



# THE Lightkeeper

The Nova Scotia Lighthouse Preservation Society

Vol. 4, No. 4, December, 1997

**The objectives of the Nova Scotia Lighthouse Preservation Society are:** to promote and support preservation and awareness of Nova Scotian lighthouses; to assist community groups in leasing or taking ownership of lighthouse sites; to provide access to written research and photographic documentation and to initiate oral history research; and to classify and monitor the status of historic lighthouse sites. **Meetings: 7:00 pm Fourth Wednesday of the month,** Maritime Museum of the Atlantic, 1675 Lower Water Street, Halifax. **Website:** <http://www.EDnet.ns.ca/educ/heritage/nslps>

**Patron:** Rip Irwin

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## Welcome Aboard

The following new members have joined NSLPS since Sept. 1997: Lewis L. Perry, Ken Belfountain, Port Bickerton & Area Planning Assoc. and NS Lighthouse Interpretive Centre, Fiona Marshall, Barbara J. Northan, Sandra G. Adrion.

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## Ron Thomas: An Appreciation

Ron Thomas, Treasurer and Membership Secretary of NSLPS died suddenly on October 21. Ron was one of the early members of NSLPS. In 1995 and 1996 he served as Vice-President. As Treasurer and Membership Secretary he spent many hours getting our records on computer. His carefully considered opinions and advice helped the executive with tough decisions. Ron loved Sambro Island and the lighthouse deeply. He worked his sailboat into the tiny cut by the light all through the year. At a memorable meeting he showed his slides of a December trip with frosty winds and snow sprinkled rocks. He was a true friend of the lights and we miss him greatly.

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## Executive Notes

When Ron Thomas passed away we were faced with the need of a Treasurer and membership co-ordinator. Our thanks to Tony Thompson who came on as Treasurer, Bob Pietrzak who will look after membership, and to Kevin Topple and Valerie Myra who helped Kathy Brown send out the membership cards and back issues of *The Lightkeeper*. Peter MacCulloch is helping with the Website.

Kathy Brown presented a slide show about Seal Island at *The House That Gives* in Halifax. Dan Conlin attended the RACLAU meeting in late November.

**Website- New Address January 5, 1998:**

<http://www.EDnet.ns.ca/educ/heritage/nslps>.

Were moving, upgraded and expanded, onto the Department of Education's server. Many thanks to

John Shuh, Nova Scotia Museum for expediting this. ***Coast Guard Website***

Have you seen the Coast Guard website? They have a huge heritage page, a top ten list, a long heritage report and big write-up on Sambro! Visit them at <http://www.ccg-gcc.gc.ca/iala-aism/main.htm>

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## Programmes: January to March

Evening programmes take place at the

**Maritime Museum of the Atlantic**

**4<sup>th</sup> Wednesday of each month,** following the

7 pm business meeting. Come, meet other enthusiasts and enjoy these fascinating presentations

**Bringing Home the Port Greville Lighthouse**

**Wed. Jan. 28:** An illustrated talk by Donna Merriam about the disappearance of the handsome little "peppershaker" harbour light at Port Greville and its discovery hundreds of miles away! The community as working to bring the lighthouse home.

**Sable Island**

**Wed. Feb. 25:** A slide show and talk by Lynn-Marie Richard, the Sable Island expert at the Maritime Museum of the Atlantic, about the island's lighthouses, wrecks and her recent research trip.

**Lighthouse Life**

**Wed. Mar. 25:** An evening with Betty June (Richardson) Smith, who grew up at the Bon Portage Lighthouse made famous in the books "We Keep a Light" and "B was For Butter", and her husband, Lightkeeper Sid Smith. Together, they kept the light on Cape Sable for many years. Between them, they can tell you much about the life of keepers and families on the offshore lightstations.

**Build a Lighthouse Children's Workshop**

**Sat. Mar. 21, 10:00 am to Noon** Children can build an authentic wooden replica of a harbour lighthouse that also functions as a piggy bank. Fee for Materials: \$4.00. Pre-registration required. Call 424-7490 from January 2, 1998.

