



THE Lightkeeper

The Nova Scotia Lighthouse Preservation Society

Vol. 7, No. 1, March/April., 2000

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.

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

LIGHTKEEPER EDITORS: Kathy Brown & Chris Mills

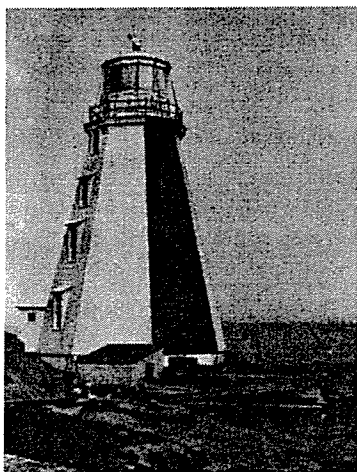
PATRONS: Carl R. Lautenslager, Roderick J. MacLennan, Karen MacLeod Jeanne Thomas

AFFILIATES: Advocate District Development Association, Burntcoat Head Park, Cape Sable Historical Society, Chapel Hill Historical Society, Clyde River Inn, Coastal Communities Network, Five Islands Lighthouse Society, Faith Tabernacle Church, Friends of the Yarmouth Light Society, Greville Bay Shipbuilding Museum Society, Henry Island Lighthouse Preservation Society, Margaretsville Community Hall Society, Maritime Museum of the Atlantic, McNab's Island Ferry, Medway Area Communities Association, Mosher Island Lighthouse Society, Municipality of Queens Tourism & Development, Nova Scotia Lighthouse Interpretive Centre, Sandy Point Recreation Group, Seal Island Tours, South Shore Tourism Association, Terence Bay Lighthouse Committee. Tidal View Drive Association, Town of Lockeport, Walton Area Development Committee, Walton Pub & Eatery



Cape Roseway Lighthouse, barn and keeper's house.

Photo Hubert Hall.



The first Egg Island Lighthouse.

Photo: Ruth Kidston

WELCOME ABOARD!

The following new members recently joined NSLPS:

Alexander Thorburn, Thomas Ayres, Shirley Hyman, Barbara Allen, Peter Goforth & Ellen Walthen, John & Catherine

Lazier, William Vale, Ina Whynott, Dave & Helga Wulfman, E. Jane Carson.

NSLPS MEETINGS & PROGRAMMES

are held monthly

at the Maritime Museum of the Atlantic,
1679 Lower Water St., Halifax

WEDNESDAY, APRIL 26

7:00 pm: NSLPS AGM

8:15 pm: Lighthouses of Newfoundland
and Labrador

David J. Molloy, author of *First Landfall: Historic Lighthouses of Newfoundland and Labrador*.

David will treat us to slides and stories of Newfoundland's beacons. The province boasts over 70 lighthouses perched on spectacular sites and with architecture quite different from those on the mainland.

WEDNESDAY, May 24

7:00 pm: General Meeting

TRIPS

NSLPS Tours and trips for the coming summer will be listed in the June *Lightkeeper*.

Lights Along The Shore:

Festival activities along the "Lighthouse Route"

May 29 - June 4

A highlight for NSLPS members: At Medway Head, the big keeper's house, owned by member Alden Wambolt, which was the original lighthouse, is likely to be open during that week. Call Ann Langille, (902) 624-6466 for times, or ask your local tourist office for a brochure.

NEWS

Charitable Tax Status for NSLPS!

It took a lot of work and two applications, the last being 12 pages of text and thirty pages of attachments. Big thanks to Dorothy McLeod and Dan Conlin who did much of the legwork. The status can substantially enhance our fundraising abilities and allow the society, to undertake more ambitious projects because we can now issue income tax receipts for donations and "gifts" as defined by Revenue Canada.

Treasurer Lew Perry will be looking over the package which was sent by Revenue Canada. Anyone wishing further information should get in touch with him after May 1. Tel. 434-7208, E-mail: lperry@sprint.ca

Notice of Special Resolution

At the next General Meeting, May 24, 2000, a Special Resolution will be proposed to change object 2(b) of the Memorandum of Association of NSLPS. The object reads as follows:

To work with related groups to ensure the identification, documentation and preservation of lighthouse sites, beginning with Sambro Island. To ensure the restoration, protection and continued maintenance of the lighthouse and grounds as well as opening the site to the public.

Changes: delete the phrase "beginning with Sambro Island" and pluralize and modify the following sentence to accurately reflect the activities of the Society. The intention of this change is to prevent a conflict in objectives with a group specifically dedicated to working on Sambro Island which is being established by Rip Irwin. It is also a necessary change. Charitable Tax Status from Revenue Canada requires that the Memorandum of Association accurately reflect what we do.

Walton Lighthouse

Reginald Clark

A record number of visitor, 9,163, signed the guestbook at Walton Lighthouse in 1999.

The Central Nova Tourism Association awarded their Distinguished Service to the Walton Area Development Association and the and Attraction award to Walton Lighthouse. The award was made during a CNTA banquet in Truro.

Over the season maintenance was kept up-to-date and a new utility shed was built. A Fresnel lens with an original hand-wound clock mechanism was added to the attractions at the light.

Main events during the summer included a Fiat car club visit and senior bus outings. The Association is looking forward to another good year in 2000.

Cape D'Or Lighthouse

Advocate District Development Association had their

student employees count the cars at the site. From that they were able to calculate that at least 4,000 cars visited From May through September. Most were from Nova Scotia, but there were cars from as far away as California. The Association estimates that 12,000 people visited.

The Association notes that the gravel road to the Lightstation needs attention. Originally it was a woods road and the Department of Highways has upgraded it, but more work is needed.

We May Be down but We're Not Out

Dan Sinclair

Even though our own Port Medway lighthouse has been placed on the endangered list, the citizens of the Medway Area Communities Association are determined to bring it back to health. Temporary repairs were made during the fall of 1999 to prevent any further weather damage to the inside of the building. A concept plan, under the guidance of community and environmental planner Lesley Griffiths and landscape architect Gordon Ratcliffe, has been commissioned to ensure the preservation and improvement of both the Port Medway light and the Medway Head light.

