Buffalo Lighthouse

by George M. Feirer, Historian

Back in the dear, dead days almost beyond recall, a gentleman with the impossible name of Oliver Forward, as collector of customs, became interested in harbor improvement in the area of the village of Buffalo. In 1817, he purchased for the government the sand spit at the old outlet of Buffalo Creek and through his actions caused a 30-foot stone lighthouse to be built by November 1, 1818. This was before any work was ever attempted on the harbor. He was truly "forward" as this was the first lighthouse on the Great Lakes. Within little more than a year of the light's completion, the schooner Kingbird was wrecked and the schooner Elizabeth was blown ashore near the mouth of Buffalo Creek. Congress, after being alerted to the need, passed a bill in 1826 authorizing a more effective light, then in 1827 appropriated $13,000 for its construction. In 1829, the tolls collected on the Erie Canal amounted to $25,873 and in 1833 revenue jumped to $70,000. How much if any of these tolls contributed to the building of the lighthouse is unknown by the author, but the construction was completed in 1833.

The lighthouse was built in an octagonal configuration to the height of 44 feet, of Queenston limestone, upon a 9 foot foundation which became part of the end of the stone mole (pier). The tower walls tapered from a diameter of 20 feet and a thickness of 4 feet at the base to a diameter of 12 feet and a thickness of 2 feet just under the cornice.

The staircase is quite unusual, being built of stone and best described as having tapered steps with the wide end embedded in the tower wall and the narrow end becoming part of the central column.

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Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Buffalo Lighthouse</td>
<td>1</td>
</tr>
<tr>
<td>Buffalo North Breakwater</td>
<td>3</td>
</tr>
<tr>
<td>Port Gratiot</td>
<td>3</td>
</tr>
<tr>
<td>Southern Ladies</td>
<td>4</td>
</tr>
<tr>
<td>Pointers on Navigating for a Lighthouse Driver</td>
<td>7</td>
</tr>
<tr>
<td>New Lighthouse Group at Cape May</td>
<td>8</td>
</tr>
<tr>
<td>Photography Contest Winners</td>
<td>8</td>
</tr>
<tr>
<td>Annual Cape May Lighthouse Cruise</td>
<td>8</td>
</tr>
<tr>
<td>Inlet of the Breakers Drawing</td>
<td>9</td>
</tr>
<tr>
<td>Program Signals</td>
<td>10</td>
</tr>
</tbody>
</table>

Buffalo Main Lighthouse
Photo by George M. Feirer
The basement was an oil vault, which at one time was used to store coal (certainly not used as an illuminant) and eventually it was filled with concrete.

The light was produced by a Lewis-Argand lamp, enhanced by a parabolic reflector, but by the 1850's this proved to be insufficient for a major harbor light and in 1857 the lantern was removed. As if stretching itself to greater heights, two sections were added. A section of Portageville Bluestone (a bluish colored limestone) set with casement windows was topped by an iron service room upon which rested a new lantern. This contained a new Fresnel lens and a fog bell. The focal plane now was located 76 feet above the level of Lake Erie. The total lighthouse now measured 68 feet from its base to the ventilator ball atop the iron-ribbed, copper-sheathed roof. Upon the ball is a six-foot copper lightning rod. The only wood incorporated anywhere in the lighthouse was used in support of the lightning protection system.

The fog bell was replaced in 1880 by a fog signal station located on the breakwaters.

There are conflicting dates as to the termination of the use of the lighthouse. Some reports mention 1872 as the year it went dark, others mentions 1905 and still others claim 1914. Perhaps adding to the confusion was the construction of another lighthouse at the north entrance of Buffalo Harbor, originally built in 1872, and rebuilt in 1914 (it was hit by an ore-carrier and tilted in 1958 and was torn down in 1964). The introduction of data regarding the sinking of Lightship No. 82 off Point Albino during a storm November 8-10, 1913, and it’s subsequent recovery in May of 1914 may have had a part in adding the 1914 date to the deactivation lottery. The year 1872 appears to be the more accurate.

