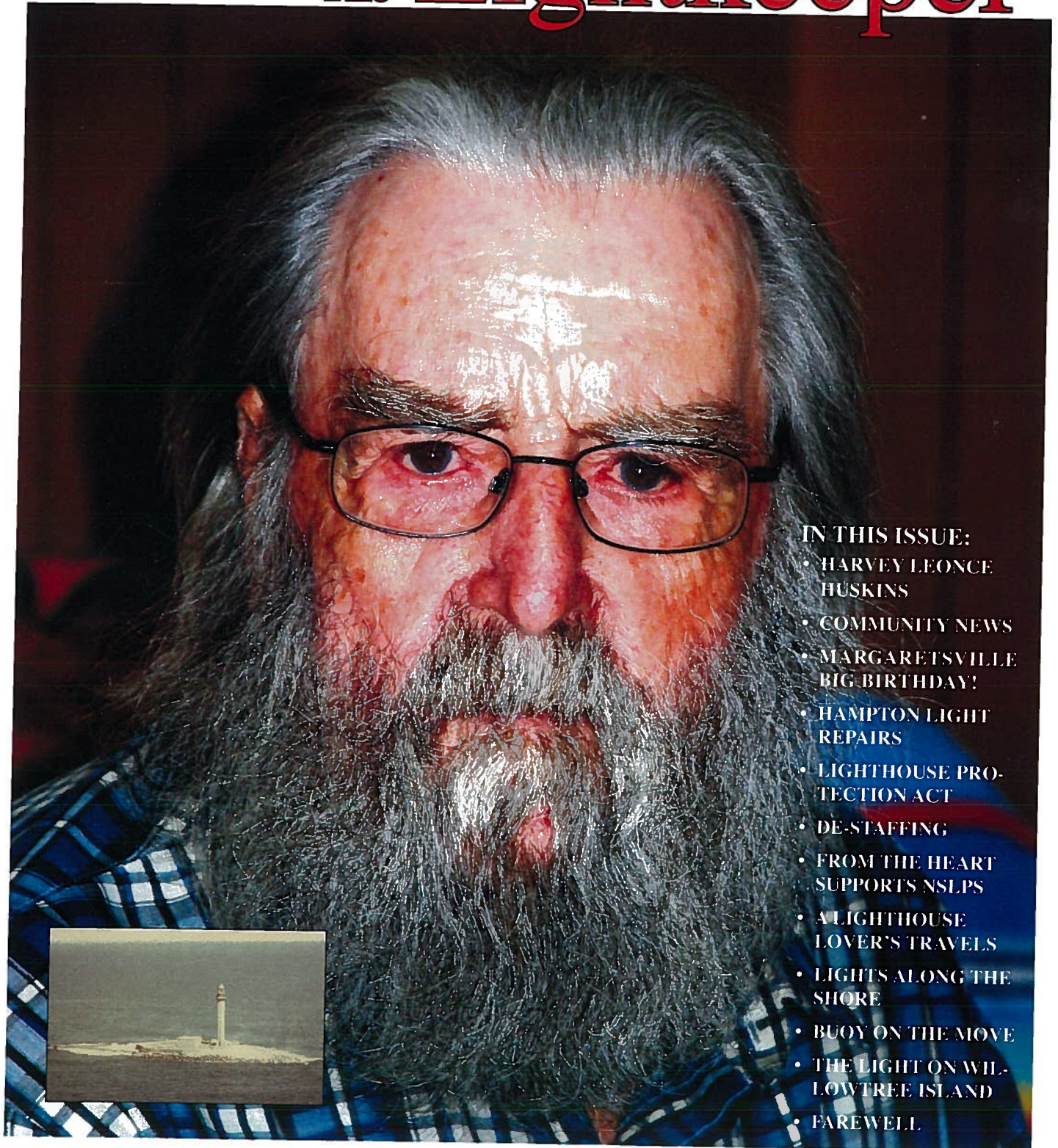




The Nova Scotia Lighthouse Preservation Society
Vol. 16, No. 3, October / November 2009

The Lightkeeper™



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The 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.

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Cover: Lightkeeper Harvey Leonce Huskins *Chris Mills*

Cover Inset: Little Hope Island in the 1960s. DFO/*Canadian Coast Guard*

MYSTERY LIGHT



THE JUNE/JULY MYSTERY LIGHT AT CAPE SAINT MARY'S. NOTE THE DIAPHONE JUST UNDER THE LANTERN. *KELLY ANNE LOUGHERY/CANADIAN COAST GUARD*

Congratulations to James Slechta and Josette d'Entremont for correctly identifying the June/July mystery light as Cape Saint Mary's, in Digby County. The current concrete replaced the lovely original wooden tower in 1969.

Send your guesses for this issue's Mystery Light to *The Editor, The Lightkeeper*, c/o *Maritime*

Museum of the Atlantic, 1675 Lower Water Street, Halifax, Nova Scotia B3J 1S3 or e-mail ketch1@eastlink.ca.



WHERE IS THIS LIGHT? *JOSETTE D'ENTREMONT*

LITTLE HOPE FOR LEONCE: ONE LIGHTKEEPER'S JOURNEY FROM A ROCKPILE TO SNUG HARBOUR

Chris Mills

Harvey Leonce Huskins is a man of many stories. It's hardly surprising, considering his experiences as a lightkeeper on one of the most remote and inhospitable rock piles off the Nova Scotia coast. In 1942, a young Leonce spent a month on Little Hope Island, just off the Seaside Adjunct of Kejimikujik National Park, south of Port Mouton. The island is little more than a ragged cluster of rocks struggling to stay above sea level.

The government of the day established a small wooden combined lighthouse/dwelling on the island in 1865. Keeper Alexander MacDonald, who arrived in 1872, often gathered his family in the basement of the structure, as the sea hurled massive boulders over the island.

When the wooden tower burned down in 1906, the Department of Marine and Fisheries built a state-of-the-art buttressed concrete tower, soaring 30m (98 feet) above the rocks. Workers topped the whole affair with a massive first order lantern and lens. The keepers lived in a house at the tower's base – hunkering down in the fall and winter as storms swept clean across Little Hope.

After his inaugural month on the island, Leonce returned in 1946 for another hitch. Although he later went on to other work, lightkeeping had gotten under his skin, and in 1954, Leonce, his wife Marion, and their son Robin moved to Spectacle Island in Port Mouton Harbour. Six years later the family moved to Battery Point in Lunenburg, where Leonce retired in 1987.

But back in 1942, Leonce's lightkeeping journey was about to begin as he headed for Little Hope to tend the light with keeper Frank Langille:

Well, it all started in 1942. They needed a helper on Little Hope. Later on it was called an assistant because the government paid 'em. [In 1942] there was no money to pay 'em so they used to feed us. The island is off the end of Port Mouton Island, and it's a god-forsaken rock that nobody shoulda been onto!

It was so small a bad storm washed right across it. Not in '42, but in '46, when I was back onto it, my brother was on there with the keeper, and they forecast a storm. So,

they hauled the two dories up on the verandah and made 'em fast. There was huge oil tanks outside next to the house and there was an alleyway about 60 feet long, from the house to the lighthouse so you didn't have to go outside. After the storm was over, the dories was gone, the verandah was gone, that alleyway was gone, and them tanks full of oil was gone!

The head keeper, he was in bed and my brother was on watch at night, and he heard a crash, and he ran into the bedroom where the keeper was, and a big rock come through the window. They had to carry it out through the door to get it outside!

Heavy weather also created other challenges for Little Hope's keepers, as Leonce found out one night as he and Frank prepared to light up at dusk.

We had to carry oil up every night for the old system that burned the light. There was a bucket of oil in the lantern almost full. I was crankin' up my weights and I said to Frank, "Why did you kick that bucket for?"

He said "I didn't kick it, why?"

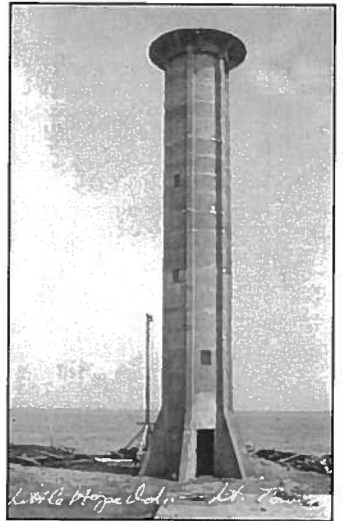
"Well," I said, "the oil's sloppin' out!"

"Oh," he said. "The light's movin' that much!"

I said "Man, you're crazy!"

But it did. The light was swayin' enough that it slopped that oil outta that bucket!

Frank and Leonce were also responsible for an explosive acetylene fog signal which they operated during thick weather. Despite the inherent danger of such an apparatus, Leonce's brother (who also worked as a keeper on the island) decided to try an "experiment" with the fog signal one day.



