The Quarterly Newsletter of the Ponce de Leon Inlet Lighthouse Preservation Association, Inc.
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.

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UPCOMING MEETINGS:

Jan. 9, 2008
Budget & Finance/Endowment Committee Meetings

Jan. 21, 2008
Board of Trustees and Quarterly Membership Meeting

Feb. 18, 2008
Board of Trustees Meeting

Mar. 17, 2008
Board of Trustees Meeting

ALL MEETINGS ARE HELD IN THE GIFT SHOP CONFERENCE ROOM
**New Keepers**

**Corporate Lampists**
- Bennett Brothers Construction
- Berlin and Denys, Inc.
- Broodocks Restaurant
- Bright House Networks
- Brown & Brown, Inc.
- Caring Cleaners
- Darkhorse Design, Inc.
- Daytona Beach News Journal
- Down the Hatch, Inc.
- Florida Power and Light
- Giles Electric Co.
- IBM Corporation
- Inlet Harbor, Inc.
- Inlet Harbor Realty
- Racing’s North Turn
- Raymond James & Associates Inc.
- State Farm Insurance
- Sunset Quay Outfitters
- Tomlinson Aviation, Inc.
- Volusia Properties
- Wickersham & Bowers

**Principal Keepers**
- Casa Grande – L. Keith
- Toni Girolami
- Louise Nippert
- Alan & Mary Ann Redinger
- Frederick & Barbara Treadway

**1st Asst. Keepers**
- Ellen Barton
- Bill & Virginia Bayer
- George & Misa Beckert
- Cheryl, Jim, & Shamus Cunningham
- Patrick & Debbie Pawling
- James & Martha Goodlet
- Laurel Grotzinger
- Bob & Diane Lamontagne
- Lester & Tami Lewis
- Lauren & Paulia Liebrecht
- Phillip A. Rhodes
- Ernest C. & Margaret Rieth
- Robert, Margie, Robert, & Tony Riggio
- Diane Schumay
- Frederic Schaub
- Neil & Jackie Sorensen
- L. Col. William & Sandra Wester

**2nd Asst. Keepers**
- Harvey & Connie Bach
- Donald & Catherine Bauerle
- Charles & Michelle Cameron
- Andrew, Heide, Celina, & Andy Carbone
- Michael, Lauren, & Lisa Elsberry
- Dennis & Zackary Engel
- C.J. & Cathie C. Fain
- Janice, Dana, & Alain Fredey
- Art & Barbara Giles
- James & Martha Goodlet
- Laurel Grotzinger
- Mark & Karen Hudson
- Dr. Herbert & Ruth Kerman
- John L. & Patricia Ann La Belle
- Bob & Diane Lamontagne
- Lester & Tami Lewis
- Lauren & Paulia Liebrecht
- Phillip A. Rhodes
- Ernie C. & Margaret Rieth
- Robert, Margie, Robert, & Tony Riggio
- Diane Schumay
- Frederic Schaub
- Neil & Jackie Sorensen
- L. Col. William & Sandra Wester

**Events Calendar**

**Lighthouse Events Oct–Dec 2007**

**Jan 11 (Fri)**
1:00 - 2:00pm

**Jan 13 (Sun)**
1:30 - 2:30pm

**Feb 10 (Sun)**
1:30 - 2:30pm

**Feb 15 (Fri)**
10:00am – 4:00pm

**Mar 6–8 (Thu, Fri, Sat)**
Offered Daily 12 – 2:00pm

**Mar 9 (Sun)**
1:30pm – 2:30pm

**Mar 12 (Wed)**
10:00am – 4:00pm

**Mar 22 (Sat)**
10:00am – 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.

**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.

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**Beach Racing Day**
See historic cars from days of beach racing. Talk with former drivers, mechanics, and owners from those exciting times. Take photographs and get autographs! All special events included with price of regular admission. No advance registration required.

**Bike Week Events**
Enjoy special activities and examine turn of the century artifacts. Included with price of regular admission. No advance registration required.

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**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.

**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**
  - Open daily from 10:00 a.m. until 6:00 p.m.
  - (last admission at 5:00 p.m.)

**Special Hours of Operation**
- Race Week Extended Hours of Operation
  - Open 10:00 a.m. until 7:00 p.m.
  - (last admission at 6:00 p.m.)

- Bike Week Extended Hours of Operation
  - Open 10:00 a.m. until 7:00 p.m.
  - (last admission at 6:00 p.m.)
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.

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 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.
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 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.

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 5 >
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,
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.

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 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.

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!
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 Beaufort 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 Dresser, 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 roof, 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.

Object of the Quarter

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, Gates 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/TRK-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 stereo system 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.

Visit our Web Site: www.ponceinlet.org

For further information, please contact:
Marie W. Bertel, Executive Director
1600 South Peninsula Drive
Ponce Inlet, Florida 32127-5006
767-527-1120
ellen@ponceinlet.org
www.ponceinlet.org

The New Smyrna News
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8 October 2007 • Ponce Inlet Light Station

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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.

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.
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

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: 

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!**
The following are proud supporters of the Ponce de Leon Inlet Light Station 120th Anniversary Celebration

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- The Redinger Family on behalf of the Halifax Humane Society
- Digital Press Inc
- Giles Electric Company

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, housewares, 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.

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**Gift Shop**

**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

**Ceramic Collectors Plate**

1. This 6-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.

- 6 Inch Collectors Plate: $12.99

**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 even the darkest of nights. Plug directly into conventional electrical sockets and features an easy to use on/off toggle switch.

Ponce Inlet Night Light: $13.99

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**The Redinger Family on behalf of the Halifax Humane Society**

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