It’s deactivation, though sad, takes second place to the history enjoyed by the Buffalo Lighthouse. It has, and is, making a contribution to the lore of lighthouses.

An article appearing in the March 17, 1976, Buffalo Evening News recounts the death of the last lighthouse keeper, George Gilbert, who rowed out to the light on a rather regular basis, even after it was no longer in use. He apparently fell and was discovered by a search party sent out to find the missing man, and although brought back to shore, he expired soon after, a matter of months after the light was extinguished.

Buffalo Lighthouse has had at least two nicknames. One, “The Stone Light” has some semblance of accuracy; being built of stone. The other, “The Chinaman’s Light” is in serious dispute. It has been said that some 19th century Buffalo citizens thought it resembled a pagoda and that it’s lantern looked like a coolie hat. There was a Lifesaving Service tower called the “Chinaman’s Light”, which was in fact not a light at all, but rather an observation tower, supposedly used for intercepting illegal Chinese immi-

grants coming from Canada. As there were few Chinese immigrants this also seems rather far-fetched.

In the 1920’s the old lighthouse was used as a lookout tower for the Buffalo Life Boat Station.

In 1955 the lighthouse, for some inexplicable reason, was used to store explosives. I have been unable to find out the use to which the explosives were to be put, but it’s possible they were to be used to destroy it. It was announced on August 29, 1958, that the lighthouse would be demolished and this perhaps represented advanced planning. Fortunately, the event never took place. From 1958 to 1961 public support came to the fore to save the lighthouse and in 1961 the Buffalo Historical Society took over it’s continued existence. In 1976, to honor our nation’s Bicentennial, it was illuminated by two 400-watt mercury vapor flood lights.

It is still there for all of us to enjoy, as my wife and I did last year. Visits to Buffalo in the fall can be a bit chilly with the winds blowing off Lake Erie, but the city has taken care of that, for there is a nice little restaurant at the marina that allows people like you and me to enjoy a cup of coffee or lunch and gaze lovingly at a very beautiful structure just across the channel. While enjoying your repast, glance to the right of the Buffalo Lighthouse and you will see a very unusual bottle, the twin of which is discussed in an accompanying article in this issue.

References:


Buffalo Courier-Express, Buffalo, New York - Numerous articles.


Buffalo’s Best Information card Pub. by The Preservation Coalition of Erie County, Buffalo, New York, 1986.


Buffalo North Breakwater, South End Light

by George M. Feirer, Historian

Now located on the grounds of the Point Gratiot Lighthouse at Dunkirk, New York, is one of the most unusual lighthouse structures still around for us to gaze upon. The Buffalo North Breakwater South End Light (and its sister residing on the grounds of the Buffalo Main Lighthouse) looks very much like a combination of an oversize sheet iron bottle (hence the name “bottle light”), an early version of a diving bell, or a modified model of an ocean buoy. Take your pick and there isn’t anyone to deny you. cast-iron porthole-like windows and an iron door curved to fit the outer circumference of the main body. They were equipped with a Sixth-Order Fresnel lens that was surrounded by a red or green chimney to emit the appropriate colored beam. According to a publication used by the Navigation School of the Lake Carriers’ Association, revised to July, 1950, the NBSE light had a green chimney.

This light is easily accessible when visiting the Dunkirk Lighthouse and Veteran’s Park Museum, open from April through November. In April, May, September, October and November the lighthouse is open six days a week (closed Sundays). In June, July and August, it is open seven days a week.

The sister light alongside the Main Buffalo Lighthouse is viewable every day in the week, year round, if you are not weathered out.

References:

Historic Dunkirk Lighthouse and Veterans Park Museum, Leaflet published by the Museum, P.O. Box 69, Dunkirk, New York, 14048. Current.


