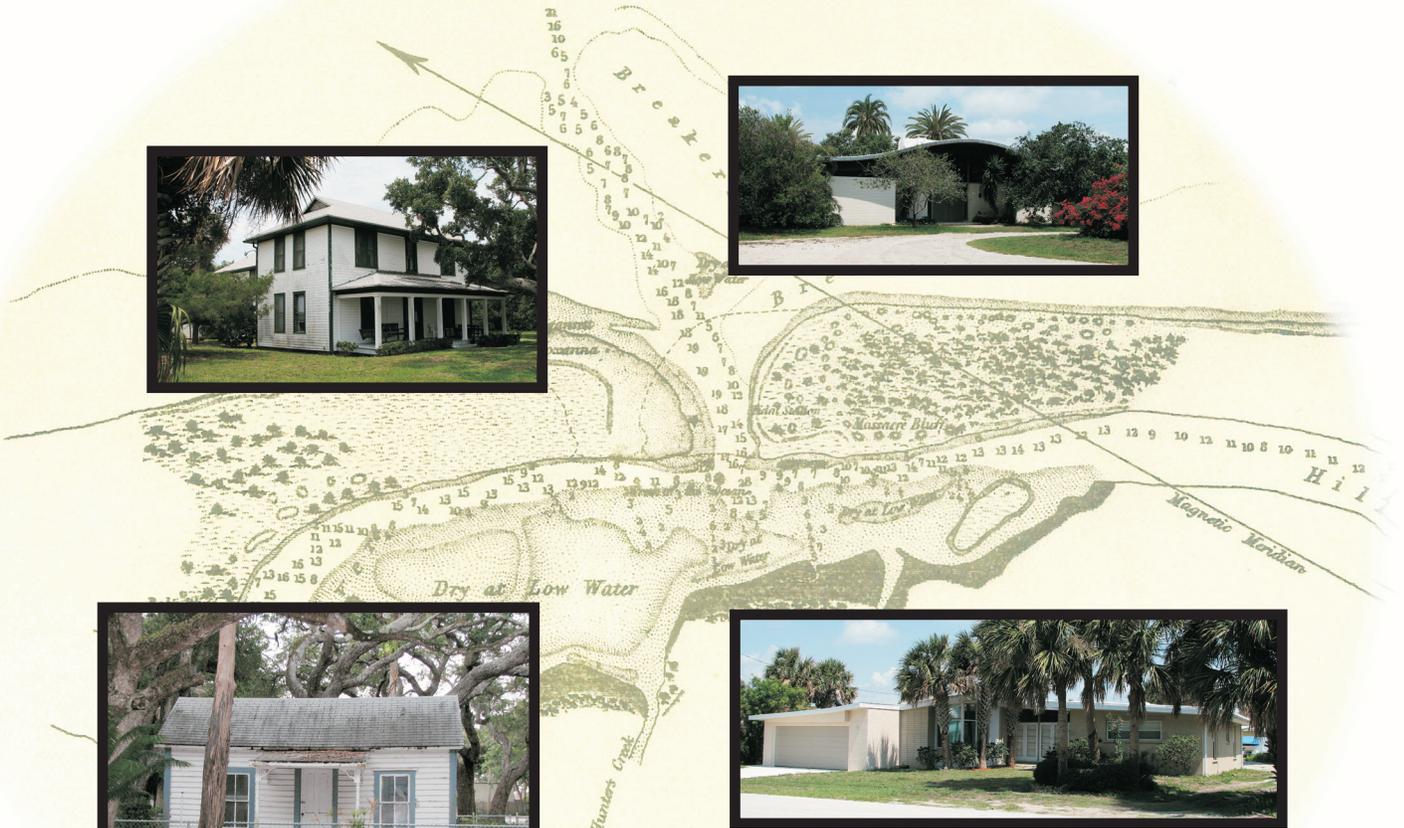


TOWN OF PONCE INLET HISTORIC SITE SURVEY VOLUSIA COUNTY, FLORIDA

A T L A N T I C O C E A N



MOSQUITO INLET

COAST OF FLORIDA

By the Hydrographic Party under the command of

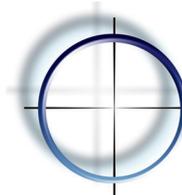
Lieut. John Rodgers U.S.N. Assist. U.S.C.S.

1851

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NEW SOUTH ASSOCIATES

PROVIDING PERSPECTIVES ON THE PAST

Town of Ponce Inlet Historic Sites Survey

Volusia County, Florida

Report submitted to:

Town of Ponce Inlet Planning and Zoning Department
4300 South Atlantic Avenue • Ponce Inlet, Florida 32127

Report prepared by:

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December 17, 2007 • **Final Report**
New South Associates Technical Report 1510

ACKNOWLEDGEMENTS

The author would like to extend her sincere gratitude to all those individuals who so willingly shared their wealth of knowledge and memories: Mary Sue Timmons Covert, Earl and Gladys Davis, Julie Davis, Ellen Henry, A.W. James, Bill and Sezzy Merrell, Kevin Nichols, and Kris Phillips.

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I. INTRODUCTION

This document presents the results of an architectural survey of the Town of Ponce Inlet, Volusia County, Florida, completed by New South Associates (Figure 1). The survey was funded by the Town of Ponce Inlet and administered by the Town's Planning and Zoning Department with the aim of creating an inventory of historic resources (buildings, structures, and cemeteries) constructed prior to 1967 that lie within the municipal boundaries of Ponce Inlet. New South was also required to provide National Register of Historic Places (NRHP) evaluations for the resources identified. The survey results will be used as an aid for future planning and development within the town.

Background research at the Florida Master Site Files (FMSF) revealed one previously recorded historic property within the survey area, the Ponce de Leon Inlet Light Station National Historic Landmark (NHL; Figure 1). This NHL lies completely within the survey boundaries and consists of five, brick, vernacular style structures - one of which is the lighthouse tower, three are living quarters for lighthouse staff, and the last being the oil house - constructed in 1887. Although cultural resource investigations have been previously conducted within the survey area, these investigations were for the NRHP lighthouse nomination, recording only those buildings associated with the lighthouse, and did not involve a comprehensive survey of all historic architectural resources in the municipal boundaries of the Town of Ponce Inlet.

Forty-five historic properties, including two cemetery plots, were recorded by this survey. Dates of construction range from circa 1880 to 1964, including residential and commercial buildings. Residential building types encompassed early, frame vernacular houses, and mid-twentieth century frame and masonry vernacular houses. The few commercial buildings surveyed date to the mid-twentieth century and tend to be frame vernacular types. The Ponce de Leon Light Station property was not surveyed as it is currently listed on the NRHP.

This report contains four chapters including this introduction. Chapter II provides Methods. Chapter III contains the results of the historical research. The final chapter, IV, supplies Results and Recommendations.

Figure 1.
Project Area Location and Previously Recorded Resources



II. METHODS

RESEARCH

Background research was conducted at the FMSF, the cultural resources files held by the Town of Ponce Inlet, and files stewarded by the Department of State and the National Park Service. The only previously recorded historic resource identified in the Town of Ponce Inlet are those structures associated with the Ponce de Leon Inlet Lighthouse, which is listed on the NRHP as a NHL. The NRHP nomination form and the National Historic Landmark Study for the Ponce de Leon Inlet Light Station, as well as the contextual information gathered during earlier preservation efforts within the Town of Ponce Inlet, were obtained by New South Associates during the literature review for this survey.

The Ponce Inlet Lighthouse, along with its supporting buildings, including the principal keeper's dwelling, the first and second assistant keeper's dwellings, and an oil house, were designated a NHL in 1998, making the Ponce de Leon light station one of only ten lighthouses in the United States with this designation. Located 12 miles south of Daytona Beach, the lighthouse rises approximately 176 feet and contains nearly 1.25 million bricks (Ponce de Leon Inlet Light Station 2007b).

The Appraiser's records at the Volusia County Property Assessors were consulted to determine dates of construction for buildings and their Property Identification Numbers to identify all survey eligible properties for field survey. Ponce Inlet baseline maps were consulted to identify properties eligible for documentation.

Finally, the Florida State Library and Archives, the Halifax Historical Museum in Daytona Beach, and the South Volusia Historical Society in New Smyrna, were consulted for historical information relevant to the survey and evaluation of identified historic resources. Sources consulted included historic maps and aerials, photographs, secondary sources, deeds, plats, and newspapers. Residents of Ponce Inlet were also consulted and interviewed concerning the history of their community.

FIELD SURVEY

A New South Associates historian, through a systematic vehicular and pedestrian survey, identified historic resources pre-dating 1967 within the town limits. The historian, using the FMSF survey form by means of a Microsoft Access database and a handheld tablet PC, documented each property surveyed electronically. Documentation for each property includes the street address, a FMSF number, a Property Identification Number (PIN) provided by the Volusia County Property Assessor's records, year of construction, architectural style, historic information, NRHP eligibility consideration, and bibliographical references and legal descriptions (when applicable). Also recorded were the names of original owners, as well as historic names of properties. The historian recorded information gathered from communication with house occupants and/or owners regarding property history. Previously recorded resources received updated FMSF forms.

Each historic resource was photographed with at least two views (front elevation and a side or oblique view) using digital photography. The historian recorded digital images in an electronic photo log. The historian, using a Garmin hand-held GPS unit, recorded UTM coordinates for each property. New South Associates GIS specialists mapped all documented historic resources in the Ponce Inlet GIS parcel layer shape file, provided by the FMSF.

The New South Associates historian conducted the survey from the public right-of-way, basing all eligibility assessments on exterior architectural details, setting, and other features visible from the public right-of-way. New South Associates then produced survey forms and photographic prints, which meet NRHP archival standards, for the FMSF and for the Town of Ponce Inlet archives.

Finally, all surveyed resources were evaluated for eligibility for listing on the NRHP. The NRHP is the official Federal register of properties that are historically and/or architecturally significant, and that are fifty years of age or older, or that are associated with a highly significant event of the recent past.

Resources are evaluated under four criteria: A, B, C, and D, as outlined in 36 CFR Part 60, National Register of Historic Places, Nominations by State and Federal Agencies and 36 CFR Part 800, Advisory Council on Historic Preservation, Protection of Historic and Cultural Properties. The four criteria for evaluation are:

- A. Properties that are associated with events that have made a significant contribution to broad patterns of our history;
- B. Properties that are associated with lives of persons significant in our past;
- C. Properties that embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; and
- D. Properties that have yielded, or may be likely to yield, important information in prehistory or history.

