Palm Beach's First Resident Murdered at Fort Pierce

Clark's Dredges Shaped South Florida

Auto Racing at Fulford Speedway — Brief but Glorious

School Days in Early South Dade County

The Historical Association of Southern Florida

UPDATE

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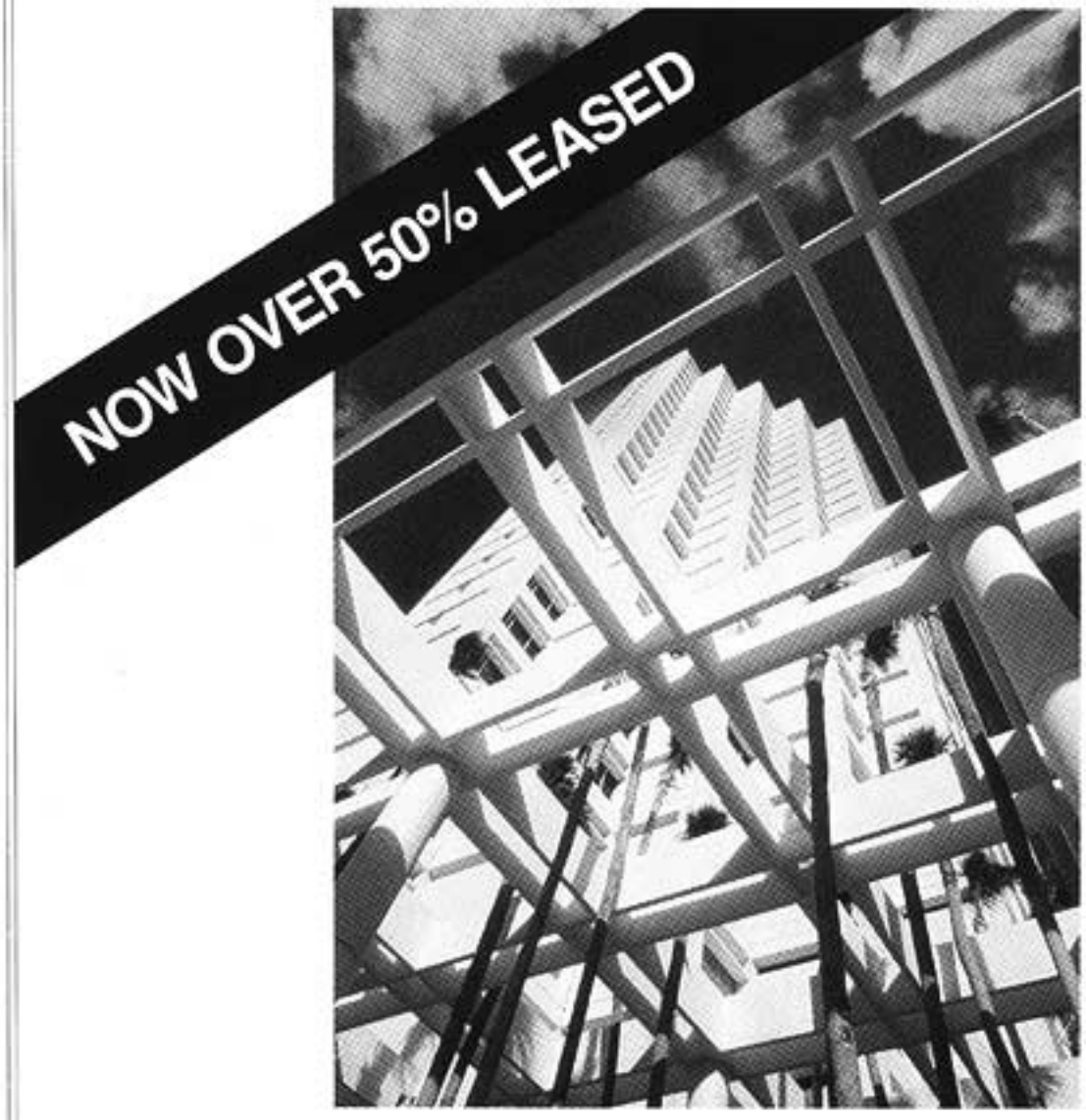

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Car No. Nine prepares for start of 1926 race event. See page 8.

AROUND THE MUSEUM

DOROTHY JENKINS FIELDS

"Those people haven't thought enough of themselves to write their history." These words, spoken carelessly by a librarian at the downtown Public Library, provided the catalyst that impelled Dorothy Jenkins Fields to create the Black Archives, a major resource for historical research in Dade County. The year was 1974. Dorothy, at the time the chief librarian at Myrtle Grove Elementary School, had been asked to put together an exhibit for the approaching Bicentennial celebration that would include an emphasis on the history of Dade County.

To Dorothy, who had from childhood absorbed an intimate knowledge of the rich history of the black community in Overtown, it was obvious that an exhibit of local history must weave the strands of black experience into its texture. After all, blacks were among the first to settle here, and to vote, as soon as the little town of Miami was incorporated. They had provided much of the labor for the railroad and other elements of the infrastructure that made life possible here. They had created a vibrant, self-contained and independent community. For the historian concerned with migrations they had interesting links to the Bahamas and other places.

When she looked through the library at Myrtle Grove, however, Dorothy could find no book on black history, none at all. It was at this point that she called the downtown Public Library. Inflamed by the librarian's casual cruelty, she was determined not to let the matter drop. She was advised to call the Historical Museum, which until then she had barely heard of, not so surprising since at the time the Museum lacked even a Director. To her great good fortune, Dorothy was connected with Thelma Peters. And thus began Dorothy Fields' association with the Historical Museum.

The Black Archives was an outgrowth of that Bicentennial exhibition at Myrtle Grove. The research and acquisition of documents was slow as word spread that Dorothy Field was collecting material for a repository of historical information about the black community of Dade County. It was not until 1977 that the Black Archives was incorporated.

Dorothy Fields in the stacks at the Black Archives.

She began with the simple idea that everyone's story is important. She was certain that valuable archival material was tucked away in drawers and boxes throughout the black community. It was difficult, however, to get people to share their documentary evidence with her. To talk about the past raised memories still painful, memories of physical abuse, of lynchings, and of psychological abuse equally damaging. For example, although the separatist Marcus Garvey movement was not strong in the Twenties, FBI records show that black men were run out of town for joining the organization. Small, repeated insults as well as major assaults contributed to a climate of repression that made the black community turn inward. "Several enclaves developed in isolation from the white community," says Dorothy.

But if these enclaves in Overtown, Coconut Grove and other places were isolated from the mainstream society, they were far from bleak. Overtown was a self-sufficient, self-contained community from 1900 to 1950, the cradle of black business and culture from Key West to West Palm Beach. It supported a successful insurance company, thriving retail stores, restaurants and hotels. The Lyric Theater, built by Geder Walker, offered

(continues on page 14)

Augustus Oswald Lang

German First to Live on Palm Beach

BY MARY COLLAR LINEHAN

All accounts of Palm Beach County history call Augustus Oswald Lang the first settler in what is now Palm Beach — in fact the first settler on the shores of Lake Worth.

The details, however, of his sojourn here and the reason for his being here did not always agree. For a comprehensive article about Lang see "First In Palm Beach," by Louis Capron, in **Tequesta** 1965. For over 100 years incomplete and conflicting stories of his life in South Florida have been told. Many questions are brought to mind.

This article will relate some of the latest information which has come to light, as well as to try to find the truth of some of the long misquoted facts. It is hoped that this will pique the interest of historians and even further information will be available for a more comprehensive article at a later date. There is still much to be learned.

A truer story began unfolding in February, 1984, when Lang's great granddaughter, Teresa Lewis, of Lake Worth, saw Lang's picture in the exhibit room of the Historical Society of Palm Beach County, in the Henry Morrison Flagler Museum. Teresa recognized the name and knew that this was her great grandfather. She had not known that he was the first settler. She contacted the author of this article to learn what the Historical Society knew of her great grandfather and then began asking her family for information.

