



PONCE DE LEON INLET LIGHT STATION

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Good news! --After years of planning and hard work by the Florida Lighthouse Association members, the Florida lighthouse license plate will be issued in early 2009. As the decrease in State funding continues, and costs to maintain lighthouses increase, this funding source is timely. Please consider purchasing the "Visit Our Lights" license plate to help provide sustained funding for all Florida Lighthouses.

June marks the end of our Cycle 19 General Operating Support Grant from Florida Department of State, Division of Historical Resources. The \$29,266 grant played a significant role in helping us meet the general operating costs of the Light Station during the 2007-2008 fiscal year. Mike Bennett, Ellen Henry, and I traveled to Tallahassee in March to defend our Cycle 20 State grant application.

Historically these grants have been larger, but with budget cuts, funding for Florida museums has suffered greatly. As many of you may have noticed, budgetary cutbacks have had a widespread impact on many of our state and local agencies including the Department of Education which has been forced to reduce or eliminate many of its non-essential programs including field trips. In light of these developments, our ability to provide educational outreach programs will depend more than ever on your continued support of the Ponce de Leon Inlet Light Station.

Governor Charlie Crist declared September 20, 2008, as the 4th Annual Florida Lighthouse Day. Please refer to our calendar of events for details regarding this special day. We would like to thank the Governor for his continued support of Florida's historic beacons.

We honored Board Members and Program Volunteers on May 3rd for their dedicated service to the Association at our Volunteer Awards Banquet. I would like to personally thank Aqua Safari, Aunt Catfish, Crabby Joes, Down the Hatch, Genovese, Larry's Giant Subs, Publix and Target for their generous donation of

door prizes for this special event. Please refer to our volunteer column on page 9 to learn more about this special event and those honored for their dedicated service.

The Association is proud to announce the recent acquisition of another Fresnel lens. Built in France by Barbier Benard and Turenne in the early 1900s, this 4th order bivalve lens once guided mariners along Australia's coast. This fine addition to our diverse

collection of rare Fresnel lenses arrived in excellent condition and was installed in the Ayres Davies Lens Exhibit Building in April.

Our '07 acquisition—the Chance Brothers, 3rd order middle, is in the hands of the museum's lens restoration team. The public is invited to view this ongoing project and interact with the team on Tuesdays and Thursdays 10 a.m. to noon in the Principal Keeper's dwelling.

You will find forms and envelopes in this newsletter for our Summer Fundraiser. As a non-profit 501(c)(3) corporation, the Association receives less than two percent of its annual funding from state grants, and no local or federal support. Please consider the value of the educational programming provided to students, our museum's many interpretive exhibits, incredible beauty, and the importance of this historic Light Station. We depend on member support to continue 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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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:

- Jul. 9, 2008
WEDNESDAY
Budget & Finance/Endowment Fund Committee Meetings
 - Jul. 21, 2008
MONDAY
Board of Trustees and Quarterly Membership Meeting
 - Aug. 18, 2008
MONDAY
Board of Trustees Meeting
 - Sep. 15, 2008
MONDAY
Board of Trustees Meeting
- ALL MEETINGS ARE HELD IN THE GIFT SHOP CONFERENCE ROOM

CORPORATE LAMPISTS

- Battelle Institute**
COLUMBUS, OH
- 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, Inc.**
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
- 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

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PONCE INLET, FL
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NEW SMYRNA BEACH, FL
- Charles, Michelle, Joey, Austin, & John Cameron
DAYTONA BEACH, FL
- Cheryl, Jim, & Shamus Cunningham
PONCE INLET, FL
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PONCE INLET, FL
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PONCE INLET, FL

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LYNNFIELD, MA
- Warren & Rose Mary Cole
DAYTONA BEACH, FL
- Joe & Judy DiCarlo
PORT ORANGE, FL
- Dr. G. Scott & Kristi Drumheller
PONCE INLET, FL
- Frederick & Shirley Eckersen
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- Dr. C.W. & Gail C. Fain
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DAYTONA BEACH, FL
- James & Martha Goodlet
PONCE INLET, FL
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DAYTONA BEACH, FL
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LIGHTHOUSE EVENTS JULY–SEPTEMBER 2008

JUL 4, 11, 18, AND 25 (FRI)
1:00 – 2:00 PM

CANAVERAL LENS DEMONSTRATION

Meet and talk with the old-time Lighthouse Keepers as they perform maintenance on the Canaveral 1st order Fresnel lens.

AUG 3 (SUN)
11:00 AM – 12:00 PM

CONCERT AT THE LIGHTHOUSE

Tour the lighthouse and enjoy an afternoon concert performed by over 20 musicians during the Second Annual American Horn Quartet Workshop. Included with regular admission, no advance reservations required.

AUG 7 (THU)
10:00 AM – 2:00 PM

NATIONAL LIGHTHOUSE DAY

Enjoy family oriented workshops, activities, and demonstrations. See new lighthouse exhibits and watch your children participate in turn of the century kids activities. Included with regular admission, no advance reservations required.

SEP 6 (SAT)
10:00 AM – 2:00 PM

GIRL SCOUT DAY

Calling all Girl Scouts! Come and enjoy the Lighthouse and museum while working on requirements for the Lighthouse Brownie Try-It Badge, Junior Lighthouse Badge, or the Lighthouse Interest Project. Reserve your place for this special event online at www.poncelighthousestore.org.

SEP 11 (SAT)
8:30 AM – 9:30 AM

9/11 MEMORIAL SERVICE

The public is invited to attend a memorial service for the victims of 9-11 from 8:30 – 9:30. A moment of silence will commence at 8:46 a.m. when the first plane struck the World Trade Center. Admission is free during this event.

