



Oxnard can provide plenty of beans for Army's larder. Jerry Chapman displays some lima beans with which Oxnard's warehouses are loaded. Beans are a major crop.

efense Program Sidewalks

fense program is having on

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eig... \
road which runs to Oxnard, where it has a working agreement with the Southern Pacific Railroad.



AIR SCHOOL GROWING

At the Cal-Aero Pilot Training school at Oxnard airport everything is being pointed toward a tremendous expansion starting March 22. At that time the present classes of 45 young men being trained for the Army Air Corps will be increased to 135 for the 10-week course, meaning that there will be some 270 cadets in training all the time as new classes start at five-week intervals. Additional training planes will be provided. A new hangar is planned and a large barracks building across from the airport. The cadets are being accommodated now in a building downtown.

Capt. L. S. Harris, Air Corps supervisor, is the Army commandant at the field and Lieut. Bill Clark, Air Corps Reserve, is in charge of operations for Cal-Aero, which has its head offices at Glendale.

HOUSING A PROBLEM

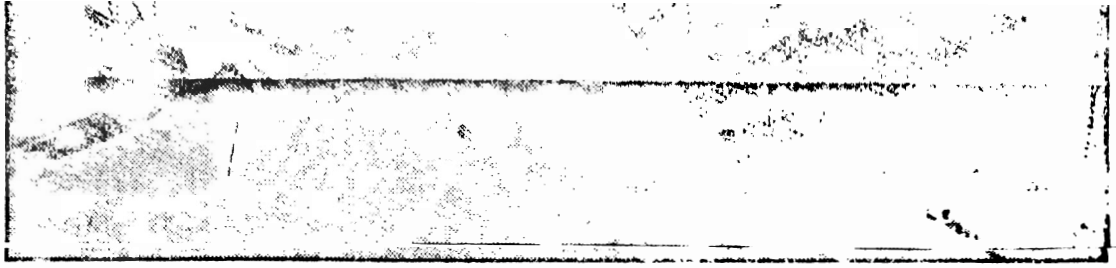
Attempts are being made by the Chamber of Commerce to overcome the housing shortage in Oxnard. United States Census Bureau figures compiled just before the defense program began showed that Oxnard had 2970 houses of which less than 1 per cent (0.7 per cent) were vacant. Oxnard's 1940 population, 8640, was a 37 per cent increase over 1930.

Always known as the center of the lima bean industry in the State, the Oxnard area last year turned out 67,500,000 pounds of beans—surely a reassuring fact for the bean-minded Army. And to cater to the sweet tooth of fighting men and defense workers, Oxnard has the world's second largest beet sugar factory, the American Crystal Sugar Co., founded in 1898.

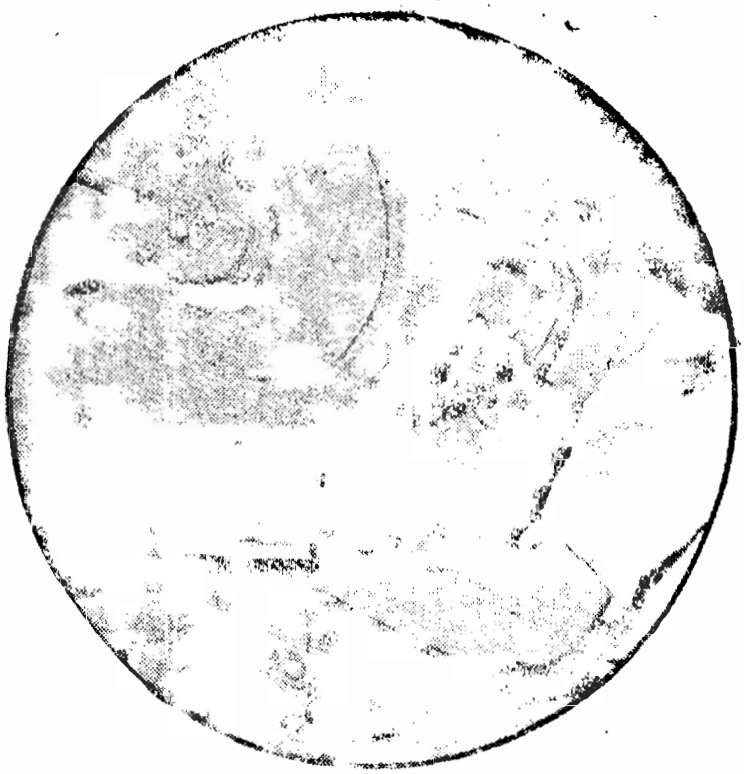
HAS FACTORY BRANCH

Then, too, it boasts a branch of the Allis-Chalmers manufacturing Co., a plant now devoted to the making of agricultural implements but a potential element in arms manufacture.

