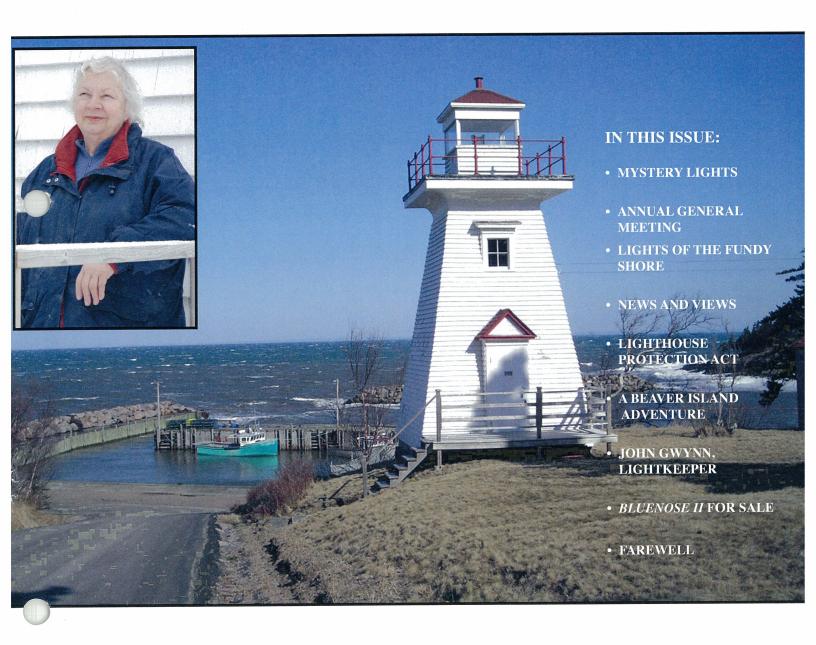


The Nova Scotia Lighthouse Preservation Society Vol. 15, No. 1, March / April 2008

The Lightkeeper





he objectives of the Nova Scotia Lighthouse Preservation Society are: to promote and to support the preservation and awareness of Nova Scotia

lighthouses; to assist community groups in leasing or taking ownership of lighthouse sites; to provide access to written research and photographic documentation, to initiate oral history research and to classify and monitor the status of historic lighthouse sites.

WEBSITE: http://www.nslps.com

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AFFILIATES: Greville Bay Shipbuilding Museum Society, Cape Sable Historical Society, Chebucto Head Lighthouse Society, Henry Island Lighthouse Preservation Society, Walton Area Development Association, Burntcoat Head Park, Friends of Yarmouth Light Society, Tiveton & Central Grove Heritage Society, Hampton Lighthouse Society, Village on the Canal Association, Nova Scotia Lighthouse Interpertation Centre, Parrsboro & Area Harbour Commission, Medway Area Communities Association, Gilbert Cove & District Historical Society, Port George District Lighthouse Society, Spencer's Island Community Association, Terence Bay Lighthouse Society, Louisbourg Lighthouse Society, Shag Harbour Incident Society, Region of Queens Municipality, Island

Historical Society.

NSLPS EXECUTIVE 2007/2008

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Member-at-Large: Denyse Contrasty

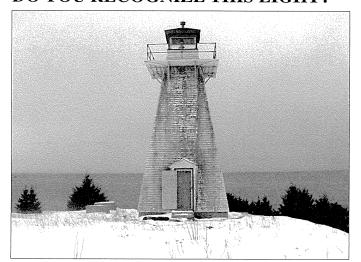
Member-at-Large: Janet Leigh Schaffner

Member-at-Large: Annelise Chapman

Member-at-Large: Andrew Powter

Cover: The Hampton lighthouse. *Andrew Powter*. Inset: Louise Sanderson of the Hampton Lighthouse Society. *Chris Mills*

DO YOU RECOGNIZE THIS LIGHT?



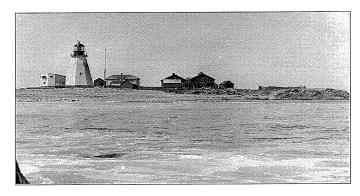
Last issue's mystery light is the Tusket River lighthouse on Big Fish Island, in Yarmouth County. DFO/Canadian Coast Guard

ast issue's mystery light posed a bit of a challenge, but thanks to mystery light stalwarts Josette d'Entremont and Jim Schlecta, we now know that it was the Big Fish Island lighthouse near Tusket River, in south western Nova Scotia. Josette used her powers of deduction, while Jim had a bit of help from Rip Irwin's Lighthouses and Lights of Nova Scotia.

Here's what Jim wrote:

It is my best guess that the mystery lighthouse a Tusket River. The surrounding vegetation seems to match, but I am a bit leery of the height/width aspect ratio. However if you took the lighthouse on page 32 of Irwin's book, gave it a new paint job, moved the camera around to the other side, and cleared away the snow from the lighthouse and used your imagination, you could call it Tusket River!!!

Now it's time to get cracking on this issue's mystery light!



This is the March/April Mystery Light. Send your guesses to Editor, The Lightkeeper, c/o Maritime Museum of the Atlantic, 1675 Lower Water Street, Halifax, Nova Scotia B3J 1S3, or e-mail

CHRIS MILLS AT KETCH1@EASTLINK.CA

ANNUAL GENERAL MEETING SAMBRO LIGHT IN THE 21st CENTURY

Maritime Museum of the Atlantic 7pm, Wednesday, April 23, 2008

Join us for our 15th Annual General Meeting! We'll provide a rundown of NSLPS activities and achievements for 2007-08, present the Craig Harding award and learn more about the 250th anniversary of the Sambro Island lighthouse.

