



PONCE DE LEON INLET LIGHT STATION

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Members and Friends,

The Ponce de Leon Inlet Lighthouse Preservation Association launched its 125th Anniversary Celebration with an old fashioned fish fry fundraiser on November 3, 2012. Family, friends, and neighbors enjoyed a fun-filled day of fellowship and festivities which included fabulous food, live entertainment, and numerous family-oriented activities with all proceeds from the event benefitting the Lighthouse Endowment Fund

I would like to personally thank the Association's dedicated corps of volunteers who made this event possible. I also encourage all Lighthouse members to patronize the businesses of our 125th Anniversary sponsors (please see the sponsorship page at the end of this newsletter) to thank them for their generous support. If you missed the fish fry, don't worry, activities and events celebrating the Light Station's 125th Anniversary will continue throughout the year, concluding with a 125th Anniversary Gala on November 2, 2013.

In addition to the Lighthouse's 125th, 2013 also marks the 50th anniversary of the Town of Ponce Inlet. Originally a small fishing community situated on the north side of the inlet, the sparsely populated hamlet known as Ponce Park voted to incorporate in 1963. A year-long celebration titled *Positively Ponce* will honor the Town's 50th anniversary with a multitude of community-centered activities and special events that reflect all that is positive about Ponce Inlet. In support of this important community program, the Lighthouse will proudly display the Town's "Positively Ponce" banner at sixteen events throughout the coming year.

Although inhabited by Native Americans for thousands of years before their arrival, Europeans remained ignorant of the peninsula separating the Gulf of Mexico from the Atlantic Ocean until a Spanish conquistador named Juan Ponce de Leon first gazed upon its shores in 1513. In honor of this significant historic event, the Florida Department of State has sponsored a year-long celebration in observance of the 500th anniversary of Ponce de Leon's arrival. Known as Viva Florida 500, this unique festival

will commemorate Florida's rich heritage and diverse cultural history with events, educational programs, and other festivities at museums, schools, attractions, and other locations across the state.

In cooperation with this statewide initiative, the Lighthouse's 2013 events schedule includes numerous educational workshops and activities specifically developed to enhance our offerings in partnership with the *Viva Florida 500* celebration. Association efforts are being met with great excitement and enthusiasm from our visitors. Be sure to visit the quarterly events calendar in this issue. For the entire year's schedule of events, visit us online at www.ponceinlet.org

Included in this newsletter are envelopes for our Annual Fundraiser. I ask you to assess the value of the Association's award winning educational programs, museum offerings, and ongoing restoration and preservation efforts when considering how much to give. The Association receives no annual funding from local, state or federal sources. We depend on your support as members to help us continue our mission of preserving and disseminating the maritime and social history to the Ponce Inlet Light Station. As a not for profit 501(c)(3) corporation your donation is one hundred percent tax deductible.

As always, the Ponce de Leon Inlet Lighthouse Preservation Association appreciates the ongoing support and patronage of its many members. Without you, none of this would be possible. Have a wonderful new year.

With Warm Regards,

Ed Gunnlaugsson

Ed Gunnlaugsson
Executive Director

THE PONCE DE LEON INLET LIGHTHOUSE PRESERVATION ASSOCIATION IS DEDICATED TO THE PRESERVATION AND DISSEMINATION OF THE MARITIME AND SOCIAL HISTORY OF THE PONCE DE LEON INLET LIGHT STATION.

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The Light Station is published quarterly by the Ponce de Leon Inlet Lighthouse Preservation Association, Inc.

Subscription is a benefit of membership in the Association. The Light Station welcomes letters and comments from our readers.

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January 21, 2013
MONDAY
Board of Trustees and
Quarterly Membership
Meeting
OPEN TO GENERAL MEMBERSHIP

February 18, 2013
MONDAY
Board of Trustees Meeting
CLOSED TO GENERAL PUBLIC
AND MEMBERSHIP

March 18, 2013
MONDAY
Board of Trustees Meeting
CLOSED TO GENERAL PUBLIC
AND MEMBERSHIP

ALL MEETINGS ARE HELD IN THE GIFT SHOP
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LIGHTHOUSE EVENTS JANUARY–MARCH 2013

JANUARY 12 (SATURDAY) 10:00 AM - 2:00 PM GIRL SCOUT DAY
Calling all Girl Scouts! Come and enjoy the Lighthouse and museum while working on requirements for the Lighthouse Brownie Try-It Badge, Junior Lighthouse Badge, or Lighthouse Interest Project. Advanced registration is required. Tickets may be purchased online at www.lighthouselocker.org.

JANUARY 25 (FRIDAY) 6:00 PM TO 8:30 PM MUSEUM AT NIGHT
Experience the Ponce Inlet Lighthouse at night when the beacon's light is shining bright! Tour the tower and grounds, enjoy family-oriented activities, and experience what it may have been like to man the lighthouse at night from a keeper's perspective. All activities are included with the cost of regular admission, no advanced registration required.

FEBRUARY 22 (FRIDAY) 10:00 AM TO 3:00 PM BEACH RACING DAY
Examine historic beach racing cars and talk with former drivers, owners and mechanics from the early days of stock car racing! Take photographs and get autographs from racing pioneers. All activities are included with the cost of regular admission, no advanced registration required.

MARCH 7-10 PORT ORANGE FAMILY DAYS SPRING FAIR
(THURSDAY - SUNDAY) 10:00 AM TO 3:00 PM
Visit the Ponce Inlet Lighthouse booths at the City Center during Port Orange's 2013 Family Days Spring Fair from 10:00 am to 3:00 pm. Participate in family-oriented activities, explore our unique history, and learn about the Lighthouse's many educational offerings. Interested in become a lighthouse volunteer? Stop by our booth to find out how to join our growing team.

MARCH 8, 9, 10, 15, & 16 BIKE WEEK
(FRIDAY-SUNDAY, SATURDAY & SUNDAY) 12:00 PM - 2:00 PM
Tour the historic Ponce de Leon Inlet Light Station, examine artifacts, and learn about Crystal Radios. All activities are included with the cost of regular admission, no advanced registration required.

MARCH 28 & 29 FAMILY FUN DAYS
(THURSDAY & FRIDAY) 10:00 AM - 2:00 PM
Tour the historic Ponce de Leon Inlet Light Station, examine artifacts, and participate in family-oriented activities. Help the kids build their very own potato-powered lighthouse and other unique crafts. All activities are included with the cost of regular admission, no advanced registration required.

MARCH 30 (SATURDAY) 10:00 AM - 2:00 PM FLORIDA HERITAGE DAY
Celebrate Florida Heritage Day with a visit to the Ponce de Leon Inlet Light Station. Talk with historic re-enactors and learn about the Second Seminole War, Spanish-American War, the Civil War, WWII and other important historic Florida events. Tour the lighthouse and museum and enjoy family-oriented activities. All offerings are included with the cost of regular admission, no advanced registration required.

ECHO RANGER EVENTS

JANUARY 6 • FEBRUARY 3 • MARCH 3 (SUNDAYS) 1:30 PM - 2:30 PM
Offered in cooperation with Volusia County, this special program is offered free of charge to all participants with pre-registration through Volusia Counties ECHO Ranger Program. Contact Programs Manager Mary Wentzel online at mwentzel@ponceinlet.org for more information.

CLIMB TO THE MOON EVENT CALENDAR

JANUARY 26	FEBRUARY 24	MARCH 27
(SAT) 4:30 PM - 6:30 PM	(SUN) 4:45 PM - 6:45 PM	(WED) 6:45 PM - 8:45 PM

Climb to the Moon at Florida's tallest lighthouse! Treat your significant other, family, and friends to breathtaking views of the ocean, beach, and coastal wetlands under the golden glow of the setting sun. Toast the full moon as it rises above the distant horizon with a sparkling beverage and enjoy panoramic views of the World's Most Famous Beach under its silvery light. Join the Old Lighthouse Keeper as he leads you on your journey into the past and discover the unique history of this National Historic Landmark.

Prices are \$20 per person for Association Members and \$25 per person for non-members. Participation is limited to 25 people per event. Contact Mary at (386) 761-1821 ext. 10 or via email at mary@ponceinlet.org to learn more about this special opportunity. Additional information about the new Climb to the Moon program may also be found online at www.ponceinlet.org.

2013 WINTER & SPRING HOURS OF OPERATION

NORMAL HOURS OF OPERATION

SEPT 4, 2012 - MAY 26, 2013 Open Daily from 10:00 a.m. Until 6:00 p.m. (Last Museum Adm. at 5:00 p.m.)
MAY 27, 2013 - SEPT 2, 2013 Open Daily from 10:00 a.m. Until 6:00 p.m. (Last Museum Adm. at 5:00 p.m.)

SPECIAL HOURS OF OPERATION

JANUARY 25 (Fri) Open from 10:00 a.m. until 8:30 p.m. (Last Museum Adm. at 7:30 p.m.)
RACE WEEK EXTENDED HOURS OF OPERATION
FEBRUARY 15-16, 22-23 (Fri & Sat) Open from 10:00 a.m. until 7:00 p.m. (Last Museum Adm. at 6:00 p.m.)
FEBRUARY 25-27 (Mon-Wed) Open from 10:00 a.m. until 7:00 p.m. (Last Museum Adm. at 6:00 p.m.)
BIKE WEEK EXTENDED HOURS OF OPERATION
MARCH 14-16 (Thur-Fri-Sat) Open from 10:00 a.m. until 7:00 p.m. (Last Museum Adm. at 6:00 p.m.)

