Point Pinos Lighthouse

The Guardian of Monterey Bay
A Beacon in the Night

By Dana Kennedy
1999 Winner of CCHS History Day Papers Award



Dana Kennedy, age 15, a freshman at Pacific Grove High School, decided to take time off from football and track and try his "mental muscle" on a paper for History Day. CCHS judges Dorthy Hettema and Larry Ott were both informed and impressed and awarded him the 1999 CCHS Young Historian papers award, a cash prize of $100. Way to go, Dana.

"Westward is Point Pinos, with the lighthouse in a wilderness of sand, where you will find the lighthouse keeper playing at the piano, making ship models... studying dawn and sunrise in amateur painting and with dozen other pursuits and interests to surprise his brave, old-country rival."
- Robert Louis Stevenson 1879 (Gibbs 71)

Monterey Bay is one of the most stunning, elegant and intriguing places in the world. The history of Monterey Bay has seen many ships venture into and out of the bay's waters. Vessels that have made the journey were guided and watched over by the beacon projected from the Point Pinos Lighthouse, located in Pacific Grove, California. The light from the lighthouse has and will continue to guide ships to safety.

Throughout history, sailors have relied on the burning light, protracted by a lens, to guide them whether the light has been fueled by oil or electricity. The foghorn, which has also changed over time, is another beacon that has been used in conjunction with the lighthouse. By guiding ships through the fog and away from the rocky shores of the bay, the development of the lighthouse improved the safety of sea travel as well as the expansion and success of the fishing industry.



Point Pinos Lighthouse

Lights that were first used to guide ships at sea were fires built on hills surrounding the Mediterranean Sea. Lighthouses originated in Egypt for the Pharos of Alexandria approximately 280 B.C. Spurred on by safety issues, lighthouses were built throughout the sixteenth, seventeenth and eighteenth centuries in Britain, France, Germany, Sweden and Spain (Sembler 321).

In America, the first lighthouse was built in 1716, with the construction of the Boston Light on little Brewster Island in Boston Harbor. Along the Atlantic coast, there were twelve lighthouses built in America during the Revolutionary War to help direct the shipping of goods through the colonies (Sembler 322). There are more than ten thousand lighthouses in use today in America. Since July 1, 1939, all

United States lighthouses have been operated by the United States Coast Guard, financed entirely by the federal government (Public 1). In 1996, of the $1,570,000,000 allocated by the United States Government for transportation, approximately two and one half percent, $39,250,000, was allocated to lighthouses (Public 1). All lighthouses in America now operate using electricity.

Lighthouses were not needed on the California coast until the Gold Rush period beginning in 1849 (Perry 48). Beginning with the Gold Rush period, many people descended upon California by sea looking for gold. Between 1836 and 1840, only sixty-seven vessels visited California. By 1852, 255,000 people and 1,147 vessels visited California via the ocean, resulting in the need for advanced navigational technology to make water travel safer (Gibbs 56). Lighthouses were necessary for the California coast because they provided a beacon in the night to guide ships and cargo safely through the fog. The lighthouses also increased the safety of sea travel by identifying and defining the rugged shoreline. Before lighthouses, no equipment was available to give sailors this information.

In 1852, seven lighthouses were scheduled to be constructed, including Point Pinos. On September 28, 1850, only nineteen days after California was admitted to the Union, Congress passed a bill approving money for lighthouse construction on the west coast (Perry 37). The bill budgeted $90,000 for the construction of sixteen lighthouses, ten on the California shoreline.

The first lighthouse on the west coast was constructed on Alcatraz Island in the San Francisco Bay on June 1, 1854. Point Pinos was the second lighthouse established on the west coast on February 1, 1855. During the second half of the nineteenth century, the Point Pinos beacon was crucial in assisting in the transportation of goods to and from the growing communities around Monterey Bay. The light served as a navigation tool for ships moving along the entire coastline. Ships were the only way of transporting goods into Monterey until a railroad was built in 1876. Despite the new railway system, sea travel was still used extensively, in conjunction with rail travel, as well as transporting goods unable to be moved by rail.

Point Pinos was given its name by the Spanish explorer Sebastian Vizcaino who, in 1602, called it the point of pines, "pinos" in Spanish, because of the dense pine trees on the Monterey Peninsula (O'Donnell 2). The acting commander of the army's Pacific Division, General Persifer F. Smith, during October, 1849, suggested the government place a lighthouse at Point Pinos. In part because Monterey was the capital of California and had maritime importance to the United States, his wish was ultimately granted.

Of the three locations proposed for the site of the lighthouse, perhaps the worst site was chosen. One proposed site was on the point of Point Pinos next to the beach and the other proposed site was approximately halfway between Point Pinos and the chosen location. The chosen site was farther from the shore than the other two sites, therefore, decreasing the length that the light could reach into the sea. The site was chosen because it was as near to the shore as the mules could carry the construction materials. Arriving in 1851 after construction had begun, Major Hartman Bache, the government supervisor of the construction of the lighthouse, was irritated by the location choice. Finally, after a cost of $26,000, the first light flashed from the Point Pinos Lighthouse on Sunday, February 1, 1855 (Gibbs 58).

Point Pinos was designed like most west coast lighthouses with the lighthouse tower rising from the center of the keeper's dwelling. The lighthouse and the surrounding buildings were made of granite quarried on the site. The lens used for the light, a Fresnel lens, named after its inventor, French physicist Augustin Jean Fresnel, was obtained from Paris by Lieutenant Washington A. Bartlett. The Fresnel lens was chosen because its compound lens produces parallel beams of light (Fresnel 1). The lens is thus able to project the light clearer and farther from the lighthouse than any other type of lens. The Fresnel lens in use today at the Point Pinos Lighthouse is the original lens put into service in 1855.

The original light, from 1855 to the 1860s, burned on sperm oil, which came from a cavity in the head of the sperm whale. The oil was forced up from a tank by a gravity-operated piston. A wing weight mechanism rotated a metal shutter around the light, causing the beam to be cut off to the sea for ten out of every thirty seconds (Handy). This specific interval flashing of the light is unique to Point Pinos. Each lighthouse along the west coast has a unique pattern of light flashing, to help seamen determine their location as they travel up and down the coast (Handy). Sperm oil gave a more brilliant light than other types of whale oil but was more expensive. This method of lighting was replaced in the 1860s with the more economical lard oil, a heavy yellowish fluid (Lovejoy 9).

The first keeper of the Point Pinos Lighthouse was Charles Layton, who had tried gold mining before settling in Monterey. He received one thousand dollars a year for his services in 1855.

Layton was fatally wounded while serving as a member of a posse attempting to capture the notorious bandito, Anastacio Garcia. Layton died on January 4, 1856, and was succeeded as lighthouse keeper by his widow. Mrs. Layton remarried four years later and gave her keepership to her new husband, George C. Harris. Harris served as keeper of the light between 1861 and 1863.

One of the most flamboyant keepers at Point Pinos was Mrs. Emily Fish. She was called the "Socialite Keeper"

due to her love of entertaining guests at Point Pinos (Stumbo 1). The charm and beauty that Mrs. Fish brought to the lighthouse was brought back to life by the Adobe Chapter of the Questers, a non-profit organization. In 1995, the Questers restored the parlor in the main building to resemble the Emily Fish period (Stumbo 6).

Courtesy Monterey Public Library



Emily Fish

On April 18, 1906, a great tremor jarred the lighthouse building. The shifting of the earth and the shaking of the building lasted for only about two minutes but changed the look of the lighthouse forever (Sturnbo 9). Mrs. Fish explained the day in the keeper's log:

> *At 5:13 a.m. violent and continued earthquake shocks, jarring the lens...also enlarged the crack in the tower... The water in the wood-house tank was thrown on the floor... (Fish)*

The earthquake of 1906 caused an extensive amount of damage to the lighthouse structure. New dormers were put in the roof, a porch was added to the entry and the tower was reinforced.

The lighthouse was usually an exclusive area. Certain keepers of the light allowed visitors while others did not. President Franklin Roosevelt declared August 8-14, 1939, Lighthouse Week, commemorating the 150th anniversary of the founding of the United States Lighthouse Service. The keeper at Point Pinos at the time, Thomas Henderson, opened the lighthouse to the public between August 7-13, 1939 (Costello 2).

The Point Pinos light station has been marked by an astonishingly good safety record. It is said that there has never been a shipwreck because of the failure of the light (O'Donnell 2); however, there have been accidents. On August 8, 1896, the wreck of the steamer St. Paul left her hull lodged between rocks near Point Pinos. The wreck of the St. Paul, which was one of the largest freighters to find the rocky shores of the Monterey Peninsula, was caused by a dense coastal fog. The St. Paul went aground before the ship was in range of the lighthouse beacon.

Most shipwrecks in the Monterey Bay waters, after the Point Pinos Lighthouse became operational, were blamed on thick coastal fog, well intentioned but disoriented captains who miscalculated their position, or by fierce waves during stormy weather that forced the ships to go aground. Until the early part of the twentieth century, the problem was even more exasperating because Monterey did not have the Coast Guard or salvage vessels stationed in Monterey to respond to ships in distress. The Monterey police were forced to radio the Coast Guard station in San Francisco to receive help (Grover 6).

The invention of the electric light greatly decreased shipwrecks on the Monterey Peninsula, with just nine wrecks occurring over the next twenty-five years (Reinstedt 108). As a result of advancement in technology, the electric light shone from the lighthouse beacon beginning in 1919. The electrical light which was safer, cheaper, more reliable, brighter, and easier to operate than any type of oil, still shines today. Changing from oil to an electrical light was the single largest technological change in the Point Pinos Lighthouse history.

With the emergence of the Monterey canning industry, Point Pinos Lighthouse became even more critical to the central coast because more ships were now coming and going from the Peninsula. The first cannery was established in 1903. In 1915, 75,000 cases of sardines were produced. In 1920, one million four hundred thousand cases of sardines were canned. With the breakout of World War II, sardines were caught for the soldiers consumption. In 1948, Monterey was called the "Sardine Capital of the World."

The United States Coast Guard took control of the lighthouse in 1939. The military used the lighthouse and the surrounding property for national defense. The Point Pinos light actually "went out" during World War II because the military did not want to flash lights from the shore to possible invading Japanese submarines (Handy). At the end of the war, the lighthouse returned to the normal duties of watching over the ships that penetrated the Monterey Bay, but Coast Guardsmen, not civilian lighthouse keepers, commanded the Point Pinos light station for the next forty years.

A foghorn located several hundred yards from the lighthouse station nearer the shore has undergone various technological changes. Early signals were made by drums, whistles and even a cannon (Handy). On May 14, 1925, an electric fog siren was installed. In 1939, mechanist George Branch oversaw the installation of an air diaphragm horn. The air diaphragm horn is a vibrating disk that produces sound waves as air passes across the diaphragm. The horn was turned on manually by Coast Guard personnel. In later years, the horn became fully automated. The foghorn was switched on by the lighthouse keeper when the mile buoy could not be seen because of the fog. The horn would blast a two second sound, silent two seconds, blasting two seconds, followed by 24 seconds of silence. The foghorn was in use until 1993 when it was disconnected.

With the development of advanced radar equipment, the need for lighthouses by the Coast Guard declined. In 1967, the city of Pacific Grove hoped to take over the lighthouse and turn it into a museum (Hallisey Al). The Coast Guard wanted to construct a new lighthouse closer to the shore and use the current lighthouse site for housing. Finally on Dec. 1, 1967, negotiations were completed with the Coast Guard on a five year lease of the lighthouse and surrounding land to the city of Pacific Grove. Pacific Grove would continue to uphold the laws of the Coast Guard while using the property. Currently, the Point Pinos Lighthouse is run by the Pacific Grove Historical Society.

The Point Pinos light still shines at 89 feet above sea level. It uses a one thousand watt bulb which, when amplified by the lenses and prisms, distributes a fifty thousand candlepower beam that is usually visible for fifteen miles (Welcome Al 8). The light has been automated since 1975. In 1977, the Point Pinos Lighthouse was designated a National Historic Site by the National Park Service (Frieda 3). Soon after this distinction, the lighthouse opened regularly on the weekends for tourists and residents of the Monterey Peninsula.

Despite radar and advanced navigation equipment onboard modern ships, the Point Pinos Lighthouse is still used by sailors and fishermen (Oliver). The lighthouse is a point of reference, signifying Point Pinos' location. The beacon helps fishermen determine the fog density depending on how well they can see the light from the lighthouse (Oliver).

The Point Pinos Lighthouse continues to be the guardian of the Monterey Bay. For more than a century, ships have relied on the lighthouse as a guide.

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Point Pinos Lighthouse has a winning personality that attracts numerous visitors. Standing on a point at the south side of the entrance to Monterey Bay, it is typical of the architecture used in the earliest Pacific Coast lighthouses—the tower rises from the center of the lightkeeper's dwelling. In the middle of a golf course, the sentinel remains alive and well when most pioneer edifices have been decommissioned, razed, or left as fading monuments of another era: Point Pinos was converted into a Coast Guard museum featuring local maritime history.

Second only to the lighting of the original Alcatraz Island beacon, it was first illuminated in February 1855. Though suffering many earthquakes, none did as much damage as the 1906 convulsion. When the shaking stopped, the granite-faced lighthouse was so badly damaged it was overlaid with reinforced concrete.

For forty years Point Pinos light was under the all-seeing eyes of feminine attendants who took great pride in their work. Visitors have always received a cordial welcome. Fog is frequent, but gales are rare on Monterey Bay, and though several coastal vessels have met their waterloo on outcroppings off the point, the light, fog signal, and radio beacon have prevented countless tragedies.

On the point at the south side of the entrance to Monterey Bay stands Point Pinos Lighthouse, one of the original eight West Coast sentinels, and at this writing its original Fresnel is still in operation. It was General Persifor F. Smith of the Army's Pacific Division that first suggested a light at Point Pinos (Pine Point) in October 1849. For years, Spain used the portal for a settlement and a harbor of refuge, and when Richard Henry Dana came, he wrote of it while engaged in the hide trade in the 1830's. However, history tells of no light marking the entrance until Uncle Sam got on the bandwagon. Major Hartman Bache, the government supervisor, later lighthouse inspector, chose the site, and by the summer of 1853, a 20 x 30 foot stone and brick structure was under construction. A masonry addition was to be built to the back of the edifice but a shortage of funds necessitated frame construction of local lumber. Total cost of the station was $26,000, though only $15,000 had been appropriated. When the structure was completed in 1854, the intended lighting apparatus, a second order lens, proved too large for the tower, so the third order fixture purchased for the Fort Point Light was transferred to Point Pinos for placement. The station was the second California beacon to become operative on the coast, displaying its light on February 1, 1855. During that first year, principal keeper Charles Layton, moonlighting as a member of a local posse, was shot and wounded while attempting to capture the notorious bandito Anastacio Garcia. Having previously served in both the American and British armies he was appointed keeper at an annual stipend of $1,000 after earlier trying his hand at gold mining with little success. After his untimely passing a few months after the shooting, his widow who had assisted him from the inception, was officially appointed keeper on January 4, 1856. Four years later she remarried and turned the responsibilities over to her new husband, George C. Harris. The government made it official and he kept the post till 1863. Later, another member of the fairer sex, Mrs. M. E. Fish was keeper. In 1871, Captain Allen L. Luce was lighting the lucerne nightly. During his tenure eight years later, a tall, gaunt figure of a man with a Scotch accent, dressed Bohemian-style visited the lighthouse. Always a genial host, Luce gave the inquistitive stranger a tour of the lighthouse, entertained him on his piano and displayed his ship models. The questions asked of the keeper were many and varied, and as a result, the lighthouse was featured in a later essay entitled, *The Old Pacific Capitol.*

Ironically, the strange visitor was none other than famous author and poet Robert Louis Stevenson, who claimed the Monterey Peninsula to be the world's finest seascape.

Considerable damage occurred at Point Pinos Lighthouse in the same devastating California earthquake that leveled San Francisco in 1906. The entire building had to be reinforced. The station was electrified in 1915, earlier than most, but its beautiful Fresnel remained in place. Today the lighthouse stands as a monument but its one-time solitary location has been encroached upon by golf courses, houses and population. Thousands of visitors flock to the peninsula yearly. A museum showing the history of the light and local events are housed inside the former keepers' quarters, opened to the public by the city of Pacific Grove. The Coast Guard maintains the light, fog signal and nearby radio beacon.

(DRAFT)

POINT PINOS LIGHTHOUSE
MUSEUM RESTORATION AND INTERPERTATION PLAN

National Monument- Listed as Point Pinos Lighthouse Don Dean 5.15.97
Owned by U. S. Coast Guard, Operated as a Museum by City of Pacific Grove.
Constructed- 1854/55
Lamp lit February 1, 1855 Fresnel Lens- 3 order/ 288 degree in operation since 1855

Structural History

1855 Granite Stone walls, wood plank floors, brick tower, iron and brass lantern room
Wood 10' x11' washroom lean-to east side of lighthouse, Whale oil lamp
Barn south/west of lighthouse, Shed north east corner of lighthouse
1880 Whale oil lamp converted to kerosene
1885 Water piped to lighthouse
1889 Oil storage house constructed, west of lighthouse
1906 Brick tower cracked in San Francisco Earthquake
1907 Tower rebuilt with reinforced concrete, added watch room, front porch, bathroom and kitchen at $18,700
1910 Clockwork mechanism and shutter installed.
1915 D. C. power installed from city service.
1937 Two dormer windows added east side of second floor.
1939 Six room keepers unit built east of lighthouse near Asilomar Blvd.
1942 US. Coast Guard Beach Patrol barracks built west of lighthouse
Dog kennels built west of lighthouse
US. Army 155-mm coast defense guns emplacement around Point Pinos
1945 Fog Signal Building Constructed- reinforced concrete
1959 Second 6- room keepers unit built east of lighthouse
1961 Beach Patrol barracks demolished
1971 Lighthouse museum established
1975 Automated, backup strobe lamp added to gallery.
1993 Deactivated fog signal
1995 Restoration of parlor, watch room and north bedroom. Deactivated radio beacon.
1997 Asphalt/asbestos floors remove, vinyl & Melamine laminate floors added.

The Secretary of the Interior's Standards for Historical Preservation emphasize the importance of setting or immediate environment in the restoration of historic properties. In the case of Point Pinos Lighthouse setting is particularly relevant at the entrance to Monterey Bay a Spanish/ American historical site and historical significant as the oldest continuously operating lighthouse with original Fresnel lens, on the west coast of the United States

The Period of greatest historic integrity lies somewhere between the original construction 1855 and dormer addition 1937. The restoration plan to be reviewed and approved by certified historic building historian.

RESTORATION PLAN

North Bed Room- Watch Room and First Floor Parlor
Inset gates 12 to 18" for better visibility. Install period antique brass switch and receptacle plates. Emily Fish furnished to period 1893/1914 completed 1995.

South Bed Room- Coast Guard Beach Patrol Day Room per open room Historical Plan period 1941/1944 by Kent Seavey.

South 1st floor Dinning / Reception room turn of the century period.
Reception desk visitor log and interpretive lighthouse gift displays.
Open floor plan for school children to sit down and receive historical interpretation by lighthouse docent. Sea chest to contain living museum, lighthouse and nautical artifacts, to be passed around such as brass sperm oil lamp, oil container, brass telescope, brass ship's fog horn, barometer, sextant, compass etc.

Kitchen- Restore to turn of the century kitchen including Iron wood stove, iron ink with wood drain board, folding table, period glass door kitchen cabinets with china and cooking utensils. Replace fluorescent lamps with period incandescent. Replace switch
and receptacle plates with period antique brass. Scrape-back wall paint and recover with original turn of the century color. Imitation wood floors should be removed.

Bathroom- Restore to turn of the century with claw foot tub and brass faucets, over head tank toilet with pull chain, period brass paper and towel holders. Period lavatory with brass faucets. Remove modern shower head and brackets.

Basement- Ship wreck photograph history boards, floor plan of lighthouse, fog horn, and other lighthouse historical artifacts. Plywood floor should be replaced or covered with period wood plank boards. Install caged safety incandescent lamps for improved illumination. Paint should be stripped from granite stairs for visibility of quarry cuts.

Lantern Room- Open for visitors view. Docent would be required on station for visitor safety. Alternative place curved screen at trap door to allow viewing of Fresnel lens. Replace clockwork mechanism, cable and weights. Cut hole in weight tube so visitors can view weights in tube.

Keepers Unit at gate- Visitor center interpretation displays, lighthouse artifacts, gift shop. Visitor bathrooms.

Keepers 2nd Unit- Docent meeting and training rooms, period costumes for docents.

Barn- Construct replica cow barn south/east of lighthouse. Research previous use such as blacksmith shop, wood shop or other uses for living museum.

Yard- Restore fences, cast brass rain gauge and garden to turn of the century period.

Sign- Place attractive Lighthouse Sign, with open hours, at entrance to parking lot.

Handicap Access- Handicap access should be explored which would not compromise the integrity of the historical structure.

MUSEUM OF NATURAL HISTORY
165 FOREST AVENUE • PACIFIC GROVE, CALIFORNIA 93950-2612 • (408) 648-3116 FAX (408) 375-9863

The United States Coast Guard Beach Patrol In Pacific Grove
Guarding California's Coastline in World War II

In the dark days immediately following the Japanese attack on Pearl Harbor, the United States Coast Guard was called upon to provide personnel for the protection of America's vast unguarded coastlines and warn of any attempted landings by the Axis powers. The organization tasked for this formidable job was known as the Beach Patrol.

From December 1941 until late in 1944 the Beach Patrol carried out its primary functions of detecting and observing enemy vessels operating in U.S. Coastal waters and transmitting information on these craft to appropriate Navy or Army commands, reporting any attempted landings by the enemy and assisting in preventing such landings, and preventing communication between persons on shore and the enemy at sea.