The picture, the only one known to exist, had been copied from **The Knockabout Club in the Everglades** by Fred Ober, published in 1887. It was discovered by Stuart McIver about 1975, and reproduced in his **Yesterday's Palm Beach.** Incorporated in Ober's story is an account of a murder which took place on the St. Lucie River in December 1873 - that of Augustus Oswald Lang.

It has not been determined where or when Lang was born or when he came to America. It is said that he came from Germany, where he had been a gardener for the King of Prussia / Grand Duke of Baden / King of Saxony. Documents attest to the fact that Lang was in South Florida by 1861. There was political unrest in Prussia / Germany about this time, so he may have come to America earlier.

Construction on the Jupiter Lighthouse had begun in 1855. Trouble with the Indians halted work for a time but it was completed and lighted July 10, 1860. Thomas Twiner was the keeper from June 12, 1860, to January 1, 1861, when J.F. Papy became the keeper, with A.O. Lang and Francis Ivy as assistants.

War was declared in April, 1861, and Papy was ordered to darken the light to discourage blockade runners. Papy professed to be sympathetic to the South, but it seemed that he could not bring himself to darken his beloved light.

In August, 1861, Lang, with Ivy and James Paine of St. Lucie, removed some of the apparatus to make the light inoperable. They deposed Papy, then proceeded to travel south to Cape Florida where they broke the lens and took some parts back to Jupiter with them. It was a trip of 140 miles, 90 of it along the beach, walking.

A letter to Governor Madison Starke Perry and one to C. G. Memminger, Secretary of the Treasury, Confederate States of America, tell of their acts. Lang had resigned as assistant keeper so that he was not in the employ of the government when complying with the order sent to Keeper Papy.

Augustus Lang has often been called a deserter. To be a deserter, he would have to have been in one of the services; there is no record, so far, that he was.

Some 20 to 30 deserters and evaders were clustered in the settlement around the Miami River. They were men from both sides and from the army and navy, banded together under Major Valdez at Ft. Dallas.

Lang may have fled south to the shores of Lake Worth to make himself scarce if he were being hunted for his part in the destruction at the lighthouses. Perhaps he feared arrest by crews from the coastal boats. It seems more likely that he just wanted to be left alone to continue his horticultural pursuits.

The first National Draft Act was the Confederate Draft Act in 1862. By this time Lang was well hidden away.

In the fall of 1866, Michael Sears/Zair/Zahr and his son George, residents of the Biscayne Bay area, were returning from a trip to Titusville, then Sand Point, where they had gone to trade at the store closest to the South Florida settlers. They saw an opening in the barrier strip which had not been there when they had traveled north.

Upon investigating they sailed into Lake Worth, which had been named for General William J. Worth who brought the Second Seminole War to a close in 1842. After the Searses sailed south for mile or two, they found A. O. Lang on an island on the east shore of the lake. His home was on the site of Old Bethesda-by-the Sea Church, one mile north of present day Flagler Bridge.

The Jupiter Light had been back in

Walker Augustus Lang

operation since June 28, 1866. Lang was 10 to 15 miles to the south. As it was the only source of night time light anywhere, wouldn't he have seen it and wondered if the war was over?

One account tells of Lang living on the lake with "a pal, Matthews." In an article in **Tequesta** 1955, William J. Schelling writes of the activities of the **Sagamore**, a gunboat and blockade runner. In January, 1863, the **Sagamore** was in Jupiter. It had captured a blockade running sloop, **Julia** with Matthews as the captain.

Another account said that he was taken off his ship because of conduct unbecoming an officer. Servicemen thought that duty off the South Florida coast would be very desirable; they soon found that it could be very boring. This may account for much drunkenness.

Whether before the war or not, it was said that Matthews had been farming corn and potatoes at Jupiter with a Mr. Smith. A storm had made an inlet and flooded their crops. A Mr. Albert Smith is known to have been a lighthouse keeper for a short time. In addition, there was a Smith family in the Stuart-Ft. Pierce area. Frank and Joseph Smith were Justices of the Peace at St. Lucie in 1870. Another Smith figures in this Lang story.

After Michael and George Sears spoke with Lang, he very shortly left the shores of Lake Worth and went to Indian River country, on Tenmile Creek which runs into the North fork of the St. Lucie River. This location is west of present day Ft. Pierce, near White City. When the Searses returned to Biscayne Bay, they told Charlie Moore of the beautiful lake they had discovered. Charlie went to see for himself. Lang had left, so Charlie moved into his house.

From 1866 to 1873, Lang was busy with his horticultural pursuits; he may have made some trips back to the Lake

Arrow indicates Susan Lang Smith, Augustus Lang's wife.

Worth area to see how his plants there were doing. It is said that he kept a diary and records of his experiments. The family is still searching for this diary.

Teresa located a land record showing that on November 25, 1867, Augustus Oswald Lang bought from the Internal Improvement Fund of the State of Florida Section 13 in Township 33 South and Range 39 East. This property is located about 15 miles north of Tenmile Creek, just south of Vero Beach. It was deed No. 4935.

F. W. DeCroix in his **An Historical and Progressive Review of Miami, Fort Lauderdale and other Sections in Dade County, Florida**, published in 1911, writes of Lang's murder:

A sad ending came to this honorable old man, who disregarded all obstacles in the way of fulfilling promises he had made. Later the old fellow moved his family from the Lake Worth district, and settled up on the "Tenmile Creek," just above White City, in St. Lucie County. One day the old man was missing. Search was made, but to no avail, he could not be found.

One day a man named Hendry told a story that paralyzed the country. In a quarrel amongst Lang, Drawdy, and a man by the name of Padgett, Drawdy and Padgett killed the old man Lang, and cut up the body and placed it in some alligator holes, the 'gators destroying the corpse.

Young Hendry had witnessed the killing, and the two murderers so frightened him that he became insane over the tragedy, but before losing his mind, he revealed the facts and the two were brought to trial. In those days there were no white men available for jury duty, and the two were tried by negroes.

They were brought to Ocala, and received a sentence of eight years. At the same time Drawdy's father was being tried for stealing orange trees, and received a sentence of thirteen years. Now comes the part in which the attorney for the murderers had his share in the history of this case. The wily attorney for the defense, in a moment when the jurors were about to announce sentence, sprang up with a shout and with fear upon his features, with a long bony forefinger pointing to the trembling blacks, shouted. "You want to hang these men? Why, their ghosts will come back and haunt you for the rest of your days' "

Louis Capron's comprehensive "First in

(turn to page 15)

First Palm Beach House a Log Cabin

Charles W. Pierce, who came as a boy to the shores of Lake Worth after Lang had left the area, wrote a lengthy manuscript, part of which was later published as **Pioneer Life in Southeast Florida**. Elsewhere in an unpublished portion of his manuscript he wrote about Lang:

This place had been made and improved by a German named Lang, of whom Captain Armour told the story. It seems he was afraid of being drafted into the Southern army and moved to the lake accompanied by his wife, sometime during the Civil War, so ran the story, and now it came to them most vividly, as they gazed upon the results of Lang's labor, assisted by his wife no doubt in many ways, during the years of their complete isolation on this place.

Lang was a gardener and horticulturist by trade; he came to Indian River about the year of 1860 to make a home, but after the war broke out and the State started drafting its man power to fight the North, Lang whose sympathies, it appears, was with the North, did not want to be forced to fight against the Union, in the Southern army, so he and his wife packed up and moved to Lake Worth, which was at that time the most isolated place on the Atlantic Coast of North America.

Here the Langs lived, completely cut off from the outside world, for three or four years; their only visitors the Seminole Indians, and they were at that time none too friendly. This man and his wife lived and worked here until a year after the close of the Civil War working on this place and making it beautiful, with none to admire its beauty except themselves and an occasional Indian; yet they kept on improving it, knowing well they would leave it, when the war was over, never to return.

