



PONCE DE LEON INLET LIGHT STATION

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Happy New Year, I hope this reaches all our members in good health and spirit.

In keeping with an annual newsletter cover theme started last year in celebration of our 120th anniversary, this year's newsletter covers will feature recent aerial photographs of the historic Ponce Inlet Light Station. Each quarterly publication, beginning with last October's issue, provides one quadrant of stunning pictures of the tower, grounds, and surrounding vistas.

I want to personally thank the many dedicated volunteers who participated in our most recent Home School Day event. Featuring several new workshops developed over the past three months, the day proved to be a resounding success. Students and parents responded with favorable comments and are already looking forward to next year's sessions. The success of these programs is a direct result of the pride, dedication, and personal investment that our volunteers commit to the Association.

Looking back at the Association's many accomplishments, it's clear we have much to be proud of. The restoration and preservation of the Lighthouse, Fresnel lenses, keepers' dwellings and other structures has been a primary mission of the Association for several decades. We have also worked hard to transform the historic reservation into one of the finest lighthouse museums in the country. The keepers' dwellings are now home to exhibits focusing on Lighthouse construction, preservation and restoration, lighthouse keepers and their families, Fresnel lenses, and many other topics related to the maritime and social history of the Ponce de Leon Inlet Light Station and local area.

Association staff has worked hard over the past few years to develop many new and exciting educational programs. Recent additions include pre and post visit activities for school groups, online educational resources and activities, interactive workshops, and educational outreach programs. Developed in response to the school system's increasingly restrictive operating budget and the resulting decrease in scheduled field trips, these new programs will allow the Association to bring the Lighthouse to the schools.

Additional upgrades and enhancements to our onsite exhibits, community outreach programs, and online educational resources continue. The Association is currently in the process of developing a new Science of Light educational program and exhibit. Scheduled for completion during the 2009-2010 fiscal-year, this exciting program will feature an interactive DVD with accompanying models and hands-on activities. Exploring the history and science of lighthouse illumination and Fresnel lens technology, Science of Light will be utilized as both an onsite exhibit and as one of the Association's educational outreach programs. As is the case with all of the Lighthouse's offerings, Science of Light will be made available to all Volusia County public schools free of charge.

As some of you may remember from the July, 2008 newsletter, the Florida Lighthouse Association successfully defended its request for its new specialty license plate. Approved this past summer, the Visit Our Lights license plate will provide much needed funding for Florida lighthouses. This financial support is especially important given today's volatile economy. The new plates should already be in stock at DMV facilities throughout the state. Please consider purchasing a Visit Our Lights license plate when renewing your tag this year and help support the ongoing preservation of our state's remaining lighthouse.

All of the Association's members can take pride in knowing that these accomplishments would not have been possible without their continued support. Please make it a priority to visit this magnificent light station and see first-hand what your support has helped us accomplish. As one of only ten lighthouses in the country to have earned the prestigious designation as a National Historic Landmark, you, as a member of the Ponce de Leon Inlet Lighthouse Preservation Association, have much to be proud of. Thank you for your support.

Respectfully,



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.

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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.

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UPCOMING MEETINGS:

Jan. 14, 2009 Budget & Finance/Endowment
WEDNESDAY Fund Committee Meetings
Jan. 19, 2009 Board of Trustees and
MONDAY Quarterly Membership Meeting
Feb. 16, 2009 Board of Trustees Meeting
MONDAY
Mar. 16, 2008 Board of Trustees Meeting
MONDAY
ALL MEETINGS ARE HELD IN THE GIFT SHOP
CONFERENCE ROOM

CORPORATE LAMPISTS

- Bahama House**
DAYTONA BEACH, FL
- Battelle Institute**
COLUMBUS, OH
- 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
- Caring Cleaners**
DAYTONA BEACH, FL
- Darkhorse Design, Inc.**
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- Daytona Beach News Journal**
DAYTONA BEACH, FL
- Down the Hatch, Inc.**
PONCE INLET, FL
- Inlet Harbor, Inc.**
PONCE INLET, FL
- Racing's North Turn**
PONCE INLET, FL
- Raymond James & Associates Inc.**
PONCE INLET, FL

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- Louise Nippert**
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LIGHTHOUSE EVENTS JANUARY–MARCH 2009

JAN 11 (SUN)
1:30 – 2:30 PM

JAN 24 (SAT)
10:00 AM – 2:00 PM

FEB 8 (SUN)
1:30 – 2:30 PM

FEB 13 (FRI)
10:00 AM – 4:00 PM

FEB 27–MAR 7

MAR 6 (FRI)
1:00 PM – 2:00 PM

MAR 11 (WED)
10:00 AM – 4:00 PM

MAR 15 (SUN)
1:30 – 2:30 PM

MAR 28 (SAT)
10:00 AM – 2:00 PM

ECHO RANGERS PROGRAM

Special program provided in collaboration with Volusia County. Free admission with pre-registration by ECHO Ranger program participants.

GIRL SCOUT DAY

Calling all Girl Scouts! Come and enjoy the Lighthouse and museum while working on requirements for the Lighthouse Brownie Try-It, the Junior Lighthouse Badge, or the Lighthouse Interest Project. Contact Bob Callister at (386) 761-1821 ext. 18 or via email at bobcallister@ponceinlet.org for details.

ECHO RANGERS PROGRAM

Special program provided in collaboration with Volusia County. Free admission with pre-registration by ECHO Ranger program participants.

BEACH RACING DAY

Discover what it was like to take the checkered flag at Ponce Inlet as you learn about the birth of organized motorsports on the World's Most Famous Beach. Examine and photograph historic race cars and interact with drivers, owners, and mechanics from the early days of auto racing. Included with cost of regular admission; no advanced registration required.

BIKE WEEK

Tour the historic grounds and learn about life at the Light Station. All activities included with regular admission, no advance reservations required.