III. HISTORIC CONTEXT

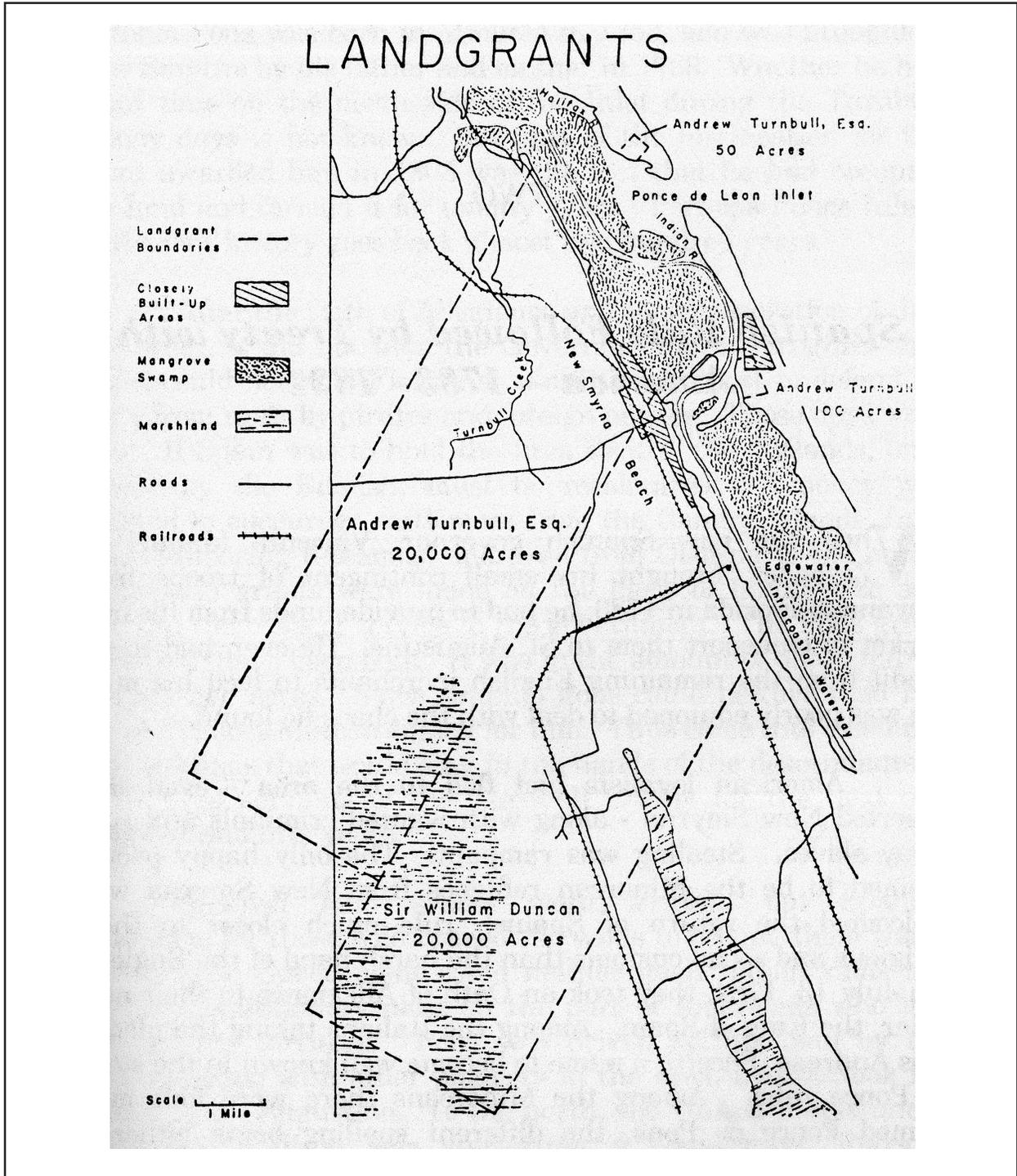
Ponce Inlet's rich history is uniquely incorporated into both the natural landscape and the built environment of the community. In 1513, Ponce de Leon landed in and explored the cove that would become Ponce de Leon Inlet. While searching for a lost vessel from his fleet, de Leon put ashore near Turtle Mound. The indigenous tribes of the area were not so welcoming. De Leon then ventured to a nearby river where he procured water and firewood, naming the river Rio de la Cruz, or River of the Cross. Claiming the area for Spain, de Leon constructed a cross of stone near what was likely the junction of Rock House Creek with the junction of the Halifax and Indian rivers, and Ponce de Leon Inlet (Mary Sue Timmons Coover, personal communication, June 2007). Other histories cite the location as either the junction of Spruce Creek or Rock House Creek with the Halifax and Indian rivers, and Ponce de Leon Inlet (Davies 1995:3-4; Ponce de Leon Inlet Light Station 2007b).

A hurricane pounded the entire fleet of French Admiral Jean Ribault near the inlet between 1563 and 1565. Ribault, landing in the inlet, may have constructed a second marker in the name of France near Leon's stone cross. Upon hearing of Ribault's claim via the loyal Spaniard who piloted Ribault's ship, Phillip II sent an expedition to destroy the French marker; however, the Spanish expedition never found the French marker (Davies 1995:4; Ponce de Leon Inlet Light Station 2007b.) The cove was given the name los Mosquitos, or Mosquito Inlet, by Captain Antonio de Prado, after his 1569 expedition to the area, through the masses of insects (Ponce de Leon Inlet Light Station 2007b.) Captain Alvaro Mexia mapped the inlet in 1605, but the Spanish never settled Mosquito Inlet (Davies 1995:4-5; Ponce de Leon Inlet Light Station 2007b). In his journal, Jonathan Dickinson, shipwrecked at Hobe Sound while en route from San Domingo to Philadelphia in 1698, did mention meeting a Spanish guard at Mosquito Inlet as he made his way up to St. Augustine (Hebel 1963)

After the 1763 Treaty of Paris, England gained control of Florida. Recognizing the vast store of live oak, invaluable for shipbuilding, the British immediately set about creating new settlements to exploit the natural resources. Initially, a group of Bahamians ventured into a timber cutting settlement in Mosquito Inlet. Although the new British Governor Grant recommended the construction of a fort at the inlet to protect this venture, no fort was built and the settlement soon failed (Davies 1995:5; Hebel 1963). The harvest of live oak timber, however, continued in Mosquito Inlet and was a fairly extensive operation by the early to mid-nineteenth century (Davies 1995:5; Hebel 1963; Ponce de Leon Inlet Light Station 2007b).

In the summer of 1768, Dr. Andrew Turnbull established the Colony of New Smyrna, just to the south of Mosquito Inlet (Figure 2). Turnbull was a London physician. After receiving an English land grant, Turnbull set about recruiting settlers from Greece, Sicily, and Minorca, by means of a seven-year bondage contract. Although the colony would bear the name of his wife's hometown in Greece, the majority of settlers came from Minorca. Instead of the anticipated 300 settlers, 1,500 settlers arrived in St. Augustine, making the venture the largest in colonial history.

Figure 2.
Turnbull Grant, 1776



Source: Tales of the Ponce Inlet, Ayres Davies 1995.

Turnbull's grant included 50 acres on the north side of Mosquito Inlet; however, colonial activities appear to have only occurred on the south side of the inlet, near present day New Smyrna Beach (Davies 1995:5; Ponce de Leon Inlet Light Station 2007b).

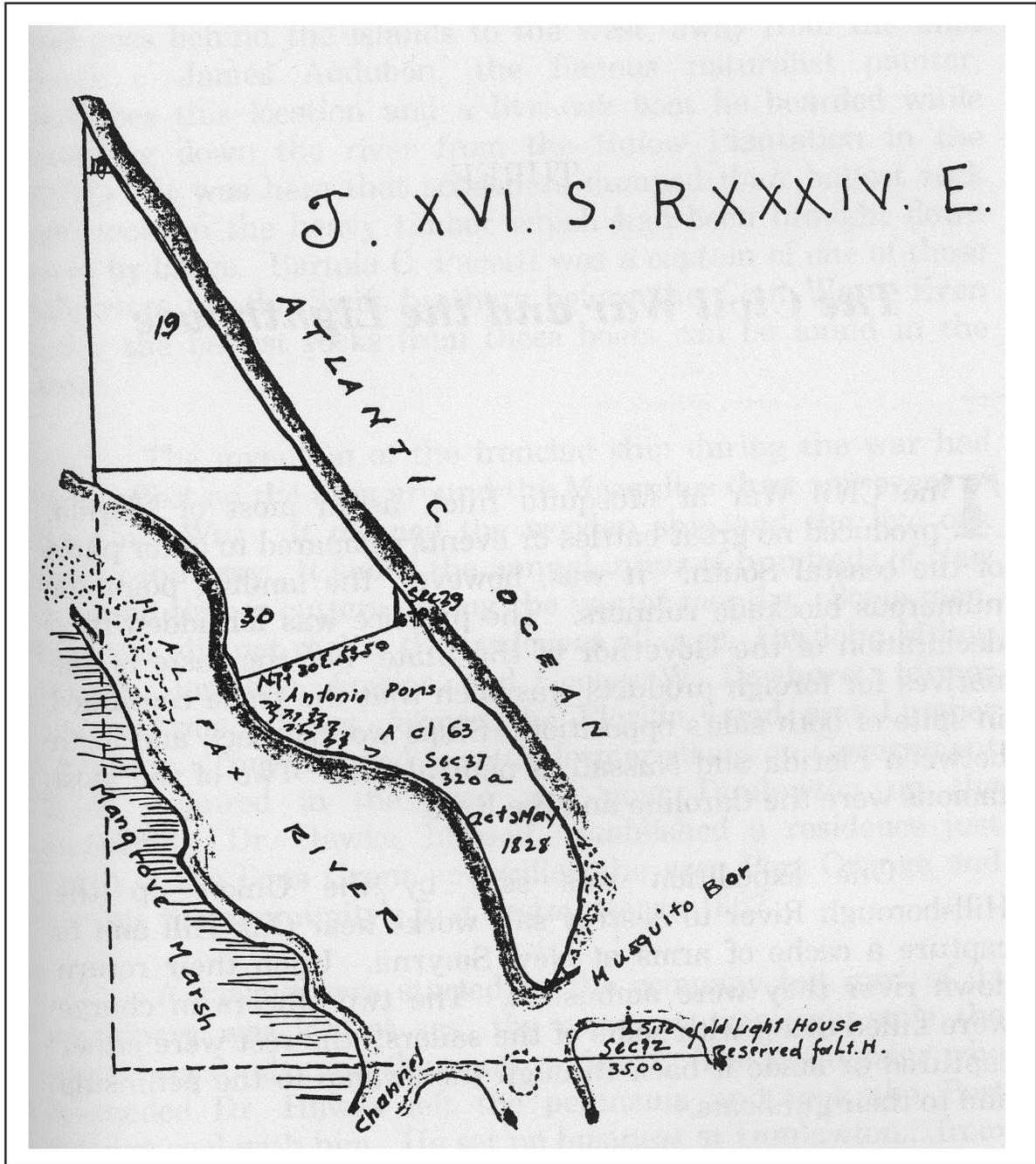
By 1774, the British had established a large bonfire on the north side of the inlet to mark the shore for merchant ships carrying oranges, rice, cotton, hides, lumber, and indigo from colonial plantations in the area to England and beyond (Ponce de Leon Inlet Light Station 2007b). The 1783 Treaty of Paris returned the colony to Spain, which was uninterested in nurturing the plantations established by the English. The Minorcan settlers from New Smyrna, a term which now included those few settlers from Greece and Sicily, as well as those from Minorca, welcomed the return of Spanish rule. Life under the English had been harsh and the battle with malaria only intensified the settlers' dissatisfaction with their English lords. In St. Augustine on July 13, 1784, the Minorcans took an Oath of Allegiance to the King of Spain (Davies 1995:6-9).