SCHEDULED TOWER CLOSURES

JANUARY 26 (SATURDAY) Tower Closed at 4:15 p.m. (Last Museum Adm. at 5:00 p.m.)
Museum and Gift Shop Open Until 6:00 p.m.
FEBRUARY 24 (SUNDAY) Tower Closed at 4:30 p.m. (Last Museum Adm. at 5:00 p.m.)
Museum and Gift Shop Open Until 6:00 p.m.

PART II HERBERT BAMBER: THE EXTRAORDINARY ENGINEER OF HIGHLAND, MICHIGAN

By JOHN M. HAVEL

Acknowledgments

My sincere appreciation goes to Diane Needham and the Highland Township Historical Society (HTHS) of Oakland County, Michigan, for generously sharing the journals of Herbert Bamber. In 2005, the HTHS acquired 11 of Bamber's journals from a local collector. Two HTHS members, Dick Bohl and Roscoe Smith, transcribed the handwritten journals, which then were published in the society's newsletter from 2007-2010.

Special thanks also goes to Elizabeth (Betty) Buell Baldwin of Garrett Park, Maryland (whose grandmother was Herbert's sister, Mary Elizabeth Bamber Buell) for entrusting numerous original photographs of Herbert and his family to me for scanning and publication—finally putting a face to his name.

PART II: FOLLOWING THE LIGHT

Part I—Herbert Bamber: The Making of an Engineer was published in the October 2012 issue of the Ponce de Leon Inlet Light Station Quarterly Newsletter and recounted Herbert Bamber's upbringing in Highland Township, Michigan, his education and graduation from the Agricultural College of Michigan (now Michigan State University) in Lansing, and his first professional job as a surveyor in Utah. Part I concluded with Herbert in New Cumberland, West Virginia, working as an inspector at the Blacks Island Dam on the Ohio River for Lieut. Col. William E. Merrill of the Army Corps of Engineers.

In 1885, just one month after his arrival in New Cumberland, Herbert wrote: "Received a letter from Major Smith June 24th offering me an appointment as superintendent of construction on a Florida lighthouse. With Col. Merrill's permission, I accepted the appointment as it gave me a longer engagement than the one I have here with the same monthly salary averaging \$150 per month. Expect to leave here early in August."

A LIGHTHOUSE AT MOSQUITO INLET

The letter Herbert received a few weeks before his 27th birthday would begin his association with lighthouses—an association that would define the rest of his career. The letter offered him an appointment as Superintendent of Construction of the Mosquito Inlet Light Station on the eastern coast of Florida.

The offer to Herbert came about as the result of a tragic accident. General Orville Babcock, Chief Engineer for the 5th and 6th Light-House Districts, had been in charge of the project at Mosquito Inlet since January 1883. In the October 2007 Ponce de Leon Inlet Light Station Quarterly Journal, Ellen Henry, curator at the Light Station, wrote that on his first survey trip to the area, Babcock "...discovered that the [lighthouse tender] *Pharos* was too large to enter Mosquito Inlet. Babcock determined that attempting to go ashore in small boats from the *Pharos* would be too dangerous, so he decided to take interior waterways and approach Mosquito Inlet from the Halifax River." It took Babcock two days to reach the inlet by taking this inland route, but it was a far safer way to go, having been cautioned by the inlet's shifting sands, shallow water, and dangerous currents.

For the next year and a half Babcock's work consisted of surveying for an appropriate site for the new light. Once he determined an optimal location, he proceeded to arrange the purchase of the necessary ten acres from the Pacetti family. Babcock conducted tests of the sand and soil, oversaw the design of the lighthouse, arranged for the transport of materials and supplies, and hired a small work crew to begin construction of workmen's quarters and other temporary buildings.

On June 2, 1884, Babcock arrived onboard the *Pharos* which sat at anchor in the open sea. Ignoring his own earlier advice, Babcock and a small party attempted to come ashore in a passing whaleboat. Although the surf was not unusually rough that day, the breakers were still quite large, and as they reached the first breaker, the steering oar snapped, the boat swung broadside to the waves, and the next breaker capsized the vessel. At first the men valiantly hung onto the boat, but they were soon washed away. Babcock and three others drowned. Only one of Babcock's party survived, a Mr. B.B. Smith of the 6th Light-House District.

Mosquito Inlet Lighthouse

1923 PHOTOGRAPH OF THE FIRST LIGHTHOUSE FOR WHICH HERBERT BAMBER WAS CHOSEN AS SUPERINTENDENT OF CONSTRUCTION. RENAMED THE PONCE DE LEON INLET LIGHTHOUSE IN 1927.

Photo courtesy of the Florida State Archives.



Mosquito Inlet Light Station Foundation

PHOTOGRAPH OF THE COMPLETED FOUNDATION AT MOSQUITO INLET LIGHT STATION.

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PART II: HERBERT BAMBER: THE EXTRAORDINARY ENGINEER OF HIGHLAND, MICHIGAN

Nevertheless, construction of the tower's foundation began a few days after Babcock's untimely death and by the end of 1884, the foundation had been completed and the tower had risen to a height of about four feet.

At that point appropriations had run out, and construction at the light station ceased. Congress made a new appropriation early in 1885, but as malarial fever ran rampant in the mosquito-infested waters, work was delayed until after the hot "sickly" season had passed. Within weeks of Babcock's death in June 1884, Major Jared A. Smith, U.S. Army Corps of Engineers, received orders to take charge of the 5th and 6th Light-House Districts. Smith had been Herbert's supervisor in Indianapolis and, appreciating Herbert's engineering aptitude, wrote to him in July 1885 offering him the appointment at Mosquito Inlet.

On August 1st, Herbert completed his duties at the dam on Blacks Island and reported to Smith's office in Baltimore on the 3rd.

CONSTRUCTION RESUMES

Three months later, in October 1885, Herbert arrived with Major Smith and two others in Florida.

"Ponce Park, Florida: Major [Jared A.] Smith, Mr. B. Smith, Asst. Engineer 6th, Mr. Wilder and myself arrived here October 30th. The Major and Mr. B.B. Smith left us on November 1st. . . . We immediately made the acquaintance of Mrs. Pacetti, who entertains tourists and got some dinner of which we were somewhat in need, having been sometime on the steamer whose accommodations were not palatial."

From this point on in his journal, Herbert's notes are sporadic. Late in 1885 he wrote that "[s]ince November 2nd have been working from 3 to 8 men grubbing receiving brick, making shed, etc." On December 27th, he notes: "Have not begun bricklaying yet. Are waiting for the Tracy Brown to bring a cargo of building sand from the Savannah River." We learn from the journals that although his small work crew busied themselves with various projects at the site, that work on the tower did not resume until January 1886, remaining just four feet high since the end of 1884.

However, a different source informs us that Herbert was not idle during this time. The 1887 Annual Report of the U.S. Light-House Board contained two appendices written by Herbert. The first was a "Report upon the Test Made of the Cements Used in the Construction of the Mosquito Inlet Light-House, Florida." The second, more interesting piece, was a "Report upon the Working Platform Used in the Construction of the Mosquito Inlet Light-Tower, Florida." This innovation was likely designed and developed by Herbert during the extended lull in construction, as photographs show his platform in use as the work progressed.

The first page of the appendix opens with:

Highland, Mich., October 15, 1887.

Colonel: I have the honor, in response to your request through Captain Mallery, to inclose a brief description of the outside working platform used in the construction of the tower at Mosquito Inlet, with a description of the process of raising, etc.

Very respectfully, your obedient servant,

H. Bamber,

Superintendent of Construction Mosquito Inlet Light-Station.

Col. James F. Gregory,

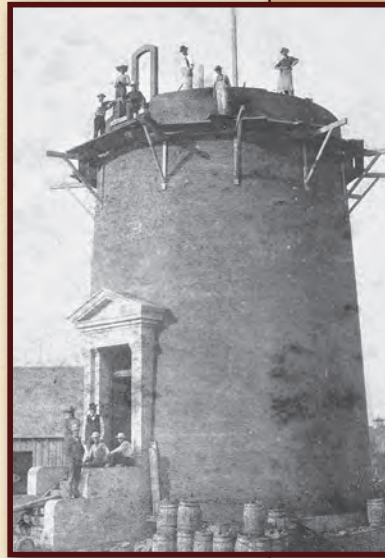
Engineer Secretary, Light-House Washington, D. C.

Herbert's description of this new scaffolding system is just a page and a half long, and includes a fold-out drawing of the platform in use, with details and notes.

In Herbert's design, individual bricks were left out of the exterior tower wall every ten feet vertically and horizontally so that support brackets for the platform could be set into these holes. Once the tower was completed the platform was lowered level by level and the gaps filled with bricks. According to the National Historic Landmark Study (Eshelman, 1997) Herbert's invention increased the efficiency and ease of constructing masonry towers. The study goes on to say that this new technique, first used at Mosquito Inlet, was so successful that the U.S. Light-House Establishment adopted Herbert's method as standard practice for future brick masonry tower construction.

