



PONCE DE LEON INLET LIGHT STATION

4931 South Peninsula Drive • Ponce Inlet, Florida 32127
www.ponceinlet.org • www.poncelighthousestore.org
(386) 761-1821 • lighthouse@ponceinlet.org



2 FROM THE EXECUTIVE DIRECTOR

3 EVENTS CALENDAR

4 REGIONAL HISTORY
CIVIL WAR SKIRMISH AT MOSQUITO INLET

6 FEATURE ARTICLE
RUSTY TIN CANS

8 OBJECT OF THE QUARTER
AUSTIN, NICHOLS & CO. TEA TIN

THANK YOU & WISH LIST

9 VOLUNTEER NEWS
RESTORATION & PRESERVATION

10 120TH ANNIVERSARY STUDENT ART SHOW WINNERS

EDUCATION NEWS

12 120TH ANNIVERSARY SPONSORS

GIFT SHOP FEATURES



Members and friends, as we enter this New Year our vision remains clear and focused, and our goals and priorities are sharply directed. What has changed is my transition from the position of Director of Operations to Executive Director. For the past six years I have devoted myself to managing the staff and the Association's ongoing restoration projects, exhibit development, and educational programming. I will continue to carry out many of these duties with enthusiasm and pride.

For over 35 years Ann Caneer has devoted her time to preserving, protecting and restoring the Ponce Inlet Lighthouse and disseminating its rich history. From a dilapidated beaconless tower funded by collecting quarters in a can in 1972, to a 1.15 million dollar restoration in 2001, and reinstallation of our original rotating 3rd order Fresnel lens in 2004, Ann and the Lighthouse Preservation Association transformed the once endangered Light Station into the National Historic Landmark it is today.

As of January 1, 2008, Ann assumed the position of Director Emeritus. As such, she will be in the unique position to continue advising me, the staff, and the Board in our continuing stewardship of the Ponce Inlet Light Station. We are fortunate to be able to continue working with, and learning from, her vast experience and knowledge. Ann, we admire and respect your dedication, hard work, and the pride you take in this historic site.

I am privileged to have worked with Ann and the Board of Trustees, and I am honored to continue the superior work of the Ponce Inlet Lighthouse Preservation Association as Executive Director. Our goals remain steadfast in continuing the preservation of this historic Light Station and the dissemination of its cultural and historical significance through interpretive exhibits and educational programming.

Our current preservation efforts are devoted to the restoration of the 2nd Assistant Keeper's Dwelling's interior plaster and exterior masonry re-pointing. Educational programming at the Ponce Inlet Light Station continues to grow through on-site events and educational outreach. Some of our most recent additions to

this important mission include "The Traveling Library", "Keepers in the Classroom", and the "Filibustering to Cuba Traveling Exhibit". Other exciting programs are currently under development and are scheduled for completion in 2008.

Recently we celebrated the 120th Anniversary of the Light Station's establishment in 1887. On November 2nd the Association hosted a special fundraiser in celebration of this historic event. Through the generosity of our sponsors, Brighthouse Networks, Sunset Quay Outfitters, Digital Press, Brown and Brown Insurance, Giles Electric, Daytona Beverage, Tomlinson Aviation and the Redinger Family on behalf of the Halifax Humane Society, this event provided the Association the opportunity to forge important relationships with local supporters, educators, and businesses. Guests included Congressman Tom Feeney, representatives from Senator Evelyn Lynn's office, the Ponce Inlet Town Council, Volusia County School Board personnel, and local business leaders. I would like to thank everyone for their continued support and generosity, without which we would be unable to accomplish our goals.

Included in this newsletter are envelopes for our Annual Fundraiser. Consider the value of the educational programming provided to students, our museum's many interpretive exhibits, and the incredible beauty and importance of this historic Light Station in your decision to give. As a non-profit 501(c)(3) corporation, the Association receives less than two percent of it's annual funding from state grants and no financial support at either the local or federal levels. We depend on your support as members to help us continue in our ongoing efforts to preserve and disseminate the maritime and social history of the Ponce de Leon Inlet Light Station. Please donate today to secure the sustainability of this National Historic Landmark.

Respectfully,

Ed Gunnlaugsson
EXECUTIVE DIRECTOR

THE PONCE DE LEON INLET LIGHTHOUSE PRESERVATION ASSOCIATION IS DEDICATED TO THE PRESERVATION AND DISSEMINATION OF THE MARITIME AND SOCIAL HISTORY OF THE PONCE DE LEON INLET LIGHT STATION.

2007 BOARD OF TRUSTEES

- Robyn Hurd
PRESIDENT
- Tami Lewis
VICE PRESIDENT
- Bill Merrell
2ND VICE PRESIDENT
- Bob Riggio
TREASURER
- Tony Girolami
SECRETARY
- Wilda Hampton
TRUSTEE EMERITUS
- Cheryl Cunningham
- Earl Davis
- Gladys Davis
- Tara Lamb
- Barbara LaVelle
- Budd Solano

ADVISORY COMMITTEE

- Ginger Bayer
- Maddy Elbers
- Edson Graham
- Ellen Pagliarulo
- Judy Huggins

The Light Station is published quarterly by the Ponce de Leon Inlet Lighthouse Preservation Association, Inc.

Subscription is a benefit of membership in the Association. The Light Station welcomes letters and comments from our readers.

MEMBER:

- AMERICAN ASSOCIATION OF MUSEUMS
- AMERICAN ASSOC. FOR STATE AND LOCAL HISTORY
- FLORIDA ASSOCIATION OF MUSEUMS
- FLORIDA LIGHTHOUSE ASSOCIATION
- FLORIDA TRUST FOR HISTORIC PRESERVATION
- NATIONAL TRUST FORUM
- U.S. LIGHTHOUSE SOCIETY
- PORT ORANGE & SOUTH DAYTONA CHAMBER OF COMMERCE
- DAYTONA BEACH/HALIFAX AREA CHAMBER OF COMMERCE
- DAYTONA BEACH AREA ATTRACTIONS ASSOCIATION

MUSEUM STAFF

- Ed Gunnlaugsson
EXECUTIVE DIRECTOR
- Mike Bennett
DIRECTOR OF OPERATIONS
- Ann Caneer
EXECUTIVE DIRECTOR EMERITUS
- Ellen Henry
CURATOR
- Bob Callister
PROGRAMS MANAGER
- Taylor Van Auken
ADMINISTRATIVE ASST.
- Tom Zane
REGISTRAR
- Bethel Blais
HR/BOOKKEEPING