One of the Italian Minorcans to sign the oath was Andreas Pacetti. Another of the Minorcans to sign the oath was Juan Pons, the younger brother of Antonio Pons, for whom the community of Ponce Park was latter named. Antonio Pons did not sign the oath; historians speculate that he was not in St. Augustine at the time but was working his land on Mosquito Inlet (Davies 1995:8-9). Spain soon realized that the only way to maintain their lands in Florida was to reclaim the areas colonized by the English, and created a dual land grant policy based on either family size or service to the crown. In 1803, the Spanish government granted Antonio Pons 175 acres, apparently based on both the size of his family, as well as his service to the Spanish government (Davies 1995:6-9; Ponce de Leon Inlet Light Station 2007b). In the Patriot's War of 1812, Revolutionary War veteran General George Matthews of Georgia and his private volunteer army invaded Spanish Florida. During the conflict, Antonio Pons' own troops inadvertently fired on and killed him. After his death, the Spanish government granted Pons' widow an additional 320 acres of land (Figure 3; Davies 1995:10; History Workshop 2007; Ponce de Leon Inlet Light Station 2007b).

The United States eventually gained control of Florida, but not until 1821. One year later the plantations had been revived; however, the unpredictability of the inlet continued to plague ships (Hebel 1963; Ponce de Leon Inlet Light Station 2007b). Commerce in the inlet created enough traffic in the bay to warrant the need for a lighthouse. Adding to the traffic was the Swift family, who operated a lumber company along the shores of Mosquito Inlet. Traveling from Falmouth, Massachusetts each winter, the Swifts would harvest live oaks and transport the timber back to Massachusetts' shipyards (Davies 1995:11; Hebel 1963). In 1834, the United States Congress appropriated \$11,000 for the construction of a lighthouse on the south side of the harbor, on 10 acres of land purchased from B.C. Pacetti for \$400.00 (Davies 1995:11; Hebel 1963; Ponce de Leon Inlet Light Station 2007b).

Winslow Lewis designed and constructed the 45-foot brick tower at a cost of \$7,494. Completed in February 1835, the lighthouse contained 11 lamps, also designed by Lewis, with 14-inch, silver, parabolic reflectors. William H. Williams became the lighthouse keeper and took up residence in the newly constructed keeper's quarters. The lamps, however, were never lit as the lamp oil for the new lighthouse never arrived. A hurricane struck the inlet in October 1835, washing away the keeper's quarters and weakening the foundations of the lighthouse, causing the structure to lean.

Figure 3.
Pons Grant, 1828



Source: Tales of the Ponce Inlet, Ayres Davies 1995.

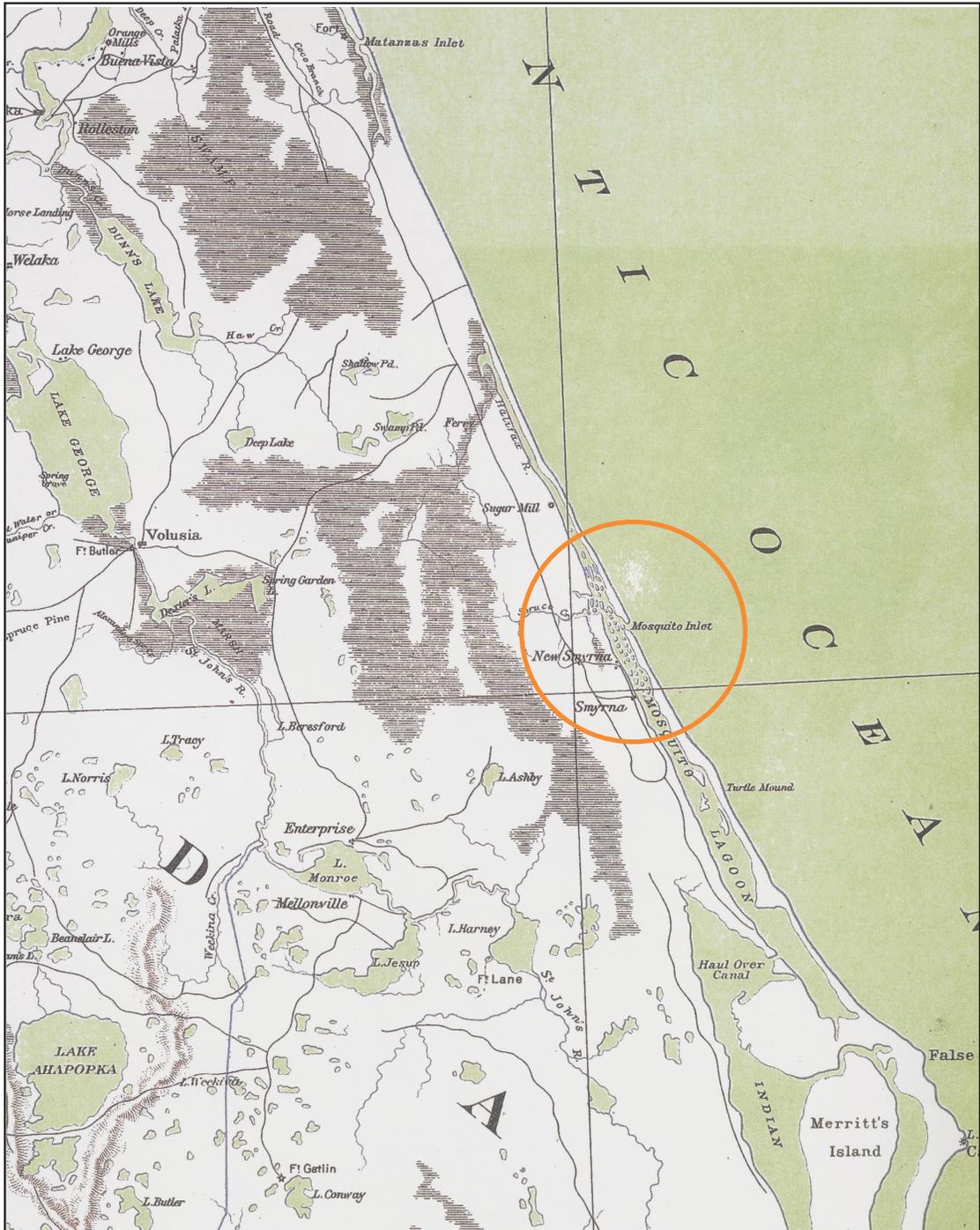
The following December, members of the Seminole tribe, discontent with the influx of American settlers into the Seminole's native lands, attacked the lighthouse, smashing the lantern room glass and setting fire to the wooden stairs inside of the structure. The tower collapsed into the sea in 1836 (Hebel, 1963; Ponce de Leon Inlet Light Station 2007b).

Bartola Clemente Pacetti, the grandson of Andreas Pacetti, came to Mosquito Inlet in 1842. Using driftwood for construction material, B.C. Pacetti built his house on the north side of the inlet on Pons land. His connection to the Pons family may have been through his late wife, Gertrude Pons, or through marriage between the Pacetti and the Pons families. It is possible that B.C. Pacetti was a nephew to Antonio Pons, as Pons' wife was likely a member of the Pacetti family (Davies 1995:11; Hebel 1963). When B.C. Pacetti married Martha Jane Wickwire of Spruce Creek in 1860, he had also acquired the 50-acre Turnbull grant on the north side of the inlet, as well as the Pons' lands. Combined, these lands would become the site of Ponce Park, and later the Town of Ponce Inlet. The onset of the Civil War brought Union troops to the area (Figure 4). The Union army proceeded in bombarding a local salt factory to prevent the production of saltpeter for use in manufacturing gunpowder for the Confederate Army. Although B.C. Pacetti served in the Confederate Army during the war, the Union Army's shelling had been a little too close to home, so he moved his family to Spruce Creek for the duration of the war (Davies 1995:12; Hebel 1963; Ponce de Leon Inlet Light Station 2007b). The war also halted the Swift family's live oak timber operations in Mosquito Inlet. The Union Army set fire to the Swift's lumber store to keep it from Confederate forces, burning piles of lumber "nearly two-stories high and covering a mile and a half of water front" (Hebel 1963).

The development of the ironclad boat during the Civil War took the bottom out of the timber industry in Mosquito Inlet. Founders of the Florida Land and Lumber Company, however, did take into account the effect of this new technology on the shipbuilding industry. Former Union Army officers Dr. John Milton Hawks, James A. Fowler, and George W. Dewhurst, formed the company after the Civil War with the intent to settle 1,500 former slaves on 40-acre tracts of government land along Mosquito Inlet and near Dunlawton on the mainland. Dr. Hawks established his residence north of the original Pons grant, calling the area Port Orange. Here, Dr. Hawks was also the first postmaster, although the succeeding postmaster took the Port Orange seal and moved the post office to Dunlawton, which he renamed Port Orange. Misfortune sneered at the Florida Land and Lumber Company from its inception. First, part of the sawmill machinery, purchased in Maine, was lost at sea while being transported for delivery. Then the freed men and their families, left to their untamed 40 acres without their promised mules, moved on to more favorable working and living conditions with settlers along the St. John's and Alachua rivers to the west. To top it off, the treasurer stole all of the remaining funds, leaving the venture to failure (Davies 1995:19; Hebel 1963).

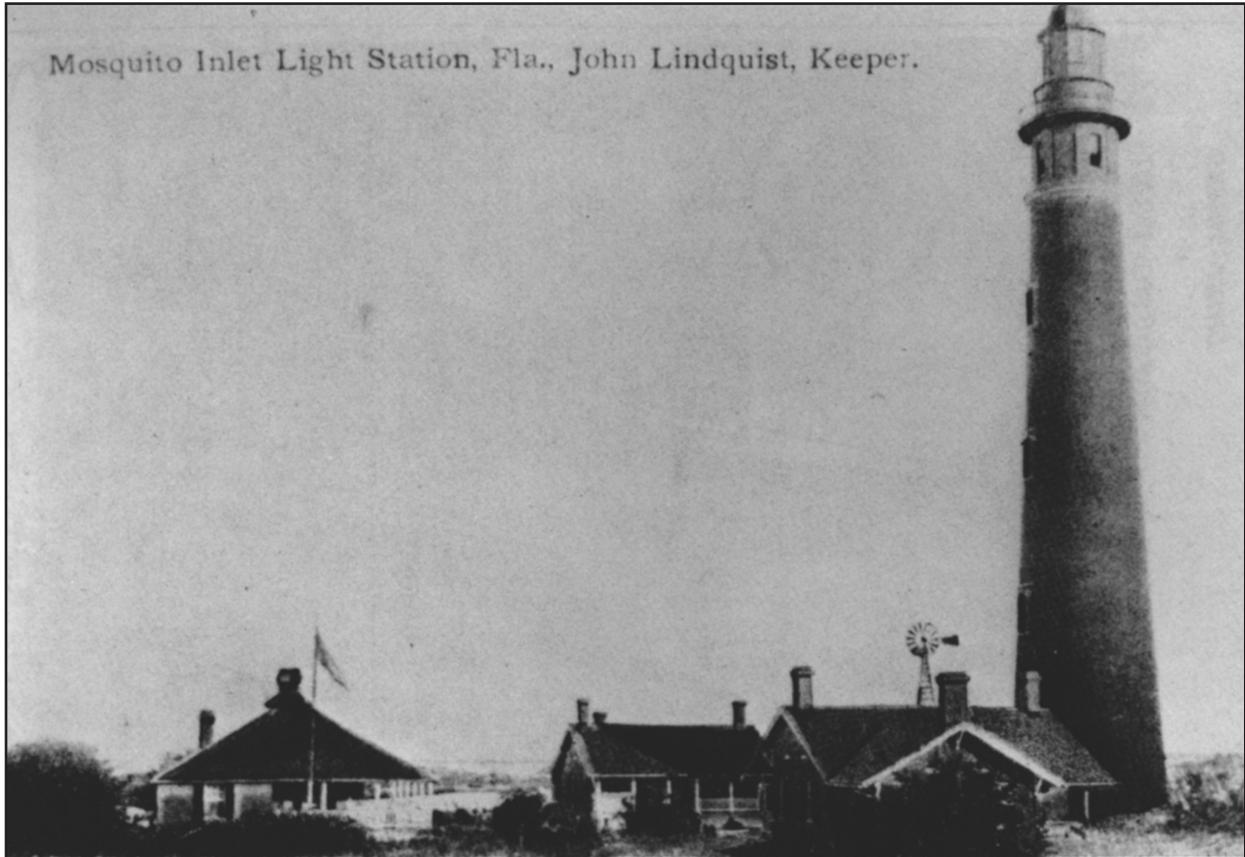
Even with the relocation of Port Orange, the community at Mosquito Inlet continued to grow. In 1870, the Lighthouse Board noted in its annual report that the inlet had "no soundings that can be relied upon" to safely navigate the waters there (Eshelman 1998). B.C. Pacetti sold 10 acres of land on the north side of the inlet for the construction of the lighthouse in 1883. Francis Hopkinson Smith, a distinguished writer and engineer of the period, designed the lighthouse tower, described by lighthouse inspectors as the "most beautiful and well proportioned tower" of the region (Figure 5; Davies 1995:20-23; Hebel 1963; Ponce de Leon Inlet Light Station 2007b). Charles Jones assisted in the construction of the lighthouse and may have given property on Cedar Street (now