Great Lakes Corrected Light Lists, 1950. Originally published as study material for the Navigation School of the Lake Carriers’ Association. Republished 1990 by the Feirer Institute, Cobin City, N.J. (P.O. Box 661, Tuckahoe, N.J. 08250).

Point Gratiot Lighthouse

by George M. Feirer, Historian

One of the most interesting and nicest places to visit for a lighthouse enthusiast in the western New York area is the Historical Dunkirk Lighthouse and Veterans Park Museum and grounds. In addition to the “bottle light” mentioned in another article (see page 2), the grounds are home to numerous related aids to navigation, including a Coast Guard work boat, a USLHS bronze bell dated 1923, a modern “plastic lens”, as well as a nicely-equipped gift shop stocked with numerous appropriate items.

All of this in addition to a well-maintained and lovingly cared for lighthouse! The ground was broken for the existing lighthouse on June 16th, 1875, and the brick keeper’s house and stone lighthouse tower were completed the following year. This was to replace the light originally established in 1827. The early light was in fact more of a rear-range light, with a pierhead light acting as the front-range, guiding ships into Dunkirk Harbor. It was refitted with a Fresnel lens in 1857, but as the tower became highly suspect for a longer life, it was replaced with the
present structure.

The lens is reputed to have cost $10,000 dollars, which was mucho dinero in 1875. It was placed in the square tower that measures 61 feet 3 inches from grade to the top of the ventilator ball on the lantern roof. The focal plane of the lens was 82 feet above mean lake level, and on some occasions Lake Eric has been known to be very mean!

Point Gratiot Lighthouse, Dunkirk, N.Y.

Photo by George M. Feirer

The 10-sided lantern is reached by negotiating a cast iron spiral stair. A Third-Order Fresnel still functions with the aid of commercially supplied electricity, but is reduced to a 90 degree arc of visibility.

Connected to the tower by an enclosed passage-way is the keeper's house, which now houses a museum devoted to the five branches of the services, the Vietnam War, and the lighthouse keeper. Greeted and guided by a very knowledgeable and gracious group of hosts, this is a 'must' visit for anyone in the area.

Located on Lighthouse Point Drive North, in Dunkirk, the hours are 10 to 3 daily except Sunday in April, May, September, October and November, 10 to 4 daily including Sunday in June, July, and August. At any other time call (716) 366-5050 and I'm sure they will make arrangements for you.

References:


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**Introduction:**

This next piece needs a little introduction. Ruth Bales and Joan Walton went on a lighthouse hunting trip in February. If you know these two characters, you know it must have been a wild time. Your editor wonders if the South will ever be the same! Our wayward Yankees stopped at lights from Maryland to Florida. They were fortunate to have met people and had some of those experiences that make lighthousing and life memorable. The second part, “Pointers on Navigating” gives you some “tips” on fostering a good working relationship between driver and navigator, which is a necessity on a 3,300 mile to prevent another Civil War. (ed.)

**Southern Ladies—Lighthousing in February**

by Ruth Bales

Our journey lasted twelve days, and covered 27 lighthouses. We accomplished 20 photo opportunities, 3 climbs, 4 sitings, 1 fog-out and one “is that a lighthouse?” Together with the fourteen church spires, (another avocation) photographed in Onancock, Portsmouth and Charleston, the 3,300 miles were a breeze.

As we proceeded, quite a few places and lights were put on the “Do-it-on-the-way-back” list until it became so long we started a “Do-it-on-the-next-trip” list.

To make things happen on a photo mission all you have to do is stand around long enough, or look interested, or have a New Jersey lighthouse license plate.

Near Savannah, GA, we were inquiring about Cockspur Lighthouse. The need for a stotty-pop took us to Fort Pulasky where the ranger/historian said good photos could be had by traipsing across the swamp (our hip boots were home, of course) or from the marina. Meanwhile, he had two seven-minute videos on the lighthouses of Georgia and one on Cockspur Light or Beacon he'd be glad to show us. (These kind of happenstances precluded us from our daily appointed goal of 3 light sites).