SEP 20 (SAT)
10:00 AM – 2:00 PM

FLORIDA LIGHTHOUSE DAY

Enjoy family oriented activities, demonstrations, and kid's crafts. See new exhibits and learn about Florida lighthouses. Special events include a Canaveral lens demonstration at 1:00 p.m. All activities are included with the price of a regular admission. No advance reservations required.

2008 SUMMER & FALL 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.)

MAY 26, 2008– SEPTEMBER 1, 2008

Open daily from 10:00 a.m. until 9:00 p.m. (last admission at 8:00 p.m.)

FROM BOOM TO BUST ON THE HALIFAX

Nineteenth century life was a constant struggle for the hardy pioneers who established the first settlements along the Halifax and Indian Rivers. This was especially true during the turbulent years following the end of the American Civil War when many coastal residents lived in a state of constant apprehension. Overrun with marauders, outlaws, and rebels who refused to submit quietly to Union rule, the Reconstruction Period was a time of great hardship throughout the state and local region.

Florida's re-admittance into the Union on July 25, 1868, marked a turning point in state and local history. Armed once again with an elected government (Florida's right to self-rule had been suspended at the end of the Civil War) law and order was quickly restored and the state's damaged economy began to revive.

By the 1870s, Florida was well on its way to recovery and a substantial period of growth and development was experienced throughout the peninsula, especially along the Halifax and Indian rivers. Home to only 1,723 residents in 1870, the population of Volusia County steadily rose to over 8,467 by 1890, before soaring to more than 35,000 residents in the mid-1920s.

Contributing to the region's population and economic growth were wealthy northern entrepreneurs who invested heavily in local industries and the steady influx of settlers hoping to capitalize on the area's rich agricultural opportunities. Within a period of less than fifty years, Volusia grew from a county of only four small settlements to one of over thirty-five established cities, towns, and unincorporated communities.

The town of Daytona was founded in 1870 by an Ohio-based entrepreneur named Mathias Day. Captivated by the area's pristine beaches, temperate climate, and beautiful countryside, Mr. Day purchased the 2000+ acre Orange Grove Plantation along the west bank of the Halifax River. The land was quickly surveyed and subdivided into individual lots which were then sold to those wishing to relocate to Florida's east coast. Although financial difficulties forced Mathias Day to abandon his real estate venture shortly thereafter, the community was named Daytona when it incorporated in 1876.

The growth of Daytona was by no means an isolated occurrence as an explosion of new and revitalized communities including Ormond, Holly Hill, Blake (now South Daytona), Port Orange, New Smyrna, and Edgewater sprang up along the inland waterway. Established in 1868 by John and Charles Bostrom, the settlement of New Britain (renamed Ormond in 1880) quickly grew into a thriving resort town frequented by many of the nation's most influential citizens.

The dramatic social and economic changes that occurred throughout Volusia County from the 1870s through the 1920s were the product of important economic and social stimuli that included: the establishment of profitable agricultural industries, the construction of fast and effective transportation systems, the rise of Florida tourism, and the Florida land boom.

Oranges had remained an important Florida agricultural product since the 15th century when the first tree was planted by Spanish explorers. With its sandy soil and subtropical climate, Florida quickly proved itself an ideal location for growing the non-native citrus that could soon be found growing wild across the peninsula. Despite their ease of cultivation, oranges remained a secondary agricultural product until it became easier to ship in the late 1800s.

The development of new transportation systems, including railroads and steamships, made the perishable fruit available throughout the northeastern United States. As demand for citrus increased across



STEAMSHIPS SUCH AS THE PADDLE WHEELER PICTURED HERE WERE THE PRINCIPLE MEANS OF SHIPPING GOODS TO AND FROM VOLUSIA COUNTY PRIOR TO RAILROADS.



STEAMBOAT ROXANA ON THE HALIFAX RIVER IN 1908



THE FIRST PASSENGER CARS TO ARRIVE IN DAYTONA WERE PULLED ALONG THE ST. JOHN'S AND HALIFAX RIVER RAILROAD BY ENGINE #3 THE "BULOW" IN 1886.



ORANGES HAVE BEEN PICKED AND ARE READY TO BE BOXED AND SHIPPED IN THIS 1920S PHOTO OF A GROVE IN VOLUSIA COUNTY.



1860 VOLUSIA COUNTY MAP



1900 VOLUSIA COUNTY MAP

the nation grew, new groves were planted throughout Florida to meet the growing need. In Volusia County alone, annual orange production increased from less than 5,000 boxes in 1900 to over 500,000 by 1930. Despite a devastating freeze in the winter of 1894-95 that destroyed many groves throughout northeast Florida, oranges remained a cornerstone of the Volusia agricultural industry until the 1940s when additional freezes forced many to abandon the industry or move further south.

Improvements in transportation played a pivotal role in the development of eastern Volusia County. With a limited collection of poorly maintained sandy trails and the notoriously treacherous Mosquito Inlet as its only links to the outside world, the Halifax and Indian River Region languished in relative obscurity until the late 1880s. Approved in 1882, the Mosquito Inlet Light Station was built on the north side of the inlet to facilitate local commerce and safeguard maritime traffic along the coast. Taking over three years to construct, the lighthouse's lantern was lit for the first time on November 1, 1887.

Completed in 1886, the St. John's and Halifax River Railroad provided the first means of expedient travel to and from the Halifax area. Financed by Stephen V. White, the narrow gauge railroad connected Ormond and Daytona to the town of Rolleston on the St. John's River. Additional rail lines were soon completed including the 28 mile long Blue Spring, Orange City, and Atlantic Railroad (BOCA) that linked New Smyrna to the Blue Springs Landing.