One year later, in 1886, Herbert wrote of tragedy and illness: "November 28th, Ponce Park: Have been alone in the office since the latter part of September. Mr. Smith, foreman, was drowned near Port Orange in February. Mr. Strachan was sent to take his place early in May. During July and August Mr. Wilder and myself were troubled with a dysentery and Mr. Wilder was obliged to go north. I was about, with the exception of about two weeks in July when first attacked."

His entry continues, telling of the progress made since work resumed early in 1886. "Work on the tower was begun last January and continued until the 8th of September when the supply of brick suitable for the tower being exhausted, work was suspended and begun on the foundations of the dwellings. Work was continued with a small force until November 17th when more brick, having arrived, work upon the tower was resumed."



The Mosquito Inlet Lighthouse Under Construction:

THIS PHOTOGRAPH CLEARLY SHOWS BAMBER'S WORKING PLATFORM BEING USED BY MASONS DURING CONSTRUCTION. PHOTOGRAPH BY E.G. HARRIS OF DAYTONA, FLORIDA, MOST LIKELY IN 1887. THIS IS A CROPPED AND ENHANCED IMAGE OF THE ORIGINAL PHOTOGRAPH.

Progress reports to the Light-House Board reveal that by the end of the year "470,000 bricks had been used and the tower stood at 51 feet." In March 1887, Congress authorized an additional \$20,000, and the oil house was completed and the three keeper's dwellings and their outbuildings were ready for plastering. The tower's first-order Fresnel lens was installed late in 1887.

The Mosquito Inlet Lighthouse Nearing Completion:

UTILIZING BAMBER'S WORKING PLATFORM, THE 175 FOOT MOSQUITO INLET LIGHTHOUSE WAS COMPLETED FAR MORE EFFICIENTLY THAN LIGHTHOUSES CONSTRUCTED WITH SCAFFOLDING OR OTHER METHODS.



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PART II: HERBERT BAMBER: THE EXTRAORDINARY ENGINEER OF HIGHLAND, MICHIGAN

In the last weeks of 1886, Herbert wrote: "December 5th, Ponce Park: Pleasant weather the past week. Work on the tower going forward satisfactorily. Fifteen in the party besides myself—4 bricklayers. Lumber and other material for dwellings to be delivered January 15th, after which date it will have to be freighted to the station."

This is the last entry regarding construction at Mosquito Inlet in Herbert's journals. By the time he wrote again, a full year had passed and construction at the light station had been completed.

"December 31st [1887]: Was not able to leave the M.I.L.S. Ponce Park, Florida until the first Sunday in October [this was October 6]. Left Walter Crook in charge and proceeded to Baltimore... " With the assignment given to him complete, Herbert left Mosquito Inlet and began the trip north, stopping in St. Augustine and Jacksonville. Upon arriving in Baltimore he wrote: "...completed my report, etc., so that I left Baltimore for a visit home on the second Sunday of October."

In his last journal entry we learn of Herbert's next assignment, the position he will remain in until he retires. "Having been transferred to or given the appointment of Superintendent of Construction in the 4th Light-House District, I reported at the office [in Philadelphia] November 1st. Was at home again Thanksgiving week to be present at the marriage of Mary on November 23rd."

On November 1, 1887, the same day Herbert reported to his new position in Philadelphia, Principal Keeper William Rowinski climbed the tower of the Mosquito Inlet Light Station and lighted the lamp for the first time.

That Light Station, renamed Ponce de Leon Inlet Lighthouse in 1927, was designated a National Historic Landmark in 1998. After decades of restoration by the Ponce de Leon Inlet Lighthouse Preservation Association, the lighthouse stands today as one of the best preserved, most complete Light Stations in the nation, and a private aid to navigation that, after 125 years, still guides maritime traffic along the Florida coast.

The eleven journals of Herbert Bamber acquired by the Highland Township Historical Society (HTHS) end here in December of 1887 with his new assignment in Philadelphia and with just one brief note on the passing of his maternal grandfather, Noah Pomeroy Morse.

WORKING FOR THE LIGHT-HOUSE ESTABLISHMENT

Records regarding Herbert's activities serving the 4th Light-House District over the next few years are sketchy, but provide some pieces to the puzzle and help paint a picture of his work during this period.

In 1852 the U.S. Light-House Board divided the country into twelve districts as part of their modernization and restructuring of the administration of lighthouses in America. The 4th District, where Herbert would serve, was defined as follows: "This district extends from a point on the coast of New Jersey opposite Shrewsbury Rocks but does not include the rocks to and includes Metomkin Inlet, Virginia. It embraces all aids to navigation on the seacoast of New Jersey, Delaware, Maryland, and Virginia, and the tidal waters tributary to the sea between the rocks and the inlet."

At the time Herbert began his service, the Annual Report for the U.S. Light-House Board listed the following navigational aids for the 4th district: 49 light-houses and lighted beacons including: 5 first-order lights, 3 third-order lights, 12 fourth-order lights, 9 fifth order lights, 3 sixth-order lights; 1 lens-lantern, 8 range-lenses, 8 reflectors, 3 light-ships in position, 2 day or unlighted beacons, and 179 buoys and fog signals.

We know that Herbert began his service with the Light-House Establishment in November of 1887. The Official Register of the U.S., Containing a List of the Officers and Employés in the Civil, Military, and Naval Service continues to list him in this position until at least 1892, and in both census records and passport applications through 1912, he is listed as a "civil engineer" for the U.S. government residing in Philadelphia.

Without journals or other personal accounts, one of the few other resources through which we can discover Herbert's activities in these years is the National Archives.

The National Archives in Washington, D.C. contains a collection of records designated "Correspondence of the Light-House Board, 1776-1900," under Record

Group 26, the main collection for holdings of the U.S. Coast Guard agency through the years. These records were collected into bound volumes when the Archives was established in 1935 from records stored by a variety of agencies, some found in basements and attics, many subjected to fires and flooding over the years, and many are therefore damaged, fragile, or incomplete. According to Susan Abbott, archivist for the National Archives and Records Administration in Washington, DC, "In many cases page numbers located on the outside corner of the page were burned off, and some of the pages are so brittle that they crumble when touched. When records can be located, they can be pulled for researchers as long as they are not too damaged." Therefore, it is important to remember that these records can contain many gaps and those that can be accessed may be only a small representation of the original correspondence of the Board. The Archives also created "reference slips" for every document acquired which form an index for the entire collection. These are handwritten or typewritten slips that contain the name, subject, and date of the original document, as well as a one sentence description of its subject.

In a recent search, 43 reference slips associated with Herbert Bamber were located, representing 43 different letters sent by, or pertaining to, Herbert's activities between the years 1885 and 1895. Although this division of the Archives contains records through 1900, no records later than March 1895 were found for Herbert. Additionally, six letters for which slips had not been found were discovered.

The first complete letter that could be retrieved is dated October 7, 1887 and is written by the Secretary of the U.S. Treasury, under which the U.S. Light-House Board served at this time. "As requested in your letter of the 3rd instant you are hereby authorized to transfer and employ Herbert Bamber as Superintendent of Construction in the Fourth Light-house District, with compensation at the rate of one hundred and fifty dollars per month from date of entering on duty. (vice?) E.A. Gieseler, resigned. Respectfully yours, C.S. Fairchild, Secretary"

Seven more reference slips refer to letters dated between January and June of 1889. All seven are requests for reimbursement for travelling expenses. The first three in January and February were addressed from Highland, Michigan, so we may assume Herbert was home for the holidays. All others were sent from Philadelphia and Herbert uses the title of Superintendent of Construction on all. So the most we can conclude is that Herbert was travelling for the Light-House Establishment during his first four years, and we have the one letter signed "Inspector of Metal-Work," but precisely what his other assignments were is unknown at this time.

THE LIGHTHOUSE PHOTOGRAPHS

The summer of 1892 marked a major change in Herbert's professional career. To understand more, we need to return to the subject of Herbert's well-known photographs of American lighthouses mentioned in the introduction to Part I of this article. As the primary focus of my research is the Cape Hatteras Lighthouse in



Cyanotype Print of the Point Pinos Light Station

A CYANOTYPE PRINT OF THE POINT PINOS LIGHT STATION IN CALIFORNIA. PHOTOGRAPH TAKEN BY HERBERT BAMBER IN 1894. ONE OF THE HUNDREDS OF CYANOTYPE PRINTS FOUND IN A BARN ON THE PROPERTY KNOWN AS "THE ARK FARM." THE WATER DAMAGE AND STAINING ON THE LEFT SIDE OF THIS FRAGILE PAPER PRINT IS TYPICAL.

THE ORIGINAL IS OF A BRIGHT BLUE HUE.

Photo from the author's collection.

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PART II: HERBERT BAMBER: THE EXTRAORDINARY ENGINEER OF HIGHLAND, MICHIGAN

Buxton, North Carolina, I knew that the seven exquisite photographs that Herbert took in the summer of 1893 were also the earliest known images of this iconic light, completed and first lit in December of 1870. Over the years I had seen one or more of Bamber's images reproduced in lighthouse books, on postcards, sold as reprints in gift stores, and used to illustrate magazine articles pertaining to the lighthouse.