MAINTENANCE

- Pat Satterfield
- Jimmie Vanover
- Steve Conklin
- Jim Foley
- Steve Linkfield
- Bob McLean
- Ed Milano
- Budd Solano
- Michael Tatum
- Angelo Vigorito
- Mary Walsh
- Jim Watson
- L.H. BEACONETTE: Nelly

GIFT SHOP

- Connie Bach
GIFT SHOP MANAGER
- Donna Ryan
ASSISTANT GIFT SHOP MANAGER
- Donna Doan
- Fran Greene
- Gail Harvey
- Valair Mitchell
- Janet McSharry
- Alex Penn
- Cassie Robinson
- Jeanine Tatum
- Bill Teasley

UPCOMING MEETINGS:

- Jan. 9, 2008
WEDNESDAY Budget & Finance/Endowment Committee Meetings
- Jan. 21, 2008
WEDNESDAY Board of Trustees and Quarterly Membership Meeting
- Feb. 18, 2008
MONDAY Board of Trustees Meeting
- Mar. 17, 2008
MONDAY Board of Trustees Meeting
- ALL MEETINGS ARE HELD IN THE GIFT SHOP CONFERENCE ROOM

CORPORATE LAMPISTS

- Bennett Brothers Construction**
DAYTONA BEACH, FL
- Berlin and Denys, Inc.**
NEW SMYRNA BEACH, FL
- Boondocks Restaurant**
WILBUR BY THE SEA, FL
- Bright House Networks**
ORLANDO, FL
- Brochure Displays, Inc.**
DAYTONA BEACH, FL
- Brown & Brown, Inc.**
DAYTONA BEACH, FL
- Caring Cleaners**
DAYTONA BEACH, FL
- Darkhorse Design, Inc.**
DELAND & LONGWOOD, FL
- Daytona Beach News Journal**
DAYTONA BEACH, FL
- Down the Hatch, Inc.**
PONCE INLET, FL
- Florida Power and Light**
DAYTONA BEACH, FL
- Giles Electric Co.**
SOUTH DAYTONA, FL
- IBM Corporation**
ORLANDO, FL
- Inlet Harbor, Inc.**
PONCE INLET, FL
- Inlet Harbor Realty**
PONCE INLET, FL
- Racing's North Turn**
PONCE INLET, FL
- Raymond James & Associates Inc.**
PONCE INLET, FL
- State Farm Insurance Bill McCabe**
PORT ORANGE, FL
- Sunset Quay Outfitters**
PORT ORANGE, FL
- Tomlinson Aviation, Inc.**
ORMOND BEACH, FL
- Volusia Properties**
DAYTONA BEACH, FL
- Wickersham & Bowers**
DAYTONA BEACH, FL

PRINCIPAL KEEPERS

- Casa Grande – L. Keith**
DAYTONA BEACH SHORES, FL
- Toni Girolami**
PONCE INLET, FL
- Louise Nippert**
CINCINNATI, OH
- Alan & Mary Ann Redinger**
PONCE INLET, FL
- Frederick & Barbara Treadway**
PONCE INLET, FL

1ST ASST. KEEPERS

- Ellen Barton
PONCE INLET, FL
- Bill & Virginia Bayer
PONCE INLET, FL
- George & Misao Beckert
NEW SMYRNA BEACH, FL
- Cheryl, Jim, & Shamus Cunningham
PONCE INLET, FL
- Patrick & Debbie Pawling
HAMILTON, OH
- Ernest C. & Margaret Rieth
PONCE INLET, FL

2ND ASST. KEEPERS

- Harvey & Connie Bach
PONCE INLET, FL
- Donald & Catherine Bauerle
PONCE INLET, FL
- Charles & Michelle Cameron
DAYTONA BEACH, FL
- Andrew, Heide, Celia, & Andy Carbone
LYNNFIELD, MA
- Joe & Judy DiCarlo
PORT ORANGE, FL
- G. Scott & Shirley Drumheller
PONCE INLET, FL
- Frederick & Shirley Eckersen
ALEXANDRIA, VA
- Michael, Lauren, & Lisa Elsberry
PONCE INLET, FL
- Dennis & Zackary Engel
OWATONNA, MN
- Dr. C.W. & Gail C. Fain
HOLLY HILL, FL
- Janice, Dana, & Alain Fredey
OVIEDO, FL
- Art & Barbara Giles
DAYTONA BEACH, FL
- James & Martha Goodlet
PONCE INLET, FL
- Laurel Grotzinger
KALAMAZOO, MI
- Mark & Karen Hudson
MIMS, FL
- Dr. Herbert & Ruth Kerman
DAYTONA BEACH, FL
- John L. & Patricia Ann La Belle
PONCE INLET, FL
- Bob & Diane Lamontagne
PONCE INLET, FL
- Lester & Tami Lewis
PONCE INLET, FL
- Lauren & Paula Liebrecht
LAUREL, MD
- Donna Lough
DEPEW, NY
- Peggie & Victor E. McClellan
PONCE INLET, FL
- Ward & Terry Mead
ORMOND BEACH, FL
- Scott Miller
ORLANDO, FL
- Jefferson & Pamela Ray
ALTOONA, FL
- Phillip A. Rhodes
PONCE INLET, FL
- Ernest C. & Margaret Rieth
PONCE INLET, FL
- Robert, Margie, Robert, & Tony Riggio
PONCE INLET, FL
- Diane Schamay
PONCE INLET, FL
- Frederic Schaub
WINTER PARK, FL
- Neil & Jackie Sorensen
DAYTONA BEACH SHORES, FL
- Robert & Mary Ruth Trump
PLYMOUTH, IN
- Lt. Col. William & Sandra Wester
PONCE INLET, FL

LIGHTHOUSE EVENTS OCT–DEC 2007

JAN 11 (FRI)
1:00 - 2:00PM

CANAVERAL LENS DEMONSTRATION
Meet the old-time Lighthouse Keepers as they perform maintenance on the Canaveral first-order Fresnel lens. Learn about life at the light station at the turn of the century and common duties performed by the keepers stationed here.

JAN 13 (SUN)
1:30 - 2:30PM

ECHO RANGERS PROGRAM
Scheduled in conjunction with Volusia County, this unique event offers free admission to all pre-registered participants of the ECHO Ranger program. Call Linda Taylor, ECHO Ranger Coordinator, at 386-668-3840 for more information.

FEB 10 (SUN)
1:30 - 2:30PM

ECHO RANGERS PROGRAM
Scheduled in conjunction with Volusia County, this unique event offers free admission to all pre-registered participants of the ECHO Ranger program. Call Linda Taylor, ECHO Ranger Coordinator, at 386-668-3840 for more information.