CANAVERAL LENS DEMONSTRATION

Meet the old-time lighthouse keepers in the Lens Exhibit Building. Learn about the Cape Canaveral 1st Order Fresnel Lens and weekly maintenance tasks. Included with regular admission, no advance registration required.

HOMESCHOOL DAY

Special educational program designed for homeschoolers, at a special admission rate. Advance registration required. Contact Bob Callister at (386) 761-1821 ext. 18 or via email at bobcallister@ponceinlet.org for details.

ECHO RANGERS PROGRAM

Special program provided in collaboration with Volusia County. Free admission with pre-registration by ECHO Ranger program participants.

FLORIDA HERITAGE DAY

Enjoy family oriented activities, kid's crafts, and see the Canaveral Lens demonstration. Included with regular admission, no advance reservations required.

2008 SUMMER & FALL LIGHTHOUSE HOURS

NORMAL HOURS OF OPERATION

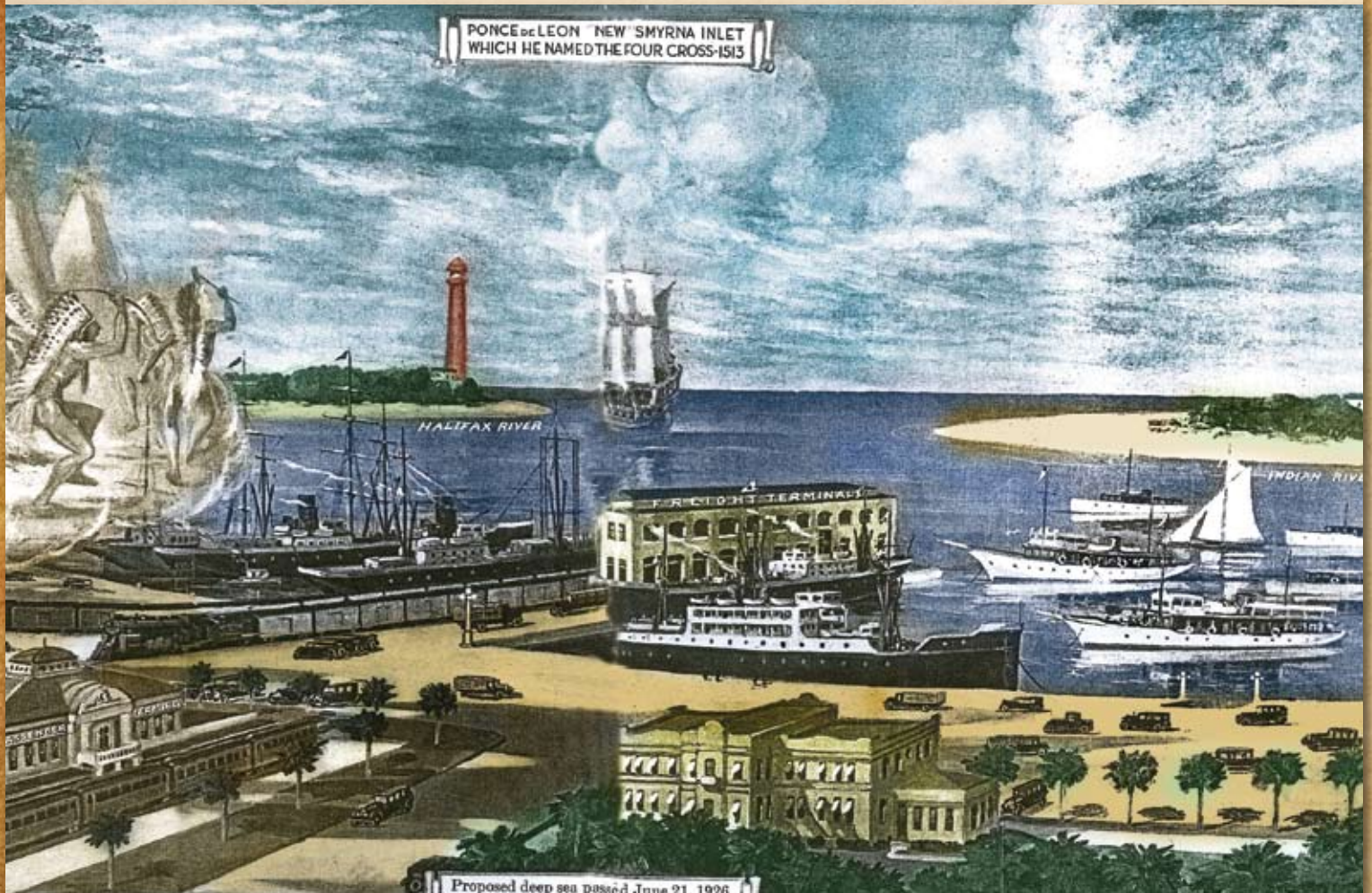
SEPTEMBER 2, 2008–MAY 24, 2009 Open daily from 10:00 a.m. until 6:00 p.m. (last admission at 5:00 p.m.)

FEBRUARY 6, 7, 13, & 14, 2009 **Race Week Extended Hours of Operation**
Open daily from 10:00 a.m. until 7:00 p.m. (last admission at 6:00 p.m.)

MARCH 5, 6, & 7, 2009 **Bike Week Extended Hours of Operation**
Open daily from 10:00 a.m. until 7:00 p.m. (last admission at 6:00 p.m.)

MAY 25, 2009–SEPTEMBER 7, 2009 Open daily from 10:00 a.m. until 9:00 p.m. (last admission at 8:00 p.m.)

MARITIME COMMERCE ON THE HALIFAX



THIS ARTISTIC RENDITION OF THE PROPOSED DEEP WATER PORT AT MOSQUITO INLET WAS WIDELY DISTRIBUTED IN A PAMPHLET SUPPORTING THE \$1,500,000 PORT BOND INITIATIVE IN 1926.