Initially these patrols were carried out by single and paired enlisted men, on foot, armed only with signal flares to give warning. By August of 1942 Coast Guard headquarters had authorized all naval districts to organize a well-armed and maintained Beach Patrol to include the use of horse-mounted and war dog units.

The Beach Patrol stationed on the Monterey Peninsula was located adjacent to the Pt. Pinos Lighthouse in Pacific Grove. The 120-man Coast Guard unit lived in temporary redwood barracks. South of these barracks, in the sand dunes, were the kennels for their dogs with horse stables located nearby.

The Pacific Grove Museum of Natural History with the cooperation of the U.S . Coast Guard is in the process of developing an interpretive exhibit at the Pt. Pinos Lighthouse on the important role the Beach Patrol and other special units played in the national defense at the outset of World War II. The Museum would be most appreciative of any information on the Pacific Grove Beach Patrol unit. If anyone served in the patrol, or knows of someone still living who served in the unit, the Museum would like to make contact with that person. Of particular interest would be any photographs of the unit or its members during World War II.

If you have information that you would like to share please call Kent Seavey, who is developing the exhibit, at (408) 375-8739 during normal working hours.

PT PINOS- BOB STONE STORIES 5.10.97 DONALD E. DEAN

Condensed from Bob Llewellyn and Ed Beechart's interview with and Bob Stone, Coast Guard Lighthouse Keeper at Point Pinos, from 1953 / 1956, taken on March 6, 1995.

RELIEF DUTY

I was first sent to Point Pinos July 15, 1953 for six months as a relief keeper for Mr. Ray Davis, 2nd assistant keeper, who was on sick leave. I was billeted with Mr. Henderson in the spare bedroom in his six room bungalow. Mr. Hendersons wife and son George had moved to Salinas to raise chinchillas. Mr. George Peterson position as 1st assistant keeper had been taken by another Coast Guardsman, 2CSM Randall Rankin of the "Gresham". Mr. Davis returned to duty and I returned to Yerba Buena Island. When Rankin retired six months later I returned to Point Pinos to fill his position as 1st assistant keeper.

PERMINANT ASSIGNMENT

I took up quarters in the lighthouse downstairs bed room, the one with the fireplace. The old Coast Guard barracks on the west side of the lighthouse was converted into three two bedroom apartments.. 2CSM Ray Davis lived in one unit and the Chief of Ship, Mr. Elliot lived in the other and a 1CL Carpenters mate lived in the middle unit. They converted the old dog kennel into a washing facility. There was a barn for Mr. Davis's cow and chickens down the hill near where the Navy NOAA building now stands. There were remains of coast defense gun implacements in the sand dunes all around the point. I believe the guns were Army155mm coast artillery guns. We used to hike over the dunes and see the caved in sand bagged emplacements and ammunition bunkers. Mr. Henderson said the General Marshall made an inspection of the emplacements during World War II.

CATTLE

Tom Henderson raised beef cattle. Tom knew a retired butcher from the 11th cavalry in the Monterey Presido who would come down and skin out a steer hoisted up in a large eucalyptus tree. Tom would always see that I got a great big roast. A lot of the beef went to his wife and son George in Salinas, the rest ended up in Tom's freezer.

DUTIES

I received a $4.50 per day food sustenance allowance. I had to pick up the mail, in the Coast Guard pickup, at the Pacific Grove Post Office every morning. I would drop my wife to work at the Bank Of America and run on over to Monterey to shop for food at Safeway. We didn't shop much at the PX at Fort Ord because it wasn't convenient and we wouldn't save that much. Mr. Henderson and Mr. Davis were getting along in years so Randall and I would do a lot of painting. Mr. Henderson was rather thorny. He didn't talk to Mr. Davis. When he wanted something done he would have me relay the order to Mr. Davis. We started with the fog signal building, painting it inside and out. I remember having to paint the roof of the lantern room. We placed a ladder from the walkway to the roof and I would climb up with the black .paint. You wouldn't catch me

doing it to day, I can't stand heights. To clean the storm pains we only needed a small step ladder. We didn't hand wash them very often because there was a hose bib up there and we would hose them off. A squeegee would finish the job. We were back far enough from the ocean so we wouldn't get any salt spray. There were no hand holds required like at Point Sur. We would let visitors up into the lantern room and would roll up the curtains so they could see the view. Open house was Saturdays and Sundays, two to four. During the week school kids would come in bus loads. They would climb into the tower and I would close the trap door so they wouldn't fall down the tower ladder, it was very steep. Mr. Wilkerson was sent down as the principal keeper when Mr. Henderson retired on July 3, 1955. Mr. Wilkerson came from the Stockton Channel where he was responsible for all the aides to navigation on the river. He would service the channel markers from a 36- ft tugboat. He brought his son and wife along, I remember that she made darn good fried chicken.

STANDING WATCH

The main watch was from midnight to 8 in the morning. The light signal was ten seconds off and twenty seconds on. There were pull down roller shades around the lantern room which we had to pull down at dawn. They clamed that the sunlight would change the lens from clear glass to purple. I have a brass lens polishing container marked U. S. Lighthouse Service, it had a folding lid which contained polish. We didn't use polish but were told to use white gasoline. This would be considered a very dangerous practice today. One of the storm pains got broken, they are held in place by 1-1/4 " long custom made brass screws. I sent a sample up to BI (Yerba Buena Island) where they machined a replacement set of screws so we could replace the storm pain. We had to place towels at the base of the trap door to the observation walk to keep the rain from flooding the lantern room. The log books were kept in the watch room (front porch) and we would record the barometric pressure, fog, and other events. We also had a ships clock in this room. We would watch for fog and when we couldn't see the light on the buoy off the point we would turn on the signal from a switch in the watch room. There was also a switch in the principal keepers house. It could be controlled from either place. If we missed the fog coming in, a little old lady in Pacific Grove would always call up and scold us and we would hurry to turn it on. She never slept, she would call at one, two or three in the morning. We suggested that the Coast Guard give her a metal for patriotic duty. The fog signal was run by a 5-hp electric, opposed piston compressor. The back up unit was a gasoline driven, air cooled, Wisconsin compressor.

FURNISHINGS

All the furniture was government issue except for the television which I purchased from the ex-mayor of Pacific Grove , Don Grafton. He strapped the antenna to the south chimney and we could pick up all three stations from San Francisco, # 4, 5 and 7. We were sleeping in the north bed room and when we forgot to lock the front door visitors would walk in and wake us up. This happened several times. The kitchen was in

the lean-to addition along the back. We had a washing machine (no dryer) and hot water heater in the basement. We hung our cloths out to dry. There was a small room in the tower where we kept our direction radio transmitters. We switched between the two every Friday afternoon. The two furnished upstairs bedrooms were reserved for visitors. The lighthouse was a romantic location, we had tons of visitors. We had seven honeymoon couples stay in our guest room, during my service. A friend of mine Richard L. Myers honeymooned here right out of high school. He joined the Navy ROTC at Fresno State and went on to become a three star Admiral and commander of the "Kennedy". My parents came over to visit often along with my two sisters. My dad liked the south bedroom the one with the sink where he could get a drink of water. He used to use a coffee can in the middle of the night and I suspect also the sink.

CLOCKWORK

There was a clockwork mechanism in the lamp room. We only used it once while I was stationed at Point Pinos. The power failed and we removed the electric light fixture and placed a Coleman lantern in the center of the lens. The clock work rotated the brass shutter around the light. We would crank up the weights which hung down the column in the center of the winding staircase all the way to the basement The weights were not very heavy because I lifted the cable with all the weights.

PAINT LOCKER

The Coast Guard told us to clean out the paint locker (oil house) and throw every thing out. I uncovered a wooden box filled with saw dust and kerosene lamp chimneys. They were too nice to throw away so I gave my mom two and hung on to the rest. There was also a Geodesic Survey map of the coast from Bodega Head to Point Pinos dated 1883. It is now framed on my rumpus room wall. There were a lot of log books which I turned over to the Coast Guard which they were supposed to sent back to the archives in Washington DC. I remember logging my daughters birth in the log book., "Daughter Sandra born 10-PM October 13, 1955 to Seaman Robert and Viva Stone".

GARDEN

Point Pinos was a garden spot, really beautiful. We planted a lot of flowers including roses. We brought the old lawns back, and planted a new lawn in the back of the lighthouse. Our work was really made easier when the Coast Guard supplied us a Toro gas powered lawn mower. There was a beautiful cypress hedge which completely circled the Lighthouse.

POINT SUR TRIPS

I started taking trips to the Point Sur Lightstation with the First Class Carpenters Mate who lived in the center unit in the old barracks building. He was serving at the Monterey Life Boat Station. We were taking building supplies down in a old GM 2-1/2 ton flat bed truck. We were delivering sand and cement to the light tower I never did know what they were building. The road was very narrow and I got very scared when the rear dual

tiers hung over the edge of the road. I had him stop the truck and I climbed out of the passenger window, crawled across the hood and walked to the light tower. I loved to go down and beach comb for drift wood along the north beach. One of the Coast Guard wives was pregnant so I volunteered to go down and stand by while her husband took her to the hospital. She had her baby but I didn't have to stand watch because a keeper on leave had returned. Cattle were grazing inside the gate,. the gate was locked all the time with a combination lock to keep the cattle off the highway. There were some barns down near were the Navy Surveillance Station now stands. The School House was near the cypress trees at the highway gate but it wasn't being used, at that time.

ADMRAL'S INSPECTION

Chickens were running all around the station when the Admiral came for inspection. He kept asking who they belonged to. He wanted to see the barn, and wanted to know who owned the cow and cattle,. He was very inquisitive, we weren't sure about animal regulations so he never found out who owned the animals. He kept commenting about how beautiful the station was. Three weeks later when I was returning from getting the Sunday paper the Admirals car was in the drive way. He had brought his wife down to see the station and they were sitting at our old chrome kitchen dinette having coffee with my wife. I was so nervous that my coffee cup was shaking in the saucer and the Admiral kept saying son relax, relax I just wanted to show my wife your beautiful home. He took my wife and I out to a wonderful lunch. It was very unusual for a Admiral to socialize with a lowly seaman.

INDIAN ARTAFACTS

We never found any Indian artifacts but I uncovered a pile of abalone shells while digging for top soil between the fog signal building and the city sewage plant. They were thoroughly mixed in with the loam soil, there must have been a huge pile there a long time ago.

LOVERS LANE

There was a chain link fence gate at each side of the lighthouse reservation. High school kids would drive in at night and place chains with combination, gym locker, locks on each gate. They had complete privacy until some one would complain to the Pacific Grove Police. The police could not touch government property so would call us to cut off the chain. It happened so often we got a large bolt cutter to speed up the process. One night we caught two MP's from Fort Ord who had discovered the lovers lane. Once we had a knock at the door at two in the morning. My wife invited a young lady in with a badly torn blouse. She had fought off a overly amours admirer and hiked though the sand dunes to the lighthouse. We offered to call the police but she didn't want that. She accepted a cup of coffee. She refused a offer for a ride home but accepted our offer to call a taxi.

"GEORGE" THE CAT

We had a great big Persian cat named "George". He would follow me around on patrol like a dog. He loved to chase and play with the small deer around the grounds. He was a messy eater so we would put his dish of food on the back porch, leaving the door open a crack so he could get back in. A terrible racket was heard one night and we saw George charging a skunk who was eating his food. The skunk lifted his tail and ducked into the back door and into the basement with George right behind. The basement stunk something awful, so we washed it down with tomato juice to no avail.
George came out great, he didn't catch the skunk, and didn't get sprayed.

WILD ANIMALS

We had lots raccoons and a menagerie of possums which lived in our circle of cypress trees. Mr. Wilkerson spotted a animal out front and when we investigated a mountain lion bounded off. We found the remains of a young deer he had killed. There were lots of quail, we bought hundred pound bags of cracked corn to feed them. I noticed a blue jay at our kitchen window so I started feeding him bread. He would come at my whistle and sit on my finger to eat. The school kids were delighted they thought I was a wild animal trainer.

GHOSTS

Mr. Wilkerson believed in the super natural, he went to seances and he had quite a few books on the hereafter written by Mr. Edward Cache. While we were cleaning the storm pains one day, he looked at me over his glasses and ask if I had heard the baby cry in the middle of the night. I had heard noises which I believed the wind whistling through the scuppers but never a baby's cry. Wilkerson said a baby died in the lighthouse and he could hear baby's cry during the night.

PLATT BROTHERS

The Platt brothers were retired fishermen, who made scale ship models. One brother gave me a beautiful model of a ship in a bottle. They would hike out to visit us at the lighthouse dressed in sailor garb, white watch cap, pea coats, blue dungarees, and blue shirts. It was neat to have them visit, they gave me a complete list of ship wrecks of the peninsula along with photographs. I used to visit them in their beautiful old house in Pacific Grove and admire their collection of ship models.

SECRET PLACES

I found a trap door in the front bed room closet, with one with the fireplace. On lifting it I found an old water cistern just big enough to hold a man. I thought I would have some fun with my wife so I said give me a minute then come in and I bet you can't find me .

I took a flash light and climbed in and closed the trap door. I could hear her calling but she never did find my hiding place. In the upstairs north bed room closet there is a lose floor board which can be lifted out, the space beneath was between the floor joist. I believe the previous light keepers use to hide their valuables there.

RECREATION

When I was ask what I wanted for recreation gear I ordered a basket ball, hoop and a set of golf clubs. I used to sneak across the street and play holes #6, 7 and 8, and then cut over to 2 to miss the club house. Chief Elliott's 10 year son was a great player and he would go with me. Later on the City manager visited the station and wanted to know the name of the group commander, and 12th district commander. I obliged with the names of Mr. Springer and Mr. Wolf. I thought I was in trouble with the illegal golfing but he surprised me with a greens pass written on the back of one of his business cards. I didn't have to sneak around after that.

HISTORICAL PRESEVERATION

When I was stationed at the lighthouse there was a great old cast brass rain gauge on a post in the back yard. I have a picture painted by a lady showing the gauge. It appears that vandals have stolen it. The Coast Guard wanted CWO Bittler to replace the Fresnel lens with modern optics. He argued the historical significance of the lens and convinced them of its historical value. They relented and the Point Pinos Lighthouse is sill the oldest on the west coast with their original optics. The city has done a beautiful job restoring the parlor and bed room. I'm glad the city took over the lighthouse and will protect and preserve it for future generations.

Bob Stone retired from the Coast Guard service in 1956 to work with Pacific Telephone . He retired in 1988 and later became a treasured Point Pinos light house docent. He passed away in 1996.

Written by Mr Eldridge
USCG Headquarters
July 1950 Historical Sec

HISTORY OF
POINT PINOS
LIGHT STATION
HARBOR OF MONTEREY
CALIFORNIA

On September 28, 1850, Congress appropriated $70,000 for beginning the erection of sea coast lighthouses in California, one of which was at Point Pinos. On August 31, 1852, $170,000 more was appropriated for the completion of lighthouses in California and Oregon." Finally on August 4, [illegible] appropriation of $60,334 was made "for completing the lighthouse establishment of California and Oregon, provided that it shall not be obligatory on the Secretary of the Treasury to pay the contractors for building the lighthouse at Point Loma until the same is reasonably worth." On March 3, 1853, $[illegible] was appropriated to pay amount of the decree of the United States Circuit Court, [illegible] attorney's fees and costs, in the case of the United States vs. [illegible] Collins, et al, for the condemnation of land for lighthouse sites at Point Pinos, California." Finally on June 6, 1850, $2,[illegible] was appropriated for "purchase of land at Point Pinos, Monterey Harbor."

On September 22, 1855, Major Hartman Bache inspected the proposed lighthouse at Point Pinos. "I regret to say," he wrote, "the whole subject of proper position was entirely unfavorable to the point now occupied. In addition to the condition of a coast light or a harbor light as may be, as will be seen by the following history of its present position I am not clear in mind. Commerce must contribute the final selection to the controversy between the lighthouses. The Coast Survey report and sketch of 1 plans the three points, A, B & C, from among which to select the site, and the first, as is allowed, was chosen by them as more convenient to either of the other two, from which to obtain the stone used in building. Upon the merits of navigation alone to be considered, the point C, appears, at first sight, is doubtless the best, as the light could be seen more clearly in a circle to the southward of Cypress Point, distant 4 miles, but also from the harbor itself. But a construction at a position [illegible] to the ocean would hardly justify the [illegible] one eighth of a mile back and above the [illegible] point A, is about a quarter of a mile [illegible] a consequent reduced arc of visibility [illegible] approaching Monterey, due in a [illegible] s, the light having been built [illegible] x3."

[illegible] of the [illegible] [illegible]
oint Pinos.

In 1869 there is this notation in the Lighthouse Board's report:

"The question of title having been recently decided by the court in California, the light can only be confirmed by a compromise with the c[illegible] of the land on which the buildings are erected, or by appraisal of a jury, empaneled by the laws of the State."

In 1870 the report of the Lighthouse Board a further explanation is forthcoming:

"At the close of the Mexican war, and the acquisition of California, the President gave orders through the General Land Office to the surveyor general of the Pacific coast to reserve, of the public domain on that coast, certain sites for lighthouses, and other public purposes among which was the site for the lighthouse at [illegible] point. An appropriation was made (for building the lighthouse) and the light exhibited in 1855. Certain parties claimed to be the owners of the land, and proceeded to prosecute proceedings to convert the Government into the payment of $5,000 for the site, and finally obtained a decision of the courts in their favor. Then upon the only alternative left to the United States was that of having the land condemned for public use under the laws of the State, as provided in such cases. This has resulted in an award of $1,250 by the court to the claimants for the land embraced in the site."

The 1871 report says:

"The case to have appealed the case to the Supreme Court of California and the suit is now pending before that body."

In 1872 there is this notation:

"The suit for confirmation of land for right of way to this lighthouse has not yet been decided."

The 1879 report contains the following:

"The final decree by the United States Circuit Court in the case of the United States v. s. Thomas B. Redding, et al, was rendered during the last fiscal year. An appropriation of $5,000 was made by the last Congress for the payment of the several decrees and the bill of the special U. S. Att'y for legal services."

In 1880 we find the following in the Lighthouse Board report:

[illegible] all claims of the Government. All claims attendant upon the condemnation will have been settled; and the United States will have an unincumbered title to this site."

In 1893 the lard oil lamps were replaced by mineral oil lamps. In 1896, the water supply, which had been caught on the roofs of the lighthouse structures and stored in a 10,000 gallon cistern, was reported "generally adequate during the years, except as regards for drinking, and sometimes had to be supplemented by water hauled from a distance at considerable expense." The Pacific Improvement Company which owned the hotel and a large tract of land near Monterey, had brought a fine supply of water from the headwaters of the Carmel to within a mile of the station. A connection was made with the company's system and such water as was needed was purchased, there being required the laying of 5,042 feet of pipe one foot under ground along a county road.

In 1898 the Board recommended the appropriation of $2,000 to purchase a strip of land between the lighthouse and the sea coast, as the site did not reach the sea at any point. Such land was needed for the convenience of landing stores and supplies by boat. The sum was finally appropriated June 6, 1900, and the 52 acres of land purchased in 1902.

On April 18, 1906, the lighthouse was severely injured by the great earthquake which did similar damage to San Francisco. The shock was so great that it became necessary to take down and rebuild the tower with reinforced concrete. On July 30, 1906, $18,700 was appropriated for this purpose. The lantern and lens were removed from the top of the tower and stored, pending removal for about 5 feet below the lantern floor during the period were 1907. The original walls were of brick masonry 2 feet thick. The tower was rebuilt of reinforced concrete of the same thickness and design.

During the fiscal year 1910, $35,000 was asked of Congress for a flashing light, for diesel and kerosene quarters at the point where light station. The comment of the Board was, "This is one of the several lights on the coast of California that have proved misleading and inefficient, and change to a flashing light is highly desirable. A compressed air fog signal is also needed. These changes will necessitate two extra keepers for whom quarters should be provided."

In the 1933 light list the Point Pinos Lighthouse, located on a point on the south side of the entrance to Monterey Bay at 36° 38' N., 121° 56' W., is described as a white tower on dwelling, built in 1855 and rebuilt in 1906. It is 43 feet above ground and 62 feet above water, the 2nd order catoptric light being visible for 21 miles, combined with three 3rd order electric lights being visible for 16 miles, combined with three corresponding lights for 20 seconds and occulting every 10 seconds. The fog signal consists of [illegible] the equipment.

The California Earthquake of April 18, 1906
Report of the State Investigation Commission
Published by Carnegie Institution of Washington c1908

Pe Point Pinos

...the lamp is enclosed in a ribbed metal frame which rests on a brick tower and dome. The vibration of the ribs caused them to strike the metal chimney in the center of the brick dome and dent it on the easterly side. The motion of this upper portion caused the brick dome supporting it to crack immediately at the base of the curved dome. There was no displacement of bricks, the crack being a fine one, visible both within and without the tower and completely encircling it. The lighthouse is built on a sand dune and there is an estimated thickness of 80 feet of sand upon the underlying rock. This sand foundation probably accounts for the apparently greater intensity of the shock here than in the town. Some of the objects in the rooms of the house were also slightly displaced.