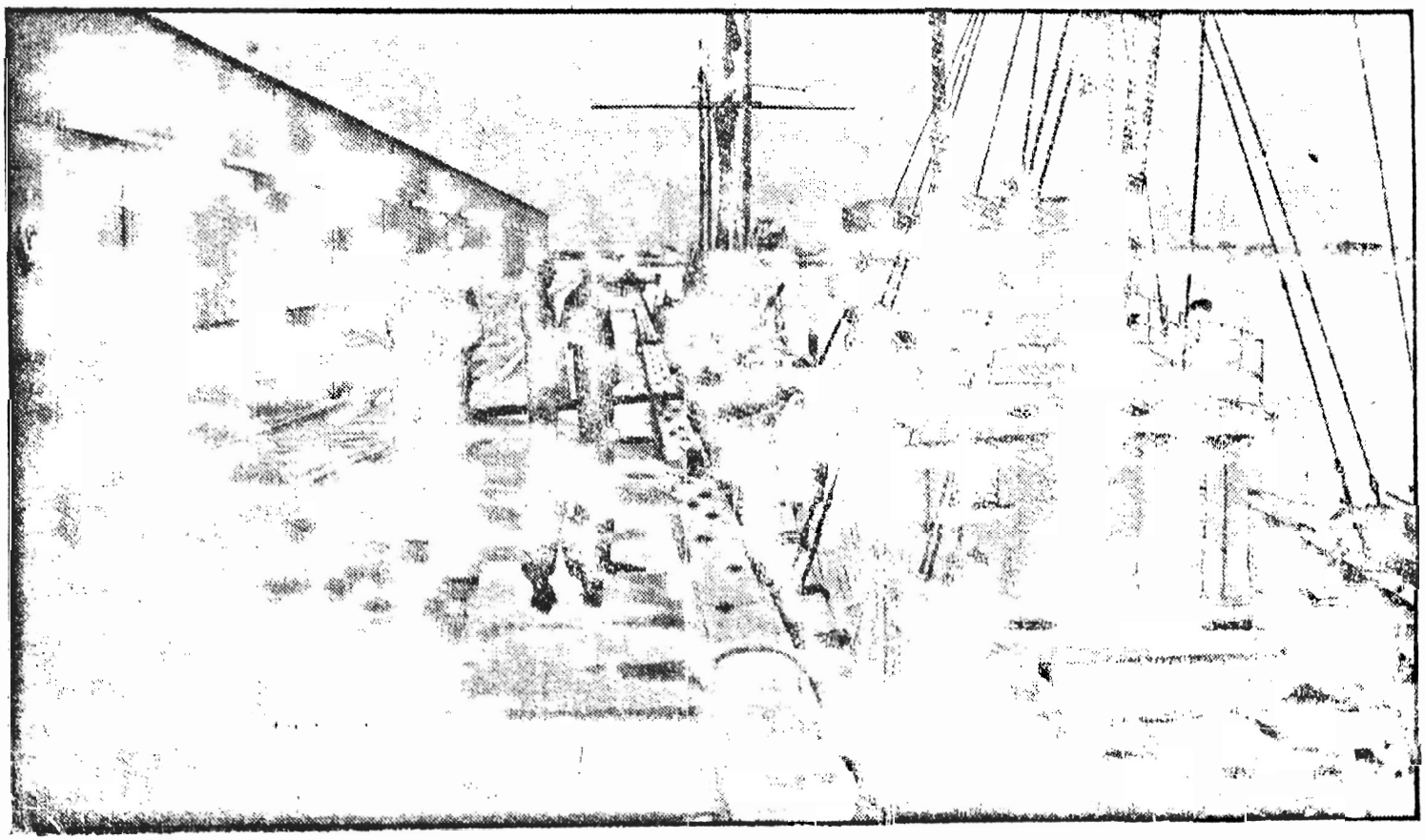
In fact, Oxnard, growing fast and looking frantically for a place to lay its collective head, feels that it is most definitely a part of the national defense setup.