THIS CONCRETE TOWER REPLACED THE ORIGINAL LITTLE HOPE LIGHTHOUSE IN 1906. DFO/CANADIAN COAST GUARD



LITTLE HOPE ISLAND CIRCA 1930. DFO/CANADIAN COAST GUARD



LITTLE HOPE FROM THE WATER DURING THE CONSTRUCTION OF THE SECOND LIGHTHOUSE IN 1906. DFO/CANADIAN COAST GUARD



MARION, REBECCA AND LEONCE HUSKINS. CHRIS MILLS

When I went on the first time with that there, I said "I'll never be able to stand that noise!" And I wasn't there five minutes and I had to listen to see if it was goin'! It sounded like a dynamite explosion. Just the same as a cannon. She exhausted out through the roof. Anyway, my brother and the fella that was on with him, they were a pair of hellions and they decided to see what a baseball would do in the fog gun. They crawled up on the roof and dropped a softball into her when she was goin'. I guess the softball's still goin' and so's the exhaust!

The "hellions" also enjoyed a challenge on the water.

They used to go out, the pair of them, in a dory and ride the seas when the wind was comin' from one way and the sea was comin' from the other. They'd go up as high as a house and first thing the sea would come out from under 'em -down they would go, upset the dory -they'd crawl back in and go at it again!

Games aside, landing on Little Hope was tricky and dangerous at the best of times. Given the light's exposed location and quickly changing weather, the sea could be flat calm one moment, and a boiling cauldron the next.

You had to have it perfect. I went on there in '46 and they was repairin' the light. I went on to help first, with the intentions of when they repaired the light that I'd get a job on there. My brother had a 46 foot boat and he took all the supplies down. We had a winch to haul everything up the landing, a flat-head, two headed Pontiac. Frank, the Head Keeper, he ran that and I stood next to him to signal when they wanted to go ahead. Well, they landed a bunch of stuff and a fellow went to put some stuff on the sled attached to the winch line. The signal was when they wanted him to go ahead you put your hand up. Well, he lost his footin' and went down in the landing. Up went his arm! Frank had that Pontiac runnin' about half open. He dropped the clutch and ran over the fellow's leg and broke his leg. They blamed it on Frank, but it was no fault of his, 'cause I was standin' right next to him.

They got the stuff landed and they asked Frank to take the mail out to the boat, to send it ashore. He took it out and they offered him a cup of coffee while he was aboard the boat. He had a cup of coffee and then he said "It's getting' rough!" and he jumped in the dory. Every third sea there was a calm one. He counted seas and counted seas and he said "I'm goin' anyway."

I was there with a hook, ready to hook on the dory. He got in and dropped the oars and jumped overboard and let the dory go. Smashed the oars and he swam ashore. And that's what it was like getting a boat in on Little Hope!

In between his two stints on Little Hope, Leonce served overseas in the Second World War. In 1954, a position came up on Spectacle Island, just off his home in South West Port Mouton. Leonce, his wife Marion and their son Robin moved out to the island, where the quality of life was a far cry from that on Little Hope.

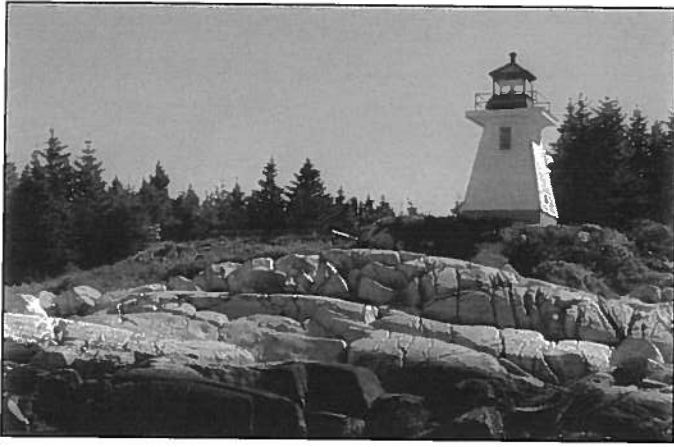
Spectacle Island is about half a mile from Carter's Beach. It was a good island. It had a good landin' It had a good little harbour. You had to walk from the harbour across the marsh, across the hill through the woods I built a plank walk 600 feet long, four planks wide to go to the house. That's where the young fella learned to drive a bicycle, on that walk!

The Huskins had a two story house near the little wooden tower on Spectacle Island. There was no electricity, although a Delco battery in the basement allowed operation of a two-way radio. The lighthouse held a small dioptric lens with a two-wick burner which Leonce lit at dusk and extinguished at dawn. The station also had a bellows-operated hand fog horn used to answer the occasional call from a vessel in the fog. And on one occasion, there was a call from another source.



LEONCE HUSKINS WITH HIS COLLECTION OF RADIOS. CHRIS MILLS

One night, oh, it was foggy! So close to rain. I went out and I heard a heavy diesel runnin'. It sounded like he was goin' ahead and goin' back. I figured something had ran ashore over towards Summerville, so I



SPECTACLE ISLAND TODAY. COURTESY SPECTACLE LIGHT SOCIETY

ran up to the light, and he blew his horn again. I got the horn out and I answered him. He kept blowin' and I kept answerin'.

I had nothin' on. My wife brought me up some clothes and I stood behind the light answerin' that horn. After a while I said "This is not doin' me no good, 'nor him either. If he's ashore I can't help him. So I'm goin' to bed!"

So I left and went to bed. In the mornin' we come off the island to see what it was. What do you suppose it was?

It wasn't a boat! The railroad ran across Summer-ville Beach and there was a train goin' east that night, and he blew an engine. He called Halifax and another one come up to pick him up, a wrecker. And that's what I was blowin' the horn at!

I must have blew that horn three or four hours... too long, I'll tell you! But everybody got a good laugh out of it, anyway!

The years passed and life went on fairly unevent-fully for the Huskins. But there were always reminders that lightkeepers lived in an exposed and sometimes dan-gerous environment. Leonce was never keen on thunder and lightning, and he got his fill early one morning when the sky lit up.

It was just breakin' daylight good. Thunder and lightnin' – I was always scared of it and I asked my wife and the young fella if they was gonna get up. No, they wasn't gonna get up, so I dressed and started downstairs. I just got on the landing half way down when it hit. It shook me, it drove me sideways and them fellas got ahead of me before I got to the bottom of the steps!

When we got down there, the kitchen was filled full of smoke. I ran for the basement 'cause I thought it was the Delco battery. That was all clear. But along the wall the northern side, there was a cot. Every morning when I finished my breakfast I used to lay down onto it. That cot was out across the kitchen floor! The lightning had hit there, and ran along to the south'ard and lifted the

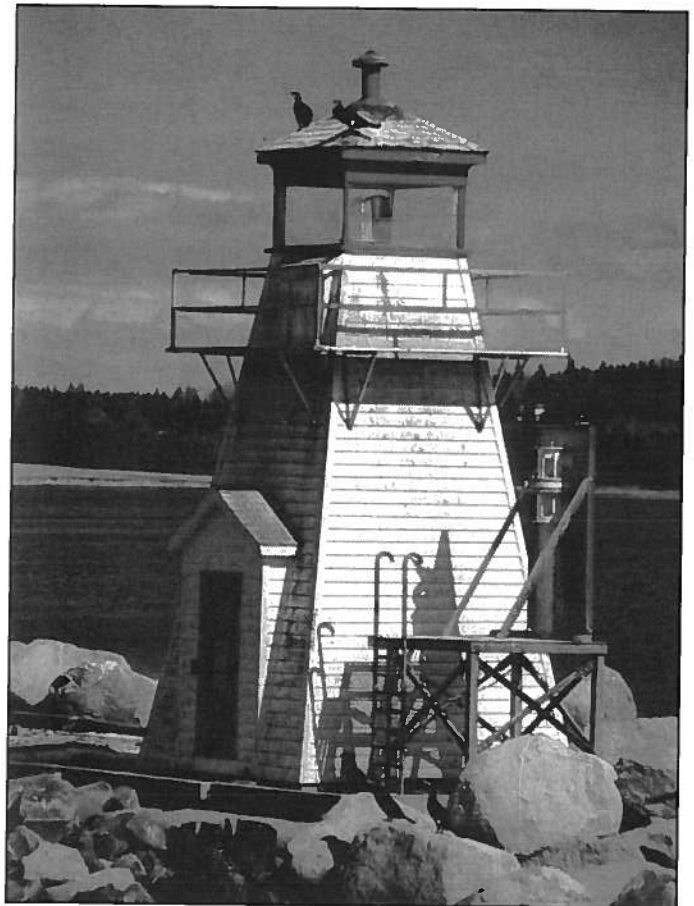
shingles up just the same as if you took a crowbar -- never broke 'em -- and went through to the hand pump for the cistern and went to ground. But on the way across it burnt through a tube of toothpaste and it burnt across a can of cure ointment!