Trip to St. Paul's Island: July 28 to August 4

NSLPS member Terry Dwyer has room for NSLPS members in a trip to this remote island in the Gulf of St. Lawrence. For more information, please contact: Terry Dwyer Tel. (902) 455-3483 or (902) 455-0031 E-mail: shipwrecked@ns.sympatico.ca

International Lighthouse Conference

May 29 - June 2, 2000

White Point Lodge, near Liverpool NS

Hosted by The Atlantic Lighthouse Council

The first conference of its kind!

Four nights and three days with a host of internationally recognized guest speakers, expert panels, a trade show, keeper's evening, story telling, lighthouse tour, dinner theatre and more.

World recognized experts from Canada, USA and Europe will be in attendance as well as local community groups, preservation societies and individuals who share a common love of lighthouses, and are interested in preserving these icons. Topics to be covered include: lighthouses and eco-tourism, a historical perspective of lighthouses, community economic development and lighthouses, success stories, Lighthouse Protection Act and many more. In addition to the informative workshops, some great entertainment and storytelling will also be featured.

For information contact Lynn Appleby,

Conference Coordinator,

PO Box 380, Mahone Bay, NS, B0J 2E0

Tel. (902) 624-6466

E-mail ssa@fox.nstn.ca

FRIENDS OF YARMOUTH LIGHT TAKE A MAJOR BLOW FROM CCG

The Friends of the Yarmouth Lighthouse Society (The Friends) have been caring for the Cape Forchu Lighthouse, near Yarmouth since 1996, under a lease from the Canadian Coast Guard (CCG). During that time they have spent over \$200,000 on improvements to the Station. Since an announcement by the Canadian Coast

Very small quantities.

Th major problem is the lead paint. All buildings which have been painted throughout the years including the light tower and fog building were painted with lead paint. Lead paint was sold up until about 10 years ago. Every painted building in the world has been painted with

lead paint up until 10 years ago. So to say that the site is contaminated is a strong statement but true. What has happened through the years is that when scraping was done or the paint just fell off, it went into the ground surrounding the buildings.

So for Cape Forchu we are looking at contamination around the following buildings: the tower, fogbuilding, large two storey duplex house, both garages-and the foundation of the gift shop. What has to be done to correct this? All paint has to be taken off all buildings, either sand blasted or high pressure wash right down to bare wood. All buildings have to be



Cape Forchu Lightstation showing, L to R: the two-story keeper's dwelling, the garage, and the tower. Photo: Chris Mills.

Guard at the BEACON Conference last October, The Friends had expected a simple take over or transfer of the Light Station to them under Real Property Directive 96-1. (See Lightkeeper, Dec. 1998, Pg. 6, or BEACON 1998 on NSLPS website.) by this spring. Then, if The Friends kept the Light shining to Coast Guard specifications for 7-10 years, they expected a final transfer of the light for \$1.00.

An environmental assessment has just been completed at the station. Now, after sinking that \$200,00 into the station over the past 5 years, they are faced with an up-front expenditure of \$50,000 to \$60,000 for an environmental clean-up. Moreover, the station must be closed while the cleanup takes place! So, how do they open in May as advertised? Read on!

From Craig Harding,

Friends of the Yarmouth Lighthouse Society

A meeting about the station was held on March 6. In attendance were representatives from CCG including their lawyer, Public Works (Canada), representatives of MGI Limited, who did the environmental assessment, members from Yarmouth Regional Council, members representing the Federal and Provincial Government, and members of the Board of Directors for The Friends. It was pointed out to us in great detail just what was found at the site and where. There was mention of heavy metals found in the soil around the site but that was not the major problem as these metals are common throughout the province. The two main factors were mercury and lead paint. Mercury was identified in the tower and a bit outside of the tower.

enclosed when this work is being done, so that this paint does not fly all over the place. Once this has been done all paint chips have to be cleaned up and taken away to a land fill site that handles contaminates. Then the soil around these buildings has to be dug up, about 3 feet from the wall and down about a foot. This also has to be taken away and treated as contaminated. New soil must then be brought in and new sod laid. Now all buildings have to be repainted.

Our Municipal council has voted to fix this problem and are working on obtaining funding to pay for it. It is the plan, if funding can be found to take all the paint off and haul all the soil away. Bring in new soil and new sod by May 15th. Then we can open the site as all contamination will be gone. We can do the painting during the summer.

Of course all of this depends on the funding. We, The Friends of course will do some of the work and of course all money we raise will go towards the cost. CCG has stated that there is no money to help with this and have stated that if they helped on this site then they would have to help others. They have also stated, that the site will remain closed until it is cleaned up. Signs have been posted stating that the site is closed until the end of May and that the site is closed to everyone and no trespassing. Municipal Council and The Friends are going to sign a lease which takes all responsibility for liability from CCG. Once this has been done, then permission can be given for contractors to go to the site and work and even The Friends can get back on site.

Yarmouth Light, cont'd

The estimate is \$50-60 thousand dollars to clean up, but as always the cost will rise for one reason or another. We all here are determined to get it done no matter what the cost. It is very clear that CCG (Ottawa) is saying that if you want the site bad enough then clean it up. They have stated that if we don't want it then they will clean it up and sell off parcels of land to the public (To the highest bidder, *Ed.*). Not much of a choice.

I am speaking for myself when I say the following: I am afraid that this will set the trend for all lights which go down the path as we have. I would suggest that if there are lights out there which need a paint job, or need their lawns repaired to make them look better or whatever, than you might want to wait and deal with CCG first. They will all have to be assessed for environmental reasons before turning them over. We have also received word from Human Resources Canada which supplies students for the summer work programs, that students, will not be made available to any site that does not display a certificate which states that it is environmentally clean.