Figure 4.
Mosquito Inlet, ca. 1865



Source: The Official Military Atlas of the Civil War, Major George B. Davis, et al. 2003.

Figure 5.
Ponce de Leon Inlet Light Station, ca. 1887



Source: Tales of the Ponce Inlet, Ayres Davies 1995.

Sailfish Drive) by Babcock for his work (Davies 1995:20-23; Hebel 1963; Ponce de Leon Inlet Light Station 2007b, Ellen Henry, personal communication, June 2007). It is likely that Nathaniel and Elizabeth Hasty were responsible for constructing the house located on the property. It is also possible that the property and the house had been a gift from the Hastys to the school board and passed onto Jones when he became employed as superintendent for the Ponce Inlet school house, which was built next door (Hebel 1963; Mary Sue Timmons Coovert, personal communication, June 2007). Deed records indicate that Dr. Andrew Preston owned the house and property by the 1960s (Hebel 1963; Gladys Meyer Davis and Julie Davis, personal communication, June 2007). Currently the Wilkinson family owns the house and property.

Construction of the tower was complete by 1887, despite the drowning death of Chief Engineer Orville E. Babcock in 1884, and a good shaking from the Great Charleston Earthquake of 1886. Along with lighthouse tower, several support buildings (including the principal keeper's dwelling, the first and second assistant keeper's dwellings, and an oil house) were also constructed. The United States government had ordered the fixed Fresnel lens 20 years earlier. Principal Keeper William Rowinski lit the lens for the first time on November 1, 1887, which had been in storage in France until installed in the lantern room of the lighthouse. It was visible for 20 miles out to sea. Although the lighthouse was a marked improvement warning of the treacherous inlet, the occasional ship still fell victim to the bay. Although not downed by inlet waters, the *Commodore* sent its survivors and wreckage ashore at Ponce Park, after sinking off of Daytona Beach in 1887. The ship had been bound from Jacksonville to Cuba with a cargo of arms and munitions for Cuban Nationalists fighting the Spanish. Author Stephen Crane was one of the four men who made it to shore. Crane was working as a war correspondent and later he recounted his experience of the wreck in a *New York Press* article (Crane 1897; Davies 1995:20-23; Eshelman 1998; Hebel 1963; Ponce de Leon Inlet Light Station 2007b; Ellen Henry, personal communication, June 2007).

By the mid-1880s, Ponce Park had become the name of the community located at Mosquito Inlet (Davies 1995:28). Returning to Ponce Park after the Civil War, B.C. Pacetti and his wife, Martha, opened a boarding house along the Halifax River (Figure 6). Martha managed the boarding house from the mid-1870s until the 1920s. William Aiken Walker, a native of South Carolina and a notable genre artist, first visited Ponce Park in the 1880s after meeting a relative of the Pacetti's while visiting St. Augustine. Walker spent the winter of 1886 camped on the Pacetti property, painting the surrounding landscape, and may have encouraged Martha Pacetti to expand the boarding house. By 1900 Walker was a regular at the Pacetti house, often working as a front desk clerk and returning every year until his death in 1919. Jesse and Ida Linzy, an African-American couple, also worked for the Pacettis at the boarding house; Jesse was the grounds keeper and maintenance man, while Ida worked as a cook and maid. In the 1920s, Martha Pacetti sold the boarding house to the Long family from Pennsylvania, who kept the house until 1936, when they sold it to Olivia Gamble, heir to the Proctor and Gamble fortune. The Linzys stayed on working for the Longs and the Gambles until they passed away. After the death of Olivia Gamble in the late 1950s or early 1960s, the property went to the Gamble family, who still maintain it as a private fishing resort (Davies 1995:29,34-35,42; Hebel 1963).

Of the Pacetti's six children, the first child died in infancy, and another was snatched into the woods and devoured by wild pigs while playing near the house. Henry C. Pacetti died in his late twenties from injuries received while bringing in a load of bricks for the construction of the

Figure 6.
Pacetti Boarding House, ca. 1900



Source: Tales of the Ponce Inlet, Ayres Davies 1995.

lighthouse (Davies 1995:29; Hebel 1963). B.C. Pacetti, along with his remaining children, played an important role in the development of Ponce Park as a fishing village and the tradition of charter fishing excursions. B.C. Pacetti died in 1898. His sons took his body to St. Augustine to be buried in the Catholic Church cemetery there, but the church refused to allow the burial, perhaps because B.C. Pacetti had done some pirating, or perhaps because of his rumored association with the Free Masons. His sons, needing to preserve the body for transport back to Ponce Park, submerged their father's remains in a cask of port wine. B.C. Pacetti's body was returned to the Pacetti land and buried just outside of the north gate, where the Pacetti Family Plot remains today. The same year, B.C. and Martha Pacetti deeded a triangular piece of land north of the boarding house to their son, Bartola "Bert" J. Pacetti, and his wife, Bertha. Bert and Bertha Pacetti soon built a house on the property and carried on the family and local tradition of charter fishing (Davies 1995:30; Hebel 1963; Gladys Meyer Davis, Julie Davis, and Ellen Henry, personal communication, June 2007). In 1962, the Battelle Institute purchased the property to house offices for their Florida test stations. Today, the Battelle offices are still housed in what appears to be the house built by Bert and Bertha Pacetti (Hebel 1963; Ellen Henry, Kevin Nichols, and Bill and Sezzy Merrell, personal communication).

During the late nineteenth and early twentieth century, the exotic plumage of game birds was highly prized for use in ladies hats. In 1908, President Theodore Roosevelt, a notable hunter and conservationist in his own right, set aside the Mosquito Inlet Bird Reservation, appointing Bert Pacetti as the National Supervisor of aviary reservations throughout the United States. Jesse Linzy, the grounds keeper for the Pacetti property, became Bert Pacetti's official assistant, traveling with Pacetti and aiding in the management of the Mosquito Inlet reservation, as well as other reservations across the country (Davies 1995:30; Hebel 1963; Mary Sue Timmons Covert, personal communication, June 2007).

The charter fishing industry in Ponce Park, which consisted of small fishing parties in rowboats with hired guides, was spurred by the railroad enterprise introduced into northern Florida of Henry M. Flagler of Standard Oil. Flagler had been entranced by the history and landscape of St. Augustine. To bring guests to his new hotels in the area, Flagler built a rail line to St. Augustine. The railroad reached Daytona in 1886, bringing with it seasonal tourists and amateur anglers destined for Ponce Park and the waters surrounding the community. The combination of salt and fresh water from the inlet and the adjoining rivers created a fishing experience unique to Mosquito Inlet. African-Americans living in Ponce Park often found work as hired oarsmen and guides for small fishing parties (Davies 1995:31-34). Spurred by the increase in tourism, the town of Ponce Inlet experienced significant growth between the late 1800s and the beginning of World War I, and again in the 1920s. From 1890 until the collapse of the Florida Land Boom in 1926, several hotels and residential subdivisions developed along the inlet, including the La Ponce Hotel (Figure 7). The La Ponce Hotel, located toward the north end of Front Street, was owned and operated by E.G. Rogers. The hotel had 26 rooms, with a front parlor and the kitchens in the rear, all surrounding a landscaped, central courtyard (Davies 1995:31,34,36-39; Hebel 1963; Ponce de Leon Inlet Light Station 2007b; Mary Sue Timmons Covert, personal communication, June 2007).

Nathaniel and Elizabeth Hasty came to Florida in 1870. Originally from Portland, Maine, the couple had lived in Boston, Massachusetts, and Norfolk, Virginia, before coming to Ponce Park. Elizabeth had been a schoolteacher in Boston, and she became one of the first

Figure 7.
La Ponce Hotel, ca. 1903



Source: Tales of the Ponce Inlet, Ayres Davies 1995.

schoolteachers in Ponce Park, as well as the postmistress for nearly 25 years. Nathaniel was a shipwreck scavenger and perhaps a bit of a pirate. Before arriving in Ponce Park, he had worked in shipyards in Boston and Norfolk. Upon arriving, the Hastys likely stayed at the Pacetti boarding house for a short time before taking up residence in the cottage constructed by Dr. Hawks on what would become Front Street (Hebel 1963; Mary Sue Timmons Covert, personal communication, June 2007). In 1890, Nathaniel Hasty filed the Ponce Park Subdivision plat at the Volusia County Court House in Deland. The plat mapped out the land north of the Pacetti/Pons lands, laying out Front Street along the Halifax River, Beach Street from the Halifax River to the Atlantic Ocean, and Peninsula Drive, all paved with crushed shell from their private coquina pit (Figure 8). One block east of Front Street was Cedar Street, with the lighthouse at the southern end and the schoolhouse at the northern end. The coquina pit was also located at the northern end of Cedar Street. The subdivision encompassed approximately 200 to 250 acres of land. Nathaniel Hasty had received 200 acres of land from a winning bid on the defunct Florida Land and Lumber Company land; he acquired the capitol for the endeavor from a lawsuit contesting the company's lost sawmill equipment, which he had been responsible for shipping (Davies 1995:34; Hebel 1963; Mary Sue Timmons Covert, personal communication, June 2007). The Hastys constructed approximately 14 homes and buildings between the 1870s and 1900, including their own two-story boarding house and a trading post near the corner of Front and Beach streets. Most of the Hasty buildings were New England saltbox type structures constructed from heart of pine and set on piers for ventilation, with tongue and groove walls, double hung sash windows, and clapboard siding (personal communication with Mary Sue Timmons Covert June 2007). Along Beach Street, Nathaniel Hasty constructed at least three Cracker style rental cottages for fishermen, the last of which is still located at 143 Beach Street (Davies 1995:34; Hebel 1963; Mary Sue Timmons Covert, personal communication, June 2007).