I also was aware that the foremost dealer in nautical and lighthouse-related antiques, Kenrick A. Claflin & Son Nautical Antiques of Worcester, Massachusetts, occasionally listed original photographs and other Bamber items for sale. It was through the Claflin's website that I first learned the term "cyanotype," a different kind of photographic print—quick, inexpensive copies, with a distinctive blue-green hue—that Herbert produced on-site and retained for his own records.

From the lighthouseantiques website: "Mr. Bamber made an extra print of each photograph for his own files and these photographs were found in his barn in the Midwest a few years ago. These were original photographs, hand printed at the lighthouse location in 1892-93....These rare early views were from a process known as cyanotype, named for one chemical, cyan, that is used, thus the blue/white coloring rather than the traditional black/white. Most photographs printed in this manner show considerable detail." [Note: cyan is not actually a chemical, but the blue-green hue produced by the chemical potassium ferrocyanide.]

As stated above, and recently verified with James Claflin (Kenrick's son), a trunk full of Herbert's materials, including the cyanotypes, was found in a barn on the Bamber family property in Highland Township. It is known that this trunk, and possibly other possessions, was sold at auction sometime prior to 1978 when the present owners purchased the property. Mr. Claflin indicated that an elderly couple brought the trunk of materials to him to sell on consignment in the mid-1990s. Herbert's photographs and documents were then sold through Claflin's website and catalog to their extensive clientele of lighthouse collectors and aficionados.

In the spring of 2011, an Illinois man decided to sell a collection of Bamber materials that he had purchased from Claflin in 1997 on eBay. The collection included seven original cyanotypes, three of which were of Cape Hatteras. I purchased the collection immediately. What I did not realize at the time was just how valuable, in terms of my research, the other materials in this collection would be. In addition to the seven cyanotypes, the collection included:

- ❖ Two carbon copies of Herbert's photographic supply order, as well two carbon copy pages of typewritten price quotes received from Williams, Brown, & Earle, importers and manufacturers of Mathematical, Optical, Microscopical, Photographic Instruments and Supplies in Philadelphia. Each of these sheets is dated and contains Herbert's original pencil notes he made in preparation for his journey.
- ❖ A photocopy of Herbert's first logbook detailing each lighthouse location and every photograph he took, with notes on weather conditions, exposure settings, and other comments, including the notation "To L. H. B." to the right of each entry, which he sometimes spelled out as "To L. H. Board," to confirm that each finished print was mailed back to Light-House Board headquarters. Unfortunately this logbook only includes photographs through number 261, taken at Point Loma, San Diego, California on December 13, 1893, so we do not have a detailed record of the rest of his journey. Additionally, some pages of this photocopied logbook are difficult to read, due both to Herbert's handwriting and the quality of the reproduction.
- ❖ A second photocopied book of all the cyanotype prints found in the trunk. In the field, every final photograph that Herbert created was neatly labeled along the bottom edge, but in the case of the cyanotypes, the labeling simply included his print number and the light station name, usually in pencil on the back with the print number sometimes in red ink on the front. In this volume, which was printed in March 1996, Claflin added his own printed labels on each page. These labels include Herbert's numbers and the light station's name, and are ordered numerically within the album. The volume begins with photograph number 2, taken at the Isles of Shoals light station, in New Hampshire, and ends with number 371, taken at Willapa Bay, in Washington. Some prints are missing, and many of them, including the seven I purchased, show some water damage to one side of the print. In most cases the damage is just a brown staining extending into the print, but it is clear that some prints were badly damaged, which may explain why some images are missing.

- ❖ These new-found documents provide a wealth of information concerning Herbert's photographic expedition, that allowed me, 125 years hence, to create a reasonably complete record of his journey. Using the dates from the quote for photographic supplies and from his logbook, the album of his cyanotypes from Kenrick Claflin, the 17 intact letters obtained from the National Archives, as well as information from the 43 reference slips, I could determine which light station he was at on a particular day, how long he stayed (or at least when he arrived at the next location), the totals for the number of photos he took and stations visited, and how many months this protracted assignment demanded of him.

BAMBER'S "SPECIAL DUTY"

One reference slip found refers to a letter dated March 15, 1892. It was written by the Secretary of the Treasury and the slip states, "Bamber, H. Engineer Asst. L.H. Service employment. authorized." As we know Herbert was already employed with the Light-House Service, but evidently, at this time, Herbert had been assigned to a new position.

Although the complete letters could not be retrieved, two reference slips dated June 14 and June 25 reveal that Herbert had been re-assigned to perform a "Special Duty"—described in several subsequent records as a "Survey of Lighthouse Reservations." As these new records came to light, it finally became clear that Herbert's enduring and well-recognized photographs were just one part of a larger scheme within the Light-House Establishment. The letters reveal that much of the time travelling Herbert wore the hat of surveyor, with his transit (a surveyor's instrument of measure), level, and notebook, methodically calculating corners and measuring angles and distances, to determine and record the precise boundaries of each lighthouse reservation. Subsequently he put on the hat of a photographer to create his renowned images.

On June 20, 1892 Herbert received a quote from Williams, Brown & Earle, importers and manufacturers of Mathematical, Optical, Microscopical, Photographic Instruments and Supplies in Philadelphia, for equipment and supplies required for a photographic field and developing outfit for his new assignment. The camera he chose was a folding Scovill Albion 8x10 camera, a state-of-the-art camera for a photographer working in the field. Twenty-four days later, on July 14, Herbert recorded his first photograph in his logbook at the Isles of Shoals Light, on present day White Island, six miles off the coast of New Hampshire.



Photograph of the Isles of Shoals Light Station

BAMBER'S FIRST PHOTOGRAPH OF THE ISLES OF SHOALS LIGHT STATION. TAKEN ON JULY 14, 1892 OFF THE COAST OF NEW HAMPSHIRE.

THIS IS A CROPPED IMAGE FROM A DAMAGED PRINT HELD AT THE NATIONAL ARCHIVES. PHOTOGRAPH COURTESY OF THE NATIONAL ARCHIVES.

PART II: HERBERT BAMBER: THE EXTRAORDINARY ENGINEER OF HIGHLAND, MICHIGAN

By their nature, lighthouses are often remote, lonely places and, especially in the nineteenth century, difficult to access. From the solitary rocks of White Island, New Hampshire, to the mosquito-infested sands of Hatteras, North Carolina, to the craggy cliffs of the Pacific Northwest, Herbert steadfastly trekked onward. We can only imagine the difficulties Herbert had transporting camera, chemicals, glassware, and other delicate equipment from trains, to boats, to horse-and-wagon, to 68 light stations in every nook and cranny of America's coastline. Upon arrival at each station, Herbert surveyed the station's site, carefully composed and shot his photographs, noting the camera's station for each exposure on his survey, developed his negatives, printed his final prints and copies, carefully labeling each one, and finally, packed up his equipment for the next leg of his journey to another remote guardian of the shores.

PHOTOGRAPHY IN THE 1880S

For some readers, particularly those under 30, film photography may be an unfamiliar concept—especially in this digital age with a camera phone in every pocket. For those who do remember film photography—using negatives, paper, and chemicals processing—we may have a somewhat better understanding of what photography was to Herbert and his contemporaries.

At the time Herbert took his first photograph in 1892, photography had become a popular pastime, profession, and tool, and innovations were rapidly being made. Most 19th century photographs were “albumen” prints. Invented in 1850, the albumen print was the first commercially-usable method of producing a photographic print on paper from a negative. It used the albumen found in egg whites to bind the chemicals to the paper and became the primary form of photographs through the turn of the century.

The beauty of albumen photographs was related to their smooth, hard surface, translucent luminosity, and soft tonal coloration. The warmth and radiance of such prints are their fundamentally distinguishing characteristic and their color varied from a red-violet to a warm reddish brown or sepia.

Another photographic process, invented in 1842, was the cyanotype. Unlike albumen prints, these vivid blue images had a matte surface, but also showed considerable detail. The process became commonplace because of its relative ease compared to other processes. By simply pressing a sensitized sheet of paper against the glass negative and exposing it to direct sunlight, a “negative-of-a-negative” could be made—the cyanotype. These were actually the first “blue prints” and were used to reproduce engineering drawings, as well as photographs, just as many blueprints are still created today. In fact, on one of the sheets of Herbert's photographic supplies quote, in his own handwriting he noted a number of additional items, the first one being, “6 Doz. 8 x 10 B. Print Paper,” or, six dozen sheets of sensitized “Blue Print Paper” for the cyanotype copies he wanted for his own files.



A Scovill Albion 8x10 Folding Camera

A SCOVILL ALBION 8X10 FOLDING CAMERA, SUCH AS THE ONE USED BY BAMBER TO CREATE HIS LIGHTHOUSE PHOTOGRAPHS.

HERBERT'S MEANDERING JOURNEY

Understanding Herbert's new assignment—his “special duty”—and the process he used for his impressive images, we can turn our attention to his travels across America. From the records we see that the Light-House Establishment was not unlike a military operation. As an Assistant Engineer, Herbert was required to report

to the Chief Engineer within each district he visited. That engineer, in turn, would write to the Light-House Board to verify his arrival and clarify Herbert's specific assignment.