Further out the causeway at Tybee Island we found that singular lighthouse and did our photographing, but the museum and light were closed. While we were munching our carrots & cheese & crackers lunch, we watched several young men go back and forth across the lighthouse campus. Soon Cullen Chambers came toward the car to tell us he had left the tower open for us to climb. Anyone with a lighthouse on their license plate assuredly deserves to go up. Further conversation revealed he is the restoration/preservationist recently assigned to Tybee from the Saint Augustine Light and yes, indeed, he has spoken to our
Southern Ladies

Photos by Ruth Bales

Clockwise: Sanibel Island, Florida; Boca Grande, Florida; Morris Island, Charleston, South Carolina; Old Point Comfort, Hampton, Virginia.
Only two lights were open for climbing due to the season or time of arrival and those two we did in the same day. After St. Augustine’s 219 steps in the morning and Ponce’s 203 in the afternoon we realized that rubbery knees indicated our second goal of weight loss and conditioning was not being met. But then, we could do that on the next trip.

To me St. Augustine was the most beautiful, not only for its red lantern room, cap, and black spiral day mark, but the marvelous wide circular staircase with landings every 27 to 17 stairs. We did get a peek into the lantern room to see the Fresnel lens and brass rollers (chariot wheels). St. A is the best restored that I have seen.

The red brick Ponce de Leon, south of Daytona Beach, has well appointed grounds and exhibits in all its buildings. We were impressed with the collection of lighthouse photos from around the world that lined the walls of one building and again a wall in the museum proper.

Here we saw two men polishing the First-Order Fresnel lens from the Cape Canaveral light. When the curator, Jim, saw us taking photos through the glass windows, he let us in for a better shot.

The trip was great. The plan was well-executed, as there was no plan. The people we met were all interesting, from the young man at the mouth of the Chesapeake who was watching Fin and Humpback whales to the hostess at the last motel who put us in touch with an artist who knew where all the lights were and were not on Solomons Island. Joan (Walton) handed out membership folders right and left when not driving. I navigated from misleading maps.

My memories of my first sight of these southern lights will be treasured a long time. I have described them using adjectives of personality, station in life, or dress.

**Lighthouses on the Journey**

1. **Cove Point**
   Solomons, MD
   With Duena

2. **Drum Point**
   Solomons, MD
   Ready to party

3. **Cedar Point**
   Pautuxent, MD
   Out of It

4. **Point Lookout**
   St. Mary’s City, MD
   Down & out

5. **Piney Point**
   Valley Lec, MD
   Short White

6. **Assateague Beach**
   Bright & sassy

7. **Cape Charles**
   Smith Island, VA
   Wistful, a far away look

8. **Cape Henry**
   Virginia Beach, VA
   Corseted to kill

9. **Old Cape Henry**
   Virginia Beach, VA
   A dowager with cloche

10. **Old Point Comfort**
    Hampton, VA
    A sweet face with lovely hat

11. **Newport News**
     Middle Ground
     Newport News, VA
     Fast on her wheels

