VFP Jan 12, 1912

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C. L. FROST
Care Power Company, Ventura California.

MODERN SIGNAL NOW IN USE AT HUENEME

Government Light House Is Equipped With Late Apparatus.

The first improvement made on the Santa Barbara channel by the light-house service for a number of years has just been completed at Hueneme, but it is the beginning of a number of other protective measures.

The improvements cost $18,000. The new accessories include a fog horn and tower sirens, snugly housed in the northwestern corner of the lighthouse yard, and a fuel storage building. The signaling system, being in perfect operating condition, was put into commission.

The signal building, part completed, is made of concrete and the roof composed of cylindrical hollow red tiles. It covers an area of 25x30 feet in extent and consists of but one story. Midway between the roof and the solid concrete floor is a heavy platform reached by an engine room ladder. The building is equipped with a lavatory and a tool room. On the main floor are the twin compressors rated at 25 horse-power each. With from 40 to 50 pounds of pressure these compressors can send through the sirens a volume of startling sound—piercing, screaming uncanny, interrogative sound, and through the fog horn a hoarse defiance to the dangers of the deep and a rough but cheerful message to the befogged sailor man.

Yet, before these airy messages find the open sea they are transmitted in volume to the deck above and then by ingenious automatic devices, the [illegible] opening valves [illegible] 30 pounds, the lamp produces a steady and powerful light—a light equal to a 450 candle power flame. Multiply that power by the lense multiplying power and the result is a light equal to a 67,500 candle power, which is 40,000 candles stronger than the old light. The lamp flashes every five seconds. Points from which it is visible depend, for location, entirely upon the character of the atmosphere.

It may not be generally known that the department now requires the chief of a lighthouse to satisfactorily pass a master mechanic's examination before he can be stationed. The government does not pension old and disabled keepers, but a movement to that end is making some progress.

MIDNIGHT BELL TO SOUND MARTINEZ SALOON CURFEW

MARTINEZ, Jan. 4.—The new liquor ordinance governing the saloons in Contra Costa county was drafted today and adopted by the supervisors. The law calls for the closing of all saloons between 12 o'clock midnight and 5 a. m. and no license will hereafter be granted or renewed to any but citizens of the United States.

CLOTHING CAN BE GIVEN TO NEEDY FAMILIES

Probation Officer Spier informs the Free Press that there are in different parts of the county several poor families by whom especially the children, clothing would be most acceptably received. Anyone in Ventura may help this worthy cause by notifying Mr. Spier.

THE TEST THAT TELLS.

Is the Test of Time. Many Ventura People Have Made This Test.

Years ago this Ventura citizen told in a public statement, the benefit derived from Doan's Kidney Pills. The statement is now confirmed—the testimony complete. Instances like this

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VFP apr 1, 1892 p5 col 2

A lively hail storm occurred at Nordhoff Sunday and quite a shower of rain fell.

R. P. Streathern has been appointed the assignee of the W. H. Roach insolvency estate.

The Arizona Sugar Company has been incorporated at Phœnix with a capital stock of $500,000.

It is learned that the Ventuoa *Observer* is to be declared the official organ of the Peoples' Party.

The case of Largomarsino vs. Beronio came to a close Saturday night by the jury finding for plaintiff.

The McBurnie & Hosmer Company returned from Hueneme Sunday morning and left for Bakersfield.

C. E. Allyn has been engaged as bookeeper for the Ventura Mercantile Co., when they get in the new store.

The Sunday School Convention at Los Angeles protested against the opening of the World's Fair on Sundays.

A chicken ranch in Bellingham Bay, Puget Sound, has 100,000 fowls. It is said to be the largest in the world.

Fine Burbank potatoes at 75 cents per sack at A. Gandolfo's. Jobbing lots sold at a discount from these prices. *

J. H. Murphy pleaded guilty to the charge of assault on Chas. Trotter in the justice court Friday and paid a fine of $5.

Have you seen the art exhibition of the Davis machine at McManus'. It is wonderful what can be done on a sewing machine.

Hobson & Wilkenson have secured a contract at Santa Barbara to put in the new sewers just advertised for. The contract is $13,500.

A big load of lemons came down from Thatcher's Ojai ranch last Friday, and a big load of box shakes was hauled up Saturday morning.

In the warehouse at Hueneme there are 54,405 sacks of barley, 3,115 sacks of wheat, 17,812 sacks of corn, and 40,001 sacks of beans.

The little motor road between Riverside and San Bernardino has $36,000 in the bank which it has earned during the past few months.

[illegible] be had at the Ventura Drug Store.—Jones & Sons, Proprietors. *

Beginning with Tuesday the S. P. Co. began a daily freight train service on this division once more.

The county has brought suit against R. R. Hall for a right of way for a road in the Sespe district.

Some kind of a louse is reported to be destroying the barley and wheat in the vicinity of Long Beach.

The Superior Court at Los Angeles has sustained the validity of the prohibition ordinance of Pomona.

The railroad carpenter crew arrived Saturday, and are building a fence on Taylor's land across the river.

Frank Simmons celebrated his 10th birthday at Rincon, where his uncle gave a party in honor of the event on Sunday.

This place is growing as a coupon station, as a great many overland passengers are being ticketed from here now.

The case of Louis Henze vs. J. M. Kaiser has been dismissed in the Superior Court. Plaintiff gets his $500 back again.

Henry Stiles is having a new house built on his ranch in Pleasant Valley. J. B. Johnson went out today to do the werk.

The *Herald* says that the Hueneme light house will change from a fixed red to an occulting white light about the 15th of April.

Myrtle Clare, a woman of the town, was sentenced to fifteen days in the county jail Monday by Justice Boling for vagrancy.

Owing to the rain the exhibition of Davis sewing machine at McManus' jewelry store will be continued for the balance of the week.

The 73rd anniversary of the Odd Fellows will be celebrated by a grand ball on the 26th of April. It will be an affair worth attending.

The Great Eastern will soon build an extension of twenty-five feet on the rear of their store. This will make their room 125 feet deep.

A young man named Chas. Crawford, who worked near Santa Paula, was drowned in Half Moon Bay, up north, on Monday. He was 22 years old.

$2,000. It is fine proj[ect] frontage of 100 feet [on] A fine residence will b[e]

Nearly all places fr[om] gas company took up t[he] a ragged hole in the [street] been left. In some ins[tances] was used to fill it in [and] others they have been [left]

It is conceded by all [the] somest and largest line [of] Summer clothing in V[en]tura bottom prices, the Chi[cago] Co., are headquarters. [No] statements to win trad[e]

The Quarterly Mee[ting] Church will be held nex[t] E. W. Caswell, Pre[si]preaching in the mo[rn]evening the pastor wi[ll] "The Case for a local S[a]

The Avenue school [is] used for political pur[poses] meeting of the People's [party] gregate in. When th[ey] the same demand will b[e] use for the Democrat[s] publicans.

The Los Angeles *Ti[mes]* family by the name of M[ar]heading toward Ventu[ra] around bilks. In the [party] and wife and two bo[ys] twelve years old. Th[ey] charity dodge.

In the decline of life, [we] set us to which our yout[h] by were strangers, our ki[nd] er are subject to dera[nge]nothing equals Dr. J. [H.] Liver and Kidney Balm [for] of these organs. Jones

Today, the first [day] the day when fisherme[n] selves away to the banks [of] It is said that those [who] not get away the f[irst] best sportsmen clean ou[t] and in a few days there i[s] catch.

Both Robert Stocks [and] tomers are finding out th[at] of a cash store. He buy[s] cash and sells his goods [at] sample order will demon[st]er he lives up to his p[ro]not. Corner Santa Cla[ra] ifornia streets.

A large quantity of fis[h] the San Pedro company, [are] here Friday to be offe[red]

Oxnard Courier Thurs May 7, 1914 p 1 col 3

Mrs. J. E. Rothenberg is home again after spending a few days at Riverside, Ontario and Walnut.

Mr. and Mrs. Burton Ellis of Somis attended T. F. B. lodge in Santa Barbara.

Lorain Stewart was among those who attended T. F. B. in Santa Barbara.

Mrs. Ray Haddock and son have gone to Pasadena to spend a week with her parents.

C. M. Sickles of Oxnard was among those of Oxnard who came over to see the ball game.

Mrs. Burton Ellis has her mother and aunt from Gardena visiting with her for a few days.

Mr. and Mrs. E. J. Stewart went to Santa Barbara on the special train Tuesday evening.

Mr. and Mrs. Sexton of Camarillo with Mr. and Mrs. Ellis motored to Oxnard Sunday evening.

Miss Birdie Fulkerson and Miss Leola Garner were in Santa Barbara Tuesday night to attend T. F. B. gathering.

About 80 people in and around Camarillo took advantage of the special train which the Camarillo people made arrangements for between here and Santa Barbara.

Mrs. W. E. Goodyear returned Saturday evening from Riverside where she attended the state convention of Woman's Clubs.

Mrs. F. W. Doremus is home after spending a week in Riverside where she was sent as a delegate to the state convention from the Somis Thursday Club.

a half pound baby daughter who arrived last Sunday night, May 3. Mr. and Mrs. Wm. Paxton, the maternal grandparents, are also very proud of this new addition to the family.

Mrs. L. H. Coburn has heard from her parents, Mr. and Mrs. Sainsbury, who left by boat last Saturday for San Francisco. They report a very enjoyable voyage. They had a four hours stopover at Santa Barbara which enabled them to see that beautiful town.

A pleasant feature of living near the ocean is that of being able to enjoy lunches and suppers occasionally at the beach without any formality. On Monday Senator and Mrs. Bard and Miss Bard, with their guests, Mr. and Mrs. Robert Hall of San Francisco, and Mr. and Mrs. E. O. Gerbeding and Miss Bagust had a barbecue lunch at the beach which was much enjoyed by all.

Miss Melba Allen gave a very pretty party last Saturday afternoon at the lighthouse, in celebration of her birthday. The seventh and eighth grade pupils of the school were her guests. Among those asked were Florence Kier, John Kier, Maxine Waterman, Nellie Reynolds, Marion and Albert Pitts, Ellen Bird, Raymond Hoslett, Allen Powers, Beatrice Gorchakoff, Dan Chavez, Gird Mullinix. The house was prettily decorated with pink and white roses. Games were played. Refreshments were served.

SURPRISE FOR MR. AND MRS. RENO.

A surprise party was held at the home of Mr. and Mrs. V. Costa of Camarillo Saturday evening in honor of Mr. and Mrs. Reno. The evening was spent in dancing. Later refreshments were served. Those present were the Misses Green, Mary Middleton, Mary and Jennie Miller, Frances and Jane Romero, Georgina Leidle, Miss Cham... Messrs. Richard

PLUCKY HORSEWOMEN.

The Santa Barbara Misses Huse, Taylo worthy made up an e that started out yest for Matilija Springs, g the Casitas pass. The turn today by way of coming on up the coas the time they arrive will have covered ne which is something ride to be accomplish days. It is safe to a expedition will end w a dozen tired women number of jaded horse

BICYCLE STOLEN.

R. L. Peacock's bic from in front of his ning, and the police ar it. The wheel was e rack for carrying pails freezers. There are similar ones in the st cock is considerably h business without it.

STUDIO TEA.

Mrs. Bertha S. Mul noon gave a studio te on Magnolia avenue, b of the season. Twe were present. The fo ladies were hostesses noon: Eleanor Leonar mick, Mary DeBrell, Marie Maulhardt, Doro Evelyn Scarlett.

DRIFFILL PARTY REACHES SAN FRAN

Major J. A. Driffi reached San Francisco schedule time. The M message to Oxnard sa were feeling fine and t remain in San Francisc days before coming to

Oxnard Courier Journal May 14, 1914

VOLUME 8. OXNARD, VENTURA COUNTY, CA

Allen Sends in Resignation After 20 Years Light Keeper

Having been keeper of the Hueneme light for a few months more than 20 years C. F. Allen has sent his resignation to the government to take effect June 1. He says that he intends to engage in business for himself and will start with a hay baling outfit immediately.

In the time Mr. Allen has been in charge of the lighthouse at Hueneme most of the improvements have been made. When he came there the lighthouse was the only improvement. It was surrounded by a marsh and it was almost impossible to reach it with a wagon loaded with supplies. He prevailed upon the government to put in the fine road that now lears from the town of Hueneme to the point.

The lighthouse as it now is was built when he came there, but the fencing and other improvements have been made under Mr. Allen's direction.

Mr. Allen and his wife have both passed the greater part of their lives in lighthouses. He was in the engineering department for the government before he went into the lighthouse service at Table Bluff light at Eureka. From there he went to Old Humboldt light, just across the small bay. He was transferred from Old Humboldt light to the Hueneme station.

Mrs. Allen has lived in a lighthouse since she was eight years of age, at which time her father, Captain Francis, who had been a wrecker, went into the lighthouse service. All their married life has been spent in lighthouses. Their two children were both born in light houses: the elder, Mrs. John W. Mahan in Old Humboldt house, and the younger, Miss Melba, at Hueneme.

Mr. Allen has been lighthouse keeper for so long that he seems almost inseparable from it. His many friends wish him success in his new ventures.

SAN JOAQUIN PEACHES

ONLY HALF A CROP

ASKS JURY TRIAL

FOR PICKLE THIEF

VENTURANS TO PRESERVE RELICS OF MISSION

The Ventura Democrat says: A movement is on foot among prominent Catholic women to have erected a building at the Old Mission church in which may be stored for safe keeping the church relics still extant. There are priceless pieces of antiquity which are still extant, the few saved out of the many which formerly belonged to and were a part of the church, and the endeavor will be to save those things still remaining.

Time was, and not a great many years ago, when there were many church relics but through carelessness of the keepers and indifference and through the greediness of the relic hunters, who are ever on the spot, the number of church relics have been greatly reduced.

But those remaining are valuable. During the regime of the present pastor, Father Grogan, every effort has been made to care for and save the church relics. Because of this watchfulness on his part there are still a number left, and it is the object of the interested women to save these.

With that object in view it is possible a building may be erected, on the west side of the mission, in

Ventura Free Press, Fri May 22, 1914

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The Boston-Sonora Oil company op-
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Oil Age.

LOUIE DRAPEAU'S DOG FREQUENTS BANKS

Superior Court reporter L. C. Dra-
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Louie himself admits this, but he de-
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by parcels post Thursday. It was clean-
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TWENTY YEARS IN HUENEME LIGHTHOUSE

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Great thoughts reduced to practice

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PANAMA-PACIFIC EXPOSITIO PARAGRAPHS OF INTERES

A battery, the most powerful
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The greatest tulip exhibit ever
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The race track at the west e
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400

E.M. SHERIDAN, HISTORICAL WRITINGS

VOL. 7, P. 29

400

29.

SOME PIONEER STRUCTURES HERE

(By E. M. Sheridan)

The house on the hill next west of the courthouse, now owned by the county and occupied by Janitor Chrisman and family, was known in olden days as the Bedbury house, because it was built by the Bedbury brothers, early day plasterers here. It was completed early in 1876. Being a house built by plasterers, it was plaster alike both inside and outside, though in later years it was covered with boarding because of the falling off of the plaster.

In that year the block in which the house was situated was called the "B" block, by reason of the fact that only those whose name began with "B" had purchased lots and built in the block. The little Ventura paper of that date has this to say of the Bedbury house and "B" block:

"Mr. Bedbury is building a neat two-story cottage on Poli street for a residence. Thus another B is building in B block. Mr. Hines (later superior judge) says that he has a few more lots in B block and that he will sell to a B cheaper than to anyone else, in order to fill B block with Bs. Bs do better, we believe, on the sunny side of a hill than anywhere else. Beat the Bs for building better briefs and better buildings, if you can. Brook, Bledsoe and Blackstock, disciples of Blackstone, bet on Bedbury and shake hands across the "bloody barranca." Bully for the Bs."

The reference to the barranca in the above recalls that the canyon along side the courthouse on the west, in stormy weather and flood times, flowed a great deal of water and was crossed by a bridge on Poli street. There were one or two attempts to fill the barranca, but this tended to divert the water of winter and this diversion was a source of trouble between hill dwellers and people living on the lower levels. Hence the name "Bloody Barranca."

Hueneme Lighthouse.

The lighthouse at Hueneme was built in 1873, the government in April of that year appropriating $22,000 for the purpose. S. Ensign was the first light keeper. The building as described at the time it was completed (a few immaterial changes have since been made) was as follows: The building is constructed on a brick foundation which rises to the height of about four feet above the surface of the ground. It is two stories and a half high, with the tower reaching twenty feet higher. The building was constructed with a view to convenience as well as stability, and is hard finished inside. The premises comprise about fourteen acres. The building is supplied with an abundance of fresh water from a seven-inch artesian well 125 feet deep. The revolving lamp in the tower is of French make and cost $8000.

Dec. 16, 1921

Post

VFP 10/20/24 p 1

BOB BATTED AGAINST FAIRBANKS LAST WINTER AND SAYS
STOP ANYWAY IM PRETTY CERTAIN ILL BUST A FEW FOR TH
SANTABARBARA

Checked following week for more info, but none

BABE RUTH

725 A OCT 17

rkets a small tractor
ill haul a small boy out
the morning, says Dick

T IT THE TRUTH?
a if you must
monk in the zoo,
k of the kick
ts looking at you!
to John Lagomarsino.

SHORT STORY

. m. he smoked in bed.
a. m. his soul had fled.
to "Meticulous Mabel."

---

an is seldom captain of
," said a philosopher,
ucky if he's a deck-
ays Walt Jones.

---

les of night were falling
ast;
l "stepped on it" and
ushed past.
—he died without a
ound!
ened up his head and
ound
EXCELSIOR!
Auto Club Office Girls.

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s' one good thing about
hair—it's easier to un-
a guy's tie-pin, says
ver, the demon duck
r.

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w poker is
The place to see
flaws in one's
'sy-cho-lo-gee.
Pick on Lou Hathaway.

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local flapper went to
Dr. Ralph W. oHmer.
le your throat twice
th peroxide," quoth he.

on't do it, Doctor. I m
ette and I dont' want
onsils," was her reply.

ERY FASTIDIOUS

stidious man
Farmer Blickers;
sses his scare-crows
golfing knickers.
Nick Hearne.

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many people have too
fish-bone and not enough
e, opines Stanford
village sheik.

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ou tomorrow.

DIAL SURVEY

OLD RESIDENT DIES FROM HEART ATTACK

Charles Allen of 139 Palm street, an old resident of this city, dropped dead in Plaza Park this afternoon.

He was said to have been sitting on a bench when he surged forward and fell to the ground.

The body was removed to the undertaking establishment of O. L. Rearden.

Exhibit Planned In Chamber Building

One of the features of the next meeting of the county chamber of commerce, to be held at Santa Paula the evening of Friday, will be discussion of an exhibit to be placed by this county in the Los Angeles chamber of commerce building now under construction.

The committee which has been discussing the subject and securing information on it will approve of the scheme. The body is composed of Herbert Lathrop of Oxnard, James Proctor of Santa Paula and E. E. Wiker of this city.

The proposed exhibit will consist of all products raised in this county, a large panorama showing the crops and opportunities here and a chance to show motion pictures of this section.

Space is also offered by the Los Angeles chamber for a desk and a representative from here.

C. F. STEWART'S CAR DESTROYED BY FIRE

BAY BOTTOM SURVEY PLAN OF CHAMBER

Local Booster Organization Wants Harbor Re-charted; Last Survey Made in 1870 and Is Correct.

Local persons and organizations interested in the development of Ventura's resources and opportunities are now engaged in making plans for a re-survey of the coast in this vicinity.

Ie is felt that this would be an asset to this city and county in broadcasting the advantages of this city as a harbor and shipping port.

Those behind the movement declared this morning that it was but a matter of a few years until this harbor here would be one of the foremost on the Pacific coast through its peculiarly advantageous location, and that it is time to have all data on the bottom here in possession of the chamber of commerce and other booster organizations.