In the late '50s and early '60s, automation began to catch up with many small harbour lights across Nova Scotia. Spectacle Island was no exception, and in January, 1961, the Huskins moved to Battery Point in Lunenburg. Here they had road access to all the amenities of town, and Leonce could even drive to the lighthouse along the wooden breakwater than connected it to the mainland.

With the help of an assistant, Leonce maintained the small electric light and fired up the compressor for the fog horn when the weather shut in. In 1960s, there was no question that lightkeepers and their lights and horns were crucial for mariners, even in small harbours.

Before we got the full automation, when the power went off you had to run from the house to the lighthouse and if you was lucky enough that it happened when the assistant was there, one fella would go up and change the light and the other fella would start the com-pressor for the horn.

We was there one night – my nephew was with me then – and it was dirty. It was a snowstorm and the power went off. We went out and drove 'er down. I had



BATTERY POINT IN 2005. CHRIS MILLS



BATTERY POINT FROM THE WATER IN THE 1970s. DFO/CANADIAN COAST GUARD

showed him how to change the light, so he went for the light and I started the compressor. I had just got things goin' and he run down. "There's a boat comin'!"

We had we got 'er goin' in time that he heard the horn. He couldn't see the light, but he heard the horn and when he went by the end of the breakwater I could have threw one of my dogs aboard! It was an American dragger. They used to come in there for a breeze. If we hadn't been there, he'd have been in a rockpile!

But automation was on the way, and it changed forever the keepers job and way of life. Main lights operated 24 hours a day. Fog detectors sent probing beams into the murk, automatically triggering horns in fog and snow. New electronic emitters replaced the old air horns. But they didn't necessarily do a better job than the old technology. In the early '70s the Coast Guard installed a 400 watt Stone Chance horn at the end of the Battery Point breakwater. The electronic horn had a curious tone and a downsweep that took some getting used to.

The people in Lunenburg said it sounded like an old cow bawlin'! When they put the electric ones in, they was gonna put a set facing out to sea, and a set facing up town. Well, the people howled so bad up town, that they didn't put it there! The one pointing out to sea, the way it was situated, there was times that you got echoes. And you couldn't tell the echo from the real thing.

Mel Langille come in one day with the *Cape Eagle* and ran ashore! He was runnin' for the echo and he ran ashore. My young fella was in his bedroom. He come runnin' out.

He said "There's a boat ashore!"

I said "You're crazy!"

But we looked out the back window and you could see the spars of 'er. But it was high tide and he backed her off, 'cause he wasn't runnin' full speed, 'cause he knew where he was, or at least thought he did!

The years passed. Leonce and his family enjoyed summer visits with tourists from all over. Even with automation, there were still buildings to paint and lawns to mow, and other chores that come up in the run of a lighthouse keeper's day. When Leonce and Marion took time off, their daughter Rebecca filled in as relief keeper, keeping an eye on the light and horn.

In 1987, de-staffing came knocking again. Leonce and Marion packed up their belongings and moved back to Southwest Port Mouton. But 22 years later, Leonce says he doesn't regret one moment of his lightkeeping life.

I'd been on the water all my life, or around it. All my brothers except one was fishermen, and I was fishin'. Well, what was I gonna leave it for? Getting a lighthouse is close as you'd get to it, and you're getting' paid for it! What I liked about it, you knew how much work you had to do every year. You had an inspector come in the spring. You had him come in the fall. As long as your work was done, you didn't have somebody lookin' down the back of your neck.

And would he do it all again?

Oh, I guess I would! Even at my age, I'd go back onto one of them places some quick!

I interviewed Leonce Huskins at his home in South West Port Mouton in May, 2009. Special thanks to his wife Marion and daughter Rebecca for their hospitality during my visit.

COMMUNITY NEWS

Betty Island

The power of the sea has once again stripped siding from the recently repaired Betty's Island lighthouse near Terence Bay. A view from seaward reveals that most of the southern exposure of the almost 30 year-old wooden tower is down to the sheathing. Notices to Mariners also reported the light and horn were extinguished in late October. The Coast Guard made a number of helicopter visits to the island during October, likely to service the nav aids, and possibly to assess damage to the tower.

Boar's Head

September was a busy month at Boar's Head on Long Island. DFO hired Halifax-based Clean Earth Technologies to clean up soil reportedly tainted with lead. The DFO says years of lead paint application led to contamination of the soil surrounding the wooden lighthouse overlooking Petite Passage.

Workers removed approximately 1,000 tonnes of soil, which officials say exceeded "risk-based criteria". The soil was then trucked down the narrow and winding lightstation access road to the ferry, where the trucks crossed to Digby Neck. The soil was then washed at Clean Earth's facilities. Trucks then brought new soil in, and workers hydro-seeded the area around the lighthouse.



BOAR'S HEAD IN 1984. ONLY THE TOWER AND FOG ALARM BUILDING REMAIN TODAY. KELLY ANNE LOUGHERY/CANADIAN COAST GUARD

Barry

Buckman of the Tiverton and Central Grove Heritage Association hopes this work will pave the way for his group to assume care of the light. Buckman says the site will be open for public

access if the group's agreement with DFO is renewed.

Buckman says the association's goal is to acquire the lighthouse property, but this plan is still up in the air because of confusion over the exact terms of the soon-to-be-enacted Lighthouse Protection Act. He says the association plans to go ahead with interpretive panels next year, and will develop parking and turn-off areas for visitors.

Ed's note: Although we're pleased to see forward movement at this site, we wonder about the efficiency and cost of removing so much soil from the lightstation. DFO officials say the \$216,000 project was necessary, but in real terms, we wonder how many hands-ful of dirt most visitors eat when they visit a lighthouse site.

Canso Range

The Coast Guard has completed refurbishing the Canso Range lights. New vinyl siding looks almost exactly like wooden shingles and preserves the heritage look of these fine towers.

Caveau Point

The Coast Guard is presently refurbishing this little rear range light in Cheticamp.

Cape Forchu

Yarmouth's famous "apple core" lighthouse will receive major dollars next year as part of the federal government's "stimulus" plan. We'll have more details in a future issue of *The Lightkeeper*.

Cape North

Work crews are gearing up to demolish the Cape North Lighthouse on Money Point, Cape Breton. The almost 30-year-old tower was badly damaged last winter and has been rotting for years.

Five Islands

The Five Islands lighthouse was open to the public again this summer, in its new location at the end of Broderick Lane. Gloria Lewis of the Five Islands Lighthouse Society describes the season as "fairly good", although the park has not yet been developed, aside from a few shrubs planted around the tower. Lighthouse Day on July 25th drew a good crowd despite a wet start, and the group raised more than \$1,000 for the lighthouse. "Everyone's working very hard for [the lighthouse], Gloria says, but she adds that the site badly needs signage and other improvements such as picnic tables.

Georges Island Open to the Masses



DALE (MATTHEWS) VEINOT GREW UP ON GEORGES ISLAND. JOSETTE D'ENTREMONT

In June, Parks Canada opened Georges Island in Halifax Harbour to the public for the second year in a row. Dale (Matthews) Veinot joined the crowd to share her experiences as a lightkeeper's daughter on the island during the 1940s

and 50s. Intrepid NSLPS member Josette d'Entremont helped out as well, spreading the good word about the society. Georges Island played a major role in Halifax Harbour defence and navigation. The island's first lighthouse shone out over the harbour in 1876, and its last keeper left in 1972. The

keeper's house still stands, and although it has been semi-stabilized, the structure needs major restoration work.



A YOUNG DALE MATTHEWS ON GEORGES ISLAND IN THE 1940s. COURTESY DALE (MATTHEWS) VEINOT

Havre Boucher

The Havre Boucher Range lights are being repaired. At least one of the wooden towers is badly infested with carpenter ants.

Horton Bluff Lives Again

NSLPS member Raye Myles is constructing a summer home based on the plans for the second (1883) Horton Bluff lighthouse. We'll have a full-length feature on this amazing labour of love in the December *Lightkeeper*.



THE PICTURESQUE 1883 HORTON BLUFF LIGHTHOUSE. CHRIS MILLS COLLECTION



RAYE MYLES' "HORTON BLUFF" LIGHTHOUSE TAKES SHAPE IN 2009. RAYE MYLES

Louisbourg Celebrates 275th Birthday

It was big year for Canada's first lighthouse. The Louisbourg Light turned 275 and Parks Canada threw a party in August to celebrate the milestone. Events includes cannon firings from Lighthouse Point, harkening back to firings on foggy days in the 18th century, a display of models of the lighthouse and a presentation on eighteenth century navigation into the harbour of Louisbourg.

The current lighthouse, completed in 1923, is in very bad shape. The concrete is failing, and the whole structure needs a make-over. On the night of August 2nd, both the light and horn were off in thick fog, although the emergency light was operating.



THE STATELY LOUISBOURG LIGHTHOUSE REVEALS MUCH WEAR AND TEAR IN JULY, 2009. CHRIS MILLS

Margaretsville Milestone

The Margaretsville lighthouse turned 150 in October! See page 10 for full details.