#105 Point Pinos, entrance to Monterey Bay, California. Since the establishment of this light in 1854, the water supply has been caught on the roof of the lighthouse structure and stored in a 10,000 gallon cistern. This supply was generally scanty during dry years, sometimes unfit for drinking, and sometimes had to be supplemented by water hauled from a distance at considerable expense. The Pacific Improvement Co., which owns the hotel and a large tract of land near Monterey, had brought a fine supply of water from the headwaters of the Carmel to within a mile of this station, and a connection made with the company's system, and purchase was made of such water as needed. The work was done during October 1885, and required 5,082 feet of pipe, which is laid 1 foot underground, along a country road. A severe gale in January blew down some 2,000 feet of the reservation fence. It was temporarily repaired by the keeper with material on hand, and certain other minor repairs were made.

POINT PINOS LIGHT

Lighthouse Board report 1853
Historian John Hussey

est 1854

1855-the initial year of operation was marked by tragedy. Charles Layton, chief keeper, was fatally wounded while serving as a member of a posse attempting to capture the notorious bandito, Anastacio Garcia.

For ten months Layton and his wife had faithfully administered to their lighthouse chores. He was an Englishman, Having served honorably in both the British and American armies. After trying his hand at gold mining from 1849 to 1852, he settled in the Monterey area and shortly after was appointed to the $1,000 a year position as keeper by the Lighthouse Board in Washington, D.C.

Following Layton's death, his widow was granted the head keeper's post on January 4, 1856, and pursued her duties with devoted zeal. Then ironically four years later, wedding bells rang again for Mrs Layton and shortly after the vows were pepeated, she resigned her government post, but not entirely, Just to keep it all in the family, her new husband, George C. Harris was appointed keeper at Point Pinos and served from 1861 until 1863.

Other members of the gentler sex also kept the light at Point Pinos. One of the best remembered, in addition to Mrs Layton, was Mrs M.E. Fish, who put in many years of service.

A mark of distinction surrounds Point Pinos Light Station. Captain Allen L. Luce, appointed keeper in 1871, was still at his post eight years later when one day a dark, gaunt young man, dressed like a Bohemian, visited the lighthouse. Historian John Hussey tells us that keeper Luce was known for his courteous hospitality to visitors and gave the stranger the usual tour of the immaculately maintained station, entertained on his piano and showed his ship models. The visitor was fascinated by Captain Luce and was additionally captivated by the beauty of the area. This stranger, of Scottish background, later placed the lighthouse keeper in the annals of literature by giving him seven lines of description in his essay entitled, The Old Pacific Capitol.

This tall, gaunt visitor was the inimitable author and poet, ROBERT LOUIS STEVENSON. Before he left the Monterey Peninsula, he both cogitated and meditated, thoughtfully pronouncing the area the finest seascape anywhere.

Point Pinos Light

Another pioneer California lighthouse once under the capable hands of the gentler sex, is Point Pinos (Pine Point) Lighthouse, located in one of the world's most beautiful seascape settings—the Monterey Peninsula.

While acting as commander of the Army's Pacific Division in October 1849, General Persifor F. Smith suggested that a government lighthouse be placed at a strategic location on the point. Though his pleas for a navigation aid at first went unheeded, Uncle Sam ultimately granted approval, mostly because Monterey was known as the old Pacific capital and of maritime importance.

Some three locations for a lighthouse on Point Pinos were proposed to the contractors and the one chosen was probably the poorest of the three but the easiest to reach with building materials and supplies. That choice rather irritated Major Hartman Bache, the government supervisor, for he insisted that from the standpoint of navigation it was the poorest location. The decision, however, appeared irreversible and construction got underway.

Bache, later became Twelfth District lighthouse inspector and frequently visited Point Pinos Light in its green years, seemingly forgetting his objections to its placement. He did, however, remember the problems encountered during the construction of the lighthouse. By summer 1853, the 20 x 30 foot stone and brick structure was nearly complete, but a money shortage caused the appendage at the rear, also intended to be of masonry construction, to be frame instead. Station costs far exceeded original estimates, the total running $26,000.76 which caused no little amount of consternation among government officials. Funding for the lighthouse was only $15,000, but specified changes as well as charges for the transport of certain materials from San Francisco over and above the materials sent around the Horn by ship, caused the financial crisis.

Though Point Pinos Lighthouse was essentially completed in 1854, it was more than a year before it sent out its first beam of light. Lieute-

well or from a barge alongside. The steam special oil pump is operated by the boiler for the wharf-derrick engine. It delivers the oil through 1,600 feet of 4-inch diameter pipe to two 10,000-gallon wooden storage tanks near the signal building. From the tanks the oil is delivered by a 3-inch pipe to the force pumps connected with the burners. From the suction pipe the system is in duplicate and is interchangeable. The plant was installed by hired labor. A pipe line to supply the wharf boiler with creek water was laid.

17. Piedras Blancas, 5 miles northward of San Simeon Point, seacoast of California.—An intercommunicating telephone system connecting the tower, fog-signal, and keepers' quarters was installed. Various repairs were made.

The following is an extract from the Board's last two annual reports, and it is recommended that steps be taken to secure the appropriation therein mentioned for the purpose stated:

The following is a copy of a letter, dated December 10, 1904, from the Secretary of Commerce and Labor to the Secretary of the Treasury:

"It is necessary to the safety of the light-station at Piedras Blancas, California, especially to the safety of the large quantity of mineral oil which it is necessary to keep at that important and isolated high-class light-station, that more secure and less dangerous storage facilities for the oil be provided. Large quantities of mineral oil are now stored in an oil room attached to the light tower, in which is a light which was originally designed to burn lard oil. This method of storage of mineral oil is considered to be dangerous. It is therefore recommended that an isolated brick oilhouse be built, in which this inflammable illuminant can be kept. A building of the size needed to store the large quantity of oil needed for this first-order light can not be built for $550, the sum named as the maximum for such buildings in the general appropriation for building oilhouses.

"It is estimated that an oilhouse suitable for this station can be built for $1,500, and the Light-House Board recommends, and in that recommendation this Department concurs, that an appropriation of this amount be made therefor."

19. Point Pinos, entrance to Monterey Bay, California.—At the beginning of the fiscal year the repair of extensive damage resulting from the earthquake of April 18, 1906, to this station was commenced, and has been completed. The lantern and lens were removed from the top of the tower, and the tower walls removed for about 5 feet below the lantern floor. The original walls were of brick masonry 1 foot thick. The tower was rebuilt of reenforced concrete of the same thickness and general design. The reenforcing metal, consisting of ¾-inch diameter rods laid vertically 8 inches apart, was set in holes drilled into the remaining walls; horizontal rings of ⅝-inch diameter wire cable were used to fasten the vertical rods. The station is supplied with water from the mains of the town of Pacific Grove. Minor repairs were made. A new 2-inch pipe, 2,200 feet long, was laid and connected with an elevated 4,000-gallon redwood tank. The tank is on the framed support and affords an efficient fire protection for the station. Minor repairs were made.

20. Santa Cruz, northern entrance to Monterey Bay, California.—A concrete oilhouse was built. Various repairs were made.

21. Año Nuevo Island, seacoast of California.—A 15,000-gallon redwood water tank was erected on a redwood frame supported by concrete piers. Various repairs were made.

23. Pigeon Point, seacoast of California.—An intercommunicating telephone system of 6 phones was installed. The 10-foot aeromotor windmill destroyed by storm was replaced.

1906

15. *Point Conception, entrance to Santa Barbara channel, California.*—On July 17, 1905, bids were opened for the construction of a keeper's double dwelling, as provided by the act approved on April 28, 1905, and the contract was awarded to the lowest bidders. The work was satisfactorily completed. The new dwelling is a frame structure two stories high, and contains six rooms and bath for each occupying keeper. A water tank was installed on a tower to supply the dwelling. A concrete retaining wall was built on the east of the old dwelling. Various repairs were made.

16. *Point Arguello, about 12 miles northwest of Point Conception, seacoast of California.*—The construction of a 40,000-gallon cistern of reenforced concrete, to increase the capacity for storage of water, was commenced. It will be completed soon.

17. *San Luis Obispo, seacoast of California.*—A small hoisting engine was installed in a house built therefor on the wharf, to facilitate landing of supplies. Minor repairs were made.

18. *Piedras Blancas, seacoast of California.*—A fog-signal operated by comprest-air was installed. The plant consists of a 20-horsepower oil engine, with air compressor sounding a 10-inch whistle. It was placed in a brick house built near the end of the point, which is large enough to contain a duplicate apparatus, which it is expected will be set up during the next fiscal year. A frame dwelling was built for use as quarters for the additional keeper whose appointment was thus made necessary.

The following is an extract from the Board's last annual report, and it is recommended that steps be taken to secure the appropriation therein mentioned for the purpose stated:

The following is a copy of a letter dated December 10, 1904, from the Secretary of Commerce and Labor to the Secretary of the Treasury:

"It is necessary to the safety of the light-station at Piedras Blancas, California, especially to the safety of the large quantity of mineral oil which it is necessary to keep at that important and isolated high-class light-station, that more secure and less dangerous storage facilities for the oil be provided. Large quantities of mineral oil are now stored in an oil room attached to the light tower, in which is a light which was originally designed to burn lard oil. This method of storage of mineral oil is considered to be dangerous. It is therefore recommended that an isolated brick oil house be built, in which this inflammable illuminant can be kept. A building of the size needed to store the large quantity of oil needed for this first-order light can not be built for $550, the sum named as the maximum for such buildings in the general appropriation for building oil houses.

"It is estimated that an oil house suitable for this station can be built for $1,500, and the Light-House Board recommends, and in that recommendation this Department concurs, that an appropriation of this amount be made therefor."

20. *Point Pinos, entrance to Monterey Bay, California.*—This light tower was badly injured on April 18, 1906, by the earthquake. The tower was built in 1857 of brick laid up in lime mortar, and it rose thru the center of the dwelling. It was cracked thru at its junction with the springing line of the arch supporting the lantern floor, and some of the masonry fell out. The damage was so great that it became necessary to tear down and rebuild the tower with reenforced concrete. This work is now in progress. The act approved on July 1, 1906, appropriated $18,700 for rebuilding this station. The plans therefor are now being made.

22. *Ano Nuevo Island, seacoast of California.*—The keeper's quarters, originally intended for one keeper, were too small to afford suffi-

1904

The following recommendation, made in the Board's last six annual reports, is renewed:

The light-house at this station was built in 1856. It is of brick, with the outer wall stuccoed. The light is shown from an old-fashioned lantern, with triangular-shaped glass, built on top of the dwelling. The structure is unsightly and uncomfortable, and in winter the walls are damp. To put this building in good repair would cost as much, if not more, than to build a new modern structure. This can be done, it is estimated, for not exceeding $7,500, and it is recommended that an appropriation of that amount be made therefor.

15. Point Conception, entrance to Santa Barbara Channel, California.—The act approved on April 28, 1904, appropriated $9,000 for a double dwelling for the light-keepers and $15,000 for a large oil-house. These improvements will be made during the coming year. Various repairs were made.

18. Piedras Blancas, seacoast of California.—The act approved on March 3, 1903, appropriated $15,000 for the establishment here of a fog-signal and keeper's dwelling. The plans and specifications for this work have been prepared. Various repairs were made.

20. Point Pinos, entrance to Monterey Bay, California.—About 7,723 feet of new fencing was built on the line of the reservation inclosing the original land and the portion purchased some years ago, except that on the ocean and bay frontages the fence is placed on the highland at a safe distance back from the high-water line.

22. Año Nuevo Island, seacoast of California.—A smokestack, with umbrella, hood, etc., was put up to replace the old one which had rusted out. The following quotation is taken from the Board's annual reports for 1902 and 1903, and the recommendation made therein is renewed:

This station is principally important on account of its fog-signal, which is a 12-inch steam whistle, giving blasts of 10 seconds followed by silent intervals of 55 seconds. The light is but a lens lantern. To keep the station in good condition, and to have the fog-signal always in operation when necessary, two keepers are required. The dwelling for the two keepers is barely sufficient for one, as both are men of family and are worthy of something better in the way of living accommodations. The dwelling is a one-story frame structure, 36 feet by 28 feet in plan, with a small kitchen attached and no cellar. It has been partitioned off, so that the two keepers with their families live in it, but at great inconvenience and discomfort. The Board is of the opinion that it is necessary to encourage capable men to take service with the Light-House Establishment; that to do so it is necessary that they should be provided, at least, with reasonable accommodations. It is estimated that an additional keeper's dwelling can be built here for $6,000, a much larger sum than would be required were it not that the island is in the open sea, outside of all freighting accommodations, and that the material for the dwelling would have to be transported to the site by special arrangements. The Board recommends that an appropriation of this amount be made therefor.

23. Pigeon Point, extreme end of Pigeon Point, seacoast of California.—The windmill used to pump water from the spring at this station was destroyed during a violent storm. A new aermoter mill, 10 feet in diameter, was purchased and set up on the steel tower to replace it. A new engine governor and a quantity of pipe fittings were furnished for the signal.

The following recommendation, made in the Board's annual reports for ten years up to and including that for 1903, is again made:

There are standing, outside of the light-house site, but close to the fence inclosing the light-house structures, a fisherman's shanty and a hay barn. If

prominent, and with its outlying rocks is very dangerous to navigators close inshore during a fog, especially as vessels going to and from Port Harford make a sharp turn just off this point.'

"The following recommendation, made in the Board's annual report for 1900, is renewed:

"'It is now estimated that it will cost $40,000 to establish this light and fog-signal station, and it is recommended that an appropriation of that amount be made therefor.'"

From information received since September, 1901, when that recommendation was made, it has become evident to the Board that it will be wiser to establish a fog-signal at Piedras Blancas, where there is already a light-house, than to establish a new light and fog-signal station at Point Buchon. It is estimated that a fog-signal and a dwelling for its keeper can be erected at Piedras Blancas light-station at a cost not exceeding $15,000.

This Department in its letters of December 7, 1901, to the Speaker of the House of Representatives, copies of which are inclosed, explained the desirability of this change, and asked that its estimate for an appropriation of $40,000 for a light and fog-signal station at Point Buchon be canceled, and that in its stead an appropriation of $15,000 be made for establishing a fog-signal and keeper's dwelling at Piedras Blancas, California.

As this Department concurs with the Board in these two recommendations, it finds itself unable to recommend the passage of the bill in question.

19. Point Sur, seacoast of California.—The concrete-retaining wall on the seaward side of the light and fog-signal building was cracked in several places, owing to the settlement of the foundation and the weight of the earth fill behind it, and was in danger of giving way entirely. It was repaired and strengthened with heavy masonry buttresses reinforced with iron. Steel frames with doors were placed in the back part of the brickwork of the fog-signal boilers to permit access to the tubes without disturbing the masonry. A contract has been let to change the hoisting-engine house to a dwelling for an assistant keeper. This work is now in progress. When this improvement has been completed the accommodation will be ample for all the keepers.

The following recommendation, made in the Board's last six annual reports, is renewed:

The accommodation for the four keepers at this station is insufficient, and it is recommended that an appropriation of $6,000 be made to build a new cottage.

—. *Point Buchon, seacoast of California.*—The following is a copy of a letter dated December 7, 1901, from the Secretary of the Treasury to the Speaker of the House of Representatives:

This Department, at the instance of the Light-house Board, has the honor to state that it is now evident that it will be a better plan to establish a fog-signal station at Piedras Blancas, California, light-station than to establish a light at Point Buchon, California.

As an estimate has been submitted for establishing a fog-signal station at Point Buchon, this Department now recommends, at the instance of the Light-House Board, the cancellation of the paragraph in its current annual estimates in which it is recommended that an appropration of $40,000 be made for the establishment of a light at Point Buchon, California.

Recommendation relative to the establishment of a fog-signal at Piedras Blancas light-station will be made in another communication.

20. Point Pinos, entrance to Monterey Bay, California.—The act of June 6, 1900, appropriated $2,000 for the purchase of about 52 acres of land lying between the light-station and the ocean and bay of Monterey. This purchase was made and the title to the land is now vested in the United States. A sewer of vitrified pipe about 470 feet long was laid from the pipe leading into a cesspool to low land on the north slope of the reservation.

21. Santa Cruz, entrance to Santa Cruz Harbor, California.—The

dwelling, an old-fashioned stuccoed light-tower, received considerable rep fortable for the keeper. Some 1,160 i ing the light-house lot.

22. Año Nuevo Island, seacoast of C cipally important on account of its fog- whistle, giving blasts of 10 seconds fo seconds. The light is but a lens lante condition, and to have the fog-signal a sary, two keepers are required. The barely sufficient for one, as both are m something better in the way of living a is a one-story frame structure, 36 feet kitchen attached and no cellar. It has two keepers with their families live in and discomfort. The Board is of the encourage capable men to take service ment; that to do so it is necessary th least, with reasonable accommodations. tional keeper's dwelling can be built sum than would be required were it no sea, outside of all freighting accommod the dwelling would have to be tran arrangements. The Board recommen amount be made therefor.

23. Pigeon Point, extreme end of P fornia.—During a violent windstorm a completely wrecked; a new one was tower guyed with suitable wire rope. of the fog-signal boilers.

The following recommendation, made reports, is renewed:

There are standing, outside of the light-hous the light-house structures, a fisherman's shan break out in either of these buildings it would station. It is proposed, in order to obviate thi land to the eastward of the station, say 150 feet light-house reservation. This, it is estimated, and it is recommended that an appropriation o

24. Point Montara, above Pillar Poi fog-signal building being old and dil rebuilt with concrete foundations. A A sewer of vitrified pipe about 300 fee ing to the face of the bluff. An iron-pi ous repairs were made.

25. Farallon Island, on southeast Fa San Francisco Bay, California.—The one of vitrified pipe was laid from the ocean over the west side of the island. to hold salt water for flushing purpose wireless telegraph station was selected, Weather Bureau for its installation. V

27. Bonita Point, entrance to San Fr old stuccoed building used as quarters by the addition of a frame structure at t

ed to it. The light, which is

Santa Monica Bay, Califor-
ade by act approved March 3,
ht and fog-signal at this point.
xecutive order dated January
Point Dume, but as this land
ish grant made prior to the
, which grant was afterwards
, it has been decided that the
must be obtained from the
ground making a detailed sur-
g desired for the station.

a Barbara Channel, Califor-
vn of Hueneme to the light-
. Various repairs were made.

ar Santa Barbara Landing,

in the Board's last four annual

. It is of brick with the outer wall
ned lantern with triangular-shaped
e is unsightly and uncomfortable,
building in good repair would cost
n structure. This can be done, it is
commended that an appropriation

orthwest of Point Conception,
as commenced in July, 1900,
t consists of a combined tower
ked white of the fourth order,
nt Hueneme, California, light-
uary 22, 1901. The fog-signal
ated by compressed air, two
ressors on the same bedplate,
operation on June 1, 1901.
keepers and their families, in
ng. A brick oil house of suffi-
oil for both the light and the
Water is taken from a spring
et, and led thence by pipe line
ight-house premises, and from
ious buildings. The water is

the sites of the dwellings with
house is placed was protected
s, and a gas-pipe railing was
he slopes around the buildings
Fences were built around the
The spring was improved by
smith shop was built and a flag-
t in the rear of the dwellings.

thwest from Point San Luis
e in the Board's annual reports

for 1897, 1898, and 1899, and several previous ones, that an appropriation be made to establish a light and fog-signal at this point, at an estimated cost of $33,000.

This point is in San Luis Obispo County, and is 17 miles distant from the town of San Luis Obispo by wagon road and trail. The nearest light-house is Piedras Blancas, about 30 nautical miles to the northward and westward. The point is prominent, and with its outlying rocks is very dangerous to navigators close inshore during a fog, especially as vessels going to and from Port Harford make a sharp turn just off this point.

The following recommendation, made in the Board's annual report for 1900, is renewed:

It is now estimated that it will cost $40,000 to establish this light and fog-signal station, and it is recommended that an appropriation of that amount be made therefor.

17. Point Sur, seacoast of California.—The roadway from the landing to the top of the rock was completed, and the corduroy road leading over the sand to the main road was straightened and repaired. The spring was deepened and widened to increase the water supply. The stone retaining walls, built to prevent the erosion of the soil on the top of the hill, were completed.

The following recommendation, made in the Board's last five annual reports, is renewed:

The accommodation for the four keepers at this station is insufficient, and it is recommended that an appropriation of $6,000 be made to build a new cottage.

18. Point Pinos, entrance to Monterey Bay, California.—Some 53[illegible] feet of the reservation fence was rebuilt. The act of June 6, 1900, appropriated $2,000 for the purchase of about 52 acres of land lying between the light station and the ocean and bay of Monterey. Negotiations for this purchase were completed and the deed is now in the hands of the owner of the land, for signature. Minor repairs were made.

19. Santa Cruz, entrance to Santa Cruz Harbor, California.—A fence 246 feet long was built from the east side of the front gate to the corner of the barn. Erosion of the ocean frontage is continually taking place. One of the stone monuments marking a corner of the reservation had to be moved back several feet on account of the washing away of the ground in which it originally stood. Minor repairs were made.

21. Pigeon Point, extreme end of Pigeon Point, seacoast of California.—Bids were asked for building a brick oil house, but all were too high and they were rejected.

The following recommendation, made in the Board's last seven annual reports, is renewed:

There are standing, outside of the light-house site, but close to the fence inclosing the light-house structures, a fisherman's shanty and a hay barn. If a fire should break out in either of these buildings it would endanger the structures of the light-station. It is proposed, in order to obviate this danger, that an additional strip of land to the eastward of the station, say 150 feet wide, be purchased and added to the light-house reservation. This, it is estimated, can be done for not exceeding $5,000, and it is recommended that an appropriation of this amount be made therefor.

22. Point Montara, above Pillar Point, seacoast of California.—A red lens-lantern light was established on a post 300 feet west by south of the signal house. The light was first shown on November 26, 1900. The fencing around the reservation, destroyed by storm, was rebuilt.