Mosquito Inlet has played a central role in the ongoing development of the Halifax region for nearly five centuries. Although never extensively colonized during the First Spanish Period, the Inlet's first European residents were drawn to the area due to its access to the sea and proximity to the colonial capital of St. Augustine. Surveyed by the English engineer James Moncrief in 1765, Governor James Grant described the inlet in a letter to the Board of Trade as "the best harbor in the Province". Under English rule, the Halifax area quickly grew into one of Florida's most densely populated regions.

In 1768, a Scottish doctor named John Turnbull founded the New Smyrna Colony on the west bank of Indian River a few miles south of Mosquito Inlet. Arriving with more than 1,200 indentured servants, Turnbull's colony promised to be one of the largest and most successful colonial endeavors in England's history. Unfortunately, a combination of poor management practices coupled with disease, malnutrition, and horrendous working conditions, ravaged New Smyrna's population. In 1777 the colony's

remaining 600 men, women, and children fled north to St. Augustine and the grand experiment at New Smyrna came to an abrupt and bitter end.

Despite the failure of the New Smyrna Colony, the Halifax River region remained one of Florida's most productive agricultural centers. English immigrants cleared thousands of acres of virgin forest, dug miles of drainage canals, and constructed docks and wharfs along the river to facilitate the loading and unloading of supplies. Cash crops, produced on newly cleared plantations, were soon bound for

British factories on the far side of the Atlantic.

Agriculture remained the fastest growing industry in Florida throughout the English, Second Spanish, and Territorial Periods. Although greatly impacted by the onset of the Second Seminole War in 1835, the vast majority of the Halifax region's inhabitants remained firmly rooted in the agricultural industry. Cotton, sugar, rice, timber, and other important crops were harvested in record numbers and shipped to far off markets through Mosquito Inlet.

As the years progressed, Florida's population continued to rely on coastal schooners and shallow draft vessels. Steamboats, introduced to Florida in 1827, opened up interior regions of Volusia County along the St. John's River while simultaneously providing a much needed boost to the territory's tourism and commercial markets. Known commonly as "wet-tailed steamers", these shallow draft vessels served as Volusia County's principal mode of transportation throughout much of the 1800s.

Although numerous coastal communities including Daytona, Port Orange, and New Britain (now Ormond



THE DAYTONA BEACH WATERFRONT ALONG BEACH STREET IN 1915

LARGEST STEAMERS FASTEST
UNCLE SAM & CHEROKEE
 DAILY TRIPS TO THE FAMOUS
TOMOKA RIVER
 INLET AND NEW SMYRNA.
 12 A.M. TUESDAYS & SATURDAYS 12 P.M.



THE DIXIE, CHEROKEE, AND UNCLE SAM WERE THREE OF THE MOST RECOGNIZABLE STEAMBOATS ON THE HALIFAX IN THE EARLY 1900S.

Beach) were founded along the Halifax and Indian rivers in the late 1800s, overland travel between east and west Volusia remained an experience not for the faint of heart. Those hardy enough to make the journey often spent more time slogging through flooded lowlands than they did on terra firma.

In March, 1876, newlyweds Loomis and Emily Day braved a 30 mile trip from their home in New Britain to DeLand along the sandy trail connecting the two communities. Day reported that their mule powered dumpcart was attacked by an alligator as it traversed 12 miles of submerged Pine Barren and palmetto scrub. "Passing through a swamp an alligator fastened itself to the wheel of the dump cart. As the alligator's head reached the top of the wheel he gazed right into the horrified face of my bride." Loomis had to use a lot of persuasion to get Emily to return to New Britain by the same trail.

Completed in 1886, the St. Johns and Halifax River Railroad (S.J.H.R.) provided the Halifax region with its first reliable overland route to the St. Johns River. It, along with the Blue Springs, Orange City, and Atlantic Coast Railroad brought a sudden end to east Volusia's decades-long period of geographic isolation. Both railroads would later become part of Henry Flagler's expansive Florida East Coast Railroad extending south from Jacksonville to Key West.

Easily accessible for the first time in its history, the Halifax region experienced a period of growth and development that few could have anticipated. The population of Volusia County soared from only 3,294 residents in 1880 to over 30,000 by 1925.

As the population of east Volusia grew and the county's agricultural industry flourished, the need for cheap reliable freight transport became an ever increasing concern. Relying almost exclusively on rail lines to transport their products to port facilities on the St. John's River, many Halifax area residents grew alarmingly concerned over rising rail freight rates charged by the Florida East Coast Railroad (F.E.C.).

Claiming the F.E.C. was engaged in unfair price gouging, the Florida Fruit and Vegetable Shippers Association petitioned the Interstate Commerce Commission (I.C.C.) to overturn shipping rate increases imposed by the railroad in 1925. Citing

F.E.C. earning reports posted the previous year, the Association accused the railroad of charging higher freight rates in communities located along trunk lines or with limited access to water transportation facilities. Unable to resolve the issue through I.C.C. mediation, the Association launched a statewide railway freight embargo that lasted through the fall and winter.

Daytona Beach resident and business leader David Sholtz believed the Halifax region's rail freight issues were directly related to the absence of maritime commerce in east Volusia. A study comparing rail and water freight rates revealed that east Volusians paid nearly 40% more in shipping costs than those living along the St John's River.

As president of the Association of the East Coast of Florida and Daytona Beach Chambers of Commerce, Mr. Sholtz declared that the time had come for "the east coast of Florida to assert its right and to make a real fight for water transportation and cheaper freight rates". According to Sholtz, the future prosperity of the Halifax area and all of east Florida rode not on the rails of the Florida East Coast Railroad but in the holds of coastal freighters via a deep water port at Mosquito Inlet.

Under the leadership of Sholtz and other Chamber members, a Port Commission was formed to pursue construction of the deep water port. The Commission formalized its agenda, solicited the support of local residents, and hired a retired Army Corps engineer named Colonel Gilbert A. Youngberg to survey the inlet and determine the best location for the proposed facility.