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## Calendar Money Goes to NSLPS

NSOPS has been supported in the past by companies such as *Loweco Productions*, who sell lighthouse material. Further support emerged this Christmas. *Polestar Calendars*, makers of the 1998 *Canadian Lighthouse Calendar* promise on the back of each calendar that "a portion of the sale of each calendar will be donated to organizations working to save Canadian lighthouses." Once contacted by NSLPS, *Polestar* pledged \$150.00 from Christmas sales to our society. If you are shopping for a seasonal gift, think if this calendar since some of the money goes to the society. Fine shots of Boularderie Island, Cape Breton; Cape Tryon, PEI; East Quoddy, NB are featured along with the ubiquitous Peggy's Point.

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## RACLAU News - Dan Conlin

The Regional Advisory Committee on Lighthouse Alternative Use (RACLAU) met in Dartmouth Dec. 9. Its mission statement, finalized at this meeting is to: "advise the Canadian Coast Guard on future lighthouse alternative uses for the Maritimes Region." The overriding criteria for Lighthouse Alternative Use is "an abiding respect for the cultural and historical significance of Lighthouses and for the environmental sensitivities of their natural settings." Port Bickerton's David Curry, supported by NSLPS president Dan Conlin, led the initiative to make sure history and environment were inserted as the dominate values in lighthouse development, a process which will likely encounter strong commercial pressures as it grows.

The Coast Guard is still waiting for Treasury Board approval for its proposal to receive more flexibility in leasing or selling lighthouses to community groups instead of the normal disposal route to the highest bidder. The proposal is facing some changes and delay stemming from the merger with the Department of Fisheries and Oceans, but results are expected in February. In the meantime, the Coast Guard has received many proposals and expressions of interest for individual lights. RACLAU has devised a system of selection committees, one for each province, which should be set up in the new year. The Coast Guard has listed all the lights that have attracted no community interest so far. There are about 70 of these "orphan" lights in Nova Scotia (almost half of our lights), including some classic harbour lights, such as Bear River and Hampton, as well as the rugged wooden survivor in the Bay of Fundy, Gannet Rock. Hope fully interested parties will emerge in the near future.

RACLAU meets again on January 27.

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## Lighthouse News - Tim Hall

### Fort Point

The grand opening of Fort Point Lighthouse Park was held on September 13. Festivities included historic re-enactments and extensive community involvement. For the month that the centre was open, nearly 4,000 visitors enjoyed the lighthouse, with many more visiting the site after hours. The park will continue to be a major part of local festivities in 1998.

### Port Bickerton

Phase I development of the Port Bickerton Lighthouse Interpretive Centre was completed this past summer. This included Research on lighthouses, restoration of the lightkeeper's house and opening an information centre and craft shop. The centre received excellent response from the 4,000 visitors. Development will continue with Phase II and III next year.

### Walton

The summer was busy at Walton, with visitors to the lighthouse up from 3,400 in 1996 to 4,167 in 1997. Major repairs were carried out, and the exterior was completely re-shingled. Next year is the 125th anniversary of the lighthouse and a major celebration is planned.

### Spencer's Island

Visitor numbers to the lighthouse were about normal this past summer, approximately 1,000 people. The response from visitors was very positive in spite of the fact that significant highway repairs were being carried out in the area.

### Cape Forchu

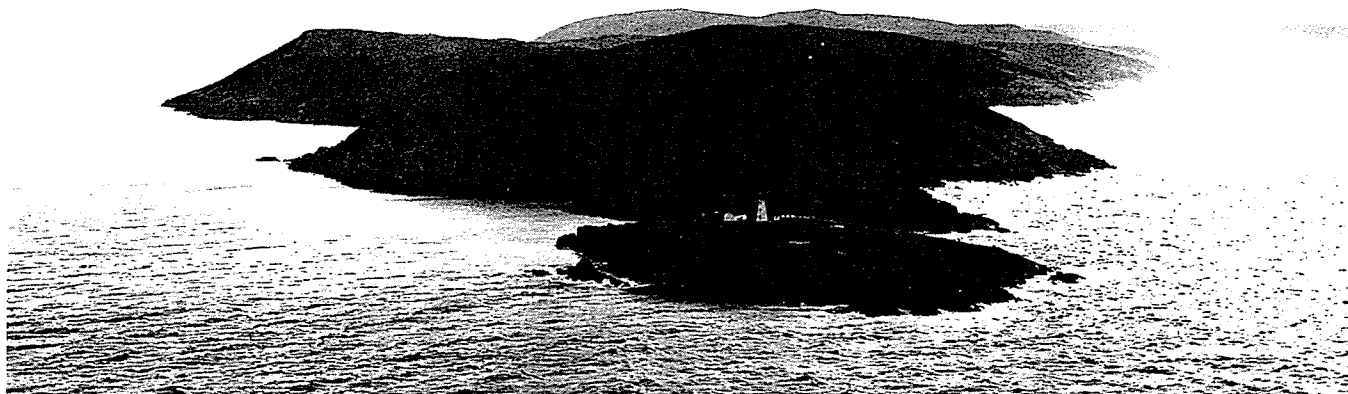
This wonderful lighthouse on the South Shore enjoyed another banner summer. Over 9,000 people signed the registry at the newly expanded museum in the former keeper's dwelling. The upper floor was opened and included many donations of photographs and artifacts of both Cape Forchu lighthouses. Plans for improvements next summer include improved accessibility, signage and more artifacts.