FEB 15 (FRI)
10:00AM - 4:00PM

BEACH RACING DAY
See historic cars from days of beach racing. Talk with former drivers, mechanics, and owners from these exciting times. Take photographs and get autographs! All special events included with price of regular admission. No advance registration required.

MAR 6–8 (THU, FRI, SAT)
OFFERED DAILY 12 - 2:00PM

BIKE WEEK EVENTS
Enjoy special activities and examine turn of the century artifacts. Included with price of regular admission. No advance registration required.

MAR 9 (SUN)
1:30PM - 2:30PM

ECHO RANGERS PROGRAM
Scheduled in conjunction with Volusia County, this unique event offers free admission to all pre-registered participants of the ECHO Ranger program. Call Linda Taylor, ECHO Ranger Coordinator, at 386-668-3840 for more information.

MAR 12 (WED)
10:00AM - 4:00PM

HOMESCHOOL DAY
This fun-filled day is packed with numerous educational programs and activities designed especially for Homeschool students at a special admission rate. Contact Bob Callister, Program Manager, at 386-761-1821 ext. 18 or via email at bobcallister@ponceinlet.org for details. Advance registration required.

MAR 22 (SAT)
10:00AM - 2:00PM

FLORIDA HERITAGE DAY
Enjoy family-oriented activities and workshops. Special activities include Turn-of-the-Century Artifacts, Kids' Crafts, Meet the Old Lighthouse Keeper, and the Canaveral Lens Demonstration. All activities are included with regular admission. No advance registration required.

2007–2008 FALL & WINTER LIGHTHOUSE HOURS

NORMAL HOURS OF OPERATION

SEPTEMBER 4, 2007– MAY 25, 2008 Open daily from 10:00 a.m. until 6:00 p.m. (last admission at 5:00 p.m.)

SPECIAL HOURS OF OPERATION

FEBRUARY 8TH, 9TH, 15TH–20TH, 2008 RACE WEEK EXTENDED HOURS OF OPERATION Open 10:00 a.m. until 7:00 p.m. (last admission at 6:00 p.m.)

MARCH 6TH–8TH, 2008 BIKE WEEK EXTENDED HOURS OF OPERATION Open 10:00 a.m. until 7:00 p.m. (last admission at 6:00 p.m.)

CIVIL WAR SKIRMISH AT MOSQUITO INLET

Shortly after Abraham Lincoln's swearing in as the nation's sixteenth president, seven southern states announced their intention to secede from the United States. Florida, which had been admitted to the Union only fifteen years earlier, was the third state to declare its independence and among the first to join the Confederacy. On April 12, 1861, tensions between the North and South reached their breaking point when Confederate forces fired on Fort Sumter in Charleston Harbor. The American Civil War had begun.



CAPTAIN SAMUEL F. DUPONT, COMMANDER OF THE SOUTH ATLANTIC BLOCKADING SQUADRON.

Despite its meager population of 140,000 residents and general lack of industrial resources, Florida's importance to the Confederate war effort was incalculable. Possessing over 1,300 miles of coastline, a multitude of shallow inlets, numerous inland waterways, and a largely uninhabited interior, Florida soon proved itself a vital contributor to the Southern cause.

Confederate leaders realized early in the Civil War that the agrarian South was ill-equipped to meet the long-term demands of their armed forces. Lacking the natural resources and industries needed to produce essential war materials like guns and ammunition, the Confederates turned to Europe for additional supplies. Using fast, shallow

vessels called blockade runners to procure these essential goods, the Confederacy hoped to keep up with the growing needs of their men in the field. To achieve this, Southern leaders ordered the occupation of fortifications along their most important waterways in an effort to protect them from Union attack.

Aware of the Confederacy's dependence on imported materials to fuel their war effort, President Lincoln authorized the establishment of a Federal blockade on April 19, 1862. Based largely on the Anaconda Plan by General Winfield Scott, the United States Navy created three squadrons to secure all ports, inlets, and harbors along the Confederate coast. The North Atlantic Blockading Squadron was established to patrol the coastline from the Potomac to Cape Fear. Further down the coast, the South Atlantic Blockade Squadron was assigned a territory ranging from Cape Henry to Key West. The Gulf Blockade Squadron was assigned the entire Gulf of Mexico with orders to prevent all Confederate smuggling from Key West to the Mexican border.

On April 19th, 1861, Commodore Samuel F. Dupont was given command of 27 warships belonging to the South Atlantic Blockading Squadron with orders to secure the Atlantic

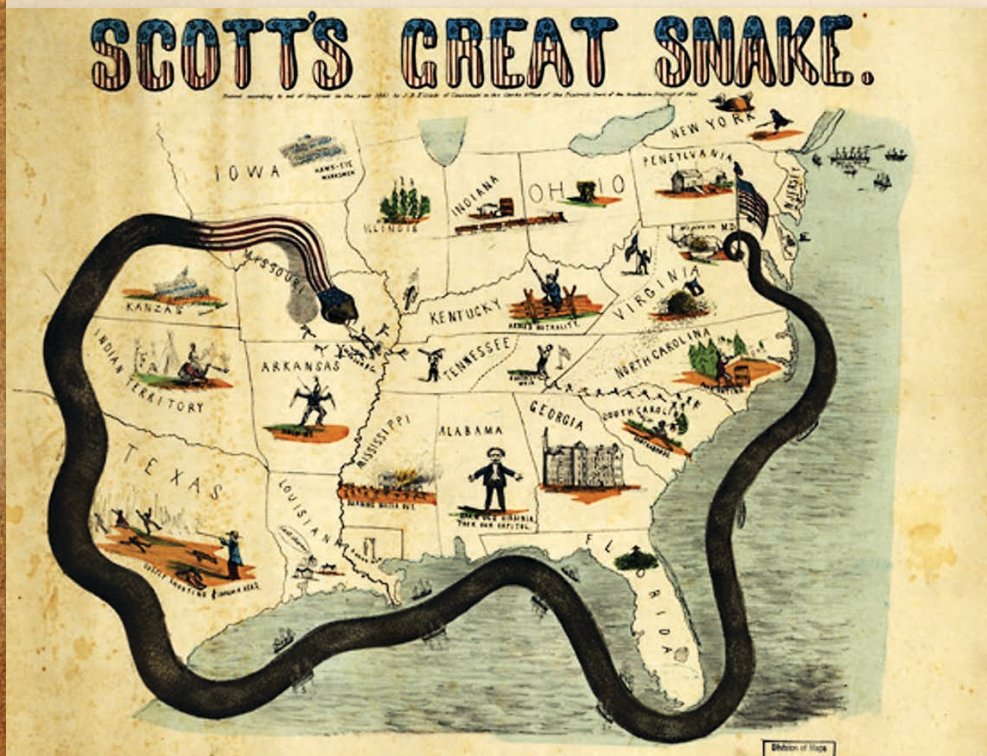


ILLUSTRATION OF FORT CLINCH ON AMELIA ISLAND SHORTLY AFTER ITS CAPTURE BY UNION FORCES.