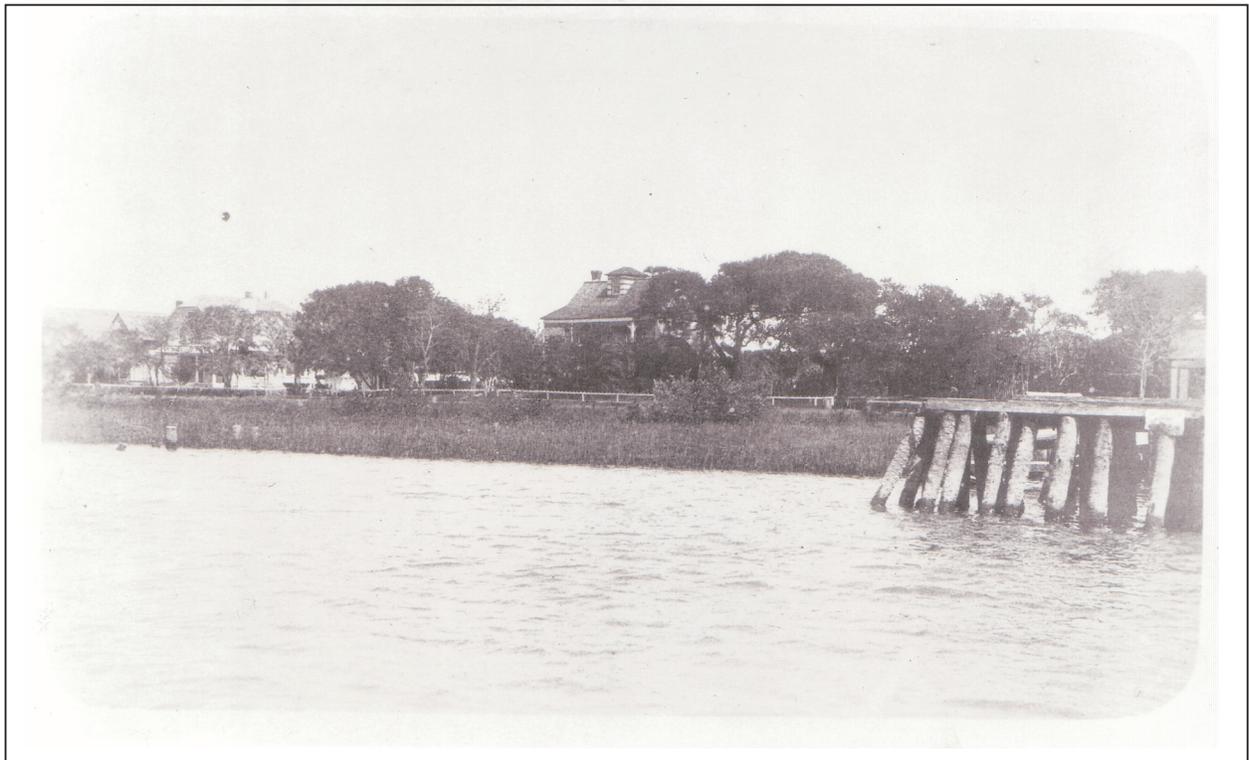
The Hastys gave the property located near the north end of Cedar Street to the school board for the construction of a community school sometime in the 1880s or 1890s (Hebel 1963; Mary Sue Timmons Covert, personal communication, June 2007). In 1903, lanthe Bond Hebel came from Daytona to teach in Ponce Inlet. The schoolhouse was a white frame structure with a desk and a chair for the teacher, and a pail for dipping water from the well on the Jones property to the south. A large black bear had been killed in the schoolyard just the year before. The first day of school, Hebel had 12 students, six belonging to Thomas Patrick O'Hagen, the Principal Keeper, three belonging to Theodore S. Johanson, the First Assistant Keeper, Clarence Jones, the grandson of Charles Jones, and Mattie and Robert Pacetti, the children of Bert Pacetti. For three months Hebel boarded with William Rowliniski, the former lighthouse keeper, in a house between the lighthouse and the Halifax River. The house had originally belonged to Serephine Pacetti Gardner, daughter of B.C. Pacetti, and her husband John Gardner. John Gardner had co-authored the popular angler how-to book, "Who, When, and Where to Catch Fish on the East Coast of Florida" in 1902 (Davies 1995:29-30; Hebel 1963; Ellen Henry, personal communication, June 2007).

In 1907, Nathaniel Hasty passed away and was buried in the family plot beneath a palmetto tree behind the Hasty home on Front Street. After Nathaniel Hasty's death, Elizabeth Hasty became ill with cancer. Unable to continue her duties as postmistress, and at the boarding house and trading post, she contacted Frank Stone and arranged to sell the boarding house and trading post to him. Stone had worked as an engineer for the railroad during the 1890s and met the Hastys while

Figure 8.
Front Street, Early 1900s



8A. North End of Front Street, 1902



8B. Front Street, View from the Post Office Dock, 1907

Images Courtesy of Earl and Gladys Davis

visiting his brother who was working at the La Ponce Hotel at the time. By the early 1900s, Stone was living in Titusville with his wife, Annie, and their family. In the fall of 1908, the Stone Family moved to Ponce Park. Annie Stone acted as a caregiver to Elizabeth Hasty until Elizabeth's death in 1909, when she was laid to rest beside her husband in the Hasty plot (Davies 1995:34,41; Hebel 1963; Mary Sue Timmons Coover, Gladys Meyer Davis, Julie Davis, and Ellen Henry, personal communication, June 2007).

Cocoa Bill, who had also arrived in Ponce Park in the 1870s, was the Hasty's African-American handy man. Pete and Mary were African-American employees of the Hastys as well. Pete worked as a fishing guide and Mary as a housekeeper. Cocoa Bill lived in Ponce Park doing odd jobs and guiding fishermen until the early 1930s, when he was struck and killed by a hit and run driver while riding his bicycle home from Daytona Beach. Cocoa Bill is also buried in the Hasty plot (Davies 1995:34,41; Hebel 1963; Mary Sue Timmons Coover, Gladys Meyer Davis, Julie Davis, and Ellen Henry, personal communication, June 2007).

Shortly after the death of Elizabeth Hasty, Redwood Wharton Sr. purchased much of the Hasty estate, buildings included. Wharton Sr. moved with his wife, Florence, and his two young sons, Redwood Jr., and John, from Philadelphia to Daytona Beach in 1917. Along with the purchase of the Hasty property, Wharton Sr. also purchased several hundred acres of wilderness on Mosquito Inlet (Hebel 1963; Wharton 2006:9). Wharton Sr. continued the tradition of charter fishing and the resort fish camp that had developed under the Hasty, Stone, and Pacetti families, building at least two more rental cottages for anglers on Beach and Front streets, both duplexes. One of the rental cottages built by Wharton Sr. in the mid-1920s is located next to the Hasty cottage at 143 Beach Street (Figure 9). In order to construct the Beach Street duplex, Wharton Sr. moved one of the Hasty cottages, which became the booking office at Inlet Harbor. The other Hasty Cottage was moved to Front Street (to where the Parking Lot for the Down the Hatch Restaurant is now) in the 1940s by Edward Lockwood Meyer to be used as a booking office for the Meyer Fish Camp. Neither of the Hasty Cottages that were moved are still standing (Davis House Historic Preservation, Inc; Mary Sue Timmons Coover, Gladys Meyer Davis, Julie Davis, and Ellen Henry, personal communication, June 2007).

Ratification of the eighteenth amendment in 1919, creating prohibition in the United States, turned Ponce Park and the surrounding areas into a bootleggers delight. Rumrunners came from the Bahamas or Cuba through Mosquito Inlet, burying their cargos in the woods surrounding Ponce Park until they could be retrieved and sold to buyers as far away as New York. Rival rumrunners often hijacked each other's cargo, either on the water or by digging it up. Some residents of Ponce Park who remember the era of bootlegging claim that there are still thousands of bottles of Caribbean liquor buried around the inlet (Davies 1995:37-38). One local rumrunner craft, the *Ripple*, "came in five successive Thursdays with 500 cases in each load" (Hebel 1963). The *Ripple* later burned at sea. Another local rumrunner craft, the *Memory*, was noted for the speed with which she outran federal agents (Hebel 1963). Perhaps the most famous rumrunners to operate in and around Ponce Park were the McCoy brothers. Residents of Holly Hill, the McCoy brothers made regular trips to the Bahamas to procure high quality rum and would anchor in Mosquito Inlet or off Daytona Beach until the liquor could be distributed. Equipped with fast schooners and pick up crafts, the brothers were able to outrun any of the boats operated by federal agents, and eventually moved up the east coast to New York, where they delivered the "real McCoy" to countless speak easy establishments in the city (Davies 1995:38).

Figure 9.
Meyer/Davis House, ca. 1925



9A. Front (North) Elevation

9B. Looking East Along Beach Street



9C. Looking West Along Beach Street

Images Courtesy of Earl and Gladys Davis

Florida land speculations in the 1920s followed the rumrunners to Ponce Park, as swampland was subdivided and sold, site unseen, to unwitting investors throughout the United States. Bert and Bertha Pacetti's son, Bob, described as quite a playboy in his spats and fancy car, conceived plans for the Inlet Terrace subdivision and hotel on the Pacetti family land. However, 1924 was an unusually wet year, with 24 inches of rain falling in 24 hours, setting a national record. Also that year, a hurricane swept through Miami and the Everglades leaving a rift of property damage that devastated Floridian financial institutions. Subsequently, the development boom crashed. Construction halted on Inlet Terrace; the foundation of the hotel remained visible on the Pacetti property well into the 1980s (Davies 1995:37-38; Hebel 1963). In 1925, Principal Keeper Charles Leslie Sisson installed a Fairbanks Morse electric generator, which supplied electricity to the lighthouse, although electric power was not available to the rest of the community until 1946. Mosquito Inlet became Ponce de Leon Inlet in 1927 (Davies 1995:39; Ponce de Leon Inlet Light Station 2007b).

Redwood Wharton Sr. passed away in December 1934, making Redwood Wharton Jr. heir to several hundred acres of land in and around Ponce Park (Wharton 2006:11). That same year, a wild fire destroyed most of the buildings on Front Street, including the La Ponce Hotel (Davies 1995:41; Mary Sue Timmons Coovert and Ellen Henry, personal communication, June 2007). In 1939, Wharton Jr. opened the Inlet Harbor Fishing Camp that eventually encompassed a marina and a restaurant. The same year, he acquired the thirty-foot Gay Wind, which would become one of the most famous fishing boats in Ponce de Leon Inlet and along the Halifax River. Wharton Jr.'s friend and fishing buddy, Gaylord Graves, and his wife, Marguerite, opened the Sand Dollar Grill at Inlet Harbor in 1946. In the early 1970s, the Sand Dollar Grill became the Inlet Harbor Restaurant (Wharton 2006:13,22,29,41).