### Burntcoat Head

Burntcoat Head Park was designated as a Heritage Site on July 1, 1997. To commemorate this designation a monument was erected and a heritage garden planted in front of the lighthouse. Other improvements to this picturesque site included upgrading the roadway and the construction of a gazebo. Further work is expected next summer with reconstruction of the oil shed, and improved walkways and railings.

### Cape George

A group has been formed in Antigonish to open a site at the lighthouse.



*Photo courtesy Canadian Hydrographic Service*

## **Saint Paul Island, North Point**

*Kathy Brown*

St. Paul Island lies about 13 miles NE of Cape North, Nova Scotia. It is rocky and bold, rising in two parallel ranges of hills, the SE being the higher with a summit of 485 feet (148 m). The north point is actually a detached pinnacle islet which appears from seaward to be joined to the main island; it is separated by a narrow channel from a peninsula.

"The water deepens rapidly 0.5 mile offshore, so that soundings give little warning when approaching St. Paul Island in reduced visibility. Although the island is bold and high, the high incidence of fog in the area has lead to many shipwrecks upon it." [From *Sailing Directions: Gulf and River St. Lawrence*, Sixth Edition, 1985, Department of Fisheries and Oceans.]

The island, which lies north of Cape Breton Island, was named by explorer Jacques Cartier, perhaps after St. Paul who was shipwrecked in the year 60 AD off the coast of Malta. It stands directly in the path of ships using the Gulf of St. Lawrence. In the early days, shipwreck survivors who managed to scale the rocky cliffs found no help for the island was uninhabited. When spring came, fisherman from the mainland would find frozen bodies huddled in crude shelters waiting for help that never came.

Much publicity was given to the wreck of the *Jessie*. She went ashore in a terrible snow storm and hand-written notes showed that some survivors lived for 10 weeks before exposure and lack of food took their toll. They lit fires at night to signal their plight, but the Cape Bretoners who saw the flames were powerless to assist because of the continued stormy

weather. Researchers conservatively estimate that there may be as many as 340 shipwrecks surrounding this "graveyard of the Gulf," an average of 38 vessels lost for every mile of shoreline.

In 1832 the governments of Nova Scotia and New Brunswick set up rescue stations on the island. Demands were made for a lighthouse but nothing was done. One terrible night in 1835, a huge storm swept the Gulf and four ships were wrecked on the island's rocky shores.

Finally, an act of the Nova Scotia Legislature in 1836 appointed commissioners for lighthouses on Scatarie Island (off the coast south of Sydney, NS) and St. Paul Island. New Brunswick, Prince Edward Island, Lower Canada and Nova Scotia all contributed to the cost of the building and operation of the light, an indication of its importance to shipping.