Mr. Lang built a small log cabin, with logs cut in the pine woods on the west of the lake, and there were no large pine trees growing nearer than five or six miles in either direction from his location on the east side of the the lake, and of course these heavy logs had to be boated over the lake from the locality where cut; of fat lightwood, they would not float, it is a wonder how he managed to handle them.

Dear Editor:

My father, William R. Clark, though not born in Miami, moved here in 1915. Periodically, he has committed to writing recollections of Miami's early days. Enclosed is a letter he wrote not long ago in response to an article in the Herald concerning the influence of the Dredging Industry on Miami's development. In it he outlines his grandfather's contributions to Miami.

Sincerely,
James N. Clark

Robert Post Clark

Understandably proud of his grandfather's many accomplishments William R. Clark makes a strong case for Robert Post Clark as "the person most responsible for the area as it appears today and probably the one most overlooked in South Florida's history." See if you agree with him.

Dredging Up the Past

BY WILLIAM R. CLARK

An article appeared in the February 4, 1985 **Miami Herald** entitled "A Dredge Named Miami" by Juanita Greene. To quote a sentence from that article: "If South Florida were to memorialize its most influential shaper of history, it could build a giant machine - a dredge." That statement is probably true but how about the men behind those shapers of history, the developers and contractors?

The natives, transplants, vacationers, and visitors who enjoy beautiful South Florida and the permanent residents of Dade, Broward, Palm Beach, and Monroe Counties should be acquainted with a man who is seldom mentioned in the history of the area's development. Robert Post Clark, the founder and owner of the Clark Dredging Company, is probably the person most responsible for the area as it appears today and probably the one most overlooked in South Florida's history!

Robert Post Clark was born in Harwichport, Cape Cod, Massachusetts, July 14, 1859. His ancestry dated back to the landing of the Mayflower at Plymouth, Masssachusetts, in 1620. His inheritance consisted of considerable knowledge of the sea; the Clark clan all made their livelihoods as seafaring individuals. R.P. went to sea at a very early age as a cabin boy. He became a first mate in his teen years on a sailing cargo ship that made regular runs from the harbors of New York and Boston to Galveston, Texas. He settled in Galveston in 1879 and worked as a stevedore on the Galveston docks. During his spare time, he became proficient as a deep-sea diver and helped to remove sunken and storm-stranded vessels in the Galveston and Gulf Coast areas. This work and his seafaring experiences laid a perfect foundation for his future career as a dredging contractor.

In the early 1880s, R.P. became acquainted with Frank Furst, an established business man in Galveston who was aware of R.P.'s abilities and offered him an opportunity to oversee a dredging project in Galveston Bay. From this beginning, R.P. later became one-half owner of the Bowers Southern Dredging Company with headquarters in Galveston. Dredging work was very much in demand in those years and the Bowers Southern Dredging Company flourished. In the late 1800s it was said to be the largest dredging company in the world.

The company's dredges were basically 20-inch hydraulic types; steam-driven cutter engines with diesel-powered suction engines. R.P. acquired full ownership of the company, changed its name to the Clark Dredging Company, expanded his contracts to the east coast of the country and to other ports and projects including the neighboring countries within the confines of the Caribbean Sea.

In 1911, Henry M. Flagler and Carl G. Fisher enticed R.P. and his Clark Dredging Company to Miami, Florida with the promise of dredging contracts in the millions that would last for years. R.P. accepted the challenge and made the move. He established his headquarters in downtown Miami. Later he would have branch offices in Philadelphia, Galveston, Key West, Havana, and Miami Beach.

After moving his headquarters to Miami, R.P. immediately became active in reshaping Miami, Miami Beach, and the surrounding area. True to the promises of Fisher and Flagler, contracts amounting to millions of dollars were awarded the firm during the 1911-1914 period, as the bay shallows were pumped up and bulkheaded into strings of islands. Captain Clark established a working and personal friendship with Fisher, an avid developer, most noted for the creation of the beautiful man-made islands in Biscayne Bay and the development of the uninhabited mangrove swamps from twentieth street south into what is now Miami Beach.

R.P. dredged Star, Palm, Hibiscus, Venetian Islands, Sunset Islands, and many other islands that are beauty spots in the bay. He also built the Miami Beach jetties, dredged the channel and harbor of the old port of Miami, made Bayfront Park, and filled in from 13th Street south, east of what is now Biscayne Boulevard. He deepened and widened Miami River and became known as the "Dean of Dredging." His work on Miami Beach was referred to as "The Cinderella-like transformation of the mangrove swamps

Letter from Carl Fisher

Scoop dredge working on the banks of the Miami River.

across the Bay"! Among his accomplishments were the construction of the causeways across the bay, beginning with the McArthur Causeway.

Between 1911 and the early 30s, R.P.'s firm became internationally known. He completed work on the Cape Cod Canal (a dredging masterpiece), the Nassau, Bahamas, harbor, the Havana Ship Canal, and the Key West Submarine Base. He completed work on the Cape Fear River in North Carolina, and did extensive work on Port Everglades in Fort Lauderdale.

In 1925, R.P. moved into a beautiful new home on Palm Island that he designed and built. It was a showplace and landmark for many years. The interior was done entirely in marble and furnished with imported articles from European countries, mostly of Spanish origin. He gave up his apartment that he had occupied for many years in the McAllister Hotel, overlooking the bayfront and the old Royal Palm Park and Hotel. He also moved his headquarters into a new five-story office building, the Clark Building, on the Miami River at 343 NW South River Drive. There, he had an elaborate machine shop and docks capable of repair work on any type of dredging equipment.

Later in his career, R.P. dredged the new port of Miami, worked on Rickenbacker Causeway, did considerable work on Crandon Park, widened and deepened Miami Channel and Miami River several times, worked on the Florida Keys on various projects, and made Burlingame Island by filling in 4,500 feet of bulkheading with 300,000 cubic yards of rock, giving this unique island an elevation of 30 feet and an area of 22 acres. R.P. obtained ownership of the island at the mouth of the Miami River, a valuable tract of property. The island is now known as Claughton Island after several transfers of title.

R.P. dredged the majority of the Inland Waterway that stretches from Miami all the way north up the east coast of the United States. His dredges worked in Texas, completing the Houston Canal, and kept busy in the Key West area working mostly on government contracts involving the U.S. Navy. He built the jetties, the channel and harbor at Fort Pierce, Florida.

R.P. was one of the original investors in the Belcher Oil Company, Maule Industries, and the Hialeah Race Course. It is said that at times he had a payroll in excess of 1,000 skilled workers, which included room and excellent board for those assigned to around-the-clock dredging operations. Some of the largest hydraulic dredge boats owned and operated by the Clark Dredging Company were the Norman H. Davis, The Arundel, Mary Jane, R.P. Clark, and Hester. At one time the company hae eleven of these huge pieces of machinery digging and creating land at the same time.

R.P.'s oldest son was Robert Browning Clark, a graduate of the University of Texas. R.B. was affiliated with R.P. as a superintendent of various projects and branched out, with R.P.'s blessings, to form the Megathlin and Clark dredging Company. Their equipment consisted of dipper (or bucket-type) dredges and they engaged in projects of Everglades draining for the most part. They also worked on the West Palm Beach Canal that extended from the east coast to the waters of Lake Okeechobee, The Miami Canal that runs from Lake Okeechobee to the Miami River and thence to the sea, and many inland canals and draining projects.

R.P. backed R.B. with his venture with the understanding that R.B. would not enter into competition with him. R.B. kept his promise and together with Captain J. L. Megathlin formed a successful dredging company. In the early 1920s, the company dredged the eastern one-third of the Tamiami Canal and made the eastern one-third of the Tamiami Trail with the fill.

The company flourished until the Great Depression. Several of their best dredges were lost to fires and insurance for fire was not in existence at that time. Contracts became obsolete, and the company was forced out of business. R.B. went back with R.P. and remained with him until the outbreak of WWII. Captain Megathlin retired and served as an expert advisor on dredging projects, whenever there was a demand.