Edward Lockwood Meyer became the Principal Keeper in 1937; two years before the Lighthouse Service was absorbed into the United States Coast Guard (Figure 10). The looming menace of World War II and the threat of Nazi submarines lurking in coastal waters prompted the switch from a civilian to a military coast guard. Meyer joined the Coast Guard, becoming Chief Meyer, and remained in service at the Ponce de Leon Inlet Light Station until 1943 (Davies 1995:42, 48-50; Davis House Historic Preservation, Inc; Ponce de Leon Inlet Light Station 2007b; Gladys Meyer Davis, Julie Davis, and Ellen Henry, personal communication, June 2007).

It was during World War II that a relationship between the Battelle Institute and the Light Station began. George Quelch, a retired banker working for the Mellon Institute of Pittsburgh, was developing an anti-fouling protection for U.S. ships stationed in tropic waters. Quelch installed paint samples on six-foot racks along the lighthouse dock and any other available dock in Ponce Park. At the same time, Battelle was testing compounds resistant to the *Limnoria legnorum* organism, which had a habit of rapidly eating through piers and boat hulls, at sites near Daytona Beach. Battelle scientist discovered Quelch's test sites and began using them to test anti-Limnoria coatings. By 1945, Battelle decided to station Glenn Fuller at Ponce Park to monitor the test sites. In 1951, chemist Bill Merrell accepted a position with Battelle at the Ponce Park site. By the mid-1950s, Battelle was contracted to do classified studies for the United States government. Ponce Park beaches offered largely undeveloped areas for test sites well into the 1960s (Figure 11). In 1964, all of Battelle's test sites were moved to the current Sailfish Drive site, the former Bert and Bertha Pacetti property (Ponce de Leon Inlet Light Station 2005).

Figure 10.
Chief Meyer, ca. 1940



Source: Tales of the Ponce Inlet, Ayres Davies 1995.

Figure 11.
Ponce Park Beach, ca. 1963



11A. View Looking North



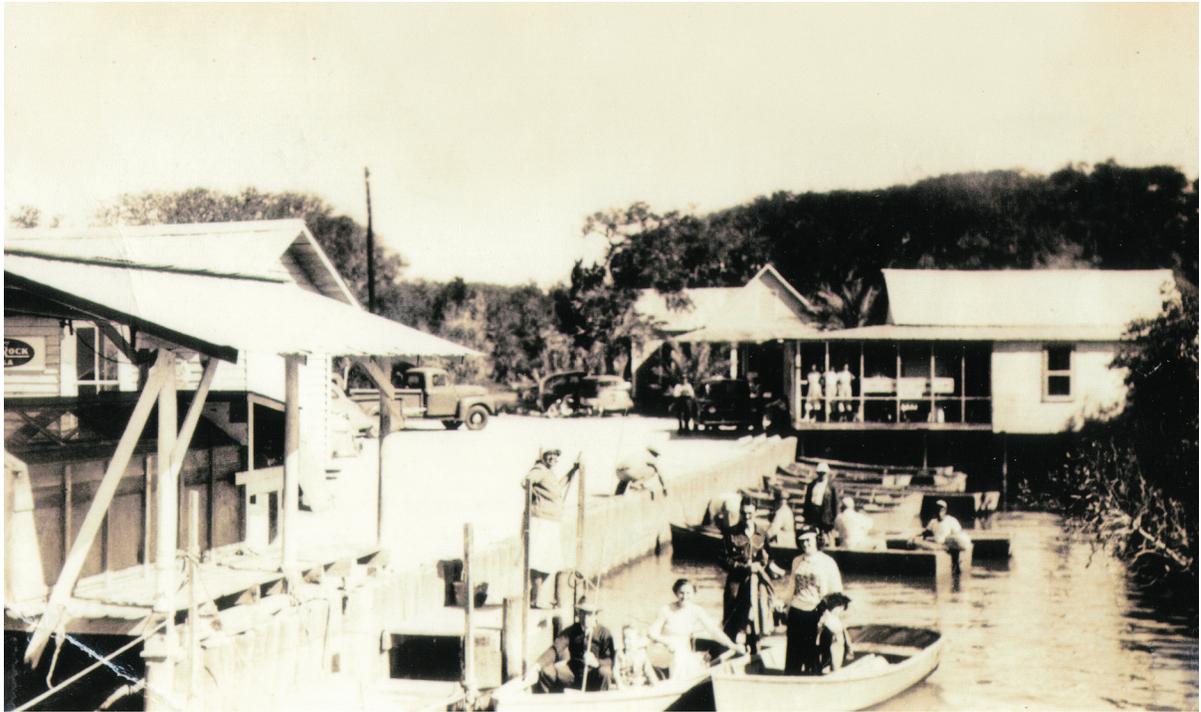
11B. Near Ponce Light Station, View Looking Northwest

In 1941, Chief Meyer and his wife, Ellen Mary, moved their family from the lighthouse to the duplex built by Wharton Sr. at 143 Beach Street. Chief Meyer purchased the house, turning it into a single-family residence and moving it back from the street approximately 26 feet. Until that time, the house had never been painted. Chief Meyer used surplus, green, Lighthouse Service issue paint left from the pre-Coast Guard era to paint the house. The Meyer family also enclosed the front porch, installed new windows, and raised the house onto concrete blocks. Ellen Meyer became the postmistress for Ponce Park, distributing mail from the Hasty cottage located next to the house. Shortly after the Meyer's daughter, Gladys, married Earl Davis, the newlyweds purchased the house, where they lived until 2003. Gladys and Earl Davis may have constructed the rear additions (bedroom, bathroom, and kitchen) in the mid 1950s. In 1945, Chief Meyer opened the Meyer's Fish Camp on Front Street along the Halifax River, which operated until 1957 (Figure 12; Davies 1995:42, 48-50; Davis House Historic Preservation, Inc; Ponce de Leon Inlet Light Station 2007b; Gladys Meyer Davis, Julie Davis and Ellen Henry, personal communication, June 2007)

During the mid-twentieth century, beach and road racing set the foundations for what we know as NASCAR today. By the close of the 1950s, automobile and motorcycle racing had grown into a spectator sport drawing thousands of people into the Ponce de Leon Inlet and Halifax River area (Wharton 2006:25). Auto racing became a staple of local entertainment shortly after the turn of the twentieth century, pulling drivers from the upper classes in America and Europe. The original racecourse started at the Main Street pier and ended at the inlet. It was on this track that Sir Malcolm Campbell of England set his world record speed of 276 miles per hour in 1935, before moving on to the Bonneville Salt Flats in Utah (Cardwell 2002:51; Davies 1995:52). The beach and road track located in Ponce Park was in use from the end of World War II until 1958, when the Daytona International Speedway was constructed (Figure 13; Cardwell 2002:80,105; Davies 1995:53). The Works Progress Administration (WPA) completed Atlantic Avenue down to Beach Street in the early 1930s, which served as the south turn of the beach and road course. The course started on Atlantic Avenue, just south of where the North Turn Barbeque and Grill is now, ran south down Atlantic Avenue to Beach Street, and then looped back to the north along the beach to the north turn. Many spectators enjoyed watching the race from the south turn, as often drivers failed to make the high-banked turn and ended up rolling over it into the beach scrub. The last auto race in Ponce Park took place in 1958, although motorcycles continued to race the course until 1959 (Davies 1995:42,53-54).

Beginning in the mid-1950s and continuing into the 1960s, several local governments along the Halifax River had begun to annex smaller, unincorporated communities around them as a way of increasing their tax base. Traditionally, Ponce Park had been considered part of New Smyrna to the south of the inlet; however, the community was located in the same district as Daytona, which was rapidly annexing its neighboring communities. Combined with the potential loss of its status as an independent municipality was the lack of quality domestic water. Although Ponce Park originally had at least four artesian wells, with the population increase following World War II, many newer, shallow wells in Ponce Park began to dry up, or salts in the water ate through plumbing (Davies 1995:65; personal communication with Mary Sue Timmons Coover June 2007). Some of the deep wells gave water reeking with sulphur (Davies 1995:65). In the face of these adversities, the residents of Ponce Park mobilized and on August 20, 1963, amid much debate, Ponce Park was officially incorporated as the Town of Ponce Inlet (Davies 1995:62-72; Ponce de Leon Inlet Light Station 2007b).

Figure 12.
Meyer's Fish Camp, ca. 1950



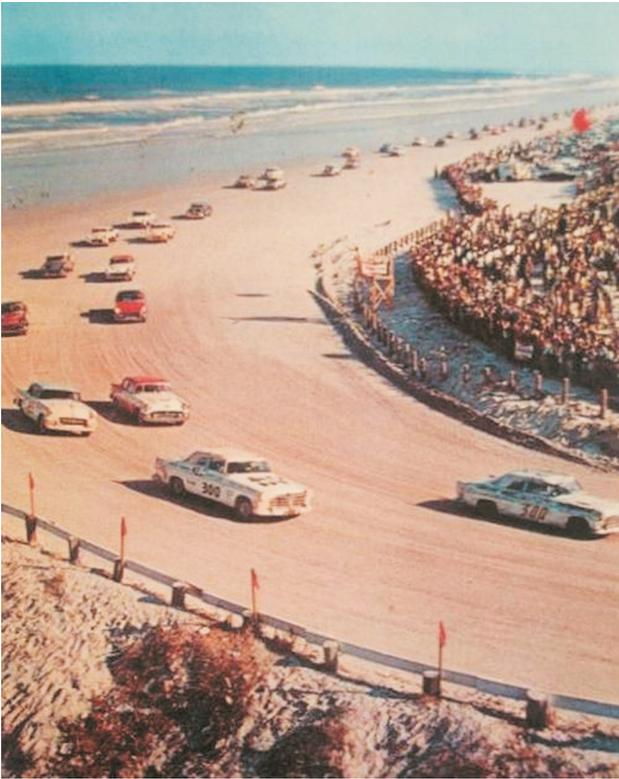
12A. Meyer's Fish Camp Dock, View Looking East



12B. Catch of the Day

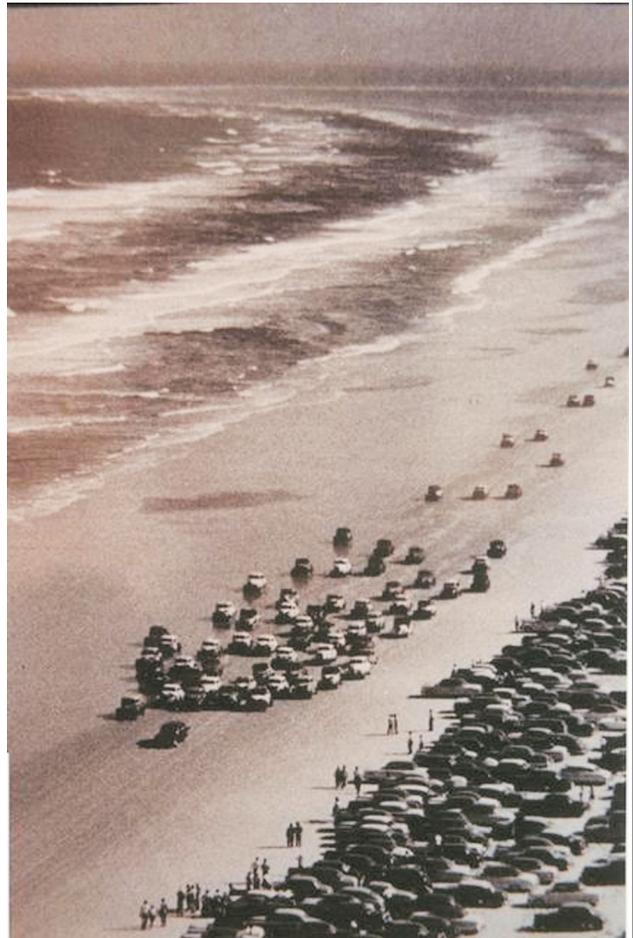
Images Courtesy of Earl and Gladys Davis