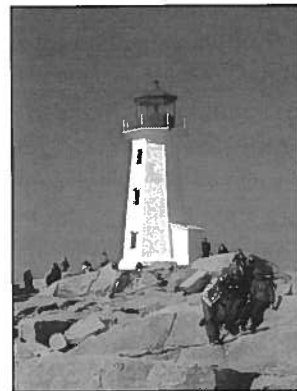
Paddy's Head Stripped

Paddy's Head and Betty's Island are unfortunate twins. Each light has had shingles and siding stripped from their wooden sheathing by extreme weather. The Paddy's Head light has been waiting for repairs since September, 2003, when Hurricane Juan ripped shingles off its southwestern face. To our knowledge, no repairs have been performed on the tower over the last six years.

Peggy's Cove Spruced Up

It seems all it takes to nudge the federal government into action sometimes is a little media attention. The much-photographed Peggy's Cove lighthouse attracts hundreds of thousands of tourists each year. But until this summer, the tower was starting to look pretty seedy, with peeling paint and chunks of concrete falling from the 1915 tower.

CBC Radio reporter Jack Julian prepared a report about the sad state of the tower, and the Coast Guard's (DFO's) unwillingness to paint it. Other media outlets jumped on the bandwagon and within days, the feds had decided that perhaps it would be a good idea after all. By mid-July a local contractor had patched up the concrete and applied gleaming white paint to the 13-metre tower. In August, Hurricane Bill sent massive waves crashing into the beacon, but it stood firm, with repairs and paint job intact.



THE NEWLY-PAINTED AND SPARKLING PEGGY'S COVE LIGHT IN OCTOBER, 2009. CHRIS MILLS

Pictou Range

The Coast Guard has almost entirely re-built the rear range at Pictou. Carpenter ants had done major damage to the structure.

Pictou Grand Opening

The Grand Opening of the Northumberland Fisheries Museum's Lighthouse Museum & Research Centre took place Sunday, July 12 on the picturesque Pictou waterfront.

The facsimile lighthouse next to the *Hector Quay* is based on the old Caribou light, with a lantern crowning the keeper's dwelling.

The museum features the Irwin Collection, an exhaustive collection of Nova Scotia lighthouse history, interviews, photographs and artifacts. E. H. Rip Irwin is

one of the province's foremost lighthouse historians, and the founding president of the NSLPS. In the mid 1980s, Rip began a quest to visit every Nova Scotia lighthouse. He accomplished this goal with the help of a sturdy zodiac and a stout sense of adventure.



THE PICTOU LIGHTHOUSE WITHIN IMAGINATIVE INTERPRETIVE PANELS ON DORY SAILS.
BILL HENDERSON

The Lighthouse Museum is open for the summer season from 10am-6pm Monday to Saturday; admission includes access to all three Museum sites – including the main fisheries museum at the historic CN Station and the lobster hatchery.

Port Greville Lighthouse Still Guides The Way

Oralee Collins, Age of Sail Museum

Our visitation is up from last year. June-Aug our numbers increased by about 10% and Sept saw an increase of about 30% over last Sept! This included two large bus tours from the United States set on seeing over 50 lighthouses in New Brunswick and Nova Scotia and a lighthouse touring group on motorcycles. Due to weather concerns this summer our plans for touch-ups were put on hold but first thing on our list for 2010 is a paint job for the lighthouse. Meanwhile, the light still shines every night, beaconing to villagers and visitors alike and recalling a time long ago when the lighthouses truly were the keepers of our villages.

Sandy Point Restoration Complete

Bernice Goodick of the Sandy Point Community Recreation Group is pretty happy these days. It hasn't been an easy battle to save the Sandy Point lighthouse, but Bernice says the group now has enough money to pay off expenses for work done on the light over the past year. Although construction of the exterior staircase to the light has been delayed, the base repairs, tower work and painting have all been completed.

It took many years, more than \$100,000 and no small amount of hard work to bring Sandy Point to the point it is today. Bernice says "If we'd known it was so much work we wouldn't have done it. We worked so long for the light at the end of the tunnel, when we saw the light, we thought it must be a train!"

The group has placed interpretive panels near

the community centre, on the shore adjacent to the light. Although visitors were down this year, those who did make it to the light came from far and wide – Austria, Switzerland, the U.S., Germany, and from various areas of Canada. Bernice says a bus tour from California has been booked for next June.

In September, people gathered to share lightkeepers' memories as part of the annual "Lights Along The Shore" festival. Guests included Bill Ringer of Gull Rock and Scatarie Island; Sharon Van Buskirk, whose grandfather Harry VanBuskirk was a long-time keeper at Cape Roseway, and Sid and Betty June Smith, who kept the Cape Sable light from the '50s until the late 1970s.

The Sandy Point light is located in Shelburne Harbour at the end of a sand bar which is exposed a low tide. This crib light is one-of-a-kind in Nova Scotia, and is well worth a visit.

Seal Island Needs Help – Soon

Vestiges of this once-vital lightstation remain, but the future does not look bright for the historic Seal Island lighthouse. De-staffed in 1990, the station includes the 1831 lighthouse, a barn built in the 1940s, the 1950s-vintage radio operator's house, and an engine room built in 1990. The Coast Guard solarized the station about a decade ago, although they retained the generators to power the 2,000 watt electric fog horn.

This summer, Coast Guard technicians installed new solar panels and two small wind generators as part of a new, battery system for the fog horn. At last word, the batteries were on order. During a foggy October day around Thanksgiving, the horn was silent, and it appeared that the fog detector was not operating.

Until recently, students from Acadia University used the radio operator's house as a base during bird-banding activities, but local reports indicate lead paint contamination led the Coast Guard to suspend the use of the house. Today it sits derelict, although it still contains furniture and supplies. The NSLPS has prepared a letter for the Coast Guard's Regional Director, expressing concern about the state of this station and hopes that the all structures will remain pending the enactment of the Lighthouse Protection Act.



THE SEAL ISLAND LIGHTS SHOWS MOULD AND PAINT DETERIORATION IN OCTOBER, 2009. *CHRIS MILLS*



THE OLD RADIO OPERATOR/ASSISTANT HOUSE ON SEAL ISLAND NEEDS WORK, NOW. *CHRIS MILLS*

Seal Island Lighthouse Museum

Brenda Maxwell

We had a busy summer with visitors. Many wanted to see the light but refused to pay the \$3.00 admission fee. As we need to maintain the building and pay staff to tell the visitors the stories of Seal Island and this area, the admission fee goes towards these costs. The ultimate experience is what it is all about. Without the stories, history does not exist. We had a group of light house enthusiasts arrive on a motorcoach from southern U.S. They enjoyed seeing both the Seal Island lens and the Bon Portage lens. This year for the "Lights Along The Shore" festival, we had a trip to Bon Portage Island on a beautiful sunny day, with 11 people from Western Nova Scotia and one from Ontario.

Sheet Harbour Range

The Coast Guard is refurbishing both wooden towers at this site.

Spectacle Island

The Spectacle Light Society is still waiting for approval from DFO before they move ahead with plans to refurbish and maintain the lighthouse site, off Port Mouton.

Sydney Front Range

This graceful 104-year old wooden tower (a twin to the lighthouse on Henry Island) will be completely refurbished by the Coast Guard. The rear range has been replaced by a metal tower,

Terence Bay

Just months after Coast Guard workers repaired rot and missing shingles at the little light on Tenant Point, Mother Nature decided to throw her weight around. Large seas from Hurricane Bill stripped shingles from the tower's seaward face in August. There is no word on plans to repair the damage.

The Terence Bay Lighthouse Committee held another successful Lighthouse Day this summer at Sandy Cove, near the lighthouse.

Walton

Gerda Hudson of the Walton Area Development Association reports a steady summer at the Walton light. In May, local MLA John McDonnell unveiled a plaque to commemorate the 135th anniversary of the lighthouse (which took place in 2008).

SHINING BRIGHTLY: THE MARGARETSVILLE LIGHTHOUSE AT 150

Ethelyn Mosher

The Margaretsville Lighthouse, which has been a long-standing landmark in this Bay of Fundy community, was the focal point for a celebration on October 24- 25, marking the 150th anniversary of the construction of this historic building. The lighthouse property was deeded from a land grant by Sir Brenton Haliburton, Chief Justice of Nova Scotia, on June 1st, 1859 and the Margaretsville light began operation on October 25 of the same year.

The 22-foot high tapered square wood tower painted white with a black band has changed little over the past 150 years. Eight lightkeepers tended the beacon from 1859 to 1963. William Early was the first keeper, serving from 1859 to 1887. The keepers included Ruth Early, the wife of John Early, son of the first keeper. Long-time Margaretsville resident Betty Little is the niece of the last keeper, Gordon Aldred. She remembers it was during his tenure from 1956-1963 that the light was upgraded from the historic oil lamps to the electric automatic light, which still plays an important role for traffic on the Bay of Fundy.