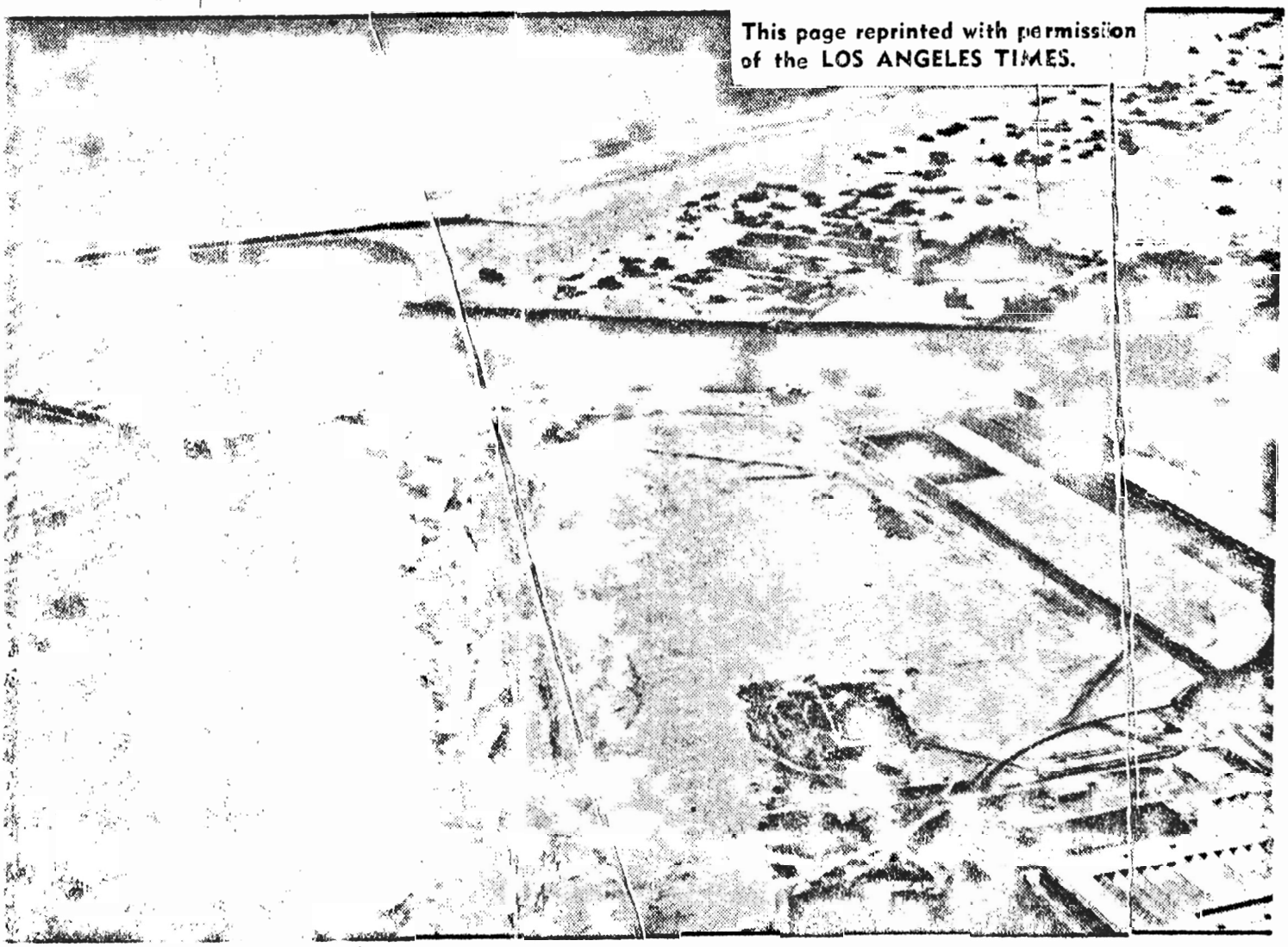
Right to left are Capt. L. S. Harris, Dan W. Emmett and Lieut. Bill Clark instructing flying cadets at the Cal-Aero school connected with the airport at Oxnard.



A branch of the Allis-Chalmers plant is in Oxnard and is busy with defense orders. Here is Elden Hotchkiss operating one of the punch presses at the Oxnard plant.



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is is Hueneme, Oxnard's new harbor, built at a cost of 1,750,000 as farm harbor, which may become site for ctories turning out small craft for United States Navy.



OXNARD---Overwhelmed by D Finds Itself Living Almost on

This is the third of a series of pages dealing with effect de Southland communities.

BY ED AINSWORTH

Oxnard has been catapulted so suddenly into the nation practically living on the sidewalk as a result.

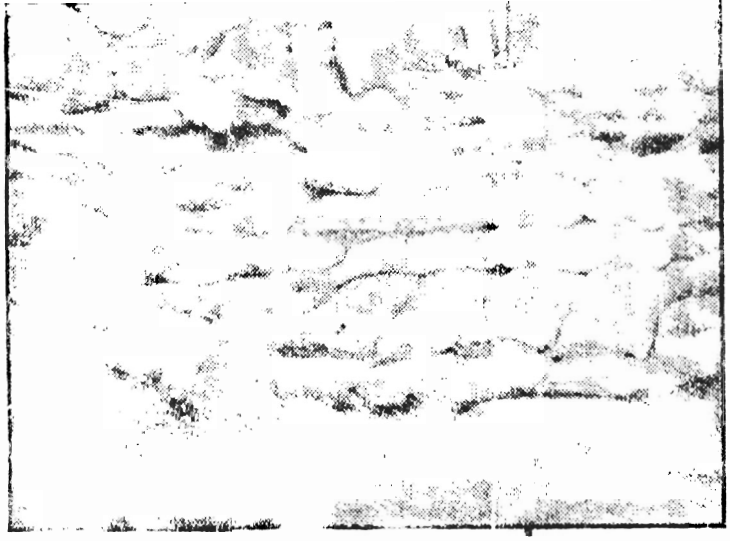
It had the sad distinction even before the defense progr city with the greatest housing shortage in California." Now this crowding has been greatly increased.

But, even so, Oxnard is refusing to hesitate in its forward march as one of the potential leaders in national security, agriculturally, industrially, nautically and in the air.