The most recent survey made in this locality was in 1870. A photographic copy of this survey on a scale of 1 to 10,000 covering the section of the bottom immediately adjacent to Ventura is available, though it is felt that this is of no importance today.

It is felt that anotehr survey should be made at once in order that any engineering projects which might arise in the future might be taken care of properly.

It is also declared that the only

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Quinn Vol. I

from early boyhood had been to go west, and accordingly, after his school work was completed he started out, locating first in Mexico, where he engaged in mining, and later continuing operations in Arizona, meeting with success at both places. In 1887 he came with his mother and sister Mary (now Mrs. Frederic W. Wessel to Colton. Mrs. Wessel is now the only surviving member of the Pettijohn family, the mother's death having occurred at Colton about three years ago. The first years while in Colton Mr. Pettijohn was engaged in the shoe business and subsequently until the time of his death was occupied as an orange grower. In 1896 he was married to Miss Ada Robinson, a daughter of Mr. and Mrs. DeVillo Robinson, well known residents of Colton. They became the parents of four children, of whom one son and one daughter now survive.

Public affairs and politics always received a large share of Mr. Pettijohn's interests and he was for a number of years president of the local Republican club, a member of the county central committee, and in 1904 he was the presiding officer of the Republican county convention. He was a charter member of the Colton fire department, served as a member of the board of city trustees for sixteen years, and was president of that body the greater part of the time. His fellow citizens were desirous of heaping further honors upon him, but he refused to become a candidate for the state assembly at their urging, and also declined to longer occupy a place on the board of trustees. He was devoted to his home and family and an active worker in the Presbyterian Church of Colton, contributing liberally to its support and that of every charitable cause which he believed worthy. Fraternally he was a member of Ashlar Lodge No. 306, F. & A. M., at Colton, and of the Foresters. Personally his character was without blemish and the motto which governed his life is found in that beautiful admonition in Thanatopsis:

"So live that when thy summons come to join
The innumerable caravan which moves
To that mysterious realm where each shall take
His chamber in the silent halls of death,
Thou go not like the quarry slave at night,
Scourged to his dungeon; but, sustained and soothed
By an unfaltering trust, approach thy grave
Like one who wraps the drapery of his couch
About him and lies down to pleasant dreams."

His death, which occurred March 29, 1906, removed a faithful public servant, an upright citizen, and a tireless worker for the good of his city.

CHARLES F. ALLEN. As an inventive genius Charles F. Allen, the lighthouse keeper at Point Hueneme, Cal., has to his credit many important inventions which have been of great value in simplifying numerous mechanical processes in different lines of work. He was born October 7, 1867, near Cleveland, Ohio, of English-American parentage. His father, Charles D. Allen, was born in England and located with his parents near Cleveland, Ohio, when eight years of age. For some years he was engaged in the lumber and buggy supply business there, later settling near Garrettsville, same state, where he became a farmer, and is still living at the age of seventy-two years. He did military service in the Civil war, serving six months with an Ohio regiment as contract teamster for the war department. The mother, who was Martha D. Bond before her marriage, was a native of Ohio. Her grandfather was one of the founders of Cleveland, he having erected the second log cabin there. Mrs. Allen died when her son Charles F. was a child of eighteen months. There were two children, but he is the only one now living. His boyhood days were spent on his father farm near Garrettsville, where he received his education in the district and high schools. When seventeen years old he went to Akron and apprenticed himself to Webster, Camp & Lane, manufacturers of mining, hoisting and pottery machinery, and spent two years and nine months with them learning the machinist's trade.

In 1887 Mr. Allen came to California and located in San Diego, following his trade there for a time, and later in Los Angeles and Fresno. In the latter city he was machinist for the Fresno Canal Company for fifteen months, having charge of the installation of all of their mining machinery for the Providence and Richmond mine, which they owned. He also constructed the cells for the Fresno jail, which was then in course of construction. After the completion of this work he went to San Francisco, where he was employed as machinist by the Central Alaska Company, by R. T. Ward at the Horse Fly mines and by the Sutter Street Railway Company, remaining with each about one year. In 1892 he entered the United States lighthouse service, his first position being assistant keeper at the Humbolt lighthouse, remaining at that place until 1894, when he was appointed keeper at Point Hueneme. Under his management this lighthouse has been improved and now has a flashlight, as well as being fitted with an electrical telltale appliance that times the machinery and tells if it stops. In adopting this invention of Mr. Allen's, which costs only $16, the government is using it to

replace one which cost about $250, and in addition to the saving in cost it is considered a much superior attachment. Among other mechanical improvements which Mr. Allen has invented and patented are a beet plow, a steam turbine, an ore crusher, an amalgamator, a concentrator, an improved drive well, improvements on driving gears, for automobiles, a water wheel superior to others in use, a new steel-clad pneumatic automobile tire, and improvements on bicycles and automobiles, as well as numberless other smaller inventions. He is always at work on some mechanical contrivance to facilitate the running of labor-saving machinery.

In his home life Mr. Allen is fortunate, his marriage uniting him with Miss Anna H. Francis, a native of San Francisco and the daughter of Capt. Samuel Francis. The latter, who came to California in 1849, was for many years in the lighthouse service and was keeper of the United States government supply station at Goat Island at the time of his death. Mr. and Mrs. Allen are the parents of two daughters, May and Melba. Fraternally Mr. Allen affiliates with Hueneme Camp, M. W. A., and has served in the capacity of clerk ever since its organization five years ago. He is also a member of the Independent Order of Odd Fellows Lodge at Oxnard. The devotion of Mr. Allen to his official duties and the mechanical work in which he is so intensely interested does not prevent him from being an active participant in matters of public interest and he is an influential citizen of the community in which he resides, wherein he is held in the highest respect and esteem.

ALEXANDER DALLAS. The fact that Mr. Dallas retains but an indistinct recollection of his birthplace, the Island of Islay, in the highlands of Scotland, is due to his departure from that home in early childhood and his removal across the ocean to the new world. While retaining but a fleeting memory of the country, he displays in his character and rugged personality the sturdy traits for which the Scotch race is noted the world over, and a stranger would not hesitate in classing him among the natives of the land of the heather. However, the greater part of his life has been passed in the United States, whither he came with his parents, William and Rachel (McTaggart) Dallas, natives of Scotland. Born in the highlands on the ancestral homestead January 8, 1836, he was six years of age when the family settled in Greene county, Ala., his father embarking in the growing of cotton and owning twenty negro slaves. There the mother died in 1848, at the age of thirty-five years, and the father in 1862, when sixty years of age.

The private schools of Alabama furnished Alexander Dallas with fair educational advantages, and the years of youth passed uneventfully in study and recreation. The year that marked the change from youth to manhood was 1856, when he was twenty, for at that time he bade farewell to family and friends and started out to seek his own livelihood. With three friends, the eldest of whom was twenty-five, while he was the youngest, he started on horseback for the far west. With the aid of pack-mules he crossed the desert and the plains, and finally arrived in Los Angeles via Salt Lake at the close of an uneventful trip completed in only three months from the time of starting. Shortly after his arrival he mined on the Frazer river, but his first important work was that of cutting pile in the San Fernando canyon to be used in building the first wharf at San Pedro. On completing that work he bought six team of oxen and made a contract with the government (which General Hancock represented) to haul freight from San Pedro to Fort Tejon, in which employment he continued for three years.

On leaving the government service Mr. Dallas engaged in farming, rented land at El Monte. Three years later he bought a tract forming a portion of San Antonio ranch, which was one of the first cut and sold in small holdings. The land was situated eight miles east of Los Angeles and there he continued for eight years. On selling the property he removed to Arizona and engaged in freighting to the mines for six years. On his return to California he settled in Los Angeles and for ten years engaged in grading streets, a work of great importance and one in which he proved himself trustworthy and capable. The year 1890 found him in Redlands, where he secured employment in making reservoirs for the Domestic Water Company, and at the same time he did grading for the Bear Valley Water Company. When he had completed the grading he sold the teams. The next venture in which he became interested was the making of ditches in Moreno valley for the Bear Valley Company, in whose employ he had charge of digging and filling with pipe lines fifty miles of ditches. When that contract had been filled he opened a general store at Moreno and also for ten years held the office of postmaster. Since selling the store in November, 1905, he has lived retired from business cares. Included in his possessions are ten town lots in Moreno, his home town, as well as forty acres of farm land in the vicinity.

The marriage of Mr. Dallas was solemnized at El Monte, this state, in 1861, and united him with Jane Whiteman, a native of Texas, who died

University, and during another period served as Chairman of a committee in charge of alterations to the Hartley and John Hay dormitories at the University.
—*References:* Obit., American Architect, October, 1935; New York Times, 8/30/1935.

PELZ, PAUL J. (11/8/1841—3/20/1918) Washington, D.C. (F.A.I.A.)

Partner in the firm of Smithmeyer & Pelz, original architects of the Congressional Library in Washington.

Mr. Pelz was born in Silesia (province of Prussia), Germany, and received a college education in the city of Breslau. His father, a writer and historian, who for political reasons was obliged to leave Germany, migrated to New York, and a few years later sent for his son Paul to join him. The youth, whose ambition it was to become an architect, began training as an apprentice to the late D. Lienau under whom he worked for five years (1859-64) and for two additional years served as draftsman in the office. After a later period of employment with Henry Fernbach, Mr. Pelz left New York to serve as architect and engineer for the U. S. Lighthouse Board at Washington, D. C.

When in 1873 a nation-wide competition was instituted for plans of a proposed Congressional Library building in Washington, Pelz formed a partnership with John L. Smithmeyer (see), then employed as Superintendent of Construction for the U S. Supervising Architect, and together they prepared plans for the Library. While they were successful in winning the competition, nothing was done toward the erection of the building until more than ten years had elapsed, then in 1886 Mr. Pelz was appointed offical architect. Two years later he was requested to prepare a new design for the building. In the meantime however he was superseded as architect by General Thomas L. Casey, Chief of Army Engineers, and subsequent to 1892 when Mr. Pelz completed his drawings, he had no further connection with work on the structure. It was subsequently completed under the supervision of Edward P. Casey (see) son of the General, then a young architect practicing in New York.

For payment from the Government for their architectural services Mr. Pelz and his partner were obliged to bring suit in the amount of $210,000, a sum equal to three percent of the alleged cost of the Library. In January of 1893 the case was appealed to the Supreme Court which subsequently upheld the earlier decision of the Court of Claims awarding the architects six years salary at $8000 a year, plus their office and drafting expenses.

Although best remembered for their connection with the Congressional Library, Smithmeyer and Pelz also designed a number of public buildings in Washington and other cities. Among them might be cited the U. S. Armory and Naval Hospital, Hot Springs, Ark., Carnegie Library and Music Hall at Allegheny, Pa., Academic Building, Georgetown University, Washington; Administration Building at the Clinic Hospital, University of Virginia, and the Chamberlain Hotel, Old Point Comfort, Va. Independently Mr. Pelz planned a number of residences in Washington, one of which was built for the late Senator Foraker.

—*References:* Dictionary of American Biography: Who Was Who in America, 1897-1942.

PENNINGTON, HALL P. (1889—4/2/1942) New York, N.Y. (A.I.A.)

A native of Baltimore, he was the son of Architect Josias Pennington (see) and member of a socially prominent family in the city. Early in life he decided to follow his father's profession, and after graduating at Princeton University, spent three years in Paris completing his architectural studies at the Ecole des Beaux Arts.

In 1918 Mr. Pennington entered his father's office in Baltimore, and practiced in association with the elder architect until the latter's death in 1929. Shortly

after he moved to New York where
Pennington, Lewis & Miller, Inc., know
in apartment house design.
—*Reference:* Obit., New York Time

PENNINGTON, JOSIAS. (died 3/1

Born at Baltimore, Md., and a grad
the youth completed an apprenticeship
Baldwin (firm of Baldwin & Price)
became Mr. Baldwin's associate and
name of Baldwin & Pennington until

The firm's most noted work was t
Annapolis, Md. In addition Baldwin
there, 1903, the Court of Appeals bui
including Maryland Trust Company B
& Merchants National Bank (*); F
the Mt. Royal Station; and the Ger
firm of Baldwin & Pennington was d
father in practice.

An early member and one time pr
Mr. Pennington was well known in
quarter of the twentieth century whe
—*References:* Obit., American Art
1907 (*). Item, American Architect

PEPPER, GEORGE W. JR. (1895-

Born in Philadelphia, and named
began practice under the name of
member of that office the firm wa
Building erected at No. 1616 Walr
for a time with Marmaduke Tilden
career (1940-49) carried on work a

Among the buildings in Philadelp
30th Street Post Office, the Dull
Pennsylvania, and the new Veter
—*Reference:* Obit., New York
1931 (*).

PERCIVAL, WILLIAM. Raleigh,

A native of Petersburg, Va., kn
"a fashionable out-of-town archite
Church, built in 1857, the Tucke
Boylan mansion dating from abo
residences.

Mr. Percival had a "faculty and
biguous period" and was the first
mansions of Victorian vintage. E
story brick house topped with c
Harrison, prominent Raleigh citiz
completed in 1870 and furnished, i
of Victorian rareities, and the fine
recent years as "Gingerbread Ca
sadly dilapidated condition.
—*Reference:* Article in "The Ne
1953, "A Victorian Classic was E

[illegible] into three separate townships encompassing the entire county: Ventura, Saticoy, and the newest, Hueneme. The Township of Hueneme covered a rather vast area bounded on the north by a line beginning at the mouth of the Santa Clara River and running thence eastwardly up the middle of said river to a point opposite the hill on the south side of the river known and called "Punta de Loma" and thence eastwardly following the summit of the hills immediately south of said river to the eastern boundary of said county of Ventura; on the south by the Pacific Ocean and the southern boundary of Ventura, on the west by the Pacific Ocean and on the east by the eastern boundary of Ventura. The islands of Anacapa and San Nicolas were attached to and formed a part of the township.

The county was also divided into three supervisory districts which corresponded with the townships. In addition, it was further divided into eight separate voting precincts, which, in effect, identified a resident's hometown. For example, the precinct of Hueneme was bounded as follows: Beginning at the southeast corner of Rice's tract on the Rancho de Santa Clara ó Colonia, defined as one of the points on the western boundary of the precinct of Pleasant Valley, and running thence due west to the Pacific Ocean, thence along the shore of the Pacific Ocean southwardly to Point Mugu, thence northerly to the place of beginning. Anacapa and San Nicolas islands were again included in the Hueneme precinct.

Even though Ventura was the first township, the residents of Hueneme felt the county seat should be in their community. They believed the location of the wharf and the commerce it had generated made it the logical site. They also argued that the Colonia district produced more sheep and grain than any other area in the county. But Ventura was the original settlement and dated itself from the founding of the mission. Hueneme was just an upstart by comparison. Saticoy, which was the seat of a growing agricultural area, likewise put its bid in for the county seat. When all the votes were finally counted, Ventura won the honor by a narrow margin over Hueneme.

Bard, the former supervisor in Santa Barbara County, from the first township (Ventura), ran again representing the Hueneme Township and defeated a former squatter, R.G. Livingston, for the office.

At this time there was still a good deal of divisiveness from the old wounds caused by the Hueneme War. As the years passed, however, and Bard's old enemies began to know him better and became aware of his integrity, the old animosities began to disappear.

In the same election, John Young Saviers and R.J. Colyear were elected Justices of the Peace for Hueneme Township.

With the formal establishment of Hueneme Township, in the newly organized county of Ventura, it finally became imperative for the United States Postal Department to officially change the spelling of the post office from Wynema to its earlier (and later) form—Hueneme. This was accomplished on August 10, 1874.

Although the need for a lighthouse at Point Hueneme had been considered as early as 1857, there would be a delay of over 15 years before the government finally approved the funds for its construction. With the completion of the wharf, however, the increased ship traffic magnified the navigational hazards and made a lighthouse mandatory.

It was located on a slightly elevated piece of land about a mile west of the wharf. Although the public was first informed of its pending construction from an article in the November 8, 1873, edition of the *Signal*, Thomas Bard and A.J. Salisbury had formed a joint venture, known as the Salisbury Company for the purpose of actually doing the construction. It was completed and in operation by December 15, 1874.

The Salisbury Company would be responsible for the construction of a great number of structures in the area for many years. Bard sold out his share to Salisbury in 1889. It would later become the Ventura Lumber Company and finally, in 1905, part of the People's Lumber Company.

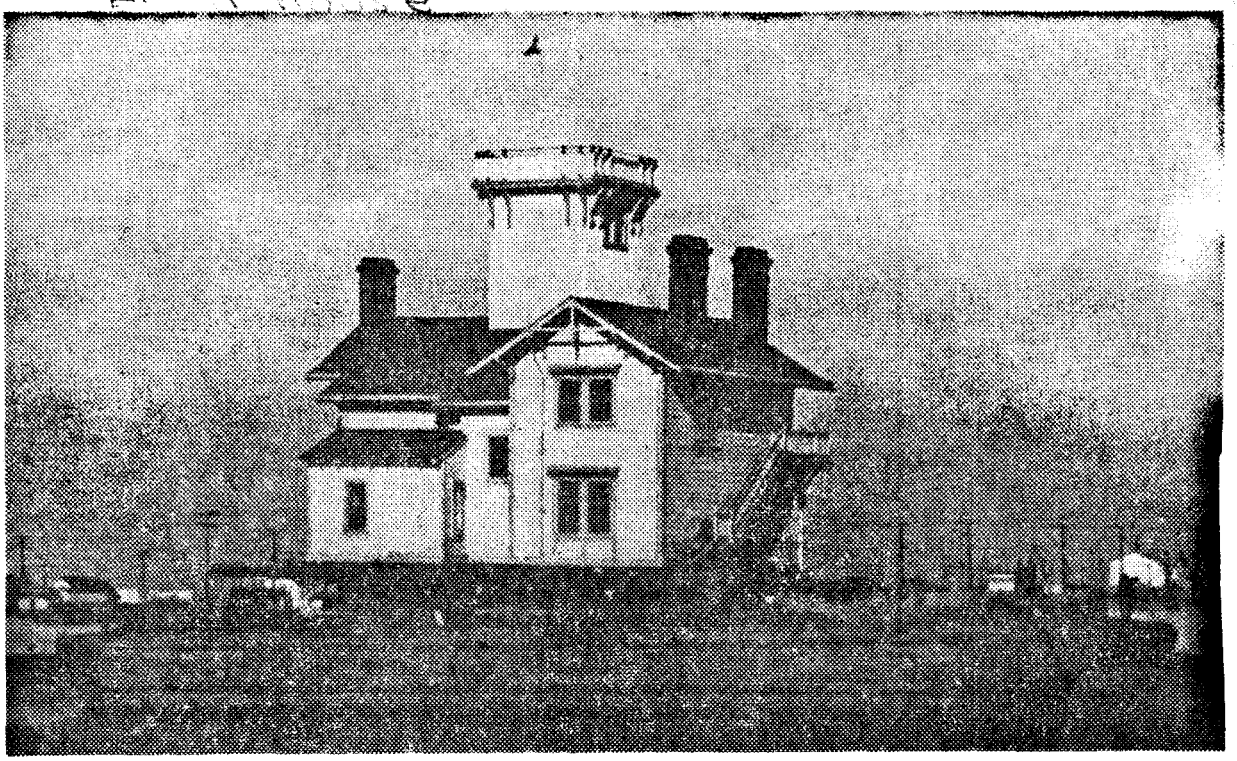
The lighthouse was a well-constructed, two-story oak-frame structure with 10 rooms and a 65-foot light tower rising from its center. The first keeper was Samuel Ensien with B.H. Korts, his assistant. However, it was under the management of Charles F. Allen, who arrived from Humboldt in 1894, that the facility received its greatest improvements with a flashing light installed the same year and again upgraded in 1897. It was finally electrified in 1925.