12. **Portsmouth Lightship**
    Portsmouth, VA
    Squeaky clean, a peach

13. **Charleston**
    Charleston, SC
    Dancing in the moonlight

14. **Unidentified Light**
    Just a dream

15. **Morris Island**
    Charleston, SC
    The bag lady

16. **Cockspur Island**
    Cockspur Island, GA
    A shell of her former self

17. **Tybee Island**
    Savannah, GA
    Sleek with a gored skirt

18. **St. Simon’s**
    Hunting Island, GA
    Debutante white

19. **Hunting Island**
    Hunting Island, GA
    In his tux

20. **St. Augustine**
    St. Augustine, FL
    Lady with fur cape and red hat

21. **Ponce de Leon**
    Ponce Inlet, FL
    Suave Victorian russet

22. **Cape Canaveral**
    Cape Canaveral, FL
    Our ghost

23. **Jupiter Inlet**
    Jupiter, FL
    The lady in red

24. **Hillsboro**
    Pompano Beach, FL
    Cool cat

- 6 -
Pointers on Navigating for a Lighthouse Driver

by Ruth Bales

DIRECTIONS: Firstly, put hand above the dashboard in front of the driver and, while pointing with the index finger fully extended in the correct direction, say, Go left (or right) at that corner! Straight ahead, of course, is all fingers and left arm extended toward the windshield. For emphasis (to preclude a hasty exit from Interstate) bend arm only to a 90 degree angle and re-extend toward windshield several times if you deem the circumstances require it.

Now you have the full intimidated attention of the driver. He/she knows you know what you’re about.

Should the directions to a site distinctly say, “After a southbound exit, take route xxx west to A1A etc...” as navigator, you can supersede these directions at your discretion by merely saying, “Links, gerade aus!” and pointing left.

If the driver goes into spasms of laughter, pray no one behind you is making a speedy exit from the interstate and attribute the laughter to the lateness of the hour. In my case, she understood German and it amused her.

Be patient with the New Jersey driver who does not know the rest of the United States still turns left from the left lane (Interstates excepted).

Should the driver overshoot the mark, cease navigating and remain silent. The driver is perfectly capable of redeeming the situation.

MAPS: Bring maps, even if they are by Phillips 66, vintage 1960. At least the Interstates are indicated as “Under Construction” and you can guess the mileage to your destination. The driver will only bring Southeast US and for lighthouses, it’s useless

*NOTE: All maps are misleading. They inevitably mark the lighthouse on the opposite lip of the inlet or end of the island from where it is. Then again, they completely omit some outstanding and historic lights. Misleading!

Pick up maps as you arrive in the local area from city tourist centers, restaurants, state parks and brochures from motels, etc. This will ease the work load.

USE OF MAPS:

(a) Use wide blue expanses indicating oceans to draw little lighthouses near the site. Don’t put the rays of light coming out of the lantern until after you have found it. This is an easy way to see your pass/fail progress.

(b) Use highlighter to show name of light when available or town/island near it. Also, highlighters are good to write starting mileage and time of departure over in the western side of the state. Of course, you’ll play hide and seek trying to find those numbers for the evening journal write-up. But it is fun!

(c) When map no longer is of value (you’ve passed through that state) toss into back seat as an empty can used to be tossed out the window. Recover in the evening for the return trip-sack.

BOOKS: Choose carefully!

Criteria 1: The directions should clearly state unequivocally where it is, not how to get there.

Asking questions just before reaching photographing distance can be helpful and enlightening. That is how you wind up on a commercial fishing dock under a bridge via a private No Trespassing road. Woody sent us and she said, “Tell them Woody said you could”. No one asked.

Criteria 2: The description, history and stories (ghost and otherwise) must be easy to read (large print helps) and very readable. When you have navigated yourselves into the straightaway between lights, then use your best voice to read the pages on the next lighthouse with clarity and expression.

NAVIGATIONAL NO-NO’s:

Don’t say:
1. Oops, you passed it!
2. Turn left here, right?
3. Right, turn left here!
4. Any combination of the above.

The word right is directional; all other times say “correct!”

The key to the system of navigation outlined above is “no-fault” navigation. Everything is correct or misleading but never right or wrong. After all, we found 26 lighthouses in twelve days and covered over 3,300 miles in twelve days. It works! (ed. It must - they’re still talking to each other!)
New Lighthouse Group at Cape May
by Katherine Von Ahnen

Friends of the Cape May Lighthouse held their first meeting April 22nd at the Cape May County Art League, Cape May. This new group is an outreach committee, under the auspices of the Mid-Atlantic Center for the Arts, the organization responsible for the renovation of the Cape May Lighthouse. Members enjoyed the video A Painted Lady, by John Bailey, noted lighthouse historian. The video depicts the removal of the roof from the Cape May Lighthouse, a bird’s-eye view of the work going on under the tin can that replaced it, and the replacement of roof and ventilator ball by a 300 foot crane.