CONFEDERATE BLOCKADE RUNNERS SUCH AS THE ELLA AND ANNA PICTURED ABOVE WERE ESSENTIAL TO THE CONFEDERATE WAR EFFORT.

coastline from Cape Hatteras to Cape Canaveral. Known as the "The Great Naval Expedition", this mighty fleet consisted of Dupont's flagship the *USS Wabash*, 18 gunboats, a cutter, a transport fitted out as a man of war, and six troop transports. During the first year alone, Commodore Dupont succeeded in securing most of the Confederate coastline from Cape Hatteras to St. Simon's Island. By March 2, 1862, the fleet had worked its way south to St. Andrew's Bay on the Georgia coast with plans to attack the Confederate stronghold of Fort Clinch on the northern tip of Amelia Island, twenty miles to south.



CIVIL WAR ERA ILLUSTRATION OF GENERAL WINFIELD SCOTT'S PLAN FOR BLOCKADING THE CONFEDERACY'S PORTS AND WATERWAYS.



MANY OF THE USS WABASH CREWMEN PICTURED ABOVE WERE EYE WITNESSES TO THE CIVIL WAR SKIRMISH AT MOSQUITO INLET.



COMMODORE DUPONT'S FLAGSHIP THE USS WABASH



ILLUSTRATION FROM THE HARPER'S WEEKLY DEPICTING THE GREAT NAVAL EXPEDITION IN 1861.

Facing the combined might of the South Atlantic Blockading Squadron without hope of support, the Confederate troops stationed at Fort Clinch quickly withdrew. Taking the island with little or no resistance, the Federals secured the fort and took possession of any materials left behind. These events were repeated on several more occasions as the Squadron made its way down the Florida coast. On March 11, 1862, Federal forces sailed up the St. John's River and captured Jacksonville with very little bloodshed. St. Augustine fell the following day in much the same manner. Confederate leaders quickly realized that they had little hope of combating the growing might of the Federal Blockade Fleet and began shifting their focus to smaller, more isolated inlets for importing their much needed supplies.

Situated 50 miles south of St. Augustine, Mosquito Inlet was renowned for its treacherous sandbars and swift currents. Sparsely populated except for the small community of New Smyrna, the shallow bay quickly became the destination of choice for some of the South's most renowned blockade runners. From New Smyrna where the cargo was unloaded, the critical supplies were transported by wagon to the St. John's River where they were loaded aboard river boats and shipped north to Fort Brooks via the Ocklawaha River. From Fort Brooks, the cargo was taken by wagon to Waldo and then north into Georgia and beyond. The inlet had become so important to the war effort General Robert E. Lee himself issued a dispatch to Brigadier General James H. Trapier informing him that "Arrangements must be made for running into Mosquito Inlet, on the east coast of Florida, arms and ammunition, by means of small fast steamers." Sent in January 1862, these orders clearly illustrate just how vital Mosquito Inlet had become to the Confederate cause.

Around March 20, 1862, the Federal gunboat *USS Henry Andrew* entered Mosquito Inlet with orders from Commodore Dupont to safeguard a large quantity of timber that had been left to season on the banks of the Halifax River. Under the command of Acting Master T.A. Harris, a shore party from the *Henry Andrew* made its way up the river where over 40,000 feet of seasoned

oak and cedar was located only to discover that the Confederates had set it ablaze to prevent it from falling into Union hands. Shortly after this disappointing discovery, the *USS Henry Andrew* was joined by the *USS Penguin* which had recently arrived at Mosquito Inlet. With the remainder of Commodore Dupont's fleet stationed off-shore, the two gunboats traveled a short distance up the Hillsborough (now Indian) River where they anchored for the night.

That evening, the crew of the *USS Penguin* was met by an escaped slave who swam across the river to join them. The slave informed Lieutenant Budd, commanding officer of the *Penguin*, about a Confederate salt works some 18 miles to the south. Upon further conversation, the officers discovered that a blockade runner named the *Katie* was anchored not far away and that its precious cargo of arms and ammunition was hidden in a palmetto thatched shed near the old Turnbull stone wharf in New Smyrna.



CONFEDERATE SALT WORKS UNDER ATTACK BY UNION FORCES ON FLORIDA COAST

Armed with this information Lieutenant Budd and Acting Master S.W. Mather of the *USS Henry Andrew* set out on the morning of March 22, 1862, to seize the *Katie*, capture her cargo, and destroy the salt works. Departing in six whale boats with a force of approximately fifty men (including the escaped slave), the raiding party quickly made its way south up the Hillsborough River, a steady southerly breeze aiding their progress.

So successful had the Federals been to date that little consideration was given to the possibility

of enemy resistance. In the words of the *USS Penguin's* Paymaster, A.W. Kelsey, "The entire expedition took on the air of a picnic" as the men raced each other up the river with complete disregard for their own safety. Passing the old stone wharf, the Federals took note of "certain excavations made upon the river's banks, evidently intended by the Confederates as the beginning of earthworks that they had never completed". Believing the area to be abandoned, the small group continued south to destroy the salt works they had learned about the previous day.

From positions behind the embankment, over 100 Confederate soldiers watched as the Federals made their way up the Hillsborough River. Having arrived in the area just ahead of the South Atlantic Blockading Squadron, the soldiers were operating under orders to protect a large supply of munitions (including 10,000 Enfield rifles) that had recently been smuggled in through Mosquito Inlet. Deciding to hold their fire, the Confederate soldiers remained in their concealed positions and waited for the Federals return.

Having successfully destroyed the salt works located on the bank of Mosquito Lagoon near present-day Oak Hill, the Federal forces worked their way north back to New Smyrna against a contrary wind. Scattered across the breadth of the river, the six boats arrived at the old stone wharf with intentions to seize the *Katie* and confiscate the weapons stored nearby. As the first boat, containing Lieutenant Budd, Acting Master S.W. Mather, the escaped slave, and four others reached the bank, Captain D.B. Bird, commanding officer of E Company of the Third Florida Infantry Regiment, revealed himself and ordered the Federals to surrender.