"This is especially true during the summer months with pleasure boats, draggers and gypsum boats using these waters." Betty says. It is interesting to note that today the unmanned light is visited regularly by a technician once a month. If problems arise, local residents or fishermen advise the Coast Guard in Saint John.

A written account by the late V.J. Mody tells of the duties of the lightkeeper, which included lighting the light in the top of the lighthouse each evening and extinguishing it at dawn. In the early twentieth century, the light was powered by eight large red lamps with brass reflectors. These, she writes, had to be cleaned and polished by the keeper each day and filled with oil.

The appearance of the lighthouse has been enhanced with renovations that took place in the 1990s. The addition of a railed deck around the light affords visitors an excellent view of the Bay of Fundy. The lighthouse and property is operated by the Coast Guard, which is responsible for upkeep and maintenance.

Betty Little says the lighthouse not only serves as a navigation aid, but as an historical landmark and a tourist attraction. "The Margaretsville Lighthouse is the place where memories are made," Ms Little says. "I know of three marriages that have taken place in this unique location over the years" She goes on to say that three families have returned to the Lighthouse to scatter the ashes of a deceased loved one at high tide in the Bay of Fundy.

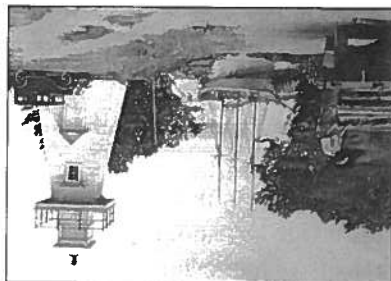
HAMPTON LIGHTHOUSE

Andrew Powter

In a previous article in *The Lightkeeper* it was reported that the Hampton Lighthouse Society was considering changing its name to the Hampton Lighthouse and Historical Society in keeping with the broad er interests of some of our members. At the spring AGM the members voted in favour of this change. The Hampton lighthouse also became a provincially designated heritage property in 2008.

The society's main project for 2008 was to expand and revise the exhibit in the lighthouse. Through the winter and spring the society solicited historical photos and documents from the community to add to what we already had in our collection. Joergen Kandziora donated the materials and built the display panels for the exhibits which were installed in the spring.

The new exhibit focuses on the evolution of the wharf, the harbour and the surrounding buildings during various periods of the lighthouse's history. Some photographs came with little information so the opportunity was seized to further engage the community by posing questions about them - questions such as - "Who is that unloading wood from the truck?", "What ship is that?" and "Who would have owned a buggy like that?".



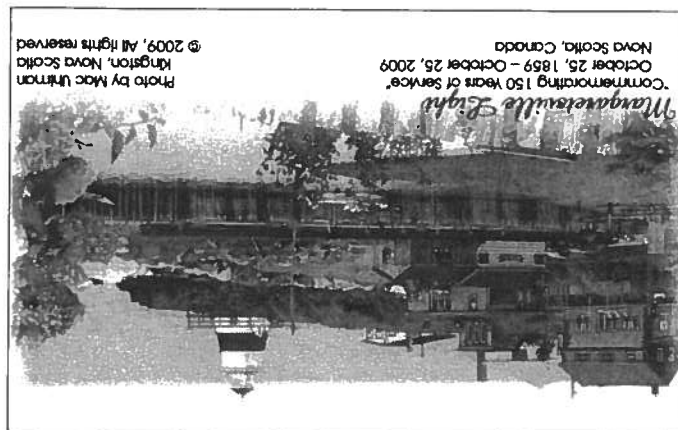
HAMPTON LIGHT. COURTESY HAMPTON LIGHTHOUSE AND HISTORICAL SOCIETY

To ensure the new exhibit was available to local people and visitors alike, the lighthouse opening schedule was expanded to 1:00 PM to 4:00 PM, Saturday and Sunday and holidays from July 1 to September 15. Visitors who make a donation receive one of our newly printed postcard views of the lighthouse for free - one by local photographer Gail Connell and the other one of the exhibit historic photographs.

The society has always relied on the efforts of its volunteer members for its fundraising activities. In 2009 the society's main fundraising activity was the annual Hampton plant sale organized by Joan Ellis-Hill and others. Also in 2009 the lighthouse sweatshirts were re-ordered for sale.

The lighthouse came to the society in reasonably good condition (it had been re-shingled in 1993) but it does require regular inspection and maintenance. In 2008 the lighthouse exterior was prepped and repainted. In 2009, in addition to the revised exhibits,

Then there is the romantic story of a young couple who went to the Margaretsville Lighthouse as the high Fundy tide lapped around the rocks just below the tower. As the story goes, the young man, in the light of an almost full moon, placed an engagement ring on his sweetheart's finger and thus began a relationship that has continued for many years.



"Margaretsville Light"
Commemorating 150 Years of Service
October 25, 1859 - October 25, 2009
Photo by Mac Uhlman
© 2009, All rights reserved
Nova Scotia, Canada

MARGARETSVILLE ENVELOPE ISSUED TO COMMEMORATE THE 150TH BIRTHDAY OF THE LIGHTHOUSE IN OCTOBER, 2009. MAC UHLMAN

Eight years ago, Dave Uhlman, who has spent many years traveling to many parts of the world as a bank auditor, returned to Margaretsville. Mr. Uhlman operates a small book store and souvenir shop beside the Art Shack near the wharf. One might say his shop is the unofficial tourist information centre for the community, as his love of the area has enabled him to collect many historical facts and stories of this small seaside hamlet.

Speaking with Mr. Uhlman, a member of the Nova Scotia Lighthouse Preservation Society, I learned that more than 20 Margarets visit this unusually named community each year. "One lady from Topsail, Maine traveled many miles out of her intended destination just to visit this namesake village," he said.

The Margaretsville 150 celebrations included a Harvest Supper at the Margaretsville Fire Hall on October 24th. A cake cutting ceremony followed the next day, along with an exhibit including lighthouse related items, photos and souvenirs.

For Collectors:

Commemorative Covers of the 150th Anniversary of Margaretsville light are available from Dave Uhlman, 1107 Neily Crescent, Kingston, Nova Scotia B0P 1R0.
No Stamp: \$2.00
5¢ stamp affixed and cancelled at Margaretsville Post Office: \$3.00

Robert Square, Chair, Cove Island Lighthouse Society – Ontario
 Barry MacDonald, President, NSLPS – Atlantic
 Norman Shields, Parks Canada – Ottawa
 James De Jonge, Parks Canada – Ottawa
 Dr. Larry Ostola, Parks Canada – Ottawa
 Hon. Larry Miller, MP Grey–Bruce–Owen Sound – Ontario

The first meeting of the CG was held in Toronto on Sept 22 this year. One of the first tasks to be undertaken is the establishment of *criteria*, providing a grading system on which lighthouses will be chosen or rejected. From the date the legislation comes into force (May 29, 2010), communities and interested parties have two years to have their petitions prepared and presented to the Minister for consideration. The Minister then has three years to consider all applications and publish a list of those lighthouses chosen for inclusion under the Act. The work of both the *Advisory Committee* and *The Consultative Group* will continue through this process. The CG has asked that a public education process be implemented whereby selected members of the Committee visit locations across the Country, detailing what the LPA means for communities and how they can take advantage of the legislation. Stay tuned for updates in *The Lighthousekeeper*. For information about Heritage Lighthouses in Canada visit <http://www.pc.gc.ca/progs/lhn-nhs/pp-hl/index.aspx>.



THE HON. GERALD KEDDY MP SOUTH SHORE – ST. MARGARETS PRESENTS NSLPS PRESIDENT BARRY MACDONALD WITH A FRAMED COPY OF THE HERITAGE LIGHTHOUSE PROTECTION ACT, WHICH BECAME LAW ON MAY 29, 2008. THE MEMENTO WAS A GIFT FROM THE HON. LARRY MILLER MP – GREY, BRUCE, OWEN SOUND WHO SHEPHERDED BILL S-215 SUCCESSFULLY THROUGH THE HOUSE OF COMMONS. BARRY MACDONALD WORKED CLOSELY WITH MP MILLER IN THE FINAL STAGES OF THE BILL'S PASSAGE AND HAS HIGH PRAISE FOR MR. MILLER'S WORK. COURTESY BARRY MACDONALD

preparations were started for repairs to the lantern to be completed in 2010. Investigations were completed to determine the extent of deterioration and its cause and contractors and suppliers consulted about various aspects of the work.

DETERIORATION IN THE HAMPTON LANTERN.
 HAMPTON LIGHTHOUSE AND HISTORICAL SOCIETY/
 ANDREW POWTER



Some aspects of the work are quite straightforward but the height of the building and the frequent high winds can interfere with a smoothly running project. Some of the work is challenging. For example, the repair of the cast iron corner posts and glass retainers will require careful conservation treatment. It is difficult to come up with firm prices for work like this but with care it can be done. The board is comfortable in allocating the funds and will be using the 2010 project as the focus for fundraising in the community.