Figure 13.
Beach and Road Course



13A. Racers Coming in to the North
Turn of the Ponce Park Course During
A 1955 Pace Lap

13B. Racers Running North on the Beach
Side of the Ponce Park Course, ca. 1950



IV. RESULTS AND RECOMMENDATIONS

SUMMARY: LANDSCAPE AND STRUCTURES

The Town of Ponce Inlet is located at the southernmost tip of the peninsula running between the Halifax River and the Atlantic Ocean, just south of Daytona Beach in northern Florida. The landscape is typical of a semi-tropical, coastal region in the southeastern United States. The convergence of the Halifax River, the Indian River, and Rockhouse Creek with the Atlantic Ocean creates a unique combination of freshwater and marine environment. Much original growth vegetation is still present along the western edge of the community, both in dense wooded areas that have never been developed and in landscaped yards where old growth live oaks and palm trees have been left in situ. The southern tip of the community, jutting into the inlet, is fairly undisturbed and has been set aside as a nature reserve. Along the eastern edge of the community however, a significant amount of the natural landscape and vegetation has been displaced with multi-story, single and multiple family dwellings, constructed within the last 20 years.

The current built environment is a mixture of early Cracker style and vernacular architecture that has been remodeled over the years, early institutional structures (the lighthouse complex), mid-twentieth century, single-family dwellings, and commercial buildings. Cracker-style architecture refers to wood frame, vernacular architecture indicative of early settlement in Florida. Typical floor plans for Cracker-type buildings include single-pen houses, dogtrot houses, I-houses, and the foursquare Georgian house (Haase 1992:85-89). Often, Cracker houses were constructed with whatever materials were at hand, including driftwood and disassembled packing materials. The settlement and development pattern of the community is represented by the concentration of late nineteenth to early twentieth-century structures at the southern end of the community. These structures are generally oriented to the Halifax River, reflecting the community's historic relationship with the surrounding waterways. Subdivisions in the central area of the town tend to date from the mid-twentieth century, while neighborhoods toward the northern end of the community tend to have construction dates from the late twentieth century.

Only three commercial buildings were recorded in the Town of Ponce Inlet, the Old North Turn Barbeque and Grill located at 4511 South Atlantic Avenue, the Inlet Harbor Marina located at 133 Inlet Harbor Road, and the Down the Hatch Restaurant located at 4894 Front Street (Figure 14). All three commercial buildings date from the mid-twentieth century. Early structures, such as the Pacetti Hotel located at 4928 Peninsula Drive South, and the Hasty Cottage located at 143 Beach Street, are representative of Cracker-type architecture, which dates from the 1880s to the 1930s (Figure 15).

Ranch style houses are most common in the central and northern areas of the community and typically date from the mid-twentieth century, also (Figure 16). One Modern Style residence was recorded, the James House located at 4856 Sailfish Drive, constructed in 1964 (Figure 17). Finally, two cemeteries were recorded, the Pacetti Family Plot and the Hasty Plot, both of

Figure 14.
Commercial Types



14A. Old North Turn Barbeque and Grill, 4511 South Atlantic Avenue



14B. Inlet Harbor Marina, 133 Inlet Harbor Drive

Figure 15.
Cracker Types



15A. Pacetti Hotel, 4928 South Peninsula Drive



15B. Hasty Cottage, 143 Beach Street

Figure 16.
Ranch Types



16A. 46 Oceanview Avenue



16B. 4722 Dixie Drive

Figure 17.
Modern Style



17A. James House, 4856 Sailfish Drive, East Elevation



17B. James House, 4856 Sailfish Drive, Northwest Oblique



17C. James House, 4856 Sailfish Drive, Garage

Figure 18.
Cemeteries



18A. Pacetti Family Plot



18B. Hasty Plot

which date from the late nineteenth to the early twentieth century (Figure 18.) The Pacetti Family Plot is still used occasionally; however, the Hasty Plot does not appear to have been used for burial since the 1930s.

SURVEY RESULTS

New South Associates documented 45 properties within the municipal boundaries of Ponce Inlet. Table 1, below, lists all of the properties surveyed, as well as their recommended NRHP eligibility.

Table 1. Surveyed Properties

FMSF Number	Site Name / Address	Tax Parcel Number	Type	Date	NRHP Eligibility
VO8330	Hasty Plot, Beach St.	30-16-34-03-04-0060	CEME	ca. 1900 to 1932	NO
VO8331	Pacetti Family Plot, Sailfish Dr.	37-16-34-01-00-0060	CEME	1889 to 1930	NO
VO8332	Meyer/Davis House, 143 Beach St.	30-16-34-03-04-0040	FRAM	1925	NO
VO8333	Hasty Cottage, 143 Beach St.	30-16-34-03-04-0040	FRAM	1880	YES
VO8334	North Turn Barbeque & Grill, 4511 S. Atlantic Ave.	30-16-34-03-04-0040	COMM	1955	NO
VO8335	4591 S. Atlantic Ave. / Winterhaven	19-16-34-02-01-0140	FRAM	1949	NO
VO8336	4595 S. Atlantic Ave. / Winterhaven	19-16-34-02-01-0160	FRAM	1949	NO
VO8337	58 Oceanview Ave.	19-16-34-03-00-0430	RANC	1953	NO
VO8338	46 Oceanview Ave.	19-76-34-03-00-0380	RANC	ca. 1953	YES
VO8339	50 Oceanview Ave.	19-16-34-03-00-0380	RANC	1952	NO
VO8340	54 Oceanview Ave.	19-16-34-03-00-0420	RANC	1952	NO
VO8341	4722 Dixie Dr.	19-16-34-03-00-1220	RANC	1953	NO
VO8342	4724 Dixie Dr.	19-16-34-03-00-1230	RANC	1953	NO
VO8343	96 Oceanview Ave.	19-16-34-03-00-0520	RANC	1959	NO
VO8344	86 Oceanview Ave.	19-16-34-03-00-0500	RANC	1967	NO
VO8345	82 Oceanview Ave.	19-16-34-03-00-0490	RANC	1958	NO
VO8346	74 Oceanview Ave.	19-16-34-03-00-0470	RANC	1958	NO
VO8347	4740 Peninsula Dr. S.	19-16-34-03-00-0710	RANC	1962	NO
VO8348	4744 Peninsula Dr. S.	19-16-34-03-00-0710	RANC	1962	NO
VO8349	4747 Peninsula Dr. S.	19-16-34-03-00-0950	RANC	1962	NO
VO8350	4749 Peninsula Dr. S.	19-16-34-03-00-0940	RANC	1962	NO
VO8351	4753 Peninsula Dr. S.	19-16-34-03-00-0920	RANC	1962	NO
VO8352	4755 Peninsula Dr. S.	19-16-34-03-00-0910	RANC	1962	NO
VO8353	4757 Peninsula Dr. S.	19-16-34-03-00-0900	RANC	1962	NO
VO8354	Merrell House, 4784 Peninsula Dr. S.	30-16-34-00-01-0090	RANC	1954	YES
VO8355	4829 Peninsula Dr. S.	30-16-34-00-03-0110	MTRA	1962	NO
VO8356	4835 Peninsula Dr. S.	30-16-34-00-03-0090	RANC	1966	NO
VO8357	4837 Peninsula Dr. S.	30-16-34-00-03-0070	RANC	1957	NO
VO8358	Inlet Harbor, 133 Inlet Harbor Rd.	30-16-34-00-01-0020	COMM	1949	NO

Table 1. Surveyed Properties

FMSF Number	Site Name / Address	Tax Parcel Number	Type	Date	NRHP Eligibility
VO8359	120 Rains Dr.	37-16-34-03-00-0060	RANC	1958	NO
VO8360	112 Rains Dr.	37-16-34-03-03-0090	RANC	1958	NO
VO8361	107 Rains Dr.	37-16-34-0300-0160	RANC	1954	NO
VO8362	105 Rains Dr.	37-16-34-03-00-0150	RANC	1956	NO
VO8363	4818 Peninsula Dr. S.	30-16-34-00-03-0050	MTRA	1954	NO
VO8364	4818 Peninsula Dr. S.	30-16-34-00-03-0050	RANC	1954	YES
VO8365	101 Rains Dr.	37-16-34-03-00-0140	RANC	1959	NO
VO8366	Jones/Preston/Wilkinson House, 4879 Sailfish Dr.	30-16-34-00-05-0010	FRAM	c. 1880	NO
VO8367	James House, 4856 Sailfish Dr.	30-16-34-03-03-0170	OTHR	1964	NO
VO8368	Down the Hatch, 4894 Front St.	30-16-34-03-01-0010	COMM	1953	NO
VO8369	Batelle, Inc., 4928 Sailfish Dr.	37-16-34-01-00-0060	FRAM	1901	NO
VO8370	Pacetti Hotel, 4928 Peninsula Dr. S.	37-16-34-01-00-0060	FRAM	1901	YES
VO8371	4894 Sailfish Dr.	30-16-34-03-04-0080	RANC	1958	NO
VO8372	4932 Peninsula Dr. S	37-16-34-01-00-0070	FRAM	1935	NO
VO8373	4932 Peninsula Dr. S	37-16-34-01-00-0070	OTHR	ca. 1917	NO
VO8374	4932 Peninsula Dr. S	37-16-34-01-00-0070	FRAM	1935	NO

Abbreviation Key for Table 1

CEME - Cemetery	MTRA - Minimal Traditional
COMM - Commercial	OTHR - Other
FRAM - Frame Vernacular	RANC – Ranch

RECOMMENDATIONS

No historic districts were identified within the survey area. Although, the original streets laid out by Hasty are still present, and other traces of the Hasty period are still visible (the Hasty Cottage, the Hasty Plot, and the Jones/Preston/Wilkinson House, although it has been substantially modified within the past 20 years), the major portions of the Hasty period of development were either destroyed in the 1934 fire on Front Street, or have been otherwise lost over time. Front and Beach streets, while making up a large portion of the Hasty plot, are lined with mid to late twentieth-century development. This lack of tangible historic resources dating to the Hasty period makes the area ineligible as a historic district. There is a significant concentration of mid-twentieth century neighborhoods consisting of Ranch style houses in the central and northern areas of the community; however, many of the houses were constructed after 1957, making them ineligible for listing on the NRHP due to their age. Ranch style houses that do meet the 50-year age requirement are interspersed throughout these neighborhoods, but because the majority of these houses are less than 50 years of age, the appropriate foundations for a mid-twentieth century, residential historic district are not present, making the neighborhoods ineligible as historic districts at this time.