Robert Post Clark died in 1945 at the age of 85 at his Palm Island home. The United States War Department Corps of Engineers issued a certificate stating that R.P. had successfully completed many large contracts over a long period of time for the Government and had been looked upon as the Grand Old Man of Dredging Business. A resolution signed by Mayor John H. Levi that is part of the minutes of the City Council of Miami Beach of March 6, 1945 states that R.P. was always of upright character and that he was fair and honorable in his dealings with his fellow men. It refers to him as "Our Esteemed Pioneer Citizen, one of our early engineers and developers, who did much toward the construction of Miami Beach in its formative years".

William R. Clark now lives in North Carolina.

Twenty-thousand fans packed the Fulford Speedway.

Board Track Era Lasted 21 Years

By: AL POWELL

Possibly the most important chapter in auto racing history is the Board Track Era. It brought about astounding advancements in engine design, supercharging, metal alloys and fuel. We will never see board tracks again. They filled the need of the time, but with advanced paving techniques they are no longer needed.

Today, American auto racing is run on paved and dirt speedways. In the early days, however, around the turn of the century, cars raced on horse tracks, generally one mile in length, perfectly flat and very dusty. Track owners would not allow anything to be put on the track to cut dust. They felt it would harden the track and cause harm to the horses that ran there. As a result, auto races were run in heavy dust and over rough tracks.

The dust was often so thick that fans could not see the cars, drivers couldn't see the track and accidents were common.

Something had to be done. Fans would not pay for a race they couldn't see, drivers refused to drive on the dusty, dangerous tracks, and owners balked at spending money on racers that might be destroyed racing on a dust-covered speedway.

Road builders tried to build paved tracks, but their asphalt was so poor that it quickly disintegrated. Carl Fisher resorted to paving bricks to save his Indianapolis Speedway. Over 3 million 10-pound bricks were used to pave his 2-1/2 mile track. Hence the nick-name, "The Brickyard."

Although they served Indy well, bricks were not the answer. The expense was too great. No other speedway used them.

In California, an engineer, Fred Moscovics, had an idea. As a youth, he had been a bike race fan. The beautiful board tracks the bikes used gave him an idea.

Why not build an oversized version of the bike track and race cars on it? A wooden track would be dust free, smooth, fast and quick to build.

From this idea came the amazing board speedways. His track was built at Playa del Rey, in Southern California. It was perfectly round, high banked and one mile in length. The first race was held there on Aug. 8, 1910.

The track was an instant success. It was clean, fast and safe. Better yet, fans could watch the race clearly and go home without a layer of dirt covering their clothes.

Drivers found this track odd, though. Because the track was round and highly banked, they only turned the steering wheel when they were passing another car. The car actually steered itself!

To add to the competition, and provide for more seating, the next board track was built with two straightaways. The turns remained highly banked and speeds were quite high. Races of 90 to 100 mph were common.

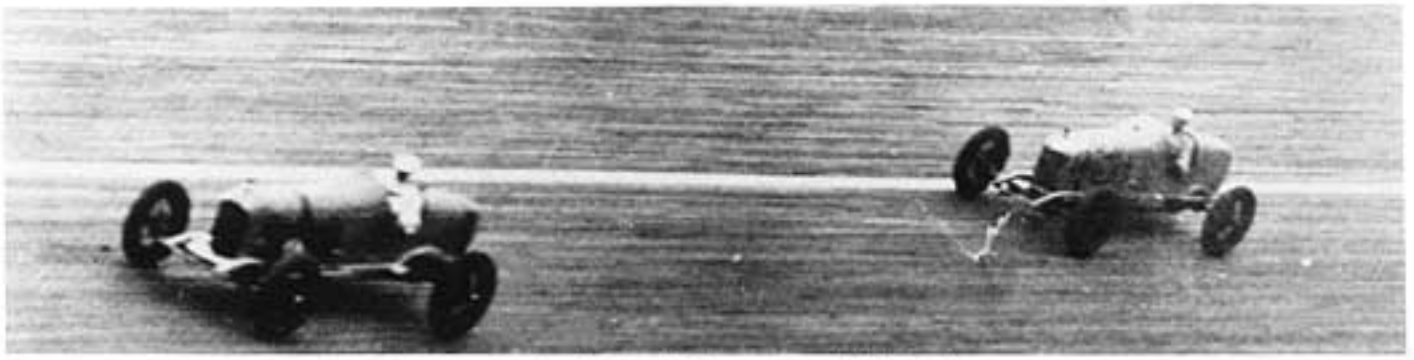
As cars improved and speeds went up, drivers encountered problems entering and exiting the turns. To simply stick straightaways between the turns would not work. They met at abrupt angles which would throw the cars out of control at high speed. Many ideas were tried but with no success.

Finally in 1919, an engineer, Art Pillsbury, tried something new. He adapted the formula for laying out railroad track curves. His design was first used on the Beverly Hills 1-1/4-mile speedway; it opened the door to true high speeds. The first event was a 250-miler; it was won at an average speed of 103 mph. By comparison, the 1920 Indy event was won at an 88 mph average.

As for the construction of the tracks, everything was wood. They were built up off the ground on pilings, basic bridge construction actually. Once the underpinning was erected, the track surface itself was laid. This was made of either 2x4, 2x6 or as at Fulford 2x8 boards, laid on edge.

The board track era lasted for 21 years, 1910 through 1931. There were 24 built across the country, ranging in length from 1/2 to 2 miles. Each was a thing of beauty.

The lack of a proper wood preservant was their downfall. After 3 or 4 years tracks began to disintegrate. Holes would develop during races and a team of carpenters were kept busy repairing the track while the race was in progress. Wilbur Shaw tells of racing along at 130 and seeing a human head in the middle of the track. It was a carpenter, working beneath.



Track and cars become blurred as racers reach speeds in excess of 120 mph.

Auto racers and track officials lined up at the starting line at Fulford Speedway as 20,000 fans looked on.

Auto Racing Records F

By: AL POWELL

In 1925 Carl Fisher, who built Indy, and was then developing Miami Beach, decided to build a board track in Miami. He owned the land and put up most of the money himself.

Fisher envisioned Miami as the winter auto racing capital of America. He wanted the finest board track in America and set out to get it. To design and oversee construction, he hired Ray Harroun, winner of the first 500, who was the finest auto racing engineer in the country at the time.

Harroun designed what proved to be a fantastic speedway, featuring high banked turns of 50 degrees! As an example, the current Daytona Speedway is hailed as a high-banked track. However, the Daytona banks don't compare with those at Fulford; Daytona's are only 32 degrees. The 50 degree banks at Fulford were so steep that a car had to run at least 110 mph to stay on them; any slower, the car would slide off.

Fisher arranged for American Automobile Association sanction and a race date of Jan. 30, 1926, to open the 1926 season. Known as the Carl G. Fisher Cup Race, it attracted the top drivers and cars in the country: Pete DePaulo, Tommy Milton, two-time Indy winner, Harry Hartz, Earl Cooper. A field of 18 cars were entered, made up of 15 Millers, one a front-wheel drive, and 3 Duesenbergs. Fisher added the frosting on the cake by hiring the living legend of speed, Barney Oldfield, as official flagman. The purse was $30,000.

Delays postponed the race until February 22, Washington's birthday. When it was opened for test runs, Champion DePaulo said, "It's the finest track I ever saw. Those 50 degree banks are great!"

On that first day, runs of nearly 140 mph backed the Champ's words. Fulford held great promise.

The day of official time trials over 1,600 fans paid to watch the action. Speeds averaged well over 130 mph, making it the fastest field ever to race in America.

Late in the day, young Ralph Hepburn took his Miller out and blistered the boards. When he coasted into the pits after his run, the whole area was in an uproar. Hepburn, a rookie driver from the motorcycle ranks, had broken every closed course record in the world, with a run of 141.19 mph!

Headlines around the world proclaimed the new speedway, far away in Florida. The furor had hardly quieted when four days later, Bob McDonough, protege of Tommy Milton, tooled his finely tuned Miller to another world's record with a 142.93 mph clocking. Fulford was on the map, the speed capital of the world!