This year, we're very fortunate to have Coast Guard marine aids technician Tom Roberts as our guest speaker. Tom will outline the work of Canada's new light-keepers – the techs, and bring us up to date with recent changes that have made North America's oldest operating lighthouse one of the most modern in service today. Tom is passionate about his work, and he has a wealth of knowledge about the technology that now makes our lighthouses tick.

The AGM is also a chance to meet up with old friends, and renew your NSLPS membership if you haven't already. We look forward to seeing you on the 23rd!

HERITAGE CANADA FOUNDATION UPDATE

From a Heritage Canada release

Appearing on April 2nd before the House of Commons Standing Committee on Fisheries and Oceans (FOPO) to comment on Bill S-215 An Act to protect heritage lighthouses, the Heritage Canada Foundation's (HCF) executive director, Natalie Bull, called on committee members to support legislation that will protect the icons of Cana-

da's coastal and inland waterways. HCF and heritage advocates from across Canada have been working toward this legislation to preserve Canada's lighthouses for a number of years.

Ms. Bull stressed that protection of lighthouses under current federal heritage buildings policy is inadequate and doesn't incorporate public notice or consultation when a lighthouse is altered, transferred or demolished. This new heritage lighthouse protection act "would engage communities in the protection of their historic places by putting a clear process in place, and increase accountability by providing opportunities for pubic scrutiny," stated Ms. Bull. The Act would establish a process to select and designate heritage lighthouses; prevent their unauthorized disposal; require their maintenance; and facilitate sales or transfers in order to ensure their continuing public purpose.

HCF is hopeful that with the strong presentations made to the committee and the number of committee members expressing support for the legislation, it will soon be passed into law. Ms. Bull thanked the many Senators and MPs who have supported the bill over the last number of years. Particularly the Senator Pat Carney and Senator Lowell Murray, and MPs Larry Miller (Bruce-Grey-Owen Sound, Ont.), Peter Stoffer (Sackville-East Shore, N.S.) and Gerald Keddy (South Shore – St. Margaret's, N.S.).

Also appearing before the committee were Barry Macdonald, president of the Nova Scotia Lighthouse Preservation Society, David Bradley, chair of the Association of Heritage Industries – Newfoundland and Labrador, and Peter Noreau, Vice-president of the Corporation des gestionnaires de phares de l'estuaire et du golfe du Saint-Laurent.

Debate on the bill will wrap up at the committee on Thursday, April 10th. The bill will then go back to the House of Commons for 3rd and final reading. HCF urges all supporters of built heritage to contact the chair and



support for this bill.

vice-chairs of

committee and

MP arry Miller

to express their

FOPO

the

THE HUBBARDS LIGHT BURNED TO THE GROUND IN 1956 WHEN A GRASS FIRE GOT OUT OF CONTROL. NSLPS Collection

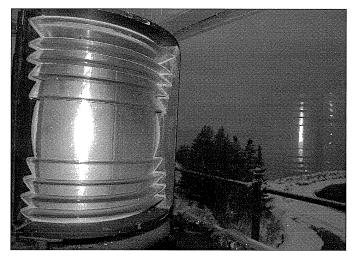


HAMPTON, NOVA SCOTIA. CHRIS MILLS

FUNDY SHORE LIGHTS – COMMUNITY CARE IN ACTION

Chris Mills

On a grey and snowy February day this year, I decided to take a drive to Nova Scotia's Fundy Shore, north of the Annapolis Valley. Although I've lived in this province



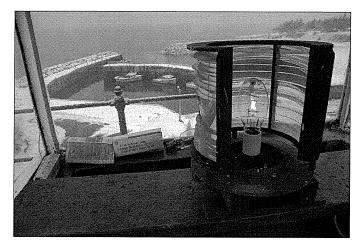
A 175 WATT MERCURY VAPOUR BULB PROVIDES THE LIGHT FOR HAMP-TON'S 6TH ORDER CHANCE BROTHERS LENS. *CHRIS MILLS*

for 41 of my 43 years, there are some mainland lights I haven't seen yet. And I was excited about the chance to get inside the Hampton light, which I hadn't visited since 1987.

Taking Highway 101 as far as Bridgetown, I headed up Church Street (in my trusty Subaru) to scale the North Mountain. After attaining the summit, I stopped in at Louise Sanderson's place just up the road from the little harbour at Hampton. Together we drove down to the community's 1911 lighthouse, overlooking the outreached arms of the harbour's breakwater and wharf.

Louise is a member of the Hampton Lighthouse Society. The group now operates and maintains the community's mint-condition wooden lighthouse, complete with its original 6th order Chance Brothers Fresnel lens.

Louise opened the tower for me, and I was able to climb the steep ladders to the top, where I was greeted by the lens, and what would have been a spectacular view of the Bay of Fundy, if it hadn't been for the snow. I couldn't help noticing how well the lighthouse has weathered its 97 years. The sheathing appears to be in excellent condition, and the lantern deck still sports its original iron posts and railings. I'll let Andrew Powter of the Hampton Lighthouse Society take up the rest of the Hampton story:



HAMPTON'S 6TH ORDER LENS COMES TO LIFE IN THE GLOOM OF A FEBRUARY DAY. CHRIS MILLS

The Hampton Lighthouse Society was founded in 2001, as an offshoot from the Tidal View Drive Association. The association had been formed to coordinate various ecological and tourism related activities covering the Margaretsville to Delaps Cove area of the Fundy shore. The new society was much more focused: it was formed to receive the Hampton Lighthouse from the Department of Fisheries and Oceans. The transfer of the lighthouse was completed in November 2001 and was the first lighthouse in Canada to be divested to a community non-profit association. Since 2001 the society has been responsible for maintaining the structure and keeping the lamp lit. Louise Sanderson and Barbara Sancton did much of the work required to "make it happen", supported by a board of directors.