Purchased by Standard Oil tycoon Henry Flagler in 1885, the Jacksonville, St. Augustine, and Halifax River Railroad (later renamed the Florida East Coast

FLORIDA EAST COAST

Every Day a June Day, Full of Sunshine Where Winter Exists In Memory Only

The famous Winter Resorts of the East Coast of Florida furnish a greater variety of attractions than any other resort section of the world. Unequaled opportunities for outdoor life and its many diversions. Golf on the finest links in the country; Tennis on clay courts always in condition; Surf Bathing in water at a temperature of 70 degrees and upward; Horseback Riding and Motoring over well built roads, amid picturesque tropical scenery, or on the hard sandy beach; Yachting, Rowing and Fishing in the deep sea and land-locked waters; all kinds of Game—from quail to deer—for the most enthusiastic hunter; Chair Wheeling and bicycling on palm lined promenades, and through tropical jungles.

FINEST AND HEALTHIEST CLIMATE IN THE WORLD

THE PRINCIPAL RESORTS AND HOTELS

PONCE DE LEON	St. Augustine	ROYAL PONCIANA	Palm Beach
ALCAZAR	St. Augustine	THE BREAKERS	Palm Beach
OSMOND	Ormond-on-the-Palm	ROYAL PALM	St. Augustine

LONG KEY FISHING CAMP—AMONG THE FLORIDA KEYS
THE COLONIAL, Nassau, Bahamas Islands

Desirable accommodations at all points in most any disposition or demand.

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Through Florida Service from principal cities to Jacksonville and Key West, with connections to all routes on the FLORIDA EAST COAST. For Complete Details, Schedules, Booklets, Tickets, Reservations, apply to Local Agent at

243 Fifth Avenue NEW YORK **FLORIDA EAST COAST** 109 West Adams St. CHICAGO
General Office, ST. AUGUSTINE, FLORIDA

1913 FLORIDA EAST COAST RAILROAD ADVERTISEMENT PROMOTING FLORIDA TRAVEL.

Railroad or FEC) originally linked St. Augustine to South Jacksonville. Recognizing that Florida's future as both a tourist destination and as a thriving economic region relied heavily on its ability to acquire an effective transportation system, Flagler extended the railway to Ormond and Daytona in 1889, and further on through New Smyrna by 1892. Intent on opening his new home state to future development, Henry Flagler continued the southbound journey of the FEC until reaching Key West, the southern most point in the continental United States.

The arrival of the FEC heralded in a new age for the relatively young communities strung along the banks of the Halifax and Indian Rivers. The Ormond Hotel, built by John Anderson, Joseph D. Price, and Stephen V. White (who later sold his interest in the hotel to Henry Flagler), opened its doors for the first time on January 1, 1888. The grand hotel quickly earned a reputation for being one of Florida's finest resorts and was soon drawing many of the nation's wealthiest families including the Astors, Vanderbilts, Rockefeller, and Fords.

The explosive growth of agriculture, improved roadways, and tourism launched the Halifax and Indian River area into a new age of prosperity.



COMPLETED IN 1888, THE ORMOND HOTEL PAVED THE WAY FOR FUTURE RESORTS ALONG THE "WORLD'S MOST FAMOUS BEACH"



FERRYS WERE THE ONLY WAY TO CROSS THE HALIFAX RIVER PRIOR TO THE CONSTRUCTION OF THE AREA'S FIRST BRIDGE IN 1889.



THE SOUTH BRIDGE WAS ONE OF THREE BRIDGES THAT LINKED DAYTONA WITH THE BEACHSIDE. BUILT IN THE 1890S, SOUTH BRIDGE WAS ALSO HOME TO DAYTONA'S JAIL WHICH WAS LOCATED IN THE MIDDLE OF THE RIVER.

Experienced throughout the state, these important events catapulted Florida from a position of relative obscurity to one of great importance and interest. Attracted by the growth of the Sunshine State, land speculators bought and sold property in hopes of making significant profits. Investors flocked to the area and purchased large parcels of land that they quickly subdivided and resold at previously unimaginable prices. An acre of Volusia County land that cost \$13 in 1900 sold for more than \$68 less than twenty years later, an increase of over 500%!

Although real-estate development continued well into the 1920s, many investors grew increasingly concerned by the industry's continued reliance on credit. Unchecked land speculation over nearly three decades had resulted in over-inflated land values while loose lending practices created skyrocketing inflation. Alarmed by these trends, the Federal Reserve began to tighten its monetary policy. Loans were called in as credit dried up and people were unable to pay. These events, coupled with a devastating hurricane that struck south Florida in September, 1926, and the later collapse of the Stock Market in 1929, left many financial institutions and their investors bankrupt. The period known as the Florida Land Boom came to a



THE RIVIERA HOTEL IN HOLLY HILL WAS ONE OF SEVERAL LUXURIOUS RESORTS BUILT ALONG THE HALIFAX RIVER AND ATLANTIC COAST DURING THE EARLY 1900S.



ONCE KNOWN AS OCEAN BLVD., SEABREEZE BLVD. HAS CHANGED CONSIDERABLY SINCE THIS PHOTO WAS TAKEN IN 1893.



BEACH STREET IN DAYTONA AS IT APPEARED AT THE TURN OF THE CENTURY.



ROADS LIKE THE DIXIE HIGHWAY (US1) PROVIDED MOTORIZED ACCESS TO THE HALIFAX REGION BY THE 1920S AND 30S.



A PORTION OF THE OLD TERRAGONA ARCH THAT WELCOMED VISITORS TO THE DAYTONA HIGHLANDS SUBDIVISION IN 1925 CAN STILL BE SEEN ALONG INTERNATIONAL SPEEDWAY BLVD. TODAY.

sudden and shocking end.

In a span of less than fifty years, the lands along the Halifax and Indian Rivers had been transformed from a mosquito infested frontier on Florida's east coast to one of the nation's most popular destinations. The meteoric rise of the Halifax and Indian River Region was a wild ride that made millionaires out of some and paupers of others. Despite the highs and lows, booms and busts, the face of east Volusia would never be the same again. The land once known as Los Mosquitoes had become, and would remain, one of the most popular places to live and play for generations to come.