Once Herbert completed all the surveys and photographs within each district, the Chief Engineer, in a letter to the Board, would release and terminate Herbert's assignment there, to be turned over to another district's Chief Engineer. And so, in July of 1892, reporting to Chief Engineer Livermore in the 1st and 2nd Districts, Herbert arrived at the Isles of Shoals Light Station off the coast of New Hampshire, and over the next seventeen days, surveyed and photographed eight light stations along the coasts of New Hampshire and north along the Maine coastline.

On October 10th, Herbert completed his work at Petit Manon Light Station, near Bar Harbor, Maine, and by October 26th, sixteen days later, he had reported to Chief Engineer Quinn with the 7th and 8th District to survey the light station at Biloxi, Mississippi. From Biloxi, Herbert travelled west to Pascagoula, surveying and photographing four more lights before moving on to Pensacola, on the western tip of the Florida panhandle. On December 21st, 1892, Herbert recorded four photographs at the Cape San Blas Light Station in Saint Joseph's Bay and then, after the turn of the new year, proceeded down the west coast of Florida to St. Mark's Light, then Cedar Keys, and on down to the tip of Key West, arriving there February 6, 1893. One letter dated February 1, 1893 written by Engineer Quinn gives us an excellent insight as to how decisions regarding Herbert's assignment were being made. Addressing the Board, Quinn wrote: “After Mr. Bamber finishes the topographical survey of Key West, Fla. light-house reservation I do not think there are any other light-house reservations in either the 7th or 8th Districts which possess any topographical features which are not already given with sufficient detail in the surveys already existing. The survey of Point Isabel Light, Texas, could not be made very well at present since the property does not belong to the United States, and a survey will have to be made after its acquisition to establish the boundary lines, etc. The remaining light-house reservations are either swamp, marsh, or level land, as to be devoid of topographical features worthy of consideration other than those already indicated in the existing surveys. In view of the fact that there are other localities which may be in more urgent need of Mr. Bamber's services than I can lay claim to, I take this opportunity of advising the Board that I do not believe that I have further need of Mr. Bamber's services after he completes the survey of the Key-West light-house reservation. I have informed him to await instructions at Key West, Fla”

Upon receiving new instructions from Washington, Herbert left Key West and travelled 700 miles north to Morris Island, off the coast of Charleston, South Carolina. For unknown reasons, Herbert remained here for 31 days from February 20th until March 22nd. Finally taking leave of Morris Island, Herbert moved northward up the coast to stations at Sullivan's Island, Fort Sumter, Bull's Bay, and Cape Romain.

After leaving Cape Romain, Herbert arrived at Oak Island, North Carolina to photograph a set of wooden tower range lights, then hopped over to Bald Head Island to record the old stone tower there on May 4, 1893. In Herbert's day this light was known as the Cape Fear Light Station—we know it today as the Baldhead Island Lighthouse or “Old Baldy.” Herbert continued up the coast to Cape Lookout, then on to Ocracoke, Hatteras, Body's Island (now spelled Bodie), Currituck Beach Lighthouse, finally reaching Long Point Lighthouse Depot, a transfer terminal and manufacturing facility for lantern gas, located west of Currituck on Coinjock Bay, on June 19th, 1893.

Days later, as he left North Carolina and the 5th District behind, Herbert boarded a train and headed homeward towards Michigan and the Great Lakes, arriving on the coast of Lake Superior on the Upper Peninsula on July 22. Herbert likely stopped in Philadelphia at his office and residence, or possibly at his Highland homestead, accounting for the extended trip.

From a visit to the Superior Pierhead Lights, Herbert crossed over to photograph the Duluth Range lights and the brand new light station at Two Harbors, completed in 1892, and then across to the Apostle Islands to photograph Devil's Island, also brand new, although this beacon was just a short wooden skeletal light. He remained on Devil's Island for twelve days, then sailed over to the stately tower at the Outer Island Light Station in mid-September. Crossing back again to the Upper Peninsula, Herbert visited the Portage River Pierhead Light, also newly erected. One month later, on November 13th Herbert was in Port Washington, 300 miles south,

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PART II: HERBERT BAMBER: THE EXTRAORDINARY ENGINEER OF HIGHLAND, MICHIGAN

on the western shore of Lake Michigan. Having completed his survey of these seven lights on the Great Lakes, Herbert apparently received new orders, as one month later, on December 13, 1893, he arrived in the Port of San Diego at Point Loma Light Station in California. This is his last entry in the only logbook we have.

THE LAST LEG

Without a second logbook for reference, we have thirteen letters, seventeen reference slips, and the cyanotypes themselves to construct a reasonably clear story of how Herbert spent the final year of his “special duty” in 1894, surveying reservations on the west coast.

Nine slips dated from May 14 to June 27, 1894, are Bamber’s weekly reports of survey activities within the 12th District along California’s 800-mile coastline. Cross-checking these with the cyanotypes in Claffin’s album, we see that after leaving Point Loma, Herbert continued skipping up the west coast to Point Ballast, Fermin, Hueneme, and onto Santa Barbara. From Santa Barbara he continued north to Point Conception, then on to five other lights, before reaching the Cape Mendocino Light Station, approximately 150 miles south of the Oregon border. We know he ended up here in the summer of 1894 because a reference slip dated August 6 states, “Bamber, H.—reporting to 13th Engineer for duty, (Surveys of L.H. reservations) has been directed.” The 13th District encompassed Oregon and Washington and though we have a record of him reporting to Chief Engineer Post in the Portland office on August 11, there are no records of him surveying or photographing a single lighthouse in the state of Oregon. Instead, Herbert went directly north to the Cape Flattery Light Station at the farthest northwest tip of Washington, beyond Neah Bay, a literal stone’s throw from the British Columbian border. We know this as Cape Flattery is the very next photo in the album after Cape Mendocino. Throughout September and October, Herbert continued his survey, visiting nine light stations on the northern coast of Washington along the Straight of Juan de Fuca, on the isles of Puget Sound, the San Juan Islands, then south to Vashon Island, just below Seattle, and lastly, the Willapa Bay Light on the western coast of Washington at Cape Shoalwater. The two photographs that Herbert took here, numbered 370 and 371, were the last photographs of his two-and-a-half-year undertaking, documenting sixty-five light stations scattered across America’s shores. On January 5, 1895, Engineer Post, in charge of the 13th District wrote the Light-House Board: “Referring to my letter of November 27, 1894, stating that the services of Assistant Engineer Bamber would probably be required in this district until January 1, 1895, I beg to state that owing to continued bad weather during last month which has greatly delayed his work, Mr. Bamber will be needed until February 1, 1895, to complete the required surveys.”



Bamber’s photograph of the Willapa Bay Light Station

BAMBER’S PHOTOGRAPH #370 OF THE WILLAPA BAY LIGHT STATION IN WASHINGTON. ONE OF THE LAST PHOTOGRAPHS HE TOOK LATE IN 1894. THE STRIKING LIGHT, SHADOWS, AND COMPOSITION MAKE THIS BEAUTIFUL PHOTOGRAPH APPEAR VERY MUCH LIKE A WELL-COMPOSED LANDSCAPE PAINTING.
Photograph courtesy of the National Archives.

Exactly one month later, Engineer Post wrote one last time, stating, “In compliance with Board’s letter of December, 1894, I have this day directed Mr. H. Bamber, Assistant Engineer, to proceed to Philadelphia, Pa., and report to Major C. W. Raymond, U.S.A., Engineer 4th Light-House District, for duty.” Post then listed Herbert’s survey and photography equipment and supplies to return to Philadelphia with Herbert.

The last reference slip found in the National Archives is dated March 11, 1895. It was written by Engineer Raymond of the 4th Light-House District in Philadelphia. The one line summary states, “Bamber Asst. Engineer. Date of reporting for duty 20 - Feby 1895 -- reported.” We can use this date as the end of Herbert’s “Special Duty,” and the beginning of the rest of his service in the 4th Light-House District, where he remained until retirement.

The Archives’ letters also verify for us that at each, or certainly most, of the 65 reservations that Herbert visited, he surveyed and created detailed drawings for each, in addition to his memorable photographs. A letter he wrote in September of 1894 reads, “I have the honor to transmit herewith three sheets showing the results of my survey at Cape Flattery Light Sta. Wash.,” and in October of the same year, “I have the honor to forward herewith seven sheets showing the results of my survey at the Ediz Hook Lt. Sta. Wash., both letters signed, “Very respectfully yours, H. Bamber, Asst. Engr.”

In mapping Herbert’s journey it is interesting to note the hundreds of light stations that Herbert did not visit or survey. As far as records show, Herbert never visited or surveyed the eastern coast of Florida and Georgia, notably skipping the Mosquito Inlet Light Station that he had just completed five years earlier, not a single lighthouse on the Louisiana or Texas coasts, nothing between North Carolina and New Hampshire, which includes Herbert’s own 4th District, and also skipping scores of lights, other than the seven he did visit, along the coastlines of the Great Lakes. Again, it seems clear that engineers at the Light-House Board determined which reservations needed this documentation most, and where Herbert should travel next. It was also evident that a number of lights on his list were brand new, e.g.- Devil’s Island, Two Harbors, Portage River, etc., and presumably in need of a survey and documentation for the Board’s files.