The society has always relied on the efforts of its volunteer members for its main activities fundraising and lighthouse maintenance. Fundraising, always a challenge in a small community, has taken various forms including an annual ATV rally, pot luck dinners, yard sales, donation of maintenance materials, operation of a thrift shop in Lawrencetown and applying for various grants. In 2007 the society published a recipe book. The society has also kept busy reducing expenses by negotiating property tax forgiveness and better insurance rates.

Hampton gets a lot of visitors from elsewhere in the province, Canada and abroad. They are drawn by the beautiful shore setting, the tiny harbour, the pebble beach and, of course, the lighthouse. The society holds a lighthouse weekend in September during which the lighthouse is open to the public and exhibits explaining the lighthouse, harbour and village are available for viewing.

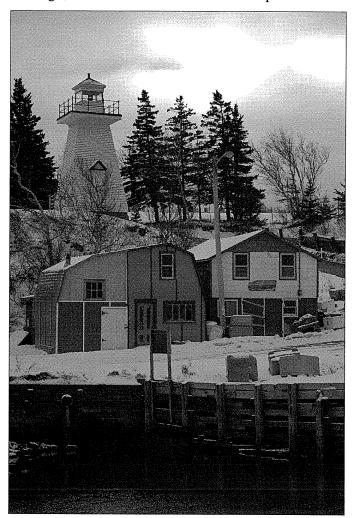
Through this winter there has been some discussion of broadening the scope of the lighthouse society to include local history and heritage. A number of residents have done research on their properties or the genealogy of the area and there is a need and desire to make this

more accessible. At the societies upcoming AGM we will be discussing if it should become the Hampton Lighthouse and Historical Society.

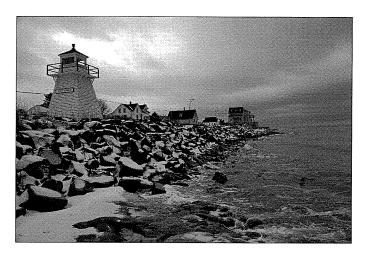
Another development has been the recent designation of the Hampton lighthouse as a provincial heritage site. This places an additional responsibility on the society to maintain high standards of stewardship appropriate to its heritage status.

The lighthouse came to the society in reasonably good condition (it had been re-shingled in 1993) but it does require regular inspection and repainting. While being careful to avoid excessive buildup of paint, the society will be carrying out selective preparation and repainting in 2008. The exterior ironwork is also due for inspection and possibly repainting. Also in 2008 we plan to renew and upgrade our exhibits. We would like to include information on the historical boats of Hampton and the economy of the surrounding area.

After photographing the lighthouse, and a visit with Louise and her husband Ted, I struck off for Port Lorne. The 1930 Nova Scotia Pilot describes the community's light as "...a white square lighthouse, 22 (6.7m) feet high, situated near the inner end of the pier..."



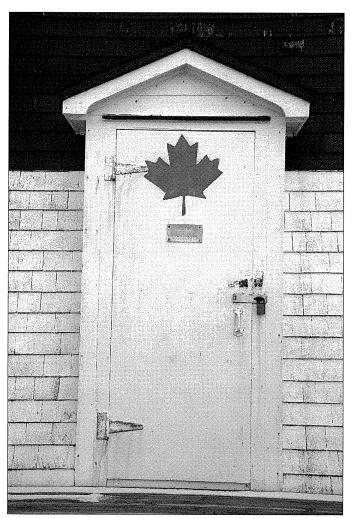
Hampton's light as viewed from the community's wharf. Chris Mills



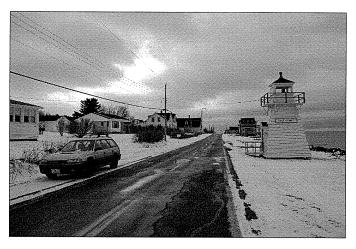
PORT GEORGE SHORELINE. CHRIS MILLS

Today, the remaining waterfront is decaying, and the little tower is long gone, replace by a tripod affair topped with a DLD-300 (Dominion Lighthouse Depot 300mm) lens.

Next stop, Port George. The first light here was installed in 1888 on the outer end of Port George's eastern pier. Within a year workers moved the light ashore because of the dangerous condition of the port's western



MARGARETSVILLE LIGHTHOUSE DOOR. CHRIS MILLS



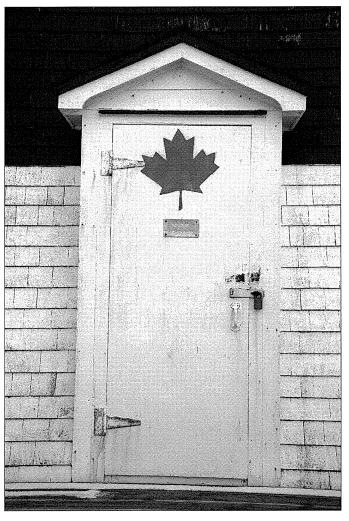
THE PORT GEORGE LIGHTHOUSE SITS HARD BETWEEN THE ROAD AND THE SEA ON THE FUNDY SHORE. *CHRIS MILLS*

pier. It now stands tight between the road and the water. The piers are long gone from this former shipbuilding village, but the well-maintained wooden tower, with its 6th order lens and "Port George" signs remains as an iconic reminder of the shore's seafaring past.