Surprised by the Confederate Captain's sudden appearance and the sight of over a hundred rifles pointed in his direction, Lieutenant Budd responded to Captain Bird's ultimatum with an impassioned "Go to Hell!" before rushing back to his boat. The Confederates opened fire and instantly killed the Lieutenant, Acting Master Mather, and three others. The survivors (including the runaway slave who was later hanged) were taken prisoner. Stunned by the sudden carnage, the remaining Federals reacted by turning their boats and rowing frantically away. Fully exposed to the repeated Confederate volleys in their thin-hulled whale boats, four more fell dead and several others were wounded. A howitzer mounted in one of the boats was discharged only once before breaking loose from its lashings and being thrown overboard to prevent it from falling into enemy hands

Paymaster A.W. Kelsey wrote in later years that many of the Federals, including himself, dove overboard in an attempt to escape the "Confederate rifle balls whizzing about us"

CONTINUED ON PAGE 8 >

RUSTY TIN CANS



UNCOVERING TIN CANS IN A LIGHTHOUSE KEEPER'S TRASH PIT

It might seem odd to feature rusty tin cans in our newsletter, but there's a lot to be learned from these seemingly mundane items. Often, these "tin" cans were made of iron that was dipped in a bath of molten tin, but the iron was soon replaced by steel, which may or may not have been coated with tin. By the time these cans are unearthed, they are little more than crumbling rust. But their size, shape, and construction can tell us about the

age of an archaeological site as well as what type of product they contained and how those products might have been used.

Tin can fragments are one of the most common archaeological finds here at the Light Station. We can guess from their shapes what sorts of foods they held. Large round cans were probably for vegetables, and the smallest round cans often held fruit or fruit cocktail. Smaller cans may also have held evaporated milk or condensed milk. Evaporated milk cans were generally opened with two small punctures, but the condensed milk and fruit cocktail would require a large hole or perhaps the removal of most of the top or the side of the can.

Meat and fish containers were often rectangular. Tea containers were often rectangular, too, but these were taller than meat tins. Coffee was packaged in large, but not very tall, round cans. Pork and beans came in round cans and may have been one of the earliest food items to be canned. We also find paint cans, a reminder of one of the most constant duties in maintaining a light station.

Large scale canning of food in tinned metal began in the late 1820s. Early cans were made from three pieces of metal - the body and the two ends. These cans had seams that were welded by hand with lead solder. Hand soldered cans are identified by the lumpy appearance of the solder along the joints. The top and bottom lids were soldered on before the contents were inserted. The lid at one end had a smaller hole in its center. The food was inserted through this hole and a cap was soldered on. This is called the hole-and-cap design.



When these cans were heated to process the contents, they often exploded as a result of built-up steam inside the can.

The exploding-can problem was solved by adding a pin hole to the small cap at one end. This new innovation came to be called the hole-in-cap design and can be recognized by the tiny vent hole in the small cap. After the can was heat-processed, the vent hole was sealed with a tiny drop of lead solder.

Eventually, machines were developed to do the soldering, giving a smooth and even appearance to the seams. Machine soldered cans became common after 1883.

Early cans were often opened with a knife or a punch. If the contents were large pieces of fruit or vegetables,



COFFEE CAN FROM PACETTI HOTEL TRASH PIT



SMALL CAN WITH SIDE RIPPED OUT



ABOVE LEFT: HAND-SOLDERED TIN CAN, C. 1880, FOUND IN KEEPER'S TRASH PIT; ABOVE RIGHT: MACHINE SOLDERED CAN FOUND UNDER SECOND ASSISTANT KEEPER DWELLING

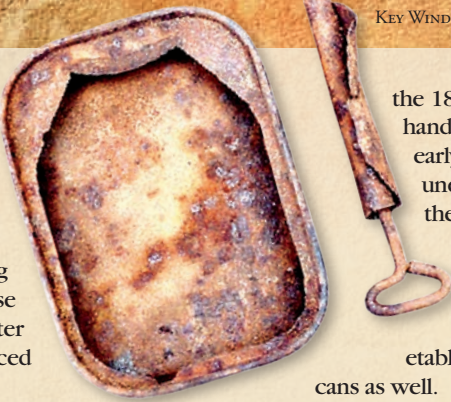


MEAT TIN FOUND AT THE PACETTI HOTEL



ABOVE LEFT: HOLE AND CAP DESIGN; ABOVE RIGHT: EARLY HOLE-IN-CAP LID WITH SMALL CENTER CAP IN PLACE

the hole would be large. If the contents were liquid, two little punches would be enough. Some cans were produced with a key-wind strip along the top or the side. These were fairly common after 1866 and are still produced today.



the 1870s to the 1930s. Some are hand-soldered, and most of these early cans come from a trash pit unearthed near the kitchen of the Pacetti Hotel during the installation of a new septic tank. Many of the Pacetti Hotel cans are meat and coffee tins with a few vegetable and condensed milk style cans as well.

Another technological advantage in can-making came in 1898 with solderless cans. The side seams were crimped or double-locked either on the inside or outside of the can, and lids were also crimped in place. These cans often had a vent hole design. The small cap and pin hole at one end were no longer used. Instead, the food was inserted and then the lid was crimped into place. A tiny vent hole in the lid allowed the steam to escape during processing, and this pin hole was then sealed with a drop of solder. By 1904, the modern "sanitary" can had been developed. These cans were made entirely by machine and had one-piece lids with no vent holes. Lead solder was no longer used. By the 1930s, cans were being electroplated rather than dipped in molten metal to apply the tin.

Where did the tin cans in the keepers' trash pits come from? In the earliest years, some may have arrived on the Lighthouse Service tenders. These ships regularly visited lighthouses, bringing supplies and necessities. Eventually, the amount of supplies being carried in by tender was reduced, and the keepers often went by boat to New Smyrna for their needs. Things got considerably easier for the keepers in 1916, when the road from the Lighthouse to Daytona was paved.

The cans in our collection can be dated from

The majority of cans in our collection are hole-in-cap and soldered by machine. The most commonly found near the lighthouse are sizes that probably contained vegetables and evaporated and condensed milk. The sandy, salty soil of the Light Station undoubtedly made it difficult to

grow many vegetables, and the mosquito population made keeping livestock difficult as well. Canned items appear to have been an important part of life at the Lighthouse!



TAB FOR KEY WIND OPENER ON MACHINE SOLDERED CAN PICTURED AT BELOW LEFT

MUSEUM STAFF COLLECTS ARTIFACTS AT THE PACETTI HOTEL SITE



AUSTIN, NICHOLS & Co. TEA TIN

This tea tin was discovered inside the foundation enclosure of the Second Assistant Keeper's dwelling in June, 2007. The item was discovered by Museum staff while they were examining the area for any damage or needed repairs prior to beginning restoration work. Over the past 120 years, a number of items have been discarded by the Second Assistant Keepers via a hatchway in the pantry. Throwing it under the house was undoubtedly more convenient than trudging to a garbage dump. We have dated the earliest of these items to 1904-1905, thanks to a paper mailing label identifying John H. Minges, who was the Second Assistant Keeper during those years.