HAS NEW HARBOR

The city has a fine new harbor at Port Hueneme. It has an immense new merchant marine training school under construction. It has a primary train- contains eight 40-by-50-foot dormitories for the apprentices, an auditorium 100 by 60 feet, a hospital, administration offices, recreation rooms and quarters for officers. It is being built of reinforced concrete by the Zoss Construction Co. of Los Angeles.

Started last Dec. 11, the building is expected to be put into use next August, according to James Murphy, construction inspector for the Public Buildings Administration. It is about 20 per cent completed now.



For the Army's sweet tooth Oxnard has vast stores of sugar from its beet crop. Here are Kathryne Grimm and Jerry Chapman in one of the loaded sugar warehouses.

about to be tripled in size. It has a farm implement manufacturing plant which might be transformed into a defense factory along the idea of "beating plowshares into swords." It is the center of immense lima bean and beet sugar industries.

Right at the moment the biggest project in the whole area is the $600,000 seamen's training school being built for the Maritime Commission by the Federal Public Buildings Administration on a site between the ocean and the main warehouse at Port Hueneme.

SEAMEN'S SCHOOL VAST

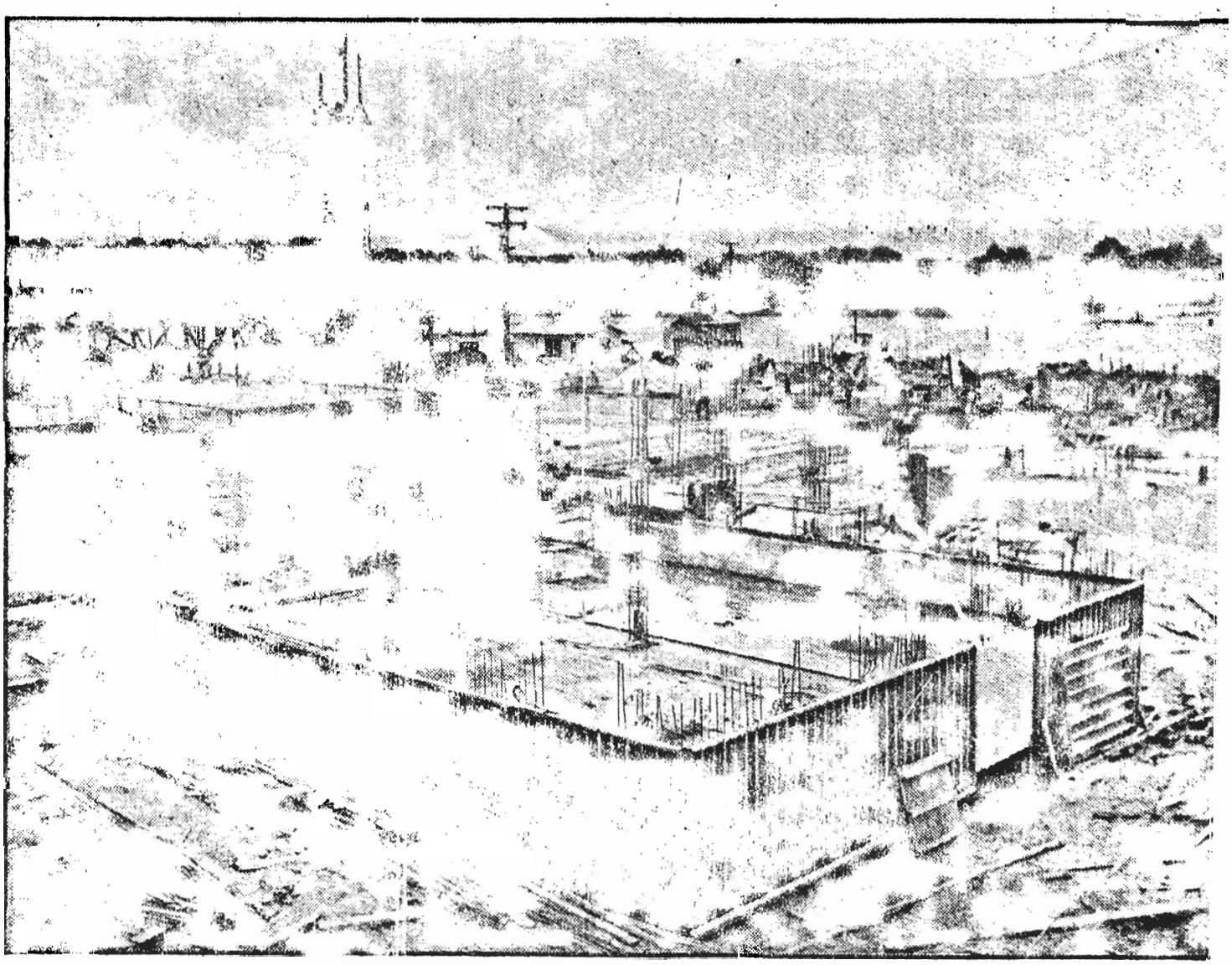
This enormous structure, 426 feet long with a 220-foot-by-46-foot wing at one end, will take care of 250 apprentice seamen to be trained for the merchant marine. The building, with 1,390,000 cubic feet of space,

HARBOR PLANS VARIOUS

Many are the reports circulating about great plans for Port Hueneme itself. This "Farmers' Harbor" — literally constructed with the backing of the agricultural element in the Hueneme Harbor district at a cost of $1,750,000—may become the site for a number of industries turning out small craft for the United States Navy. At least, so go the stories circulating in the area.