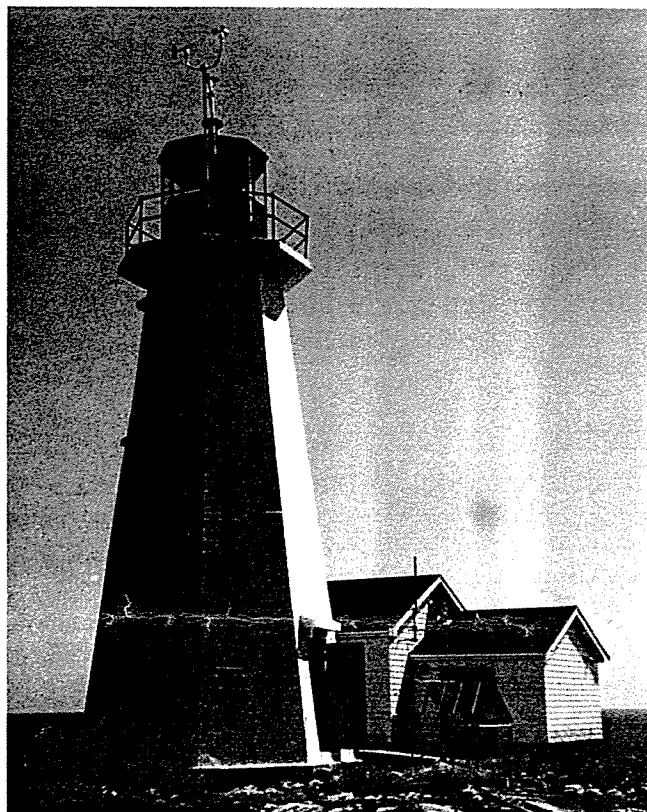
The lighthouses for St. Pauls were pre-cut and shipped ready for erection. The North Point light was first lit in December, 1839. It was a powerful flashing white light visible for 20 miles. The apparatus was equipped with both lenses and mirrors. In 1865 a fog bell and gun sounded every four hours. By 1868 the light was a 3rd order dioptric, and the octagonal timber building was painted white. In the next year it was changed to a first order dioptric with mirrors: 308 silvered glass reflectors - and one concentric lamp with six Argand burners. This complex apparatus must have kept the keepers very busy cleaning and polishing!

In 1872 St. Paul Island, North Light, was equipped with a steam fog whistle. In 1911, this was changed to a diaphone in a white square wooden building near the lighthouse. In 1875 the light was downgraded to a 3rd order lens, but in 1890 it once

downgraded to a 3rd order lens, but in 1890 it once again became first order, and remained so. In 1960 the light was electrified and in 1962 a white concrete tower was built to replace the aged timber structure.

Life on the island was always hard. Donald Moon, the first lightkeeper, disappeared along with a young girl who worked at the lightstation, while trying to rescue his assistants from ice floes where they had gone to hunt seals. At dusk, a northeaster came up, and in the morning there was no sight of the boat, its occupants, or the men on the floes. Moon's wife and their tiny baby were alone for eight days until John Campbell, the superintendent of the life saving station came to visit. In one corner of the island are the graves of the three young children of one of an early lightkeeper. In 1856, they died of smallpox, the germs either passed to them by survivors of a shipwreck or wafted up to them as they watched an immigrant vessel pass the island. Even in recent times reaching the island was so difficult that the keepers got mail only once a month, weather permitting.

The light is now automated and has been de-staffed.



*Photo Courtesy Tim Hall*

#### **Keepers:**

1839-45 - D. Moon

1846 - A. MacCallum

1847-50 - Not known

1850-60 - W. McKay

1861-1863 - Not known

1864-1872 - L. McDonald

1870-1875- D.J. McNeil, Supt.

Humane Estb.

1875-1903 - S.C. Campbell,

Supt. Humane Estb.

1904-1905 - J. Campbell, Supt.

Humane Estb.

1906-1913 - Not known

1913-1920 - J. McLeod

1920-27 - W.T. Jamieson

1927-37 - P.M. McLennan

1937-43 - T.T.T. Stephenson

1943-46 - W.A. Martell

1946-47 - N. MacNeil

1947-52 - J.D. O'Neill

1953-66 - J.G. Mitchell

1966-71 - M.J. Tanner

1971-72 - J. W. MacLennan

1972-74 - W. McSheffrey

1974-79 - M.A. Beaton

1979-82 - T.T. Stephenson

1982 - P. Cranford

*Sources: Nova Scotia lighthouse  
Interpretive Centre, and Tim Hall*

Sources: Research Library, Maritime Museum of the Atlantic. *Lighthouses of Nova Scotia*, David E. Stevens, Lancelot Press, 1973. *The Lighthouse*, Dudley Witney, McClelland and Stewart, 1975. Nova Scotia Lighthouse Interpretive Centre, Port Bickerton, NS.