Completed in February, 1926, Youngberg's study confirmed that the inlet was well suited for conversion into a deep water port. The proposed facility would consist of a 300 foot wide entrance channel, a 1,000 x 1,200 foot turning basin, two 1,500 foot long jetties, raised roadways and rail lines connecting the port to the Dixie Highway (US-1) and Florida East Coast Railroad, warehouses, freight and passenger terminals, and well equipped docks to facilitate the loading and unloading of cargo. Additional channels would also be dredged down the Halifax and Indian rivers to make the port facility accessible from Daytona and New Smyrna Beach.

Youngberg's estimated cost for the entire project amounted to a little less than \$1,500,000.

On June 14, 1926, 100 residents met at the Daytona Beach Chamber of Commerce to discuss strategies for promoting the \$1,500,000 port bond to fund the project. The committee initiated an aggressive campaign to secure public support including advertisements, rallies, and newspaper editorials. Pamphlets featuring conceptual drawings of the completed port were published and widely distributed. Supporters were encouraged to talk with their neighbors, and voters were actively solicited throughout the Halifax region.

Approval for funding for the port's construction was placed before the voters on June 21, 1926. Passing the bond with a vote of 1005 for and 551 against, east Volusia residents appeared overwhelmingly in support of the plan to transform the Halifax region into one of Florida's most important maritime centers. The dream, however, would never be realized.

Already faced with a faltering real estate market, Florida was ill-prepared for the devastating impact of the Great Miami Hurricane that stuck south Florida during the 1926 hurricane season. Hammered by 140 mph winds and a 20 foot storm surge, the category 4 storm destroyed or damaged nearly every building in south Miami, injured more than 6,000, left tens of thousands homeless, and claimed more than 400 lives.

Causing an estimated six billion dollars in storm related damages, the 1926 hurricane season brought about the sudden collapse of Florida's booming economy. Insurance companies went bankrupt virtually overnight, financial institutions closed their doors, and the loose lending practices that had fueled Florida's land boom evaporated.

With the economy in shambles and their source of funding gone, the Daytona Beach and New Smyrna Port Commission was both unable and unwilling to pursue construction of the Daytona Beach New Smyrna deep water port. Ensuing hardships brought about by the 1929 Mediterranean Fruit-Fly outbreak, the stock market crash, and the Great Depression pushed the port initiative even further from the public's mind. Legislation passed in later years would forbid the destruction of wetlands required to build the port facility and the narrow window of opportunity to transform the Daytona Beach area into a maritime center passed into history.



THE PADDLEWHEEL STEAMER HALIFAX IN 1915

THE COASTING CAPTAIN

Little information has been published on east coast shipping during the mid to late 19th century. Fortunately, one of the best known of the coastal ship captains, Leonard Tawes, recorded, in a group of hand-written journals for his granddaughter, his entire sea-going career. Published in 1967 as *Coasting Captain: Journals of Captain Leonard S. Tawes, Relating His Career In Atlantic Coastwise Sailing Craft from 1868 to 1922*, this book has provided a detailed look at the difficult lives of coastal sailors during this time period. It also provides information about the process of bringing goods to remote destinations such as the Mosquito Inlet Light Station.

Leonard S. Tawes was born in Accomack County, Virginia, on October 2, 1853. His family included two older brothers and an older sister. When his mother died in 1860, the family slowly fell apart, and all three children were sent to different homes. Leonard was sent to live with an old doctor to work as his helper. Homesick, he ran away and tried to return to his father who was unable to provide for him.

Within a few years Leonard was working as a cook on a Chesapeake Bay pungy boat for \$6 per month. Pungies were fast workboats that could bring in a catch of oysters or fish quickly. The work was seasonal, and summers usually found him working as a handyman in exchange for food and lodging. In the spring of 1873, Leonard found himself on the docks of Baltimore, hoping to avoid a summer of unemployment. On an impulse, he shipped aboard a bark bound for Rio de Janeiro. It was nearly five months before he returned to Baltimore, no longer a green sailor.

The shipping business was bad in late 1873, and Leonard found himself in terrible circumstances. He worked for 25¢ an hour unloading coal vessels. The weather was so cold and his face so numb that he often could not talk plainly or eat. Finally, in January of 1874, Leonard was able to get a position on a coastal schooner carrying cargoes from Maine to Jacksonville, Florida. In his journals, Leonard later wrote, "I suffered very much with the cold going to New York in March for my wardrobe was very scant." Sailors had to provide their own kit and clothing, and in those days ships had no stoves in their forecables for the comfort of the crew. Leonard wrote, "I thought I would freeze to death." This was no exaggeration.

In 1875, one of Leonard's brothers joined him on a voyage to Rio. "On our passage home the brig sprang a leak. It did not amount to much, as I thought. My brother tried to cut the ceiling for it was aft under the lazarette. He could not succeed so he laid the brig to, tied a rope to himself, and went overboard, and caulked the seam and stopped the leak. Sometimes the brig would roll down and carry him under 10 or 12 feet and then she would roll up and he would



LEONARD S. TAWES

get his breath and would caulk a few licks. Then she would mash him under again and so on and so on until he stopped her leak. But it was a dear stop to him for in a few days he was taken sick and was never well again." The brother died on the next voyage and was buried at sea.

With no unions to protect them, sailors of the time were expected to do such jobs no matter what the risk and no matter how small the pay. In his journals, Leonard Tawes recounted tales of voyages where water and food ran out and the men nearly starved or gave out from dehydration. Work on deck was hard and dangerous, and men could be easily washed overboard during storms. Those who were ordered to work the rigging were in constant danger of falling and being killed. Sailors were at the mercy of their captains, who might dole out even more dangerous work to men who complained. And, for coastal sailors, shipwrecks were an ever-present danger.