A discussion was held about future social and educational programs by this group. Next meeting is on May 20th. 4:00 p.m. Cape May County Art League. Speaker will be Keeper Ed Hewitt, who served the Hereford Light for sixteen years and whose great-uncle, Frederick Hewitt, was the USLHS keeper at that lighthouse for forty years.

Members will attend the June meeting of the N.J. Lighthouse Society and also the picnic following. New members are welcome.

East Point Lighthouse Annual Open House
The Maurice River Historical Society will host their annual East Point Lighthouse open house on August 5, 1995 from 10:00 a.m. to 4:00 p.m. The lighthouse is located about 2.5 miles southwest of Heislerville, on East Point Road at the mouth of the Maurice River.

Photography Contest Winners
by Carl Nelson

The winners are:
First Place Peter O’Brien Cape May Lighthouse

Second Place Katie Moser Trumpeting Sandy Hook Lighthouse
Third Place Peter O’Brien Cape May Lighthouse
Honorable Mentions Kathleen Rebbiani Stairway to the Light
Patricia Salazar Sandy Hook Lighthouse
Jack Slavin Lonely Sentinel
Bryan Sohayda Eerie Night Encounters

Bryan Sohayda Nobska Light
Fred Thies Star-lit Sky
Bill Volpe Fenestration at Sandy Hook
Beyond the Dunes

My congratulations to the winners and my thanks to all who entered. You made this a very successful competition.

After the contest, George critiqued all the entries as everyone found this to be helpful and enjoyable. We hope this experience will help us all be better photographers, and I look forward to next year. So keep on shooting and save those good ones for next year’s contest!

Annual Cape May Lighthouse Cruise
by Katherine Von Ahnen

The Annual Cape May Lighthouse Ferry Boat Cruise has been set for June 24th, boarding time 4:00 p.m., sailing time 5:00 p.m. Two bands will provide constant musical entertainment, free buffet, cash bar, lighthouse gift shop, strolling mummers, and gigantic lighthouse cake. The two-hour cruise will offer incomparable lighthouse viewing of three sites in the Delaware Bay and on the South Jersey Coast. Sailing from the Cape May-Lewes Ferry docks, $20.00 per person—get your tickets early—it’s been a sell-out the past two years.

Book Benefits the Society

The Lighthouse and the Three Little Pigs is a new children’s story-coloring-activity book written by author Katherine Von Ahnen of Cape May. All the info about the Cape May Lighthouse is historically accurate, and the book finds the three little pigs building their house at Cape May Point. Pages in the book will not bleed through if little artists use markers or any other media of coloring. The book will be offered for sale at the June meeting in North Wildwood for $5.00 per copy, with $1.00 from each sale going to the NJLHS.
"Inlet of the Breakers"

Drawing

Members are reminded to please return all ticket stubs and checks, or unsold tickets for the Preservation Fund's drawing of Howard Worner's, *inlet of the Breakers*, before the June 24th meeting.

Thanks to all the members who participated. We have had a wonderful response to the drawing. This is the first time we have asked for anything specifically for preservation. A new account has been established to accept these donations and any others designated for preservation. Many thanks also to those who have indicated that they would like a print (we suspect the rest of you are sure you'll win the drawing!).

We also have several of Donna Elias's water color prints of Absecon Lighthouse Monies from the sale of these go directly to the IPPA (Inlet Public/Private Association), who has begun the restoration of the Absecon Lighthouse, from Donna (Resort Graphics, Inc.). Matted prints are $10.00 each and will be available at the June meeting.