It wasn't so long ago that the light's future looked uncertain. Back in 1997, the Coast Guard decided that it



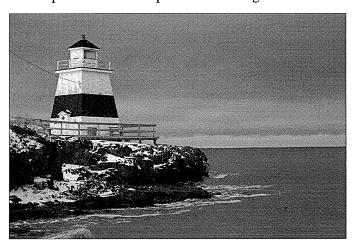
THE CURRENT PORT LORNE LIGHT. CHRIS MILLS



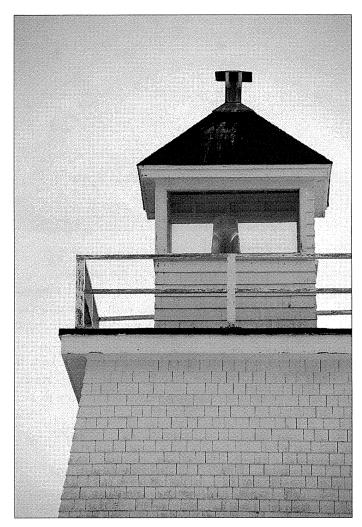
MARGARETSVILLE LIGHTHOUSE DETAIL CHRIS MILLS

wasn't required as an aid to navigation anymore. Local resident Sherilyn Fritz called a community meeting to discuss the issue, and in March, 1999, the Port George District Lighthouse Society came into being.

The society's board currently has 9 active members. About five years ago, it restored the lighthouse, with the help of the J.M Kaplan fund through the NSLPS.



Margaretsville's singular black and white lighthouse. *Chris Mills*



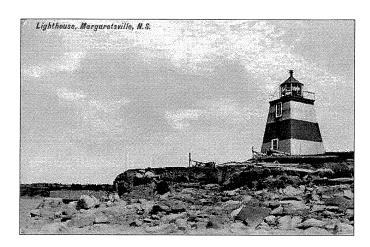
MARGARETSVILLE LIGHTHOUSE DETAIL CHRIS MILLS

Workers re-shingled the tower, replaced railings and painted the 7.6 metre structure.

As a result of liability issues, the tower is not open to the public, but it is highly visible and accessible to tourists and locals alike. Sherilyn says the Port George lighthouse is "very important to local residents...", representing "...the heart and soul of the community." Port George was once an important shipbuilding centre, and in fact Glen, Sherilyn's husband, had a grandfather who skippered a vessel between the village and Saint John, New Brunswick.

Sherilyn says aside from installing interpretive panels at some point in the future, the society plans to leave the Port George lighthouse just as it is -- painted, proud, and sending its red gleam over the Bay of Fundy as darkness falls each night.

My final lighthouse destination was Margaretsville. This lighthouse is another fine example of community involvement in preserving and maintaining Nova Scotia's small coastal beacons. Although the Coast Guard maintains this active aid to navigation, the site is run by the Margaretsville Wharf Committee. The group pays for liability insurance to cover the deck surrounding the tower, which is a



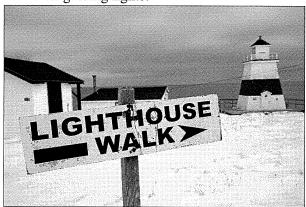
From an old postcard

popular resting spot for tourists during the summer.

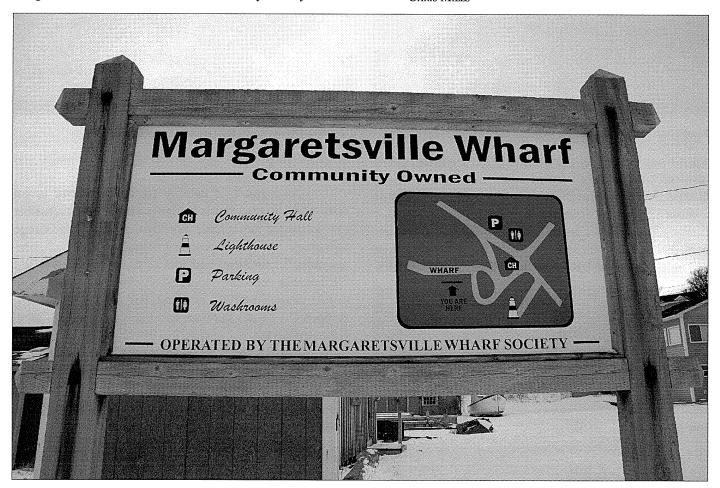
The light's history is not so idyllic. Margarets-ville's square wooden lighthouse, with its distinctive black band, was built in 1859 (I believe the tower is original, although it has been moved and the lantern replaced once or twice). It was originally located on what is known as Peter's Point, where wrecker Peter Barnes reportedly hung beacons to lure the schooner *Saucy Nancy* to her

demise (along with all hands) in 1793. Barnes was not convicted due to a lack of evidence, but 20 years later he fell to his death in the very same spot, apparently confused by a light from a nearby home. Talk about retribution...

My short journey along Nova Scotia's Fundy shore revealed that amidst all the bad news about our decomposing and abandoned lights, there are some jewels, carefully maintained and preserved by people who really care about their guiding lights.