## **Lighthouse Club Suggested**

*Vicki Reddin-Gauthier*

RACLAU is investigating the possibility of forming a "Product Club" of organizations and businesses who are presently or hope to be using lighthouses for community and economic development purposes. RACLAU will help form this club which could then apply for assistance to the Canadian Tourism Commission for one to three years of funding. A Lighthouse Club of the Maritimes could be a real "guiding light" in establishing our area as "Destination Lighthouse." Vicki-Reddin-Gauthier has been assigned to look into the potential and is seeking your opinion. She must apply for funds before January 16, 1998. She needs your opinions, ideas on

activities, suggestions and comments. Contact Vicki at P.O. Box 45, North Rustico, PEI, C0A 1X0, Tel. ((02) 963-2487, or Fax (902) (63-3424.

## **Lighthouse Trips**

NSLPS wants to expand it's trips outside of Halifax. We now have a trip to Seal Island which is becoming an annual event. Trips along the Tusket chain of Islands, to Cape Sable Island, in the Mahone and Lunenburg Bay areas and on the Eastern Shore and Minas Basin have been suggested. We need people to help arrange them. Choose a trip you're interested in, or think up one of your own! Contact Kathy Brown - (902) 479-3115, E-mail krbrown@ns.sympatico.ca to discuss helping with this fun activity.

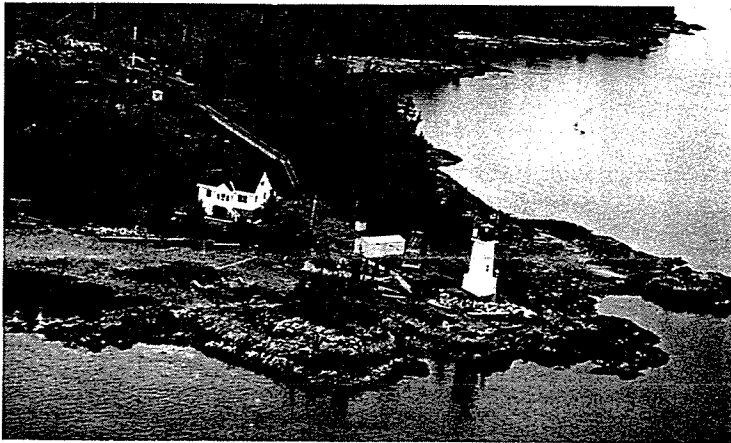
## Dryad Point Lighthouse - A Beginning and an End

Chris Mills

Chris is a founding member of NSLPS and with the publication of this article we say "Welcome home." He served as a lightkeeper for almost 9 years and has experienced automation and de-staffing on both the East and West coast.. This was written in November, just before he gave up lightkeeping and returned to Ketch Harbour Nova Scotia.

*It's three in the morning and the insistent buzz of the bedside alarm clock tells me that weather time is just around the corner. I roll out of warm sheets and feel my way downstairs to pull on a jacket and grab a flashlight. Outside our light is flashing on and off- occulting four seconds bright, one second dark. The beam marks a horizontal semi-circle of light on the trees behind the house, and a red sector shines into the channel where tugs and fishing boats pass night and day. I walk along the concrete path to the lighthouse, past the radio room and the new automation building, with it's solar panels angled toward the southern sky. Out on the point I stand next to the old concrete tower, under the strobing beam of the fog detector, looking at the sky, checking visibility, sea condition. Then it's back to the radio room to record the cloud information, temperatures, wind and altimeter on the big Met sheet. At 20 minutes before the hour Prince Rupert comes on the lighthouse radio, and nine lightstations on the northern circuit stand by to read off their weather data. It's the beginning of another work day at Dryad Point, and the beginning of another day for Canada's last lightkeepers.*

It all began almost nine years ago in Nova Scotia, in February '89 when a Coast Guard helicopter dropped me at Lunenburg's Cross Island on a blustery winter day. I've seen a lot of stations since then; from Cross, to Gannet Rock in the Bay of Fundy, to Langara Point at the western edge of Canada and finally Dryad Point. It's been an amazing experience and as lightkeeping draws to a close in this country, I've had a chance to reflect about this job and its coast to coast connections.



Dryad Point Lightstation

By the fall of 1993 automation had pretty well finished up in the Maritimes. Although there were 32 stations in Newfoundland still tended by keepers, we were down to three in the Maritimes. Out west, BC had 35 staffed lights and it seemed as though political pressure and public support might stave off the destaffing process for a while. It turned out that Coast Guard in Victoria was still looking for new keepers, and that an assistant was needed on wind scoured

Green Island, just below the Alaska panhandle. I was on my way.