Founded in 1855, Austin, Nichols & Co. was one of the largest grocery wholesalers in America at the turn of the 20th century. By 1905, the company had grown to include



200 salesmen and a staff of 700. One of their most well-known brands was Sunbeam Pure Foods. The company was known for their teas, coffees, and, after Prohibition was repealed, for their spirits such as Wild Turkey Whiskey.

Headquartered in New York City, Austin, Nichols & Company found itself in need of a new building to house their prosperous operation. Designed by famous architect Cass Gilbert (of New York's Woolworth Building fame), and completed by the Turner Construction Company in 1914, the company's new headquarters was one of the earliest large reinforced concrete warehouses to be built in the United States. Located at 184 Kent Avenue in the Williamsburg section of Brooklyn near the waterfront, the state-of-the-art building featured a marine terminal where railcars on barges could be floated in from the river and unloaded via a network of conveyor belts.

Built in the Egyptian Revival style that is monumental, minimalist, and severe, with battered walls and narrow windows, the building remained the company's headquarters until the 1950s (Austin, Nichols & Company now exists as Pernod Richard). The old warehouse now

stands as an example of the Modernist idea of building's design being determined by its function. Looking at the building today, one can easily imagine what it must have been like when the now silent warehouse teemed with workers loading provisions for locations around the world, including the light station at Mosquito Inlet.

The fate of the Austin, Nichols & Co. warehouse is undecided at the moment. In 2005, it was designated as a New York City Landmark, but this designation was repealed in 2007, despite its being designated as one of America's 11 Most Endangered Historic Places by the National Trust for Historic Preservation. Developers have begun altering the Williamsburg neighborhood, and a petition has been circulated to protect the structure from inappropriate changes.



REGIONAL HISTORY, CONTINUED

and swam frantically to a small island a short distance away. Struggling through "very deep and sticky mud", Kelsey and the others were "forced to drop down repeatedly until the rifle balls directed towards them found some other more promising mark". Maintaining a constant vigil for Confederate pursuers, the haggard crew worked their way north along the banks of the river towards the *Henry Andrew* and safety.

The engagement at Mosquito Inlet proved decisively one-sided. Of the fifty men that left the *USS Penguin* and *Henry Andrew* that fateful morning, nine were killed and seven wounded. The bodies of Lieutenant Budd and Acting Master Mather were delivered to Commodore Dupont the following morning by Captain Bird. It is presumed that the remaining dead were buried somewhere nearby. Although the Confederates won the day on March 21, 1862, their mastery of Mosquito Inlet would prove short-lived.

On July 26, 1863, The South Atlantic Blockading Squadron returned to Mosquito Inlet to enact what many considered to be an act of revenge. Steaming into the inlet, the Federal gunboats *USS Beauregard* and *USS Oleander* took up positions directly opposite New Smyrna and commenced to bombard the little town. According to one eye witness, "The Federal guns were deliberately aimed at the *Sheldon Hotel*, built on top of an Indian shell mound, and a perfect target. As the *Sheldon* family and their guest, *Jacob Harry Dressner*, a young Northerner who hoped to make his way back

to New York on a ship going out of the Inlet, were sitting down to a mid-day meal, a shell from one of the gunboats crashed through the hotel, slicing the top off the piano and sending splinters flying". By days end, the *Sheldon Hotel*, several ships anchored nearby, and any building suspected of once harboring Confederate soldiers lay completely destroyed. With a blaze of cannon fire, the South's control of Mosquito Inlet came to a violent end.

Although the United States Navy achieved a great level of success in shutting down the Confederacy's major ports, small isolated bays along the Atlantic and Gulf coast would continue to function as valuable bases for smuggling operations throughout the Civil War. At Mosquito Inlet alone, blockade runners such as the *Katie*, delivered over 1,800 shipments of arms, ammunition, and other vital commodities destined for the Confederate army. Without these important shipments, the Civil War may have ended far earlier than it did.

Authors comment: The New Smyrna News reported on February 8, 1915, that Postmaster Frank Stone unearthed seven skeletons on his property in Ponce Park (now Ponce Inlet) while grubbing up palmettos, live oak scrub, and bay bushes from the east side of his property. Although the remains could not be positively identified, many speculated that they may have been the remains of soldiers killed during the Civil War. Could they have been the same seven seamen killed during the skirmish in 1862? Although we will never know it is an interesting question to consider.

THANK YOU

The celebration of our 120th anniversary has come and gone. We would like to once again thank Bright House Networks, Sunset Quay Outfitters, Digital Press, Tomlinson Aviation, Giles Electric, Brown and Brown Insurance, Daytona Beverage LLC, and Alan and Mary Ann Redinger for their generous support of this historic event. Visitors from all over Volusia County benefited from your commitment to the museum.

Thanks go to Herman Ware of Rhode Island for his donation of two items for our radio beacon display. The first is a Hallicrafters Sky Champion commercial radio, dating from 1939-1945, and the second is an RCA radio receiver model AN/FRR-23 developed for the US Navy around 1950. We would also like to thank our radio room chief, Volunteer Allen Bestwick, for helping with these collection efforts.

Our retiring Executive Director, Ann Caneer, has made the generous donation of a United States Light House Establishment clock dating to the early 1900s. Thank you, Ann!

WISH LIST

The Education Department is seeking a vintage player piano in working order. A stereoscope with cards, magic lantern, and vintage and antique children's games and toys are also needed. Other desirable items include women's and children's clothing from the late 19th and early 20th centuries as well as World War II artifacts and uniforms. Lighthouse antiques are always welcome. Please contact Ellen Henry at 386-761-1821 ext. 17, or by email at ellen@ponceinlet.org for more information about making a donation and enhancing the museum's artifact collection.



ASSOCIATION BOARD MEMBER TAMI LEWIS TALKS WITH CONGRESSMAN TOM FEENEY AND VOLUSIA COUNTY SCHOOLS VISUAL ARTS SPECIALIST SUZI PRESTON DURING THE 120TH ANNIVERSARY FUND RAISER.

The Ponce de Leon Inlet Light Station celebrated its 120th Anniversary with two very special events. The Association hosted a special fund raiser on the evening of November 2nd with festivities including live music, heavy hors d'oeuvres, guided tours, and a special presentation by museum staff, board members, and Lighthouse supporters.