It is undoubtedly true that the man-made harbor, 700 feet wide at the entrance and with a dredged depth of 35 feet throughout, could become the nautical "back door" for Los Angeles in case the necessity ever arose. The natives boast that it is big enough to accommodate any craft that floats.

President Eugene H. Ag
Vice-President Fred M. Agg
Secretary E. O. Green, Port



This is part of the construction work for the Merchant Marine School which will be an enormous structure 426 feet long with a 220-by-46-foot wing at one end.

Hueneme Harbor officials shown here looking over th domain. Left to right are: Oran W. Brown, Fred M. Aggen, E. O. Green and R. R. MacKenzie, port direc

All pictures Times s

POINT HUENEME

1872

——. *Point Hueneme, Santa Barbara Channel, California.*—An appropriation of $10,000, approved June 10, 1872, has been made for the establishment of a first-class fog-signal at this point. By direction of the board the site was selected in the month of June and surveys were made of the locality. Negotiations are in progress for its purchase.

1873

422. *Point Hueneme, entrance to the Santa Barbara Channel, California.*—As in the preceding case proceedings of condemnation of the site selected and surveyed are still progressing. An appropriation, made June 10, 1872, of $22,000, is available for constructing a light-house at this locality.

1874

433. *Point Hueneme, sea-coast of California.*—An appropriation of $22,000 was made by Congress on the 3d of March, 1873, for building a fourth-order light-house, the appropriation made by previous act for a fog-signal to revert to the Treasury. It being impracticable to procure the requisite amount of land for light-house purposes by purchase, a suit for condemnation was commenced against the owners of the land. The suit terminated favorably to the United States on the 6th day of November, 1873. Plans for the structure were prepared, and on the 25th of April work was commenced, and has progressed favorably since that time. An artesian well has been bored at the station, which is 7 inches in diameter and 152 feet in depth. This well furnishes an abundant supply of water for all necessary purposes.

1875

435. *Point Hueneme, sea-coast of California.*—The light at this station was exhibited for the first time on the evening of December 15, 1874. Plenty of water for irrigation is had from the artesian well on the reservation. It is important that a steam fog-signal should be established here. The numerous passenger and other steamers, in going up and down the coast, pass inside Anacapa Island, and very near the coast, which here makes a considerable elbow. The land at this point is quite low, and is so for ten miles inland, so that it is difficult to see it if there is any fog. An appropriation of $7,000 for the establishment of a first-class steam fog-signal at this place is recommended.

1876

447. *Point Hueneme, sea-coast of California.*—A close board fence, 10 feet high, has been erected to protect dwelling and out-houses from drifting sands. Portions of the reservation have been planted in grasses and shrubs, which by frequent irrigation have been made to grow.

1879

469. *Point Hueneme, entrance to Santa Barbara Channel, California.*—A 4-inch galvanized iron pipe was successfully inserted in the pipe of the artesian well, which is now in as good a condition as when first bored some years ago. A platform was built around the keeper's dwelling, as the strong wind drifted the sand so much as to undermine and endanger the structure.

1880

479. *Point Hueneme, entrance Santa Barbara Channel, California.*—A new set of chariot-wheels for the lens apparatus was furnished; the chimneys of the dwelling were pointed up and covered with a coating of cement-mortar; the fences and irrigating flumes were repaired; and other slight repairs were also made. Hains mineral-oil lamp was substituted for the Funck float. lard-oil lamp in the lens apparatus. Mineral oil is now exclusively used at this station. A quantity of various kinds of grass-seeds was sent to the keeper to experiment with, in trying to reclaim the sand-drifts on the reservation. The results of these experiments show that the burr-clover and lupine answer the purpose better than any other kinds.

POINT HUENEME

1882

497. *Point Hueneme, on the mainland, at the east side of the southern entrance of Santa Barbara Channel, California.*—The shore line makes an angle at this point, and the numerous steamers and sailing vessels navigating the southern coast pass it close in. The land is low for 10 miles back of the beach, so that it is difficult to make it in the frequent hazy or thick weather. Considering these facts and the large and rapidly increasing commerce interested, it is recommended that a first-class steam fog-signal, at an estimated cost of $7,000, be established here, for which the artesian well, now at the station, would furnish an abundant supply of water. Complaint having arisen that the artesian-

ell water was unfit for domestic purposes, and produced sickness in e keepers' families, a 10,000-gallon tank was put up during the past ar, and arranged to catch that quantity from the roofs. The damage the ceilings of the dwelling done by an earthquake was repaired, ther minor repairs were made, and the station is now in good condition.