In Prince Rupert, the cabbie who drove me from my hotel to the Coast Guard base shook his head and said "I know that place", when I told him where I was headed. It turned out he was a Nova Scotia ex-patriot and he'd also been one of the crew that had torn down the old Green Island light back in '56. He didn't seem too envious of anyone living out there in the middle of winter. After a few days I could see why. It was February and bitterly cold. The wind blew at a steady 40 knots for a month and we were pretty well housebound except for brief trips outside, crouching against the wind and freezing spray to do weathers and make the twice daily trip down to the engine room. It was a relief when spring finally broke and Green Island became a tiny island paradise on a placid sea.

Four years and seven lights later, my British Columbia lighthouse days are winding down. Some experiences have been carbon copies of those on the Nova Scotia lights- the isolation, routine, and the beauty of the surrounding environment. Other aspects of the job have been different. There's a real sense of service on the west coast lights, through the regular weather observations, station maintenance and assistance in search and rescue operations. But the east coast connections keep coming up, through the keepers themselves and through the fishermen who depend on the work of the keepers.

After Green Island and a brief stint at Langara on the north end of the Queen Charlottes, I worked my way south to Ivory Island, where the winter

swells thundered against the granite point and made the houses tremble and the windows buzz. Relief work took me to McInnes, Boat Bluff, Bonilla- all part of the chain of lights built to guide shipping along the dangerous waters north of Cape Caution, to Prince Rupert and Alaska. At Bonilla I made the acquaintance of a Nova Scotia fisherman during our mariner reporting (MAREP) schedule. Not only had he once fished out of Lunenburg, but he was also related to Ethel Locke, the first keeper I'd worked with on Cross Island. And here we were in the middle of Hecate Strait, yarning away on the marine radio about a place we both knew, three thousand miles away.

By 1996 I'd returned to Nova Scotia to be married in Sambro; on a visit earlier in the year Seana and I had journeyed to the light on Sambro Island. The images of the abandoned station with its crumbling light tower stood in stark contrast to the freshly painted towers and manicured lawns of the BC stations. But it looked like things could soon change on the west coast. Seana and I returned to Ivory Island and heard announcements of further cuts; by the spring of 1997 a further eight stations had been de-staffed, more links lost in the chain of lights.

Automation continued to be a contentious public issue in BC- who would provide weather reporting services and search and rescue assistance in remote areas when the lights were closed? Despite extensive and well attended public consultations the federal government stated that the millenium would probably see all Canadian lighthouses automated and destaffed. The only exception being New Brunswick's Machias Seal Island, where keepers would be retained to enforce Canada's claim to that grey area between Maine and Grand Manan.

There was new life for us on the lights with the April arrival of our daughter Maris Lilliana in Prince Rupert. A week after she was born she made the 300 kilometer helicopter flight down the coast to Dryad, thus adding another dimension to our lighthouse life. Maris is one of almost half a dozen lighthouse babies born during the past year, and the lighthouse "community" has made her welcome.

Stations on our northern circuit have sent baby clothes and toys for her, and in turn we have passed them on to other new parents on the lights. The wife of the principal keeper at Addenbroke Island sent toys for Maris and told us about her childhood visits to lighthouses in Nova Scotia. We were surprised to learn that her grandfather was Earl Wentzell, who'd served as a keeper for many years on Beaver and Mosher's Islands.

The lightstation has been a wonderful place to begin to raise a child, close to the communities of Bella Bella and Shearwater. At seven months Maris is an old hand at chopper rides and boat trips. We're an eight minute Zodiac ride from the hospital, band store and post office and it seems like we live in urban luxury on this protected Inside Passage. Now there's a chance to buy fresh veggies between monthly supply deliveries from Prince Rupert and even pick up the mail five times a week, at least as long as the airport isn't fogged in. It's quite a change from life on the other stations where we were entirely dependent on the helicopter and ships for food and supplies and the ever important mail bag. On top of it all, Dryad Point is a beautiful spot, with trim red roofed houses, lush lawns, fruit trees and prolific blackberry bushes. We've got a station boat, wharf and float, hydraulic crane, helipad and a sheltered concrete walk that meanders among fragrant cedars, rose bushes, lilacs and lilies. 700 foot long cruise ships, luxurious yachts and stout fishing boats pass within hailing distance of our front door. We feel connected to the sea and the pilots and fishermen who use our light and our weathers. And were sharing station life as a family - Maris could not have a better start in life.