FISHING IN PONCE INLET

In the 1870s, many wealthy residents of the northern states began to visit Florida as tourists. The state's exotic beauty and warm climate attracted these visitors during the winters, and many came to enjoy the plentiful hunting and fishing. At first, visitors congregated mainly in Jacksonville or St. Augustine, and many enjoyed steamboat tours along the St. Johns and other waterways. But in 1883, Henry Flagler fell in love with the state and began to build rail lines and hotels.

Kirk Munroe, a writer of the time, said: *After a while Mr. Henry Flagler, since known as the Magician of Florida, bought this little railway as a plaything. Then, to make business for his plaything, he began the restoration and upbuilding of America's oldest town, to which, within a year, he had not only given one of the most beautiful hotels in the world, but he had in other ways so added to its existing attractions that its fame as a winter resort has since become as wide-spread as the English tongue. But this was only a beginning. The Magician who had accomplished these things soon began to plan other and greater enterprises. He cruised down the Indian River, touching at such beauty spots as Daytona, New Smyrna, and... he established a... playground at Ormond....*

With the rail lines established, it became easier for those intent on enjoying Florida to visit the Daytona area. The fame of Mosquito Inlet (later to be renamed Ponce Inlet) spread among hunters and fishermen, many of whom had come to stay at one of the large Ormond hotels. By 1900, the tiny settlement of Ponce Park was one of the most famous fishing resorts on the east coast. To anyone familiar with the Inlet and the nearby rivers, this was no surprise. Even the early Spanish explorers, impressed by Florida's bounty, had recorded seeing fish traps set by the native residents and mounds of shells built up near the shorelines from years of native seafood consumption.

One of the area's earliest permanent residents was Bartola Pacetti. A grandson of Turnbull Colony families, Bartola moved to the Inlet in about 1860.

He and his young wife, Martha Jane, were both capable river guides who were happy to take wealthy visitors on fishing expeditions. Martha Jane took guests out for river adventures in a small launch powered by a naphtha-fueled engine.

Nathaniel and Elizabeth Hasty arrived at Mosquito Inlet in about 1870. Nathaniel Hasty had some involvement with the failed Florida Land and Lumber Company. Through a lawsuit and subsequent land auction, he acquired the Company's property, once destined for a sawmill, on the Halifax River. The Hastys envisioned building a community and a resort at the Inlet. They created a small "trading post" and ship's store, supplying groceries and necessities for residents and for fishermen of the area. Nathaniel Hasty built rental cottages and houses, essentially creating the small village that would come to be called Ponce Park.

In 1884, the US Government purchased 10 acres of Pacetti-owned land to use for a new light station. Bartola and Martha Jane took the \$400 they earned from the sale and added hotel rooms



FAMOUS FISHING GUIDE JESSE LINZY SHOWS OFF HIS CATCH

to their river-front house. More fishermen soon found their way to the hotel and clients included men like James N. Gamble of Proctor and Gamble fame, and his friend Henry Flagler.

The only outlet to the sea in Volusia County, Mosquito Inlet was known primarily for sport rather than commercial fishing, which had centered itself farther south in New Smyrna and to the north in Daytona. One of Bartola and Martha Jane Pacetti's daughters, Serafine, married John Gardner, a man who would also become known as a fishing guide and who helped author William H. Gregg with his book *Where, When and How to Catch Fish on the East Coast of Florida*.

In May of 1903, William C. Harris, a New York City editor and publisher, wrote to M. S. Quay in Washington DC, requesting permission to lease an acre of the Light Station property. Harris said, *"I am, like yourself, somewhat fond of Florida and likely to become a resident for at least 6 to 8 months in the year. I have in view a small property at Ponce Park which adjoins the Government 10 acre lighthouse grounds at Musquito (sic) Inlet. The property offered me is only 60 x 250 feet and I would like to get an acre addition, but owing to the unsettled condition of the Pacetti Estate, it cannot be purchased, at least for some years, to come. Hearing that Senator Camden & others have been given a*



MARTHA JANE PACETTI TAKES AIM.



MARTHA JANE PACETTI (WITHOUT HAT)



THE PACETTI HOTEL

lease of otherwise unavailable Gov. grounds, I have been led to hope that I could get a similar lease for an acre of the lighthouse grounds, to be used solely as a vegetable garden & a range for chickens, after being fenced in. At present it is simply a barren waste of sand and scrub oaks. I am led to intrude this query on you..."

Mr. Harris concluded his letter by saying, "I am today 72 years old and wish to end my days in a balmy climate and where the fishes range in close-by waters." His request for use of Light Station property was never granted, but many famous and important visitors to the area continued to share his desire to spend their time fishing in this beautiful spot.

Most of the early fishing was confined to the rivers. In the early 1900s, the Pacetti Hotel handyman Jesse Linzy became famous as a fishing guide. It was said that Jesse was so strong that he could row a boat full of fishermen out through the inlet and back again, all against the tide. Author Robert Wilder wrote about some of Jesse's colorful exploits in his novel *The Sea and the Stars*.

The only other African-American male resident of Ponce Park at the time was William Williams, called Cocoa Bill. He initially worked for the Hasty family at the resort, and then worked at the nearby LaPonce Hotel until it was destroyed by fire. Cocoa Bill was also known as a fishing guide but never reached the level of fame accorded to Jesse Linzy.

The construction of the Hasty resort attracted young William and Frank Stone and their sister Cora. William Stone initially worked at the LaPonce Hotel. His brother, Frank Stone, had a railroad job. Frank married a young woman named Annie, who became the postmistress for Ponce Park. Eventually, the Stones were able to purchase the old Hasty trading post. The store continued to serve fishermen, and the Stones rented rowboats as well as rooms to visiting sportsmen. The trading post burned in the 1930s,

but Annie Stone kept renting rowboats.