It is a shame that this had to happen at this time, so close to our opening date in May and not after the season in October. But it has to be done. We understand the Coast Guards concerns with respect to the liability issues. It is hard to swallow for the simple fact that one does not expect a blow of this significance to occur. One moment we are talking about a simple transfer, the next we are faced with \$50,000 to \$60,000 to clean up the site, and we still have to keep the Light on for 7-10 years. A big difference.

ACTION BY NSLPS:

Press Release issued on March 22, 2000:

Lighthouse Group Warns Federal Downloading of Environmental Cleanup May Doom Preservation Efforts.

The Nova Scotia Lighthouse Preservation Society is alarmed by a recent decision by the Coast Guard to close one of the Maritime's most popular lighthouse sites until a local community carries out a clean-up of lead paint and mercury traces. The Friends of the Yarmouth Light have already invested \$200,000 in caring for the Cape Forchu lighthouse and opening it to the public since 1996. They have now been told that they will have to pay about \$70,000 for environmental clean-up required by a federal government assessment.

Jim Guptill, president of the Nova Scotia Lighthouse Preservation Society says this dumps environmental clean-up in the hands of small community groups. Dozens of communities are negotiating with the Canadian Coast Guard to take over care of historical lighthouses. Most face uphill battles to gain access to lighthouse sites in the face of Treasury Board policies that favor private real estate sales. "The Coast Guard essentially says you clean

it up for us or we sell it out from under you to the highest bidder," Mr. Guptill says, "Ottawa policies have now cornered the Friends of the Yarmouth light and has left them with little choice. It seems the more communities commit to save their lights, the higher the feds build the walls."

The Nova Scotia Lighthouse Preservation Society feels that as the federal government was responsible for the presence of those materials and for setting these unprecedented clean-up standards, then they should be responsible for the work and not bully grassroots organizations into doing it for them.

UPDATE

Yarmouth Regional Council is paying for the cleanup. Re-opening to the public is scheduled for May 21.

A Lighthouse Urban Myth

Dan Conlin

Many NSLPS members, most recently Alan Ruffman, have asked us about the following alleged radio transcript which has been bouncing around in e-mails for some time:

"This the transcript of an actual radio conversation of a US naval ship with Canadian authorities off the coast of Newfoundland in October 1995. Radio conversation released by the Chief of Naval Operations 10-10-95.

- **Americans:** Please divert your course 15 degrees to the North to avoid a collision.

- **Canadians:** Recommend you divert YOUR course 15 degrees to the South to avoid collision.

- **Americans:** This is the Captain of a US navy ship. I say again, divert your course.

- **Canadians:** No... I say again, you must divert your course.

- **Americans:** This is the aircraft carrier *USS Lincoln*, the second largest ship in the United States Atlantic Fleet. We are accompanied by three destroyers, three cruisers, and numerous support vessels. I demand that you change your course 15 degrees north, that is one five degrees north, or counter measures will be undertaken to ensure the safety of this ship.

- **Canadians:** This is a lighthouse... your call."

Sorry to disappoint, because it sounds so plausible to so many, but this story is a joke. Dr. Morgiana P. Halley a Maritime Ethnographer and Folklorist says, "This is an oft-repeated piece of maritime folklore. Often it is a person of rank, rather than the ship who claims precedence (an admiral or the CO of a fleet or squadron). Very funny the first time." Variations noted have been the "aircraft carrier *Missouri*", the "battleship *Missouri*", "aircraft carrier *Enterprise*" and the British "battlecruiser *Invincible*". The lighthouse has sometimes been named — Cape Race.

LIFE ON EGG ISLAND LIGHT STATION

As told by James Kidson to his daughter Olga Kidston



This photo was taken in the Spring of 1935 or '36 by Ruth Kidson, my mother. Warren Kidson, my father had rowed Mom, my two brothers Ralph and Robert, and me out for a run in our double-ender work boat. It was a beautiful Spring morning, the ocean was as still as a mill-pond. Mom took the picture from just east of the North Gully where we went in to land out boats at the slip-way which you can see in the picture. Our motor-boat is up on the slip-way in front of the boat house. We kept a dory, nets, barrels of bait, trawls and coal for house fuel in it. Later one year the seas came and washed it up onto the cliff beside it, and it broke in two and we lost everything - boats, nets, traps, coal, gear, etc. That time it was several weeks before we got a passing ship to stop and give the word that we were marooned there.

During the storms, a few times the seas went roaring right up between the dwelling house and the lighthouse, but there was a bridge from the house to the lighthouse so that the lightkeepers could get to the lighthouse to wind up the weights that turned the light up in the lantern. It used to take about four hours for the weights to go to the bottom of the weight shaft.

The buildings in picture are, from left to right - the toilet, oil house (kerosene in barrels for light), the lighthouse which was four stories plus the lantern, the boat house, hen house and the dwelling.

The light was a kerosene lamp under pressure with a mantle. The lamp was in the center of a twin dual bulls' eye enclosure made up of glass prisms which greatly amplified the two beams of light that shone out from the opposite sides. The two rays of light would show as two flashes about 10 seconds apart every minute or

thereabouts. These flashes were visible up to 22 miles from the light. The lantern was approximately 80 feet above sea level.

The dwelling house was a two storey building and had a kitchen, living-room, and four bedrooms. There was a cistern in the basement where water was caught from roof gutters and down-spouts. In the summer it was very poor for drinking.

The small building between the house and boat-house was a hen-house where we kept hens for eggs and chicken to eat.

My step-grandfather, Samuel O Webber, was lightkeeper and my father, Warren Kidson was his Assistant. They got \$80.00 per month between them.

We moved in to stay on the mainland at the old Bowser place about 1938.

Unfortunately, my father has passed away and I can only remember bits and pieces of his stories. I have been trying to get some stories out of my uncles - but they were younger and don't remember as much.

Some History of Egg Island Lighthouse

On February 22, 1853, the Nova Scotia House of Assembly heard a despatch from P. Frederick Shortland, Commander of HMS Columbia. Shortland recommended the establishment of a light at White Head Island, and also a light at Egg Island because of the rocks and shoals offshore.