Installing solar panels, Dryad Point.

Unfortunately there is an end in sight for Dryad Point. In the spring the Coast Guard ship Narwhal, once based in Dartmouth, delivered a load of automation equipment- prefab building, solar panels,

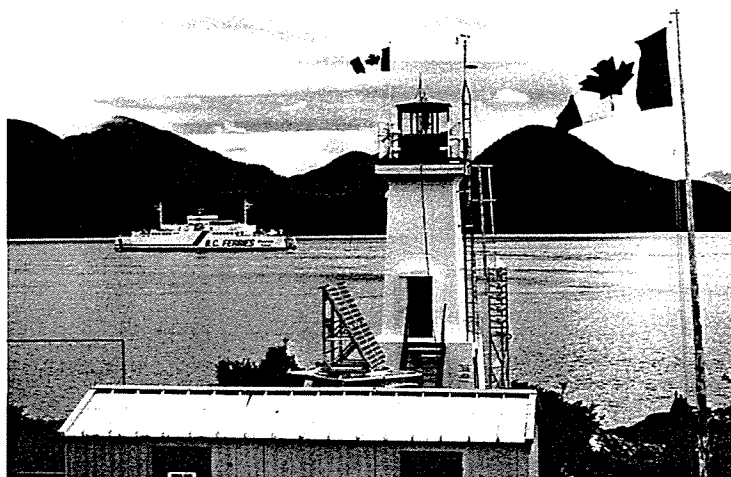
fog horn, and sling loads of batteries. By June the equipment had been slung in place and a bevy of welders and technicians bolted everything down and hooked up the electronics. Although the process reminded me of the automation I'd seen in Nova Scotia, the electronic systems there had been in place for several years. On Gannet Rock, the keepers had expected destaffing for at least a decade (it was finally closed up in the spring of 1996), so there was no sense of permanence in the job. Morale suffered and in the end it was just a waiting game, played out in 28 day shifts. Here it's been different. Stations have been maintained to high standards and the Coast Guard, while supporting destaffing, has continued to provide an infrastructure- monthly supply deliveries, regular mail, station boats, training courses- that has made lightkeepers feel they are an integral part of marine services on the coast.

By June 15 the new solar-powered Dryad Point light and horn were in operation. The light has remained the same, but is now powered by 30 two volt batteries. The new horn is a funny looking rig, a galvanized metal frame supporting five yellow emitters that produce a high pitched "beep" every 20 seconds. Recently all of the emitters were found to have been burned out, and we've put the old Stone Chance horns back on stand-by and in thick weather their characteristic wail is heard echoing across the channel. Local boaters say they couldn't hear the new horns too well anyway- by many accounts the older system is more effective than the new technology.

Technology at the Dryad Point lighthouse was pretty rudimentary when the first tower was put up in 1899. Lit by coal oil, the light was one of several north coast beacons built to guide gold rush traffic to the Klondike. A hand horn (there's one still stored on the bottom floor of the lighthouse) was operated by the keeper or a member of his family in answer to the call of a vessel in foggy weather. Supplies came twice a year on the lighthouse tender, and although there was a small native settlement at Bella Bella, the keepers were very much on their own.

Today the little white and red tower continues to guide Inside Passage traffic through Seaforth Channel and Lama Pass. Life at the lightstation is still a busy

affair- it's a full time job maintaining equipment, painting, keeping the lawns mowed, doing weathers, assisting mariners and working the Coast Guard ships and helicopters that supply us. For now we continue our daily and nightly work, sharing a job, way of life, and sense of purpose with our lightstation colleagues spread along hundreds of kilometers from the southern tip of Vancouver Island, to the Queen Charlottes.



BC Ferry *Queen Of Chilliwack* passing Dryad Point

*From my office on the second floor of our house I can look out the window to the lighthouse, with it's red door and lantern, and the maple leaf flying from the pole on the balcony. As dusk approaches the light will turn itself on and continue it's occulting flash until tomorrow morning's rising sun takes over. The solar panel jutting up between the radio room and the lighthouse reminds me that it won't be long before we'll be gone; we've already made the decision to return to Nova Scotia before the pink slips go out and sheets of plywood are hammered over the windows of our houses. I'm sad that my daughter won't remember her time on the lights, but it will always be an important part of her life. We have been privileged to live this way for a few years, keeping the lights burning on the east and west coasts at the end of the end of the twentieth century.*

*All photographs © Chris Mills*

## Lighthouse Numbers

The peak year for lighthouses standing in Nova Scotia was 1929 with 265. This is followed by 1924 with 264.