Tawes also described the dangers that waited for sailors on shore. There were robberies and beatings arranged by locals who would lure unwary sailors into dark alleys. There were



JACKSONVILLE SHOREFRONT

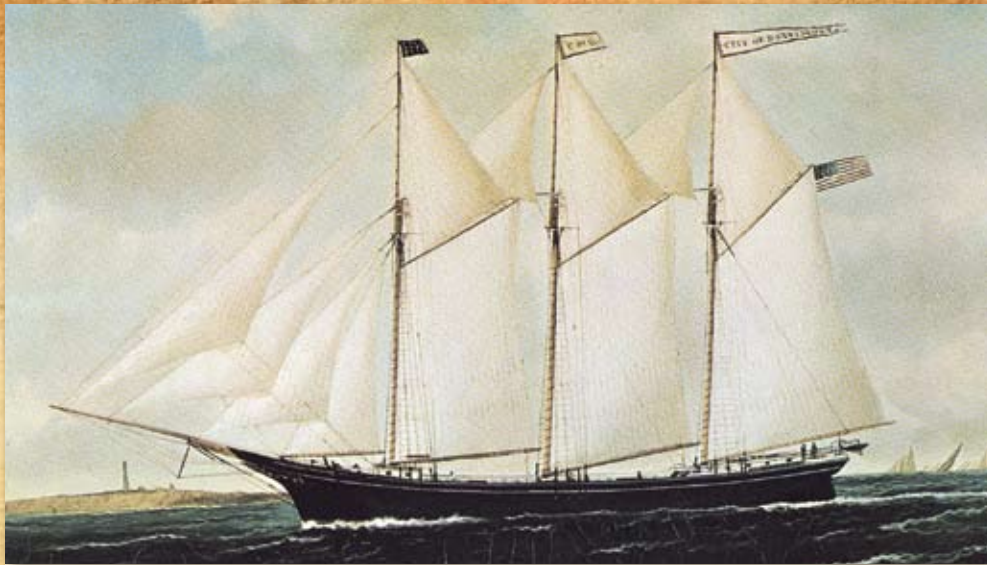
unscrupulous boarding house owners who, in a process called crimping, would offer cheap lodging but trick sailors into running up huge bills that they could not pay. The sailor would then be sent to sea, with the boarding house owner getting an advance on the sailor's wages from the ship's master. Tawes reported that some boarding house owners would send a representative out to ships that were arriving in port in an effort to entice men off the ship and into the boarding house scam. And of course there were dangers of the sporting houses where women and games of chance were waiting to further separate the sailor from his money.

Eventually, Sailors' Homes were started by reformers to protect men from the boarding houses. Waterfront ministries grew up to help keep sailors from succumbing to dangerous temptations. Societies were founded in many port cities and towns to offer mariners general aid including reading rooms, chapels, and homes. Tawes' lengthy career allowed him to observe huge changes in sailors' shore routines.

By 1880, Leonard was a young man with a wife and child. He was becoming known along the east coast for his navigation skills, and he performed well in his first opportunity to serve as master of a ship. Merchants at ports such as Baltimore were getting to know him. One of these was Ebon B. Hunting, who Tawes first met in Charleston. Hunting's office was in Baltimore's Calvert Building, and Leonard called on him and eventually came to consider him as a friend. In 1884, Tawes acquired part ownership of a three masted schooner, the *City of Baltimore*, which he regularly sailed between Baltimore and Jacksonville, sometimes carrying lumber for Ebon Hunting.

Mosquito (Ponce) Inlet was considered to be one of the most dangerous inlets on the east coast. As the only passage to the sea between Matanzas Inlet and Cape Canaveral, it served the plantation owners and residents of the county, just as it had served the early Spanish explorers and the Native Americans before them. Plans were being formed to construct a new coastal light at the Inlet, and Leonard Tawes' maritime career would soon bring him into contact with that dangerous place.

Many ships had run aground in Mosquito Inlet as well as along the coast from the Inlet to Cape Canaveral. One of the most famous occurrences was the scattering of Jean Ribault's fleet in 1565. Three of his vessels were blown ashore near Ponce Inlet, and the fourth, the *Trinite*, was grounded just north of Canaveral. Native Americans living along the coast plundered these wrecks in a tradition that would carry on for hundreds of years. While coastal residents may have looked forward to shipwrecks as a source of goods and supplies to keep or to resell,



THE CITY OF BALTIMORE

sailors and shippers dreaded the dangers. Most shipwrecks had few survivors, and those who did survive often found themselves at the mercy of the elements along a deserted and unfriendly coast.

During the Second Seminole War (1835-1842), numerous troop transports and supply ships used Mosquito Inlet to provision forts along the Indian River. The steamer *John McLean* was lost in the Inlet in 1838. In 1848, the steamship *Narragansett*, traveling from New York to New Orleans, wrecked in the Inlet and was salvaged by local residents.

Shortly before the Civil War, the *Roxanna* ran aground north of the inlet and the *Ocean* grounded on a sandbar after successfully entering the Inlet. Wrecks continued to occur after the war including the schooner *Luella* which was swamped on her outbound journey after unloading a cargo of machinery. The sloop *Martha*, captained by Frank Smith of Ft. Pierce, capsized off the Inlet in a storm. Two crew members were killed. The schooner *Wilton*, carrying Dr. John Milton Hawks, the founder of Port Orange, ran aground south of the Inlet in a storm. The vessel and cargo were a total loss.



SPIKES FROM THE NARRAGANSETT WRECK

In 1877, the schooner *Frank E. Stone* capsized in the Inlet and three people were killed. In September of 1878, three vessels were lost near the Inlet in a hurricane. The 580 ton steamship *SS Agnes* had already been wrecked on the beach just north of the Inlet in April of the same year.

Orville Babcock, chief engineer for the new light station to be built at Mosquito Inlet, visited the area a number of times prior to the start of construction. In a letter written on February 7, 1883, Babcock mentioned the *Narragansett* and the *Roxanne* as being hazards about a mile north of the Inlet plus his observation that "the shore

is covered with a great mass of wrecked vessels and their contents." Of course, Babcock himself would pay the ultimate price in the dangerous inlet sixteen months later.