News of the new records had South Florida abuzz. On race day, 20,000 people jammed the track to watch the 300-miler. Ticket prices ranged from $3 to stand in the infield to $6 and $8 in the grandstand. Box seats went for $10 and $15.

At 1:30, 18 cars were lined up in front of the grandstand and drivers introduced to the crowd. Oldfield waved the cars away. After two laps to warm engines and get in proper position, they were on their way.

Of considerable interest were the flags in use that day. Barney didn't flag them off with a green flag, he waved a red one! Flags in '26 were: red: course is clear, white: stop in pit for consultation, yellow: accident or debris on course, green: entering last lap, black with white center: move over, faster car approaches, black & white checker: race is over.

As the race got underway, Hepburn blasted into the lead. He suffered tire failure almost immediately and was forced to the pits. Dave Lewis, driving the first successful Miller front-drive, took over the lead, but he was soon overtaken by Leon Duray in a conventional rear-drive Miller. Duray, who wanted to lead in any race, set a blistering pace and after 125 miles had a full lap lead over DePaulo in the Duesenberg. Speed at that point was 133.12 mph.

With DePaulo in his shadow, Duray continued to lead. It seemed no one would catch him, but shortly after the half-way mark, he was forced into the pits for tires. Another charger, Earl

l at Fulford Speedway

Devore, took over, with DePaulo close behind.

There were two minor spins during the event, each coming at about this time. Bennet Hill at the wheel of a Miller looped three times as he entered the back straight. He hit nothing and continued on his way. Soon after, Doc Shattuck made a single loop, splintered a bit of guard rail but was able to continue after a short pit stop.

Once the track was cleared after Shattuck's spin, DePaulo was given the "Go" sign from his pit. The champion started his charge.

At 230 miles he passed Devore to take the lead. At 250 miles he had a full lap lead. Fans saw an exciting final 50 miles as Harry Hartz put on a good run at the leader. He passed Devore, but was unable to overtake the front-running DePaulo. At the checker it was DePaulo, Hartz, & McDonough in third. Amazing as it may seem, DePaulo and Hartz ran the full 300 without a pit stop. The winner finished with a World's Record 129.29 mph.

There was excitement in the air as fans drove home and crews packed their equipment. New world's records had been established for the 100 miles, 200, 250 and 300 miles. It seemed all had witnessed the birth of a speedway that would bring big time auto-racing to South Florida. Fisher's dream had come true, or so it seemed.

Plans were made for future years. The Fisher event was scheduled to open each racing season. Other racing events were planned for the fabulous Fulford oval.

Little did those in attendance realize that they had witnessed the first, and, for some six decades, the only time Indy cars were to run in South Florida.

As so often happens, man-made plans are of little consequence when Mother Nature decides differently. A short six months later on Sept. 17, 1926, the worst hurricane ever to strike the Florida coast lumbered slowly across Miami.

No one knows just how strong her winds were as weather instruments were carried away by gusts over 150 mph. The simple wooden homes and buildings were blown to splinters and the world-famous Fulford track was no different. It was totally devastated.

When the storm passed, the over one million board feet of lumber that was Fulford was salvaged to help rebuild the city. The land was subdivided and sold as building lots and not a trace of Fulford remains. Today it is known as North Miami Beach.

Al Powell, a native Miamian, was born one year too late for the rise and fall of the Fulford Speedway. A former racing driver himself, he remains in the automotive field today, as assistant general superintendent of maintenance for Metro Bus.

RESULTS
Order of Finish

1. **Peter DePaulo** . . . . . Duesenberg $12,000, 129.295 mph
2. **Harry Hartz** . . . . Miller, $6,000
3. **Bob McDonough** . Miller, $3,000
4. **Frank Elliott** . . . . Miller, $2,500
5. **Bennet Hill** . . . . . Miller, $2,000
6. **Earl Devore** . . . . Miller, $1,800
7. **Ben Jones** . . Duesenberg, $1,600 flagged 235 miles
8. **Doc Shattuck** . . . . Miller, $1,400 flagged 221 miles
9. **Dave Evans** . . . . . Miller $1,200 flagged 216 miles
10. **Leon Duray** . . . Miller, out at 204 miles, dropped valve
11. **Pete Kreis** . . . . Miller, out at 198 miles, broken crankshaft
12. **Jerry Wonderlich** . . Miller, out at 186 miles, fuel leak
13. **Zeke Meyer** . . Miller, out at 174 miles, overheating
14. **Fred Comer** . . Miller, out at 162 miles, rod bearing

(World) RECORDS SET AT FULFORD

Fastest lap ever turned on a closed course, 142.91 mph, Bob McDonough.

Fastest 200 mile distance, 131.04 mph, Earl Devore.

Fastest 250 mile distance, 129.03 mph, Peter DePaulo.

Fastest 300 mile distance, 129.29 mph, Peter DePaulo.

Note: All drivers received $1,500 appearance money.

The Goulds School surrounded by Dade County pines and palmetto palms.

Silver Palm First School in South Dade

By EMILY PERRY DEITERICH

The first public school in Dade County opened in Lake Worth in 1886. Almost twenty years passed before a school was established south of Cutler.

Isolated geographically from the rapidly developing city of Miami, a somewhat different character emerged in these small schools, compared to those in more urban areas. The sense of community and pride which local residents felt was evident in the manner they maintained and improved their schools. The variety of purposes the schoolhouses were used for is also indicative of their importance in the community.

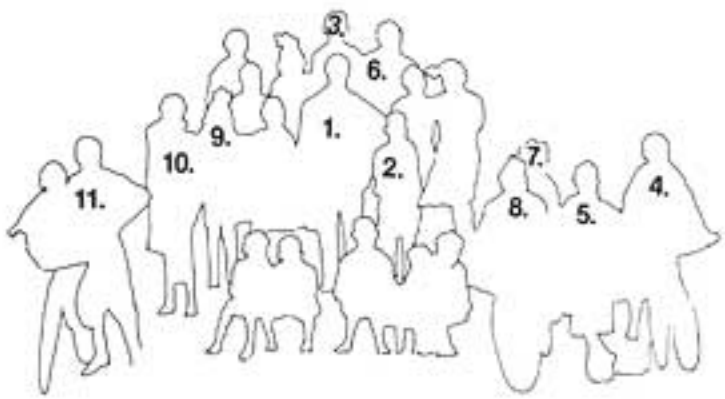
Silver Palm was the first settlement south of Cutler, established at the turn of the century. It was named for the beautiful little palm that grew profusely in the pine woods.

John Brinzell became the first person to homestead in south Dade County, building the first house south of Cutler in 1889. Brinzell's log cabin, with palm-thatched roof, had a door but no windows. He staked his claim south of what is now Silver Palm Drive and west of Newton Road. Brinzell was a broker, locating settlers on their homesteads for a fee of ten dollars.

In 1900 Charles A. Gossman, Will Anderson, and Charles W. Hill arrived to improve their claims. Gossman was an experienced carpenter who worked for Henry Flagler on the Royal Palm Hotel in Miami. At 20 Anderson came to Dade County from Indiana. He worked as a surveyor for the railroad. Hill was a telegrapher in South Carolina before coming to Florida. Hill's homestead was on

Most of the community turned out when a fish fry was held at Silver Palm School.

The school at Princeton began operations in 1908.



1. Mr. Krantz, Teacher
2. Claude Sparkman
3. Belle Patton
4. Fitzhugh Patton
5. Leon McSweeney
6. Ethel Patton
7. Lester Sparkman
8. Merle McSweeney
9. Irene McSweeney
10. Sylvia Kerfoot
11. Herbert Sparkman

Identified by the Florence Hill Cadwallader McClure

Farmlife Road, north of Silver Palm Drive.

As more families moved to the area, the intersection of Silver Palm Drive and Newton Road became the center of activity. By 1902 there were enough families with children to warrant a school, which was built on the northwest corner of the crossroad. Onie Hill Craig, Hill's daughter, reports in her autobiography:

"Soon after we moved to Silver Palm, the homesteaders got together and built a one-room log school. All grades were taught in that one room... We sat on benches, without desks, and wrote on slates that we held in our laps."