In March 1853, the Committee on Navigation Securities recommended that £800 be placed at the disposal of the Lieutenant-Governor, as well as the balance undrawn from the treasury granted for lighthouses over the past year. The funds were to be used for the purpose of erecting four lighthouses, including White Head Island, Jeddore Rock, and Egg Island.

Somehow the recommendation of 1853 was not carried out; only White Head Island lighthouse was built. In 1854, neither Egg Island nor Jeddore Rock was one of the five new lighthouses the chairman of the Board of Works reported had been built.

In his report, the chairman also recommended that a light be built at Egg Island because several wrecks had occurred in the vicinity. There was only one light between Halifax and White Head, at Beaver Island. When the Committee On Navigation Securities made its next report,

Egg Island Lighthouse, cont'd

the members also recommended that a light be built on Egg Island as soon as funds were available (What did the Lieut. Gov. do with the funds of 1853?)

Finally, in 1865, four new lighthouses were built, including one on Egg Island. It was an octagonal wood tower 45 feet high, painted white with a vertical black stripe on the seaward side. The revolving light alternately flashed white and red. (By 1890, the light's range was listed as 15 nautical miles.)

In 1870 a great storm caused the sea to swept across the island. The lightkeeper's house was washed from its foundation and deposited 150 feet away. The keeper and his family managed to escape into the tower. All the fences and other buildings were destroyed and about 100 feet of the boat slip was carried away. The lighthouse was repaired so the keeper could live in it, and held down with stays and anchors.

In 1961, the old tower was almost completely destroyed by fire. It was replaced by a steel frame tower. The light was automated by 1973.



Bon Portage Lighthouse. Photo courtesy Ann Wickens

My View of Lighthouses

Betty June Smith

Perhaps not everyone loves a lighthouse, but I think most do. My viewpoint is different from yours, as I lived at a lighthouse, looking out, so to speak, while you have been looking towards it, from the land and sea. In spite of that, our feeling may be much the same, that a lighthouse is a symbol of people faithfully caring for others. It is both a signal of danger and a beacon to safe harbour. It stands in isolation from the main community, and yet, it is often a centre of interest to the community.

From: "An Abbreviated Paradise," by Betty June Smith in *The Islands Look Back*, Archelaus Smith Historical Society, 1981, p. 77. Submitted by Alan Ruffman.

Betty June, a member of NSLPS, is the daughter of Evelyn Richardson, author of the classic lighthouse book *We Keep a Light*. Betty June grew up on the lightstation on Bon Portage Island (Outer Island) near Shag Harbour. She married

lightkeeper Sidney Smith and they kept the light on Cape Sable Island for many years. Sid and Betty June are now retired and live in Barrington, NS.

Nova Scotian Lighthouses

Earn their Stripes

Dan Conlin

Nova Scotian shipwreck researcher and diver Greg Cochkanoff sent me this advertisement that he found while searching newspapers for shipwreck information. It appeared in the Halifax Royal Gazette in several editions in late 1840 and 1841:

Notice to Mariners

PUBLIC NOTICE is hereby given (that in pursuance of directions received from His Excellency the Lieutenant Governor,) that from and after the first day of July, 1841, the several Light Houses throughout the Province, will appear painted as follows: -

SAINT PAULS & SCATARIE ... white, as at present.

CANSO ... red and white horizontally.

LOW POINT, (SYDNEY) ... red & white, vertically.

SAMBRO white, as at present.

PICTOU red and white vertically.

CROSS ISLAND - red, as at present.

LIVERPOOL red and white, horizontally.

SHELBURNE black and white, vertically, as at present.

SEAL ISLAND ... white, as at present.

YARMOUTH ... red and white vertically.

BRIER ISLAND - white, as present.

DIGBY red and white, vertically.

BEACON ON HOPE ISLAND white, with black top, as at present.

The Frame Work Beacons on Devils Island & Wedge Islandwhite, as at present.

The Beacon at Louisbourg white, as at present.