1888

639. *Point Hueneme, entrance to Santa Barbara Channel, California.*—Some slight repairs were made at this station. It is intended to change the characteristics of the light from a flashing white to fixed red. When the land for this station was condemned, no mention was made of a right of way. For several years after the station was established there was uninterrupted access to the light-house, but of late years free passage has been interfered with by the erection of gates. The parties owning adjacent land ask $1,000 for a right of way sufficiently wide for a wagon road and about 1,000 feet in length. The price is deemed exorbitant. Steps are being taken to acquire the right of way by condemnation, unless it can be had at a reasonable price.

1889

678. *Point Hueneme, entrance to Santa Barbara Channel, California.*—Some 480 feet of new fence were built and the old portion repaired. On April 1 the characteristics of the light were changed to fixed red.

When the land for this station was condemned, no mention was made of a right of way. For several years after the station was established there was uninterrupted access to the light-house, but of late years free passage has been interfered with by the erection of gates. The parties owning adjacent land ask $1,000 for a right of way sufficiently wide for a wagon-road and about 1,000 feet in length. It is therefore recommended that an appropriation of that amount, with an addition of $250 for possible legal expenses, be made for this purpose.

1890

774. *Point Hueneme, entrance to the Santa Barbara Channel, California.*—The following statement and recommendation was made in the last annual report:

When the land for this station was condemned, no mention was made of a right of way. For several years after the station was established there was uninterrupted access to the light-house, but of late years free passage has been interfered with by the erection of gates. The parties owning adjacent land ask $1,000 for a right of way sufficiently wide for a wagon road and about 1,000 feet in length. It is therefore recommended that an appropriation of that amount, with an addition of $250 for possible legal expenses, be made for this purpose.

An appropriation of $250, instead of the $1,250 asked, was appropriated by the sundry civil act of August 30, 1890. The Board's estimate was based on an offer of the owner of the right of way to sell for $1,000. As he will not sell it for less, and as it is unlikely that it could be obtained for less by condemnation, no action can be taken in the matter, except to wait until further appropriations are made.

POINT HUENEME

1891

792. *Point Hueneme, entrance to the Santa Barbara Channel, California.*—The act approved August 30, 1890, appropriated $250 for the purchase of the right of way from Point Hueneme light-station to the county road. As the original estimate for this was $1,250, being $1,000 for the purchase of the land and $250 for incidental legal expenses. Congress by the appropriation made indicated its opinion that the price named for the land was exorbitant. Proceedings in condemnation for the site, therefore, will be commenced as soon as practicable.

1892

830. *Point Hueneme, entrance to the Santa Barbara Channel, California.*—The characteristics of this light were changed on April 15, 1892, from fixed red to occulting white, with an interval of five seconds between eclipses. The apparatus used is of a new pattern devised by Maj. D. P. Heap, U. S. A., engineer of the third light-house district. Its operation is satisfactory. The ownership of the land desired for a right of way to and from this station having changed hands, it was thought that arrangements might be made to secure a title for the $250 available. With this end in view the engineer of the district visited the station, laid out the lines of the property desired, and communicated with the new owner, but without avail. The price asked was still excessive. It was therefore decided that the land be acquired by condemnation, and the matter was placed in the hands of the United States attorney. As the $250 now available will not be sufficient to meet the expenses of the suit and the award of damages, it is recommended that the additional sum of $1,000 be appropriated for these purposes.

1893

854. *Point Hueneme, entrance to Santa Barbara Channel, California.*—The efforts made last year to secure the right of way to and from this station being unsuccessful on account of the exorbitant price asked for the land by the owners, it was decided to obtain title by condemnation. The principal item of expense appears to be the excessive cost of an abstract of title, for which $2,750 is charged. As the land itself, about 2 acres, is not worth over $125 per acre, or $250 in all, it seems excessive to pay the above-named price for an abstract of title. It is recommended, however, in view of the great need for the road, that an appropriation of $3,000 be made to obtain the abstract of title and to carry on the condemnation suit.

1894

871. *Point Hueneme, entrance to Santa Barbara Channel, California.*—A topographical survey of the site was made. Various minor repairs were made. As the efforts made to secure a right of way to and from this station for any reasonable price under the appropriation of $250 have failed, it is proposed, as was stated in the Board's last annual report, to obtain it by condemnation. It is estimated that this will cost not exceeding $3,000. It is recommended therefore, in view of the great necessity for the road, that an appropriation of $3,000 be made for this purpose.

1897

892. *Point Hueneme, entrance to Santa Barbara Channel, California.*—e following statement was made in the Board's annual report for 1894:

As the efforts made to secure a right of way to and from this station for any reasonable price, under the appropriation of $250, have failed, it is proposed, as was stated the Board's last annual report, to obtain it by condemnation. It is estimated that will cost not exceeding $3,000. It is recommended, therefore, in view of the eat necessity for the road, that an appropriation of $3,000 be made for this rpose.

POINT HUENEME
1898

992. *Point Hueneme, entrance to Santa Barbara Channel, California.*—The following statement was made in the Board's annual report for 1896 and 1897:

As the efforts made to secure a right of way to and from this station for any reasonable price, under the appropriation of $250, have failed, it is proposed, as was stated in the Board's last annual report, to obtain it by condemnation. It is estimated that this will cost not exceeding $3,000. It is recommended, therefore, in view of the great necessity for the road, that an appropriation of $3,000 be made for this purpose.