Any lighthouse association facing similar challenges are invited to get in touch or even pay us a visit. Contacts are on the Hampton Lighthouse and Historical Society website at www.hamptonlighthouse.ca or Andrew Powter at 902 665-4455, or John James at 902 665-4985.

LIGHTHOUSE PROTECTION ACT UPDATE Barry MacDonald

The "Historic Lighthouse Protection Act" comes into force on May 29, 2010. Soon after this date, the Minister of the Environment (responsible for Parks Canada), will be accepting applications from groups across Canada wishing to have a particular lighthouse included under the LPA legislation. Applications will be in the form of a petition to the Minister, signed by 25 residents of Canada, who are 18 years of age or older. The Minister has named the *Historic Sites and Monuments Board of Canada (HSMBC)* as the *Advisory Committee* in the selection process, the Minister has also named a "*Consultative Group*" (CG) consisting of representatives from across the Country with expertise in the lighthouse field. We see this as a key component in the selection process as it provides for "grass-roots" participation. The members of this group are:

Senator Pat Carney (retired) – British Columbia

weather observations. "Based on their information," he says "I'm staying home, or I go. I'm carrying precious cargo. I don't want to take chances, and I'm sure the passengers don't want me to take chances."

"Without those lightkeepers I have nothing."

Back in 1995, Green Island's keepers saved a family whose boat had run into trouble off the island. Tragically, a young girl died after spending time in the water, but the lightkeepers did all they could to revive her, and they were able to save others in the boat.

Recently, the keepers at Puffin Island in Bonaville Bay received a call from a fisherman whose boat engine had broken down. They towed the boat to safety.

In British Columbia, mariners and lightkeepers are voicing same arguments in support of keeping keepers on the remaining staffed sites. BC's lights are by-and-large located in areas accessible only by water or air, and they are often the only sources of on-the-spot, accurate weather observations. Despite this, the Coast Guard has downgraded the detailed weather reports (including synoptic, aviation and marine local observations) prepared by keepers, and removed fog horns from all but half a dozen stations.



THE GREEN ISLAND LIGHTHOUSE IN FORTUNE BAY, NEWFOUNDLAND.

In October, Robert Burkosky, of the BC fishing vessel *Maid II*, wrote to Gail Shea, the Federal Minister of Fisheries:

I have just returned from a long and frustrating cod trip where a series of sudden and violent gales battered the coast. The reliable and accurate reports from the manned lights were critical in making the decisions that allowed me to fish my small boat and return safely to port. There is no way on earth this system can replace the critical observations of lighthouse personnel that give me info on fast changing conditions, so I can make the decisions that will keep me alive.

Fisherman John Wright of Qualicum Beach, BC, had this to say about de-staffing:

I am deeply concerned that our lighthouse keepers on the West Coast are in danger of being replaced by electronic devices which although they may save a few dollars are going to cost us much more in human suffering. I am not in the habit of writing letters to my MP or any other

LIGHTHOUSE DE-STAFFING REARS ITS UGLY HEAD AGAIN

Chris Mills

After the last push to remove keepers from the remaining staffed lighthouses across Canada, it seemed as though there might be some long-term hope for Canada's last coastal guardians. Back in 1996, the Coast Guard decided to shut down several British Columbia sites, and then whittle away the rest. But massive lightkeeper, user and public protest led to a moratorium on de-staffing in early 1998, and the Coast Guard began a large-scale and expensive program of rejuvenating staffed lighthouse infrastructure on the west coast and in Newfoundland.

54 stations across Canada were allowed to retain their keepers, including 27 in BC, 24 in Newfoundland, and one, Machias Seal Island, in New Brunswick. In Newfoundland, the Coast Guard removed keepers from most of the province's remote island stations and redeployed them to mainland sites (some of which were "re-staffed") where they could stand watch from 0800-1600 in small offices built next to each lighthouse. Although the Coast Guard stated they had retained keepers to maintain equipment, keep an eye on ice conditions and look out for mariners in trouble, it was (and is) questionable as to how effectively they could do this, when most stations have no human presence for 16 hours out of every 24.

Earlier this year, the Department of Fisheries and Oceans sent an open letter to lightkeepers, stating their intention to resume the de-staffing program begun in the early 1970s. The Coast Guard had selected Trial Island, Entrance Island, Cape Mudge and Dryad Point for initial closures, to be followed by other stations.

In Newfoundland, all stations are slated to eventually lose their on-site staff. The sites affected are: Northwest Head, Ramea; Allans Island, Lamaline; Bell Island; Cape Anguille; Cape Bonaville; Cape Norman; Cape Race; Cape St. Marys; Fort Amherst; Fort Point, Trinity; Fortune Head; Fox Point, St. Anthony; Green Island, Fortune Bay; Green Island, Trinity Bay; Long Point, Twillingate; New Ferrolle; Pass Island; Poles Head; Puffin Island; Red Bay, Labrador; St. Shotts and Tides Cove Point, Burin.

Many mariners are not pleased with the news. A recent media report quotes the captain of the ferry which carries more than 10,000 people a year between Newfoundland and the French islands of Saint Pierre et Miquelon as saying it would be downright "dangerous" if the Coast Guard took the resident keepers off Green Island, Fortune Bay.

Captain Charlie Dominaux of the MV *Arethusa* says he depends on the Green Island keepers for accurate

A LIGHTHOUSE JOURNEY

Our itinerant lighthouse lover has been on the move this summer. NSLPS member Josette d'Entremont has visited dozens of lights around the province, and this year, she turned her camera lens to old favourites and new friends.

Ever since I've been a young child, I've been fascinated with lighthouses. Living in Pubnico-Quest, an Acadian fishing village, and 'hanging out' with my father around wharves all over our province while he inspected them (he worked for the Department of Public Works), gave me the opportunity to explore the seaside. I guess that's why I became a beachcomber! I'm also a proud NSLPS member.

There's just something special about these inviting, guiding beacons. It's not only the ever-changing sea and the landscape surrounding them, but the legends and the history that follow these landmarks! Real people tell real lifesaving stories, and they keep our lighthouses alive. Every year, especially during the summer, I travel along our beautiful Nova Scotia coastline (and other coastlines to visit other lighthouses) to visit as many lighthouses as I can. No matter how many times I've seen them, there is always something new to see and to learn. During my voyages and adventures, I have met so many wonderful local folks who are longing to share their stories and who are willing to show anything related to 'their' community lighthouse.

I have had many different kinds of boat rides (some rougher than others!) to get to a lighthouse, from dinghies, to motor, to canoe, to sails, to fishing vessels (herring and lobster boats), Tall Ship, even on a Coast



JOSETTE D'ENTREMONT AT THE BASE OF THE MASSIVE CAPE SABLE LIGHTHOUSE. JOSETTE D'ENTREMONT



"FROM THE HEART" PERFORMS AT SAINT JAMES UNITED CHURCH IN SAMBRO IN AUGUST. COURTESY SUSAN FELTMATE/JOYCE HENNEBERRY

dedicated to the memory of Jim and all profits are being donated to St. James United Church, the Canadian Cancer Society and the Nova Scotia Lighthouse Preservation Society, in memory of Jim.

We had 1,000 copies made. As of October, there were only about 150 left - I estimate we've sold approximately 750. We've given lots of CDs away to promote the project. We are thrilled with the CD sales and the support of the people in Sambro and surrounding areas. Our music has reached people in Quebec, Ontario, the U.S., Australia as well as the Maritimes. People who have already bought several CDs are still coming back for more.

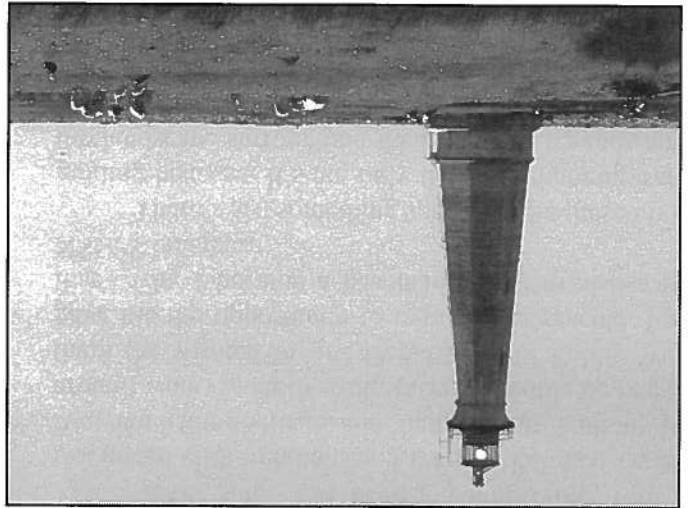
The thing that strikes me the most is that everyone in Sambro (and surrounding areas) is so proud of the CD - numerous people tell me that they play it all the time and that it's their favourite CD. My friend's daughter who now lives in Ontario says that it's her new "homesick" CD. When she's feeling homesick, she just pops in the CD!