23. Benita Point, entrance to San Francisco Bay, California.—The landing wharf and derrick were rebuilt and the wharf was enlarged.

strict.

. The following recommenda-
nual reports, is renewed:

1 1856. It is of brick with the outer
d-fashioned lantern with triangular-
ne structure is unsightly and uncom-
To put this building in good repair
l a new modern structure. This can
,500, and it is recommended that an
or.

Santa Barbara Channel, Cali-
was retubed and a new bottom
t wheels was purchased for the

northwest of Point Conception,
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and fog-signal on this point.
e has been consumed in obtain-
ng on land adjoining the reser-
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bids for the construction of the
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ll probably be commenced early

alifornia.—The landing wharf
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the tender can now land mate-
harf, room was afforded for the
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estacks were put up on the fog-
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ones, that an appropriation be
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. The nearest light-house is Piedras
hward and westward. The point is
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mmended that an appropriation

a.—Extensive repairs and im-
tation was built a tramway was
g beach to the top of the rock,
he crest and down the seaward
al. Part of the road was on an
n up this incline by a hoisting
o maintain, and somewhat dan-
repairs, and it was determined,
on it, to build a roadway for
us up to the tower and dwell-

Twelfth District.

ings. This work was begun early in the year and carried on until the end of January, 1900, when it was stopped on account of the cost exceeding the estimate, due to the character of the rock encountered and the very stormy weather preventing advantageous work. At this time the road was nearly completed from the sands to the turntable on the seaward side of the rock, and partly excavated from there to the tower and fog-signal, with a large turning place at the latter point finished. A barn was built on the top of the hill to replace the old one at the sandpit, and stone bulkheads were nearly finished around the dwellings and engine house to stop the erosion of the earth from their foundations. In June, 1900, a contract was let for the completion of the roadway and bulkheads. Work was begun and is now in progress. The pipe line authorized for this station was not put in, as satisfactory arrangements could not be made with the owners of the spring. It will be necessary to replace the old and worn-out pumping machinery with new apparatus in the near future. A new set of chariot wheels was made and the old set trued up. One first-order burner was put in good condition. Two new governors were purchased for the fog-signal machinery.

The following recommendation, made in the Board's last four annual reports, is renewed:

The accommodation for the four keepers at this station is insufficient, and it is recommended that an appropriation of $6,000 be made to build a new cottage.

16. Point Pinos, entrance to Monterey Bay, California.—A brickoil house was built. The roadway inside the reservation was repaired and graveled. Various repairs were made. The act of June 6, 1900, appropriated $2,000 for the purchase of the land lying between the light-house lot and the ocean. Measures are being taken to acquire title to this land.

18. Año Nuevo Island, on the seaward side of Año Nuevo Island, California.—A small frame structure, with plate-glass panes, was built around the lens lantern to protect it from the weather. The fog-signal building begun last year was completed, and part of the old signal building was connected with it by an inclosed gallery, so that it can be used as a coal house and tool room. The tramway leading from the landing was rebuilt, and a new storehouse at the landing was built, with the upper story on a level with the tramway and a lower floor on the beach. A hoisting apparatus for the handling of supplies was put in. Cement walks were made around the signal and dwelling, and the wooden walks on the trestles over the gulleys were repaired.

19. Pigeon Point, extreme end of Pigeon Point, seacoast of California.—The new fog-signal building begun last year was completed. A new first-order burner was issued to the keeper for use in the illuminating apparatus. Minor repairs were made to the fog-signal apparatus.

The following recommendation, made in the Board's last six annual reports, is renewed:

There are standing, outside of the light-house site, but close to the fence inclosing the light-house structures, a fisherman's shanty and a hay barn. If a fire should break out in either of these buildings it would endanger the structures of the light-station. It is proposed, in order to obviate this danger, that an additional strip of land to the eastward of the station, say 150 feet wide, be purchased and added to the light-house reservation. This, it is estimated, can be done for not exceeding $5,000, and it is recommended that an appropriation of this amount be made therefor.

ted in the Board's last annual
It is estimated that this will cost
ended therefore, in view of the
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l of the jetty on the east side of the
ia.—The following recommenda-
t four annual reports, is renewed:

he seaport for Los Angeles. An enor-
eight is brought into this little harbor,
l by the United States. Deeply laden
leep-water ships discharge into lighters
es in getting into this harbor, as there
e. Fogs prevail at all seasons, and it
in foggy weather. It is recommended,
perated by clockwork, be established
harbor, at an estimated cost of $5,000,
and is large enough for the purpose.

iles southeast of Santa Barbara
on windmill was erected over the
ver, a 5,000-gallon wooden cistern
, and pipe connections were made
graphical survey of this station
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iest places on the Pacific coast. In con-
outlying rocks, and the almost constant
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d be established. The United States
suitable for the buildings. It is there-
t a cost not to exceed $35,000, and it is
mount be made therefor.

lifornia.—A topographical survey
were made.

Twelfth District.

—. *Point Buchon, about 8 miles northwest from Point San Luis Obispo, California.*—The following recommendation, which was made in the Board's last five annual reports, is renewed:

This point is in San Luis Obispo County and is 17 miles distant from the town of San Luis Obispo by wagon road and trail. The nearest light-house is Piedras Blancas, about 30 nautical miles to the northward and westward. The point is prominent, and with its outlying rocks is very dangerous to navigators close inshore during a fog, especially as vessels going to and from Port Harford make a sharp turn just off this point. It is estimated that a light-house and fog signal can be erected at this point for $33,000.

875. *Piedras Blancas, entrance to San Simeon Bay, California.*—The old warehouse, which was in a dilapidated condition, was rebuilt. A new hoisting derrick was erected. The boom is of sufficient length to land material from a boat 15 feet off the wharf. A new landing was built on the site of the old one. A new electrical battery was put in and the wires were overhauled and put in good condition. A topographical survey of the station was made, as were various minor repairs.

876. *Point Sur, seacoast of California.*—A survey was made and a route was selected over the Sur ranch for the construction of the road from the light-house to the county road, about 3 miles in length. Bids for the construction of the road were invited; four were received; the lowest was accepted. The work is now in progress. Various minor repairs were made.

877. *Point Pinos, entrance to Monterey Bay, California.*—A fence, 5,090 feet in length, was built around the reservation. A topographical survey of the station was made, as were various repairs. The following recommendation, which was made in the Board's annual report for the last five years, is renewed:

The plot of land owned by the Government at this station does not touch the sea at any point on its boundary line. For convenience in landing stores and supplies it is essential that the United States should own the strip of land between the light-house lot and the seacoast. The owners have offered to sell the land desired for $2,000, and the Board recommends that an appropriation be made for its purchase.

879. *Año Nuevo Island, seacoast of California.*—The tramway leading from the landing to the signal was overhauled and repaired, 675 feet were renewed, and iron rails were put down. A turntable was put in at one point in order to dispense with a long curve, and thus shorten the track. A 4,500-gallon tank was erected. The trestle walk from the dwelling to the signal was rebuilt, and various minor repairs were made.

880. *Pigeon Point, extreme end of Pigeon Point, Pacific Ocean, California.*—There are standing outside of the light-house site, but close to the fence inclosing the light-house structures, a fisherman's shanty and a hay barn. If a fire should break out in either of these buildings it would endanger the structures of the light-station. It is proposed, in order to obviate this danger, that an additional strip of land to the

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was shown at this station. Dur-
steam-whistle is sounded, giving
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this station demanded that the
r right-of-way to the county road
the station, and for the land on
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his demand rather than attempt
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ve a long delay, and therefore
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gallon water-tank near the fog-
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he dwelling-house pipes. The
the tank and other materials

he Sur Rock, used while build-
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ngineer in charge, were taken
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designed for three keepers, it
keepers at the station, to keep
for the use of one of them. A
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buildings. Electric bells and
, and a speaking-tube connects
. A fence is to be built about
nt the keepers' children from
pleted except the construction
ounty road. This will be done
t-of-way is acquired, a matter
States attorney for California.

Twelfth District

684. *Point Pinos, entrance to Monterey Harbor, California.*—The following recommendation, which was made in the Board's annual report for last year, is renewed:

The plot of land owned by the Government at this station does not touch the sea at any point on its boundary line. For convenience in landing stores and supplies it is essential that the United States should own the strip of land between the light-house lot and the sea-coast. The owners have offered to sell the land desired for $2,000, and the Board recommends that an appropriation be made for its purchase.

688. *Point Montara, Half Moon Bay, not far from the Golden Gate, coast of California.*—The worn-out hydraulic ram was replaced by a new one, and various minor repairs were made.

691. *Fort Point, San Francisco Bay, California.*—A fence 240 feet long inclosing the dwellings was built. The new fog-bell striking apparatus was put in position and works satisfactorily.

692. *Lime Point, San Francisco Bay, California.*—A wooden cistern of 30,000 gallons capacity was erected and connected with the signal-house by 100 feet of pipe. The water supply is now obtained from two springs, and is ample for all purposes. The steam-whistles were so arranged that either of them can be blown from each boiler, and various minor repairs were made.

694. *Angel Island, San Francisco Bay, California.*—The cistern was connected with the pumping works of the military post by a pipe line 700 feet long. During the rainy season this pipe was broken by a land-slide, but was repaired. The bell machinery was repaired.

695. *Yerba Buena Island, San Francisco Bay, California.*—Many of the piles supporting the wharf and coal-shed were destroyed by the teredo and limnoria. Repairs will be made as soon as practicable. Various minor repairs were made.

696. *Oakland Harbor, California.*—Plans and specifications for the establishment of this station were prepared. Proposals were advertised for doing the work and will be opened July 31, 1889.

698. *Mare Island, entrance to Straits of Karquines, California.*—A dam 13 feet long and 7 feet high was built across a cañon and a space cemented back for 15 feet, forming quite a water-catchment area. The water is filtered through gravel and conducted by a pipe to the cisterns. A new one has been added, giving a supply of water which is deemed adequate for all demands.

—. *Roe Island, Suisun Bay, California.*—Congress appropriated $10,000 for the establishment here of aids to navigation. A suitable site was selected for a light-house, and the title papers are now being examined by the proper officers, and when this is satisfactorily completed, the bargain already made for the land will be consummated.

—. *New York Slough, entrance to San Joaquin River, California.*—This slough consists of a short deep passage from Suisun Bay, entrance to the San Joaquin River, and necessarily has to be used by all steamers, sailing vessels, barges, etc., engaged in the great river traffic.

IT-HOUSE BOARD.

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it of the side of the rock on the
as constructed 480 feet long to the
m, boiler-rooms, cistern, dwelling,
ed out. A cistern 25 feet in diam-
l top, was finished and filled with
ls about 53,000 gallons. The stone
elling walls, including party-walls,
is 4 feet above this plane), and the
l. The tower walls, including the
ng completed; the fog-signal house
cept the gables. The roof trusses
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l, and distributing pipes are ready
r the fog-signal apparatus, includ-
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at the station will be completed by
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propriation of $10,000 will be needed
ed that this sum may be provided in
unds are needed to enable the board
he end of the calendar year.

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Twelfth District.

745. *Point Pinos, entrance to Monterey Harbor, California.*—A new sewer of stone pipe 139 feet long was built, a new out-house was erected, and the water-supply pipe line was repaired. The plot of land owned by the Government at this station does not touch the sea at any point on its boundary line. For convenience in landing stores and supplies it is essential that the United States should own the strip of land between the light-house lot and the sea-coast. The owners have offered to sell the land desired for $2,000, and the Board recommends that an appropriation be made for its purchase.

648. *Pigeon Point, on the extremity of Pigeon Point, sea-coast of California.*—Mineral-oil lamps were substituted for the lard-oil lamps previously used. A new stairway to the assistant keeper's dwelling was built. A new boiler was sent to the station and connected with the fog-signal apparatus, and the old worn out boiler was sold at auction. The fog-signal building was enlarged and new walks were built around it, a lot of tools and fittings were sent to the station, and various minor repairs were made.

649. *Point Montara, Half-Moon Bay, California.*—A new boiler was connected with the fog-signal apparatus. The fog-signal shed was enlarged. A new sewer was built to discharge below the dam. A new out-house was built, a subdivision fence was put in, and several minor repairs were made.

651. *Point Boneta, entrance to San Francisco Bay, California.*—A new 12,000-gallon water-tank was erected, the tramway was practically rebuilt, and numerous minor repairs were made.

654. *Alcatraz, on Alcatraz Island, San Francisco Bay, California.*—A new coal-shed was built, a new floor was put in the dwelling, and various minor repairs were made.

658. *Mare Island, on the southern end of Mare Island entrance to Straits of Karquines, California.*—A new barn and shed were built and various minor repairs were made.

—. *Roe Island, Suisun Bay, California.*—A light of the fifth or sixth order and a fog-signal are greatly needed here and has been asked for by the commercial interests of that section of country. The Board recommended that a light be established here in its last annual report. Roe Island is situated in Suisun Bay, about 5 miles east of Benicia, on Karquines Straits. This large bay has low shores, and is dotted with islands, which at some stages of the tide are submerged. At its highest point Roe Island is not over 4 feet above low water, and is wholly submerged during high tides. There is much travel and traffic passing over Suisun Bay at night, and leaving Karquines Straits, it is with difficulty that the shoal to the northward of Point Edith can be avoided. After careful consideration the Board has reached the conclusion that it is essential to the safe navigation of Suisun Bay that a

1886

TWELFTH DISTRICT.

This district extends from the boundary line between California and Mexico to the boundary line between California and Oregon, a distance of about 800 miles of coast line, and embraces all the aids to navigation on the sea-coast, bays, &c., of California.

Inspector.—Commander John W. Philip, United States Navy.

Engineer.—Captain Albert H. Payson, Corps of Engineers, United States Army.

In this district there are—

Light-houses and lighted beacons	22
Day or unlighted beacons	35
Fog-signals operated by steam	12
Fog-signals operated by clock-work	5
Whistling-buoys in position	6
Other buoys in position	62
Steamer Madroño, buoy-tender and for supply and inspection	1

LIGHT-HOUSES.

605. *Point Pinos, entrance to Monterey Bay, California.*—Since the establishment of this light in 1854 the water supply has been caught on the roofs of the light-house structures and stored in a 10,000-gallon cistern. This supply was generally scanty during dry years, sometimes unfit for drinking, and sometimes had to be supplemented by water hauled from a distance at considerable expense. The Pacific Improvement Company, which owns the hotel and a large tract of land near Monterey, had brought a fine supply of water from the headwaters of the Carmel to within a mile of the station, and a connection was made with the company's system, and purchase was made of such water as was needed. The work was done during October, 1885, and required 5,082 feet of pipe, which is laid 1 foot under ground along a country road. A severe gale in January blew down some 2,000 feet of the reservation fence. It was temporarily repaired by the keeper with material on hand, and certain other minor repairs were made.

607. *Año Nuevo Island, California.*—An examination of the bluff south of fog-signal building was made, and plans and specifications were made for building a sea-wall for the protection of the fog-signal site and water-shed. The men and material for doing the work were landed on the island on May 14, and the entire work of constructing the sea-wall and repairing the water-shed was finished by the middle of June. The concrete wall is 70 feet long, with an average height of 23 feet, a maximum thickness of 12, and a minimum of 1½ feet. A cave under the sandstone north of the fog-signal, 2 feet wide and deep and 14 feet long, was also filled with concrete. In these two works

1884

Twelfth District.

523. *Point Pinos, on point south of entrance to Monterey Bay, California.*—The lard-oil lamps were replaced by lamps fitted to burn mineral oil in the early part of the fiscal year, and various minor repairs were made. The station is now in excellent order.

526. *Pigeon Point, on extremity of Pigeon Point, California.*—A plank walk some 50 feet in length was built along the west side of the signal-shed, a concrete walk was laid from it toward the dwelling, some 32 feet, and various minor repairs were made. The station is well kept and is in good order.

527. *Point Montara, north of Pillar Point, northern end of Half-Moon Bay, California.*—A barn and stable were built at a cost of $436, a shed was put over the tank, and various minor repairs were made. The station is in good order, with a slight exception.

529. *Point Boneta, on the end of the point, north side of entrance to San Francisco Bay, California.*—Mineral-oil lamps were substituted for lamps burning lard-oil, a new self-regulating windmill was set up in place of the old one, which had been worn out, and various minor repairs were made. The station is now in excellent order.

530. *Fort Point, on northwest bastion of Fort Winfield Scott, on south side of entrance to San Francisco Bay, California.*—Two new cottages, to be used as keepers' dwellings, were erected from plans made by the Board, and various repairs were made. The station is now in good condition.

531. *Lime Point, on extremity of Lime Point, north side of entrance to San Francisco Harbor, California.*—The work of constructing the fog-signal, the coal-shed, the dwelling, and wood-shed, of setting up duplicate boilers and engines for the fog-signal, of laying concrete walks and floors, of laying pipe-line and setting up the tank, &c., was completed in a substantial manner, and, on September 10, 1883, the fog-signal went into operation. The 20,000-gallon tank was set up on a solid brick foundation on the mainland, under the high bluff called Lime Point, and was connected by pipe-line with a spring in Lime Point Cove, some 2,000 feet distant. It was found during the autumn that this spring did not furnish an adequate supply of water, so 600 feet of additional pipe-line were laid from a second spring to secure it, since which the supply has been ample. The heavy rains of the previous winter had caused a land-slide from Lime Point Bluff, and a part falling on this tank caused a leak, which could not be repaired without letting out the water. It was therefore taken down, repaired, and again set up on the top of the bluff, below the springs and some 1,800 feet from the signal. The station is now in good condition.

532. *Alcatraz Island, on island of same name, in the harbor of San Francisco, Cal.*—Mineral-oil lamps were substituted for those burning lard-oil. The lantern, tower, and dwelling were painted and the fog-bell

Twe

house was sheathed and panel
were made. This station is i

533. *Yerba Buena Island, on*
in San Francisco Bay, Califor
and various minor repairs we
near the wharf, which had hit
gave out entirely, and it beca
fog-signal, to fill all the tank
The lack of water last autum
unprecedented, as it extende
being less than usual during

535. *Mare Island, on easter*
Pablo Bay to the Straits of Ka
machinery for striking the fo
striking satisfactorily. Vario
is now in good condition, wit

538. *Cape Mendocino, on wes*
The keeper's dwelling was th
painted and various minor r
an earthquake occurred at th
the buildings. Slight repairs
is in fair condition.

541. *Crescent City, at entra*
The fourth-order constant-lev
oil lamp. A force-pump wit
minor repairs were made. T

——. *Saint George's Reef (N*
of cutting the surface of the
of the dimension-stones, whic
ished, and work at the site w
owing to the failure of Cong
its continuance. The compa
used in getting dimension-st
shall be resumed. A full ac
and carrying on this difficult
tailed illustrations, is given i

Repairs more or less exte
stations:

520. Santa Barbara, California.
521. Point Conception, California.
522. Piedras Blancas, California.
525. Año Nuevo Island, California.
528. Farallon, California.

Twelfth District.

the dwellings, and a fence 400 feet long was put up along the edge of the bluff. The floor of the fog-signal building was relaid in concrete, and a part of the floor of one of the dwellings was bricked. To prevent the washing away of the earth under the long flight of stairs leading from the crest of the bluff to the plateau on which the light stands, a brick drain and retaining-wall were built. The duplicate boilers of the fog-signal and their main connections were covered with asbestos felting, and various minor repairs were made to the several buildings. The station is now in excellent condition.

512. *Piedras Blancas, on the point northwest of the entrance to San Simeon Bay, California.*—A smart earthquake shock occurred in May, but did no perceptible damage, except to cause a slight eccentricity of the revolution of the lens. An inch galvanized-iron pipe was laid, to enable the keeper to irrigate his vegetable-garden, and certain minor repairs were made. This station is now in good condition.

513. *Point Pinos, on the point south side of the entrance to Harbor of Monterey, California.*—A plank walk 350 feet long was built across the deep sand from the keeper's dwelling to the well and barn. The lard-oil lamps were replaced by mineral-oil lamps, and certain minor repairs were made.

515. *Año Nuevo Island, on the seaward side of Año Nuevo Island, California.*—Extensive repairs were made to the fog-signal boilers. A pump was placed in the kitchen, call-bells were set up between the dwelling and the fog-signal, a new pump was supplied for the cistern, and various minor repairs were made.

518. *Farallon, on the largest, or southeast, Farallon Islet, California.*—A suitable horse-power windlass, for hoisting supplies from the boats, was set up, and about 1,800 feet of rough lumber for fencing, and a supply of paint for the dwelling and tower, with various other supplies, were left at the station, which is now in good order.

519. *Point Boneta, entrance to San Francisco Bay, California.*—Mineral-oil lamps were substituted for lard-oil lamps, and various minor repairs were made to the buildings and the fog-signal machinery. The station is now in good condition.

520. *Fort Point, on the northwest of Fort Winfield Scott, entrance to San Francisco Bay, California.*—Two large dormer windows were cut in the roof of the keeper's dwelling, the roof was reshingled, a new floor was laid over the old one, various minor repairs were made to the buildings, and the fog-signal machinery was repaired. The station is now in good condition.

Twelfth

521. *Alcatraz Island, San Francisco* ing 3,340 pounds, was cast at the M bell and other material sent there to support the fog-bell was erected increase the range of the bell. Ne upper bluff to the fog-bell platform station is now in good condition.

522. *Yerba Buena Island, San Fr* gallon tank, with pump and boile water-supply of the fog-signal and against fire, was supplied, and the order. It enables the keepers to bu ful stream of water upon any part of and has, also, an efficient head for th The water from the upper tank is le ing to the tower, with hydrant-hea small tank which feeds the fog-sign feet. The new tank was covered, a pump and boiler. Tools for the fo of boiler-tubes to replace the old on dition.