Once the construction of the Light Station began, the shipwrecks continued. The January 28, 1886, issue of the weekly Halifax Journal reported that out of the eight or ten schooners employed in lighthouse work, five had been wrecked. These included *Godfrey*, *Augusta*, *Wilson*, *Ajax*, *Freewind*, and the *Johnson*. The *May Brown* had been crippled on the sandbar was lying at the lighthouse dock awaiting repairs. At least six men had drowned as a result of these wrecks.

Supplies for the new light station had been ordered from various locations along the eastern seaboard. New York, Philadelphia, Richmond, and Baltimore were the ports from which these materials were shipped. Despite the rapidly changing options for travel to the Daytona area, most of the goods destined for the lighthouse would come by ocean, at least as far as a north Florida port. Orville Babcock wrote a number of letters suggesting various combinations of

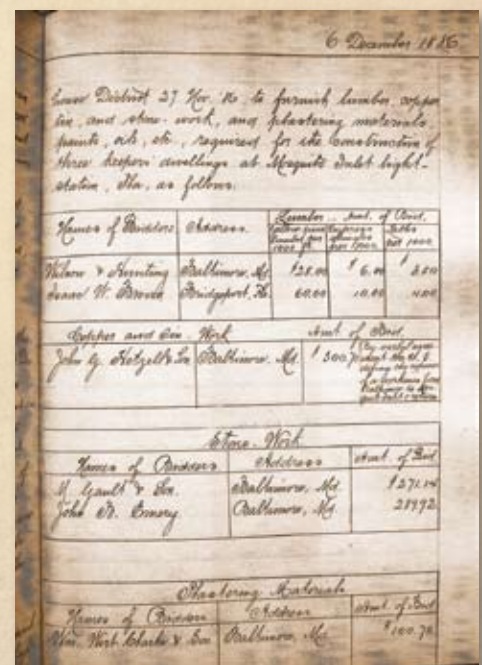
ocean shipping to the St. Augustine or Mayport (Jacksonville) waterfronts, with differing means of travel from the port to Mosquito Inlet. One option was inland waterways plus rail, taking shipments to the St. Johns River and sending them east again via a short railway. Another was the combination of inland waters, canals, and haulovers where canals had not yet been completed. But the shortest and most direct route was 53 miles along the coast from St. Augustine to Mosquito Inlet. A Lighthouse Establishment vessel could be used, or a coastal steamer could be chartered for the voyage. This option included trying to enter the dangerous Mosquito Inlet, whose shifting sands, shallow waters, and strong currents would often

require cargoes to be unloaded onto small boats or lighters for the journey through the Inlet to the lighthouse landing on the Halifax River.

At the same time as bids were being taken by the Lighthouse Establishment for supplies to build the Mosquito Inlet Light Station, Leonard Tawes was in competition with several ships for the fastest passage along the east coast. Whichever ship reached port first would have its pick of cargo. Tawes often won these informal competitions, and in one 1886 contest he beat the *Frank M. Howes* into Baltimore where he loaded up 250,000 feet of yellow pine lumber from Ebon Wilson's company, Wilson & Hunting. This lumber was destined for the Mosquito Inlet Light Station, and Tawes had it to Jacksonville in three days time. Lighthouse records do not indicate how the lumber was transported from Jacksonville to Mosquito Inlet. In 1886, Hunting bid \$28 per thousand feet of yellow pine, \$6 per thousand for shingles, and \$3.50 for 1000 laths.

After 1910, Leonard Tawes' sailing career began to slow down. He did captain some steamers and also delivered yachts. During the course of the First World War, he was hired to teach navigation at a government school. When the school closed, he became an inspector of shipbuilding. Living in Crisfield, Maryland, he and a partner went into the oyster business. To protect their oyster beds from theft, the partners had a shanty built on a piling in Pocomoke Sound. Tawes worked as the relief watchman, enjoying his time in the shanty. He began to write his journals after a visit from his first grandchild in 1925. Shortly after completing the journals, Leonard Tawes, the Coasting Captain, died of pneumonia on December 6, 1932.

In 1967, the Mariner's Museum of Newport News, Virginia, published Captain Tawes' journal, *The Coasting Captain*.



WILSON & HUNTING BID

Facing over 50 million dollars in budget cuts this year, the Volusia County School Board was forced to make many difficult decisions in order to balance their annual budget. In an effort to save as much money as possible, the Board made sweeping cuts that targeted many non-essential programs including extra-curricular athletic programs, art and music, and off-site field trips.

Volusia County is by no means alone in its attempts to juggle the ongoing needs of its students and staff with diminishing funds. School districts throughout the state are facing similar issues. The Preservation Association recently received a letter from the Seminole County School District announcing that it had been forced to suspend field trips to many locations including the Lighthouse in response to limited funding and available resources. While understandable, these cuts will have a dramatic impact on the number of students visiting the Light Station for years to come.

Realizing that the economic downturn would result in decreased school visitation, the Association began to expand its educational outreach programming nearly two years ago. Adopting the attitude that if students couldn't come to the Lighthouse the Lighthouse would go to the students, the Preservation Association launched several new educational outreach programs including the Keepers in the Classroom presentation, the U.S.L.H.E.

Traveling Library Program, and the traveling Filibustering to Cuba exhibit. These programs were extensively covered in last year's newsletters and enthusiastically received by participating teachers and students.

The Association will be delivering existing and future educational programs with our recently acquired outreach trailer, the exterior of which features numerous images of the Ponce Inlet Lighthouse, the Association's new logo, a list of available outreach programs, and the phrase "History on the Move." This exciting addition to the education department will allow for easier delivery, storage, and display of the Association's growing selection of community and educational outreach programs for years to come.

