coast Guard. The lighthouse also remains open for climbing as part of daily admissions and sunset/moonrise tours.

The **historic World War II Navy housing building** on the waterfront is closed until further notice, also due to the US 1 bridge project. Lighthouse Park, operated by the Town of Jupiter, remains open normally.

Please pardon our dust! A Bureau of Land Management utility project is underway on site, including new water and sewer lines. Archaeologists are monitoring the project.

Welcome back, **Darby Brown**. One of our former high school volunteers and summer interns, and now a graduate of Florida State University, Darby has joined our staff as the Education Assistant.

Tickets are now available for our annual [Rendezvous at the Light](#) fundraiser which takes place on Saturday November 19.

Our new **Lighthouse Explorers Club** program begins Saturday November 12. It will be held monthly on the second Saturday of each month and is intended for elementary and middle school children. Our monthly **Lighthouse Storytime** program, primarily for preschool age children, will continue on the third Saturday of each month. Please RSVP through our website if you plan to attend.

Military history tours will be offered on Friday November 11 (Veterans Day). These tours will start at 11 AM, 1 PM, and 3 PM and are included with general admission.

Join us for **Historian at the Pavilion** at 11 AM on the Fourth Wednesday of every month from November through April. LRHS Historian, Josh Liller, will give a short talk about a local history topic then answer questions about local history. This program is free with general admission. No RSVP required, but the program is outdoors and thus weather-dependent.

Newsletter Credits

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