523. *East Brother Island, off Po* asphaltum covering to the water-sh cement. A space was partitioned oil-room, the feed-pipe from the wa by 50 feet of 1-inch galvanized-iron made. The station is now in good

524. *Mare Island, on the eastern en San Pablo Bay to the Straits of Karqu* iron tops were fitted to the chimney bridge was thrown over a ravine n roadway were repaired. Various i tion is now in good condition.

526. *Point Arena, on the end of Po* signal boiler was replaced by a new feet, was built to the old signal-sh new signal is now in operation, and puted roadway question was finally and a new roadway was built. The

Twelfth District.

handed from the tender. When this work is completed, this station will be in a more efficient condition than ever before. A survey of this site will soon be made to define its boundaries according to the deed, and to mark out the line for a reservation forever. The survey will also show the location of the new tower and fog-signal structures.

Point Pinos, Blue cask on the point northwest of the entrance to Santa Cruz Bay, California.—This station received extensive repairs and renovations during the past year. A new hoist for the illuminating apparatus was made and put up. The necessary quantity of paints, oils, &c., was purchased and sent to the station, and the several structures were repainted by the Keepers. Two galvanized iron ring-bolts were put into the rocks near the landing, as fastenings for the boats when landing is made. A system of electric call-bells, between the watch-room of the tower and the sleeping-quarters of the Keepers, was established. The station is now in good condition.

Point Pinos, on the point south side of entrance to harbor of Monterey, California.—During the past year, a closed porch, to protect the entrance to the kitchen of the dwelling, and also to serve as a store-house, was built. A small quantity of paint, for renovating the tower, dwelling, and outhouses, and a new lock for the front door were provided. This station is now in good order.

Santa Cruz, on Point Santa Cruz, at the entrance to Santa Cruz Harbor, California.—The several structures were repainted and the towers were whitewashed. The station is in good condition.

Año Nuevo Island, on the southeastern or seaward side of the island, California.—The new boiler and machinery for the duplicate steam fog-signal were successfully landed in July last. Mechanics and laborers were sent at the same time, with the necessary materials for the construction of a coal-shed at the landing, for enlarging the signal-house for the reception of the duplicate boiler, and for making needed repairs to the dwelling, water-shed, and tramway. This work was completed in August last. After the duplicate signal was established, the old boiler and machinery of the original fog-signal were thoroughly overhauled and repaired. Both boilers were then covered with asbestos felting. A system of electric call-bells was established between the signal-house and the Keepers' sleeping-rooms. Some slight repairs are needed to the machinery of the signals, and also to the dwelling and outhouses, the materials for which were sent to the station. The Keepers will make these repairs after which the station will be in good condition.

Pigeon Point, on the extremity of Pigeon Point, California.—A kitchen was fitted up in the second story of the Keepers' dwelling, for the use of one of the assistant Keepers. Other slight repairs were made to the dwelling. A new hoist was made for the illuminating apparatus, and the watch-room of the tower was renovated. A system of electric call-bells was established between the watch-room of the tower, the engine-room of the fog-signal house, and the sleeping-quarters of the Keepers. The old boiler, or boiler No. 1, and the machinery attached to it were repaired, the duplicate signal received slight repairs, and both boilers were covered with asbestos felting. Notwithstanding the repairs to boiler No. 1, it was found, after a critical examination, to be unsafe; and, as the small upright boiler of the duplicate signal could not be relied upon, it was found necessary to have a new horizontal boiler built to take the place of the old, unsafe one. The new boiler, and the same for the station, and the fog-signal machinery and whistle were

1880

Twelfth District.

for use in the lens apparatus. On two occasions, during the past year, the glass of the lantern was broken at night by large birds flying against it. Each time the lens was scratched and clipped by the falling glass. Outside shutters were fitted to the windows of the dwelling. The outside of the dwellings and out-houses, and the wind mill were repainted; the inside wood-work of the dwelling was also repainted, and the plastering repaired. A new hood for the lens apparatus will be made; electric call-bells will be put up between the watch-room of the tower and the sleeping-rooms of the keepers. The inside walls of the dwelling will be painted, and the ceilings kalsomined; and the iron-work of the tower will be repainted this year. Excepting the renovations above indicated, this station is in excellent condition.

483. *Point Pinos, south side of the entrance to Monterey Bay, sea-coast of California.*—Congress, at its session of 1878–'79, appropriated the amount necessary to pay the award of the United States circuit court, fees, &c., on account of the condemnation of land for light-house purposes at this point. The award was paid, and the decree of the court was obtained. All other expenses, attendant upon the condemnation suit have been settled; and the United States has now an undisputed title to this site. Slight repairs were made to the station during the past year, and it is now in excellent condition.

484. *Santa Cruz, entrance of Santa Cruz Harbor, sea-coast of California.*—The tower, from where it rises through the roof of the dwelling to the lantern-deck, was covered with zinc, and then painted white, to prevent the rain-water from being driven through it during heavy storms.

485. *Ano Nuevo Island, sea-coast of California.*—Slight repairs were made to the tramway and walks. A boiler, engine, and 12-inch whistle, to be used as a duplicate fog-signal at this station, were built, and will soon be ready for operation. The fog-signal house will be enlarged and a new coal-house built. The dwelling will also be repaired and painted. Electrical call-bells will be established between the signal and the dwelling. The tramway will be repaired, and the old boiler and engine of the fog-signal will be thoroughly overhauled and repaired this year. A quantity of various kinds of grass-seeds was sent to the station, and sown by the keepers to arrest the drifting sands, which are undermining the upper part of the water-shed; but little good resulted from these experiments, and some other method will have to be adopted. The experiment of building low fences, in such positions as will cause the sand to drift into and fill up the space near the water shed, will be tried. A sea-wall should be built, early in the future, which is estimated to cost $13,000. This will prevent the encroachment of the sea, which is gradually undermining the foundation of the signal-house, and the large cistern which supplies the signal with water. A survey of the island, showing the relative position of the various structures, fences, &c., was made.

486. *Pigeon Point, sea-coast of California.*—The lens apparatus and machinery were overhauled and repaired, and a new hood ordered. The roof of the dwelling was repaired; the dwelling, out-houses, and fences were painted; the gutters on the dwelling were repaired; materials for repainting the interior wood-work and for kalsomining the walls of the dwelling were sent to the station; a chicken-yard was built at the rear of the dwelling; the whistle-column of signal No. 1 was lengthened and its whistle was repaired; the roof of the signal-house was repaired and painted; a quantity of tools, pipes, coupling, &c., for the

Twelfth

use of the steam fog-signals, were
received slight repairs, and the bo
the last year. Electric call-bells be
signal, will be established. The o
tubes, and other needed repairs, an
asbestos during this year. Otherw
dition.

487. *Point Montara, near Half-m*
quantity of lumber for general pu
oil-cups for the engine, and cement
house, were sent to the station. A
whistle, will be sent to the station
for the reception of the duplicate s
will be overhauled and repaired, an
asbestos during this year.

488. *Farallon, Farallon Island, of*
at its session of 1878–'79, appropria
signal at this station. It is to con
cate. The materials for constructi
terns, water-shed, and tramway fro
the signal, were purchased and tr
were landed, without loss or accid
signal-house was completed, excepti
ished; the cisterns and water-shed w
with water from the catchment of
having become exhausted, the work
propriation of $7,000 was made by
plete the work. The boilers are con
fitted to them. The same system
now exists at Point Bonita fog-sig
can be run by steam from either bo
is also being made, and is so arrang
either boiler. The boilers, engines
island in a short time, and it is hop
tion not later than September 1st.
enced in making the excavations for
veins of mineral water were encou
nearly cause a suspension of the wo
keeping the water from the brick-w
that the difficulty could be overcom
fect the work afterwards; but in th
upon examination he found the wat
sufficient quantities to slack the mo
to be taken out. A drain was then
tom of the cisterns, through the soli
water. This plan proved effectual, a
plete the cisterns. On account of th
terns exceeded the estimates mad
capacity was built at the base of the
ment from the roof of the oil-house
The Pacific Egg Company still maint
island, and hold a sort of a joint oc
This year they have leased the privi
company, which prosecutes the worl

1879

Twelfth District.

——. *Point Arguello, California.*—The owners of the land at this point have given to the government about 50 acres, suitable for light-house purposes. This point is 12 miles northwest of Point Conception. Immediately to its rear the land rises to the height of 3,000 feet. From that point the coast trends to the northward, and hence is not covered by the light of Point Conception. At some future time it is believed a light here will be necessary. At present no appropriation is asked.

——. *Whaler's Island, California.*—On the 2d of November the President of the United States made this island a reservation for light-house purposes. It is a small island, about 500 feet from the mainland, and has a flat top about 70 feet above mean low-tide. It is nearly round and about 160 feet in diameter. It is located in the Bay of San Luis Obispo, an open roadstead, exposed to the southward, and while it is always subject to a heavy swell in bad weather, even with the wind from the northward and westward, it affords a safe anchorage, and is a fair harbor of refuge against gales from the latter quarter. In view of that fact, and the increasing commercial interests of the port, it is deemed that a light would be of service at this place.

472. *Piedras Blancas, entrance to San Simeon Bay, California.*—Water is so scarce at this station that it often must be purchased at considerable expense. A well was sunk during the last fiscal year, and a windmill with a deep-well pump attached was erected over it, which now furnishes the station with a supply of water. The water-tanks were rehooped, and material sufficient in quantity to thoroughly repaint the various structures was furnished to the keeper. The keeper's dwelling needs some slight repairs; otherwise the station is in good condition.

473. *Point Pinos, entrance to Monterey Harbor, California.*—The final decree by the United States circuit court, in the case of the United States *vs.* Thomas R. Hopkins et al., was rendered during the past fiscal year. An appropriation of $6,000 was made by the last Congress for the payment of the assessed damages and of the bill of the special United States attorney for legal services.

474. *Santa Cruz, sea-coast of California.*—The station is in good condition. In consequence of the undermining of the land by the sea, the dwelling and tower have been moved several hundred feet further inland, and they now occupy a secure position.

478. *Farallon, on the largest or southeast Farallon Islet, California.*—Congress having appropriated $12,000 for a steam fog-signal, the work will soon be commenced. As there is no water on the island, the signal, when completed, cannot be put into operation until after the rainy season is sufficiently advanced to partially fill the cisterns, which, with a large watershed, will have to be constructed.

479. *Point Bonita, entrance to San Francisco Bay, California.*—A duplicate boiler was furnished, for which an addition to the fog-signal house was built. Extensive repairs were also made to the old boiler and to the two fog-sirens.

——. *Oakland Harbor, California.*—Congress appropriated $5,000 for a small light-house and fog-signal, to be placed at the end of the north training-wall of this harbor, but in consequence of the uncertainty of the title to the land on which it is desirable to place the light, this work has not been commenced. The Central Pacific Railroad Company, which is particularly interested in having a secure passage for their vessels to Oakland, have, however, established two small lights and bells, one at the present extremity of the wall, and one about midway between that

1876

TWELFTH DISTRICT.

CALIFORNIA.

This district embraces all aids to navigation on the Pacific coast of the United States between the Mexican frontier and the southern boundary of Oregon, and includes the coast of California.

Inspector.—Commander A. T. Snell, United States Navy.

Engineer.—Lieut. Col. R. S. Williamson, Corps of Engineers, United States Army.

In this district there are—

Light-houses and lighted beacons	22
Light-ship	0
Fog-signals operated by steam or hot-air engines	10
Day or unlighted beacons	27
Buoys actually in position	29
Spare buoys for relief and to supply losses	29
Tender Shubrick, common to twelfth and thirteenth districts, used for inspector's and engineer's purposes	1

The numbers preceding the names of stations correspond with those of the "Light-house List of the Atlantic, Gulf, and Pacific Coasts of the United States," issued January 1, 1876.

LIGHT-HOUSES.

433. *Point Loma, entrance to San Diego Bay, sea-coast of California.*—The dwelling has been repaired, a portion of the wood-shed converted into a dwelling for the assistant keeper, and a barn built. The station is now in good condition.

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

448. *Santa Barbara, sea-coast of California.*—The structures at this station have been thoroughly renovated and repaired.

449. *Point Conception, sea-coast of California.*—The recommendation contained in the last annual report for an appropriation of $12,000 for repairing this station and building a keeper's dwelling to take the place of the present structure, which is in a very bad condition, is renewed.

450. *Piedras Blancas, sea-coast of California.*—A keeper's dwelling in progress at the date of last annual report has been completed.

451. *Point Pinos, sea-coast of California.*—The tower, parapet, and dwelling have been thoroughly repaired and renovated.

456. *Farallones, off San Francisco, California.*—The recommendations contained in the two last annual reports are repeated.

The dwelling at this station is very much out of repair, and much too small for the wants of a first-order station. It was built in 1855 out of rock quarried on the island, and is very damp. A substantial wooden structure is needed.

An appropriation of $12,000 for repairs and for building a new keeper's dwelling is asked.

457. *Point Bonita, sea-coast of California.*—Considerable work has been done in removing the rock-obstructions in front of the fog-signal. A survey has been made to determine the best method of improving and protecting that portion of the roadway, about midway between the tower and the fog-signal, where slides have occurred. The plan determined upon is to make a tunnel through the rock, to avoid the most dangerous part of the present roadway, and to cut away and properly slope the

made t · this station. The light-house reservation is separated from the nearest public road by land owned and occupied as an orchard by a private citizen. A road to the public highway is necessary. The owner offers to sell a piece of land sufficient for a right of way, at the rate of $200 per acre, gold coin. This is not an exorbitant price; an appropriation of $500 is therefore recommended.

437. *Point Conception, sea-coast of California.*—The old dwelling at this station is in a bad condition, and the best plan is to pull it down, leaving the tower by itself, and to build for the accommodation of the keepers two more cottages similar to the one built last year. This being a first-order light and having a steam fog-signal, four keepers are required. One corner of the house has settled, making a serious crack. As the tower is in the center of the house, the latter having been built around it, when the walls of the house are removed the tower will be isolated and complete in itself. An appropriation of $12,000 is asked for the purpose of building the new dwellings. The tenure by which the Government holds 160 acres of land at this point has been a matter of correspondence during some years past. A portion of this is of no value to the Government for light house purposes, and can be abandoned without detriment to the public service. Negotiations are now in progress having in view the settlement of dispute in this regard.

438. *Piedras Blancas, sea-coast of California.*—The tower at this station was completed and the light put in operation on February 15th, 1875, the keepers being accommodated in the shanties built for use of the mechanics and laborers. Congress at its last session appropriated $15,000 for completing the station and establishing a steam fog-signal. This amount being deemed insufficient for the purpose, no work has been done under it. It is now necessary to erect the dwelling, as the shanties will not afford the necessary shelter during the rainy season. Plans for the structures have been made and the buildings will soon be commenced. In order that the fog-signal may be efficient, it will be necessary to blast off the highest point of Piedras Blancas rock, a rock that rises in the form of a seal, some distance from the main-land. But as the highest part of it is about 100 feet high, this will be attended with considerable expense. An appropriation of $20,000 will be required for this purpose, and in the event of the appropriation not being made, it will be better to delay establishing the signal.

——. *Point Sur, sea coast of California.*—This dangerous point, on which the steamer Ventura was lost on April 20, 1875, has been surveyed during the present season. A steam fog-signal would be of as much value here as a light. The expense of establishing either will be heavy, owing to the difficulty of securing a proper site. Both a light and fog-signal will eventually be established at this point, but the board does not ask an appropriation therefor this year.

439. *Point Pinos, sea-coast of California.*—Repairs and renovations have been made during the past year. Considerable repairs to the parapet-wall of the lantern are needed, and will be made during September.

443. *Point Montara, sea-coast of California.*—Having secured a good title to the land, the work of erecting a fog-signal structure and a keeper's dwelling was commenced in October last, and completed in February, 1875. The signal was put in operation on March 1, 1875. An abundant supply of water has been obtained from two sources—a creek running through the reservation, and from a spring near its southern border. Water from the creek is forced by a hydraulic ram to the

signal-house, where there is a
tion is in good order.

444. *Farallones Islands, off*
"The recommendations made i
dwelling at this station is ve
small for the wants of a first-o
rock quarried on the island, a
structure is needed, and an
asked for that purpose."

445. *Point Bonita, sea-coast*
last annual report it became n
which the fog-signal stood, al
stopped on October 1, 1874.
entire point graded off to a po
tion. New structures were b
January 1, 1875, the expense
appropriation for repairs and
signal is now upon a secure
300 feet above the sea.
secured by a light haze or fog
fog or haze. Pilots, steamsh
passing Point Bonita without
the point where the fog-signal
the light stands show plainly,
of about 100 feet.
at the entrance of San Franci
of $25,000 is asked for movin
this point.

448. *Yerba Buena Island,*
keeper's dwelling and tower h
up of the lantern and illumin
received, it will be immediat
formerly in use at Yaquina
this station, and the light c
September. Congress, at it
establishing a steam fog-sig
menced in June, and is nea
operation on the 1st of Octob
the buoy-depot, which has b
A double-acting force-pump i
through iron pipes to a 10,00
made very strong and secure,
at least twenty years. The s

449. *East Brother Island,*
San Pablo Bays, California.—
the wharf and tram-way, wh
and sea last spring. These r

450. *Mare Island, Straits of*
made at this station, consisti
fog-bell tower. The foundati
work will be done as soon as

451. *Point Reyes, sea-coast o*
appropriated $3,000 for enla
station. This work has bee
rain-fall of eight inches a year,
caught. The average rain-fa

prepared, on the 21st of February
ed. It has progressed favorably
light-house keeper's dwelling, two
houses have been built. The reser-
nce, and the grounds in the imme-
and tower are inclosed by a neat
t up at the station. It is expected
t season.

California.—An appropriation of
3d of March, 1873, for building a
iation made by previous act for a
It being impracticable to procure
house purposes by purchase, a suit
ainst the owners of the land. The
ited States on the 6th day of No-
e were prepared, and on the 25th
as progressed favorably since that
d at the station, which is 7 inches
This well furnishes an abundant
oses.

alifornia.—An additional dwelling
ater-shed made for the fog-signal;
c., have been thoroughly repaired.
but a survey is being made with

California.—An appropriation of
ie 10th of June, 1872, for a first-
is point. The plans for the tower
party of mechanics and laborers
ommence the work purchased,
landed through the surf on the
ing off the top of the rock on the
commenced. A contract for the
e, and is nearly completed. The
for the tower has proved to be a
being so hard as almost to resist
at to reduce the rock to the level
n, would add very largely to the
ed to reduce it to a level of the
lly good foundation was by this
ected to complete the brick-work
ovember 1. Plans for a dwelling
f the appropriation left after the
sufficient to construct it with the
e lantern and lens for the station
,000 is therefore required to com-
one of the most important points
f the most improved kind should
n of $5,000 is therefore asked for

.—Vessels leaving San Francisco
as Pigeon Point light, take their
iles distant, the great indentation
Vessels to the southward bound to
as Blancas, take their departure
listant; hence Point Sur is a most

important point, and should be the site of a light-house. In considering the various points on the California coast where light-houses are still required Point Sur claims the place of greatest importance. In 1866 the Light-House Board ordered an examination of this point to be made, and the following is an extract from the report of examining officer:

> Point Sur is a metamorphic sandstone, and has an altitude of 363 feet, (established from observations with the aneroid barometer.) It covers an area of nearly three acres, its general shape being that of a wedge with an indented edge. The general direction of the wedge, as indicated by the compass, is east-southeast and west-northwest. The north side and top of Point Sur are covered with grass, and the sides are very steep, making the ascent very difficult. The extreme eastern and western portions of this point, or rock, are almost vertical, and the upper edge very narrow, not being more than 10 or 12 feet in width. Point Sur is situated at a distance of about half a mile from the foot of the range of hills which form the prominent feature of the coast, the intervening portion of the country being low and sandy. In very rough weather the low land is overflowed, thus making an island of the rock. Sur River, which is about three miles southeast of Point Sur, contains good water during the whole year, and near its mouth is a good landing-place for vessels. The only way in which supplies can be sent to Point Sur is by water, for the only road is a trail almost impassable even for a horse.

The Coast Survey Directory for the Pacific coast contains these remarks:

> From Piedras Blancas the coast tends northwest half west for a distance of fifty-seven miles in an almost perfectly straight line. * * * Continuing on the same bearing, and at a distance of forty-nine miles from Piedras Blancas, is Point Sur, sometimes called Lobos, making out nearly half a mile. As seen from the north or south, at a distance of ten miles, Point Sur appears a high, large, round-topped island; but upon approaching it a low neck of land is seen connecting it with the main.

From the preceding it is apparent that the importance of this point as a light-house site is very great. It must also appear that the erection there of a light-house, with the accompanying buildings, will be an expensive operation. It will be necessary to make a detailed survey of the rock before anything definite can be known as to the cost of establishing this station. As nearly as can be estimated with the data available, it will cost not less than $100,000, and an appropriation of $60.000 is asked to begin the work.

437. *Point Pinos, sea-coast of California.*—The suit for a title to this station is still pending and will come up again for trial in the district court for the county of Monterey, which meets on the third Monday of November next.

441. *Point Montara, midway between Pigeon Point and entrance to San Francisco Bay and Harbor, sea-coast of California.*—An appropriation of $15,000 was made by Congress, March 3, 1873, for the establishment of steam fog-signal at this point. A site has been secured and a favorable opinion to title given by the Attorney-General of the United States. The boiler and the necessary machinery are on hand; plans for a keeper's dwelling and signal-house will be prepared, and the work will then be commenced.