Someone heard the "Watch Before the Dawn" on 105.9 Seaside FM (in Eastern Passage) and called the station when I was there doing an interview with announcer Bob Cooke. She said that her uncle fished on the Beverly Faye, the boat that inspired that song. She wanted to know if it was the same boat, which it was. She was delighted to confirm that fact! People who bought the CD and who no longer live in Sambro say the CD has brought back fond memories of the people, the community and surrounding areas.

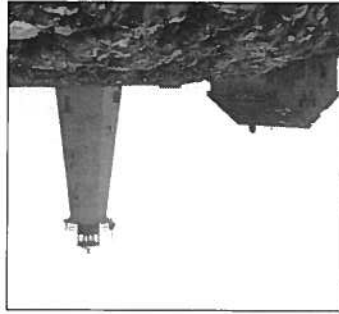
Ed's note: "From the Heart" has now donated more than \$3,000 to the NSLPS through sales of the Sambro By The Sea CD. We urge all members to purchase this wonderful, professionally produced album. As of early November, 1,000 more CDs have been ordered. Contact Chris Mills at 902-868-2313, or ketchi@eastlink.ca for more information.

Guard vessel! I have walked in the dark, in swamps, in thick fog, on sandy and rocky shores, climbed many stairs, towers, cliffs, trees, rocks and embankments, just to see a lighthouse...but it was ALL worth it! I'll probably always explore and keep taking pictures and listen to unforgettable stories of these interesting structures!

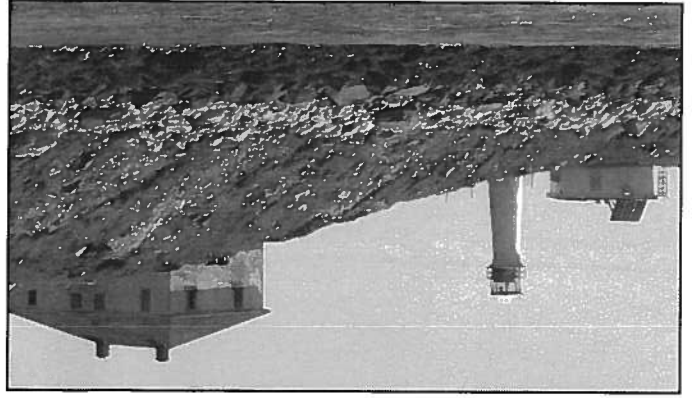
Keep those lights flashing!



THE 101-FOOT CAPE SABLE LIGHTHOUSE MARKS THE DANGEROUS LEDGES AND SHALLOWS OFF CAPE SABLE ISLAND. JOSETTE D'ENTREMONT



JOSETTE IN THE WARMLY-LIT LANTERN ON THE SPENCER'S LIGHTHOUSE ON MACNUTT'S ISLAND LIGHTHOUSE. JOSETTE D'ENTREMONT



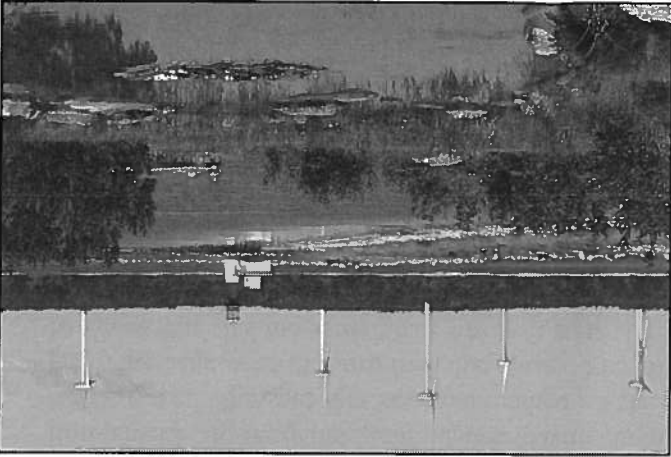
THE KEEPERS' DUPLEX ON PEASES ISLAND STILL STANDS, BUT IT'S BEEN EMPTY SINCE 1986. JOSETTE D'ENTREMONT



MARY NICKERSON IS A DIRECT DESCENDANT OF THE FAMILIES WHO SETTLED ON SEAL ISLAND IN THE 1820S. HER FATHER ELLSWORTH HAMILTON KEPT THE LIGHT IN THE 1930S. MARY STILL SPENDS TIME ON THE ISLAND DURING THE SUMMER MONTHS. JOSETTE D'ENTREMONT



SID AND BETTY JUNE SMITH RETURN TO THEIR OLD HOME ON CAPE SABLE ISLAND DURING THE SUMMER OF 2009. JOSETTE D'ENTREMONT



THE PUBNICO BEACH LIGHTHOUSE AND ITS HI-TECH NEIGHBOURS — A SERIES OF WIND GENERATORS ACROSS THE HARBOUR. JOSETTE D'ENTREMONT

LIGHTS ALONG THE SHORE

Lynne Perry and Chris Mills

The "Lights Along the Shore" festival began in 2000 as a millennium project and it has since expanded to cover all of Destination Southwest Nova. During the weekend of September 18-20, dozens of communities put on and took part in various lighthouse and marine-related activities.

On September 18th Rita d'Entremont gave a presentation at the Musée Acadien -- Rita lived at the East Pubnico Lighthouse for twenty-four years.

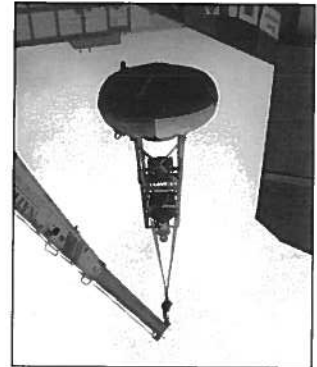
On Saturday morning the Cape Forchu lighthouse was the setting for an Acadian breakfast, while over in Shelburne Harbour, the Sandy Point Community group served breakfast to more than 100 people

On Saturday afternoon, thirty people gathered at the Sandy Point Lighthouse Centre for 'lightkeepers' yarns. The Shelburne tourist bureau sent down four tourists from Rhode Island. They enjoyed the event, as did a group of seven from Kearney Lake. Eastlink television taped this session.

Twelve lucky people journeyed out to the Bon Portage Island lighthouse on Sunday afternoon as part of a fund-raiser for the Cape Sable Island Historical Society. Bon Portage Island, known locally as Outer Island, was home to lightkeepers Evelyn and Morrill Richardson for many years.

Other events at Fort Point in Liverpool, Baccaro Point, Cape Roseway and many other lights, drew good crowds of people interested in lighthouse history and the natural beauty of Nova Scotia.

BUOY ON THE MOVE



THE MARITIME MUSEUM OF THE ATLANTIC'S BELL BUOY BEING MOVED ON JUNE 6, LOOKING LIKE A FLYING SAUCER HOVERING OVER LOWER WATER STREET. THE BUOY NOW SITS ABOUT 60 FEET SOUTH OF ITS OLD LOCATION OUTSIDE THE MUSEUM ENTRANCE. STEVE READ, MARITIME MUSEUM OF THE ATLANTIC.

THE LIGHT ON WILLOWTREE ISLAND

Chris Mills



The Public Gardens in Halifax now has its own lighthouse. NSLPS member Graham McBride built the model from plans for the standard square tapered lighthouse built by the Department of Marine and Fisheries in the late 19th and early 20th centuries. Graham is a master lighthouse model builder, who has led a number of workshops on behalf of the NSLPS. He writes:

The structure is 40 inches high, made of waterproof 3/8 inch plywood and is not electrified, but a lamp could easily be installed, provided the power source was near. The light is painted in the usual colours of small coastal lights and goes well with the Titanic model on the pond. A new model of the Titanic is planned for next year and possibly both the lighthouse and the ship could be lit using solar panels.

BUILT TO SCALE AND LIT-UP!

Chris Mills

Another up-and-coming master lighthouse model builder has had a busy summer. Carl Anderson first built a model of the Cape Sable lighthouse last year, for his wife's aunt and uncle, Betty and Sid Smith. Since then, he's built another Cape light, and added other towers to his portfolio. Carl's technical expertise cal expertises to detail are evident in his models, which he displayed at this year's Annual General Meeting. The models include original paint schemes and operating, rotating lights!



CARL ANDERSON'S WORKING LIGHTHOUSE MODELS: TWO OF CAPE SABLE AND ONE OF SAMBRO ISLAND. CARL ANDERSON

project. I transcribed each of those interviews, and Don supplemented his oral accounts with pages of handwritten memories and diagrams of his beloved Chebucto Head. For the last few years of his life, Don suffered from poor health, but he always had a smile for visitors, often saying he felt "like a million bucks."