According to Jean Taylor, author of the **Villages of South Dade,** Henry Proctor was the first teacher, provided by the Board of Public Instruction of Dade County. The Gossman family boarded Proctor at their home. Eva Fletcher, an early Silver Palm resident, reports that the log schoolhouse was also used for church services.

A new schoolhouse was built in 1904. Still standing today, it is the oldest school in south Dade. When Congress created a territorial government for Florida in 1822, "the sixteenth section of land, near the center of every township, was reserved for the use of public schools." The sixteenth section in the Silver Palm area happened to be the northeast corner of the Silver Palm/Newton crossroad. The school board furnished the lumber, and local residents, organized by Gossman, constructed the large two-story wood frame building.

The first official record of the Silver Palm School is found in one of only two early Dade County School Board Ledgers still in existence. The Ledger lists Gossman as "supervisor," and Charles R. Ross as first teacher, earning $40 a month salary. Gossman's youngest daughter, Mildred, was recruited as the tenth pupil needed to send a teacher from Miami to Silver Palm.

Furnishings were simple and sparse, wooden desks with hinged tops and unattached chairs. Several chalkboards and a few charts hung on the walls.

Sanitary facilities consisted of two outhouses, one for boys, one for girls. Florence Hill Cadwallader McClure remembers the boys hiding behind bushes and rolling rocks along the ground, hoping to bounce one up under the girls' outhouse.

A bucket with a dipper was always present in the classroom to provide the pupils with drinking water. A pot belly stove, located downstairs, was the only source of heat in the winter.

A typical day at Silver Palm School began at 8 a.m. and ended around 3 or 4 p.m. Most children walked the considerable distance to the school. Not many of them were fortunate enough to have bicycles. The subjects included arithmetic, penmanship, spelling, grammar, and history.

Recitation was the most common form of lesson. Many poems were memorized. The technique must have worked. Mrs. McClure was still able to recite verses after 75 years.

Students had an hour for lunch, which they ate outside, sitting in small groups among the shade of the slash pines and palmettos. Mrs. McClure recalled that most children's lunches consisted of a bean or potato biscuit and fresh fruit.

The children played games during lunch but had no organized or structured activities. Hide and seek, drop the handkerchief, and jump rope were all popular games among the children at the Silver Palm School.

Mrs. McClure remembers one lunch hour in particular when two bobcats ran through the schoolyard. Running from the direction of Castellow Hammock, the bobcats snatched two chickens and ran under a house on the southeast corner of the crossroad.

The sound of screaming children brought Will Anderson to the front porch of his store. Anderson got his rifle and crawled part way under the house. He killed both bobcats, then skinned them and tacked their hides on the porch of his store for all to see.

By the time Mrs. McClure began school, circa 1908, Mrs Maud Snell Chandler was teaching. Maud was the wife of Allen Chandler, another early pioneer in the area. Mrs. Chandler taught the younger grades, Mrs. L.G. Olmstead the upper grades.

Mrs. McClure also remembers teachers Georgia Peters, Ethel Monk, Mildred Waid, and Mary Lewis. The children made up a rhyme about one teacher they particularly disliked. Mrs. McClure would only repeat the verse as follows, without the teacher's name:

"I saw an eagle fly north and south,
And it had Miss _____ in its mouth,
And when it saw she was a fool,
It dropped her here to teach our school".

Discipline at Silver Palm consisted of a "licking" with a paddle or switch. Suspension and expulsion had not yet arrived. Sometimes a child might have to stay after school or sit in the corner of the classroom.

The second south Dade area to be homesteaded was the Redland District, south and west of Silver Palm. Named for its reddish soil, Redland had fairly definable boundaries: west of Krome Avenue on out to the Everglades, north to Eureka Drive, and south to Biscayne Drive.

The earliest pioneer to enter a Redland claim was Daniel Martin Roberts. A north Floridian, Roberts worked his way south hunting alligators and selling their skins for 75¢ apiece.

In 1900 he applied to the U.S. government for a land grant of 160 acres between Roberts Road (named for him) and Redland Road, at Coconut Palm Drive.

In 1906 Roberts married Annie Margaret Fitzpatrick, daughter of another early homesteader, Bird Fitzpatrick. As more families settled in the area, the need for a school became evident.

The school opened in the fall of 1906. Albert Anderson was appointed supervisor in October. School board minutes show he paid the freight for a shipment of desks at that time.

The Eureka school was built in 1907 at Naranja Road and Eureka Drive. Families living in that area included the Vihlens, Lindgrens, Rollisons, and Jenkins.

Bessie Voorhees was the first teacher, paid $40 a month from October, 1907 to March, 1908. She was listed as principal when she resigned on account of her health.

Although the railroad by-passed Silver Palm, Redland, and Eureka, it did go through an area east of Silver Palm which became known as Princeton. Princeton grew up along the tracks near the railroad siding. Most sidings were simple platforms built for loading agricultural produce onto trains. Some also had station houses.

Gaston Drake came from north Florida to Princeton in 1903. He established the Drake Lumber Company a year later. Drake was responsible for naming the area Princeton, after his alma mater. He even painted buildings the school colors of orange and black.

In March, 1908, the school board received a petition for the establishment of a school at Princeton. John L. Murray, an early pioneer, donated one acre of his land and the Drake Lumber Co. furnished the lumber. The school board contributed the doors, windows, and hardware. Local residents constructed the one room school-house.

At Princeton, Miss Effie Knowles was the first teacher, paid $40 a month, beginning in September, 1908. She resigned just a few months later because, writes Jean Taylor, she was afraid of hurricanes.

The area known as Goulds was homesteaded circa 1903, before the railroad went through. Once the tracks were laid, the town grew up around the siding. Usually one man was in charge of the siding, in this case, a Mr. Gould from Indiana, who cut ties for the railroad.

Wrote Jean Taylor:

"The story is that Flagler recruited bums and hobos from the Bowery and also secured a lot of his labor from the north Florida prisons. Prisoners were released to him to work out their sentances and were turned loose when they finished. True or not, Goulds was known as a rough, tough place with an open saloon and killings and fights as regular weekend fare."

Some confusion existed as to when the Goulds School was established. In fact, there may have been more than one. Jean Taylor reports that J.C. Bailes donated land for the school in 1911.

However, earlier school board minutes show a petition requesting a school was presented to the school board in June, 1907. Additional entries reveal that in August, 1907, the Superintendent was directed to order desks for the Goulds School, and the following month, the Drake Lumber Co. was paid $145.74 for lumber for the school.

Finally, in June, 1908, a Miss Onie Smith is listed as a teacher at the Goulds School, at $40 a month. In August, 1908, Miss Carrie Herbert was appointed principal, a position she fulfilled through March, 1909.

Mr. Bailes' petition for " a new school at Goulds" was presented in December, 1910. The board approved the request and meeting minutes from February, 1911 indicate the school was ready to open.

The area known as Modello, roughly between Epmore and Avocado, near U.S. 1, was homesteaded in the early 1900's before the railroad came through. Among the first settlers were Francis Edwin and Hannah M. Bauer. Shortly thereafter, the Bauers built a house which is still standing. Later moved to the Redland Fruit and Spice Park, the house is the oldest known residence south of Cutler.

In 1911 the school board received a petition from Modello requesting a school in the community. Martha Bauer Burdens donated a portion of her land and the school board approved the construction

The Redland School was the second school to open in South Dade County.

of a 20' x 30' building in June, 1911.

The seventh and last small neighborhood school to be built was in an area known as Murray Hill. Sometimes referred to as simply Hainlin Mill or Murrays, the area was located northwest of Silver Palm and directly north of the Redland District. The Murray Hill school was located on the corner of Redland Road and Hainlin Mill Drive.

By the time Murray Hill was completed, the Silver Palm School ended up in the middle of a circle formed by six other schools. The first one built, Silver Palm, remained the largest and most elaborate of the seven and seemed to have had the largest attendance through the years.