A NOTE ON MAJOR SMITH

In researching Major Jared A. Smith, one of the more influential men in Herbert’s life, I was surprised to discover that Herbert was not the first individual to take photographs for the Light-House Board. An online search for Jared A. Smith, and specifically a search for images, retrieved at least ten verified photographs taken by Smith in the two-month period between June and August 1885, in Maryland, Virginia, and South Carolina. These photographs are also 8x10 albumen prints, and similarly to Herbert’s, were labeled with the station’s name and date—but unlike Herbert’s, these labels were handwritten in a neat script, and further, Smith included his name as the photographer (Herbert’s photographs never included his own name). Looking back at Herbert’s journal entry in 1884, “About the middle of June Major Smith received orders from the Chief of Engineers to take charge of the 5th and 6th Lighthouse districts...” This tells us that one year after beginning his work at the Light-House Establishment, Smith was photographing lighthouses on the east coast. This establishes that for at least seven years before Herbert set out on his journey, the photographing of lights for the Light-House Board files was already being practiced.

BACK AT THE BOARD

Once Herbert returned to the 4th District in March of 1895, we have a variety of scattered reports, articles, and records that shed light on Herbert’s activities over the next twenty-odd years. Annotated blueprints for 41 lighthouses—18 in Delaware, 11 in New Jersey, 4 in Pennsylvania, 5 in Virginia, and one each in Maryland, New York, and Washington state—are among his papers in the Burton Collection at the Detroit Public Library, as well as some of his official correspondence with the Light-House Board. Only a careful analysis of these prints and notes, along with a systematic survey of the records at each of these lighthouses would allow us to understand what Herbert’s work entailed with each project—whether it be advisory, administrative, on-site supervision, or possibly in some other capacity. Note that with exception of Washington state that these blueprints are all of lights within Herbert’s own 4th District and are not associated with his travels surveying light stations across the country.

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Herbert Bamber in 1908

PHOTOGRAPH OF HERBERT BAMBER IN 1908 AT THE AGE OF 50. BAMBER HAD THIS PHOTOGRAPH MADE INTO A POSTCARD AND WRITTEN ON THE BACK OF THE CARD IN HIS HANDWRITING IT SAID, "HERBERT BAMBER, ABOUT 1908-II (BEARD FROM EUROPE)."

*Photo courtesy of
Betty Buell Baldwin.*

More evidence of Herbert's work during these later years came to light with the discovery of three lighthouse inspection reports. In January and November 1907 Herbert wrote inspection reports for the Killick Shoal Light Station and the Fishing Point Beacon Light Station, both located in the 5th District in Virginia. In December Herbert's report was on the Schooner Ledge Range Front Light Station located in the 4th District in Pennsylvania. Further research would likely reveal many more reports as part of Herbert's routine work over the years.

Additionally, a recent article written in the Sun by-the-Sea newspaper from Wildwood, New Jersey on the "Great Northeaster of 1913" recounts the story of the Hereford Inlet Lighthouse on a fragile barrier island, three miles from the mainland. Within the story is this note: "A lighthouse board engineer, H. Bamber, conducted a thorough survey of the entire property in 1907. He reported to Washington that 'the site is threatened by the encroachment of the south channel of the Hereford Inlet.'" This additional piece of evidence shows that Herbert continued to survey light stations for the 4th District.

In March of 1908 Herbert applied for what is believed to be his first passport in Philadelphia "for traveling the countries of Europe and northern Africa," and says that he intends to return within one year. Although we do not know when Herbert embarked on his overseas voyage, the November 11, 1908 passenger list for the S. S. Haverford, sailing from Liverpool to Philadelphia, listed "H. Bamber" among the 98 passengers onboard.

On September 21, 1912 Bamber again applied for a passport in Philadelphia to go abroad "temporarily," and states that he will return within one year. Herbert was 54 years old at this time and still lists himself as a "civil engineer" for the Light-House Service, so we may assume that this travel, as with his 1908 trip, concerned work for the Light-House Establishment.

CIVIL ENGINEER - RETIRED

By 1920 Herbert was retired and living near his Highland, Michigan birthplace. He was 61 years old and that year's census showed a house owned free and clear (no mortgage), with his profession listed as farmer "at home," and "self-employed." The Ark Farm, where Herbert, his two brothers, and sister grew up, was his apparent retirement residence for perhaps ten years or more. According to his obituary that appeared in *The Milford Times*, "...His work took him on extensive travels, both in America and abroad After retiring from federal service he returned to West Highland to make his home on the Bamber farm, which he acquired, and after its sale made his home at West Highland village, looking after extended business interests." Also, according to an article in *The Milford Times*, Herbert's father Joseph sold the farm to Herbert in 1896. In 1908 his name appears on the plat map of Highland Township as the owner as well.

Records at the courthouse in Pontiac show that in 1928, Herbert sold the land to Theodore and Epsie Cowley, and moved about a mile east to his last residence, a

home on the corner of Hickory Ridge Road and West Highland Road, known locally as M-29. In 1930, the Cowley's property was foreclosed on by the Union Joint Stock Land Bank. Nine years later, in 1939, the bank sold the land to a farmer, Leslie H. Fordyce. The property is now the home of the School Bell Daycare Center, who purchased it in 1977.

Herbert's 1920 passport application tells an interesting story. For the first time, he states the object of his trip as "Recreation," and says that he plans to travel to Cuba, Jamaica, Bahamas, Bermuda, Panama, and Costa Rica, leaving from the ports of New Orleans, Tampa, and Key West "as soon as practicable." A photograph of Bamber at age sixty-one is attached to the application, and beside his picture is the typewritten note: "Applicant wishes to state that he is a resident of Michigan and is in Philadelphia en route to the South; he will remain in Philadelphia awaiting the granting of his passport and will appreciate any consideration the Department may give to the early disposition of his application." He lists his occupation as "civil engineer, retired."

The closer we come to the present, the less we see of Herbert. His name appears in the 1930 census, then 71 years old, and is listed as having "no occupation." His house listed as "R" for rented at \$15 per month.

Then, in 1937, as reported in the December 17 issue of *The Milford Times*, "Stricken with apoplexy, Herbert Bamber expired very unexpectedly Tuesday afternoon [December 14] at his home at West Highland. Having some business to transact at Pontiac, he had made arrangements to be driven over by his neighbor, Mrs. Perry Hewitt, who stopped for him at the appointed time of 1:30 p.m. He came out on the porch, put up a little card telling the probable time of return, as he was in the habit of doing when leaving home, and saying he would be ready presently, went inside. Mrs. Hewitt waited for nearly half an hour for him to emerge, before deciding to investigate, and found his lifeless body just inside the door, apparently having expired just after re-entering the house. He was in his 79th year and unmarried."

HERBERT BAMBER'S LEGACY

For years, lighthouse historians have known little of Herbert Bamber other than that he traveled around the country photographing lighthouses for the Light-House Board in the early 1890s. His crisp, clean, and composed images from that journey are a remarkable gift to us over a century later. But as we now know, he was also a farmer, a teacher, a surveyor, a civil engineer, a resourceful problem-solver, a dedicated public servant, a world traveler, a businessman, and a kind and devoted relative to his siblings, nephews, nieces, and cousins. Our picture of him may not be as clear as his exceptional lighthouse prints, but we now know a lot more of the story of a rural Michigan farm boy who left us an impressive legacy of lighthouses and their keepers at the end of the nineteenth century. Herbert might be surprised to find he is still remembered, but part of him, no doubt, would see the remembrance as a fitting complement to his photographs.

About the Author

John Havel is a graphic designer with the U.S. Environmental Protection Agency in Research Triangle Park, N.C. He has been fascinated by the Cape Hatteras Lighthouse for many years, and this study of Herbert Bamber is an offshoot of a larger research effort to create an accurate photographic history and chronology of this interesting and beautiful lighthouse. John lives in Raleigh with his wife, Aida, who helps with his lighthouse research.

OLD ORCHARD SHOAL LIGHTHOUSE

Guiding mariners through the treacherous waters surrounding the entrance to Staten Island's Gadney Channel since its initial activation in 1893, the Old Orchard Shoal Lighthouse was built atop a partially submerged rock in the middle of New York's lower harbor. Located approximately midway between Staten Island and the Sandy Hook peninsula in seventeen feet of water, the venerable lighthouse was a familiar site for sailors and fishermen alike for more than 119 years.

Initially marked by a lighted bell buoy, the Lighthouse Board requested Congressional approval to erect a lighthouse on the southeastern end of Old Orchard Shoal in 1891 to aid vessels navigating the hazardous area. Allocated \$60,000 to build the new facility, the United States Light House Establishment completed the fifty-one foot tall brick-lined cast iron tower two years later.