* * *

In 1875, Achille Levy arrived in Hueneme to join a friend, Moise Wolff, in a joint business venture. Together they bought out the former Pioneer store and established the Levy and Wolff Mercantile Company.

Levy, who had immigrated to San Francisco from Monenheim, Alsace, France in 1873 had been living

Lighthouse



In February, 1940, an area then known as Point Hueneme received much publicity when the first lighthouse in history to be moved from its original site was transported on a floating platform across the channel to make way for harbor construction.

The lighthouse had stood in the same location, at the tip of the low sand point one mile west of the wharf, since it was built in 1874. According to Elaine K. Garber's description in the June, 1967, edition of the Ventura County Historical Society Quarterly, the two-story wood structures, painted a light buff, housed the light keepers and their families. Having been designed to accommodate two families, the building contained 10 rooms. The type of architecture was referred to as a combination of Swiss and Elizabethan.

Operation of the light, which was a fixed red light in a tower above the wooden house, began on Dec. 15, 1874. Shown from sunset to sunrise, the light illuminated the entire horizon and in favorable conditions was visible from a height of 30 feet above the sea and at a distance of 14.8 miles. The light was changed to a flashing light under the management of Charles F. Allen, who made many other improvements after his arrival in 1894. Electricity was first used to operate the light in 1925.

In 1939, after plans for constructing the harbor were well under way, it was determined that a new lighthouse would be built, and the Oxnard Harbor District agreed to move the lighthouse. The old lighthouse was purchased from the U.S. Government by the Hueneme Yacht Club, with plans to preserve it and move it to the west side of the harbor. The actual moving of the 104-ton structure took place from Feb. 15 to Feb. 18, 1940. The new location was selected by the Government two years later. The light was rebuilt in 1941 and can now be seen at least 13 miles to the south and as far away as 70 miles, depending on the height of the ship.

The Floating Lighthouse

by Cherie Brant

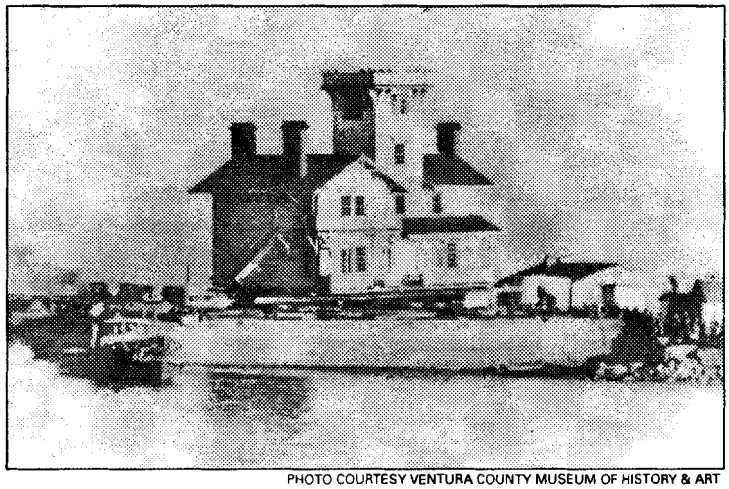


PHOTO COURTESY VENTURA COUNTY MUSEUM OF HISTORY & ART

Port Hueneme lighthouse on a barge being moved across the channel, February 1940.

In 1853 the *Winfield Scott*, a 225-foot-long sidewheel steamer, ran aground on Anacapa Island in a heavy fog. It carried 250 passengers and about $2 million in gold bullion. The passengers were rescued but the bullion reportedly went down with the ship. This wasn't the first maritime disaster in Santa Barbara Channel, nor the last. But it started a serious push for a lighthouse to aid boats navigating in local waters.

The difficulty in building a structure on Anacapa Island caused officials to look at Hueneme as a logical place for a light. Shipping activity was increasing in the Hueneme area as farmers hauled grain to the new wharf, completed in 1871. The government set aside funding, and three years after building Hueneme Wharf, AJ Salisbury and his company began construction on a beacon to be located one mile west of the wharf.

When finished, the two-story lighthouse contained 10 rooms and enough space for two families. It presented a stately appearance with wide eaves, a porch across the front, three chimneys, and a second story balcony. A square, four-story tower in the middle housed a fixed red light that shone from sunset to sunrise.

On the coast, business was booming. Thomas Bard had laid out the town in 1872, and in the process changed its name to Hueneme from the widely used "Wyenema" which was thought to be a phonetic rendition of the Chumash name "Wene'me." Houses, mercantile stores, markets, and a school appeared. During harvest season, farmers drove wagons laden with grain through town on their way to the wharf.

At the Port Hueneme Lighthouse, a keeper and his assistant maintained the equipment. In 1894 a new keeper, Charles F. Allen, replaced the fixed light with a flashing light that was easier to see. Three years later the lighthouse received a much improved design from Europe—a Fresnel lens, the invention of French physicist Augustin Fresnel. It consisted of together with brass fittings, and operated by timing gears and weights. In 1925 a switch was made from oil lantern to electricity and light came from a single 1,000 watt light bulb.

The lighthouse served coastal traffic until the late 1930s when a campaign to build a deep-water harbor at Hueneme resulted in a successful bond issue. Plans went forward to widen a channel and dredge a basin to receive large ships. Underscoring the need for a sheltered harbor, a huge storm hit the coast in 1939 and wrecked the wharf.

With the help of two tugs and a bulldozer pulling from Silver Strand side, the sand finally let go and the barge broke loose.

The Port Hueneme lighthouse sat on the very edge of the proposed new entrance channel. It looked like the structure would have to move or be demolished. The Port District planned to develop a yacht basin and clubhouse at the harbor and thought it could use the lighthouse as club headquarters. All that was needed was to move it across the channel to a site at Silver Strand.

And so began the adventure of the floating lighthouse. It lighthouse would be moved from its original location. This created a great deal of interest in the news media. Movers planned to jack up the 104-ton structure, place it on a barge, and tow it across the channel to its new home.

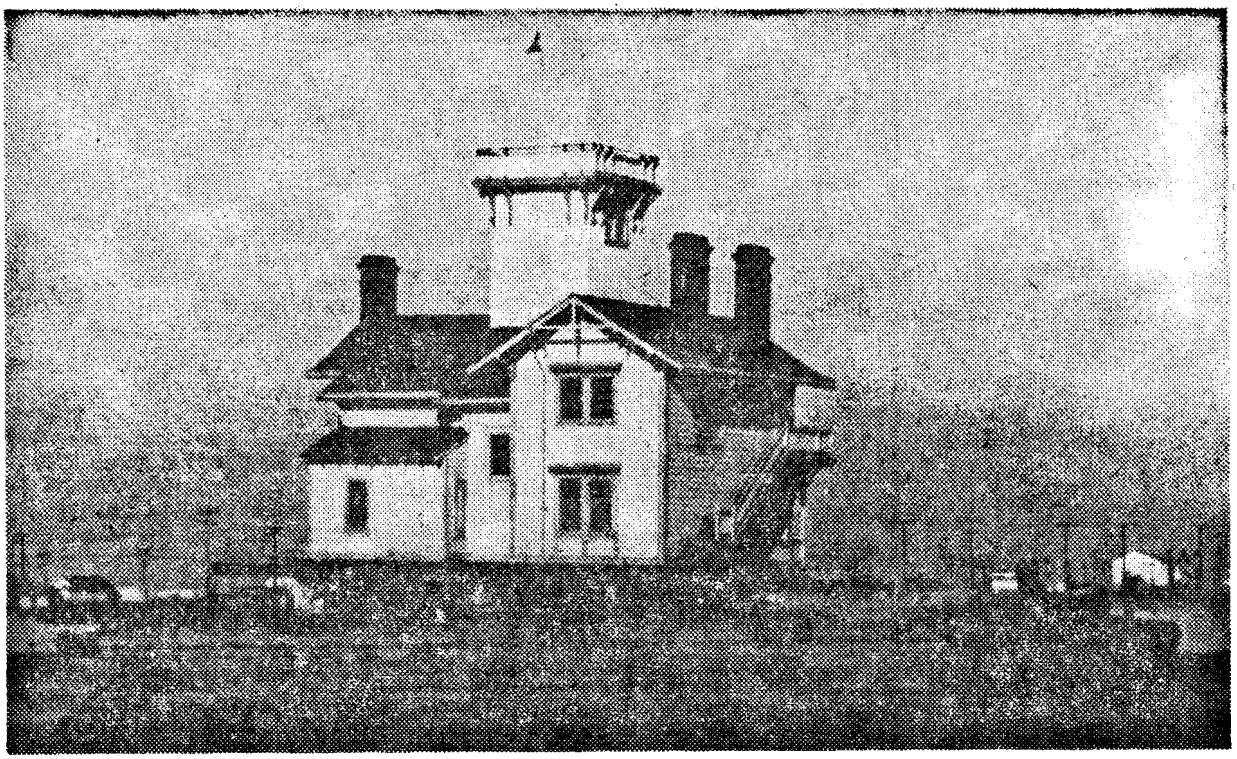
Tide and time, however, had other ideas. When Captain Lebbeus Curtis, who was in charge of the move, arrived to begin operations, he discovered high tides had filled in the launch site. It took a whole day to maneuver the massive building onto a barge, which then ran aground as the tide went out. Radio and news reporters, including a photographer for *Life* magazine, got bored and left as the struggle continued.

When the barge floated free at 3 a.m. the next morning, only a few local reporters remained to witness it. With the help of two tugs and a bulldozer pulling from Silver Strand side, the sand finally let go and the barge broke loose. The lighthouse on its floating base moved majestically across the narrow channel in morning's early light.

Unfortunately history did not have a happy ending reserved for the Port Hueneme lighthouse. World War II was heating up and the Navy arrived to build a base on the coastline between Hueneme and Oxnard. Two years after its exciting move, the lighthouse was demolished to make way for the Naval Construction Battalion. Today a second generation lighthouse shines at the entrance to Port Huemene—functional but plain compared to its elegant

Lighthouses S-FP Oct 8, 1967

Remember When...



In February, 1940, an area then known as Point Hueneme received much publicity when the first lighthouse in history to be moved from its original site was transported on a floating platform across the channel to make way for harbor construction.

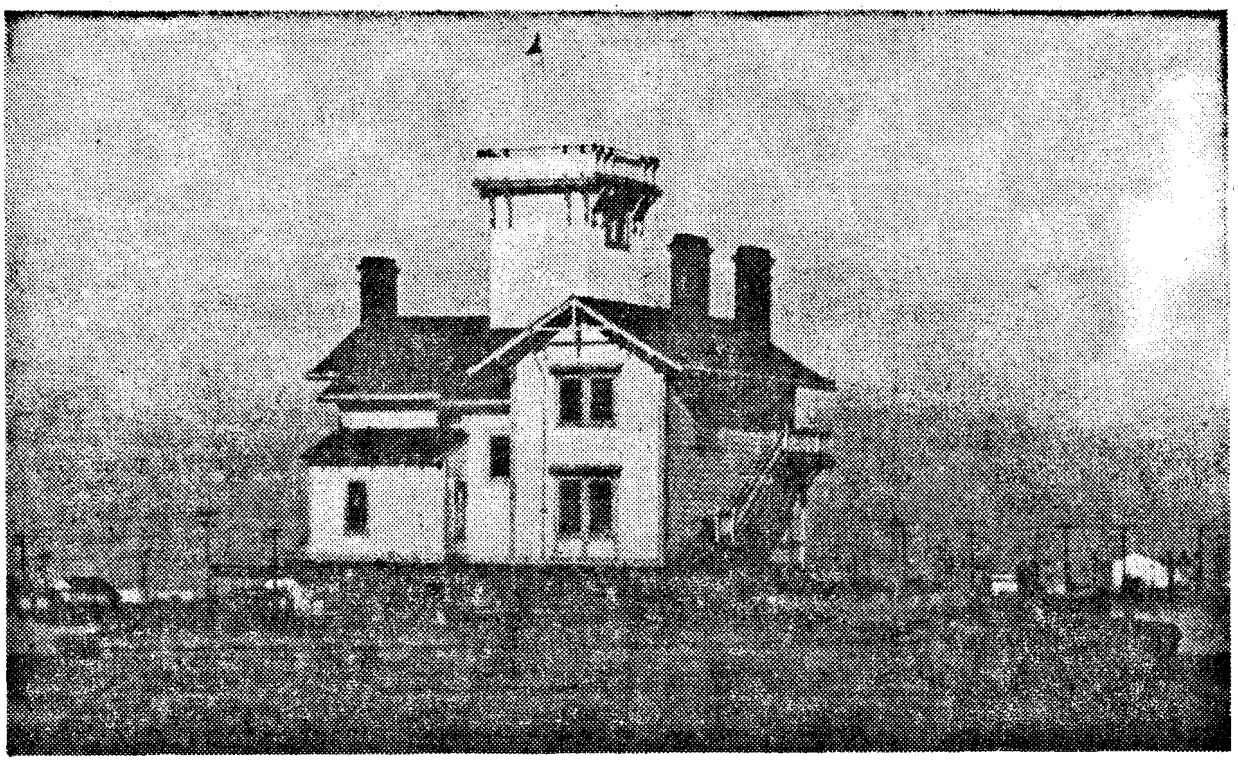
The lighthouse had stood in the same location, at the tip of the low sand point one mile west of the wharf, since it was built in 1874. According to Elaine K. Garber's description in the June, 1967, edition of the Ventura County Historical Society Quarterly, the two-story wood structures, painted a light buff, housed the light keepers and their families. Having been designed to accommodate two families, the building contained 10 rooms. The type of architecture was referred to as a combination of Swiss and Elizabethan.

Operation of the light, which was a fixed red light in a tower above the wooden house, began on Dec. 15, 1874. Shown from sunset to sunrise, the light illuminated the entire horizon and in favorable conditions was visible from a height of 30 feet above the sea and at a distance of 14.8 miles. The light was changed to a flashing light under the management of Charles F. Allen, who made many other improvements after his arrival in 1894. Electricity was first used to operate the light in 1925.

In 1939, after plans for constructing the harbor were well under way, it was determined that a new lighthouse would be built, and the Oxnard Harbor District agreed to move the lighthouse. The old lighthouse was purchased from the U.S. Government by the Hueneme Yacht Club, with plans to preserve it and move it to the west side of the harbor. The actual moving of the 104-ton structure took place from Feb. 15 to Feb. 18, 1940. The new location was selected by the Government two years later. The light was rebuilt in 1941 and can now be seen at least 13 miles to the south and as far away as 70 miles, depending on the height of the ship.

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Port Lighthouse Ready to Sail

Lighthouse To be Moved Friday Noon

2/13/40

H... RIC ... house late this afternoon was about ... known for 64 years. Capt. Lebbeus ... who was in charge of the ... are across the harbor en- ... "Within an hour the lighthouse ... will be on the barge and across the ... harbor."

... men rushed last minute ... for moving the 100- ... six Oxnard girls con- ... campaign breaking ... ny for the benefit of new- ... paper and movie cameramen who ... were on hand to film the event. ... were K... ine Kam- ... man, Margo Louise ... Liddle, Gerry ... and Marguerite Daugher-

Once safely across the harbor, ... will become the ... of a $100,000 yacht ... ment.

MANY VISITORS

... filled with visitors ... many of them repre- ... papers, press as- ... services and ... es—all ready to ... the unique story of ... is going to sea. ... is to be replaced ... concrete structure.

CAMERAMEN READY

... on hand for the ... was a ... grapher for Life ... line. ... politan newspa- ... pers ... photographers on the scene ... after noon Skip ... from Oxnard air- ... for one Los An- ... Three newsreel ... were on hand, too, ... moment when the ... across the channel ...

The ... was clear and bright. A ... erly breeze whipped ... Point Hueneme, which only a ... was nothing but sand, but ... was calm.

A coast guard cutter which was to have stood by failed to arrive. About 100 spectators lined the entrance channel. Clyde Jordan and D. H. L. (Doc) Wilson, directors of the yacht club project, were among them; they announced they have taken a Silver Strand residence and are now seeking office space near the harbor.

Jack Miller, secretary of the Oxnard Chamber of Commerce, and Walter White, keeper of the Hueneme lighthouse, reviewed the history of Point Hueneme in a radio broadcast over station KTMS last night.

Historic Voyage

2/16/40

POINT HUENEME'S historic lighthouse finished its long-awaited boat ride early this morning and this afternoon it was being unloaded onto its new resting place on the west side of Port Hueneme, where it will become the central unit of the new Hueneme Yacht club. The long battle to move the 6...-year-old building is over, but the climax was as uneventful as the preceding hours had been nerve-wracking and less than a dozen persons were on hand when the big test came at 3 o'clock this morning.

Newspapermen and cameramen —with the ... tion of one Oxnard reporter ... two Star-Free Press ... given up their vigil after ... hours of waiting for ... 5-ton ... ng to be loaded onto a barge ... the all-important test of w... uld make a successful cross-harbor voyage.

The newspapermen and most of the spectators who had come and gone to Point Hueneme since 6 a. m. ... about 6 p. m. yesterday when the first efforts to pull the barge and its lighthouse load away from the ... ad failed.

ONLY FEW RETURN

Only a ... returned to see the launch ... successfully and ... At 2 o'clock Capt. ... tis, harbor operations ... told the crew of the Ro... tug Dispatch he was "... for a pull." Twice the st... tugboat made a line ... the barge, which a lower ... had left partly stuck in the ... on the east ... of the ... entrance. T... the Dispatch pulled away, tugged ... and then parted the line. ... e went ... which had been fast... ed to the barge ... lier in the ... y.

... ti... however, the Dispatch fast... a short line to one corner ... barge ... nd yanked it loose f... in the manner of a d... a tooth—that fam... th motion.

A... the barge was cor...

"T... goes," said Walter Whi... s keep... the light had lived in the lighthouse for ... years.

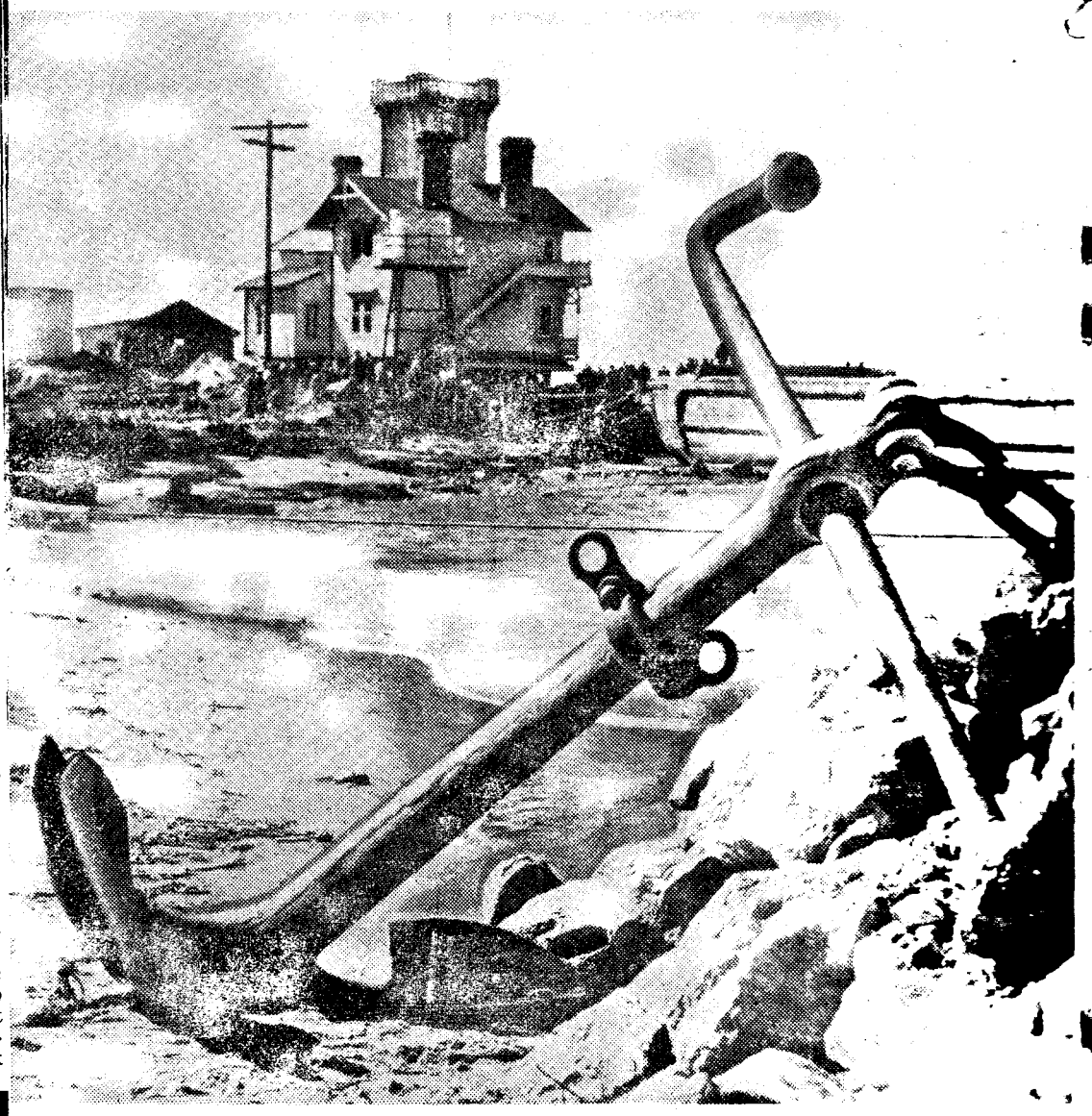
A SILENT SCENE

The barge's regular duty is to ... rock to ... or from Catalina island, ... made the lighthouse look like some majestic house boat as it floated smoothly out into the channel. A nearby derrick barge splashed big scoops of rock onto the side of the channel; the waves lapped gently against the shore. The only other sound was the steady chugging of the Dispatch's motors.