CHRIS MILLS

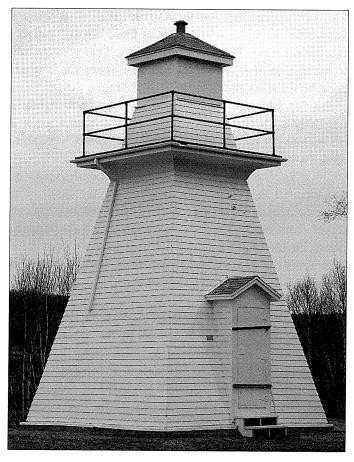


THE MARGARETSVILLE LIGHT IS CARED FOR BY THE COMMUNITY'S WHARF SOCIETY. CHRIS MILLS

NEWS AND VIEWS

American Lighthouse Foundation

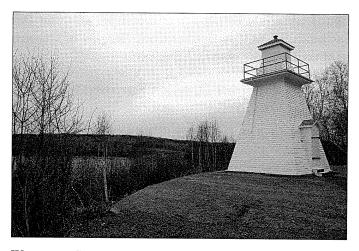
Chris Mills has been invited to speak to the American Lighthouse Foundation at their "Spring Spectacular" in Portsmouth, New Hampshire. The May 16-18 event includes a 5 hour lighthouse cruise past 5 New Hampshire and Maine lighthouses, a dinner, lighthouse trivia challenge and an open house at the Portsmouth Harbour lighthouse in New Castle, NH. For more information, call (207) 594-4174, or go on-line at www.lighthousdefoundation.org



THE WINCHESTER POINT LIGHT AT BEAR RIVER HAS BEEN PAINTED AND THE COAST GUARD HAS CLEANED UP THE SITE. CHRIS MILLS

Bear River

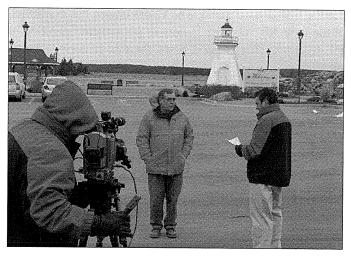
The Coast Guard has completed an environmental cleanup at Bear River's decommissioned Winchester Point lighthouse, near Digby. The tower has been lightless for a number of years and until recently, was deteriorating due to vandalism and lack of care. It looks like divestiture to a local group is now in the works. This is great news for this very picturesque 1905 light overlooking Bear River and the Annapolis Basin.



Winchester Point, Bear River, showing remedial work around the tower. $Chris\ Mills$

DCB 36 History

Bob Trapani, Jr. of the American Lighthouse Foundation has written the first comprehensive history of the DCB 36 aerobeacon – this beacon replaced many traditional Fresnel lenses in the 1960s and 70s, with more than a dozen in use in the Maritimes in the early 1980s (including Sambro Island). Bob's history goes beyond the technical, with



NSLPS PRESIDENT IS INTERVIEWED BY EASTLINK TELEVISION AT PORT MEDWAY, NS IN MARCH. COURTESY BARRY MACDONALD

interesting anecdotes and observations about these sturdy lenses. See http://www.stormheroes.com/aton/dcb36.htm for the full, fascinating story one of the 20th century's longest serving lighthouse lens systems in North America.

EastLink in Port Medway

On March 25, Barry MacDonald and former NSLPS board member Dan Sinclair participated in an interview with EastLink television, held at a very chilly Port Medway lighthouse park. The interview dealt with the heritage and historical value we place on our lighthouses as well as their value to our tourism sector. The interview will be aired on EastLink Magazine, beginning April 8. Thanks

to EastLink producer Matt Morris and his crew for this opportunity, as well as Heather Cook (Region of Queens) and of course to our own Dan Sinclair.

Lighthouse Digest Profiles Sambro Stamp and Peggy's Cove

Maine's *Lighthouse Digest* continues to provide excellent coverage of Canadian lighthouse news and issues. The March, 2008 issue has articles about Canada's lighthouse stamps (including Nova Scotia's Sambro Island, which celebrates its 250th birthday this year) and Peggy's Cove, which was recently hit by post tropical storm Noel. To subscribe, contact *Lighthouse Digest*, care of Foghorn Publishing, P.O. Box 250, East Machias, Maine 04630, USA, or call (207) 259-2121.

Sambro Fog Horn Sounds Again

On a snowy March 26th afternoon, the Sambro Island foghorn once again sent its three blasts a minute into the murk. The island has been silent since the middle of October, 2007, when the Coast Guard turned off the powerful AGA horn.

The new solar-powered horn is higher-pitched, and less powerful, but it was a delight to hear a warning signal from the island once again. The Coast Guard has confirmed that the new AB 560 horn is now in permanent operation in thick weather. This is good news for this historic lightstation!

Sambro Island Lighthouse Celebrations

The Mainland South Heritage Society (MSHS) and local residents held a a public meeting on April 3 at 7 pm, at the Saint James United Church in Sambro to discuss activities to mark the 250th birthday of the Sambro Island lighthouse. About 20 people showed up, including 96 year old Minnie Smith, whose grandfather William Gilkie, kept the Sambro light in the 1870s.

The group discussed reviving the Sambro Sou'Wester Days celebration of past years, in connection with possible events on the island, including tours of the lighthouse. The proposed dates for community celebrations are 15-17 August. The MSHS has applied for grant funding through HRM, the province and the feds to assist with the celebrations. Anyone interested in helping out is urged to contact the NSLPS, or to contact Leslie Harnish (MSHS), at 868-2553, or harnish@hfx.eastlink.ca

Swallowtail, NB Keepers' House on the Block

The keepers' house at one of the most photographed lightstations in the Maritimes could soon be up for sale. In early March the CBC reported that the village of North Head has decided to put the 1960s-vintage duplex on the market, after the structure had sat idle for a number of years.