1899

6. *Point Hueneme, entrance to Santa Barbara Channel, California.*—The occulting apparatus was taken out and a lens with flashing white characteristics substituted. Minor repairs were made. The act approved March 3, 1899, appropriated $2,000 for a right of way to this station from the town of Hueneme. Steps have been taken so that the land required may be purchased as soon as possible.

1901

11. *Point Hueneme, entrance to Santa Barbara Channel, California.*—A roadway was built from the town of Hueneme to the light-station over the land purchased last year. Various repairs were made.

1902

[illegible]. *Point Hueneme, entrance to Santa Barbara Channel, California.*—A fence was built inclosing the additional land purchased last [illegible] lying between the original light-house grounds and the town of [illegible]eneme. This required 7,395.1 feet of fencing. Immediately after [illegible] fence was completed it was damaged by a heavy windstorm; the [illegible]ury was repaired.

1907

12. *Point Hueneme, entrance to Santa Barbara Channel, seacoast of California.*—The boundary line was surveyed and permanently marked. Minor repairs were made.

Aug. 16, '78 Keeper received notice today from Secretary of the Treasury that his services (Samuel Ensign) and that of the Asst. Keeper (Korts) were no longer required. Keeper discharged on charges against him by Commander S. Casey, U.S.N. Inspector of physical incapacity to discharge the duties of Station Keeper.

NO HEARING...NO INVESTIGATION...OFFICIAL WASHINGTON DO ACTED UPON THE WORD OF AN INSPECTOR AND FIRED THEM A MONTH LATER.

They were replaced by McFarland and Webb

THIS STATEMENT TELLS THE TALE

Aug. 27th I receipted to the retiring keeper for all property, although a very great deal of it was old and comparatively worthless, all such I marked specially on the return in order that the Inspector, Capt. S. Casey Jr. USN might see the condition of such articles—I found everything inside the dwelling clean and the light, lantern and lens in excellent order, but this cannot be said of the grounds and outbuildings which are in a very dirty and neglected condition--- I wrote the Inspector and forwarded a detailed list of the lumber at the station telling him that the lumber was much damaged, having been exposed to the weather for the past four years.

J. Apairthorn McFarland, Keeper

WONDER WHAT TURNED ENSIGN'S MIND...COULD IT HAVE BEEN THE MONOTONY OF THE STATION...SAME WEATHER...SAME JOB...SAME DUTIES .....CROP FAILURES...

----------END OF STORY NUMBER ONE*****----

STORY NO. "2"

Shortly after McFarland took charge...

he began to record in log as follows every day

Wind souuth west-moderate breeze-showers all day-Webb stood 1st watch, McFarland 2nd wa

AND SO ON...WITH ONY A ROTATION OF WATCHES NOW AND THEN

UNTIL June 4th, 1880

Then Mr. John Ross arrives to replace Webb which takes place the 7th with no explanations as to why or where Webb was going...

ONLY THE WATCH NAMES CHANGE...WEBB TO ROSS

THEN

Oct. 17 '80 Easterly wind-strong breeze-clear & very warm Mrs. Ross 1st watch, Capt. Ross 2n (until Oct. 26th...then it was McFarland and Ross again...no explanation)

FIRST BREAK IN ROUTINE OF LOG KEEPER'S STYLE

Dec. 26, '81 The Assistant Keepers wife (Mrs. Ross) was confined of still born twins this morning at 8 am. Buried the children for Assistant Keeper in Springville Cemetry today—Mr. Livingston went also.

THEN THE USUAL ROUTINE OF WEAHTER AND WATCHES UNTIL

Jan 26, '82 The Assistant Keeper's wife-Mrs. Sarah Ross died this morning at eight o'clock.

27th Mrs. Ross was buried today in Springville cemetary at half past eleven a.m.

28th Ten days leave of absence granted assistan from today.

McFarland was replaced by E.H. Pinney March 24, '82...no explanation

Ross left for San Francisco May 10, '82...no explanation...re: Clark



LIGHT HOUSE SERIES 1 to 50

POINT HUENEME LIGHT.

On Point Hueneme, seacoast of California, northerly side of Santa Barbara Channel. Flashing white oil light every 5 seconds. Height above mean high water 52 feet. Visible 13½ miles. Established 1874.

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C. T. PHOTOGRAPH

PUBLISHED BY JOHN R. BRAKEY, VENTURA, CAL.

POINT HUENEME LIGHT, California

1874/1939

Nov. 9, 1874 — I, Samuel Ensign, having been promoted from 1st asst. keeper at the Light at Pigeon Point San Mateo Co. Cala. and appointed Principal Keeper of this Station have this day taken charge of Huenemem Lt, Station relieving Thomas Joice, the watchman left in charge by Mr. Benjamen the Supt. of Construction.

Nov. 10th — Went to San Bernavantura to purchase necessary supplies.