Florence McClure remembers plays, programs and spelling bees held weekly in the second floor gathering hall of the Silver Palm School. Several denominations, principally Methodist and Baptist, shared the schoolhouse on alternate Sundays. Ice cream socials, picnics, and fish fries were also held at the school.

Because the schools were used for a variety of purposes by many people, the community was concerned and involved with the buildings. In many instances local residents donated lumber, helped build the school and took care of painting and repairs.

The arrangement between Dade County residents and the school board at this time was rather like a joint venture, with the residents providing a portion of something, and the school board providing "the other half."

South Dade parents were also concerned about the physical health and welfare of their children. A 1913 article in the **South Florida Banner** advocates teaching children about "health matters" from "personal cleanliness" to "sex relations." The article warns that silence on the latter subject results in "a gathering of filth and poison in the child's mind that blights hundreds of lives and leads to physical poison and ruin."

Between 1911 and 1915 the seven neighborhood schools were at the height of operation. In 1914 the Silver Palm School had a winning basketball team, under the direction of teacher Ray Morrow.

During 1914 the superintendent, R.E. Hall, visited several of the south Dade schools. Regarding Princeton School, Hall found that it was "doing well with enrollment and another teacher will be needed for the next term. The grounds are neat and attractive and the new addition adds greatly to the appearance of the school."

In June, 1915, a petition was presented to the school board from 200 patrons of schools in the Silver Palm District asking that the seven schools be abolished and a consolidated school be created. The board moved to grant the petition on condition that the district vote favorably for bonds to finance the construction of a building.

The large two-story Silver Palm Schoolhouse, built in 1904, is still standing today.

Another petition was received from J.R. Walker, Charles Gossman, and 146 duly qualified electors requesting issuance of bonds for the purpose of "acquiring, building, enlarging, furnishing, or otherwise improving school buildings or grounds."

An election for $25,000 worth of bonds was set for July 17, 1915. The polling place was the Silver Palm Schoolhouse. The result of the election: "60 votes For, 36 votes Against, and 9 illegally cast."

In January, 1916, the school board approved a set of plans for the new school and awarded a $21,610 contract to H.L. Clark and Son. The school was to be located on Coconut Palm Drive, between Newton and Farmlife Roads. Jean Taylor wrote there was some controversy over where to build the school. Each of the seven communities wanted it in the area. Finally, Will Anderson offered ten acres of land, and the Redland District voted with Silver Palm for its current location.

An article in **The Homestead Enterprise** dated April, 1916, reported that the new Redland Farmlife Consolidated School provided 14,000 square feet of floor space and a 40' x 80' auditorium. Modern plumbing was to be installed, as well as domestic science and manual training departments, a library, nine classrooms, and a principal's office.

On July 4th, 1916 a dedication ceremony was held for the not quite-finished school. Florence McClure and her parents attended the ceremony where Governor Sidney Catts was the guest of honor.

Many of the teachers hired at the new school formerly taught at the neighborhood schools. A partial list includes Elsa Hainlin from Murray Hill, Victoria Ingram from Redland, Anetta Malin from Silver Palm, and Isadore Anderson from Goulds.

When the Redland Farmlife Consolidated School opened its doors on October 16, 1916, it was the second largest consolidated school in the country. One hundred ninety-five students enrolled the first day and 40 more were expected. Mr. J. W. Asbury was the first principal, overseeing eight teachers and eleven grades.

All of the neighborhood schools, except Princeton, closed when the Redland Farmlife School opened. The School board minutes from 1916/1917 show that the Princeton School continued its primary grades for several years.

The Womens Club of Redland purchased the Redland School in 1916 for $277. It is the only school, besides Silver Palm, that is still standing.

Presently, the Dade County Public School System is the fourth largest in the United States, with a budget of over one billion dollars. The Silver Palm School District may be viewed as a unique example of rural school development in Dade County. Perhaps this historical review will serve to remind the reader of the humble roots of one of the largest school systems in the country.

Emily Perry Deiterich is research historian for the county's Historic Preservation Division. She earned her Bachelor's degree from New College of the University of South Florida in Sarasota.

(from page 2)

legitimate theater in a distinguished building; so distinguished, in fact, that local preservationists are trying to get it listed on the National Register of Historic Places. Clusters of prominent families mingled and often intermarried, belonged to the same churches and lodges—the Household of Ruth, the Eastern Star, and the Elks, to name a few—and did business with each other.

What brought about the slow decay and destruction of the vibrant Overtown community, Dorothy believes, was the strong desire of the white business structure to expand north from Flagler to 20th Street. Overtown lay in its path. Long before I-95 was built, Dorothy says, in the Miami Master Plan of the late Forties, the destruction of Overtown was ordained. It became impossible for blacks to get building permits as the Forties drew to a close. In the Sixties construction of I-95 brought the massive outmigration from the area. (I remember it well. I was doing volunteer work in an inner city school. I remember my bewilderment when one day at least half the kids in the school said they wouldn't be back because they had to move. **Had** to move? **All** of them? At one time?) And so, by inexorable steps a community died.

One can't talk to Dorothy Fields for very long without sensing that she is haunted by the memory, and left with a residue of loss and apprehension. "It could happen again," she said to me, "to any group—people with blue hair, anybody." Life is good for her. She and her husband Eddie, a tax attorney, have successful careers; their daughters Katherine and Edda are doing well at Carrollton. Yet she remembers with visible anger the "bleaching creams" popular in the black community in the Fifties, a measure of the desperation blacks felt at their exclusion from the rest of society, and the groundin feeling that to be black was somehow to be lesser.

These feelings lend an urgency to her work with the Black Archives. "It is imperative," she says, "that if a comprehensive history of Dade is to be written, it must include black history." She is just beginning to organize an oral history program. Because funding is scarce, she is training high school and college students. When Dorothy asks herself what she is, she answers, "Fundamentally, I'm a teacher." Although she thinks the schools are doing a good job, she believes that too much is taught in isolation, particularly to black students. "They don't grasp the reality of what they're learning." At the Black Archives she is teaching her students not only to ask the relevant questions in an interview, but also to develop computer literacy and the many other skills necessary for success in today's increasingly technological workplace.

"My ideal," she said, turning up her hands prayerfully, "would be to have ten to fifteen students from ninth grade through graduate school turned on to history."

The oral history project is focused now on two issues: education and public housing over the last 50 years. Public housing was supposed to be a way station, she says, but too often it has turned out to be a dead end. In her own mind the two issues are related. A way must be found to break out of the cycle of early pregnancy, interrupted education and welfare dependency that leads to the housing projects.

It is this glaring need that makes her teaching function so important, she feels. "If I can help someone progress from a manual typewriter to a word processor, I will have achieved something. If mastering the word processor is a step on the way to becoming an historian, that's wonderful. But even if the word processor is the final step for that person, that's okay, too. There's nothing wrong with being a secretary. I will have helped someone make it in the real world." Her shoulders sagged a little as she added, "I know that what I do is just a pebble thrown in the well, but I have to do what I can."

In this month in which we celebrate Black History, we at the Historical Museum of Southern Florida would like to celebrate Dorothy Jenkins Fields, whose pebble casts broader ripples than she may realize. Not only does she lend her luster to our Museum, she calls our conscience to a finer, cleaner standard that we sometimes forget.

LEE ABERMAN


SUPREME COURT BANS RESTRICTIVE COVENANTS

Tropical Dispatch

Southwide Conference On Regional Schools May 8

B'ham Cops Manhandle, Arrest Senator Taylor At SNYC Meeting

Sweeping Victory For Property Owners Seen

Detail from the Miami *Tropical Dispatch*, from the Black Archives Foundation, Inc. Although the headline proclaims the end of restrictive covenants, the practice continued for many years.