The Hasty and Pacetti family cemeteries, although very significant to the local history of Ponce Inlet, are not eligible for listing on the NRHP. Cemeteries must meet the following requirements to be individually eligible for listing on the NRHP:

- If it contains the grave of a person or persons of transcendent importance, integral to the development of a significant field of study, political or legislative duty, or community development AND the cemetery or grave is the only tangible resource existing that is associated with that person or persons.
- If it gains significance from association with a very early period of settlement or habitation of an area.
- If it is of exceptional design, either aesthetic or technological, in the areas of city planning, architecture, landscape architecture, engineering, or mortuary art.
- If it is associated with historic events including specific, significant historical events or general events that illustrate broad patterns of history.
- If it has the potential to yield important archaeological information.
- If it is nominated as a supporting or associated feature with another, main resource.

While both cemeteries contain the remains of individuals who had a significant impact in the development of Ponce Inlet, these gravesites are not the only resources associated with those individuals, nor do they date to an exceptionally early period of settlement. Neither cemetery is architect designed or associated with a specific historical event that created any discernable patterns. Both cemeteries are located in fairly developed areas, making the likelihood for archaeological information slim. The Pacetti Family Plot is located on the same lot as the Pacetti Hotel, and may contribute to the significance of the Pacetti Hotel. Both cemeteries, however, should be listed on a local register, due to their association with the development of the community and local significance.

NRHP: PROPERTIES RECOMMENDED INDIVIDUALLY ELIGIBLE

PACETTI HOTEL, VO8370

The Pacetti Family was one of the very first families to settle in Ponce Inlet and was instrumental in establishing the charter fishing tradition of the community. Constructed near the turn of the twentieth century, the Pacetti Hotel is an extension of the Pacetti Boarding house, established around 1885. The house, original a Cracker type central aisle, received a large, two-story addition to the north elevation sometime before the 1920s. The building is a frame structure with wooden clapboard siding, a pier foundation, and an intersecting gable roof (Figure 15A). The Pacetti Hotel is recommended as eligible for listing on the NRHP at a local level of significance under Criteria A and C in the areas of architecture and social history, for its Cracker type architecture and its association with the development of the Town of Ponce Inlet. The period of significance for the resource is circa 1900 to 1920. The proposed NRHP boundaries for the resource correlate to the legal description of the property, which includes the Pacetti Family Plot.

HASTY COTTAGE,
VO8333

The Hasty Cottage is the last standing of three rental cottages build for fishermen by Nathaniel Hasty at the turn of the twentieth century. Hasty is responsible for subdividing the area that was Ponce Park, as well as continuing the charter fishing industry started by the Pacetti Family. The cottage is essentially a wood frame building; however, there is no frame present. Instead, Hasty employed a construction technique that uses vertical boards joined to the floor platform to create the walls of the cottage. The cottage is a hall and parlor plan, set on coquina piers with a lateral gable roof. It also has 2/2, wooden sash windows and a front entry porch with a shed roof (Figure 15B). The Hasty Cottage is recommended as eligible for listing on the NRHP at a local level of significance under Criteria A and C in the areas of architecture and social history for its unusual construction and its association with the development of Ponce Park and the Town of Ponce Inlet. The period of significance for the resource is 1880 to 1910. The proposed NRHP boundaries for the resource correlate to the legal description of the property, which includes the Meyer/Davis House. The Hasty Cottage is currently used as ancillary building to the Meyer/Davis House.

MERRELL HOUSE,
VO8354

The Merrell house, owned by Bill and Sezzy Merrell, is a 1954 Ranch style house (Figure 19a). The house has a frame structure set on a poured concrete foundation, with brick veneer and a hipped and gable roof. The windows are aluminum frame, horizontal casement windows. A small addition has been constructed on the rear of the house, and is sympathetic to the original design of the house. The landscaping of the property is mostly organic, consisting of original growth live oaks, a grassed lawn, and flowerbeds. The Merrell House is recommended as eligible for listing on the NRHP at a local and state level of significance under Criteria A and C in the areas of architecture and social history, for its Ranch style architecture and association with mid-twentieth century, residential development in the Town of Ponce Inlet, as well as Florida. The period of significance for the resource is 1950 to 1960. The proposed NRHP boundaries for the resource correlate to the legal description of the property.

46 OCEANVIEW AVENUE,
VO8338

The property located at 46 Oceanview Avenue is a circa 1953 Ranch style house (Figure 16a). The house has a frame structure set on a poured concrete foundation, with brick veneer and an irregular shed roof. The windows are aluminum frame, picture and ribbon windows with various fenestration patterns. The landscaping of the property is semi-formal, consisting of palm trees, flowering bushes, and a grassed lawn. 46 Oceanview Avenue is recommended as eligible for listing on the NRHP at a local and state level of significance under Criteria A and C in the areas of architecture and social history, for its Ranch style architecture and association with mid-twentieth century, residential development in the Town of Ponce Inlet, as well as Florida. The period of significance for the resource is 1950 to 1960. The proposed NRHP boundaries for the resource correlate to the legal description of the property.

Figure 19.
Individually Eligible Properties



19A. Merrell House, 4784 Peninsula Drive South



19B. 4818 Peninsula Drive South

4818 PENINSULA DRIVE SOUTH,
VO8364

The property located at 4818 Peninsula Drive South is a 1954 Ranch style house (Figure 19b). The house is a masonry structure set on a poured concrete foundation, and has an irregular shed roof. The windows are aluminum frame, horizontal casement windows. The property sits on the Halifax River and the landscaping of the property is very organic, consisting of various native trees and flowering bushes. Vegetation obscures much of the house; a full evaluation from all four elevations was not possible due to obstruction by vegetation, several fences and the Halifax River. However, 4818 Peninsula Drive South is recommended as eligible for listing on the NRHP at a local and state level of significance under Criteria A and C in the areas of architecture and social history, for its Ranch style architecture and association with mid-twentieth century, residential development in the Town of Ponce Inlet, as well as Florida. The period of significance for the resource is 1950 to 1960. The proposed NRHP boundaries for the resource correlate to the legal description of the property.

PRESERVATION CONCERNS

In addition to the five properties that are recommended eligible to the NRHP, there are other resources within Ponce Inlet that have historic significance. For example, the James House, located at 4856 Sailfish Drive, will not reach the 50-year mark until 2014, at which time it should be recommended eligible for listing on the NRHP. The house is a Modern style house built by Dr. Michael Blais in 1964. Dr. Blais' brother, an architect, designed the house. Blais used 70-foot, laminated beams shipped from the northwestern United States to create the curved roofline, reminiscent of a boat hull. The exterior of the house combines cast concrete, glass and brick, surrounding an open floor plan. The interior of the house is finished with imported wood paneling from the Philippines and South Africa. All of the materials used in the construction of the house are indicative of the early modern period, when architects and designers were drawing on new materials made possible by technological advancements during World War II and throughout the 1950s. The original materials, both interior and exterior, have been maintained, as has much of the original landscaping, including a deep-water dock excavated into the shoreline of the property, along the Halifax River. The house is an excellent example of modern residential design and should be nominated under Criterion C, once it has reached the appropriate age.

Architectural survey of the town of Ponce Inlet also resulted in the identification of properties that exhibit local significance, but are lacking sufficient integrity to be NRHP eligible. These properties are representative of Ponce Inlet's history as a fishing and resort area, as well as the early and mid-twentieth-century development of the town. It is recommended that the Town of Ponce Inlet create a local register to recognize these tangible pieces of the community's rich history. The creation of a local register would allow the community to protect resources that are locally significant, but that may not be eligible for listing on the NRHP. Several surveyed sites, including the Hasty and Pacetti cemeteries, the Pacetti Hotel, the Hasty Cottage, the Jones/Preston/Wilkinson House, and the Meyer/Davis House, meet this criterion (Table 2).

Table 2. Properties Recommended for Listing on a Local Register of Historic Sites

FMSF Number	Site Name / Address	Tax Parcel Number	Type	Date	Local Eligibility
VO8330	Hasty Plot, Beach St.	30-16-34-03-04-0060	CEME	1888-1932	YES
VO8331	Pacetti Family Plot, Sailfish Dr.	37-16-34-01-00-0060	CEME	1889-1930	YES
VO8332	Meyer/Davis House, 143 Beach St.	30-16-34-03-04-0040	FRAM	1925	YES
VO8333	Hasty Cottage, 143 Beach St.	30-16-34-03-04-0040	FRAM	1880	YES
VO8366	Jones/Preston/Wilkinson House, 4879 Sailfish Dr.	30-16-34-00-05-0010	FRAM	c. 1880	YES
VO8370	Pacetti Hotel, 4928 Peninsula Dr. S.	37-16-34-01-00-0060	FRAM	1901	YES

In addition to listing on a local register, planning and consideration for the Meyer/Davis House should encompass its contribution to the historic integrity of the Hasty Cottage in the areas of setting and feeling. The Meyer/Davis House is one of the last residential buildings in the immediate vicinity of the Hasty Cottage dating from the pre-World War II era of charter fishing in Ponce Park, which adds to the overall historic sense of the Hasty Cottage. Demolition of the Meyer/Davis House would likely impact the historic integrity of the Hasty Cottage. Redwood Wharton Sr. constructed the house on land formerly part of the Hasty estate and purchased by Wharton Sr. after the death of Elizabeth Hasty in 1909. The house is a frame structure with a double-pen, duplex plan that has been altered over the years. Despite the mid-twentieth century alterations (including the side and rear additions, the replacement windows and front stoop, and the metal siding), the Meyer/Davis House does possess a substantial degree of historic significance in relation to the social and economic development of the Town of Ponce Inlet. Although the alterations have diminished the historic integrity of the building by diminishing the building's ability to convey the sense of a 1922, Cracker type, fishing cottage, the building represents the rich charter fishing heritage of the community. As the original structure is still present under the alterations, restoration of the building to the 1922 era structure, in accordance with the Secretary of the Interior's Standards and Guidelines for the Restoration of Historic Structures, would make the building eligible for listing on the NRHP under Criteria A and C in the areas of social history and architecture. Restoration of the Meyer/Davis House would solidify its significance as one of the few remaining examples of early twentieth-century, vernacular architecture in the fishing village of Ponce Park.

CONCLUSIONS

The Town of Ponce Inlet has a rich and diverse history, heavily influenced by the landscape and waterways surrounding it. Although no NRHP eligible historic districts were identified during the survey, several significant resources were identified. Five properties were identified as eligible for listing on the NRHP in the areas of architecture and social history on a local and state level. Several properties, determined ineligible for listing on the NRHP but significant at a local level were also identified. The creation of a local register of historic resources is recommended to protect and preserve these resources.

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**APPENDIX A:
LOCATIONS OF SURVEYED RESOURCES**





Area of Detail

VO8346

VO8345

VO8344

VO8343

VO8337

VO8340

VO8339

VO8338

VO8341

VO8342

VO8347

VO8348

VO8349

VO8350

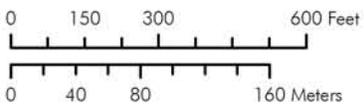
VO8351

VO8352

VO8353

VO8358

VO8354



North



VO8349

VO8350

VO8351

VO8352

VO8353

VO8354

VO8358

VO8363

VO8364

VO8329

VO8356

VO8357

VO8369

VO8367

Area of Detail