Lighthouses on the Internet

By Kim. M. Ruth (kruth@lnj.pppl.gov)

The Internet is portrayed as a vast resource of information. Interest in the Internet (a.k.a. The Information Highway) has boomed in the last couple of years. There seems to be a group out there for everyone and sure enough, we've found a couple of resources whose subject matter is dear to our hearts. One is "Bills' Lighthouse Getaway," which features beautiful colored pictures and information on lighthouses in Maine, Massachusetts, Rhode Island, the Mid-Atlantic, Outer Banks, South Atlantic, and California. "Bill" is William A. Britten, Systems Librarian, University of Tennessee, Knoxville Libraries. To be appreciated you need to point your web browser to http://www.lib.utk.edu/Other-Internet-Resources/lights.html.

Another lighthouse site is "Linda's Lighthouse Page." "Linda" is Linda Anderson, a technical writer for Comshare, Inc., a computer applications software company in Ann Arbor, Michigan. Her Home Page (as World Wide Web documents are called) includes postcards, lighthouses of Lake Huron and Lake Michigan and a section called "Fun Stuff," which is a potpourri of pictures, poems, and anecdotes. Point your web browser to http://www.ais.org/~lsa. "Linda's Lighthouse Page" also contains a link to "Bills Lighthouse Getaway."

From the Archives...

Papers appointing John T. Langton Acting Assistant Keeper of the Sandy Hook Lighthouse and later, Keeper of the New Dorp Lighthouse on Staten Island (a twin of the Chapel Hill Lighthouse).

<table>
<thead>
<tr>
<th>Treasury Department</th>
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<tr>
<td>August 11, 1876</td>
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Sir:

You are hereby appointed Acting Assistant Keeper of the Light Beacon at Sandy Hook at a salary of Five Hundred dollars per annum, vice M. T. Burke, promoted.

I am very respectfully,
Lot Morill
Secretary of the Treasury

---

Mr. John T. Langton

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<th>Treasury Department</th>
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<tr>
<td>March 22, 1877</td>
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Sir:

You are hereby transferred and promoted appointed Keeper of the Light House at New Dorp, N.Y. at a salary of Five Hundred and twenty dollar per annum, vice John Wilde removed.

I am very respectfully,
John Sherman
Secretary of the Treasury

---

Mr. John T. Langton
Assistant Keeper of Sandy Hook East Beacon
SUMMER MEETING

Saturday, June 24, 1995 - 11:00 a.m. PROMPTLY

This meeting will mark the Fifth Anniversary of the New Jersey Lighthouse Society. A full day is planned and we welcome all to join us for the festivities.

The day will begin with a business meeting at the Angelsea Fire House, located at 2nd Avenue and New Jersey Avenue in North Wildwood. The drawing for the Howard Worner painting, "Inlet of the Breakers," will take place at this location.

DIRECTIONS: Take the Garden State Parkway to Exit 6. This will bring you to Route 147 East, which becomes New Jersey Avenue.

Following the meeting, the Hereford Inlet Lighthouse will be open to members. The light is located on 1st and Central Avenues in North Wildwood.

The Cape May Historical Museum will be open to members also. The First-Order Fresnel lens from the Cape May Lighthouse is on exhibit there.

A picnic and Fifth Anniversary Party is planned from 1 to 4 p.m. at the Cape May Zoo and Park. Shelter #9 has been reserved for our group. Bring your lunch. Watermelon, ice tea, lemonade and anniversary cake will be provided. There are picnic benches, but bring lawn chairs if you wish.

DIRECTIONS: From the Anglesea Fire House travel west back to the Garden State Parkway north. At Exit 11, turn left and cross the traffic light into Cape May Park.

See you there!

FALL MEETING

The fall meeting of the NJLHS will be held in Tarrytown, New York, on October 14th. More details will be in the next Beam. The Tarrytown Lighthouse will be open for us; parking will be free. The Dockside Inn which is nearby will be open. This will be a great opportunity to tour a caisson-type lighthouse.

The Beam, the official journal of the New Jersey Lighthouse Society, Inc., is published quarterly, usually March, June, September and December. Membership dues are $15.00 single and $20.00 family. Memberships are for the calendar year. Back issues are available free for members joining mid-year.

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