SWALLOWTAIL, NEW BRUNSWICK IN 1991, FIVE YEARS AFTER KEEPER GRIMMER INGERSOLL LEFT THE STATION. CHRIS MILLS

The last keeper left Swallowtail in 1986. The house sat vacant for a few years until it was fitted out and run as an inn for short period in the early 2000s. That venture failed to make a go of it and for the past few years, the house has been boarded up and quietly deteriorating.

A year ago the house and nearby 1860 lighthouse narrowly escaped burning to the ground after a grass fire on the site got out of control. Local firefighters were able to save the buildings by building back fires.

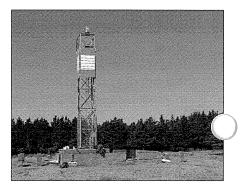
The iconic dwelling, featured in countless postcards and tourism photographs could soon be in the hands of new owners. Mayor Denis Greene says at least one potential buyer from North Carolina has approached the village of North Head about the house. Greene says it's cost the village about \$80,000 in recent years to maintain the building. Greene adds that vandalism has become an increasing problem at the site.

Greene says the terms of sale for the house include continued public access to the site. In general, the possible sale is disturbing news, given past and current efforts to have the Lighthouse Protection Act passed. Selling off our lighthouse heritage could also mean a sell-off of coastal access – a very real threat to public use of the Maritime coastline.

West Ironbound Gets A New Light

The little island off the mouth of the LaHave River now sports the latest in lighthouse technology – a metal light tower and a 300 mm lens powered by an LED lightsource. The Coast Guard recently replaced the island's damaged

fibreglass tower installed in 1987. The latest tower is the fourth to be installed on the island, since the first wooden structure went into service in 1855. Keeper Ingram Wolfe was the last guardian of the West Ironbound Island, leaving in 1966 to take up duties at the nearby Mosher Island light.



THE NEW WEST IRONBOUND LIGHT. DFO/ CANADIAN COAST GUARD



LEFT TO RIGHT: NSLPS PRESIDENT BARRY MACDONALD, SENATOR PAT CARNEY, SENATOR LOWELL MURRAY, AND THE HERITAGE CANADA FOUNDATION'S CHRIS WIEBE AND CAROLYN QUINN. COURTESY BARRY MACDONALD

Bill S-215: Another Attempt (Addendum) *Barry MacDonald*

In my last report, Bill S-215 had passed 3rd reading in the Senate and was ready to be introduced for the 7th time in the House of Commons. At that time, it was unclear who would shepherd the bill through the process. This question was answered when Conservative MP, the Hon. Larry Miller – Grey, Bruce, Owen Sound, introduced Bill 215 in the House on January 31.

In late February, I traveled to Ottawa to attend meetings with MP Larry Miller, Senator Pat Carney, Senator Lowell Murray, David Burden (DFO Director of Divestiture), Patricia Kell (Director- FHBRO) and Doug Tapley (Cabinet Affairs, Parks Canada). Also in attendance at these meetings were Carolyn Quinn (Communications - Heritage Canada Foundation) and Chris Wiebe (Heritage Policy and Government Relations – HCF). These meetings were productive in a number of ways, with questions on divestiture and language of the bill being discussed.

One very important item discussed was the proposed amendment to the bill which would see the language under section 2 (Interpretation) changed from "related structures" to "related buildings". This proposed change would eliminate wharves and helicopter pads as heritage structures. This amendment was of great concern to Senator Carney, as the vast majority of British Columbia lighthouses are accessible only by air or water. In response to this concern, DFO has assured us that access will be maintained to all lighthouses as long as there is an operational requirement and that when a lighthouse property is divested, water access will be provided (to contemporary

standards).

We found this most encouraging, as it eliminates issues with liability, where wharves and landing areas are concerned. Senator Carney also wanted a definition of "buildings" prior to the bill going to committee. This has been done to the Senator's satisfaction.

On March 11, MP Larry Miller introduced the bill to second reading. Mr. Miller did an excellent job in detailing not only the importance of our lighthouses to Canadians, but also the work put into this bill to bring it to this point, on seven occasions. It is highly unusual for a bill to achieve this status in our parliamentary system and it speaks to the tenacity of all who have followed it through its many "ups and downs". The bill received broad support and easily passed second reading. Thank you Mr. Miller, from all of us!

Bill S-215 was then referred to the Standing Committee - Fisheries and Oceans, for study. It is here that the amendment previously mentioned will be introduced. It has been made clear that passage of the bill is contingent on this amendment being adopted in committee. The committee begins its work on April 1, with testimony by government officials and from Senator Carney. April 3 and 8 will see testimony given by (grass-roots) people from across Canada.

I will represent the Maritimes on April 3. The committee winds up its work on April 10 with a clause-by-clause review of the bill. It will then be sent back to House of Commons for third and final reading.

In closing, I point out that this is the first time the bill has reached this plateau and it appears the POLITI-CAL WILL is present to see a LIGHTHOUSE PROTECTION ACT passed into law.

Stay tuned!



THE BEAVER ISLAND LIGHTHOUSE IN 1946. IT PROBABLY HADN'T CHANGED MUCH SINCE DR. MACMILLAN'S VISIT. COURTESY MURIEL SMILEY

REMINISCENCES A Beaver Harbor Lighthouse Incident

Life as a country doctor in the late 19th century had its fair share of challenges. Muddy rural roads, long distances and rudimentary equipment made life interesting for early medical professionals. And to add to the mix, there were occasional trips offshore to tend to the province's dozens of lightkeepers and their families. Here is one story from Doctor Finlay MacMillan of Sheet Harbour. Thanks to Alan Ruffman for sharing this story from The Nova Scotia Medical Bulletin, Vol III, No. 4, April 1924.