Distance somehow lent enchantment and stature to the ancient building as it floated gracefully out into the early morning dim-

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Crashes Back to Base



BREAKING FROM winch line being used to move it, the Pt. Hueneme lighthouse crashed back upon its foundations last night. The structure will be towed across channel to be used as yacht club.

—Los Angeles Examiner

With a roar like the surf that has lashed at its base for decades, the Port Hueneme lighthouse broke from the winch line being used to move it and crashed back upon its foundation last night.

Seven workmen who quit the job several times during the day because they thought the work too dangerous, narrowly missed death or injury when the huge structure lumbered back to the location where it has stood since 1847.

With the aid of a $30,000 barge, for which $50 an hour is being paid in rental, the lighthouse purchased for $51, was being moved across a 700-foot channel to the west side, where it is to be used as a yacht club.

With a 5/8-inch wide line the building had been moved about four feet toward the barge when the line snapped. Despite the complication and a brisk northwest breeze the workmen started over again and hoped at least to get the lighthouse on the barge last night and on its new location some time today.

To permit the barge to come alongside, two giant bulldozers gouged out a channel deep enough to float the craft and its heavy load.

John Breakey, Ventura house mover, was in charge of the job.

Deeply interested and somewhat sad spectators were Captain and Mrs. Walter White, who have tended the light for 13 years. They will tend the new light to be erected on the old location.

The old lighthouse's log book has, as its first entry, the notation that Samuel Ensign took charge on November 9, 1874.

Moving the lighthouse is part of the Port Hueneme improvement project which includes harbor development, building and recreational facilities.

... As it cleared the shore one ...spaperman said:

"There goes the picture everybody wanted. And there isn't a cameraman on the scene."

The irony was true, although Jack Miller, secretary of the Oxnard Chamber of Commerce rushed up at the last minute in a desperate attempt to get a flashlight shot.

Newspaper cameramen had waited 36 hours for the picture of the lighthouse floating on ocean water. When the big moment came they had all left, and picture conditions were extremely poor.

After remaining at anchor in the channel the remainer of the night, the barge was beached about 8:30 this morning and it was expected the unloading would be completed by 3 p. m.

'SHE'S ON THE BARGE'

John Brakey, Ventura housemover whose crew had been working since 6 a. m. Thursday on the job, announced with a smile at 3:45 yesterday afternoon:

"Well, she's on the barge."

There had been plenty of skepticism over whether Brakey could successfully load the lighthouse ... ere had been trouble and delay, ... but Brakey had plugged away ...til the lighthouse was loaded, ...rtually undamaged. "What Man Can Build Brakey Can Move," said his sign on the side of the building.

Early this morning Brakey and his crew went to work unloading it.

Efforts to float the barge yesterday afternoon failed. The Associated tug Traveler III from Ventura, working with the west shore bulldozer, found the barge too ...ghtly imbedded and the effort ...as abandoned until this morn...ng's high tide. The Dispatch took ...e Traveler's place.

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PT. HUENEME LIGHTHOUSE GOES TO SEA

2/17/40

66-Year-Old Building Loaded On Barge; Will Serve as Club House Across Channel

(Picture on Page 9)

Old Point Hueneme Lighthouse, which has been used for the past **66** years, began its way to a new foundation yesterday.

Workmen [illegible] difficulties [illegible] two floors and [illegible] into a giant barge.

It is to be towed **across** the 700-foot channel and to a [illegible] to serve as a yacht [illegible]

BUILT IN 1874

Built in 1874, Old Point Hueneme [illegible]

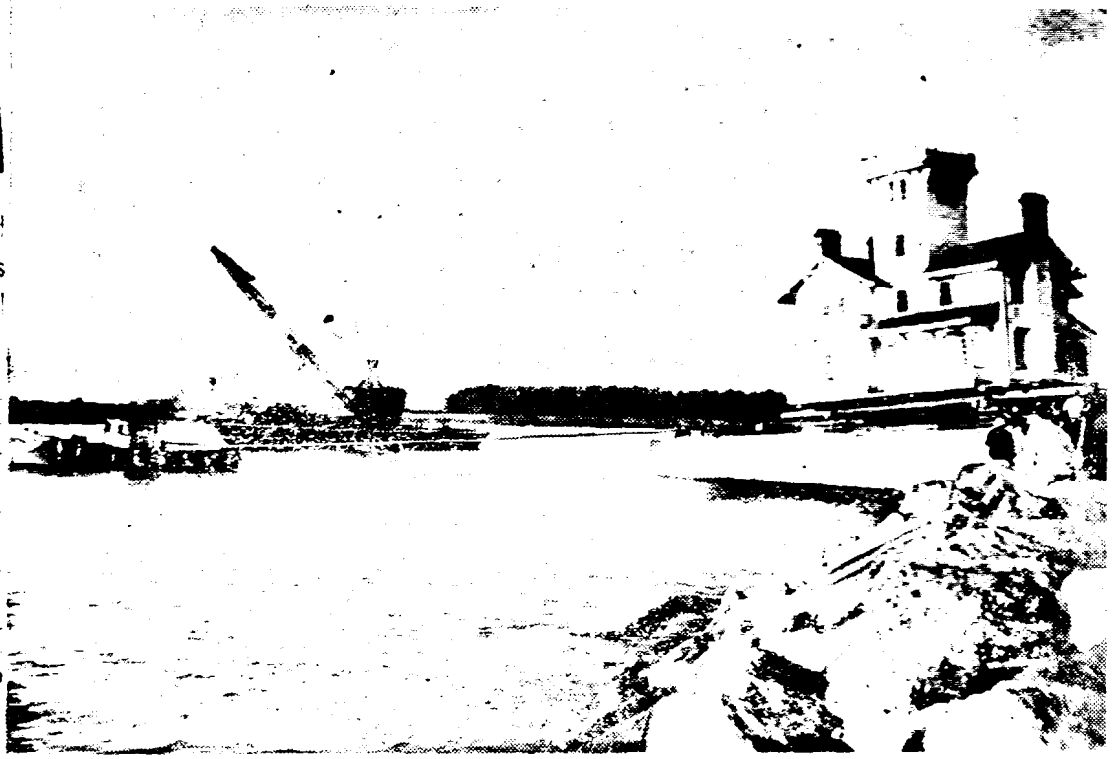
And yesterday, **a huge** bulldozer, using [illegible] the channel [illegible] the barge could take its **load**, fell into the [illegible] tractor succeeded in pulling it out.

Little trouble was expected in making the crossing, since the **sea was calm**, and the wind moderate.

BOUGHT FOR $51

The old lighthouse was bought for $51 at an auction recently by the Ventura Harbor Commission and will be rehabilitated and two wings added.

LIGHTHOUSE TAKES A TRIP



A LIGHTHOUSE went for a boat-ride yesterday. After experiencing numerous difficulties, workmen finally loaded **old** Point Hueneme Lighthouse **on** a barge (above) to move it to a new site, where it will serve as yacht club house. (See Page 6.)

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Lighthouses

Hueneme Lighthouse basked in limelight

The Port Hueneme Lighthouse was 66 years old when the decision was made to move it away from its original site, where the new Port of Hueneme was being created.

The move was a media and tourist event. Hundreds of spectators and reporters lined the shores for the entire day of Feb. 16, 1940, to watch the move. The Los Angeles Times even went to the expense of hiring a plane to send a photographer in the air to take this shot, which shows the lighthouse sitting on a rock barge of the Roll-Connolly Co., after a day of mud and sweat.

It took an entire day just to get the lighthouse onto the barge. According to contemporary news reports, the plan was to bulldoze out the land between the lighthouse and the shoreline, beach the barge, and then heave the lighthouse onto the barge.

Capt. Lebbeus Curtis was in charge of the operation and, according to one report, was immediately discouraged when he arrived at the scene the day of the big move, finding that high tides had filled in all the previously bulldozed land.

After a day of sweat, however, by late evening — far behind schedule — the lighthouse was shoved onto the barge.

Bored reporters decided to use an empty champagne bottle to christen the now-seagoing edifice.

The christening took extra sweat as well. A pretty girl was also commandeered, and as photographers snapped, she hurled the bottle against the lighthouse. The string broke, and the bottle flew into the crowd.

It was retrieved, and a second effort by the girl resulted in a successful christening.

LOOKING BACK

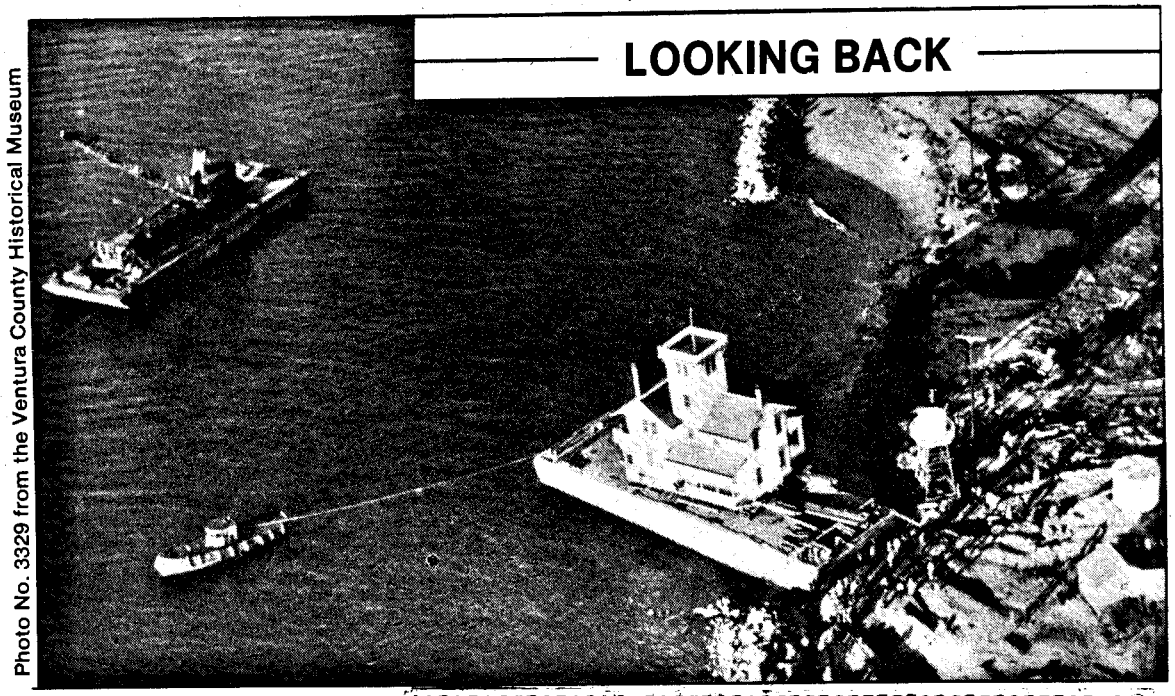


Photo No. 3329 from the Ventura County Historical Museum

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THE BEARS UPSTAIRS by Dorothy Haas (Greenwillow, 185 pages, $6.95)
YOUR OLD PAL, AL by Constance Greene (Viking, 149 pages, $7.95)
ANASTASIA KRUPNIK by Lois Lowry (Houghton, 160 pages, $6.95)
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HELP! I'M A PRISONER IN THE LIBRARY by Eth Clifford (Houghton, 103 pages, $7.95)
PINKERTON BEHAVE! by Steven Kellogg (Dial, 32 pages, $7.95)



a factual framework is an unusual and appealing

LOOKING BACK

The moving of the Port Huneme lighthouse in February 1940 took three days and attracted nationwide publicity as the first lighthouse in history to be moved.

Thousands watched as the 140-ton, 10-room structure was moved across Huneme Harbor by barge.

The lighthouse, built in 1874, had to be moved when construction began on the Port of Huneme. It was purchased by the Huneme Yacht Club, which used the building as a clubhouse.

The original light — a continuously shining red light which could be seen from more than 14 miles away — was first turned on Dec. 15, 1874.

The building, mostly oak, combined Swiss and Elizabethan architecture. It was designed to accommodate two families.

The lighthouse was moved to a site where the Naval Construction Battalion Center now sits. It was destroyed in the early 1940s while the base was being built.

(Information supplied by Elaine Garber, Port Huneme Historical Museum commissioner; photo courtesy Ventura County Historical Museum)



Lighthouse Hueneme – The name Hueneme – Lighthouse Old Hueneme –

Old Hueneme Remembered

• A Special Feature of the Hueneme Wave •

Fall 1990



Hueneme street scene, 1898

"OLD HUENEME" REMEMBERED A NEW FEATURE!

As the second oldest town in Ventura County, Port Hueneme is a proud little community which has seen much change. Incorporated in 1948, the area was originally inhabited by the Chumash Indians. Later, after the Spanish had arrived, the San Buenaventura Mission was the only population center in this area. That changed in the late 1860's when squatters began to settle here in what was then called the "Point Wynema" beach area. T. R. Bard completed the original wharf in 1871, and Hueneme became a bustling agricultural shipping center as the downtown photograph (shown above) so clearly illustrates.

Port Hueneme has continued to grow and change dramatically until this day. Our unique and beautiful little beach community enjoys excellent public facilities (parks, beaches, library, Cultural Center, etc.), and much new housing that has been built recently. Port Hueneme now has many new residents that know very little about the City's rich and colorful past. This special feature is devoted to sharing some of Port Hueneme's history with residents who are interested in the "Old Hueneme."

Part of the past still exists at the Port Hueneme Historical Museum, formerly the Hueneme Bank Building (built in 1925), located at 220 N. Market Street, Port Hueneme. For a closer look at Port Hueneme's past, visit the Museum Monday through Friday, 10:00 a.m. to 3:00 p.m., and look for "Old Hueneme Remembered" to appear occasionally in the Hueneme Wave.

MUSEUM VOLUNTEERS NEEDED

The Port Hueneme Museum and Historical Society is seeking volunteers interested in becoming part of a docent program for the Museum. Volunteers would help conduct lectures and tours of the Museum, and enable the City of Port Hueneme to open the Museum on weekends to the public. For further information, please call 986-6555.

HUENEME: ORIGIN OF THE NAME

By Elaine K. Garber

While there is an Indian legend of a Princess Hueneme, (which was told by Sinfarosa, the niece of a tribal chief), this area, once a Chumash village, was named for a place. It means "midway" or "resting place", and it is believed the Indians stopped on their way between the villages at Mugu and Ventura.

The Name Wyneme is thought to be derived from the Chumash village of Wene'me or Wene'mu. This is the American phonetic spelling. Lieutenant James Alden, in charge of the coast survey steamship "Active", applied a Spanish spelling to the point in 1856 when he designated it Point Hueneme. It has been spelled and pronounced many ways since then. Among the earliest spellings from approximately 1865 to 1874 can be found Y-ne-me, Y-nee-ma, Wyneme and Wynema. The latter spelling seems to have been the most popular at the time. It was the spelling used by W. E. Barnard in 1870 when he founded his settlement and lighter company. Because he was the first postmaster of the point, this was also spelling used for the post office until 1874.

The first issue of the Ventura Signal referred to the area Hueneme but a little over a month later it spelled the name Wynema. It was also announced that W. E. Barnard was the correspondent for the Signal from Wynema. On June 1, 1872 the first of Barnard's advertisements appeared in the newspaper notifying the public that town lots were available at Wynema. The Signal used the spelling Huenema in its articles until December 1872 when news articles used Hueneme. For a time thereafter commercial advertisements in the paper continued the spelling Wynema.

T. R. Bard platted the Town of "Hueneme" in June of 1872 and used that spelling. The third township in the newly created Ventura County in 1873 was the Hueneme Township. The name of the post office was changed in August of 1874, and the lighthouse built that same year was called Point Hueneme Lighthouse.

The **area was called**, then, Hueneme or Point Hueneme from that time until late in 1939 when the name was changed to Port Hueneme with the construction of the harbor. In February of 1940 the partrons of the post office were asked to indicate whether they preferred Hueneme or Port Hueneme as the official name of their post office. Almost all of the patrons chose Port Hueneme, and the official change was made by the Postal Department on May 1, 1940. A Port Hueneme cachet was released, and these stamped envelopes could be secured for two cents each.

Pronunciation of Hueneme has been as varied as the spelling, and this continues to puzzle some to date. The present "official" pronunciation and that of the thousands of Seabees, who have streamed through the base and are now scattered throughout the world is Y'ne'-me. It is also the pronunciation used by most of Hueneme's citizens since World War II.

GROWING UP IN HUENEME IN THE 30's

by Helen Brant

Any child should be so fortunate to have been in this area before the Port was built. We all thought then and certainly agree now, that it was paradise for a youngster.

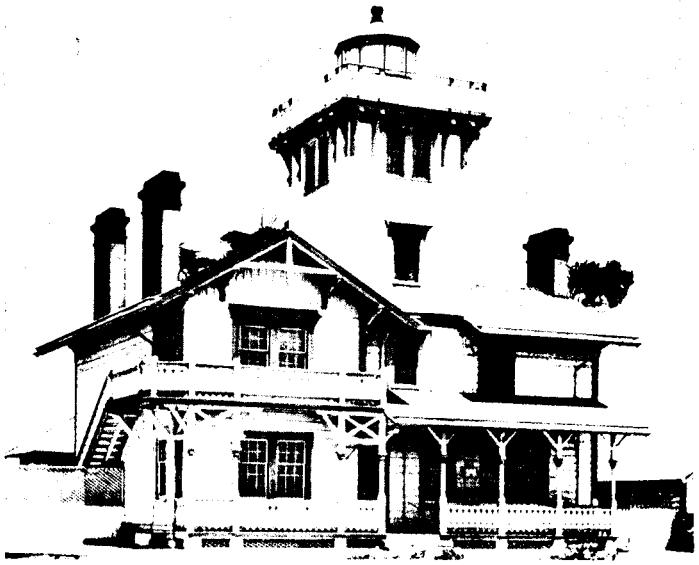
Our beach was simply the best - we were sure of that - we had the best surf and the softest whitest sand. We actually felt sorry for the people who used Silver Strand and Hollywood by the Sea beach. No fear of strangers (there were none) or sunburn in those days.