First activated on April 25, 1893, the Old Orchard Shoal Lighthouse was anchored to the sea floor by a thirty-three foot diameter concrete caisson. Standing fifty-one feet tall, the white three-story "spark plug" style lighthouse featured water cisterns, keeper quarters, boat davits, a watch room, gallery deck, and octagonal lantern room. The tower's fourth order Fresnel lens focused a blinking white light to the southeast and a red light in all other directions.

An oil-powered air siren was installed at the light station in 1896. Broadcasting a seven and a half second blast followed by a period of silence of the same duration, the lighthouse's fog signal aided ships navigating the hazardous shoals during periods of poor visibility.



Although located a few short miles from one of the world's largest urban centers, the Old Orchard Shoal Lighthouse was considered an isolated posting. Accessible only by boat, the solitude forced upon the station's solitary keeper created a lifestyle ill-suited for most.

Serving as Principal Keeper from 1893 until 1902, Andrew Carlow's was so ravaged by the lack of human interaction that he eventually suffered a nervous breakdown. Diagnosed with nervous exhaustion, Mr. Carlow was replaced as the station's Principal Keeper and committed to the United States Marine Hospital. He never returned to active lighthouse service.

Cracked by ice floes during the winter of 1918, the tower's caisson was reinforced with nearly 70,000 tons of rubble stone in 1919. Although protecting the lighthouse from further ice damage, the enlarged base prohibited the launching of the station's boat which now hung over dry land from the gallery deck davits. As a result a new concrete boat landing, complete with crane, winch, and boat cradles, was built. Jutting out from the man-made

island, the new landing was protected from the open sea by a breakwater jetty that extended westward from the tower's base.

Automated in 1955, the Old Orchard Shoal Lighthouse continued to exhibit its characteristic red and white flashing beacon until 2007, when it was decommissioned by the United States Coast Guard. Offered up for auction in 2008, the venerable lighthouse was eventually purchased by a private citizen for \$95,000.

What the future held for the privately owned lighthouse will never be known. On October 29, 2012, Hurricane Sandy swept through New York Harbor. Considered one of the most devastating storms in United States history, Sandy's storm surge, high winds, and massive waves decimated many of the region's coastal structures. Swept from its foundation by the violent sea only a scarred and jagged island remains to mark the location of the old Lighthouse which had safely guided so many for so long.



Committed to the ongoing preservation and dissemination of the maritime and social history of Ponce de Leon Inlet Lighthouse, the Preservation Association relies heavily on the generosity and dedication of its volunteer corps to provide quality educational programming to museum visitors and throughout the local community. In appreciation of the services provided by these individuals, the Association will recognize the valuable contributions of a Lighthouse volunteer each quarter beginning with this issue.

This quarter's featured volunteer is Marsha Lewis. A resident of Daytona Beach, Marsha is an enthusiastic Lighthouse supporter who is always available to lend a helping hand when needed. This is especially true in regards to promoting the children's book *Nelly, the Ponce Inlet Lighthouse Cat*.

First published by the Preservation Association in 2010, *Nelly, the Ponce Inlet Lighthouse Cat* was developed by Advisory Board Member Judy DiCarlo and written and illustrated by Nathan and Stephanie Szerdy. A labor of love that took nearly a year to complete, this wonderful book follows the adventures of the black and white cat as she explores the Light Station, interacts with museum guests, and visits her forest friends Leon the gopher tortoise, Willy the pelican, and Rowli the armadillo.



LIGHTHOUSE VOLUNTEER, MARSHA LEWIS

Ms. Lewis worked closely with Judy DiCarlo and Lighthouse staff to market the newly published *Nelly* book. Her ongoing efforts to introduce the Association's first book to the local community included attending the Author's Show in Ormond Beach, reading the book to school children at schools throughout Volusia County, and participating in numerous meetings to promote the book's distribution and sale. Thanks to Marsha and the generosity of the

Pilot Club (of which she is a member), a copy of *Nelly, the Ponce Inlet Lighthouse Cat* can now be found in school libraries throughout Volusia County.

Although her ongoing effort to promote the *Nelly, the Ponce Inlet Lighthouse Cat* is invaluable, Marsha's commitment to the Lighthouse goes far beyond her involvement with the book. As one of the museum's most vocal supporters, Ms. Lewis has represented the Lighthouse at numerous public, private, and civic events and has helped the Association secure donations from local organizations. When asked to work onsite with different special events Marsha is always willing to share her enthusiasm for this amazing National Historic Landmark.

Marsha exudes enthusiasm in all aspects of her volunteer efforts whether it is presenting educational programs to local school children, manning a booth during Lighthouse events, or learning new material at one of our monthly volunteer workshops.

In addition to volunteering at the Lighthouse, Marsha also spends a considerable amount of time delivering meals to the needy.

We are proud to call Marsha Lewis one of our V.I.P Lighthouse Volunteers!

OBJECT OF THE QUARTER

THE LIGHTHOUSE KEEPER'S BUTTONS



1880S STYLE, 1 INCH DIAMETER COAT BUTTON



UNIFORM BUTTON, THREE- QUARTER- INCH SIZE, MINOT'S LEDGE STYLE

Three different styles of buttons have been used on lighthouse keeper uniforms. During the earliest years of the Light House Establishment, uniform regulations were somewhat informal, but by the late 1850s, the regulation buttons had an entwined US above and the letters L.H.E. below. Several sizes of button were required to accommodate uniform coats, vests, sleeves, and eventually the uniform hats.

In the 1880s, a second style of button came into use. The letters U.S.L.H.E. were arranged around the button's circumference. The raised edge seen on the first button style was reduced,

and three sizes of button were produced, the largest being one inch in diameter, the medium at 3/4", and the smallest at 1/2" diameter. Hat buttons were 1/4".

The final button style appeared in the regulations after 1907. This button featured the image of the Minot's Ledge Lighthouse and a more substantial raised edge, similar to the 1850s button style. The lighthouse at Minot's Ledge was chosen for its dramatic and colorful location at Cohasset Rocks, outside Boston Harbor. Because its characteristic is a single flash followed by a group of four flashes followed by a group of 3 flashes, it is sometimes called the "I love You" lighthouse.



EARLIEST STYLE, COAT SIZE, HORSTMANN BROS. & CO.



MINOT'S LEDGE LIGHT

VIVA FLORIDA 500

The Programs Department has been very active these past few months meeting the educational needs of both students and visitors. Staff and volunteers have worked hard to develop new and exciting activities to coincide with the statewide Viva Florida 500 initiative celebrating the quincennial of Ponce De Leon's "discovery" of Florida in 1513. Included in these newly created programs is a comprehensive stamp workshop that explores how postage stamps have been used to celebrate important events and individuals in national and state history.

In addition these newly developed programs, Lighthouse staff and volunteers hit the road in an effort to promote the Lighthouse's unique history and cultural importance. Participating in numerous educational and community events this past fall, the Ponce Inlet Lighthouse embraced its commitment to "History on the Move" with a wide range of outreach programs presented to students as far away as Debarry. Thanks to our dedicated corps of volunteers, our community continues to see the best of what we have to offer here at the Ponce de Leon Inlet Lighthouse.

We now have a wonderful collection of twelve antique and vintage irons which were hand-

picked by museum curator Ellen Henry. The iron collection activity, when presented to a class, creates a tactile timeline for students. The addition of informational cards and props that have been designed specifically for this collection has provided the opportunity for students to use their observation skills to compare and contrast the irons in the collection. Students are able to decide which iron is the oldest, which one might be the newest, while taking into consideration some of the clues that they observed by looking and touching actual artifacts.

The tactile learning momentum continued when Ellen discovered some wonderful antique and vintage flashlights. The flashlight, an incredibly important tool to the lighthouse keeper, was a perfect item to tell the story

of then and now. Participants will learn how flashlights have changed over the last 50 years, how the common battery has evolved over time, and just how important the flashlight has been to everyday living both then and now. From my experience children will always have great questions. It is a wonderful thing when they can discover the answers by observing, exploring, touching and listening. Such a learning environment creates a place for children to make connections with their lives and the past.

We learn something new every day and count ourselves fortunate to have the opportunity to pass on what we have learned to Lighthouse visitors, young and old alike. By utilizing the site's historic structures, museum exhibits, text panels, video presentations, and educational programs we are helping our guests develop and understanding and appreciation for the unique heritage of this important National Historic Landmark which they can pass on to others. By telling the Lighthouse story and keeping it fresh and alive in people's minds, the Preservation Association can help ensure that the historic Ponce Inlet Light Station will continue to shine for generations to come.



HOT COALS WERE PLACED INSIDE THIS IRON



COAL IRON



COOL HANDLE IRON WITH DETACHABLE SOLE PLATE



THE HANDLE OF THIS IRON COULD BECOME ALMOST AS HOT AS THE SOLE

THANK YOU & WISH LIST



Thanks go out to Carroll and Joanne Hamilton for the gift of a Victorian side chair and depression glassware for exhibit in the Gladys Meyer Davis building, to Marsha Lewis for her recent donation of various artifacts which will be displayed in the First Assistant Keeper's Dwelling when restoration is complete, and to Earl and Gladys Davis for their many gifts.

This quarter's wish list includes an angel or angels to help fund reproduction lighthouse keeper uniforms for our volunteers. These uniforms are worn during classroom outreach presentations and to lend authenticity to other museum programs. The cost of a single uniform is approximately \$400.