I settled in Sheet Harbor, January 6th, 1873. My sphere was from Tangier to Ecum Secum. On visiting up and down the coast I met, and became intimately acquainted with, the keeper of Beaver Light, six miles off Port Dufferin, a Mr. MacKenzie. He was a specimen of the genial friendly old Scotch gentleman well up in years. He gave me a special standing invitation to visit him at his lonely but hospitable home whenever I had a day or two off.

In July, 1875 a sailor son, after a prolonged absence, came on a visit. Previous to coming home he had contracted fever ague. The old gentleman sent a request to me to visit the son professionally. He met me at Port Dufferin where I embarked with him for the Light.

On arrival I was ushered into a small bed room off the living room, and found the son with a high fever. I then went back to the sitting room and put up some qui-

nine powders. I then went back to the bedroom and gave him one in some syrup. I returned to the sitting room, and was conversing with the old gentleman when suddenly I heard a thud, as a dead heavy weight falling on the floor where the sailor man lay in bed.

What did I see? Something to stagger me,- the man, age 29, under the bed writhing in a fit, and one eye solidly staring at me. Now I should be classed as a charlatan and prosecuted should the man die suddenly in that state.

Well I am happy to state things ended all right. In the first place the man was subject to epileptic fits and secondly he was the proprietor of a glass eye. So I had the satisfaction of retaining the good will of the family.

Next morning at breakfast on looking out on the ocean I saw an odd looking boat making for the Light. It was manned by four sturdy fishermen from Mushaboom, who requested me to visit a woman there very sick in a critical condition. The boat was a large flat bottomed one usually used for carrying wood off the shore islands.

There was a heavy sea on but we started for the destined place. The men carried on with one mast and an exceedingly immense sail. One man on his knees on the seat was kept busy bailing out the water with a common house bucket. Being a land lubber I felt rather nervous, but observing the indifference of my companions I soon settled to my fate.

Afterwards I had lots of such experiences. Finlay MacMillan, M.D., C.M., Dal. Univ 1872. Sheet Harbor, N.S.

FORMER LIGHKEEPER VISITS NSLPS PRES At HIS LIGHTHOUSE

Barry MacDonald



John and Eleanor Gwynn spent 25 years living on Nova Scotia lightstations. Although this is a much smaller lens than they were used to maintaining in their lightkeeping days, the Gwynns enjoyed seeing this 7th order Chance Brothers Fresnel and oil lamp. Barry MacDonald

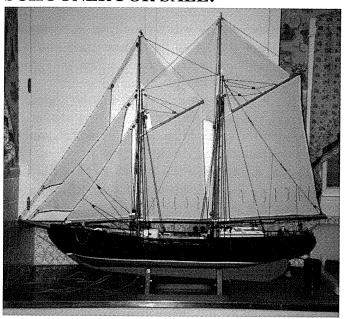
On March 29, we had the pleasure of spending the afternoon with John Gwynn and his lovely wife, Eleanor. The



FORMER LIGHTKEEPER JOHN GWYNN WITH A 55 MM KEROSENE VAPOUR BURNER. BARRY MACDONALD

Gwynns had a long lightkeeping career, beginning on Guyon Island in 1961 and ending up at Cape North, with Sambro Island, Gull Rock and Black Rock Point, Cape Breton in between. John finished his career as the last lightkeeper at Cape North in 1987. It took little coaxing to get him to show me the workings of a 55mm kerosene vapour burner photo. Knowledge of this sometimes temperamental device was paramount during his days at Guyon Island.

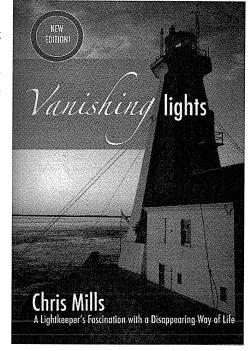
SCHOONER FOR SALE!



SCHOONER BLUENOSE II MADE BY PORT MEDWAY MODEL MAKER GEORGE WAMBOLT. COURTESY MURIEL SMILEY

Muriel Smiley (Beaver Island, Beaver Harbour Head and Medway Head lighthouses) has sent along a photo of a model of the iconic Nova Scotia schooner *Bluenose II* made by the late George Wambolt of Port Medway. It was commissioned for Muriel's husband Doug while he was the lightkeeper at Medway Head. It now belongs to her daughter Virginia, and husband Keith Hubley. They're looking to sell it since they don't have room for it anymore. The model measures 52" long by 51" high and is meticulously hand-crafted, down to the rigging and tiny blocks. Call Virginia and Keith at (902) 463-9891 for more information.

Chris Mills' first book, Vanishing Lights, has been reprinted bv Nimbus Publishing Halifax. It contains an update introduction and new layout. The book is available at most booksellers and through the author.



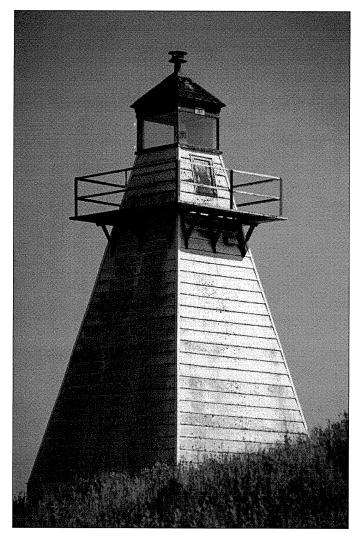
FAREWELL

The man whose family was instrumental in having the two Musquodoboit Harbour lights established, has died. Ivan Kent was born on Kent Island, at Pleasant Point in 1927. His grandfather was reportedly the prime mover in having range lights built near the family homestead on Kent Island, and on nearby Shag Ledge. Ivan's father also kept the light at Pleasant Point, as did his mother, until the government automated the light in the early 1950s.