We flew kites, explored the slough (now the site of the Port of Hueneme) and used the clay we dug there for modeling. Those activities seemed to keep us busy most of the time not actually spent at the beach.

Hueneme Grammar School, (grades 1-8), was the only grammar school in the area which is now served by Bard, Pearson, E.O. Green, Blackstock and Haycox schools. Our 8th grade graduation class was one of the largest - 24 graduates. At that time, Pearl Street ran across the front of the school, and the "big kids" playground was across Pearl Street. Most of the area was brush and the major pastime for the boys seemed to be to catch a horned toad, chase the girls all during recess with it, and then at an appropriate moment, turn it loose in the classroom!

"Town" was the area around Market and Hueneme Road (now the entrance to the Port), south to Surfside Drive and east to about 3rd Street. In this area, one of the grocery stores also had the Post Office, sold shoes, soft goods, groceries and meat. There were a couple more grocery stores, a bar, a drug store, restaurant, garage, gas station, Justice Court and the Hueneme Bank, (now the site of the museum). Of course, one cannot forget the bean house, where dry limas were sorted and packaged. Also, the two lemon houses where Ventura County lemons were graded and boxed for delivery elsewhere. Then, there was the Oxnard Pest Control, or "Insectary", where they raised lady bugs for use in insect control in the fields and orchards (which naturally, were far more numerous in those days).

Oh yes, memories...



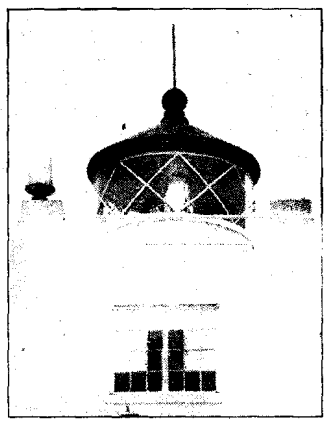
THE POINT HUENEME LIGHTHOUSE

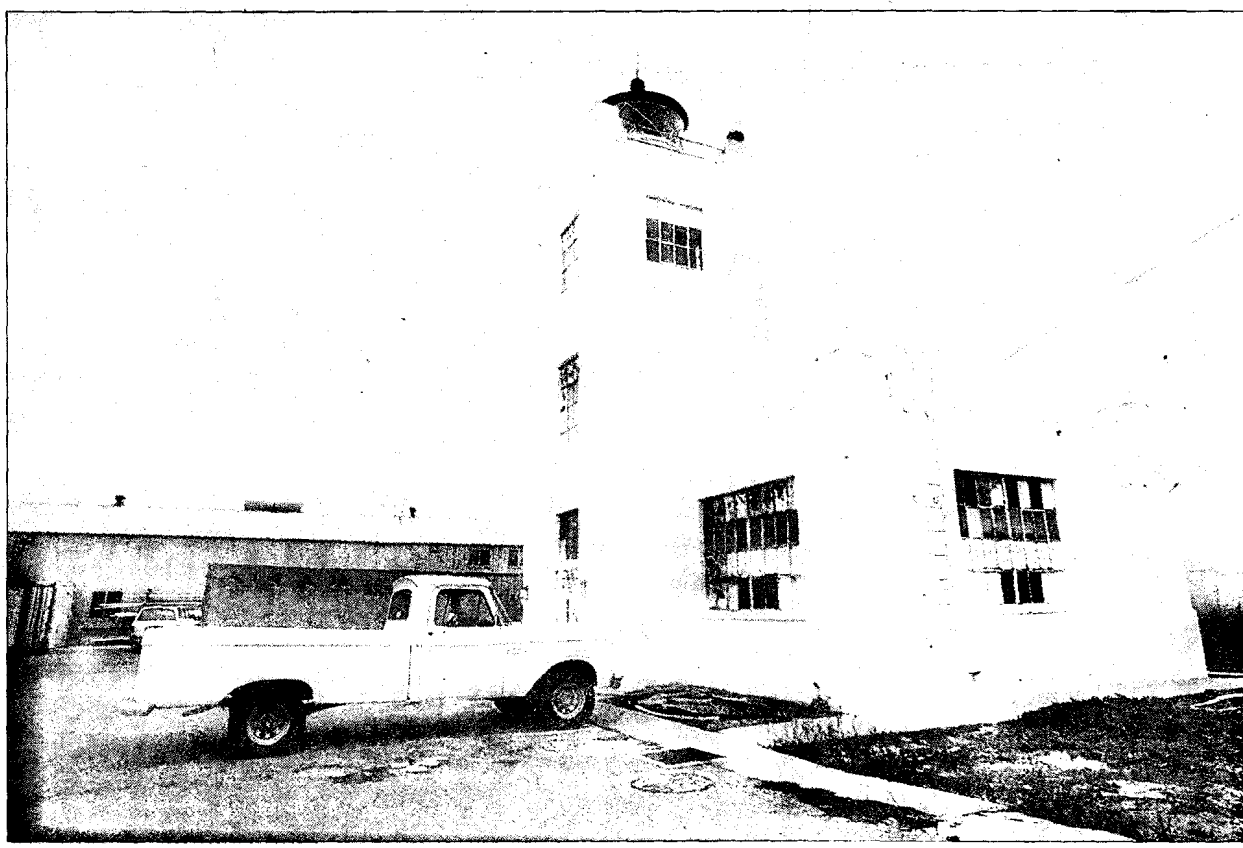
By Brady Cherry

The lighthouse itself surpasses all expectations. From the outside, it closely resembles a large estate, except for the light tower, which soars above the building. The beacon of light crowns the lighthouse 65 feet above the ground. It projects a beam which is visible for 35 miles on a clear night, although it's average range is 13½ miles, as the range of visibility is governed by atmospheric conditions. The reservation consists of 30 acres, and at the eastern end stands the radio station. A wooden whitewash fence 250 feet square surrounds the lightstation. The grounds are neat and well maintained. At one time, the grounds were made into a small park with benches, beautiful lawns, flower beds, a fish pond and shrubbery at all corners of the property. Sometime later, heavy seas and high tides flooded the grounds destroying years of effort.

In 1874, the lighthouse was installed near the tip of Point Hueneme on a slight elevation of 8 or 10 feet above sea level. Acres of wetlands stretched out behind it. The type of architecture is described as "Swiss and Elizabethan." It is constructed primarily of oak and contains 10 spacious rooms and four fireplaces. It is a four story structure, with the light keeper's quarters on the ground floor and his assistant's on the second floor. To reach the light tower, one must climb four flights of stairs, with the final flight being almost vertical. The light is an elaborate mechanism, with a revolving lens flashing its light every 5 seconds. Six groups of lens's encircle the light, curiously cut prisms, all hand ground in Paris. Inside the lens burns a solitary 1000 watt bulb. The intensity of the light is 200,000 candlepower. Originally, the generating mechanism derived its power by weight, wound up by clockwork every 6 hours. In 1934, an electric motor was installed, doing away with the hand winding which had to be done. All lightstations are identified by their flashes and intervals between the gleam. If the weather is foggy at sea, and visibility will not penetrate beyond 5 miles, the foghorn is sounded.

Such is a description of the original Port Hueneme Lighthouse which never missed a day of operation until 1941 when the light was rebuilt. The lighthouse, weighing 104 tons, was moved by barge from it's original site to the west side of the port. It was demolished two years later by the Navy. The original light however, still sends out it's beams across the channel from the mouth of the harbor.





NICE PLACES TO VISIT: The Coast Guard is looking at ways to save money by leasing lighthouses for tourist attractions. Shown are two views of the lighthouse at the Port of Hueneme. The Coast Guard plans to use the romance and lore of the sea to cut costs.

Staff photos by **Rob Va**

11-27-97

Next stop: county's 2 lighthouses

TOURIST SPOTS? *Plan says Anacapa Island, Port Hueneme might be good draws.*

By Jim McLain
Staff writer

Most residents don't know they exist, but Ventura County has two lighthouses that could become tourist draws soon in a Coast Guard plan to use the romance and lore of the sea to cut costs.

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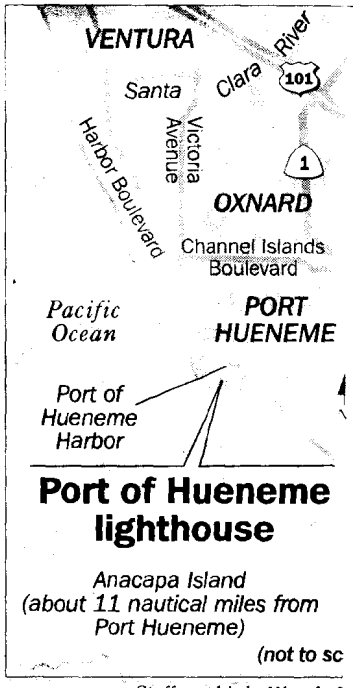
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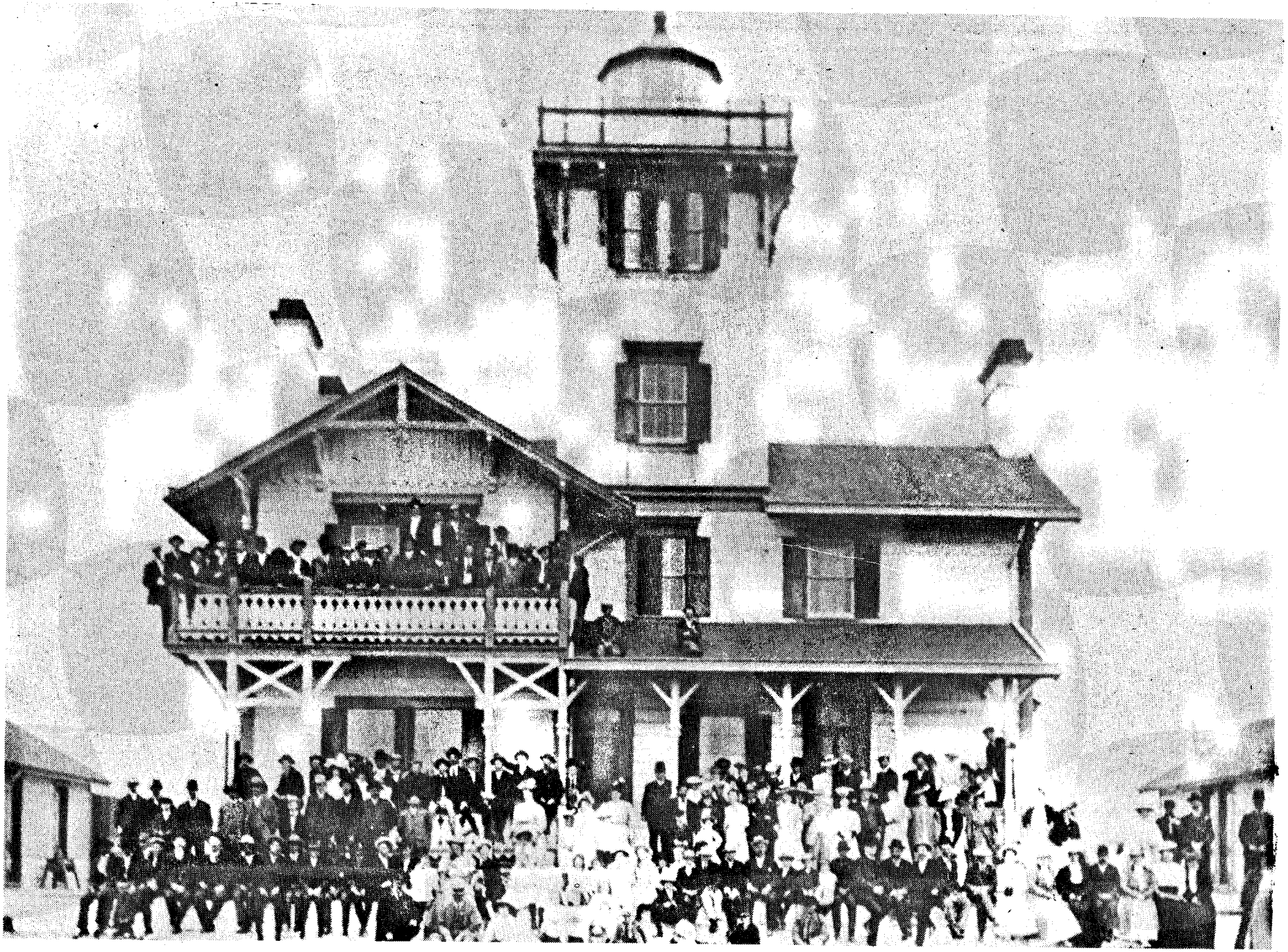
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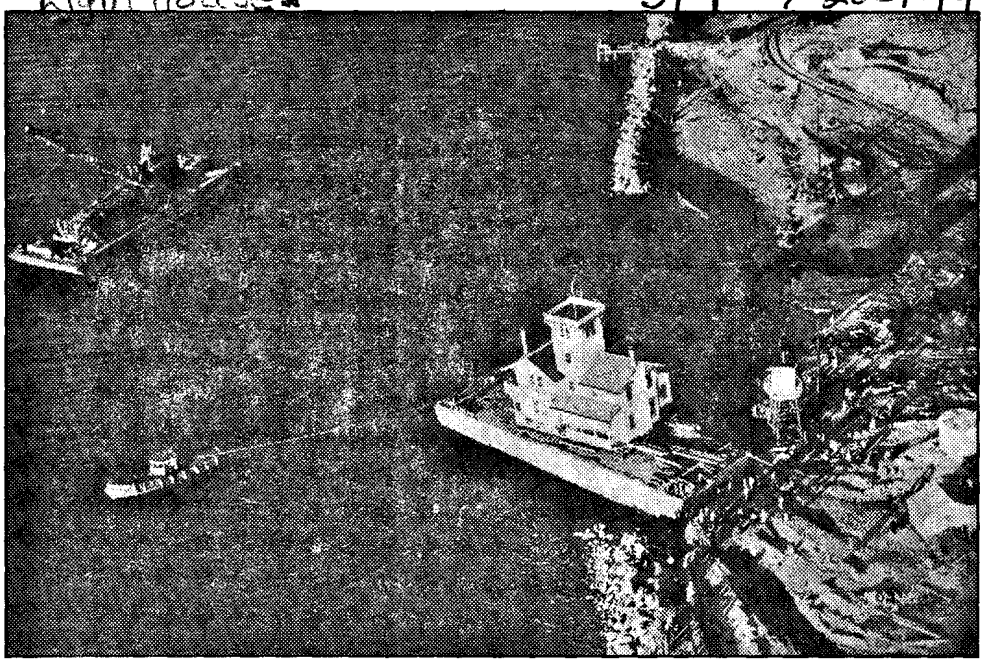


Staff graphic by **Wendy I**



The old Hueneme lighthouse, as it appeared about 1905, with a crowd of people on its porch and balcony

Lighthouses SFP 7-20-1992



Ventura County Museum of History and Art photograph No. 3329

Moving moment: Workers labored all day on Feb. 15, 1940, to load the former Hueneme lighthouse onto a rock barge. Hundreds of spectators watched as the 66-year-old lighthouse was moved from where the Port of Hueneme was dug to the other side of the port. It was demolished two years later.

LOOKING BACK

Hueneme Lighthouse basked in limelight

The Port Hueneme Lighthouse was 66 years old when the decision was made to move it away from its original site, where the new Port of Hueneme was being created.

The move was a media and tourist event. Hundreds of spectators and reporters lined the shores for the entire day of Feb. 16, 1940, to watch the move. The Los Angeles Times even went to the expense of hiring a plane to send a photographer in the air to take this shot, which shows the lighthouse sitting on a rock barge of the Roll-Connolly Co., after a day of mud and sweat.

It took an entire day just to get the lighthouse onto the barge. According to contemporary news reports, the plan was to bulldoze out the land between the lighthouse and the shoreline, beach the barge, and then heave the lighthouse onto the barge.

Capt. Lebbeus Curtis was in charge of the operation and, according to one report, was immediately discouraged when he arrived at the scene the day of the big move, finding that high tides had filled in all the previously bulldozed land.

After a day of sweat, however, by late evening — far behind schedule — the lighthouse was shoved onto the barge.

Bored reporters decided to use an empty champagne bottle to christen the now-seagoing edifice.

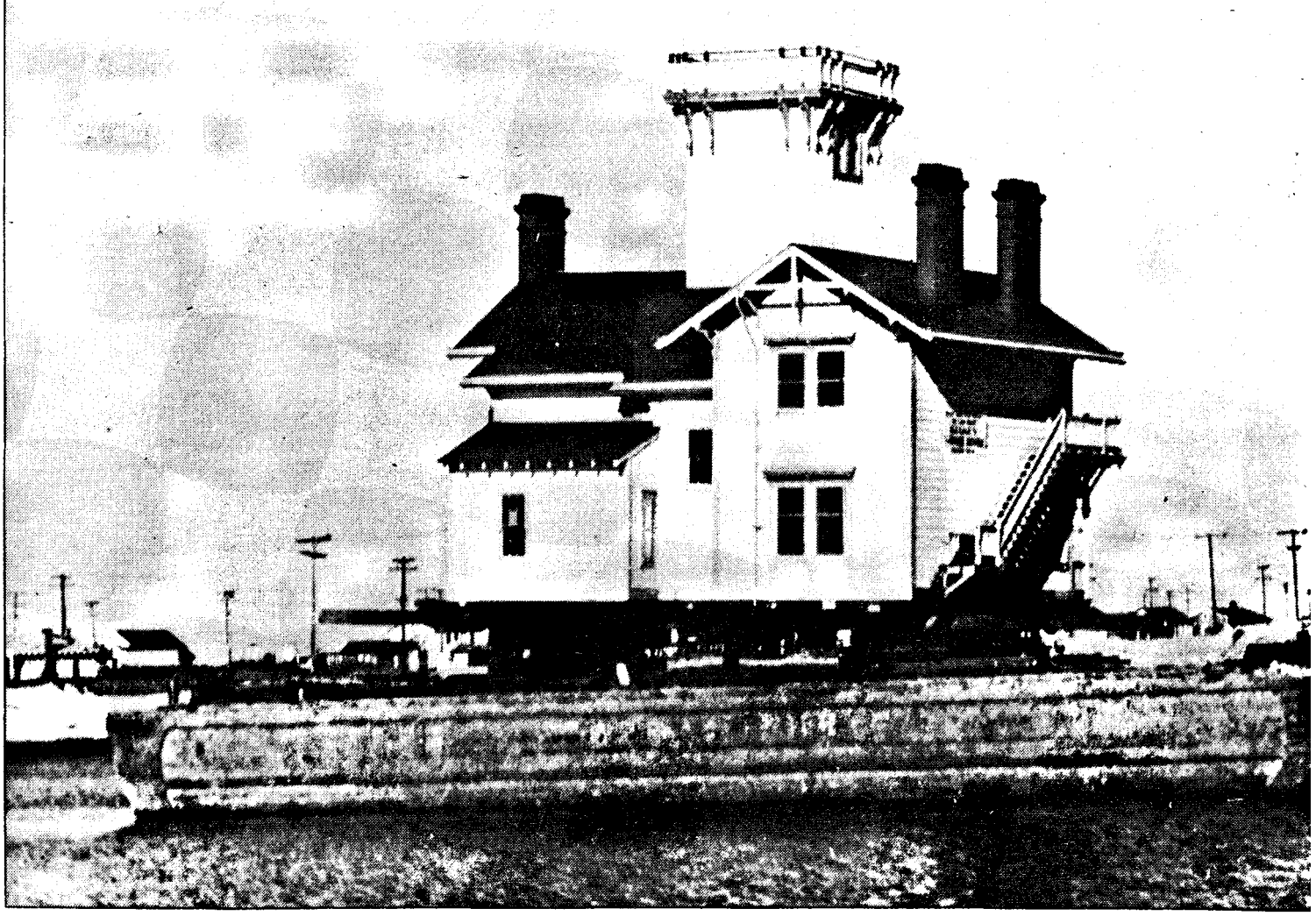
The christening took extra sweat as well. A pretty girl was also commandeered, and as photographers snapped, she hurled the bottle against the lighthouse. The string broke, and the bottle flew into the crowd.