Valda Stone, a daughter of Frank and Annie, married Benjamin Timmons and she and her husband ran the riverfront fish camp. After World War II, the Timmons family became more serious about this business, and it officially became known as the Timmons Fish Camp. They had one of the first large head boats at the Inlet, the *Kandi Kid*. The family enterprise eventually came to include Down the Hatch restaurant and Sea Love

Boat Works.

Two other children of Frank and Annie Stone remained in the Ponce Inlet area. George Stone worked as a boat captain. Jake Stone did likewise and became known as the "Dean of Skippers." He was commended by the Coast Guard for his heroism in rescuing passengers from several capsized boats.

Another early fish camp was the Palm Grove. It was run by Elmer C. Fiordland and his wife, Grace. Elmer was from New Jersey and was a skilled

boat builder and carpenter. He and his wife lived in a small trailer which he built. He also built a small fleet of rowboats that could be rented by fishermen for use in the rivers. Palm Grove had a dock, and the Fiordlands had a 16-foot shrimp boat which they used to catch bait shrimp. When Elmer Fiordland died in 1946, the rowboats were sold to Edward Meyer and the shrimp boat to Valda Stone Timmons.

William Redwood Wharton, Jr., had inherited a substantial tract of land along the Halifax River which he decided to turn into a fishing camp. By 1939, the Ponce Park entrepreneur was taking guests aboard his boat the *Gay Wind*. Instead of fishing in the rivers, Wharton took his passengers out into the ocean, and the *Gay Wind* was probably the very first charter fishing boat at the Inlet. She was certainly one of the most famous.

During World War II, the fishing industry in the area stopped. German U-boats were active off the coast, and for security reasons use of the Inlet



CAPTAIN JAKE STONE, "DEAN OF THE SKIPPERS"



REDWOOD WHARTON'S GAY WIND IS PART OF THE MUSEUM'S COLLECTION

was strictly overseen by the Coast Guard. The Inlet was dynamited to create safer navigational conditions. Many of the fishing boat owners used their own craft to help patrol local waters and some went to work helping the war effort at the Daytona Boatworks.

Of course, residents of Ponce Park constantly fished the rivers and the ocean. Children and descendants of the lighthouse keepers have reported that fishing was done almost daily and was an important source of food. Pamela Brown Ray, whose father was at the Light Station during World War II, actually lived in one of the keeper dwellings for six months and clearly recalls fishing for her own breakfast. In this short poem she describes her efforts:

BLOWFISH FOR BREAKFAST

a little girl

a little pole

a fiddler crab for wiggly bait

end of dock

legs adangle

eyes intent on bobber and weight

fluffy white dog

tail on his back

sitting tall beside his mate

sings the child

pants the pet

puffs the fish bound for plate

Florida, thanks to its mild climate, became a training ground and center of war-related activity during World War II. The state's population nearly doubled overnight, and thousands of people were introduced to the state's beauty and appeal. Tourism grew even during the war, as people chose to spend furloughs and vacations in the Florida sun. The Ponce Inlet area began to feel the economic benefits of increased visitation, and entrepreneurs began to build rental cottages all along the coast. An owners' association called "Two Thousand Cottages" was formed. Many of these new visitors wanted to go fishing.

After World War II, Chief Edward Meyer, who had been in charge of the Ponce de Leon Inlet Light Station, retired from the Coast Guard and started his own fishing camp on the Halifax River. He had acquired the Fiordland's fleet of small



INLET HARBOR
DEEP SEA AND RIVER FISHING
DAYTONA BEACH, FLA.

REDWOOD WHARTON'S INLET HARBOR

rowboats to rent to visitors and tourists. He had a sea skiff called *The Snapper* which he sold to purchase a shrimp boat, the *Patsy M*, which he used to supply his fish camp with bait and with shrimp for eating. Eventually, he sold the *Patsy M* to purchase a charter boat, *Miss America*, in about 1950. This, along with the Timmons' *Kandi Kid*, was one of the largest charter boats at the Inlet for some time.

Area shrimpers sold their catch at local fish companies in Daytona and New Smyrna. In the summers, many of the shrimpers, including Chief Meyer, used their boats as charter fishing vessels. Shrimp boats from other areas like Palm Beach and Boynton would come to Ponce Inlet in the summer when their season ended and tie up at Inlet Harbor or Chief Meyer's Fish Camp to work as charter vessels, carrying passengers in search of snapper, grouper, and other fish. Gladys Meyer Davis recalls two boats from Boynton that often tied up at her father's camp - *My Sweetheart* and *Indian Lake*.

Catching shrimp was also done in the river or in the Inlet with cast nets. Chief Meyer would go out with his three daughters who would steady their boat with their oars while the Chief would cast the net. Bringing in shrimp this way was muddy work, and the girls would get covered with it. Whenever their boat returned to the dock, the Meyer girls would hope that none of the area's handsome young men would be there to see them!

In the 1950s, sport fishing at the Inlet grew rapidly. The *Gay Wind*, boats owned by the Fitzwaters, Jake Stone's boat *Mako*, Captain Ed Winder's *Santa Rosa*, Captain Bill Dugmore's *Miss Dody*, Frank Timmons' *Marianne*, Al Kline's *Snow White* (who often berthed at City Island) and other boats like the *Black Duck*, *Moby*

THE INDIAN LAKE, A FISHING BOAT FROM BOYNTON, WOULD TIE UP AT CHIEF MEYER'S IN THE SUMMERS.



JULIE DAVIS, GRANDDAUGHTER OF EDWARD MEYER, TESTS HER FISHING SKILLS IN 1962.