Guests were given the opportunity to learn about the Association's ongoing restoration and preservation projects, as well as its ongoing educational programs and goals. The Lighthouse was open free of charge to all Volusia County residents the following day in celebration of this important date in the Light Station's history. Saturday events included numerous workshops, activities, and guided tours which were enjoyed by local residents, business leaders, educators, and political figures. Both events would not have

been possible without the valuable assistance of our great group of volunteers.

This past fall was quite busy with twenty four tours and six special events including Columbus Day, our 120th Anniversary, Canaveral Lens Demonstrations, Thanksgiving Gifts at the Lighthouse, and our New Years Day Celebration. The Ponce de Leon Inlet Light Station's 5th Homeschool Day was held on November 8th. Almost 200 homeschool students made their way through five workshops designed specifically for them. Students and parents alike had nothing but praise for the 20 volunteers who taught the workshops. Thanks to our dedicated docents, the day turned out to be the smoothest to date.

The Association would like to recognize Art Hahn for his selfless dedication over these past three months

during which he volunteered on eighteen separate occasions. Thanks to his spirit of volunteerism, our newest educational outreach programs have been a resounding success. In addition to Art, ten other dedicated individuals have volunteered on multiple occasions this past fall. If not for their valuable assistance, the Ponce Inlet Light Station would be hard pressed to provide the quality programming for which we have become so well known.

We are happy to announce that ten tours and nine special events are already scheduled at the lighthouse during the first quarter of 2008, with more to come. We encourage anyone interested in becoming part of our dynamic volunteer team to contact Bob Callister at 386-761-1821 ext. 18, or via email at bobcallister@ponceinlet.org.



VOLUNTEER JACKIE MANN DISCUSSES TURN OF THE CENTURY HOUSEHOLD ARTIFACTS WITH VIRGINIA BENNETT DURING THE 120TH ANNIVERSARY FUND RAISER.

RESTORATION & PRESERVATION



The exterior wood elements of our historic buildings are subject to the effects of sun, wind, water, and climatic changes. We were not surprised to discover rotted wood on two of the porch uprights on the First Assistant Keeper's dwelling. These would have to be replaced along with any rotted decking nearby.

United States Lighthouse Establishment cost estimates from 1886 describe the type of wood used for the uprights and the porch deck. Similar wood was purchased to maintain the authenticity of the restoration. The uprights would have to be shaped and carved to match the rest of the porch, and the decking boards would have to be cut in exactly the same tongue and groove pattern as the existing porch floor. This carefully measured work was done by museum maintenance crew member Jimmie Vanover.

His completed pieces fit into place as neatly as the originals.

In order to install Jimmie's new uprights, a way of lifting the porch roof slightly to take pressure off the rotten uprights had to be designed. Jimmie created a support system that would hold the porch roof and provide a platform for two large pole jacks that would lift the northeast corner of the roof. This delicate operation would raise the roof only by about 1/8", just enough to allow removal of the old uprights. Members of the museum maintenance crew including Bob McLean, Pat Satterfield, Ed Milano, and Steve Linkfield all carefully watched surrounding



structural elements to make sure that no damage occurred as the jacks were adjusted. Jimmie's support system worked like a charm, and the rotten uprights were cut away. Had these posts been original, they would have been removed all in one piece and placed in storage for study and analysis.

Once the uprights and attached porch railings were removed, the new tongue and groove deck boards

were installed and the new uprights were carefully fitted into place. The porch roof was lowered and the repair was completed.

Ed Milano, who oversees all masonry restorations at the museum, and Steve Linkfield, determined that two of the brick piers that support the porch were due for repair. Old mortar was removed, and the piers were repointed and partially rebuilt, using specially formulated historic pointing mortar.



The entire project was done, as are all our restorations, by adhering to Federal standards for the rehabilitation of historic properties. Our goal with any such work is to preserve as much of the original as possible.

120TH ANNIVERSARY STUDENT ART SHOW WINNERS

The Ponce de Leon Inlet Lighthouse Preservation Association hosted the 120th Anniversary Student Art Show On November 2nd and 3rd, 2007. Developed with the assistance of Suzi Preston, Visual Arts Specialist for Volusia

County Schools, this program was the first of its kind in the Association's history. Organized into three entry levels, the program was open to all Volusia County students in grades Kindergarten through Eighth grade. Submitted works were

judged by visitors and guests during our 120th Anniversary Celebration. Winners received an award, cash prize, and free family membership. The Association is proud to recognize the following students for their achievement.

K-2 WINNERS



1ST PLACE – KATIE BRICK
KINDERGARTEN, ORTONA ELEMENTARY SCHOOL



2ND PLACE – CAROLINE WILSON
GRADE 1, TOMOKA ELEMENTARY SCHOOL



3RD PLACE – CAMERON ROE
GRADE 2, SPRUCE CREEK ELEMENTARY SCHOOL

3-5 WINNERS



1ST PLACE – NICHOLAS ROSS
GRADE 4, OSCEOLA ELEMENTARY SCHOOL



2ND PLACE – DANIEL MORRIS
GRADE 5, SPRUCE CREEK ELEMENTARY SCHOOL



3RD PLACE (TIED) – HANNAH LEMKE
GRADE 4, TOMOKA ELEMENTARY SCHOOL



3RD PLACE (TIED) – SAMANTHA SCOTT
GRADE 5, ORTONA ELEMENTARY SCHOOL

6-8 WINNERS



1ST PLACE – ERIC BARFIELD
GRADE 8, CREEKSIDE MIDDLE SCHOOL



2ND PLACE – ASHLEY BURBACH
GRADE 8, DAVID HINSON MIDDLE SCHOOL

JOIN THE PONCE DE LEON INLET LIGHTHOUSE PRESERVATION ASSOCIATION

A GENERAL ANNUAL MEMBERSHIP INCLUDES:

- Free admission to the museum and lighthouse during regular hours of operation
- 10 percent discount in the museum gift shop and online store
- One subscription to The Light Station quarterly newsletter
- Invitations to special events
- Volunteer opportunities

MEMBERSHIP CATEGORIES:

- General** \$20
- The benefits listed above for one individual
- Senior** \$10
- All privileges of General Membership for one individual 62 years or older
- Student** \$10
- All privileges of General Membership for one individual 12 years or older with a valid student identification
- Family** \$40
- All privileges of General Membership for the immediate family
 - Immediate family is limited to one or two adults and your children under age 18. Grandchildren are not eligible.
 - You will be issued one membership card for each parent, and each card will list the names of your children.
 - Child under 12 must be accompanied by an adult

2nd Assistant Keeper \$100

- All privileges of General or Family Membership
- Recognition of your membership in the newsletters' New Keepers List

1st Assistant Keeper \$200

- All privileges of 2nd Assistant Membership
- Two gift General Memberships

Principal Keeper \$500

- All privileges of 1st Assistant Membership
- Personal guided tour of the Light Station
- Exhibit sponsorship recognition

Corporate Lampist \$500

- All privileges of General or Family Membership for up to five company principals
- Use of the Light Station's conference room for one meeting with up to twenty attendees during normal hours of operation. This meeting will include a personal guided tour of the Light Station.
- Recognition of your companies support in the newsletters' New Corporate Lampist List
- Exhibit sponsorship recognition



**PONCE INLET LIGHTHOUSE
MEMBERSHIP COUPON**

**20% OFF ANY
SINGLE ITEM**

Limit one coupon per member. Coupon may not be used in conjunction with any other discount. Proof of membership must be shown at time of purchase. Not valid for purchase of Memorial Bricks.