It was retrieved, and a second effort by the girl resulted in a successful christening.



Photo No. 3329 from the Ventura County Historical Museum

Lighthouses (Filed also under Looking Back)



Move made lighthouse fam

LOOKING BACK

The moving of the Port Hueneme lighthouse in February 1940 took three days and attracted nationwide publicity as the first lighthouse in history to be moved.

Thousands watched as the 140-ton, 10-room structure was moved across Hueneme Harbor by barge.

The lighthouse, built in 1874, had to be moved when construction began on the Port of Hueneme. It was purchased by the Hueneme Yacht Club, which used the building as a clubhouse.

The original light — a continuously shining red light which could be seen from more than 14 miles away — was first turned on Dec. 15, 1874.

The building, mostly oak, combined Swiss and Elizabethan architecture. It was designed to accommodate two families.

The lighthouse was moved to a site where the Naval Construction Battalion Center now sits. It was destroyed in the early 1940s while the base was being built.

(Information supplied by Elaine Garber, Port Hueneme Historical Museum commissioner; photo courtesy Ventura County Historical Museum)

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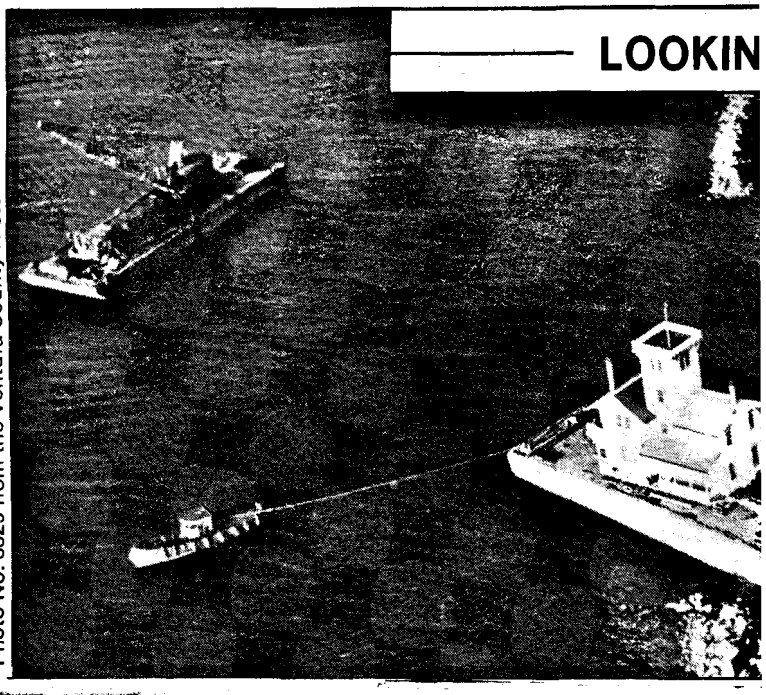


Photo No. 3329 from the Ventura County Historical Museum

by Cherie Brant

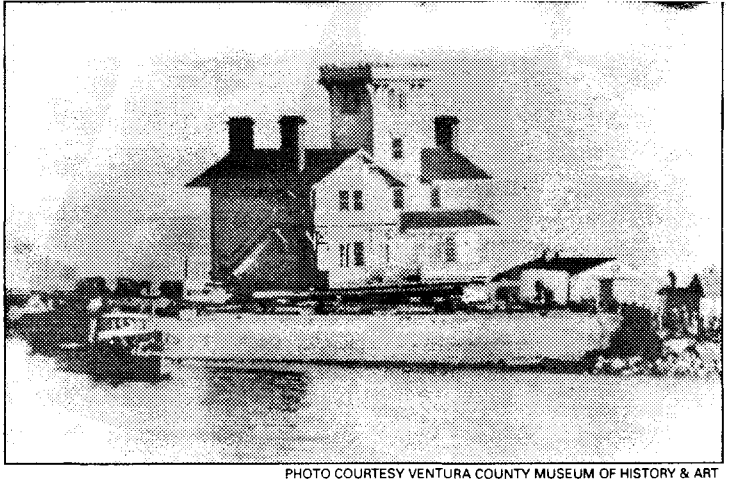


PHOTO COURTESY VENTURA COUNTY MUSEUM OF HISTORY & ART

Port Hueneme lighthouse on a barge being moved across the channel, February 1940.

In 1853 the *Winfield Scott*, a 225-foot-long sidewheel steamer, ran aground on Anacapa Island in a heavy fog. It carried 250 passengers and about $2 million in gold bullion. The passengers were rescued but the bullion reportedly went down with the ship. This wasn't the first maritime disaster in Santa Barbara Channel, nor the last. But it started a serious push for a lighthouse to aid boats navigating in local waters.

The difficulty in building a structure on Anacapa Island caused officials to look at Hueneme as a logical place for a light. Shipping activity was increasing in the Hueneme area as farmers hauled grain to the new wharf, completed in 1871. The government set aside funding, and three years after building Hueneme Wharf, AJ Salisbury and his company began construction on a beacon to be located one n.

When finished, the two-story lighthouse contained 10 rooms and enough space for two families. It presented a stately appearance with wide eaves, a porch across the front, three chimneys, and a second story balcony. A square, four-story tower in the middle housed a fixed red light that shone from sunset to sunrise.

On the coast, business was booming. Thomas Bard had laid out the town in 1872, and in the process changed its name to Hueneme from the widely used "Wyenema" which was thought to be a phonetic rendition of the Chumash name "Wene'me." Houses, mercantile stores, markets, and a school appeared. During harvest season, farmers drove wagons laden with grain through town on their way to the wharf.

At the Port Hueneme Lighthouse, a keeper and his assistant maintained the equipment. In 1894 a new keeper, Charles F. Allen, replaced the fixed light with a flashing light that was easier to see. Three years later the lighthouse received a much improved design from Europe—a Fresnel lens, the invention of French physicist Augustin Fresnel. It consisted of six handmade lens panels held together with brass fittings, and operated by timing gears and weights. In 1925 a switch was made from oil lantern to electricity and light came from a single 1,000 watt light bulb.

The lighthouse served coastal traffic until the late 1930s when a campaign to build a deep-water harbor at Hueneme resulted in a successful bond issue. Plans went forward t basin to receive large ships. Underscoring the need for a sheltered harbor, a huge storm hit the coast in 1939 and wrecked the wharf.

With the help of two tugs and a bulldozer pulling from Silver Strand side, the sand finally let go and the barge broke loose.

The Port Hueneme lighthouse sat on the very edge of the proposed new entrance channel. It looked like the structure would have to move or be demolished. The Port District planned to develop a yacht basin and clubhouse at the harbor and thought it could use the lighthouse as club headquarters. All that was needed was to move it across the channel to a site at Silver Strand.

And so began the adventure of the floating lighthouse. It was reportedly the first time a lighthouse would be moved from its original location. This created a great deal of interest in the news media. Movers planned to jack up the 104-ton structure, place it on a barge, and tow it across the channel to its new home.

Tide and time, however, had other ideas. When Captain Lebbeus Curtis, who was in charge of the move, arrived to ions, he discov ered high tides had filled in the launch site. It took a whole day to maneuver the massive building onto a barge, which then ran aground as the tide went out. Radio and news reporters, including a photographer for *Life* magazine, got bored and left as the struggle continued.

When the barge floated free at 3 a.m. the next morning, only a few local reporters remained to witness it. With the help of two tugs and a bulldozer pulling from Silver Strand side, the sand finally let go and the barge broke loose. The lighthouse on its floating base moved majestically across the narrow channel in morning's early light.

Unfortunately history did not have a happy ending reserved for the Port Hueneme lighthouse. World War II was heating up and the Navy arrived to build a base on the coastline between Hueneme and Oxnard. Two years after its exciting move, the lighthouse was demolished to make way for the Naval Construction Battalion. Today a second generation lighthouse shines at the entrance to Port Huemene—functional but plain compared to its elegant predecessor.

Vent. Co. Star-Free Press 1-6-78 p B-5

Lighthouse action taken

Another step toward historical recognition for the site of the Port Hueneme Lighthouse was taken Monday by the County Cultural Heritage Board, meeting at Fillmore City Hall. The board also furthered its plans to recognize as an historical site Indian burial grounds near Mugu Lagoon.

As a result of board deliberations, the U.S. Coast Guard is being asked to agree to the marking of the lighthouse site and Caltrans has been asked for permission to mark the burial grounds, which abut Highway 1.

Dates for a public hearing on these markings will be set if the two agencies raise no objections.

After action on the Port Hueneme sites the board toured Fillmore's former Bank of America, Trinity Episcopal Church and Southern Pacific Depot, now a museum; and the United Methodist Church structures in Bardsdale and Piru.

Action for or against historic recognition and marking will be taken at the Jan. 8 meeting, set for 1:30 p.m. at Simi Valley's Strathearn adobe.

Buildings on the Patterson Ranch may be toured on that date.

KEEPER OF LIGHT AT PORT HUENEME 21 YEARS RETIRES

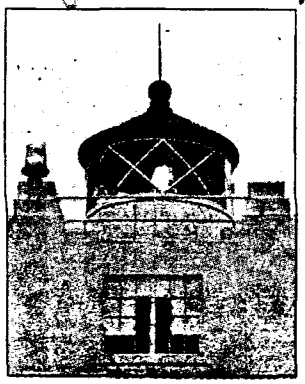
PORT HUENEME, Dec. 1—After 21 years at the Port Hueneme lighthouse and 44 years and nine months in the lighthouse service, Walter White has retired.

With a last look at the big beacon and foghorn he has tended for two six-hour shifts out of every day he was here, White got into his car with his wife and left for Vashon Island, Wash.

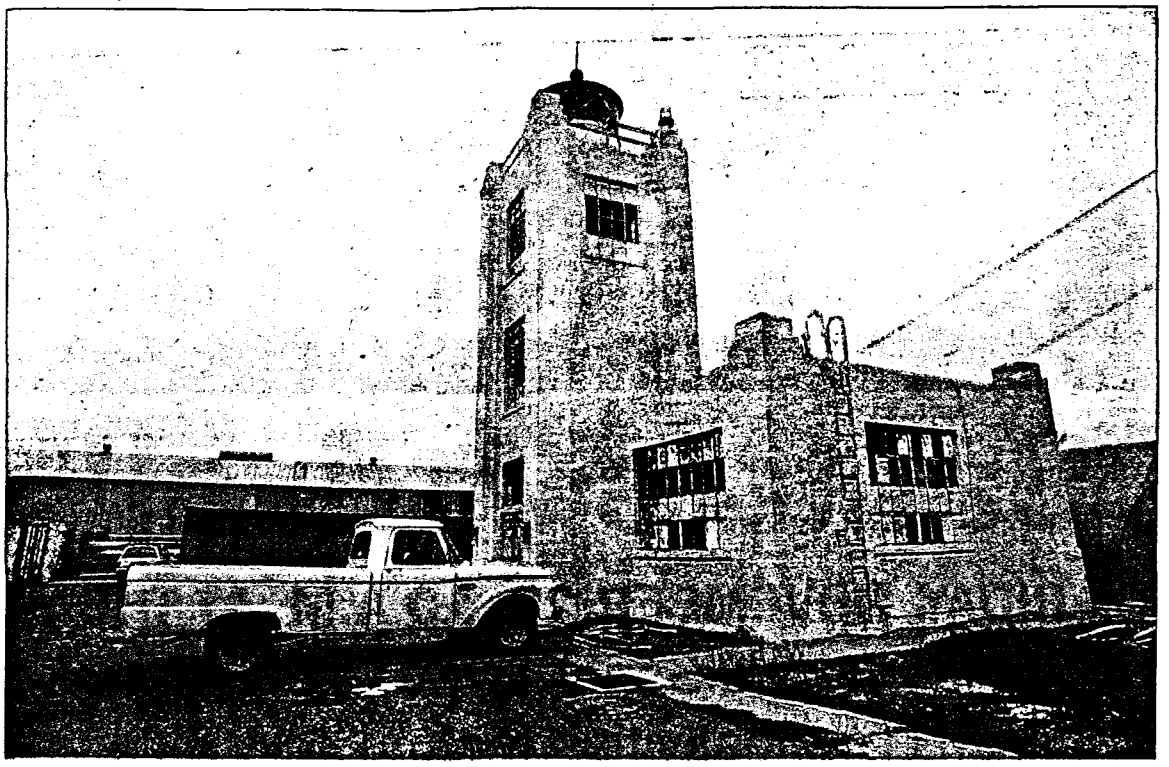
One of their three children, Mrs. Bert Dornberger, lives there, and since her husband is a sea captain gone much of the year, the Whites want to live near her.

White recommends lighthouse tending as a career for young men, but he personally says he doesn't care whether he ever sees another one again.

Lighthouses VC STAR (PC) 11/27/97



NICE PLACES TO VISIT: The Coast Guard is looking at ways to save money by leasing lighthouses for tourist attractions. Shown are two views of the lighthouse at the Port of Hueneme. The Coast Guard plans to use the romance and lore of the sea to cut costs.



Staff photos by **Rob Varela**

Next stop: county's 2 lighthouses

TOURIST SPOTS? *Plan says Anacapa Island, Port Hueneme might be good draws.*

By Jim McLain
Staff writer

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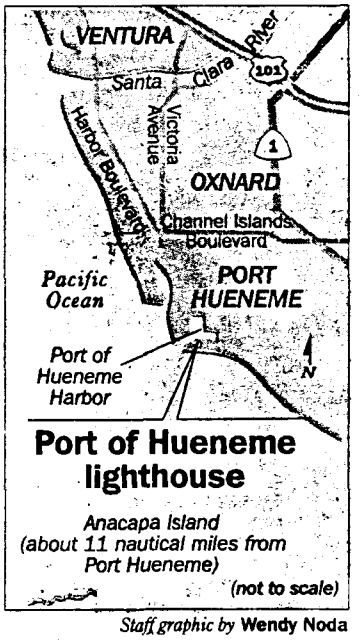
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Staff graphic by **Wendy Noda**

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Dickey, F M	Farmer	Santa Clara Valley	1 m E Hueneme	Hueneme.
Diehl, A	Farmer	nr Hueneme	Ventura Co	Hueneme.
Dinsmore, W H	Farmer.	Santa Clara Valley	3 m S E Hueneme	Hueneme.
Dodson, Jesse	Hotel	Santa Paula	16 m E S B Ventura	Santa Paula.
Dodson, J R	Farmer	Ventura Co	nr Saticoy	Saticoy.
Dolittle, Ira P	Stock	Laguna	7 m E Hueneme	Hueneme.
Dollar, J W	Farmer	Ojai Valley	9 m N S B Ventura.	S Buenaventura
Dollar, Saml	Teamster	Ventura	Front st	S Buenaventura
Dollar, Wm	Farmer	Ojai Valley	9 m N S B Ventura.	S Buenaventura
Dominguez, E	Stock	Sespe Ranch	35 m E S B Ventura	Scenega.
Dominguez, Fred	Stock	Saticoy	8 m E S B Ventura.	Saticoy.
Dominguez, Juan	Farmer	Sespe Ranch		Scenega.
Domingues, P	Farmer	Ventura Co	nr Saticoy	Saticoy.
Domingues, R	Farmer	nr Hueneme	Ventura Co	Hueneme.
Donlon, Peter	Farmer and stock	Santa Clara Valley	2 m N Hueneme	Hueneme.
Douglass, John	Hostler	Santa Clara st	Ventura	S Buenaventura
Drake, E	Farmer	nr Hueneme	Ventura Co	Hueneme.
Dubbers, Henry	Farmer	Main st	Main st	S Buenaventura
Dunlap, R R	Minister	Ventura Co	Hueneme	Hueneme.
Dunn, Hugh	Farmer	Olivas Ranch	6 m S E S B Ventura	S Buenaventura
Dunne, E	Farmer	nr Saticoy	Ventura Co	Saticoy.
Durrand, Joseph	Laborer	Nordhoff	Nordhoff	Nordhoff.
Durazo, R	Butcher	Ventura Co	San Buenaventura	S Buenaventura
Dutch, John	Gardener	Santa Clara Valley	3 m N Hueneme	Hueneme.
Duval, E A	Farmer	nr Saticoy	Ventura Co	Saticoy.
Duval, E A	Clerk	Main st	Ventura	S Buenaventura
Easley, S I	Farmer	nr Saticoy	Ventura Co	Saticoy.
Easley, S M W	Deputy assessor	Ventura	Ventura Ave.	S Buenaventura
Easley, Wm	Gardener	Santa Paula	16 m E S B Ventura	Santa Paula.
Easton, L F	Dep clerk & sheriff	Ventura	Oak st	S Buenaventura
Eaton, C P	Stock	Santa Paula Ranch		Santa Paula.
Eaton, H P	Sheep raiser	Ventura Co	nr Saticoy	Saticoy.
Edson, C J	Jeweler	Main st	San Buenaventura	S Buenaventura
Edwards, C W	Farmer	Sespe Ranch		Scenega.
Edwards, E A	Hardware	Main st	Santa Clara st	S Buenaventura
Egbert, J M	Gardener	Ventura	Ventura	S Buenaventura
Egbert, J M	Carpenter	Ventura Co	San Buenaventura	S Buenaventura
Eherne, Thomas	Farmer	Santa Paula Ranch		Santa Paula.
Einstein, D	Merchant	Ventura Co	San Buenaventura	S Buenaventura
Einstein & Bernheim	Genl merchandise	cor Front and Cal sts	San Buenaventura	S Buenaventura
Elmore, B	Laborer	Ventura	Ventura Co	S Buenaventura
Elsworth, D	Farmer	Ventura Co	nr Saticoy	Saticoy.
Elwell, Guadalupe	Deputy sheriff	Ventura	Figueroa st	S Buenaventura
Elwell, G	Teamster	Ventura Co	San Buenaventura	S Buenaventura
Elwell, J	Bar keeper	Ventura Co	San Buenaventura	S Buenaventura
Emerson, J R	Farmer	nr Hueneme	Ventura Co	Hueneme.
Enderlin, Marks	Teacher	Main st	Main st	S Buenaventura
Eusign, Saml	Lighthouse keeper	Hueneme Lighthouse	Hueneme	Hueneme.
Escandon & Williams	Real estate agents	Ventura Co	San Buenaventura	S Buenaventura
Escandon, A G	Lawyer	Ventura Co	San Buenaventura	S Buenaventura
Escandon, A	Saloon	Main st	Main st	S Buenaventura
Esperanca, Joseph	Baker	Main st	Main st	S Buenaventura
Evans, Harvey	Farmer	Pleasant Valley		Hueneme.
Evans, James	Farmer	San Buenaventura		S Buenaventura
[illegible], T J	Farmer	San Buenaventura		S Buenaventura
Evans, Wm	Farmer	San Buenaventura		S Buenaventura
[illegible], A	Farmer	Santa Paula Ranch		S Buenaventura
[illegible], E	Farmer	Ventura Co	nr Saticoy	Saticoy.
[illegible], M	Stock	Santa Paula Ranch	8 m E S B Ventura	S Buenaventura
[illegible], Thos	Blacksmith	Ventura Co	San Buenaventura	S Buenaventura
[illegible], W L	Laborer	nr Hueneme	Ventura Co	Hueneme.
Farrell, A R	Farmer	nr Saticoy	Ventura Co	Saticoy.

VFP Jan 20, 1899 p8 c014

and can testify that the ospitality of the people ie sunny south was more l. N. B.—Mr. S. did not nner.

g people of Mound became ted during the latter part ation, having no less than s in about a week. They surprise party at the Wal- on Thursday night of last nvited party (if that is the l to use) at the Bergstrom Saturday. The following ening a number of them nd surprised the young . W. Dudley's.