442. *Farallones, off entrance to San Francisco Bay.*—The dwelling at this station is very much out of repair, and is much too small for the wants of a first-order station. It was built in 1855 out of rock quarried on the island, and is very damp. A substantial wooden structure is needed, and it is respectfully recommended that an appropriation of $15,000 be made for this purpose. The tower requires some repairs, and a small stable is also needed for the mule which is kept to carry oil and other supplies up to the light-house tower.

443. *Point Bonita.*—During a severe storm, February 9 of this year,

1473

SIGNALS.

have been in use in the district dur-
tisfaction. Five more have been or-
rquette, Skillagallee, Manitou Island,

e following points, viz: McGulpin's
Iort, Pottawatomie, Gull Rock, and
tion of $25,000 for the purpose of es-

NDERS.

ze, (screw-steamer,) used as a supply-
and buoy-tender for a portion of the
y worn out. For the last two years
:tion, delivering supplies, and in tak-
e eleventh district. She has a very
)est to recommend any extensive re-
ie light-house service, but was pur-
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respectfully recommended.

HIT-HOUSE SITES.

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DISTRICT.

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navigation on the Pacific coast of
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f. McDougal, United States Navy,
es H. Spotts, United States Navy,

s of Engineers, brevet brigadier-

	16
year ending July 1, 1873	1
available, but which were not fin-	
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gines	6
	1
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teenth districts, used for inspectors'	1
	31

The numbers preceding the names of stations correspond with those of the "Light-House List of the Atlantic, Gulf, and Pacific Coasts of the United States," issued January 1, 1873.

421. *Point Fermin, on west side of San Pedro Bay, California.*—A site was selected and a reservation laid off for a light-house. Proceedings have been instituted by the United States attorney, district of California, for the purpose of condemning, under the laws of said State, the land upon which to build; but as yet no result has been reached. An appropriation, made June 10, 1872, of $20,000, is available for the establishment of a light and fog-signal at this point.

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

425. *Piedras Blancas, sea-coast of California.*—An appropriation, made June 10, 1872, of $75,000, is available for a first-order light and fog-signal at this point. A detailed survey during the early part of this year was made, and a map prepared of the locality; the height of which differing from previous information of the Board, necessitated a change in the design, which was published in the last annual report of the Board.

426. *Point Pinos, sea-coast of California.*—No information has been furnished this Office in regard to the decision of the Supreme Court in the case of the suit for condemnation of land for right of way to the light-house at this station, and which was referred to in the last annual report.

429. *Pigeon Point, sea-coast of California.*—The work on the light-house at this station was resumed in July, 1872, and completed in October. It was illuminated for the first time on the 15th of November, 1872.

——. *Point Montara, sea-coast of California.*—This Point is about midway between Pigeon Point and the Golden Gate, and within a few miles of Point San Pedro. An appropriation of $15,000 is available for a steam fog-signal here. The locality was examined and a site selected; a survey of the latter was made, and the map is being prepared by the district engineer.

434. *East Brother Island, San Pablo Bay, California, opposite Point San Pablo.*—In consequence of the apparent increasing litigation to gain possession of a site on the main-land for light-house purposes, an examination was made of the East Brother Island to ascertain if it would be a suitable locality. A special report was made by the district officers in regard to its advantages, and the selection was approved by the Board. Proposals were invited for building a light-house and a fog-signal building; for making the necessary excavations, and executing the grading; also, for building a retaining-wall. The lowest bid was accepted, and the work was commenced near the end of July.

435. *Mare Island, entrance to Straits of Karquines.*—The light-house of this station was completed by the 15th of July, although it was not quite ready for lighting at that date. An attempt was made to obtain water by digging a well, but without success. The point south of the dwelling was cut down and graded, a retaining-wall, built of rock to above high-water mark, forming a plateau for fog-signal. Inclines have been constructed from this plateau and from the plane of the dwelling to the boat-landing; windlasses, provided with turn-table and car, were set up on each. The erection of the necessary building for the fog-bell, and the sinking of a well for the weight of the machinery, still remains

——. *Point Fermin, entrance to San Pedro Harbor, California.*—An appropriation of $20,000 was made June 10, 1872, for establishment of a light and fog-signal at this point. The site has been selected and a survey of the locality made. As there are several proprietors to the land, resort must be had to the California law of condemnation, in order to acquire title to the site, so that the construction will very probably be delayed beyond the fiscal year. A report, accompanied by a map of the site, has already been forwarded to the board. The structure can be rapidly built, as the material can be hauled over a very good road from New San Pedro, a distance of about five miles. The landing is safe and the anchorage-ground secure and well protected. A large well has been sunk near the settlement. It can furnish water during the construction, and, if necessary, can be purchased for the subsequent use of the keepers and for supplying the fog-signal.

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

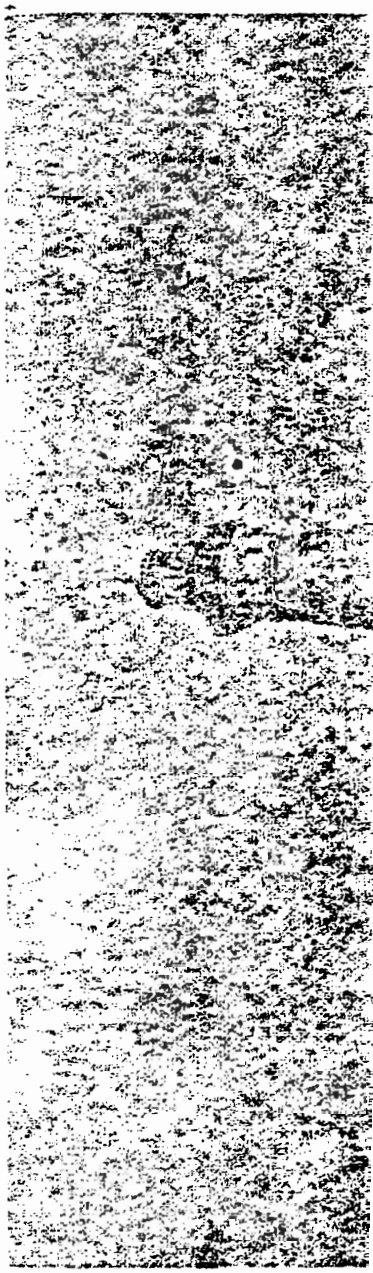
405. *Point Conception, sea-coast of California.*—An appropriation was made March 3, 1871, for the establishment of a first-class steam fog-signal. A thorough examination and survey of the point were made with a view to ascertain the best location for the signal, and the supply of water. The structure has been completed, and the machinery placed in position. Owing to ignorance on the part of the light-house keeper, the latter soon needed repairs. The pipes connecting the hydraulic ram with the cistern were not laid according to directions from the district engineer, and will have to be relaid. The cistern and water-shed, said to have been damaged by the recent earthquakes, will require an additional coat of cement. An abundant supply of water from an adjoining spring furnishes all that is required for the light-house and fog-signal. Many minor repairs to the light-house are needed.

——. *Piedras Blancas, sea-coast of California.* — This point is about midway between Point Conception and Point Pinos light-houses, distant one hundred and fifty miles from each. An appropriation of $75,000 was approved June 10, 1872, for a first-order light and fog-signal at this point. By direction of the Board, an examination of the locality was made, a site selected for the light, and necessary surveys made to connect it with previous ones, by the county surveyor, for the purpose of defining the limits of the reservation set aside by direction of the President for light-house purposes. A report, accompanied by a sketch of the locality, has been submitted for the information of the board. The site belongs to the United States, and as soon as certain details in regard to it can be obtained, the plans will be made and the work commenced.

406. *Point Pinos, sea-coast of California, entrance to Monterey Bay.*—The suit for condemnation of land for right of way to this light-house has not yet been decided, the owners having appealed the case from the district court to the supreme court of California.

408. *Año Nuevo Island, sea-coast of California.*—A steam fog-whistle and keeper's dwelling have been constructed on this island, and it has been in operation since the 29th of May of this year.

409. *Pigeon Point, sea-coast of California.*—An appropriation was approved March 3, 1871, for continuing and completing the light-house and fog-signal at this point. The work was commenced June 9, 1871, and the tower and keeper's dwelling are already completed. The para-



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1870

the lakes. The wharf and dock serve for laying up the tender during the winter, where it will be safe from the effects of running ice, and a place for storing and repairing during the winter all buoys and their equipments. An estimate has been included and submitted in annual estimates for the sum of $25,000 for the next fiscal year.

TENDERS.

The little steam-tender Haze is employed every year, from the opening of navigation in the spring to the close in the fall, in placing the buoys as far as possible, and in delivering oil and other annual supplies to all the lights in the St. Lawrence and Niagara Rivers, and in Lakes Ontario, Erie, St. Clair, Huron, Michigan, and Superior, and their tributaries, during which time the inspectors and lampists of the two districts make visits of inspection, and put the lamps and machinery in repair. This vessel also carries such freight and parties for repairing, rebuilding, &c., of light-houses, before and after delivering supplies, as time and other duties will allow.

The steam-tender Warrington and the sailing schooner Belle are employed exclusively by the engineer in transporting material and workmen to the different light stations for construction or repair, as the case may be. The Warrington is an indispensable adjunct to the other means employed for constructing the difficult works on Spectacle Reef. As the operations for this work are at present mainly on shore, she has been used during the present season in transporting materials for numerous new works in the district. She has delivered so far all the materials for Spectacle Reef, in addition to those of ten other light-stations, which have been, or are at present, in progress.

The sailing schooner Belle has been in attendance upon the Spectacle Reef working party at Scammon's Harbor; in transporting tools, rigging, &c., from completed works to those needing them. When not required for other service, she is employed as at present, collecting ballast stone for the pier of protection at Spectacle Reef. This vessel also serves occasionally for quarters for working parties, when required at places where other economical means are not available for that purpose.

TWELFTH DISTRICT.

This embraces all aids to navigation on the Pacific coast of the United States, from the Mexican frontier to the 41st parallel of latitude.

Inspector.—Commodore Alfred Taylor, United States Navy.

Engineer.—Brevet Lieutenant Colonel R. S. Williamson, major of engineers, United States Army.

There are in this district—

Light-houses	12
Buoys actually in position	55
Spare buoys, for relief and to supply losses	33
Tender (steam) Shubrick	1

The numbers preceding the names of light stations correspond with those of the "Light-house List of the Atlantic, Gulf, and Pacific Coasts of the United States," issued January 1, 1870.

Point Fermin, California, entrance to San Pedro Harbor.

360. *Point Pinos, California, entrance to Monterey Harbor.*—At the close of the Mexican war, and the acquisition of California, the President gave orders through the General Land Office to the surveyor general of the Pacific coast to reserve, of the public domain on that coast, cer-

tain sites for light-houses and other public purposes, among which was the site for a light-house at Point Pinos. An appropriation was made and the light exhibited in 1854. Certain parties claimed to be the owners of the land, and resorted to vexatious proceedings to coerce the Government into the payment of $8,000 for the site, and finally obtained a decision from the courts in their favor, whereupon the only alternative left to the United States was that of having the land condemned for public use under the laws of the State as prescribed for such cases. This has resulted in an award of $1,000 by the court to the claimants for the land embraced in the site.

361. *Santa Cruz, California, entrance to Santa Cruz Harbor.*—This light-station was established during the last year.

Point Año Nuevo, and Pigeon Point, sea-coast of California.—An appropriation was made for a light on Point Año Nuevo or vicinity, and during the two last years every effort was made to obtain a site and valid title. Finally these efforts were crowned with success, and preparations made for at once commencing the work, but before much progress could be made the balance supposed to be ample to complete the work reverted to the treasury under the act of July 12, 1870. An estimate has been submitted for a re-appropriation.

Straits of San Pablo, California, between the Bay of San Francisco and the Bay of San Pablo.—A light-house and fog-signal at San Pablo Point or vicinity is much needed, as it would serve as a guide for all vessels navigating the Sacramento and San Joaquin Rivers, and for ocean steamers and sailing vessels bound to and from Vallejo and Mare Island navy yard.

Straits of Carquinez, California, between the Bay of San Pablo and Suisun Bay.—An appropriation was made for the erection of a light-house on Mare Island, but as that location was not suited to the wants of navigation, the money was turned into the treasury, and a re-appropriation is submitted on the estimates for this point as the proper one.

Point Reyes, sea coast of California.—The purchase of the site for this light station was reported last year. The work of construction will, it is expected, be completed about the middle of November, and the light ready for exhibition about the first of December of this year.

366. *Point Arena, sea-coast of California.*—The works at this station were commenced September 30, 1869, and completed the following April. The light was exhibited for the first time, May 1, 1870. The apparatus is of the first order, fixed in a tower 100 feet high from base, and the height of the light above the mean level of the sea 150 feet.

367. *Cape Mendocino, sea-coast of California.*—A person claiming to be the rightful owner of the land upon which this light-house is built brought suit to eject the keeper, and to obtain possession of the station. The case was tried at the June term of the district court of the eighth judicial district, at Eureka, California, and resulted in a nonsuit.

The following-named light stations require repairs to be made during the current and ensuing year:

360. *Point Pinos*, California, entrance to Monterey Harbor.
363. *Point Bonita*, California, entrance to San Francisco Harbor.
365. *Alcatraz*, California, Alcatraz Island, San Francisco Harbor.
368. *Humboldt*, California, entrance to Humboldt Bay.

At the following named light stations there have been repairs and renovations more or less extensive during the last year:

357. *Point Loma*, sea-coast of California, entrance to San Diego Harbor.
358. *Santa Barbara*, California, Santa Barbara Channel.

359. *Point Conception*, sea-coast of Ca
bara Channel.
360. *Point Pinos*, California, entranc
362. *Farallones*, California, South F
Harbor.
363. *Point Bonita*, California, entran
364. *Fort Point*, California, at the
Francisco Harbor.
365. *Alcatraz*, California, Alactraz I
There are no light-vessels in this dis

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The small steam-tender Shubrick is e
district, embracing the entire Pacific co
and other necessaries for the differen
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and repairing old light-houses. Cong
appropriation for another tender for
built and sent there, will add much to
cially in transferring labor and materi
struction of new works.

THIRTEENTH

This district embraces all aids to n
the United States north of the forty-fi
Inspector.—Commodore Alfred Tay
Engineer.—Brevet Lieutenant Col
engineers United States Army.
There are in this district—

Light-houses	
Bouys actually in position	
Spare bovys for relief and to supply losses	
Tender (steam) Shubrick, common to twelfth	

The numbers preceding the names
those of the "Light-house List of the
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Fauntleroy Rock, California, entran
is a very dangerous rock, which need
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by sea, and landed at great risk of l
Yaquina, Oregon, entrance to Yaq
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bay. An examination of the locality
be commenced as soon as a proper si
Cape Foulweather, sea-coast of Or

1869

365. *Point Loma, Cal.*—Small repairs are needed, and will be attended to this year at this station, on the cistern, gutters, and roof of kitchen. With the exception of these small needs the station is in good order and condition, and the light well kept.

366. *Santa Barbara, Cal.*—Small repairs are needed, and will be made at this station during the present year, to cellar windows, outhouse, and pipe to cistern. With these exceptions the buildings are in good condition. At the date of the last inspection the station was not in an entirely satisfactory condition, and the keeper was directed to carry out the regulations strictly.

367. *Point Conception, Cal.*—The cistern at this station has been rendered unserviceable, doubtless from the effects of the earthquake last year. The necessary steps have been taken to repair the cistern. The station, with this exception, is in good order and condition. The fog-bell machinery is in good order and condition.

368. *Point Pinos, Cal.*—The keeper's dwelling requires a new roof and one of the rooms needs replastering. This work would have been done some time since, but for the fact that the title to the site was under judicial investigation. The question of title having been recently decided by the court in California, the light can only be continued by a compromise with the claimants of the land upon which the buildings are erected, or by appraisal of a jury, as provided by the laws of the State.

Santa Cruz.—This structure will be a duplicate of that at Ediz Hook, W. T. It consists of a wooden dwelling on a brick foundation and cellar walls, and surmounted by a wooden tower for the lantern and lens. With the exception of the lantern and lens the building is complete. It was built by contract, for the sum of $4,350 in coin, the lantern and illuminating apparatus not being included in the contract, but furnished by the Board.

Point Año Nuevo, or vicinity.—The building of this station has been delayed by the extravagant sum demanded for a site. The proper position for the light has been a matter of much consideration, and it is doubtful which of the two, the island at Point Año Nuevo, or Pigeon Point, six miles distant, would best subserve the interests of navigation. But both points are upon the same rancho, (Punta del Año Nuevo,) and it was not possible to obtain a site at either upon such terms as the Board could agree to. Finally, the main land at Point Año Nuevo passed into the hands of other persons, who offered a site of twenty acres for the sum of $5,000 in currency, and this was accepted. Afterwards, an offer of the same amount was made for a site at Pigeon Point, still in the hands of the same owners, and this they have agreed to accept rather than have the light established at the other point. As soon as it is possible to have the title confirmed, there will be no delay in putting up the necessary structures, plans for which are already prepared. However, should there be promise of any considerable delay upon the part of the owners, in making a title to the United States, the buildings will be erected on the main land at Point Año Nuevo.

369. *Farrallon, off entrance to San Francisco, Cal.*—The condition of the tower and buildings at this isolated light station is good, and the light well kept. Small repairs were needed and have been made to the gutters, pipes to cistern, and the lantern. A new roof was put on the dwelling during the year.

370. *Point Bonita, Cal.*—This station only needs a new floor to the kitchen, and new steps to the front door, to render it in every respect in good order and condition. The light and fog-bell are well kept. The fog-bell machinery is in good repair and order.

371. *Fort Point.*—Extensive rep
at this station during the year, incl
fog-bell house, and machinery. T
condition.

372. *Alcatraz, San Francisco, Ca*
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Point Reyes.—At the beginning
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the station, and an additional appr

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The exact site selected for the towe
from the extremity of the point, and
rear of the tower. On July 30th, la
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Point. The excavations for the foun
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of August; derricks were erected to
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laid, and a flume to conduct water to
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&c., &c., were purchased in San Fra
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cost for transportation as follows, v
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per ton; hauling from landing to si
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TARY OF THE TREASURY.

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light-house on this rock, to mark the pas-
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is available for the establishment of a day
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ough no decision has yet been arrived at
fect the design of the law. But it is ex-
ation next season a programme of ope-
possibly be completed before the next

are required at the following named sta-
agle harbor, Eagle river, and Raspberry
naw bay, Détour, St. Joseph's, Chicago,
Sheboygan, Manitowoc, Round island,
Minnesota Point.

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have been well attended to, as no com-
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The services of a tender upon the works
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1867

the same district. She has been actively and very profitably engaged upon these duties, and has saved to the light-house establishment large sums which would have been expended in chartering vessels for the purpose.

After this season she will be used in supplying and inspecting all the light stations in the two districts—tenth and eleventh—and her spare time, if she has any, will be employed in aid of the works of construction and repair in the same districts. The sailing tender Watchful, heretofore used in the tenth district, has been sold, being, since the purchase of the steamer, no longer necessary.

Thus the steamer has relieved two sailing vessels, performing all their duties and having enough time in excess to enable her to devote a considerable portion to duties not heretofore performed by the sailing vessels.

TWELFTH DISTRICT.

This district embraces the Pacific coast, from the southern boundary of California to the 41st parallel of latitude.

There are in this district nine light-houses and lighted beacons, and no light-vessels.

At the date of the last annual report this district comprised the entire Pacific coast of the United States, but upon the recommendation of the board, the honorable Secretary of the Treasury authorized the division of that coast into two districts, the 41st parallel of latitude being the line of separation, and which division was carried into effect on the 1st of July, 1867. This recommendation was based upon the reason that, in consequence of the great extent of coast-line originally assigned to the 12th district, and the difficulty and delay in reaching or communicating with many of the stations, the duty of properly attending the various and important aids to navigation could not be performed by one inspector with that promptness and care which the interest of the service required.

At *Point Loma* the roof of the keeper's dwelling was reshingled and the plastering on two of the rooms renewed.

At *Santa Barbara* some repairs are required to the cellar, and some slight renovation of plastering. The lens apparatus requires the addition of one or more panels, the present arc of illumination being limited to 180°, and vessels approaching outside of this angle cannot see the light.

At *Point Conception*, the cistern requires some repairs, leaking badly. A wooden shed is also needed at this station, large enough to shelter the horse and cart provided for the uses of the station, and also to store fuel.

Point Pinos requires slight repairs to the roof and cistern. They will be made by the keeper.

At *South Farallon*, the roof of the keeper's dwelling will probably have to be renewed during the next season.

At *Fort Point*, the fog-bell was taken from its original position on a framework in front of the fort and hung on an angle of the fort facing seaward. Slight repairs have been made to the dwelling.

At *Alcatraz* some needful but inexpensive renovations were made.

At *Humboldt bay*, the breakwater of logs which was constructed last year seems to have answered the purpose of protecting the foundation of the structure, although the sand on the spit is constantly changing, and it is not improbable that the breakwater may at some future time be washed away and the stability of the light-house endangered. In this view of the case the board has under consideration the propriety of removing this light to a point about four miles south of the entrance to Humboldt bay, known as Table bluff. This point is salient, with a firm and permanent foundation for a light-house, and a light there would subserve the purposes of navigation better than where it is now placed; it is not so frequently enveloped in fog as the spit where the light now stands.

· the men, with the risk of not being

·, your obedient servant,
HARTMAN BACHE,
Maj. Top. Eng., Brevet Major.

pineer,
ard, Washington, D. C.