He performed general duties...had numerous visitors.... the lampist arrivied and they got the light in good order...

De. 13th — Steamer Constatine from S.F. came to dock at 4:30 PM Mr. Giles, 1st Asst. & his fmily of wife & two sons arrived by this steamer. Also, freight fo. station. Mr. MCoy Mr. Giles moving in the upper part of the house.

Dec. 15, '74 — Exhibited the light for the first time.

A BRAND NEW STATION WITH BRAND NEW PEOPLE

Dec. 25th — First death in this house and at this station. Mrs. J. Egan, my sister-in-law.

Feb. 11th'75 — More or less fog during the 24 hrs. Entered watch room at six a.m. to relieve Mr. Giles who had to go today as witness in criminal case to S. B. Ventura. Found Mr. G. asleep in watch room and light unattended. Light very low. Damper entirely closed. Stood watch all night Mr. Giles absen..

OHOH...THE CARDINAL SIN WAS SLEEPING ON DUTY

Feb. 12th — Mr. Giles returned from S.B.V. at 8 pm. Absent 37 hours.

Mar. 8th — 6.30 a.m. Discovered Light burning in lantern. No curtains up and sun s.. brightly. Entered Light and found Mr. Giles asleep which he acknowledg.. put up curtians and extinguished light as soon as possible. Mr. Giles o.. watch from 12 M to sunrise.

Mar. 25th — Made a contract with Mr. Arnold to prepare the Light House reservatio.. sowing Alfalfa and harrowing in the seed & to sow the seed or furnish a.. to do it. Expense to be twenfy five dollars beside extra expense of sow.. seed..

Apr. 2nd — Finished sowing alfalfa..Made troughs in af forenoon for irrigation.

Routine watches...and farm work made up the spring and summer.

APPARENTLY THE SLEEPING DIDN'T AFFECT MR. GILES RECORD.

Aug. 30, '75 — Mr. Giles ordered to report to Pigeon Point as principal keeper.

BOOKS WERE PRINTED SO NEATLY WHEN FIRST STARTED...NOW BY JULY 1878...HANDWRITING SHOWS FATIGUE..HARD TO READ

The inspector on July 11, '78 noted that the Light was cleand and in good order, but the grounds about the house fences are an not in a creditable coddition. The station generally shows mark of care an a attention.

S. CaseyJr., Inspector.

July 15th '78 — Engaged in drawing up my defense of the charge made by Inspector to r asst. of neglect of duty and incompentency.

CHECK CORRESPONDENCE.

Feb. 19, 1993

Dear Wayne,

I waited to write this as I was sure someone else would correct the mistake in the article on Pt. Sueneme in the Fall issue. Walter White was the keeper, not my brother Richard, who died at Pt Montara in 1922 - age 9. I enjoyed the article very much but wish there had been more. There was a Mr Ward who was assistant from 1938-48, I wonder if the author is related. I would enjoy corresponding with him, also.

I have a couple additions to make. A second artesian well was drilled in the early 1930's in the keeper's yard when it was found the water in the tank unfit to drink. It must have been about that time the pump was removed from the kitchen sink and "real faucets" installed. We still cooked on the wood-coal stove and continued to do so until the new dwellings were built and Mom had a gas stove and small kitchen. The old one was huge with plenty of room for an arm chair by the stove, table, chairs, day bed desk, etc. We did 90% of our living and entertaining in the kitchen. The other 2 rooms (living and bedroom) were dark, damp and chilly by contrast - the only heat was a fireplace, which was seldom lit. There was a small room off the kitchen, also, which was first my sister, Beatrices bedroom and later my Dads office.

From the time my dad took over (1927-48) the buildings were painted white and, as it seemed to me, everything else - rocks, fences etc. All the fencing around the reservation, as well as the tall solid board fence enclosing the immediate yards were white washed at least once or twice a year. The white wash was made in large vat in the assistants' yard.

The rooms upstairs for the assistant consisted of livingroom, kitchen, bath (through which the tower weight ran) and bedroom. The second bedroom off the landing was my brother LeRoy's, and later became mine when he married and moved. There was electricity to the tower years before it was installed in the living areas, so it was that many ghostly figures appeared in my imagination as I found my way upstairs to bed at night ~~school~~ with just a small lamp.

All in all it was a very enjoyable childhood with much freedom to roam the beaches and sanddunes, which were lovely white sand, with many sea shells to be hunted. With the building of the harbor, all that changed. The sands washed away to be replaced by sea walls. The radio direction finder station, which was oreginally at the far end of the reservation, was moved close to the light tower. The action of the waves, because of the jetty, was washing away the land. A maritime school was built

close to where the station had been. War came and so did the soldiers with an anti-aircraft gun just a few yards from my bedroom and the Coast Guard "boys" taught me semaphore and patiently held "conversations" with me.

In 1942 I married one of the maritime school graduates and moved to Seattle. A wartime romance that lasted until his death in 1967.

I look back often with very fond memories of my growing up years - very often a lonely time but still fulfilling!

Yours truly

Lalierne (White) Dornberger