They Love a Fire.

re many men in London who sitive craze for witnessing an old fireman to the writer, are ready to start at a mo- ice in any direction when re reaches them. Of course en whose time is their own, of them are 'west end swells.' e craze isn't as fashionable as ny younger days. Why, in eventies there wasn't a club end that hadn't got its 'fire as they were called, and a regular system of messen- ry the news of a big confla- t was the Prince of Wales e fashion, and whenever there blaze he was always there l Amberley or some other similar tastes. No distance eat and no night too dark or keep them away, and I've hat some of them had records s of fires, from an oilshop to aze at the Alexandra palace. ince lost his taste for this citement long ago, but there of the younger 'bloods' who niss a big fire for anything." Standard.

Hall on Saturday evening, when Prof. R. B. Haydock will take his Third Degree of Masonry.

We are pleased to chronicle the marriage of Geo. R. Lucy, of this place to Miss Hadassah Owen, of Springville. May your wedded life be one frought with bliss and happiness, George.

Matthew LeSmann who recently suffered the misfortune to have his ankle severely sprained, is now able to be about with the aid of two artificial limbs,—better known as crutches.

Major Gregg, of the bank of Hugueme, returned on Sunday from his sojourn in the East. The Major was unfortunate enough to become afflicted with an attack of the Grippe, though in a mild form.

The death of A. M. Foulks' fourteen-year-old son, at El Rio, was a shock to this community. The boy was taken sick with the Grippe Sunday and died on Tuesday night. In the history of this disease there have been but few cases where death has occurred so suddenly.

Considerable of an improvement has taken place at our lighthouse recently, notably in the revolving apparatus lamp and reflector. On nights when the atmosphere is damp and heavy a beautiful sight is to be witnessed here as the long, focusing rays of light describe their wide circle, sweeping both land and sea.

The weather on this side of the river this week has been simply delightful. The east wind blew for a few hours on Monday but finding his wonted fun (that of blowing real estate out into the ocean) spoiled by the recent rains, fell back on his good behavior, taking the chill off of the atmosphere and assisting Mother Earth to nuture her famishing off-

begins to weaken and you find you are losing flesh, you should begin to take it.

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VFP Feb 17, 1899 P8 col 4

...sively last Sunday.

Will Knight, who is in the bicycle business in Los Angeles, spent Sunday with his parents in Santa Paula.

Supervisors E. Crane, D. A. Smith and A. B. Smith passed through Santa Paula Sunday evening on their way to the State Capitol.

J. W. Armstrong and E. L. Paddock of San Francisco, the commercial men who were held up near Santa Barbara last week were in town on Monday.

V. J. Dolmage of Los Angeles, a professional tile setter, is at work at Wm. Stein's new residence placing mantels and setting tiles.

Dr. A. L. Kelsey, who has been pursuing a course of advanced study in the New-York Polyclinic since last summer, has completed his work and after a trip to Boston, a few days visit with his father in Oakland and his brother in Merced will return to Santa Paula and resume his practice of medicine. He expects to arrive home about February 25th. This will be good news to the doctor's many friends here.

Delicate Children

They do not complain of anything in particular. They eat enough, but keep thin and pale. They appear fairly well, but have no strength. You cannot say they are really sick, and so you call them delicate.

What can be done for them? Our answer is the same that the best physicians have been giving for a quarter of a century. Give them

Scott's Emulsion

of *Cod-Liver Oil with Hypophosphites*. It has most remarkable nourishing power. It gives color to the blood. It brings strength to the muscles. It adds power to the nerves. It means robust health and vigor. Even delicate infants rapidly gain in flesh if given a small amount

...ranks foremost in the list of social events of the season. The attendance was the largest seen here in a long time. The music was excellent. The orchestra is destined to be a winner.

Our prognostication of last week relative to the possible ... of a business house in this town has materialized sooner than anticipated. S. B. Winthrow, formerly proprietor of the Racket Store here, has sold out his interests to Joseph P. Melin (our "Joe"), who will henceforth conduct the business under the name of The Cash Store, carrying a full line of choice groceries and hardware and as a side line, notions, shoes and clothing. Possession was given on Wednesday. Success to you, Joe.

J. P. Melin received a telegram this week from Congressman Bell to the effect that an appropriation of $2,000 had been allowed for the building of a road from the town center to the lighthouse. When the road is completed it will doubtless jump into immediate popularity as a driveway, and as it will be exactly a mile in length it may develop into a speed track or bicycle course. Here we were to state that the future might see it a boulevard the equal of that at Santa Barbara we might be adjudged guilty of a flight of imagination, so will refrain, at this time.

Rains are still holding off with us, although we have had more or less heavy fogs during the past week. The barometer at this writing is falling rapidly but we have found, by experience, that a falling barometer does not necessarily indicate an approaching rain-storm. However, it is the rule, rather than the exception, and we hope that by the next time we "go to press" we will be navigating about the streets in boats. Owing to the absence of rain, farmers have been persuaded to put their bean lands into barley, and many have already done so. This coupled with the big reduction incident upon our new industry, sugar beet culture, the acreage to be planted to beans this season will be remarkably light, but instead of a curse this may be a God-send to this county. Still, what we MUST have RAIN!

St. Valentine's Day at this place was fraught with much amusement to some, while to others—[illegible] unsaid. Everybody, nearly, (excepting yours truly, and the exception is doubtless not without merit), was so...

SIMI.

M. L. Montgomery went to ... on Thursday of last week.

C. B. McCoy has been called to Angeles on account of ... on Sunday.

Geo. Wood came up from L... to spend a few days with ... in this

Frost and east wind has ... rule the week past. The ... been the heaviest known here.

F. Warner was called to ... Paso by the bedside of his ... mother on Wednesday of last ...

S. B. Cornett has been sinking ... boring for artesian water on ... ranch. A fine flow at about 8...

Harry Cornett came up from ... last week just in time to ... the first flow of the ... well.

The entertainment given by ... young ladies' Banner Club was ... successful. The audience was ... and appreciative and all the ... were well rendered. The young ... are planning for a novel entertainment in the near future.

The new grade on the Santa Susana Pass is showing up well. ... Bros. are to be complimented ... way the work is progressing. Ba... Bros., a very practical and ... exceed contractor of Los Angeles, ... the man who built the very ... tory grade on the Los Angeles ... has been over the new grade ... completed today (Monday), ... ported that the work done by ... Bros. was excellent and the ... about three-fourths done and ... surprised how much had been ... so short a time. Everyone ... any hauling to do over the ... grade will feel grateful when the ... grade is open for traffic.

John H. Reppy

John H. Reppy,

John H. Reppy

John H. Reppy

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Latest Songs."

When the Leaves Begin to Turn."
Don't Forget the Old Folks at Home.
Will I Meet My Angel Mother."
Angels Will Open the Beautiful Gates.
An Old Fashioned Photograph of her."
or sale at Bartlett Bros.

Vaccinate.

fresh supply of bovine vaccine mat-
just received by DR. DELMONT.
0tf

Subscribers in the neighborhood of
w Jerusalem can have their papers
at the store of M. Cohn, by notifying
of their wish to that effect.

Sleepless nights made miserable by
terrible cough. Shiloh's cure is the
edy for you. For sale at Delmont's
g store. 10 eow3m

The unsold portion of the town lots of
Mission Rancho are acknowledged by
to be the most healthy and sitely in
town, and are now being sold cheap.
see Brooks at once.

Rain is here and now is the time to se-
e a nice healthy house from Brooks.

See Brooks and secure you a beautiful
in a healthy portion of town.

A Chicago dispatch of the 19th says:
E. Dickson of this city, started for
ashing on last night with a petition for
pardon of Sergeant Mason. The pe-
on is 2,400 feet long, and is said to
ntain 120,000 names. It is elaborately
ten up, and required two expert paper
ngers two hours to fold it properly.

to Los Angeles on Tuesday. The Times says:

From the large interests Messrs. Bard and Scott represent in Southern California, we infer a visit from them at this time argues something of interest both to them and to us, and has something to do with another project of rails.

Elder J. W. Webb, of Lompoc, Grand Lecturer of the I. O. G. T., will lecture at the following places and dates: Nordhoff, March 18 and 19; Santa Paula, 20, 21 and 22; Cienega, 23 and 24; Saticoy, 25 and 26; Springville, 27 and 28; Hueneme, 29, 30 and 31; New Jerusalem, April 1 and 2; San Buenaventura, April 3 4, and 5, and Mound, April 6 and 7. The storm prevented his being here to fill his appointments this week.

Mr. J. A. F. McFarland, keeper of the Lighthouse at Hueneme, has been promoted to be Principal Keeper of the light house on Alcatraz Island, San Francisco harbor—the position having become vacant by the resirement of Principal I. T. Huie. Mr. McFarland was stationed at Alcatraz for 3½ years before coming to Hueneme, and we congratulate him on his promotion. Mr. E. H. Pinney will take charge at Hueneme early in April.

BORN.

HENDERSON—On the Colonia, on the 18th instant, to W. W. Henderson and wife, a son.

DENNIS—In San Buenaventura, on the 19th instant, to Frank Dennis and wife, a son.

CLEMMENS—At San Pedro on the 20th instant, to A. Clemmens and wife, a son.

Restauran
Barber Sho

The Finest Liquors and
Furnished to my Patro

Fresh Eastern Oysters in an
GEO. W. GLASGOW, P
18tf

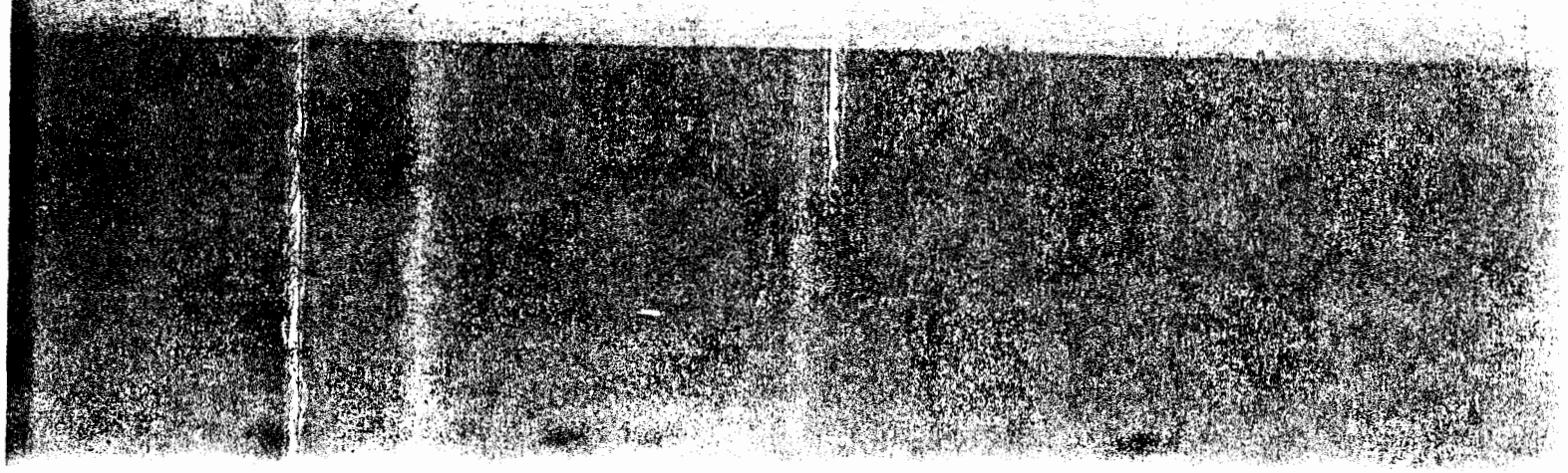
Roses !

ROSES, ever blooming !

10 varieties for			
21	"	"	
33	"	"	
46	"	"	
60	"	"	
76	"	"	

Send money by Postoffice ord
istered letter. List of Roses se
plication to
JOHN SPENCE, F
6-1m* Santa Bar

CHAFFEE, CILB
& BONESTE
Have constantly on hand Door
Windows, Posts, Shingles, Sh
all kinds of Lumber possibl
by a customer.



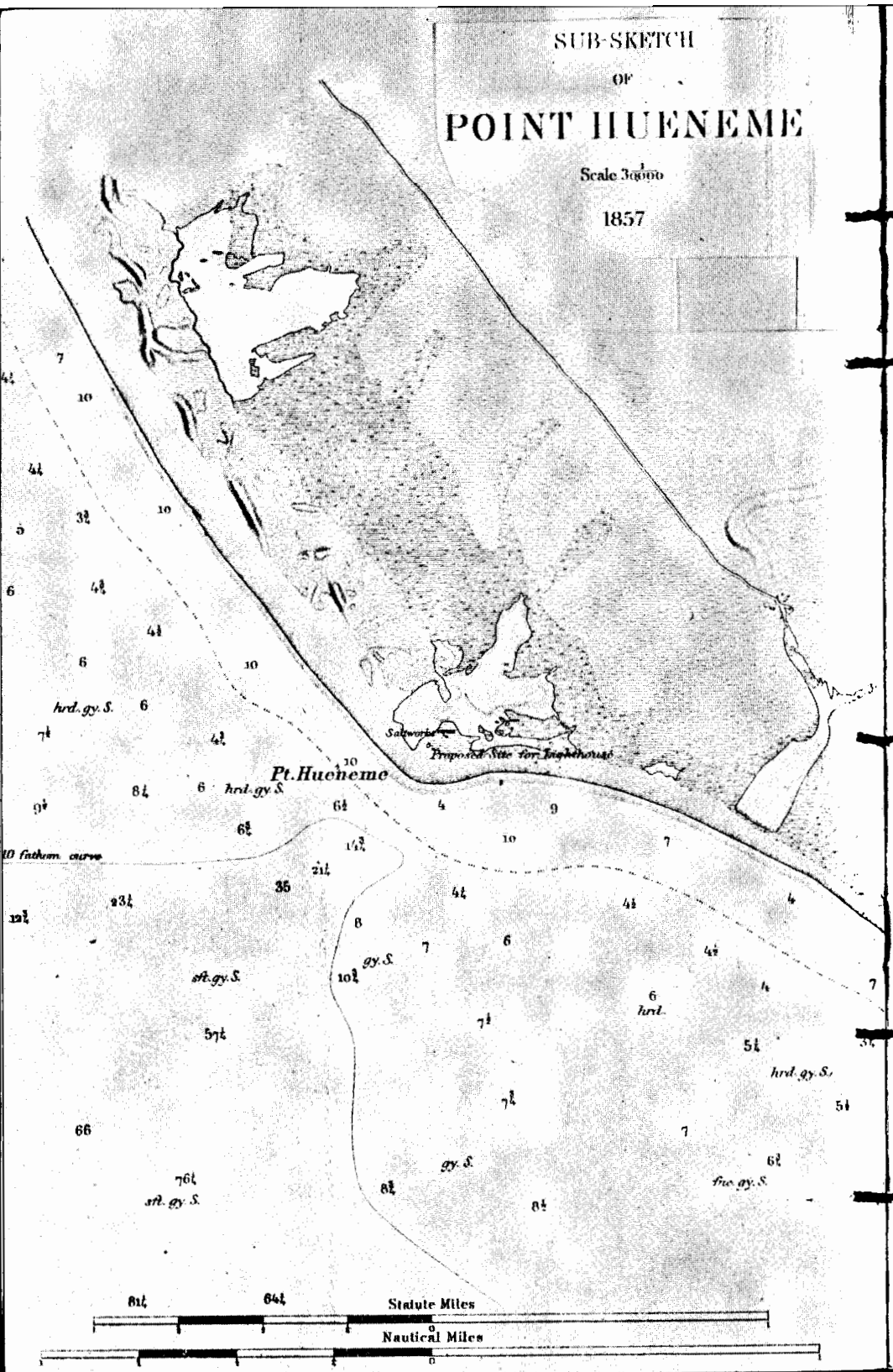
HUENEME: *By* ELAINE K. GARBER

ORIGIN OF THE NAME

While there is an Indian legend of a Princess Hueneme, which was told by Sinfarosa, the niece of a tribal chief, the Chumash village has a place name. It means midway or resting place, and it is believed the Indians stopped on their way between the villages at Mugu and Ventura.

The name Wyneme is thought to be derived from the Chumash village of Wene'me or Wene'mu. This is the American phonetic spelling. Lieutenant James Alden, in charge of the coast survey steamship Active, applied a Spanish spelling to the point in 1856 when he designated it Point Hueneme. It has been spelled and pronounced many ways since then. Among the earliest spellings from approximately 1865 to 1874 can be found Y-ne-me, Y-neema, Wyneme and Wynema. The later spelling seems to have been the most popular at the time. It was the spelling used by W. E. Barnard in 1870 when he founded his settlement and lighter company. Because he was the first postmaster of the point, this was also the spelling used for the post office until 1874.

The first issue of the Ventura *Signal* referred to the area as Hueneme but a little over a month later it spelled the name Wynema. It was also announced that W. E. Barnard was the correspondent for the *Signal* from Wynema. On June 1, 1872 the first of Barnard's advertisements appeared in the newspaper notifying the public that town lots were available at Wynema. August 3, 1872 was the first appearance of another ad in the *Signal,* notifying the public of lots available in the "Town of Hueneme, laid out by owners." The ad was signed: T. R. Bard, Real Estate Agent. The spelling in the remainder of the newspaper continued to be Wynema until the August 31, 1872 edition. Then a headline announced "Scott and Party at Huenema." This article told of the visit of T. R. Scott to Hueneme, Ventura and Santa Barbara. The *Signal* used the spelling Huenema in its articles until December 1872 when news



articles used Hueneme. For a time thereafter commercial advertisements in the paper continued the spelling Wynema.

There was apparently some objection to this change. Following is a letter to the editor of the Ventura *Signal,* dated September 21, 1872:

> Wynema is non est and Hueneme is in the ascendant. I wish to protest against the latter orthography. First because no one but a Spaniard can pronounce it, much less spell it; and second, because the post office for the place is Wynema, so recorded in the postal department, and much difficulty and delay occurs in the transmission of letters and other mail matter through adherence to the old Spanish name. I think the publishing fraternity along the coast ought to insist that our little town on the seashore should be known abroad as it is at home, as Wynema or "Yenema" and not "He-e-ne-may" as 999 out of every 1,000 would pronounce it. Send Hueneme to the New York *Tribune* and ask old Horace how he would pronounce it.

The editor indicated that he did not think the public had any special interest in the change of names, but that it tended toward a liking for euphonious names. He also stated:

> Both Wynema and Hueneme are pretty names. Hueneme, pronounced Ooo-a-nay-may, is said to be an Indian name, but we doubt if it is. It is probably Spanish and a perversion of the word Hueco, meaning soft, spring ground; or a combination of Huce and Nema (a seal) . . . the word was probably meaningless.

He concluded by saying: "The proprietors of towns, like the proprietors of babies, have the undoubted right to name them."

T. R. Bard platted the Town of Hueneme in June of 1872 and used that spelling. The third township in the newly created Ventura County in 1873 was Hueneme Township. The name of the post office was changed in August of 1874, and the lighthouse built that same year

was called Point Hueneme Lighthouse. The area was called, then, Hueneme or Point Hueneme from that time until late in 1939 when the name was changed to Port Hueneme with the construction of the harbor. In February of 1940 the patrons of the post office were asked to indicate whether they preferred Hueneme or Port Hueneme as the official name of their post office. Almost all of the patrons chose Port Hueneme, and the official change was made by the Postal Department on May 1, 1940. A Port Hueneme cachet was released, and these stamped envelopes could be secured for two cents each.