We are pleased to announce that our educational outreach program will continue to expand through 2009 with some help from former Spruce Creek High School graduate and University of Central Florida senior Ashley Wilt. Now in her final semester at UCF where she is pursuing a Bachelor's Degree in American History, Ms. Wilt contacted the Association in November to inquire about internship opportunities at the Lighthouse. As a lifelong Port Orange resident and self-proclaimed lover of lighthouse and maritime history, the Association was more than happy to provide her with an intern position.

Working under the direct supervision



ASHLEY WILT

of the Director of Operations and Programs Manager, Ashley will be responsible for the research, design, and development of new learning center workshops that will be used in conjunction with our popular Keeper in the Classroom educational outreach program. Welcome to the Lighthouse Ashley!

LIGHTHOUSES OF THE WORLD

1902 ÎLE VIERGE LIGHTHOUSE

The tallest stone lighthouse in the world

Constructed in 1902, the Île Vierge Lighthouse is both the tallest lighthouse in Europe and the tallest stone lighthouse in the world. The 271 foot tall tower overlooks the English Channel from the northern shore of Île Vierge Island. The island itself is located one mile offshore of the town of Lilia, on the western end of the peninsula of Brittany on the northwest coast of France.

The new tower was built as a replacement for the site's original 102 foot tall square cylindrical stone tower (known as the 1845 Île Vierge Lighthouse) which rose from the center of a two-story keeper's dwelling. The original structure served as the principal aid to navigation on the island for over 40 years before it was deemed too short to fulfill the needs of mariners traversing its waters. Although it was considered lofty at the time of



PHOTO COURTESY: LENINERS@FLICKR.

its construction, the old tower now seems tiny compared to its mighty replacement. The old tower is now home to the light station's fog horn which emits one three-second blast every minute. The keeper's house is still occupied to this day; making the Île Vierge Lighthouse one of the last manned stations in France.

The original tower's replacement was specifically designed to house a first order Fresnel lens that would be visible from a distance of 31 miles out to sea. Construction of the granite lighthouse began in 1897 and took over five years to complete. Designed by master architect Armand Considere and built by Gustave Corre, the 1902 Île Vierge Lighthouse is a masterpiece of French architecture, possessing an elegance rarely seen in lighthouses.

Celebrating its centennial anniversary in 2002, the 1902 Île Vierge Lighthouse continues to operate to this day as an active aid to navigation with a beacon characteristic of one white flash every five seconds and a focal plane of 253 feet. Although the island is accessible only by boat, visitors can climb 365 steps to the tower's gallery deck or 400 to the lantern room. Tours are provided with advance notice.

What is “Homeschool Day” all about? Education? Fun-filled activities? Trying new things? On November 6th, about 125 homeschoolers answered “all of the above” as they participated in four brand new workshops developed by Ponce Inlet Lighthouse staff.

The day proved to be an enjoyable one for students, staff, and volunteers alike as children learned what it was like to live at a Lighthouse nearly one hundred years ago. The students discovered what lighthouse keepers did every morning as well as some of the routine domestic chores performed by the keepers’ wives.

Workshops offered this special day included:

Keepers’ Jobs- Delivered by John Mann, Art Hahn, Allen Bestwick, Tommy Campbell, and Tom Hellem this interesting workshop provided students with an insight into common duties performed by the keepers at the Ponce Inlet Lighthouse including brass polishing, kerosene lamp maintenance, and Fresnel lens cleaning.

A Stitch in Time- Presented by Jo Anne Hamilton, Joanne Roberson, Jackie Mann, Charlene McLaughlin, Genevieve and Kimberly Comfort, Glenda McGee, and Gail Van Deryt, A Stitch in Time taught students how many of the clothes worn by the keepers and their families at the turn of the century were hand-made by the wives and daughters. Participants were given the opportunity to try their own hand at sewing by decorating quilt square ornaments that they took home with them.

How Does the Garden Grow- Volunteers Annette and John Yatko, Kristi Drumheller, Ada Landers and Sally Kitson helped the kids prepare and plant a garden plot. Students learned how to clear a place for a garden, turn soil, create rows, plant seeds, and weed. Many were surprised to learn how keepers and their families grew many of their own fresh vegetables right here at the Light Station.



LIGHTHOUSE KEEPERS AND LADIES FROM THE RIGHT: JOANNE ROBBERSON, ALLEN BESTWICK, CHARLENE MCLAUGHLIN, JOANNE HAMILTON, JOHN MANN, JACKIE MANN, ART HAHN



HOMESCHOOL STUDENTS LEARN HOW TO SEW FROM JOANNE ROBBERSON, JACKIE MANN, KIMBERLY COMFORT, AND GLENDA MCGEE DURING THE STITCH IN TIME WORKSHOP.

Laundry Day at the Lighthouse- Theresa Helfrey, Mariann Elkowitz, Ken Marshall, Joe DiCarlo and Valair Mitchell taught students how to do the laundry the old fashioned way. Water was drawn using a hand pump and the clothes were cleaned using a washboard, hand agitator, and a hand-cranked wringer before being hung on the clothesline. It was quite an eye-opening

experience to learn how hard it was to do laundry in the days before electric washers and dryers.

Aiding in this structured pandemonium were Carroll Hamilton, Barbara Frascati, Paul Milward, Jeanine and Michael Tatum, Tony Girolami, Sue Marshall, Gladys and Earl Davis, and Art White. A total of 33 volunteers gave their time so that 125 students could appreciate the lessons the lighthouse can teach.

For the past three years we have had four male volunteers dressed in keeper uniforms during tours and events at the Lighthouse. This past Homeschool Day four of our lady volunteers wore reproduction 1930s era dresses and aprons that they made themselves over the summer months. We would like to thank Jo Anne Hamilton, Joanne Roberson, Jackie Mann, Charlene McLaughlin, and Bonnie Egertson for all their efforts in bringing the Lighthouse Ladies to life. Many parents complimented the ladies and keepers on their costumes and said their attire added realism to the total lighthouse experience.