CHIEF EDWARD MEYER'S FISHING BOAT MISS AMERICA



HAPPY ANGLERS AT THE MEYER FISH CAMP

Dick, and *Miss Juanita* were busy. Ray Fulgham docked his head boat *Miss Daytona* at Meyer's camp and also in Port Orange. Bud Brown ran the *Snow White* for Al Kline and also had his own boats. Captain Art Northen's boat *Lucky Strike* often passed by on its way from Daytona's Flotilla Marina or Seahorse Marina to Ponce Inlet.

Increases in commercial and charter fishing along with the growing numbers of pleasure boaters were enough to justify the stabilization of the inlet with jetties. Between 1968 and 1972, rubble-mound jetties were constructed to provide safe passage via a 15-foot-deep by 200-foot-wide dredged channel. Further modifications continue to be made to the jetty system, and the channel

is re-dredged from time to time. For many years there were no limits on the number of fish that could be caught. Millions of pounds of fish were shipped through the Inlet annually, and the fish populations in the area went into decline.

Today, approximately 100 commercial fishing boats seeking shrimp, tuna, grouper, snapper, mackerel, shark, and swordfish make use of the Inlet, and charter fishing continues to be an active industry. Although the Timmons and Meyer fish camps are long gone, Inlet Harbor continues to function as a marina and restaurant. Boats can still be chartered at various other locations along the river. An artificial reef program has built over a dozen reefs within a distance of 6-12 miles off shore. Because the natural reefs are 25-30 miles out, the artificial reefs have proven very attractive to fishermen and have helped support charter fishing at the Inlet. Charter and head boats carry over 60,000 passengers annually.

OBJECTS OF THE QUARTER

We are proud to announce the purchase of another important Fresnel lens. The new addition is a fourth order rotating Fresnel lens of the bivalve or "clamshell" design dating from the early 1900s. The two adjacent bullseye lenses on each side produce a double flash or group flashing characteristic with a visual range of about 15 miles.

The lens was produced by Barbier, Benard et Turenne (BB&T) in France, during the early 1900s. Unlike the other lenses on display, the bronze framework is anodized to protect it from corrosion and wear. Although this lens was once used on the east coast of Australia, the exact location

of its use is unknown.

In 1862, a company called Barbier et Fenestre joined the two main French producers of Fresnel lenses, Louis Sautter and Henry-LePaute. Barbier et Fenestre eventually produced over 435 lenses for the American market and were also the first to manufacture the huge hyper-radial lens. By 1890, one of Barbier's daughters had married Joseph Benard, and in 1897 Paul Turenne joined the firm when he married another Barbier daughter. Known briefly as Barbier, Benard et Turenne, the company began officially using BBT as its symbol in 1901. BBT produced its last major Fresnel lens in 1965.

THE CAREFULLY PACKED BB&T LENS ARRIVES FROM AUSTRALIA.



MIKE BENNETT, STEVE LINKFIELD, AND ED GUNN MOVE THE BB&T LENS TO THE LENS EXHIBIT BUILDING.



THE BB&T CLAMSHELL FRESNEL LENS IS NOW ON DISPLAY.

CHANCE BROTHERS LENS RESTORATION PROJECT



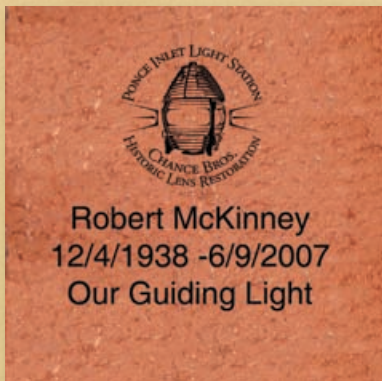
MUSEUM VOLUNTEERS WORK ON CATALOGING THE PRISMS OF THE CHANCE BROTHERS LENS. (L TO R): ART HAHN, ALLEN BESTWICK, HELEN MAGALE, GERRY HARRIS, JACKIE MANN (HIDDEN), AND JOHN MANN.

Restoration of the Chance Brothers third order middle Fresnel lens is well underway. The lens has been disassembled, photographs and condition reports have been made, many of the prisms have been cataloged, and a clean-up of the bronze has begun.

A special training day was held on April 9th for the volunteers who planned to help with the restoration. These volunteers included Art Hahn, Gerry Harris, John Mann, Jackie Mann, Allen Bestwick, and Helen Magale.

Work on the lens continues in the Principal Keeper's Dwelling where the kitchen has been converted into a temporary conservation lab. Visitors can talk with the restoration team and observe them as they work on Tuesdays and Thursdays from 10:00 -12:00 and

on Tuesday afternoons from 12:30 to 2:30. (Call ahead to confirm dates and hours.)



Those wishing to contribute towards the purchase and restoration costs of this historic lens may do so by buying a personalized Chance Brothers restoration brick or tile. Available for purchase online at www.poncelighthousestore.org, these limited edition pavers are available 4"8" and 8"x8" sizes, and will be installed in the walkway leading up to the Lens Exhibit Building.

Please contact Mike Bennett, Director of Operations, at (386) 761-1821 or via email at mbennett@ponceinlet.org for more information regarding this exciting program.

THANK YOU & WISH LIST

The Association would like to thank Ann Caneer for her generous gift of World War II recipe book *Cooking with Ration Stamps*. Gift Shop cashier Janet McSharry donated a rare World War II sour cream jar with a painted label advising us to "Buy War Bonds and Stamps" earlier this year. Thanks also to Bud and Pat Cullison who recently donated a beautiful framed drawing of the Concord Point Lighthouse in Havre de Grace, Maryland.

We would also like to recognize Lighthouse volunteer Allen Bestwick for all his hard work in helping us acquire vintage radio equipment including a vacuum tube and earphone connector for our 1920s crystal set. Our sincere appreciation also goes out to volunteers Art Hahn and John Mann for their many school appearances and efforts to further develop our "Keepers in the Classroom" outreach program.