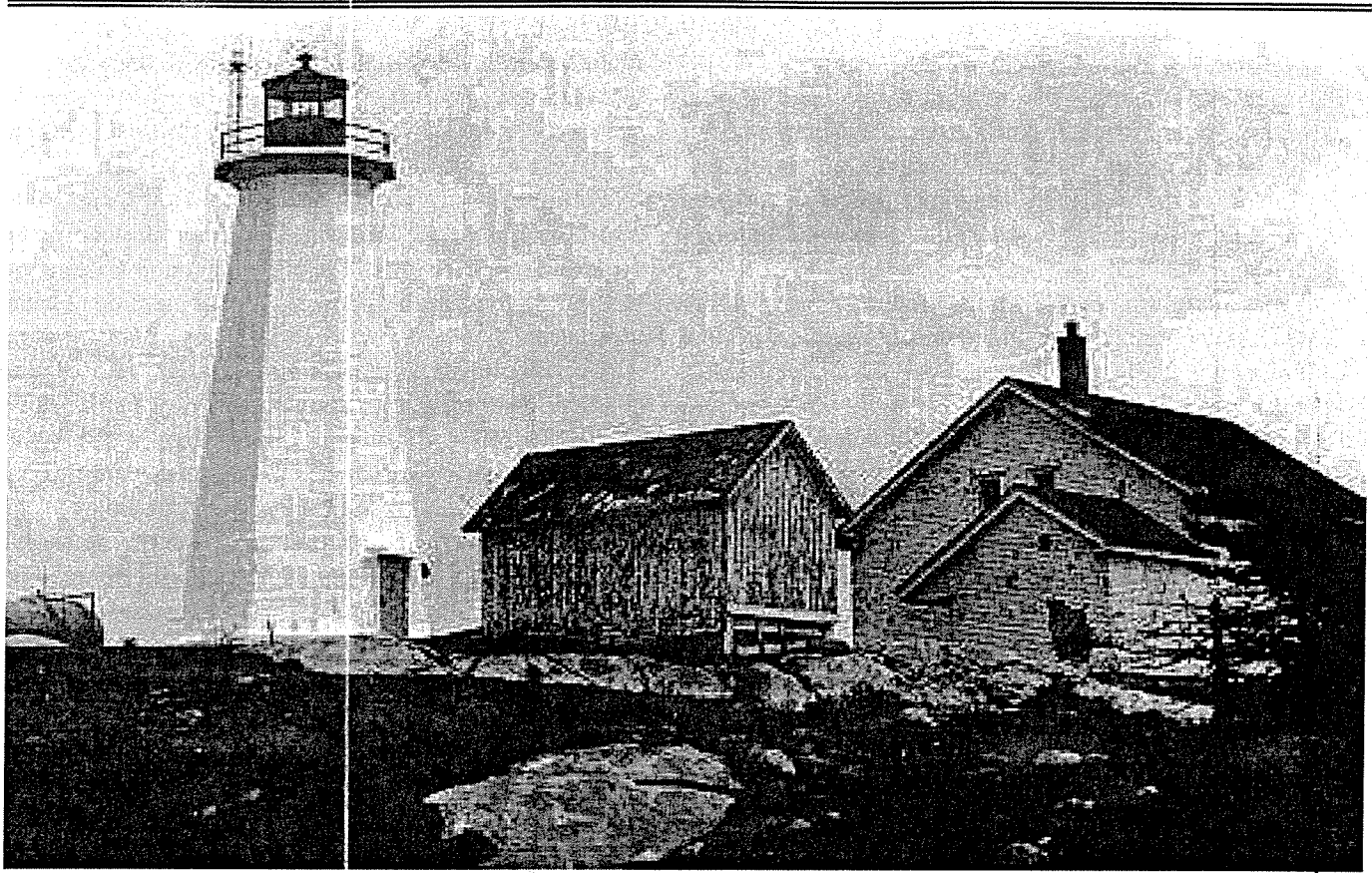
S. Cunard

Thos Maynard

J.P. Miller

Halifax, NS, 28 November. 1840

This is a helpful piece of evidence. Not only does it give a nice round-up of Nova Scotia's lights in 1840, but the phrase "as at present" indicates which lights already had characteristic colours and which were getting colours and stripes added for the first time, probably to help distinguish between the province's growing number of lighthouses. "S. Cunard" was Samuel Cunard, the famous Halifax shipowner and holder of many public offices including lighthouse commissioner. The year of this advertisement he had just launched the legendary Cunard Steamship Line.



The 1960 lighthouse, the barn, and keeper's house at Cape Roseway, 1993. *Photo: Hubert Hall*

CAPE ROSEWAY LIGHT STATION, McNUTT'S ISLAND, SHELBURNE

From Informal Building Report 87-127, Federal Heritage Buildings Review Office (FHBRO), April 11th, 1988

Background

Cape Roseway on McNutt's Island, N.S. is the site of an early-established light (1788) marking the entrance to Shelburne Harbour. The first lighthouse built at Cape Roseway in 1788 was preceded in Canada by only two others - one at Louisbourg (1733) and another at Sambro island (1758) near Halifax. Like them, the 92-foot octagonal Cape Roseway lighthouse was built with locally cut stone in "the old world style"

The settlement of Shelburne was the reason a light was established here. In the inner reaches of an excellent and sizable harbour rivaling the one at Halifax, the town in 1783 had quickly (but only briefly) become the largest urban centre in British North America.

It had been regarded as a potential place for British development as early as 1720 and was especially considered after the expulsion of the Acadians from the area in 1755. Some English-speakers from the pre-revolutionary colonies to the south did move in during the 1760s and 1770s under the leadership of speculator/entrepreneur, Alexander McNutt, but it was not until 1783 that the town began to flourish. In that year, about 16,000 United Empire Loyalists landed here and built thousands of houses and commercial

establishments.

Governor Wentworth in Halifax considered Shelburne Harbour of great consequence to the safety and supply of Halifax and a safe retreat in the hurricane months for the fleets employed in the West Indies. He also saw it as peculiarly well-adapted for all naval operations necessary for defense of or offense on the east coast of America.

Discontinuance of government assistance a few years later took away much of the loyalists' incentive to stay, and most moved on to the Annapolis Valley, Halifax, or the St. John area of New Brunswick. Properties in Shelburne were abandoned, leaving a near-ghost town by 1818 at which time only 300 souls remained.

Although Shelburne quickly dropped in population and importance from its initial status, it did carry on as a small port specializing in the building of schooners and brigantines. When steel-hulled steam-powered ships began to replace wooden sailing vessels late in the 19th century, production shifted to more industrialized cities, particularly those in England and Shelburne's economy fell back on fishing.

The Lighthouse

As well as having a number of military reserves set aside

Cape Roseway Lighthouse, cont'd

for an extensive Navy - planned but not realized for this location, Governor Wentworth ordered the construction of the Cape Roseway lighthouse. He boasted that it was the finest on the continent -and that a British military officer had rated it equal to any in the English Channel. A similar one was built in Shelburne itself in 1789.

From its lighting in 1788 and up to the recent past, the Cape Roseway lighthouse guided the comings and goings of the newly-built wooden sailing ships, the fishing vessels, and other assorted marine traffic in the area. Unfortunately, the tower was struck by lightning in 1959 and the ensuing fire destroyed its heavy oak timbers giving support inside.

Exterior wooden clapboards (in place by 1835 at least), had formed a protective sheath around the stone but were destroyed as well. Intense heat caused large cracks in the shell-based mortar, and some of the granite blocks were dislodged. Concluding that the tower was beyond economical repair, the Canadian Coast Guard had it demolished to make way for the new and present one on the same site - a 48-foot octagonal concrete tower of standard plan.

A number of other building additions and changes have been effected at Cape Roseway throughout its long history. Currently, there are three houses on site. According to Coast Guard files, one was built in 1958, and the other two apparently pre-date it by a few years at least.