Pronunciation of Hueneme has been as varied as the spelling, and this continues to puzzle some to date. Talk of a proposed harbor in the town produced the suggestion from realtor William Lingenbrink in 1934 that it be named Bard Harbor as a tribute to Richard Bard. Newspapers of the time indicate that many protested this proposed name, including the Bard family. A letter from Beryl B. Bard said in part:

> We hope that *The Courier* will not follow a suggestion made in Tuesday's issue that it take the initiative in starting a movement for changing the name of Hueneme and of the Hueneme Harbor. As a family, we feel that this would be the greatest mistake and detriment. Hueneme being an Indian name is one of the oldest names to be given to a locality in the county, and so is one of the longest in use . . . The difficulty of pronouncing it is not sufficient reason for changing it. It is unusual and distinctive, and will never be confused with any other name or place, and should attract attention for these reasons as well as being interesting because of its Indian origin.

In a P.S., Miss Bard wrote: "The correct pronunciation is We-nay-me."

Another letter to the editor on February 1, 1934 from W. S Dimmick, states:

> The wise ones are still exercising their gray matter, if it is gray, over the pronunciation of Hueneme. All one has to do is to give it the Spanish pronunciation, and pronounce it as spelled. As most of the

> Spanish words are. There is no W in the Spanish alphabet, and the sound is expressed by the letters HW and E in Spanish has the sound of A. So: Hue-(Way), ne—(nay), me—(may).

In 1935 Tom McCormick, who had come to the county from Ireland in 1888, also protested the proposed change in name. He stated that in the old days they called Hueneme, Hugh-en-nee-me. Actually, it seems that in those early days it was variously pronounced Whin-name-ee, Y-ne-me, Way-nay-ma and We-nay-me.

An article in the Ventura *Star* in a 1935 issue discusses the difficulties of Harold A. Forbes, promoter of the harbor, in acquainting government officials of the proper spelling, pronunciation and meaning of the name Hueneme. Forbes admitted that sometimes he was stumped and in the midst of many questions would forget for the moment how to pronounce Hueneme. The Ventura *Star* said that authorities on Indian pronunciation determined that the name should be pronounced Whey-nee-me, in true Indian style; and that because of the difficulty in pronouncing and spelling the name, it should probably be changed and mentioned that Bardsport and other names had been suggested.

Another discussion about the pronunciation occurred in 1942 when high ranking naval officers and other officials came to Hueneme to secure the new port for the government. The *Harbor Express,* on October 22, 1942 notes:

> Metropolitan newspapers and civic organizations throughout the country began looking in their maps for the "little spot" on the Pacific Coast called Port Hueneme. Many could not pronounce the name correctly, and there are some yet who still use the hard "H" instead of the original Indian pronunciation Whay-ne-me.

The present government pronunciation and that of the thousands of Seabees, who have streamed through the base and are now scattered throughout the world is Y-nē′mē. It is also the pronunciation used by most of Hueneme's citizens since World War II.



Old Hueneme with its few businesses

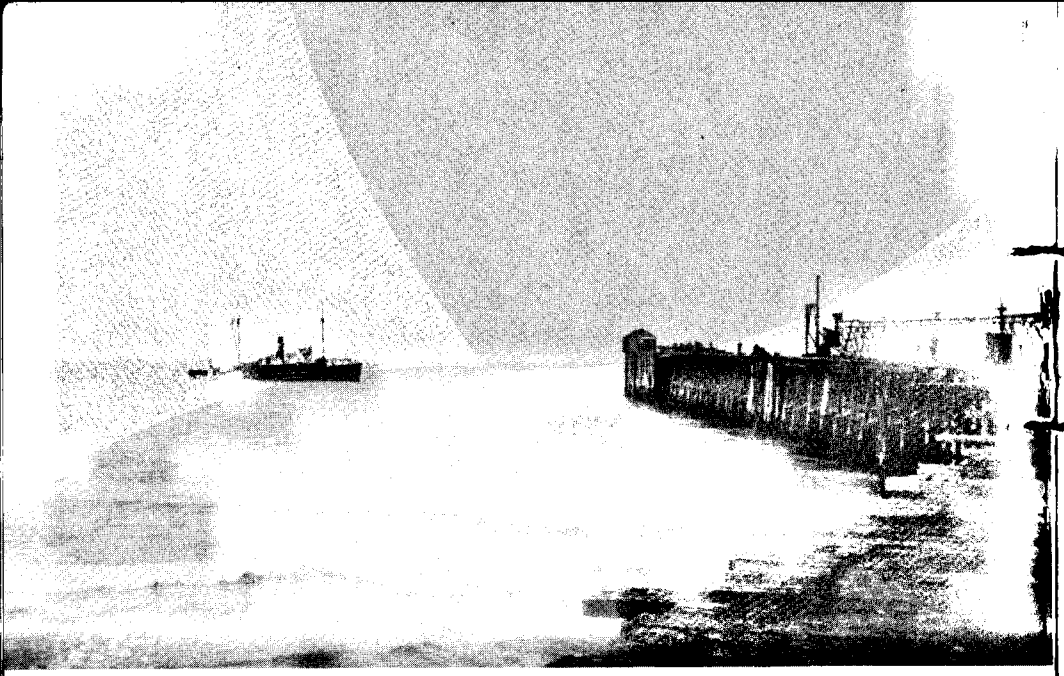
POINT HUENEME

In his *Coast pilot* of 1889 Davidson indicated that in 1734 Cabrera Bueno named Hueneme Punta de la Conversion or Conversion Point. Captain George Vancouver, in the account of his voyage in the Pacific in the period 1790-1795, says this point was called Point Conversion on old Spanish charts, and he retained the name.

It was in the mid-1850's that the United States began coast surveys of the area. An extensive survey was made of the entire Santa Barbara Channel. The name Point Hueneme appears to have first been applied to this projection into the sea, replacing the name Point Conversion, on coast survey sheet No. T-576, in 1885. Point Hueneme and Anacapa Island marked the eastern entrance to the Santa Barbara Channel. A notation later was added to the coast survey sheet No. T-576 indicating that Point Hueneme had been selected as a site for a lighthouse in 1857. Davidson in his *Coast pilot* in 1869 also refers to the erection of a primary sea-coast light at Point Hueneme and states it had been recommended by the Superintendent of the Coast and Geodetic Survey in 1857 and a few years later authorized by Congress. It was discovered at this time that offshore and below the point was a natural submarine valley.

Thomas Robert Bard was to arrive in San Buenaventura on May 5, 1865 when the mission was the only population center then in this area. He came as a representative of Thomas A. Scott, who had purchased 5/7ths of the Rancho El Rio de Santa Clara o La Colonia in 1864. In February 1867 Bard had his first meeting with Captain W. E. Greenwell of the Coast and Geodetic Survey and camped with him for several days at Point Hueneme. Greenwell had first served in California in 1854 and knew a great deal about its southern coast; he convinced Bard that Point Hueneme would make a most desirable wharf site. On May 16, 1867 Bard wrote Scott and among other things stressed the need of a wharf at Point Hueneme.

But others were also interested in this specific area. A few months after Bard had sketched out the lines for a



The Wharf

town in March 1869, squatters were beginning to settle on it, thinking it public land. In May of 1870 in a settlement he called Point Wynema, W. E. Barnard with H. P. Flint and G. S. Gilbert constructed the Pioneer Store, a general merchandise store. The Wynema Lighter Company, owned by Barnard, began lightering lumber through the surf at the point by June of 1870. There were many who thought this a poor choice for a town. They warned that it would be inaccessible during the winter months being surrounded by impassable sloughs and that it would surely be overflowed at high tide. They predicted too that the founders of this new town would be evicted by the rightful owners of the Colonia Rancho. It was on May 16, 1871 that T. R. Bard and his men, representing Scott who held title to the original rancho grant, fenced in a wharf site at a point on the beach just below Point Hueneme and near the store owned by Barnard. Barnard who led the Settler's League sought to oppose Bard and the construction of the primitive fence. Although violence was threatened, it never actually occurred. A few years later Bard won the dispute in court.

Beginning construction a week after the Hueneme War, Bard rushed a wharf to completion by August 1871. He had incorporated the Hueneme Wharf & Lighter Company on February 20, 1871 and the lumber for the wharf had been received through lightering shortly before his confrontation with Barnard and the squatters. The wharf was 900 feet and had a depth of water eighteen feet at the seaward end. Some years later the wharf would be extended to about 1,600 feet into the ocean with the water thirty feet deep at the end. It was connected by means of a tramway to a warehouse built on the shore. The wharf was the first major structure of its kind between Santa Cruz and San Pedro and for many years thereafter Hueneme ranked as one of the largest grain-shipping ports on the Pacific Coast.



Point Hueneme lighthouse



Front view of lighthouse

THE POINT HUENEME LIGHTHOUSE

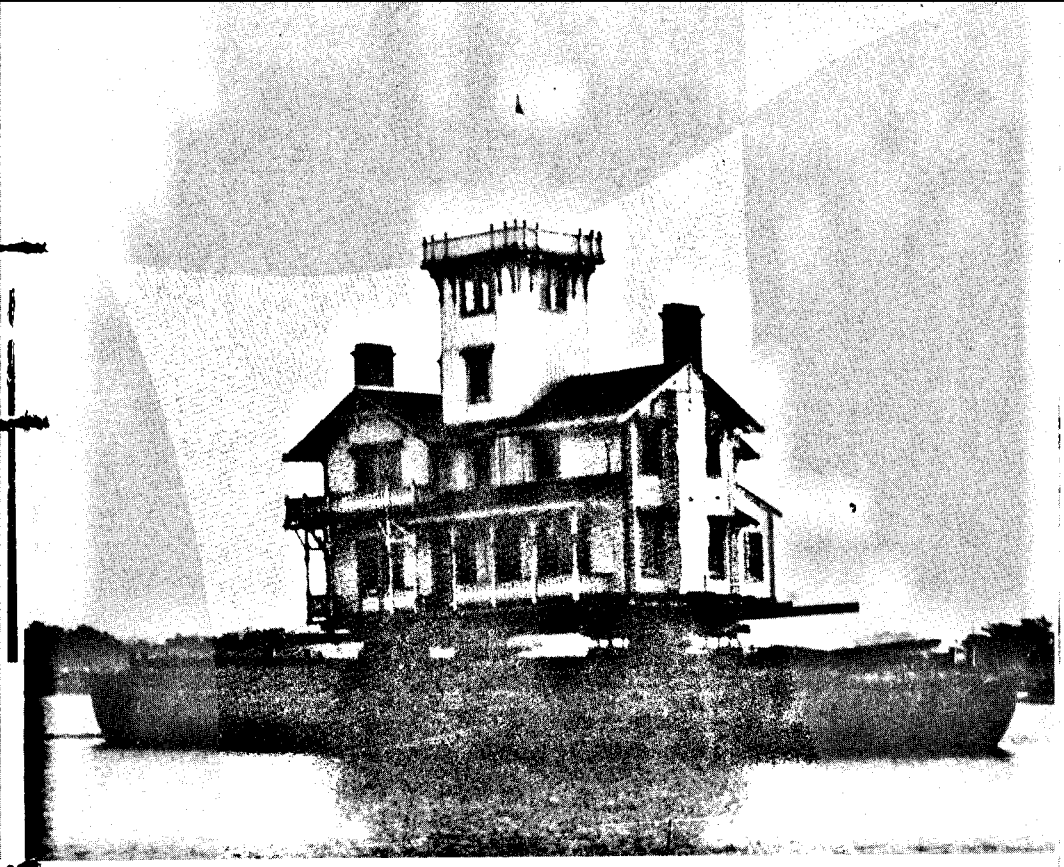
Point Hueneme had been selected as a site for a future lighthouse in 1857. The grain trade at Hueneme further increased the need for a light, and a lighthouse was finally built in 1874. It was situated at the tip of the low sand point, one mile west of the wharf. The buildings were erected on a slight elevation, only eight or ten feet above sea level, with marshes behind it. Salisbury and Company built the two-story wood structure, painted a light buff, that housed the light keepers and their families. The type of architecture was referred to as a combination of Swiss and Elizabethan. It was constructed mostly of oak and



Mr. and Mrs. Charles F. Allen

contained ten rooms, having been designed to accommodate two families. The light was situated in a tower rising above the wooden house. Lighting began on December 15, 1874 and except for San Pedro was the first such between Santa Barbara and Point Fermin. It was a fixed red light and shown from sunset to sunrise. It illuminated the entire horizon and in favorable conditions was visible from a height of thirty feet above the sea at a distance of 14.8 miles.

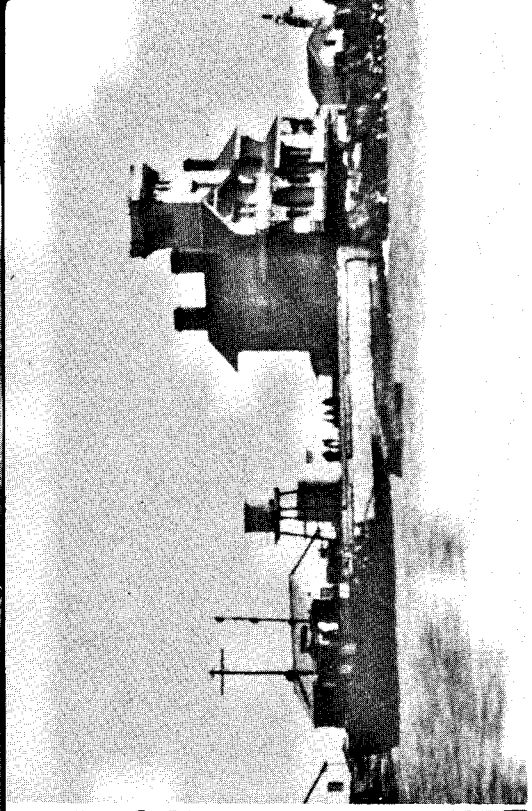
Under the management of Charles F. Allen the facilities were improved after his transference from Humbolt in 1894. The light was changed to a flashing light, and in 1897 a superior model was supplied from France by Barrier and Barnard. It was also fitted with an electrical telltale machinery that times the machinery and tells if it stops, an invention of Mr. Allen's. Electricity was first

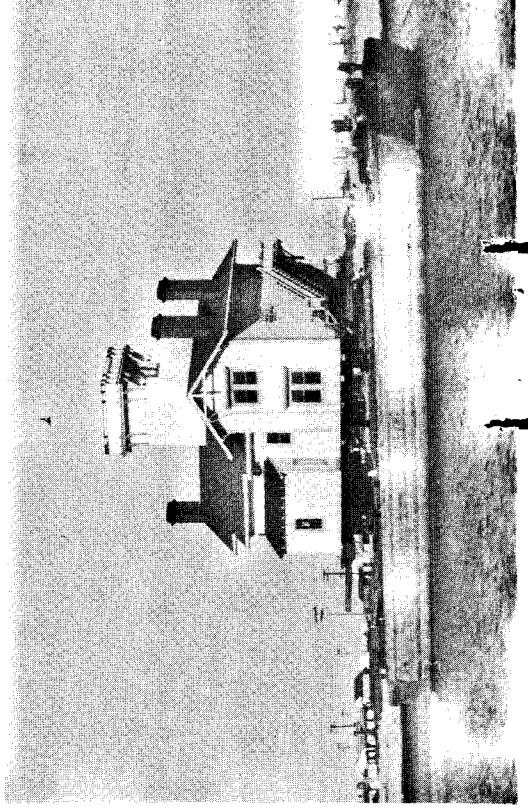


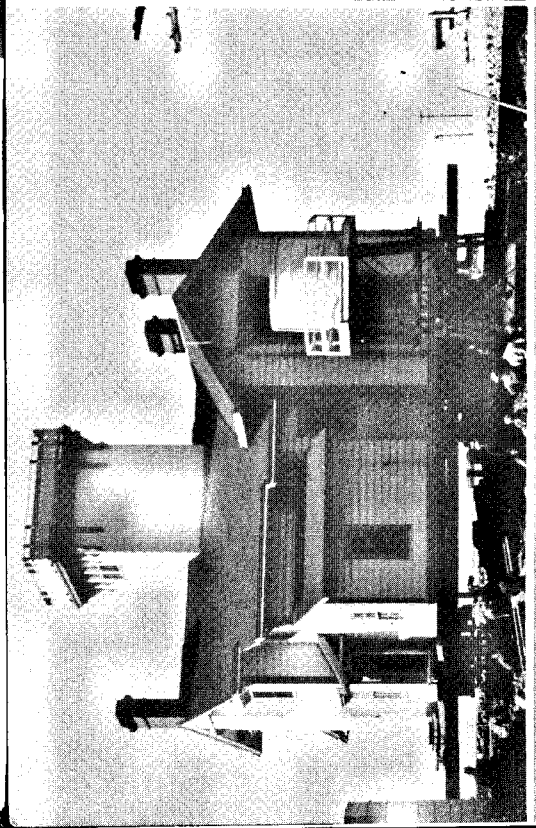
Lighthouse afloat

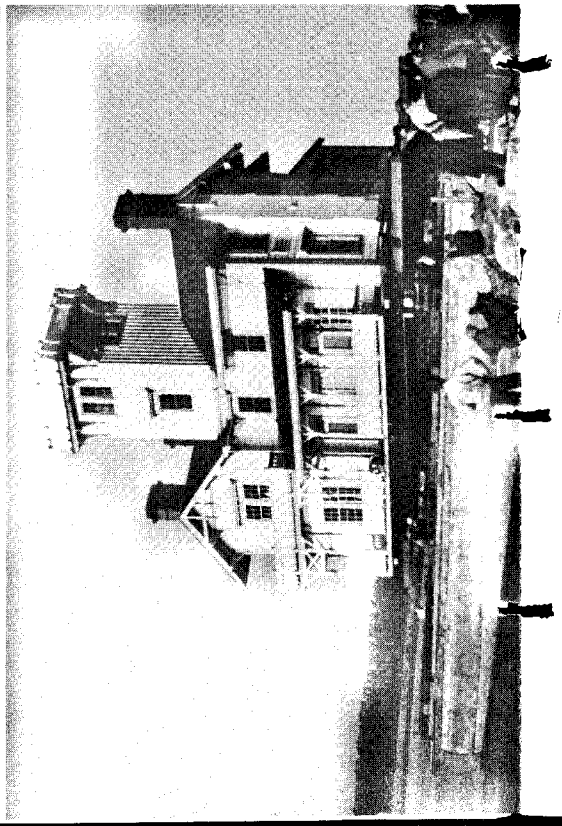
used to operate the light in 1925. It had originally been designed for an oil lantern with all sorts of timing gears and weights that were used to turn the light before modern electricity. The lenses still remain. They are handmade and are held in place with large expanses of beautifully polished brass.

When plans for the harbor were underway in 1935, it was found that the building would have to be moved 300 feet to the east to allow the entrance channel of the harbor to be 700 feet wide without endangering the lighthouse. By 1939 it was determined that a new lighthouse would be built and the Oxnard Harbor District agreed to remove the old lighthouse and appurtenant buildings to a new site and to protect the U. S. Lighthouse Service property against shore erosion for a period of ten years. The









old lighthouse was purchased by the Hueneme Yacht Club, and plans were made to preserve it and move it to the west side of the harbor. Moving of the lighthouse started on February 15, 1940 and was completed on February 18, 1940. The lighthouse weighed 104 tons. The move produced a goodly amount of publicity, for this was the first lighthouse in history to be moved from its original site. The new location was selected by the Government two years later and the old lighthouse was destroyed.

The Point Hueneme light never missed a day in its operation from the time the old lighthouse was moved until 1941 when the light was rebuilt. A temporary structure was erected to ensure this. The new structure stands 52 feet above the water. Today's light can be seen at least thirteen miles to the south, and reportedly it can be seen as far away as 70 miles depending on the height of the ship. The fog signal can be heard at Anacapa Island 10.5 miles away. The light has a six panel lens that makes two complete revolutions per minute, with each lens throwing out the powerful beam every five seconds. Inside the lens burns a solitary 1000 watt light bulb. The intensity of the light is 200,000 candlepower.