Our heartfelt appreciation also goes out to the many volunteers who have been helping us in our ongoing efforts to restore the Chance Brothers lens that the Association acquired in December of last year. Our current progress in this important project could not have been achieved without the assistance of this dedicated group of individuals. Please refer to the restoration article in this issue for more information about this important project.

We are still hoping to find a working player piano as well as a working early 20th century record player. Coast Guard clothing from the World War II years and period artifacts are always needed. Donations of pre-1900 women's and children's clothing are also needed. Those wishing to donate materials and artifacts may do so by contacting Ellen Henry at ellen@ponceinlet.org.

Our Programs Manager Bob Callister is in need of individuals who can sew and are willing to make costumes for our volunteers who appear at the Lighthouse in period clothing. The Association will provide all materials needed for this important project. We are also looking for musicians who are interested in performing. Musical styles would include sea chanties, late nineteenth century music, Sousa marches, ragtime, and jazz from the 1920s & 1930s. Historic re-enactors are also needed for special Lighthouse programs. Please contact Bob Callister at bobcallister@ponceinlet.org for more information regarding these and other volunteer opportunities.

The Association hosted its second annual Volunteer Awards and Appreciation Banquet at the Spruce Creek Fly In on May 3rd. Held in appreciation of our wonderful volunteers, the event included a delicious buffet followed by an awards ceremony. Program Manager Bob Callister presented certificates to: Tana White, Rebecca Callister, Sue Marshall, and Paul Milward with 50 hours each, Ken Marshall – 54 hours, Claudia Kavanaugh – 57 hours, Al Sepa – 73 hours, Charlene McLaughlin – 74 hours, and Theresa Helfrey with 79 hours of volunteer service. Each of these dedicated individuals has received a Volunteer Shirt and Pin over the past few months in recognition of their volunteer service.

Receiving a certificate and 20% discount at the Gift Shop were: Joanne Roberson with 100 hours, JoAnn Hamilton with 127 hours, Hal Cokash with 141 hours, and Jan Reece with 176 hours of volunteer service.

With over 200 hours each, the following volunteers received a certificate and lighthouse golf shirt from the Gift Shop: Helen Magale – 201 hrs, Carroll Hamilton–211 hrs and Art White–241 hrs.

The first woman to receive her 250 hour Volunteer Pin was Jackie Mann. A retired school teacher from New Jersey, Jackie never intended to spend so much time at the Lighthouse but we're glad she did. Thank you for all your efforts!

Gerry Harris and Tommy Campbell received certificates for 341 and 361 hours respectively. Both of these long time volunteers have been invaluable in developing our volunteer program and making it such a huge success. Thanks guys!

John Mann has 516 hours and received his pin and 500 hour brick in the "Lighthouse Walk of Fame". John has recently added a portrayal of Captain Murphy of the steam tug Commodore to his list of Lighthouse accomplishments. Thanks John!

Snowbird Allen Bestwick has logged over 790 hours at the



JOHN MANN AND BOB CALLISTER



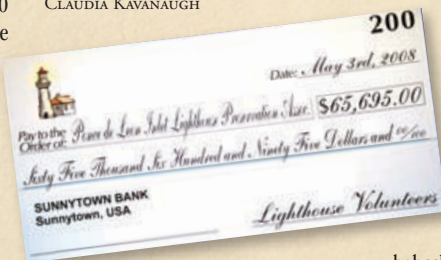
ALLEN BESTWICK RECEIVES HIS CERTIFICATE FROM BOB CALLISTER



ART HAHN PREPARES TO INSTALL A MEMORIAL BRICK COMMEMORATING HIS 500 HRS. OF VOLUNTEER SERVICE.



LEFT TO RIGHT: BOB CALLISTER, CHARLENE McLAUGHLIN, AL SEPA, KEN MARSHALL, AND CLAUDIA KAVANAUGH



Lighthouse and received his 750 hour pin to wear proudly on his lapel. He has also led the way in acquiring old WWII equipment for our new Radio Room exhibit, and developed an educational program about the use of radio beacons in the early 1900s. Thanks Allen!

Finally, Art Hahn received his 750 hour pin AND his 500 hour brick at the same time. Art seems to be here all the time, and has totaled 842 volunteer hours in less than 36 months. The ongoing success of the Keeper in Classroom educational outreach program that the Association launched this year would not have been possible without Art's dedication and enthusiasm. Thanks Art!

Three Lifetime Volunteer Awards were also presented during the Volunteer Awards and Appreciation Banquet. Wilda Hampton, Bill Merrell and Robyn Hurd have all been Lighthouse "movers and shakers" for decades. Wilda first volunteered in the 1970s, joined the Advisory Board in 1977 and became a Board member in 1990. Bill was an employee of Battelle when he became a lighthouse volunteer. He joined the Advisory Board in 1983 and became a Board member in 1984. Robyn has served the lighthouse for over 25 years, joined the Board in 1990, and is currently the Board President. Based on their combined dedicated service of over 85 years, these Lifetime Volunteer Awards are richly deserved by all three recipients.

Thanks Wilda, Bill and Robyn.

So what do all these volunteer hours mean to the Ponce Inlet Lighthouse? Well, the Independent Sector (a coalition of non-profits, foundations and corporations) determined that the value of volunteer time in 2007 was \$18.77/hour. Based on this amount the Association calculates the value of the 3500 hours of time donated by our 25+ volunteers during 2007 at over \$65,500.00 That's what volunteers mean to the Ponce Inlet Lighthouse!

If you would like to become a part of this growing family of volunteers, please contact Bob Callister, at 386-761-1821 or at

bobcallister@ponceinlet.org.