Good from January 1, 2008, through March 31, 2008.

Please complete the entire form to enroll, or join online at www.poncelighthousestore.org.

Select type of membership:

- General \$20
- Senior \$10
- Student (submit copy of ID) \$10
- Family \$40
- Gift Membership From: _____
- Renewal
- 2nd Assistant Keeper \$100
- 1st Assistant Keeper \$200
- Principal Keeper \$500
- Corporate Lampist \$500

Name: _____

Address 1: _____

Address 2: _____

City: _____ State: _____ ZIP: _____

Phone: (____) _____ - _____

E-mail: _____

Office use only

Begins _____ Ends _____

For a family membership, you may list an additional adult and the names of all children:

Adult: _____

Children: _____

(List any additional names on a separate sheet.)

We will contact 1st Assistant Keeper, Principal Keeper or Corporate Lampist members to obtain gift membership and company principal information.

Membership enclosed: \$ _____

Donation enclosed: \$ _____

Total enclosed: \$ _____

Please charge my: (check one)

Visa MasterCard 3-Digit Security Code: _____

CC#: _____

Exp. Date: _____

Signature: _____

Or, make check payable to:

Ponce de Leon Inlet Lighthouse Preservation Association, Inc.
4931 S. Peninsula Dr., Ponce Inlet, FL 32127

Thank You for Your Generous Support!

PAT SATTEFIELD, MAINTENANCE DEPARTMENT



LONG OR SHORT SLEEVE DENIM SHIRT

SHOW YOUR SUPPORT OF THE PONCE INLET LIGHT STATION WITH THIS 100% COTTON DENIM SHIRT ADORNED WITH AN EMBROIDERED IMAGE OF THE LIGHTHOUSE. AVAILABLE IN BOTH LONG AND SHORT SLEEVED VERSIONS IN SIZES SMALL THROUGH XX-LARGE. PLEASE INDICATE SIZE AND SLEEVE LENGTH WHEN ORDERING.

LONG-SLEEVE SHIRT: SMALL - X-LARGE @ \$22.99, XX-LARGE @ \$23.99
SHORT-SLEEVE SHIRT: SMALL - X-LARGE @ \$21.99, XX-LARGE @ \$22.99, SIZE XXL @ \$24.99



PONCE INLET LIGHT STATION NIGHT LIGHT

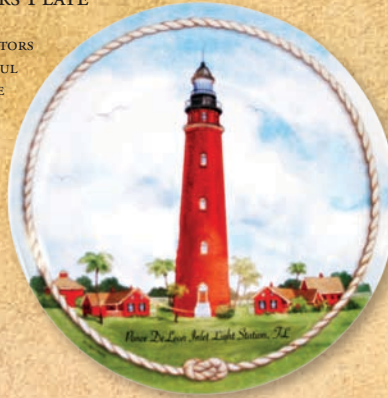
MADE OF HAND-PAINTED GLASS, THIS CHARMING NIGHT LIGHT FEATURES A GLOWING IMAGE OF THE PONCE DE LEON INLET LIGHTHOUSE THAT WILL HELP LIGHT UP EVEN THE DARKEST OF NIGHTS. PLUGS DIRECTLY INTO CONVENTIONAL ELECTRICAL SOCKETS AND FEATURES AN EASY TO USE ON/OFF TOGGLE SWITCH.

PONCE INLET NIGHT LIGHT: \$13.99

CERAMIC COLLECTORS PLATE

1. THIS 8-INCH ROUND COLLECTORS PLATE FEATURES A BEAUTIFUL IMAGE OF THE PONCE DE LEON INLET LIGHT STATION WITH ROPE BORDER. THE PERFECT ADDITION TO ANY COLLECTION. ADDITIONAL COLLECTOR ITEMS FEATURING THE SAME IMAGE ARE AVAILABLE ONLINE.

8 INCH COLLECTORS PLATE: \$12.99



FRAN GREENE, GIFT SHOP

LONG SLEEVE WAFFLE T-SHIRT

PREPARE FOR THOSE CHILLY WINTER DAYS WITH A COMFORTABLE 100% COTTON LIGHTHOUSE LONG-SLEEVED T-SHIRT. AVAILABLE IN 3 COLORS: BLUEBERRY, OLIVE, OR PUMPKIN. SIZE MEDIUM THROUGH XX-LARGE. UNISEX. PLEASE INDICATE SIZE AND COLOR WHEN ORDERING.

SIZES M, L, XL: \$15.99
XX-LARGE: \$17.99

The Ponce de Leon Inlet Lighthouse Gift Shop specializes in unique lighthouse and nautical themed gifts for people of all ages. Our wide selection includes clothing, house wares, toys, and collectibles including a wide selection

of Harbour Lights and other miniatures. Customers may also shop online at www.PonceLighthouseStore.org, and place orders by phone at (386) 761-1821 ext. 21.

Please contact the Gift Shop at (386) 761-1821 or via email at connie@ponceinlet.org for more information. Usual UPS shipping charges and a \$4.00 handling fee apply to all orders.

THE FOLLOWING ARE PROUD SUPPORTERS OF THE PONCE DE LEON INLET LIGHT STATION 120TH ANNIVERSARY CELEBRATION

PLATINUM LEVEL SPONSOR



GOLD LEVEL SPONSOR



SILVER LEVEL SPONSOR



SILVER LEVEL SPONSOR



SILVER LEVEL SPONSOR

The Redinger Family on behalf of the Halifax Humane Society

SILVER LEVEL SPONSOR



SILVER LEVEL SPONSOR



Non-Profit Organization
U.S. Postage Paid
Daytona Beach, FL
Permit 400

PONCE DE LEON INLET LIGHTHOUSE PRESERVATION ASSOCIATION, INC.

4931 SOUTH PENINSULA DRIVE
PONCE INLET, FLORIDA 32127
(386) 761-1821
WWW.PONCEINLET.ORG