—

· *steamer* 160 *feet long*, 27 *feet beam*, *masted schooner, braced with iron oppered, built of the best quality of ier; two condensing engines*, 32-*inch*

- - - - -	$16,750
- - - - -	1,650
- - - - -	650
- - - - -	600
ns, &c. - - - -	575
- - - - -	700
- - - - -	170
- - - - -	1,775
- - - - -	700
- - - - -	250
- - - - -	260
- - - - -	50
- - - - -	3,600
- - - - -	17,500
- - - - -	1,500
- - - - -	46,730
- - - - -	4,673
- - - - -	51,403

HARTMAN BACHE,
t Major Topographical Engineers.

STRICT,
July 27, 1855.

—

IX, No 24.

TH LIGHT-HOUSE DISTRICT,
ncisco, California, Sept. 24, 1855.

end to the board, to be included in ion, or in case there should not be he next fiscal year, the following

1855

For a road from the keeper's dwelling to the light-house tower on the peak at the South Farallones - - - - -	$1,500
For a road from La Plaza, San Diego Bay, to the light-house on Point Loma - - - - - - - - - -	1,500

* * * * * * * *

I am, very respectfully, your obedient servant,
HARTMAN BACHE,
Brevet Major Topographical Engineers.

Lieut. THORNTON A. JENKINS, U. S. N.,
Secretary Light-house Board, Washington, D.C.

APPENDIX No. 25.

OFFICE TWELFTH LIGHT-HOUSE DISTRICT,
San Francisco, September 28, 1855.

SIR: I reported on the 19th that I had been down the coast as far as San Diego, and would forward by the present mail a more detailed report of the points I visited than I was then able to make. The immediate object of my journey was in reference to the measures in progress to alter and fit up the light-houses at Point Conception and Point Loma. Besides these places, I had opportunities also of seeing, but not visiting, the light-house at Point Pinos, Monterey, the site at Santa Barbara, and examining the site at San Pedro. I will now refer to them in the order of their geographical position.

Light-house at Point Pinos.—The stay of the steamer at Monterey, both going and returning, was too short to admit of my visiting this light-house. An opportunity, however, was afforded by entering and departing from the harbor, both in the day time and at night, to judge of the eligibility of the site. I regret to say the result of this cursory examination was entirely unfavorable to the point now occupied. It answers neither the condition of a coast light or a harbor light as fully as it might. Of the entire history of its present position I am not clearly informed. Common report ascribes the final selection to the contractor for building the light-house. The Coast Survey report and sketch of 1851 gives the three points *a*, *b*, and *c*, from among which to select the site, and the first, as is alleged, was chosen by them as more convenient than either of the other two, from which to obtain the stone used in building. Were the wants of navigation alone to be considered, the point *c*, an island rock, at high-water, is doubtless the best, as the light could then be seen not only closer in shore to the southward of Cypress point, distant about four miles, but also further up the harbor itself. But a construction at a position so exposed to the batter of the ocean would hardly justify the cost over one at *b*, removed little more than one-eighth of a mile back and above the high-water line. The position at point *a*, is about a quarter of a mile still further removed inland, with a consequent reduced arc of visibility. The light is soon lost sight of in approaching Monterey, due in a great measure to the interposition of trees, the light having

been built just at the edge of, if not within the woods. Whenever I have the means, by a proper survey, of determining the space from which the trees should be cut, to give full effect to the light throughout the entire arc of visibility called for by the position and elevation, I will have them removed.

Point Conception light-house.—Landed at Point Conception on the morning of the 31st ultimo. Mr. Merrill, with the workmen, materials for rebuilding the tower, and the main parts of the frame of the lantern, arrived on Monday week previous, the 20th. It required three days for the crew of the schooner, assisted by the workmen, to land the freight through the surf at the Coxo. The floors of the dwelling were already shored up, and the tower pulled down quite to the foundation; the new materials in part hauled to the site; the old materials in course of preparation for re-use, and one slope of the roof of the dwelling nearly shingled. The work had been somewhat retarded by the indisposition of one of the masons, caused by exposure to water in landing the materials. The only changes made in the plan already forwarded to the board were in removing the tower a few inches back from the centre of the building, in order to give room for opening the front door; to retain the position of the old walls of the cistern, as they are required as foundations for the walls carried up through the house, and for extending the cistern to the northwesterly corner of the cellar. Personal examination fully confirmed the report of Mr. Merrill of the character of the materials and workmanship employed in the construction. The rebuilding the tower was to commence on the 3d, with a fair prospect, considering the adverse circumstances under which the operations must be carried on, of completing the work at an early day. Among these may be mentioned the hauling of the materials, even to the sand and water used in building, over roads at points deep with sand, and of considerable acclivity, requiring the employment of four mule trains to draw even a fourth the usual load, and the absence of all labor and materials at any price, to meet a pressing emergency. Measurements were made of the dwelling. The height, also, of the site, was ascertained by plummet and level. It is 215 feet. The focal plane will be 33 feet above the ground, thus making the whole height of that plane, above high water of spring tides, 248 feet.

I left Point Conception on the morning of the 3d; a letter from Mr. Merrill of the 14th, received, of course, since my return, says: "The General Pierce arrived here on the 11th and has just finished landing her freight for this place." * * * "The freight was landed as well as it could be. Some of the boxes had to be opened on board on account of the weight of them; but I have taken all possible care that nothing should be lost or damaged." On the 19th he writes, "We have the brick work of the tower nearly up to the second floor, and are now in a condition to make pretty good progress." * * * * "The last freight was landed at the tower landing a considerable distance further from the house. I was compelled to send some thirty miles to get additional teams to do the hauling, as that part of the freight must be removed before the full of the moon, when the tide is highest and would reach it where it lies on the beach. The Spaniards

will not agree to do the work unless I the work is done. I am therefore com hundred dollars. With this amount a can get along and pay all the hauling, ments have been made with the Pacif the fund required by Mr. Merrill will l steamer Republic, which sails on Mon the coast.

Light-house site at Santa Barbara.— character of the only tracing in the off is marked, whether without assistance the point selected could be found, in th at Santa Barbara, an examination of was reluctantly relinquished. Enough show that the selection of the site for matter of some delicacy, inasmuch as purpose, if possible, of a sea coast light return here I have received through United States for the southern district o of the municipal authorities of that city conditions which are named, the neces acres, to the United States for the pur letter of yesterday's date to Lieut. T *ry, &c.)*

Light-house site at San Pedro.—Lieut report upon this site, communicated coast survey under date of the 5th of elevation such, that a light sixty feet l joining land on the bays of San Pedro a of visibility of a light at that elevatio further says: "I have endeavored, whi ments of the law, to designate as suital combine the purposes of a harbor ligh tion to the general wants of commerce. from the examination I was able to ma ceive the site selected by Lieut. Steven down as well as the position marke which, protruding further out into the s sequently a larger arc of visibility. lighting of both the bays, San Vincent a at the point marked 'Bluff,' if of suffi the ground towards the west, and I th cient, would serve the purposes both o for the bay of San Vincent equally we for a light for the bay and anchorage send for ready reference a copy of the tr on which the selected site as well as &c., are shown."

Point Loma light-house.—Visited th coping course of stone had been remov two bricks in height, to give the don

POINT PINOS

1869

368. *Point Pinos, Cal.*—The keeper's dwelling requires a new roof and one of the rooms needs replastering. This work would have been done some time since, but for the fact that the title to the site was under judicial investigation. The question of title having been recently decided by the court in California, the light can only be continued by a compromise with the claimants of the land upon which the buildings are erected, or by appraisal of a jury, as provided by the laws of the State.

1870

360. *Point Pinos, California, entrance to Monterey Harbor.*—At the close of the Mexican war, and the acquisition of California, the President gave orders through the General Land Office to the surveyor general of the Pacific coast to reserve, of the public domain on that coast, certain sites for light-houses and other public purposes, among which was the site for a light-house at Point Pinos. An appropriation was made and the light exhibited in 1854. Certain parties claimed to be the owners of the land, and resorted to vexatious proceedings to coerce the Government into the payment of $8,000 for the site, and finally obtained a decision from the courts in their favor, whereupon the only alternative left to the United States was that of having the land condemned for public use under the laws of the State as prescribed for such cases. This has resulted in an award of $1,000 by the court to the claimants for the land embraced in the site.

1872

406. *Point Pinos, sea-coast of California, entrance to Monterey Bay.*—The suit for condemnation of land for right of way to this light-house has not yet been decided, the owners having appealed the case from the district court to the supreme court of California.

1873

426. *Point Pinos, sea-coast of California.*—No information has been furnished this Office in regard to the decision of the Supreme Court in the case of the suit for condemnation of land for right of way to the light-house at this station, and which was referred to in the last annual report.

1874

437. *Point Pinos, sea-coast of California.*—The suit for a title to this station is still pending and will come up again for trial in the district court for the county of Monterey, which meets on the third Monday of November next.

1875

439. *Point Pinos, sea-coast of California.*—Repairs and renovations have been made during the past year. Considerable repairs to the parapet-wall of the lantern are needed, and will be made during September.

1876

451. *Point Pinos, sea-coast of California.*—The tower, parapet, and dwelling have been thoroughly repaired and renovated.

1879

473. *Point Pinos, entrance to Monterey Harbor, California.*—The final decree by the United States circuit court, in the case of the United States *vs.* Thomas R. Hopkins et al., was rendered during the past fiscal year. An appropriation of $6,000 was made by the last Congress for the payment of the assessed damages and of the bill of the special United States attorney for legal services.

POINT PINOS

1880

483. *Point Pinos, south side of the entrance to Monterey Bay, sea-coast of California.*—Congress, at its session of 1878–79, appropriated the amount necessary to pay the award of the United States circuit court, fees, &c., on account of the condemnation of land for light-house purposes at this point. The award was paid, and the decree of the court was obtained. All other expenses, attendant upon the condemnation suit have been settled; and the United States has now an undisputed title to this site. Slight repairs were made to the station during the past year, and it is now in excellent condition.

1883

513. *Point Pinos, on the point south side of the entrance to Harbor of Monterey, California.*—A plank walk 350 feet long was built across the deep sand from the keeper's dwelling to the well and barn. The lard-oil lamps were replaced by mineral-oil lamps, and certain minor repairs were made.

1884

523. *Point Pinos, on point south of entrance to Monterey Bay, California.*—The lard-oil lamps were replaced by lamps fitted to burn mineral oil in the early part of the fiscal year, and various minor repairs were made. The station is now in excellent order.

1886

605. *Point Pinos, entrance to Monterey Bay, California.*—Since the establishment of this light in 1854 the water supply has been caught on the roofs of the light-house structures and stored in a 10,000-gallon cistern. This supply was generally scanty during dry years, sometimes unfit for drinking, and sometimes had to be supplemented by water hauled from a distance at considerable expense. The Pacific Improvement Company, which owns the hotel and a large tract of land near Monterey, had brought a fine supply of water from the headwaters of the Carmel to within a mile of the station, and a connection was made with the company's system, and purchase was made of such water as was needed. The work was done during October, 1885, and required 5,082 feet of pipe, which is laid 1 foot under ground along a country road. A severe gale in January blew down some 2,000 feet of the reservation fence. It was temporarily repaired by the keeper with material on hand, and certain other minor repairs were made.

1888

745. *Point Pinos, entrance to Monterey Harbor, California.*—A new sewer of stone pipe 139 feet long was built, a new out-house was erected, and the water-supply pipe line was repaired. The plot of land owned by the Government at this station does not touch the sea at any point on its boundary line. For convenience in landing stores and supplies it is essential that the United States should own the strip of land between the light-house lot and the sea-coast. The owners have offered to sell the land desired for $2,000, and the Board recommends that an appropriation be made for its purchase.

1889

684. *Point Pinos, entrance to Monterey Harbor, California.*—The following recommendation, which was made in the Board's annual report for last year, is renewed:

The plot of land owned by the Government at this station does not touch the sea at any point on its boundary line. For convenience in landing stores and supplies it is essential that the United States should own the strip of land between the light-house lot and the sea-coast. The owners have offered to sell the land desired for $2,000, and the Board recommends that an appropriation be made for its purchase.

POINT PINOS

1890

780. *Point Pinos, entrance to Monterey Harbor, California.*—The following recommendation, which was made in the Board's annual report for last year, is renewed:

The plot of land owned by the Government at this station does not touch the sea at any point on its boundary line. For convenience in landing stores and supplies it is essential that the United States should own the strip of land between the light-house lot and the sea-coast. The owners have offered to sell the land desired for $2,000, and the Board recommends that an appropriation be made for its purchase.

1891

798. *Point Pinos, entrance to Monterey Harbor, California.*—The following recommendation, which was made in the Board's annual report for the last two years, is renewed:

The plot of land owned by the Government at this station does not touch the sea at any point on its boundary line. For convenience in landing stores and supplies it is essential that the United States should own the strip of land between the light-house lot and the seacoast. The owners have offered to sell the land desired for $2,000, and the Board recommends that an appropriation be made for its purchase.

1892

836. *Point Pinos, entrance to Monterey Harbor, California.*—The water company furnishing water to this station extended their main 1,600 feet nearer the station. This left that length of Government pipe unused. It was therefore taken up and stored at the light-house.

The following recommendation, which was made in the Board's annual report for the last three years, is renewed:

The plot of land owned by the Government at this station does not touch the sea at any point on its boundary line. For convenience in landing stores and supplies it is essential that the United States should own the strip of land between the light-house lot and the seacoast. The owners have offered to sell the land desired for $2,000, and the Board recommends that an appropriation be made for its purchase.

1893

860. *Point Pinos, entrance to Monterey Bay, California.*—The following recommendation, which was made in the Board's annual report for the last four years, is renewed:

The plot of land owned by the Government at this station does not touch the sea at any point on its boundary line. For convenience in landing stores and supplies it is essential that the United States should own the strip of land between the light-house lot and the seacoast. The owners have offered to sell the land desired for $2,000, and the Board recommends that an appropriation be made for its purchase.

1894

877. *Point Pinos, entrance to Monterey Bay, California.*—A fence, 5,090 feet in length, was built around the reservation. A topographical survey of the station was made, as were various repairs. The following recommendation, which was made in the Board's annual report for the last five years, is renewed:

The plot of land owned by the Government at this station does not touch the sea at any point on its boundary line. For convenience in landing stores and supplies it is essential that the United States should own the strip of land between the light-house lot and the seacoast. The owners have offered to sell the land desired for $2,000, and the Board recommends that an appropriation be made for its purchase.

1895

893. *Point Pinos, entrance to Monterey Bay, California.*—The following recommendation, which was made in the Board's annual report for the last six years, is renewed:

The plot of land owned by the Government at this station does not touch the sea at any point on its boundary line. For convenience in landing stores and supplies it is essential that the United States should own the strip of land between the light-house lot and the seacoast. The owners have offered to sell the land desired for $2,000, and the Board recommends that an appropriation be made for its purchase.

Various repairs were made. 3

POINT PINOS

1897

98. *Point Pinos, entrance to Monterey Bay, California.*—The follow-recommendation, which was made in the Board's annual report for last eight years, is renewed:

e plat of land owned by the Government at this station does not touch the sea y point on its boundary line. For convenience in landing stores and supplies essential that the United States should own the strip of land between the light-e lot and the seacoast. The owners have offered to sell the land desired for 00, and the Board recommends that an appropriation be made for its purchase.

1898

SAME AS ABOVE

1899

14. *Point Pinos, entrance to Monterey Bay, California.*—Minor repairs ere made. The following recommendation, which was made in the oard's annual report for the last ten years, is renewed:

1901

18. *Point Pinos, entrance to Monterey Bay, California.*—Some 530 feet of the reservation fence was rebuilt. The act of June 6, 1900, appropriated $2,000 for the purchase of about 52 acres of land lying between the light station and the ocean and bay of Monterey. Negotiations for this purchase were completed and the deed is now in the hands of the owner of the land, for signature. Minor repairs were made.

1902

20. *Point Pinos, entrance to Monterey Bay, California.*—The act of June 6, 1900, appropriated $2,000 for the purchase of about 52 acres of land lying between the light-station and the ocean and bay of Monterey. This purchase was made and the title to the land is now vested in the United States. A sewer of vitrified pipe about 470 feet long was laid from the pipe leading into a cesspool to low land on the north slope of the reservation.

1904

20. *Point Pinos, entrance to Monterey Bay, California.*—About 7,723 feet of new fencing was built on the line of the reservation inclosing the original land and the portion purchased some years ago, except that on the ocean and bay frontages the fence is placed on the highland at a safe distance back from the high-water line.

1906

20. *Point Pinos, entrance to Monterey Bay, California.*—This light tower was badly injured on April 18, 1906, by the earthquake. The tower was built in 1857 of brick laid up in lime mortar, and it rose thru the center of the dwelling. It was cracked thru at its junction with the springing line of the arch supporting the lantern floor, and some of the masonry fell out. The damage was so great that it became necessary to tear down and rebuild the tower with reenforced concrete. This work is now in progress. The act approved on July 30, 1906, appropriated $18,700 for rebuilding this station. The plans therefor are now being made.

1907

19. *Point Pinos, entrance to Monterey Bay, California.*—At the beginning of the fiscal year the repair of extensive damage resulting from the earthquake of April 18, 1906, to this station was commenced, and has been completed. The lantern and lens were removed from the top of the tower, and the tower walls removed for about 5 feet below the lantern floor. The original walls were of brick masonry 1 foot thick. The tower was rebuilt of reenforced concrete of the same thickness and general design. The reenforcing metal, consisting of ½-inch diameter rods laid vertically 8 inches apart, was set in holes drilled into the remaining walls; horizontal rings of ⅝-inch diameter wire cable were used to fasten the vertical rods. The station is supplied with water from the mains of the town of Pacific Grove. Minor repairs were made. A new 2-inch pipe, 2,200 feet long, was laid and connected with an elevated 4,000-gallon redwood tank. The tank is on the framed support and affords an efficient fire protection for the station. Minor repairs were made. 4

Point Pinos

21 *Point Pinos Light Station, California.*—Improving Point Pinos Light Station, California, $16,500.

NOTE.—The harbor of Monterey is a regular port of call for coasting steamers operating between San Francisco and Los Angeles. It is also the shipping port for large quantities of crude oil, and some of the largest oil carriers on the coast enter this port regularly. The harbor is also the headquarters of upward of 2,000 large fishing boats. Heavy fogs are frequent at this part of the coast, and at present there is no protection for vessels entering the harbor. Numerous applications have been received from shipowners and shipmasters for the establishment of a fog signal at the light station, and there is a very urgent need for its establishment as soon as practicable. The combined dwelling and tower at this station was built in 1855 and is only sufficient to house the present keeper. An additional dwelling is needed.

POINT PINOS
1922

Point Pinos Light Station, Calif.—Improving Point Pinos Light Station, Calif., $16,500.

NOTE.—The harbor of Monterey is a regular port of call for coasting steamers operating between San Francisco and Los Angeles. It is also the shipping port for large quantities of crude oil, and some of the largest oil carriers on the coast enter this port regularly. The harbor is also the headquarters of upward of 2,000 large fishing boats. Heavy fogs are frequent at this part of the coast, and at present there is no protection for vessels entering the harbor. Numerous applications have been received from shipowners and shipmasters for the establishment of a fog signal at the light station, and there is a very urgent need for its establishment as soon as practicable. The combined dwelling and tower at this station was built in 1855 and is only sufficient to house the present keeper. An additional dwelling is needed.

Point Pinos light-station, Cal.
Harbor of Monterey.

(Established in 1855.) (Lighted Feb. 1, 1855. L.R. Vol. 23, p. 101

Appropriated by act of Congress, for a lt-ho. at Alcatraz Island; for a lt-ho. at Point Conception, & a fog-signal; for a lt-ho. on Battery Point, (Fort Point,) entrance to San Francisco Bay; for a lt-ho. at San Diego (Bay) (Point Loma); for a lt-ho. & fog-signal at Monterey (Point Pinos); for a lt-ho. & fog-signal at Farallon Island, off the harbor of San Francisco, & for the transportation, erection, & placing the same, Sept. 28, 1850,		$90,000.
" for the completion of lt-hos. in California & Oregon, - -	Aug. 31, 1852,	120,000.
" for completing the lt-hos. on the coast of Cal. & Oregon, Provided that it shall be the duty of the Secty of Treasury to pay the contractors for building the lt-ho. on Point Loma, what the same is reasonably worth, - - - -	Aug. 4, 1854,	59,434.
" To pay amount of the decree of the U.S. circuit court, attorneys' fees, & costs, in the case of the U.S. vs. Theron R. Hopkins et al. for the condemnation of lands for light-house site, - - - -	Mar. 3, 1879,	6,000.
" For purchase of land at Point Pinos, Monterey Harbor, -	June 6, 1900,	2,000.

COPIED FROM LOGS, ARCHIVES AT SUITLAND, MARYLAND

POINT PINOS PACIFIC GROVE, CALIF

1872/1904 Keeper Allen Luce

Oct. 7, 1872 Was compelled to extinguish the light at 22 pm caused by the explosion of the glass chinney. A large winged insect dropped through and on to the flame causing the chinney to break.

Sept. 24, 1876 Born to the wife of the principdl keeper a sone at 12;30 am

Oct. 24 Keeper was absent, he went to attend regular and called meetings of the Way and Wheeler Club Monterey and secrew the best interests of Republican Party.

Oct 21, 1877 Keeper attends a 14 days hearing on the wreck of Ventura

March 28 Our much respected and highly estiumed Insp. Comd. D.J. McDougal U.S. Navy was drowned with two others one a seaman and the other a friend of the insp. the sad accident occured while attempting to make alanding through the breakers at Cape Mendoncino Light for the purpose of inspection. It is hereby ordered that the flag at this station be set at half mast for the space of twenty four hours out of reppect to the menory of our late inspector.