THE LIGHTHOUSE BOARD BEFORE BEING PRESENTED WITH THE VOLUNTEER SERVICE CHECK

TORRE DE HERCULES LIGHT

Overlooking the Atlantic Ocean from the northwestern corner of the Iberian Peninsula, the Torre de Hercules (Tower of Hercules) stands as the oldest operating lighthouse in the world. Located a mile and half north of the Spanish town of Coruña in the Galicia region, the Tower of Hercules is believed to have been built by the Romans in the 2nd century A.D. during the rule of the Emperor Trajan.

Legend has it that the tower was constructed by Hercules himself following a three day battle with the giant Geryon whom Hercules decapitated. Hercules is said to have buried the head of Geryon along with his weapons and ordered that a city be built on his remains. Constructed on a rocky peninsula jutting out into the Atlantic Ocean, the Roman city of Brigantia was later renamed Crunya and then Coruña.

According to a second legend found in the Gabala Erren – the "Book of Invasions" – the Tower of Hercules was constructed by King Breogan, founding father of the Galician Celtic Nation. The completed tower stood so tall that King Breogan's sons were able to see the green hills of Ireland from its lofty heights. Intrigued by the distant shore, the sons sailed to the Emerald Isle where the Celtic nation was born. A statue of the great king now stands near the lighthouse tower in memory of the legendary event.

The Tower of Hercules was abandoned after the fall of Rome. Deserted through much of the Middle Ages, the lighthouse was reactivated during the 13th century when La Coruña became an important port city. By the 17th century the once majestic tower was reduced to little more than a quaint ruin overlooking the Atlantic Ocean.

Alarmed by the tower's state of disrepair, King Carlos IV ordered that the tower be repaired in 1785. Restoration included repairs to the original Roman structure, the addition of an octagonal second level and watch room, and a new granite shell that encased the original structure. The work was finished in 1791, giving the tower the classical appearance we see today. A National Monument of Spain, the 185 foot tower houses a Fresnel lens that continues to warn mariners along the Costa da Morte or "Death Coast" to this day.



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: _____

Office use only	
Begins _____	Ends _____

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 July 1, 2008, through September 30, 2008.

For family memberships, list spouse/partner and all immediate children under eighteen years of age:

Spouse/Partner: _____

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!



SALES ASSOCIATE SCOTT SZEKER

OFFICIAL LIGHTHOUSE T-SHIRT

DECLARE YOU SUPPORT FOR THE PONCE INLET LIGHT STATION AND KEEP COOL DURING THE HOT SUMMER MONTHS WITH A UNIQUE T-SHIRT AND BALL CAP COMBO FEATURING THE LIGHT STATION'S NEW LOGO. AVAILABLE IN THE FOLLOWING COLOR COMBINATIONS: KHAKI & GREEN, NAVY & GREY, CHOCOLATE & BRICK RED, KHAKI & BLUE, PINK & GREY, AND AQUA & GREY. ORDER ONLINE AT WWW.PONCELIGHTHOUSESTORE.ORG., OR BY PHONE 386-761-1821.

PRICES: \$16.99 (SIZES M, L, XL)
\$17.99 (SIZE XXL)



MERMAID AND LIGHTHOUSE

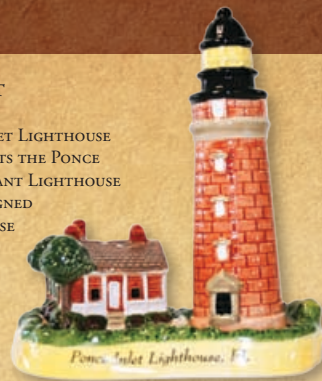
THIS FINELY DETAILED 6" TALL RESIN STATUE FEATURES A BEAUTIFUL MERMAID NAME "COURTNEY" EXAMINING A SPARKLING PEARL AS SHE SITS BESIDE A LIGHTHOUSE. AN ATTRACTIVE AND MUST HAVE PIECE FOR MERMAID AND LIGHTHOUSE LOVERS OF ALL AGES.

ITEM #: 2038
PRICE: \$21.99

PILH SALT & PEPPER SET

THIS EXCLUSIVE 3-PIECE PONCE INLET LIGHTHOUSE SALT AND PEPPER SHAKER SET DEPICTS THE PONCE INLET LIGHTHOUSE AND 1ST ASSISTANT LIGHTHOUSE KEEPER DWELLING ON A BASE DESIGNED SPECIFICALLY FOR THESE PIECES. BASE MEASURES APPROX 4 3/4" WIDE. TOWER AND DWELLING MEASURE 4 1/2 AND 1 1/4 INCHES TALL. A MUST HAVE FOR SALT AND PEPPER AND LIGHTHOUSE COLLECTORS ALIKE.

ITEM #: 0168 PRICE: \$11.99



SCRIMSHAW DECORATIVE BOX

MEASURING 2 1/2" X 1 3/4" THIS EXCLUSIVE FAUX IVORY BOX DEPICTS A SCRIMSHAW RENDITION OF THE PONCE INLET LIGHTHOUSE ON THE TOP WITH A PLANK AND SHIP WHEEL DESIGN AROUND THE SIDES. INCLUDES A TAG WITH INFORMATION ON PONCE INLET LIGHTHOUSE. THE PERFECT GIFT FOR LIGHTHOUSE AND MARITIME ENTHUSIASTS.

ITEM #: 0820 PRICE: \$8.99



COLLECTIBLE LENOX MUGS

THE SEASIDE LIGHTHOUSE MUGS. CRAFTED OF FINE IVORY CHINA, THIS COLLECTION OF 4 LENOX MUGS FEATURES THE ARTWORK OF THOMAS KINKADEE THE "PAINTER OF LIGHT" AND ARE HAND FINISHED WITH GENUINE 24 KARAT GOLD.

ITEM #: 0570 PRICE: \$58.50



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

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GOLD LEVEL SPONSOR



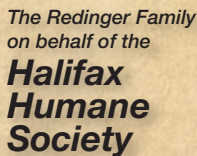
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