Other buildings include a barn (1880), a frame building to shelter the steam fog trumpet later transformed into a storehouse, and a new fog alarm building (1916-17). When the old lighthouse was being demolished following its fire, a temporary light was set on the roof of this latter building (1960).

The Lighthouse in 1988

Cape Roseway is a rocky site rising steeply from the water to a height of 75 feet. There is now very little physical evidence of its history as one of the earliest light stations in Canada, except perhaps for some granite blocks near the cliffs edge, dumped there when the 1788 tower was demolished in 1959.

The lighthouse is still being used with an automatic light apparatus installed, but the houses have been vacant since 1986 when the station became unmanned. The 1960

replacement tower still stands, along with the houses (all less than 40 years old), the two sheds (probably the oldest structures on site), two other badly deteriorated sheds, and a steel tower, once used for a radio transmitter.

Helicopters are now the main means of Coast Guard transportation to the light station. The road leading to a dock on the other side of the island (about 3 miles away) has not been maintained since the station became unmanned.

Cape Roseway's remaining buildings reinforce the character of the light station primarily by their colours. White with red roofs and doors, they are instantly recognizable as being part of the lighthouse complex, and as buildings owned by the Canadian Coast Guard.

Cape Roseway light station is considered an asset to those promoting tourism in the southern tip of Nova Scotia. Although no longer visible in physical evidence, its long nautical history is inextricably linked to that of nearby Shelburne (population now around 2,000).

Many of Shelburne's loyalist houses and commercial structures have survived from the 18th century -- some restored by private individuals, and others by the



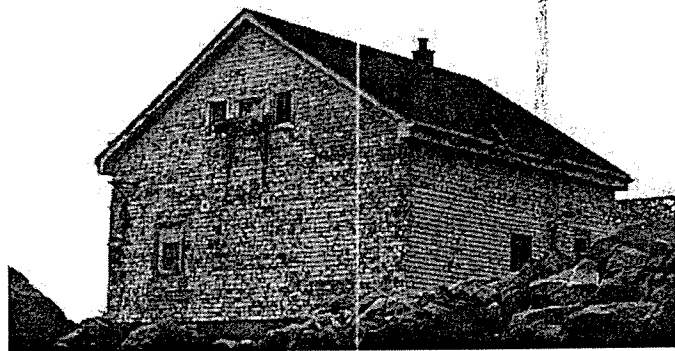
Cape Roseway Lightstation, 1993. Photo: Hubert Hall.

provincial government which is developing programs of historic interpretation for the area.

Note: Twelve years after FHBRO prepared this report, the Cape Roseway lightstation continues to sit in an abandoned state. Only the lighthouse remains as an active aid to navigation. The fog horn was taken out of service in 1989. The radio beacon has been discontinued. The dwellings and service sheds have deteriorated badly in the harsh marine environment. Cape Roseway is one of the few stations in Nova Scotia which remains relatively intact. It should be refurbished and maintained as an important example of the large, full-service lightstations once common in Nova Scotia. The dwellings and old fog alarm building are on the Lighthouse Doomsday List

Cape Roseway Lightstation in the 1950's

In 1950, an article in *The Standard* (a weekend newspaper supplement) noted that every 10 seconds, Cape Roseway Lighthouse sent out a 100,000 candlepower warning beam that could be seen for 18 miles on clear nights. The kerosene fueled lamps were housed in a Fresnel lens weighing 2 ½ tons. When visibility was low, the diesel powered fog horn emitted two dismal three-second groans



The old fog building at Cape Roseway Lightstation, 1993.
Photo: Hubert Hall.

a minute. The light and fog horn were tended by 62 year old Otis Orchard and his assistant Nelson Goulden. Orchard lived with his wife on the island. Goulden's family lived on the mainland in Gunning's Cove. The two men worked six hour shifts and shared the maintenance work.

The lighthouse had "Six-foot walls of cut stone, strong iron doors with iron gudgeons, gun embrasures and heavy oak and hackmatack timbering recalling the days when pirates made the lighthouse their special target." (This was the stone lighthouse that burned in 1959.)

In his spare time Otis Orchard did oil paintings of ships. He and his wife raised cabbages, potatoes, carrots and turnips in their vegetable garden. Nelson Goulden made needlepoint cushion covers and bicycled around the three-mile-long island.

Sometimes some of the 30 residents of McNutt's Island would pay a visit. They were decedents of loyalist Scottish and Irish settlers who came to the island in 1764 after the American Revolution.

Otis Orchard recalled four shipwrecks on the island during his past 20 years as keeper, the *Nellie Viola*, the *Governor Marshall*, a government examination boat, and the two-masted sailing vessel *Good Luck*. The *Good Luck* sank in five minutes after running aground on the night of Jan. 2, 1937. Orchard recalled that "The captain and his crew were lucky. They rode ashore on the *Good Luck*'s cargo of laths. Otherwise they would have drowned. There was a big blizzard that night and we didn't know

about the wreck until the men came to the door and asked for shelter. During Orchard's time, crew members of all the ships that were wrecked survived.

The article in *The Standard* concludes: "Lightkeepers like Orchard, who will re tire in three years . . . are a hardy breed. They have answered this calling as far back as 300 BC. . . There is as yet no indication that improved navigation aids such as radar and direction finders will put them out of business."

Bernice Goodick's father succeeded Otis Orchard as Keeper on Cape Roseway. She and her mother moved to McNutt's Island, to the lightstation, the summer of 1953. Her father was the Assistant Lightkeeper to Mr. Otis Orchard for a few months. When Otis Orchard retired, her father became Lightkeeper until June 1956.

They had no electricity or any luxuries. They had to carry 5 gal. cans of kerosene up, she thinks, 9 sets of stairs and pump the pressure up on the light every four hours; six at night. Cape Negro would light first, then Cape Roseway, then Gull Rock.

Her father had an Assistant Lightkeeper, Aubrey Hipson. When the Orchards retired, Bernice and her family moved into the new house which had a bathroom and floor furnace; still no lights or power, but what a luxury.