JACKPOT

George P. Dane recently made a wonderful donation to HASF's artifact collection. It is a nickel (5¢) slot machine purchased by the donor in 1935-36 when it was legal to own one in Miami. The machine came with a complete supply of nickels, including many from the 1930's and 1940's. Among the labels on the one-armed bandit are: a sign stating "Minors Are Not Allowed to Play This Machine!"; a decal listing Padgett Vending Co. in Miami for service, a list of the pay-offs for various combinations, and an official license from the City of Miami for an "Automatic Vendor-I". The pay-offs range from three nickels for two cherries to twenty nickels plus the Jack Pot for three bars.

Other artifacts relating to South Florida's gambling past and present will be considered for addition to the Association's Artifact Collection. Suggestions: souvenirs from Speakeasies and other gaming establishments, gambling equipment from horse racing, dog racing, Jai Alai, or illegal casinos of the 1920's, 1930's, 1940's or 1950's.

DANIEL O. MARKUS

(from page 4)

Palm Beach" in **Tequesta,** 1965, relates several versions of Lang's death. Thomas Drawdy and Allen Padgett took a meal with Lang after which he ferried them across the creek. It was at this time that the men shot Lang.

Possible motives given by Capron for the murder varied widely:

1. Lang's neighbors were jealous of the accomplishments of a man much better educated than they.
2. They accused him of killing their hogs and cattle.
3. They thought he had gold hidden on his property and wanted a free hand to look for it.

So much remains unanswered about Augustus Oswald Lang. Fortunately, more and more people are working hard to learn all they can about the first man to live in Palm Beach.

Lang's name does not appear in the histories of nearby areas so that it is not known whether he had lived in the Indian River country before coming to the Jupiter Lighthouse. After 1866, he did live 10 miles inland, where he continued his horticultural pursuits and operated a ferry service.

One writer stated that Lang had a wife and children while living on the shores of Lake Worth. Family records show that there was only one child, Walker Augustus, born February 23, 1874, when his mother, Susan, was two months short of being eighteen.

Dugald Priest moved to the Ft. Pierce areea with his family in 1868. His daughter, Susan, born 30 April 1856, married Augustus Oswald Lang in 1870, at the age of 14. After several miscarriages, Susan was pregnant with Walker. He was born two months after Lang was murdered.

Susan married John Smith in 1880 and her mother, Sarah C. (Robinson) Priest reared Walker. Susan died in Ormond, Florida in May, 1918. She is buried in the Pilgrim Rest Baptist Church Cemetery on Tomoka Avenue, west of Ormond.

During his lifetime Walker worked on the Florida East Coast Railway, built bridges, and after 1896 operated grocery stores in Ft. Lauderdale. Walker married Nora Neal after placing an ad for a wife in an agricultural magazine of the day.

They corresponded, then eloped and married on the 17 September, 1906. They had two daughters, Winnie Estelle and Augusta, named after Augustus, who are still living on Florida's west coast.

Mary Collar Linehan, the author of **Early Lantana, Her Neighbors — And More,** was the first woman president of the Historical Society of Palm Beach County, as well as a member of the board of the Florida Historical Society.

THE FINAL WORD

FAMILY TIES

Augustus Oswald Lang and Robert Post Clark lived in different worlds, as you can read in this quarter's **Update.**

Lang was a talented horticulturist who became the first white man to settle in what is today's Palm Beach. He was murdered in 1874 near Fort Pierce.

Clark came along at a later, flashier and luckier era. Where Lang moved dirt with a shovel to plant seeds and cuttings, Clark moved it with massive dredges so others could plant buildings.

Yet Lang and Clark can count themselves lucky that they share one important similarity. They left behind descendants who are concerned with keeping their memories alive.

Teresa Lewis is Lang's great granddaughter. She is actively searching for more information on Lang, in particular, a diary he kept. If you have anything for her, write her at 2921 Giuliano Avenue, Lake Worth, 33461.

Robert Post Clark left behind two staunch supporters, son William R. Clark and grandson James N. Clark. When William R. wrote a lengthy letter recounting his father's many achievements, James N. passed it on to us as the basis for an illuminating South Florida story.

These two case histories demonstrate one important avenue down which the story of our past travels. Family ties keep the memories alive.

In writing a book commemorating the Biscayne Bay Yacht Club's 100th anniversary, I concluded that the three most important people in creating and sustaining the club were Commodore Ralph Munroe and Kirk Munroe (no relation) from the early founding days and Commodore Hugh Matheson from the Depression years. In scrapbooks, records and memories, Commodores Munroe and Matheson were duly and properly acclaimed; Kirk's role was almost overlooked.

Why? Simply because the two commodores left behind descendants who are proud of them. Kirk, despite two marriages, had no children.

Moral: Save your family's scrapbooks, clippings and pictures. Family ties preserve our history.

Stuart McIver

LETTERS

I was interested in your Frederick Harrington's mention of the Waycross, Georgia, Road in your November 1986 **Update.** *In the fall of 1919, when I was 9, my aunt and uncle and another couple drove over that road enroute from Indianapolis to West Palm Beach, to spend the winter with us. They told many tales about that dreaded stretch of road. It seems that in wet weather people got stuck in muddy spots, and in dry they got stuck in sandy stretches, like shown in the picture on page 10. In that picture, the Ford in the center may have gotten stuck changing ruts. That was a no no.*

In that same picture the car on the left is a Baby Overland, built around 1920-23. It was intended to put Henry Ford out of business, but it certainly didn't. The Ford (Model T) in the rear was a sedan which was not very common. The added weight and top-heaviness were a handicap on bad roads. On that car and the middle car of page 3 (perhaps the same car), you may note that the doors of the Model T Sedan served the back seat. The front seat passenger walked between the two front seats to enter or exit the car.

The car on page one was definitely not a Model T.

Gordon L. Williams, P.E.
Miami

Sorry, the photo of the car on page 1 of the November 1986 **Update** *is not a Model T Ford. Looks much like a Hudson a neighbor had back then.*

George Grunwell
Homestead, Florida

Dear Editor:

Here is the information on the chain you had in the lobby at the opening of the cartography exhibit on September 21.

The chain comes from the ship, ***William R. Wilson,*** *built in Bath, Maine, by the G. G. Deering Co., in 1908. It was a four-masted schooner of 1,175 tons, having a wood hull, length of 214.8 feet, beam of 42.1 feet and depth of 21.8 feet.*

On a voyage from Baltimore to Tampa, laden with coal, she was stranded on Pickles Reef (variously described as Pickels and Picle) on January 13, 1912. A report of the stranding was published in "Lloyds Register" on Jan. 15, 1912. The reef is 2-1/2 miles Southwest of Molassas Reef Light in Pennekamp Park and 4-1/2 miles East of Tavernier Key. Marine charts of the area show a submerged wreck on the Northeast end of the reef, but it is not known whether the wreck is the ***William R. Wilson.***

The Historical Association of South Florida said in ***The Miami News*** *in approximately 1973, that the chain was salvaged from the wreck in about 1912, and set up around the home of Locke T. Highleyman at the northeast corner of NE 14th Street and Brickell Avenue. It was suspended between limestone fenceposts every 20 feet or so and I saw it on the south and east sides of the property. The land was vacant when I was there to remove some of the chain for myself with the permission of the trustee for the then owner between 1970 and 1972.*

We use the chain as legs for a hatch cover table (they were welded to make them rigid) and a friend used some chain for the railing to the second floor of his home.

Very truly yours,
Stuart M. Rapee
North Miami

WHERE CHAIN WAS FOUND.

Photocredits - cover, HASF X-908-1, P1, HASF 74-17-1, P.3, Mary Collar Linehan, 1986-287-1, P. 3, Mary Collar Linehan, 1986-287-2, P.4, Mary Collar Linehan, 1986-287-3, P.5, William R. Clark, 1986-286-1, P. 6, HASF 72-12, P. 7, HASF X-909-1, P. 7, HASF 74-17-2, P. 8 & 9, HASF X-908-1, P. 10, Emily Dietrich, 1986-248-3, P. 10, Jean Taylor Collection, P. 11, Emily Dietrich, 1986-248-2, P. 12, Jean Taylor Collection, P. 13, Florence Cadwallader McClure Collection, 76-19-2.

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