JOIN THE PONCE DE LEON INLET LIGHTHOUSE PRESERVATION ASSOCIATION

A GENERAL ANNUAL MEMBERSHIP INCLUDES:

- Free admission to the museum and lighthouse during regular hours of operation
- 10 percent discount in the museum gift shop and online store
- One subscription to The Light Station quarterly newsletter
- Invitations to special events
- Volunteer opportunities

MEMBERSHIP CATEGORIES:

- General** \$20
- The benefits listed above for one individual
- Senior** \$10
- All privileges of General Membership for one individual 62 years or older
- Student** \$10
- All privileges of General Membership for one individual 12 years or older with a valid student identification
- Family** \$40
- All privileges of General Membership for the immediate family
 - Immediate family is limited to one or two adults and your children under age 18. Grandchildren are not eligible.
 - You will be issued one membership card for each parent, and each card will list the names of your children.

- Child under 12 must be accompanied by an adult

2nd Assistant Keeper \$100

- All privileges of General or Family Membership
- Recognition of your membership in the quarterly newsletters' 2nd Assistant Keeper List

1st Assistant Keeper \$200

- All privileges of 2nd Assistant Membership
- Two gift General Memberships
- Recognition of your support in the quarterly newsletters' 1st Assistant Keeper List

Principal Keeper \$500

- All privileges of 1st Assistant Membership
- A personalized guided tour of the Light Station
- Recognition of your support in the quarterly newsletters' Principal Keeper List

Corporate Lampist \$500

- All privileges of General or Family Membership for up to five company principals
- A personalized guided tour of the Light Station
- Use of the Light Station's conference room for one meeting.
- Recognition of your companies support in the quarterly newsletters' Corporate Lampist List

FLORIDA DEPT. OF AGRICULTURE AND CONSUMER SERVICES CHARITABLE ORGANIZATION NUMBER AND DISCLAIMER:

Registration #: CH137

A COPY OF THE OFFICIAL REGISTRATION AND FINANCIAL INFORMATION MAY BE OBTAINED FROM THE DIVISION OF CONSUMER SERVICES BY CALLING TOLL-FREE (800-435-7352) WITHIN THE STATE. REGISTRATION DOES NOT IMPLY ENDORSEMENT, APPROVAL, OR RECOMMENDATION BY THE STATE.



Please complete the entire form to enroll, or join online at www.lighthouselocker.org.

Select type of membership:

- General \$20
- Senior \$10
- Student (submit copy of ID) \$10
- Family \$40
- Gift Membership From: _____
- Renewal
- 2nd Assistant Keeper \$100
- 1st Assistant Keeper \$200
- Principal Keeper \$500
- Corporate Lampist \$500

Name: _____

Address 1: _____

Address 2: _____

City: _____ State: _____ ZIP: _____

Phone: (____) _____ - _____

E-mail: _____

Office use only
Begins _____ Ends _____

For family memberships, list spouse/partner and all immediate children under eighteen years of age:

Spouse/Partner: _____

Children: _____

(List any additional names on a separate sheet.)

We will contact 1st Assistant Keeper, Principal Keeper or Corporate Lampist members to obtain gift membership and company principal information.

Membership enclosed: \$ _____

Donation enclosed: \$ _____

Total enclosed: \$ _____

Please charge my: (check one)

Visa MasterCard 3-Digit Security

Code: _____

CC#: _____

Exp. Date: _____

Signature: _____

Or, make check payable to:

Ponce Inlet Lighthouse
4931 S. Peninsula Dr., Ponce Inlet, FL 32127

Thank You for Your Generous Support!



*The following are proud supporters
of the
Ponce de Leon Inlet Light Station's
125th Anniversary*

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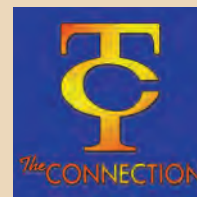
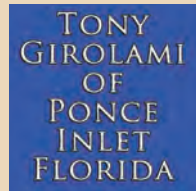
ADDITIONAL LIGHTHOUSE ENDOWMENT FUND CONTRIBUTORS:

Earl & Gladys Davis of Ponce Inlet, FL

Coca Cola

Cupcakes by the Sea

Marc Smith Custom Builders of Smyrna, GA



To learn more about becoming a sponsor of the Lighthouse's 125th Anniversary, contact Executive Director Ed Gunn via email at edgunn@ponceinlet.org or by phone at (386) 761-1821 ext. 15.

125TH ANNIVERSARY

COMMEMORATIVE

T-SHIRT

HELP US CELEBRATE THE LIGHT STATION'S 125TH ANNIVERSARY WITH THIS LIMITED EDITION CUSTOM-MADE PONCE INLET T-SHIRT FEATURING

THE LIGHTHOUSE'S 125TH ANNIVERSARY COMMEMORATIVE LOGO. AVAILABLE IN MEN'S AND WOMEN'S CUTS, THIS UNIQUE SHIRT IS AVAILABLE IN SIZES SMALL THROUGH EXTRA-LARGE.

ITEM #: 0652 (MENS -MEDIUM)
0897 (WOMENS-MEDIUM)

PRICE: \$17.99 (+ S&H)



LIGHTHOUSE BIRD FEEDER

WELCOME BACK YOUR FEATHERED FRIENDS AND LET THEM KNOW THE INN IS OPEN WITH A COTTAGE STYLE BIRDFEEDER. MADE OF PAINTED TIN AND ACRYLIC, THIS UNIQUE BIRD FEEDER IS AVAILABLE IN RED, WHITE, AND BLUE.

ITEM #: 3890

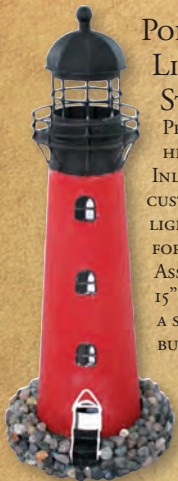
PRICE: \$21.99 (+ S&H)

PONCE INLET LIGHTHOUSE REPLICA STATUE

PROCLAIM YOUR LOVE FOR THE HISTORIC PONCE DE LEON INLET LIGHTHOUSE WITH THIS CUSTOM ILLUMINATED METAL LIGHTHOUSE MADE EXCLUSIVELY FOR THE PRESERVATION ASSOCIATION. STANDING 15" TALL AND ILLUMINATED WITH A STANDARD CHANDELIER LIGHT BULB, THIS UNIQUE PIECE WILL BE A WELCOME ADDITION TO ANY LIGHTHOUSE ENTHUSIAST'S COLLECTION.

ITEM #: 148

PRICE: \$39.99 +SH



US LIGHT HOUSE SERVICE MUG

ENJOY YOUR MORNING COFFEE OR OTHER HOT BEVERAGE WITH THIS STURDY MUG EMBOSSED WITH THE US LIGHT HOUSE SERVICE'S HISTORIC SEAL FEATURING THE FAMOUS MINOT'S LEDGE LIGHTHOUSE PERCHED ATOP COHASSET ROCKS IN BOSTON HARBOR.

ITEM #: 0003

PRICE: \$10.95 (+ S&H)



TABLE TOP PONCE INLET LIGHTHOUSE STATUE

THIS CUSTOM MADE REPLICA OF PONCE INLET LIGHTHOUSE INCLUDES SEVERAL HISTORIC BUILDINGS AND WOULD MAKE A WONDERFUL ADDITION TO ANY LIGHTHOUSE ENTHUSIAST'S COLLECTION.

STATUE MEASURES 3" Hx2.5"W.

ITEM #: 0112

PRICE: \$21.99 (+ S&H)

CUSTOM PONCE INLET LIGHTHOUSE BLANKET

STAY TOASTY WARM DURING THE COOL WINTER NIGHTS WITH THIS COMFY BLANKET FEATURING THE PONCE INLET LIGHTHOUSE. MADE OF A SOFT MACHINE-WASHABLE 80/20 COTTON/POLYESTER BLEND.

AVAILABLE IN NAVY BLUE, RED, PINK, & LIME GREEN.

ITEM #: 2644

PRICE: 19.99 (+ S&H)



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PRESERVATION ASSOCIATION, INC.

4931 SOUTH PENINSULA DRIVE

PONCE INLET, FLORIDA 32127

(386) 761-1821

WWW.PONCEINLET.ORG

The Ponce de Leon Inlet Lighthouse Gift Shop specializes in unique lighthouse and nautical themed gifts for people of all ages. Our wide selection includes clothing, house wares, toys, and collectibles including a wide selection of Harbour Lights and other miniatures. Customers may also shop online at LIGHTHOUSELOCKER.ORG, and place orders by phone at (386) 761-1821 ext. 21.

Please contact the Gift Shop at (386) 761-1821 or via email at info@ponceinlet.org for more information. Usual UPS shipping charges apply to all orders.



PONCE INLET LIGHTHOUSE MEMBERSHIP COUPON

20% OFF ANY SINGLE ITEM

Limit one coupon per member. Coupon may not be used in conjunction with any other discount. Proof of membership must be shown at time of purchase. Not valid for purchase of Memorial Bricks.

Good from January 1, 2013 through March 31, 2013.