For comparison, at 10 year intervals the numbers are

1940 - 256	1970 - 202
1950 - 245	1980 - 183
1960 - 228	1997 - 165

These represent the actual number of lighthouses standing, not the operational number. Obviously today, the difference is much greater than in years past.



## BEACON Conference - More Information

### The second Alternative Use Conference

**Kathy Brown**

#### *Funding Resources: Nova Scotia*

Chris Bryant, Executive Director, Nova Scotia Department of Economic Development and Tourism  
Three provincial programs have supported lighthouse projects: The Community Opportunities Fund, The Waterfront Development Fund, and the Regional Economic Development Authorities. There is most likelihood of success if a project is linked to other activities and community assets. Local contributions are a key issue and first step. *Contact Chris Bryant 424-3545 for further details.*

#### *Funding Resources: Federal*

Mike Wedge,

Human Resources Development Canada

The federal government is looking for jobs created, savings to the EI account, return on investment, and client centred approaches. The best opportunity for lighthouse projects is the Transitional Jobs Fund which can be for seasonal or full-time employment. Jobs must result. Funding depends on a solid proposal with both official federal and provincial support, that is, the support of your MP and your MLA. *NSLPS has an information package about federal programs.*

#### *Funding Resources: Local*

Groups have used raffles, yard sales, bake sales - anything they can think of.

#### *Publicity*

Lynne Perry, South Shore Tourism Association

Lynne passed out a very useful single sheet of tips.

You can get a copy by contacting Kathy Brown.

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Digby Light - June, 1996

Fort Point, Liverpool - Sept. 1997

Louisbourg - Oct. 1995, Jan. 1995

McNabs Island Lighthouses. March 1997

Queens County Lights - Sept. 1997

Sambro - March, 1996

- *Sambro Lighthouse Nova Scotia*. Jan. 1995

- *Sambro Light - The Early Years*. Apr. 1995

- *Open for Visitors*. Jan. 1995

- *The Sambro Island Project*. Jan. 1995

- *Heritage Evaluation*. March 1997

- *Sambro to be repaired*. Sept. 1997

Seal Island Lighthouse and Museum. Apr. 1995

- *Weekend on Seal Island*. Dec. 1995

St. Pauls North - Dec. 1997

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### OTHER MAJOR ARTICLES

*Accessible Lights*. July, 1995

*Alternative Use Update*. March 1997

*Beacon Conference Report*. Sept. 1997, Dec. 1997

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*Women and Lightkeeping in the 19th Century*. June 1997

*First Fifteen Lighthouses* - Sept. 1997

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*Lighthouses to Visit, Summer of '97*. - June 1997

*Modernization of Marine Aids*. March 1997

*Painting a Lighthouse*. Sept. 1996, March 1997

*Typical Supplies at a Lightstation* - Sept. 1997

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## LIGHTSHOP

**Profits go to support your society!**

Order from: Kathy Brown, 24 Armshore Drive, Halifax, Nova Scotia, B3N 1M5. Please make cheques payable to the Nova Scotia Lighthouse Preservation Society.

**NSLPS Membership Pins:** \$5.00 + \$1.00 shipping.

**Pewter Keychain, Sambro Lighthouse:** \$11.00 plus \$2.00 shipping.

**Back Issues, Lightkeeper:** \$2.00 per copy.

**Publications by Stanley Spicer**

*Captain From Fundy: The Life and Times of George Spicer of Spencers Island*. \$7.00 plus \$2.00 shipping.

*The Saga of the Mary Celeste, Ill Fated Mystery Ship*. \$6.00 plus \$2.00 shipping.

**Art Print, The Work Crew:** 7 x 10 1/2 print by Maurice

Bernard showing the Sambro Light. Double-matted, ready to frame \$29.00, including pack and post.

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## NSLPS EXECUTIVE

Past President: Graham Mc Bride

President: Dan Conlin

1st Vice-President: Kathy Brown

2nd Vice President: Bill Mont

Secretary: Barrie MacLeod

Treasurer: Tony Thompson

Lightkeeper: Kathy Brown

Database: Tim Hall

Website: Kathy Brown, Peter MacCulloch

Membership: Bob Pietrzak

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