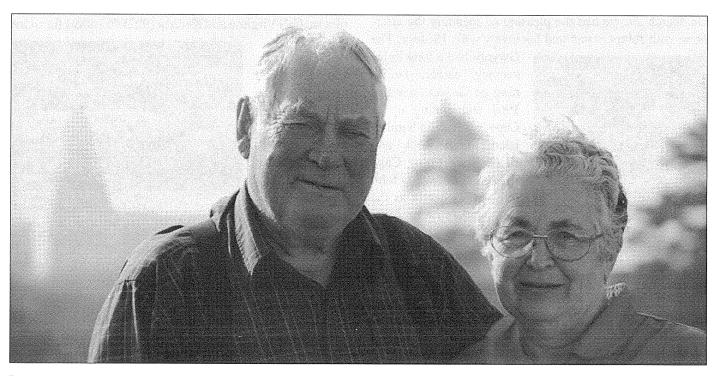
The Kent family association continued though, with the family acting as caretakers for the light. Ivan was also a great storyteller. When I interviewed him in 2001, he told the story of his great grandfather's involvement with the great British Admiral Horatio Nelson (see *The Lightkeeper*, Vol. 8, No. 4, December 2001). Ivan said that his great grandfather had served as Nelson's navigator, and when he moved to Nova Scotia, Nelson's ghost accompanied him to the family grant on Kent Island.

Ivan recounted several ghostly happenings around the lighthouse, including events from recent years when he and his wife Mildred operated a bed and breakfast in their nearby home. Ivan always kept a picnic table near the lighthouse, so that the admiral and his old navigating officer could have a seat on a stormy night and enjoy a tot or two of rum.

Ivan died on March 13th after several years of ill-health. He is survived by his wife Mildred and their five children. Although we are saddened to hear of Ivan's passing, we are fortunate to have been able to record some of his memories through the NSLPS Oral History Project.



THE FRENCH POINT LIGHT IN 2001. CHRIS MILLS



IVAN AND MILDRED KENT IN SEPTEMBER, 2001. CHRIS MILLS

DOOMSDAY LIST

This is a growing list of Canadian lighthouses and lightstation buildings in danger of being lost through neglect and environmental conditions. Please contact the editor with any suggestions or comments.

Bear River, NS Decommissioned wooden lighthouse

Cape Roseway, NS Dwellings and old fog alarm building

Country Island, NS Keepers house (one house burned in 2005)

Cross Island, NS Keepers houses

Devils Island, NS Wooden lighthouse and keeper's house

Fish Fluke Point, NB Combined light and dwelling

French Point, NS Wooden lighthouse

Gannet Rock, NB 1831 wooden tower and attached concrete keepers' house

Georges Island, NS Keeper's house

Green Island, Richmond Co., NS Keeper's house and old lighthouse (one house burned in 2005)

Guyon Island, NS Keepers' houses

Ingonish Island, NS Concrete lighthouse and keeper's house

Isaac's Harbour, NS Combined dwelling/ lighthouse

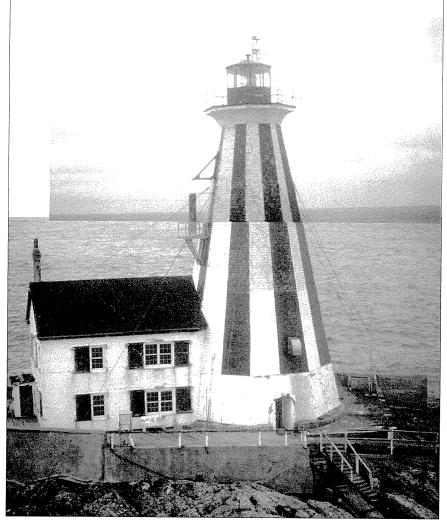
Keppel Island, NF Lighthouse, keepers' houses, fog alarm building, boat house

Liscomb Island, NS Keeper

Margaree Island, NS Lighthouse and dwelling

Moshers Island, NS Keepers' houses and small fog alarm building

Peases Island, NS Keepers' duplex



Gannet Rock, N.B., shows its age in 2001, 5 years after full automation. DFO/COAST GUARD.

Queensport(Rook Island), NS Combined dwelling/lighthouse

Sambro Island, NS Dwellings and Gas House Seal Island, NS Radio operator's house, barn

Southwest Point, Anticosti Island, QC

Saint Paul's Island, NS Southwest lightkeepers house, wireless operator's house at Atlantic Cove

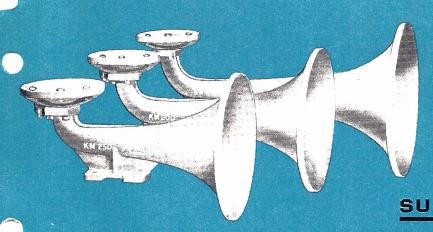
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AIR CHIME

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From an old Airchime Catalogue. The Vancouver company has been making train whistles, ship horns and land-based fog horns since 1929. According to the company's website, it now only manufactures train whistles. It appears that the Khalenberg company of Wisconsin has taken over the manufacture of Airchime horns, which were widely used on Canadian light stations in the 1970s. Courtesy Barry MacDonald