Don died on June 30th at the age of 78. He leaves behind his wife Elaine, and four children. I'll miss Don, with his ready laugh and willingness to share his past, but we are fortunate that some of that experience has been saved for future generations to learn from and to enjoy.

often saying he felt "like a million bucks."

Don died on June 30th at the age of 78. He leaves behind his wife Elaine, and four children. I'll miss Don, with his ready laugh and willingness to share his past, but we are fortunate that some of that experience has been saved for future generations to learn from and to enjoy.

Lemuel Moreau

Lem Moreau was the kind of lighthousekeeper who took pride in showing visitors around his station. I remember driving back to my home in Saint Margaret's Bay from Clark's Harbour with my father – our planned trip to Seal Island had been cancelled and we decided to stop in at Western Head, near Liverpool.

It was foggy and as Western Head's horn blasted into the mist, Lemuel appeared at his door and readily agreed to show my father and me the fog alarm building, next to the white concrete lighthouse. As the powerful AGA sent its regular 6 second blast seaward, Lem showed us through the immaculate building, with its office, radiobeacon and generators. I remember being struck by the tools hanging on the walls near the engines, each one out-

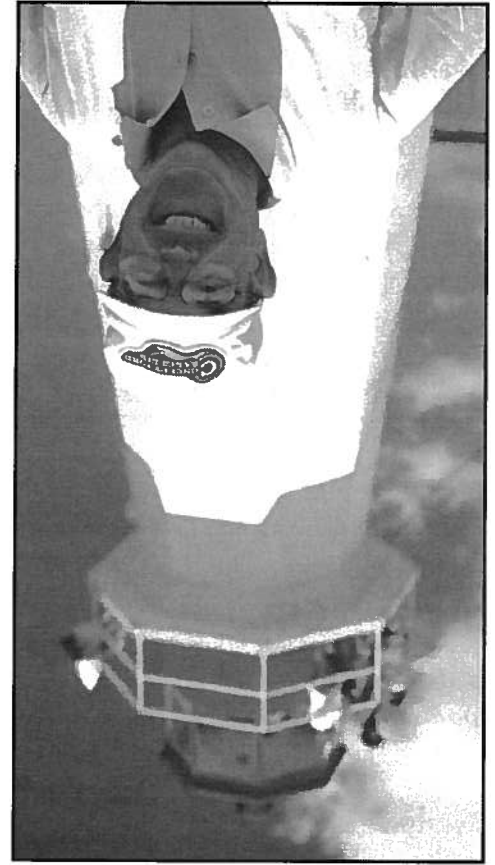


LEMUEL AND GERALDINE MOREAU A FEW YEARS AGO. DAN SINGLAIR

I first met Don Gallagher when I moved to Ketchikan, just south of Halifax, in 1991. Don was a frequent visitor to the village post office, where he'd pass the time of day with friends. I soon came to realize that Don was a veritable fount of knowledge when it came to local history. And best of all, he wasn't shy to share!

Born in 1930 to Catherine Gallagher, and her Chebucto Head lightkeeper husband Edward, Don grew up at "the cape" with his two brothers. Don loved to reminisce about life at the edge of a cliff, where life was pun-

Don and I sat down in 1993 to set some of his memories down on tape. We did this again in 2000 as part of the NSLSP "Lighthouse Life in HRM" oral history



DON GALLAGHER AT CHEBUCTO HEAD IN 1999.

Don Gallagher

Chris Mills

FAREWELL

lined with a black marker to ensure it was returned to its proper resting place.

Lem had served as assistant keeper at Medway Head for years, and ended up being the last full-time keeper at Western Head, retiring when the Coast Guard de-staffed his station. His wife Geraldine also worked at Western Head, and I remember several hospitable visits with the Moreaus at their lighthouse home.

Lemuel and Geraldine retired to Port Medway -- a couple of years ago I was lucky enough to be driving through the community as Lem watched one of his sons working by the side of the road. I stopped and we chatted about the old days at Western Head.

Lemuel Moreau died on June 16 at the age of 84. Geraldine passed away a few years earlier and Lem had keenly felt her loss during his final years. Lemuel is survived by his six children.

CHRISTMAS IS COMING!

The jolly season is almost upon us, and the weeks will fly quickly now until the special day.

Folks interested in purchasing a beautiful Tom Forrestall limited-edition print of historic Sambro Lighthouse may contact Joanne McCormick at (902) 425-0350. There are two prints from which to choose, and each print is priced at \$250.

This is a very meaningful gift for someone for whom you care.

DOOMSDAY LIST

This is a partial 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 North, NS 1981 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 removed from list because keepers' houses are now gone.
Margaree Island, NS Lighthouse and dwelling
Moshers Island, NS Keepers' houses and small fog alarm building
Peases Island, NS Keepers' duplex
Queensport(Rook Island), NS Combined dwelling/lighthouse
Sambro Island, NS Assistant keeper's dwelling, Gas House and fog alarm building
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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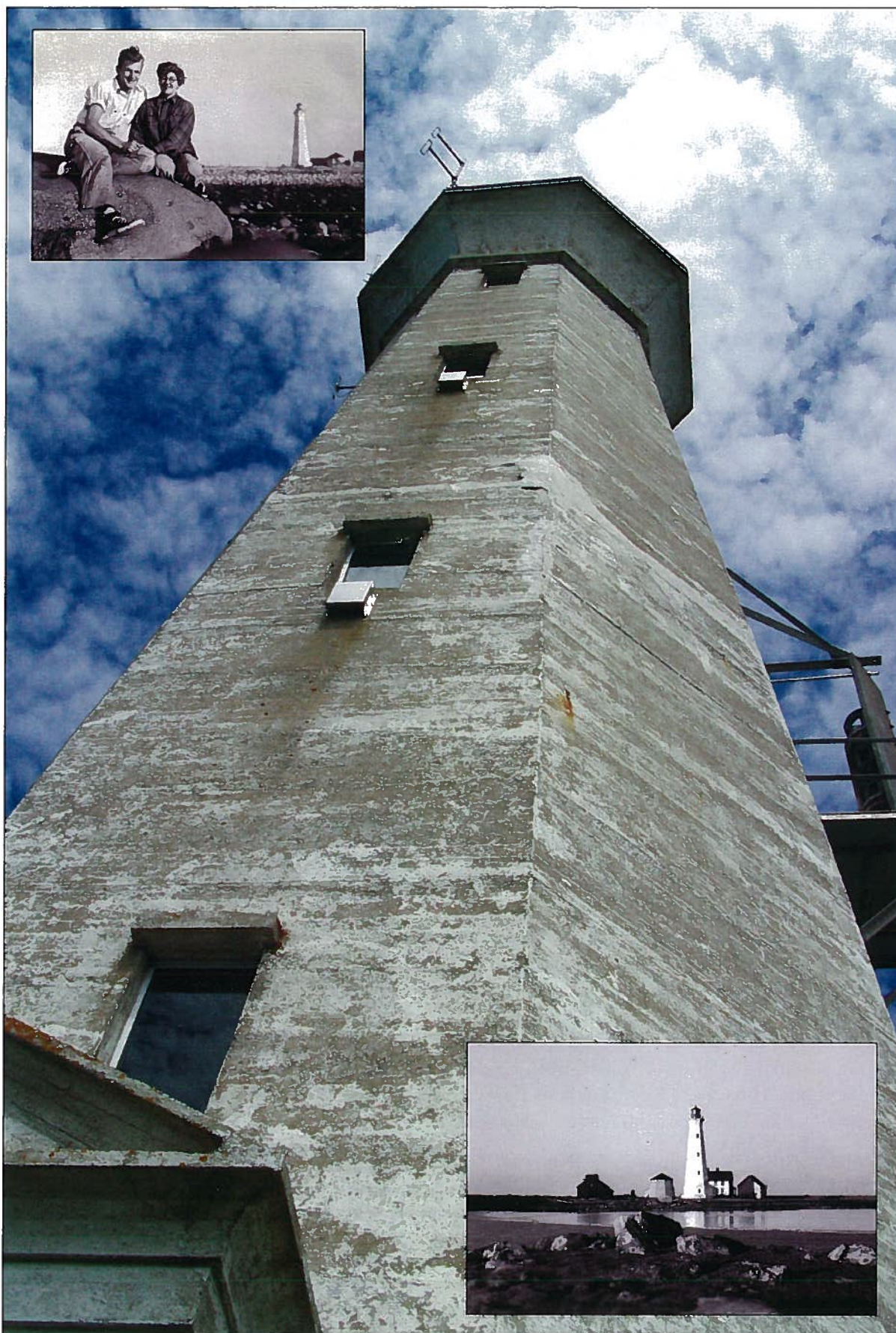
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CAPE SABLE. *JOSETTE D'ENTREMONT*

UPPER INSET: SID AND BETTY JUNE SMITH AT CAPE SABLE IN THE 1950s. *SID AND BETTY JUNE SMITH*

LOWER INSET: CAPE SABLE IN THE 1950s. *SID AND BETTY JUNE SMITH*