They enjoyed every minute of their life on McNutt's Island. The winter storms were fantastic. There were no shipwrecks while they lived there.

Sources: "Atlantic Sentinel" *The Standard*, Jan. 1950, pp 12 - 15, courtesy Bernice Goodick, and a letter from Bernice.

DOOMSDAY LIST OF CANADIAN LIGHTHOUSES

This is a list of Canadian lighthouses in serious danger of being lost forever.

Criteria:

Lighthouse or light station structures in danger of demolition, collapse, serious neglect, decay as well as in danger of disposal to offshore and non-heritage uses.

These endangered lighthouses offer textbook examples of the inadequacy of Canadian government lighthouse preservation. Only 3% of Canadian lighthouses have genuine heritage protection and only 12% have even partial protection. That compares poorly to the United States where over 70% of lighthouses over 50 years are protected by the National Register of Historic Places.

Current federal policy is to sell historic lighthouses off to the highest bidder. The decaying wrecks of lighthouses on this list show the natural result of that "disposal" process which treats lighthouse like parking lots or surplus army boots. Equally disturbing are the historic lighthouses still owned by the Canadian Government but severely neglected because of funding

Doomsday List Cont'd

Canadian Coast Guard.

Many community groups are striving to save these historic structures but are held back by federal policies enforced by Canada's Treasury Board.

Thanks to *Lighthouse Digest* for inspiring the list.

The List

Cape Roseway, NS, dwellings and old fog alarm building

Coffin Island, NS

Country Island, keeper's houses,

Devil's Island, NS rare hip-gable roofed dwelling

Fish Fluke Point, NB

Georges Island, NS, keeper's dwelling

Liscomb Island, NS, keeper's dwellings

Man of War Point Lighthouse, Cape Breton, NS

Margaree Island, NS, defunct lighthouse and dwelling

Mosher's Island, NS, keeper's houses

Point Abino, ON, lighthouse & keeper's dwelling

Port Medway Lighthouse, NS

Queensport Lighthouse, Rook Island, NS

Sambro Island, NS, dwellings

Seal Island, NS lighthouse tower, barn and wireless operator's dwelling

Shampers Wharf lighthouse, NB

Southwest Point lighthouse, Anticosti Island, QC

St. Paul's Island, NS, wireless operator's dwelling,

Selected Doomsday Lights

Detailed Profiles

Cape Roseway, NS

One of the earliest light stations established on Canada's east coast, Cape Roseway light has marked the entrance to Shelburne Harbour since 1789. The keeper's dwellings and fog alarm building remain, but these structures are now in poor repair. Their loss would be a blow to the site's strong potential as an overnight and day trip eco-tourism destination.

Coffin Island, NS

A taller and more elegant version of the familiar Peggy's Cove style concrete octagonal lighthouse, this 1913 tower sits on a site established during the War of 1812. Although it was granted recognized FHBRO status, the Coast Guard was about to proceed with plans to demolish it following decommissioning because of shoreline erosion. The erosion was stopped by a remarkable reclamation campaign led by local residents. However, current policies may force the sale of the island and the lighthouse to offshore real estate interests.

Fish Fluke Point, NB

This lighthouse at Grand Harbour was built in 1879. With an attached keeper's dwelling at a scenic location it was ideally suited to alternate use but was sold off as surplus

and has drastically decayed since being abandoned in the early 1960s.

Chosen as North America's most endangered lighthouse by *Lighthouse Digest* magazine, it illustrates the consequences of lighthouse "disposal" currently favoured by the Canadian government in Ottawa.

Mosher Island, NS

The burning of this wooden lighthouse in 1990 by the Canadian Coast Guard was typical of demolitions through the 1970s and 1980s. It is a fate that awaits many neglected lightstation structures today.

Although Mosher's Island lighthouse was replaced by a circular fibreglass tower and later destaffed, the keeper's houses remain intact. They sorely need preservation work.

A local preservation group, The Mosher's Island Preservation Society, has developed detailed plans to restore the houses but the group has been ignored and stymied by the federal government.

Point Abino, ON

An outstanding example of Greek Revival style expressed in concrete, this 1917 lighthouse is both a FHBRO recognized structure and a National Historic Site. It is currently out of bounds to Canadians because of wealthy American neighbours who have cut off road access. It faces sale to the highest bidder which is pitting the community group that achieved its historic site status against wealthy summer residents who will pay millions to make Point Abino their private preserve.

Port Medway, NS

This harbour lighthouse was built in 1899. It has changed little over its career, aside from the vinyl sliding placed over the original shingles. Decommissioned and abandoned in 1989, it now open to the elements and covered with moss. Rescue efforts are underway by a local preservation group.

Sambro Island, NS

The lighthouse at Sambro Island is the oldest operating beacon in North America. In 1998 it was refurbished by the Canadian Coast Guard, thanks to lobbying by the Nova Scotia Lighthouse Preservation Society. However, the two remaining keeper's dwellings, crucial to any alternative use and preservation on the island, were abandoned by the Coast Guard and are in state of severe neglect.

What can you do to help save these lighthouses?

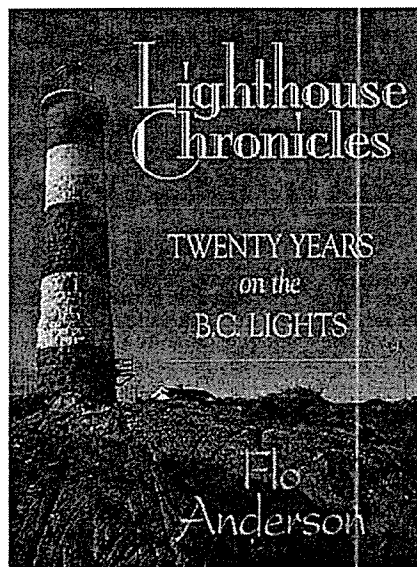
Call or write your MP, Senator, Premier or Mayor and tell them you want a national Lighthouse Protection Act.