The resounding success of November’s Homeschool Day is a fine example of ongoing enthusiasm and dedication shown by our volunteers as they strive to make the Lighthouse visitor’s experience more complete. None of this could have happened without your support. Thank You.



HOMESCHOOL DAY PARTICIPANTS LEARN HOW TO WASH CLOTHES THE OLD FASHIONED WAY WITH A LITTLE HELP FROM VOLUNTEER THERESA HELFREY.



STUDENTS LEARN THE MEANING OF THE PHRASE “A TOUGH ROW TO HOE” DURING THE HOW DOES THE GARDEN GROW WORKSHOP.

OBJECT OF THE QUARTER

Post lanterns came into being as a way to provide exterior lighting long before the use of electricity. Unlike today, most people living during the Colonial Period stayed home after the sun had set. Interior lighting was produced by a wood fire or inexpensive tallow candles that produced a great deal of oily smoke. Exterior lighting was almost non-existent.

The earliest Colonial-era street lights were nothing more than pine knot filled iron baskets suspended from poles. Initially located only at busy intersections, early light poles were hand lit every evening, and required constant supervision by night watchmen to ensure they stayed lit and that the fire did not spread to neighboring buildings.

First introduced to Colonial America in the mid-1700s, the post lantern provided city residents with a much safer source of nighttime illumination. Unlike the earlier wood burning iron baskets, post lanterns often featured a whale oil flame. A glass mantle or shield protected the lamp's flame from being extinguished by wind or rain. Requiring far less work to

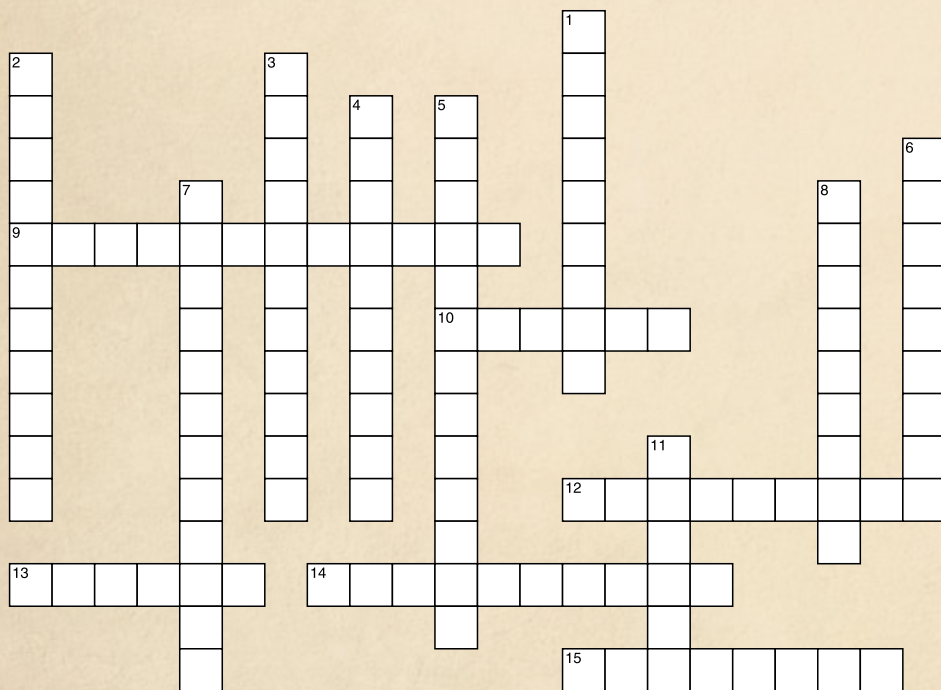
maintain while simultaneously providing a much wider margin of safety, lanterns quickly became the most common source of nighttime illumination in America.

Early post lanterns were very plain and generally square in shape. Commonly used to illuminate streets, docks, small harbors, and even the decks of vessels, post lanterns were usually made from sheet iron and tinsplate. These were cheap metals and it was rare to find lanterns made from anything more costly. The use of more expensive metals for lanterns would have been considered extremely wasteful especially during the American Revolution when metals such as brass and pewter were needed in the forging of guns and ammunition.

The United States Lighthouse Service produced a variety of small lanterns to assist lighthouse keepers. The Post Lantern B was a kerosene lantern generally produced in unplated brass. A rare example of a Lighthouse Service Post Lantern B has been acquired by the museum. It is unusual, in that the metal has been plated with nickel to help resist corrosion.



JANUARY 2009 NEWSLETTER CROSSWORD PUZZLE



www.CrosswordWeaver.com

ACROSS

- 9 Author of The Coasting Captain
 10 Protected a lantern's flame from wind and rain
 12 1926 natural event that contributed to the sudden demise of Florida's booming economy

- 13 Captain Tawes transported this building material used in the construction of the Ponce Inlet Light Station
 14 This British governor described Mosquito Inlet as the best harbor in the province

DOWN

- 1 Colonial-era iron basket lamps burned these
 2 Oil-fired apparatus that provided outdoor illumination before electricity
 3 Championed construction of the deep water port at Ponce Inlet in the 1920s
 4 The principal form of transportation used in nineteenth century Volusia County
 5 Surveyed Mosquito Inlet in 1765
 6 The world's tallest stone lighthouse
 7 This steamship ran aground at Mosquito Inlet in 1848
 8 Captain Tawes began his maritime career working on one of these
 11 The world's tallest stone lighthouse is located in this country

- 15 Process by which deep channels are dug from the bottom of a river, inlet, lake, or bay

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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:

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- The benefits listed above for one individual

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- 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



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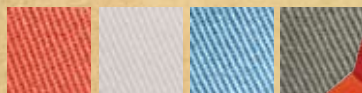
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www.PonceLighthouseStore.org, and place orders by phone at (386) 761-1821 ext. 21.

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.

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