Help us keep the lights and keep the lights Canadian!

BOOK REVIEWS

Chris Mills

Flo Anderson. *Lighthouse Chronicles: Twenty Years on the B.C. Lights*. Madeira Park, BC: Harbour Publishing, 1998. 222 pp., photographs, index. \$18.95, paper; ISBN 1-55017-181-X.



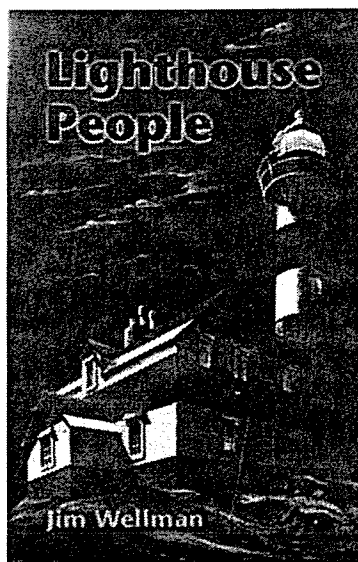
Flo Anderson's *Lighthouse Chronicles: 20 Years on the B.C. Lights* recounts her family's experiences on five isolated west coast lightstations. Today there are 27 staffed lighthouses in British Columbia, which contrasts sharply with the situation in Nova Scotia where all lighthouses have been de-staffed over

the past 30 years. *Discover Nova Scotia Lighthouses* is a guide to 80 of these lighthouses, many of which are in danger of being replaced by electronic navigational aids. Interest in the historical, cultural and aesthetic value of these lights is on the rise as many people seek to visit and learn about the varied lighthouses in the province.

Lighthouse Chronicles has made a timely appearance on the market with the recent moratorium on de-staffing BC's lighthouses. West coast lightkeepers continue to provide many of the coastwatching and lifesaving services that the Anderson family were introduced to when they arrived on the lights almost four decades ago. The Anderson's first posting on Lennard Island was decidedly primitive, with only a wood stove and fireplace for heat, and electricity only at night when the lighthouse itself was in operation. Anderson details the family's transition to the isolation and inevitable routine of lighthouse life. Her story is told with grace and humour, despite the many drawbacks encountered by the family, including irregular supply deliveries and temperamental, autocratic principal keepers (some of whom had a fondness for the bottle).

Anderson devotes a chapter to each of the lights the family kept, from wind-battered Green Island, the most northerly BC lightstation, to tide-washed Race Rocks in the Strait of Juan de Fuca. The text is not always rivetting, but through the experiences of the family a compelling story emerges - rescues at sea, the continuous vigilance of the keepers, their respect for nature and the

power of the sea, and the ingenuity required not only to maintain lightstation equipment, but relations between families on tiny islands. The Andersons made the best of lighthouse life, and Flo's love and respect for her family and the life they shared during two decades on lighthouses spread over 500 miles of rugged coastline, shines through.



Jim Wellman. *Lighthouse People: Stories of Men, Women and Children Who Worked and Lived on Lightstations in Newfoundland and Labrador*. St. John's: Creative Publishers, 1999. 190 pp., photographs, maps. \$16.95, paper; ISBN 1-894294-14-9.

Newfoundland's lightkeepers carry on a tradition that has all but disappeared in the rest of Canada. In the early 20th century keepers tended 800 lighthouses across the country. Today, only 52 lights still have resident staff; 24 of these stations are dotted along the rugged coast of Newfoundland.

In *Lighthouse People*, Jim Wellman has assembled the stories of some of the men and women who kept – and who still keep – Newfoundland's lighthouses. He explores the life and work of the keepers and their families at places like Cape Race, Belle Isle and Baccalieu – some of the most exposed and inhospitable chunks of rock imaginable.

Lighthouse People is divided into 12 chapters, beginning with a brief history of the lighthouse system in Newfoundland, the work of the keepers, and their family life. Chapters two to 11 tell the stories of the keepers and their families at 10 lighthouses around the province. Chapter 12 takes a brief look at the challenges of raising children on remote lightstations.

Lightkeeping was often a dangerous occupation. At the beginning of the book, Wellman recounts the story of Katherine Fiander, who lost her husband in a fierce winter storm at the St. Jacques Island light in Fortune Bay in December 1963 (Ch. 2). Eric Fiander and his assistant never returned to the house after leaving to check supplies at the station's boathouse.

Less than a month later, 22-year-old Gladys Flynn was killed along with three other people, when the snowmobile and sled they were riding on drove off a cliff

Reviews, cont'd

on rocky Belle Isle. Gladys had been on her way to rejoin her lightkeeper husband at the island's northeast light (Ch. 10).

Wellman also recounts a more recent tragedy on Fortune Bay's Green Island, where lightkeeper Brian Cull attempted to revive six-year-old Jennifer Bonnieul, who died after her family's boat overturned off the island in 1994 (Ch. 6). It was a devastating experience for the Bonnieul family and for the young lightkeeper who was not able to revive the young girl.

Along with tragedy, weather plays an important role in the stories of Wellman's lighthouse people. In the early 1960s the keepers at South Head, Bay of Islands were imprisoned in their house during a storm that deposited almost four feet of ice on the station.

When ice clogged a chimney, Max and Faith Shepard and their daughter climbed through a ceiling hatch and across their attic to the other side of the keepers' duplex where they could stay warm with the assistant keeper and his family.

It took the keepers more than a week to chop the ice from the station buildings after the storm ended.

Lighthouse People is a compelling read. The stories of Newfoundland's lightkeepers, past and present, show the dangers keepers they have faced over the years, and the important role they continue to play on a dangerous coast.

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VANISHING LIGHTS *Chris Mills*

This well-written book not only gives you lighthouse history, but also tells a lightkeeper's experiences during the last days of staffed lights in the Maritimes. \$13.00 + \$3.00 shipping

ART PRINT: *The Work Crew on Sambro Island:*

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