Apr. 6, 1881 On the Wednesday night at 10;50 pm the beloved daugher "Erma" of the Principal Keeper and his wife after a briel illness died of Sprindl Meninginitis. The funeral took place from this station of Friday 8th at 2 pm. The Cortege was very large and assisted of the friends and relatives of the family.

May 15 Keeper was absent for 6 days.

Sept. 19 News received by telegraph of the death of our beloved President James A. Garfield assasinated in Washington D.C. July 2, 1881 by Charles Guiteau a disappointed office seeker. it was hereby ordered that out of respect to the menory of our deceased president that this station be draped in mourning for the space of thirty days, and that the flag be set, and continously kept at half mast, for the same period of time, and futher that the 26th of this month being officially decided upon, as the day of the funeral of our mart ned President all work should be suspended except what is actually necessary for the maintainance of the light at this station

Oct. 8, 1881 There was born to the wife of the principal keeper Allen Luce at the hour 1'40 am a ten pount male child.

Feb. 17, 1882 Seven days of hail, rain. have never expenience anything like this

Sept. 18 A letter was received on this date from Comdr. Geo Collin U.S. Navy giving notice that the secty of the treasury had abolished the position of Asst. Keeper at this station and I was ordered to take Mrs Fannie Luce off duty as laboere which has been done in confounity to the letter of instructions.

June 19, 1893 Sent in my resignation of this station, to take effect July 1, 1893, Having been keeper of this station for 21 years, two months

June 29, 1893 Mrs E. Fish my successor arrived at the station to take charge(Emily Fish)

She only wrote weather, and enter all wrecks with newspaper clipping, Here is something we havn't had before. At 5'30 am vilvent and continued earthquake shocks jarred the lens causing it to bend the connecting tube and loosened the lens so it is un workable, also enlarged the crack in the tower. the jarring of the damper caused the flame to run up this was quickly contented the water in the wood house tank was thrown out in the floor. Telegraphic and telephone communication obstruced beyond Salinas, rail track obstructed no trains. Del Monte hotel wrecked by falling of chinney, two guest killed. Earth opened in cracks by the outlet of the lake. The Inspector office and Hq. office are destroyed as result of earthquake and fire in San Francisco, City under martial law.

March 29, 1914 Keeper received a letter of commendation [redacted] from the dept. of commerenc in Wash. through the commission of L.H. [redacted]. I wonder what she did, nothing in log

April 10, 1914 Took charge of station relieving Mrs Emily Fish

Received
10th December 1854
Transcript
of the
Proceedings
in case
No. 353
Jacob P. Leese claimant
vs
The United States, defendant
for the places named
Punta de Pinos
Office of the Board of Commissioners,
To ascertain and settle the Private Land Claims
In the State of California

Be it Remembered, that in this twenty-third day of September Anno Domini One Thousand Eight-Hundred and Fifty-Two, before the Commissioners to ascertain and settle the Private Land Claim in the State of California, sitting as a Board in the City of San Francisco, in the State aforesaid, in the United States of America, the following Proceedings were had, to wit:

The petition of Jacob P: Leese
for the Place named
"Punta de Pinos",
was presented and ordered to be filed and docketed with No. 353 and is as follows to wit;
(Vide page 3 of this Transcript)

****

Upon which Petition the following subsequent Proceedings were had in their chronological order, to wit;
San Francisco December 31, 1852
In case 353, Jacob P. Leese for the place named "Punta de Pinos", the deposition of Teodoro Gonzales a witness in behalf of the Claimant, taken before Commissioner Harry I. Thornton, with document marked H.I.T. annexed thereto, was filed;
(vide page 5 of this Transcript)

****

San Francisco, August 10, 1853
On motion of the U.S.Law Agent Case No 353 was ordered to be placed on the Trial Docket

****

San Francisco, August 11, 1853
Case 353 was submitted on brief and taken under advisement

****

San Francisco, Janua y 10th, 1854
In the same Case the Counsel for the Claimant followed the following affidavit, to wit;
(vide page 43 of this Transcript)

****

San Francisco, January 17, 1854
In the same Case, the Motion made by the Counsel for the Claimant heretofore, to wit, on the 10th inst, was sustained: and the deed of Conveyance from Thomas O. Larkin admitted as evidence in this Case is as follows, to wit;
(vide page 47 of this Transcript.)

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~~San Francisco, May 9, 1854~~
~~In the same Case, the Motion made by the Counsel for the Claimant heretofore, to wit, on the 10th inst, was sustained: and the deed of Conveyance~~
San Francisco, May 9, 1854
In the same case the Counsel for the Claimant filed the following affidavit (vide page of this Transcript), the following amended petition to wit: (vide page 4[illegible] of the Transcript) and the following motion, to wit (vide page of this Transcript)
?? which motion was granted by the Board.

***** *******

San Francisco, June 13, 1854
In the same Case Commissioner R. Aug Thompson delivered the opinion of the Board confirming the Claim;
(vide page 49 of this Transcript)

*** *******

San Francisco, August 15, 1854
In the same Case on the motion of the U.S.Law Agent, the following order was made, to wit;
(vide page 52 of this Transcript)

****

Petition To the U.S.Board of Land Commissioners for the Settlement of Land Claims in California

Your petitioner Jacob P. Leese a citizen of Monterey respectfully showeth.
That he claims to be the owner of the tract of land situated in the County of Monterey known as Punta de Pinos described and bounded a bounded as follows viz

Commencing at the Punta de Aulones on the Southern shore of the Bay of Monterey thence following the ?sinaosites? of the said shore westerly to Punta de Pinos and thence southerly along the shore of the Sea to the Punta de Cenarsis. Thence in a straight line in a north easterly direction to the beginning That said land was originally granted on the 24th day of May AD1833 by Jose Figuerva then Governor of Alta California to Jose Maria Armenta and that said grant was duly approved by the Territorial Deputation of California on the 17th of May 1834. That on the 12th of June the said Armenta being dead his heirs the owners of said land duly sold and conveyedethe same to Jose Abrego.
That in view of said sale and affirming its validity Manuel Michettorena, Governor of Alta California on the 4th of October 1844 made to the said Jose Abrego as an addition of muniment of title a new grant of said land and that said Abrego in the year 1850 sold and conveyed the same to your petitioner.
That the Espediente of said original title showing said grant to said Armenta with said confirmation of the same are on file in the Archives of the former Government of California and that facsimilas of the same duly certified by the Surveyor General of the U.S. for California are here with presented.
That the originals of said acts of sale and of said grant to Abrego with transla-tions of the same are here with presented.
That your Petioner is in possession of said Land under said title and knows of no other Claim conflicting with his own,
He therefore prays your Honorable Body to confirm his said Claim and title to said tract of Land.

(Signed) Clarke Taylor & Beebh
Attorneys for Petitioner

Filed in Office, September 22nd, 1852

(Signed) Geo Fisher
Secretary

Deposition
of
Teodoro
Gonzales

San Francisco, December 31st 1952
On this day before Commissioner Harry I. Thornton came Teodoro Gonzales a witness in behalf of the claimant Jacob P. Leese petitioner No. 353 and was duly sworn his evidence being interpreted by the Secretary

The U.S.Associate Law Agent was present

Question 1st by Claimant

What is your Name Age and Place of Residence.

Answer My name is Teodore Gonzales, I live in Monterey and my age is 49.

Question 2 Look at the original document now shown you attached to each other marked Exh -ibit 1 and now atta hed to your deposition pur -porting to be an act of sale from the heirs of Jose M. Armenta to Jose Abrego of the tract of land called Punta de Pinos a grant of the same land from Manuel Michetterena to Jose Abrego dated October 4th AD 1844 a map of the premises and an act of sale of the same tract January 15th AD 1850 from the said Jose Abrejo and wife to Jacob P. Leese the claimant

State what you know of the genuiness of said documents and the se[illegible]ral signatures thereto

Answer I know the signature of Florenca Serrano, [redacted] Ambroseo Gomez, Manuel Michettorena and Manuel Mineno Jose Abrego, Joespha Estrada, Manuel Castro, Franceseo Vila and Phil A. Roach these signatures upon the said documents where ever they appear are genuine. I am well acquainted with the handwriting of each of these persons respectively by having seen them write I am also acquainted with the premises a disino of which appears upon on of the pages of said Exhibit Previouslay to AD 1844 the land was unoccupied at that time Jose Abrego took possession of it and since that time it has been occupied by himself and those under him for grazing and agricultural purposes.

(Signed) R. Greenhow
U.S.Law Agent

to
Taken and sworn/before me
this 31st of December 1952
(Signed) Harry I. Thornton

Filed in Office December 31st 1952
(Signed) Geo Fisher
Secretary

Map 1 - - Escala de una legua de 5,000 v.s.
Shows Casa de Armenta on Bay side of map near Asilomar Blvd.?????

****

Office of the Surveyor General of the United States
for California

I Samuel D. King Surveyor General of the United States for the State of California and as such now having in my Office and under my Cistody a portion of the archives of the former Spanish and Mexican Territory or Department of Upper California I do herby certify that the foregoing and here unto annexed fifteen pages of tracing paper numbered from one to fifteen inclusive and each of which is verified by my initials (S.D.K.) exhibit true and accurate copies of certain documents on file and forming part of the said archives in this office.

(seal) In testimony whereof I have here-unto signed my name officially and affixed my private seal (not having a seal of office) at the City of San Francisco California the 30th day of June 1852

(signed) Samuel D. King
Surveyor General California

Filed in office September 22nd 1852
(Signed) Geo Fisher, Secretary

-------o--------

Translation
of
Expediente

Jurisdiction of (No 4) Year 1833
Monterey

Record of proceedings about the location called Punta de Pinos solicited for his benefit by Jose Maria Armenta a native of Agualuler in the State of Jalesco

37
Several Stamps

Soc Superior Political Chief

Jose Maria Armenta a Native of Agualulco jurisdiction of the State of Jalisco and an actual res-ident of this Capital with due respect says before you That having come to the territory as a mariner forty two years ago he has maintained himself in the Service of the Army until finding himself an invalid he retired with thisjury?? and seeing himself now with a family involuntarily acquired in this Country and without resources sufficient to him for subsistance he asked for the land

which he actually possesses to the extent and situation shown in the sketch hereby duly accompanied-on which (being granted in the year 1827 by Echandia) in order to make it fructiferous he had made some improvements of great magnitude superior to his advanced age but as he has not any title-deed of acquisition and then being a Stranger having his homestead within the limits of said land whose cattle must predjudice that of the Petitioner he the Petitioner sees himself in the unavoidable Case of Supplicating you to be pleased by an act of your goodness to grant him the said land in ownership and avoid the Stranger refused to keep himself on the mentioned land

Therefore I ask and pray you to conclude to acede to this solicitation whereby I shall receive favor and grace I do not know how to sign

(X) in the Margin

------o-------

Monterey, February 12th, 1833

In confirmity with the laws on the subject the Ayuntamisnto of this Capitol will report wether the interested party possesses the requesites provided in order to be attended to in his solicitation, whether the land he claims is comprised between the twenty limiting or ten littoral leagues expressed in the law of 18th August 1824, whether it has belonged or does belong to any particular property corporation or Publo or is known as vacant with whatever else that might be conducive to illustrate the matter

(signed) Figueroa

Agustin V. Zamerano
Secretary

Soc Superior Political Chief

The Illustrious Ayuntamiento of this Capitol with the view of giving you the report you please to ask in your Superior decree referred the present solicitation to the Committee on the subject of colinization and vacant lands which presented the opinion ordered to be annexed to this Expediente and as its content: is what in this particular corporation ought to report, it reproduces it in all its parts returning the present to you in compliance with the resolution agreed on in the session of 26th present.

Monterey, March 30th 1833

(Signed) Marcileno Maldonado
Secretary

--------o-------

Monterey, 13th May 1833

In view of the

Petitipn with which this Espediente commenses the report of the municipal authority Of this Capitol with whatever else to be born in mind and was to the purpose in conformity with the requirements of the laws and regulations on the subject Jose Maria Armenta is declared owner in his own right of the land known by the name of Pinal cito on the western side of the bay of Monterey subject to the conditions to be stipulated.

Let the corresponding document be issued entered in the respective book and let this Expediente be directed to the Excellent Territorial Deputation for its due approbation in which case the interested party to whom this decree will be made known will present a new his title deed in order that it may be satisfied Don Joa Figueroa Commander General Inspector and Superal Political Chief of the Territory of Alta California, thus did irder, decree and sign of which I bear testimony

Jose Figueroa

(signed) Agustin Zamerano
secretary

Illustrious Ayuntamiento

The Committee charged with delivery Opinion on subjects of colonization and vacant lands has with circumspection seen the solictation of the Citizen Jose Maria Armenta relative to his being granted in ownership the location he actually and provisionally possesses, situate in the Point de Pinos and as in consequence of the Decree of the Political Chief appearing in the margin it ought to report on proposition to how it may be furnished with the ~~xxxx~~ little knowledge it has in the matter represents that the interested party is a Mexican citizen, that the land he claims is comprised in the ten littoral leagues and to a larger extent belongs to the commons which as is known the excellent Deputation marked out in the year 1830 for this village and its confirmation remained pending until getting the Supreme appro -bation.

But there is a circumstance in favor of the Claimant which is, that with his assiduity and labor he has improved it to much utility of this village, wherefore it submits to the deliberation of this Illustrous corporation the following proposition

That the Illustrious Ayuntamionto report that the land possessed and claimed by the citizen Armenta can be granted procisionally understood that when the ownership be declared to the Excellent Deputation and with the Supreme appro -bation it be subjected to the arrangement which in this Case may be made with the corporation.

Monterey, March 15th 1833

Jose Arabad
Jose Anto Romero

Jose Figueroa

Whereas Jose Maria Armenta a native of Agualulco in the state of Jalisco has claimed for his personal benefit the land known by the name of Puenta de Pinos which comprises the coast side from Punta de Aulones to La Punta de Sepreses and runs back in a right line south west to north last to the said Punta de Aulones as is marked in the respective sketch after having taken the neces ary action and made the necessary investigations according to the requirements of the laws and regulations in excercise of the power vested in me in decree of the 13th ins. in the name of the Mexican nation, I have concluded to grant him the maintained land declaring it his property by the present letters patent understanding said grant in entire conformity with the requirements of law under reservation of the approbation or disapprobation of the Excellent Territorial Deputation and that of the Supreme Government and under the following con -ditions

1. That it be subject to the condition which shall be established by the regulation to be made for the distribution of vacant land and that in the mean while neither the grantee nor his heirs shall have the poweer to divide or alienate what is adjudicated to him nor subject it to resitentail bond mortgage or any other incumbrance thought it be for a charitable purpose not to convey it into mortmain subjecting it besides to the payment of the tribute that may be imposed if it shall prove to belong to the commons of Monterey when its boundaries be fixed

2 He may fence it without prejudice to the crossings roads and servitudes he will enjoy it freely and exclusively ap ropaiting it to the use or culture that may best suit him but within a year at most he will build a house to be inhabited.

3 When the ownership shall have been conferred on him he will solicit of the respective judge to give him juridical possession in virtue of this document by whom the boundaries are to be marked in the extrem -aties of which besides the land marks he will put some fruit trees or wild ones of some utility.

4 The land mentioned is eight millions seven hundred and ten thousand and five hundred

in area or superficial in square varas a little more or less as is shown in the sketch joined to the Espediente

The judge who shall give the possession will cause it to be measured conformable to order and in order to mark out the boundaries leaving the surplus that may result to the nation for convenient purposes

5 That if should violate these conditions he will lose his right to the land and may be denounced by some othe party. Consequently I order that these presents serving him as a title deed and being held as firm and valid it be entered in the corresponding book and be delivered to the interested party for his security and other purposes. Given in Monterey on the 24th of May 1833

Jose Figueroa — Agustin V. Zamerano
Secretary

--------*---------

Entered in the book of entry of titles in adjudication of vacant land on folio 4, No. 4 deposited in the archives of the Secretary Office in my charge.
Monterey May 24th, 1833
Zamerano

---------*----------

The Committee on Colonization and vacant lands to whom was referred the Expediente instituted at the instance of the citizen Jose Ma Armenta claiming the land called Punta de Pinos has examined it with the appropriate circumspection at the same time bearing in mind the law of 18th of August 1824, its sequal and the general dispositions which the Superior Government of the Union under 24th November 1828 dictated for the better fulfilment of the first

Under the examination of the Expediente it already had of the scrumpulosity and Judgement with which the Superior Political Chief has directed it so that neither in its inception not in its execution there has been deviated from any essential requisite wherefore the Committee concludes with submitting to this Excellent Deputation the following propositions

L It approves of the grant made to the Citizen Jose Ma Armenta of the land called ~~xxxxx~~ Punta de Pinos

granted on the 24th of May 1833 in entire conformity with the provisions of the Law of 18th August 1824 and article 5th of the Regulations of 21st November 1828.

Monterey May 10, 1834

Jose J. Ortega
Jose A. Estudello

Cales Antonio Carrillo
Jose Castro

****

Monterey 17th of May 1834

In today's session the Excellent Deputation approved of the proposition of the foregoing Opinion ordering the Expediente to be returned to the Superior Political Chief for convenient purposes.

Jose Figueroa
Juan B. Alvarado
Secretary

-------*------

Monterey December 18th, 1834

In view of the approbation granted on the 17th of May last by the Excellent Territorial Deputation let a testimonial thereof and of this decree be issued to the party Jose Maria Armenta in confirmation of the grant of the tract of land called Punta de Pinos which he obtained on the 13th of May 1833

Don Jose Figueroa

Brigadier General Commander General Inspector and Superior Political Chief of Upper California thus did order decree and sign of which I bear testimony

Jose Figueroa
Agustin V. Zamerano
Secretary

-------*-------

"Testimonal"

It approves of the grant made to the Citizen Jose Maria Armenta of the land called Punta de Pinos granted on the 24th of May 1833 in entire conformity with the provisions of articles 5th of the regulations of 21st November 1828.

Monterey 17th of May 1834

In today's session the Excellent Deputation approved of the proposition of the foregoing decree ordering the Expediente to be returned to the Superior Political Chief for convenient purposes.

Jose Figueroa Juan B. Alvarado, Secretary

Monterey 18th of December 1834

In view of the approbation granted on the 17th of May last by the Excellent Territorial Deputation let a testimonial thereof and of this decree be issued to the party Jose Ma Armenta in confirmation of the grant of the tract of land called Punta de Pinos which he obtained on the 13th of May 1833 Don Jose Figueroa Br Brigadier General Commandant General Inspeactor and Superior Political Chief of Upper Californai thus did order decree and sign of which I bear testimony Jose Figuero, Augustin V. Zamarona Secretary conformable to the letter with the original from which the present testimonal was caused to be drawn for the security of the interested party in Monterey on the 18th of December 1834 the Citizen Bernardo Naraute and Bonifacio de Madanaga of the neighborhood being witnesses, in testimony of truth

Jose Figueroa

Filed in office
September 8th 1853

A.V.Zamerano, Secretary
Geo Fisher, Secretary

1855

Light-house at Point Pinos.—The stay of the steamer at Monterey, both going and returning, was too short to admit of my visiting this light-house. An opportunity, however, was afforded by entering and departing from the harbor, both in the day time and at night, to judge of the eligibility of the site. I regret to say the result of this cursory examination was entirely unfavorable to the point now occupied. It answers neither the condition of a coast light or a harbor light as fully as it might. Of the entire history of its present position I am not clearly informed. Common report ascribes the final selection to the contractor for building the light-house. The Coast Survey report and sketch of 1851 gives the three points *a*, *b*, and *c*. from among which to select the site, and the first, as is alleged, was chosen by them as more convenient than either of the other two, from which to obtain the stone used in building. Were the wants of navigation alone to be considered, the point *c*, an island rock, at high-water, is doubtless the best, as the light could then be seen not only closer in shore to the southward of Cypress point, distant about four miles, but also further up the harbor itself. But a construction at a position so exposed to the batter of the ocean would hardly justify the cost over one at *b*, removed little more than one-eighth of a mile back and above the high-water line. The position at point *a*, is about a quarter of a mile still further removed inland, with a consequent reduced arc of visibility. The light is soon lost sight of in approaching Monterey, due in a great measure to the interposition of trees, the light having been built just at the edge of, if not within the wood. Whenever I have the means, by a proper survey, of determining the space from which the trees should be cut, to give full effect to the light throughout the entire arc of visibility called for by the position and elevation. I will have them removed.

1855 p411

"I would advise the immediate sending out here of three lamps each, of the Cornelius lard-lamp pattern, for the lt-hos. now in use and soon to be in use, say at Point Loma, Point Conception, Point Pinos, Fort Point, Alcatraz Island, the Farallones, Point Bonita, Point Reyes, Humboldt harbor, and Cape Hancock,—the height of the lamp being calculated for each of the orders."

1857

Point Pinos **requires slight repairs to the roof and cistern. They will be made by the keeper.**

1858

366. *Point Pinos.*—No recent account of the condition of this station has been received. The title of the United States to the property on which the light-house at this station is built is in dispute.

...Point Pinos, Cal.—The keeper's dwelling requires a new roof and one of the rooms needs re-plastering. This work would have been done some time since, but for the fact that the title to the site was under judicial investigation. The question of title having been recently decided by the court in California, the light can only be continued by a compromise with the claimants of the land upon which the buildings are erected, or by appraisal of a jury, as provided by the laws of the State.

1869

360. *Point Pinos, California, entrance to Monterey Harbor.*—At the close of the Mexican war, and the acquisition of California, the President gave orders through the General Land Office to the surveyor general of the Pacific coast to reserve, of the public domain on that coast, certain sites for light-houses and other public purposes, among which was the site for a light-house at Point Pinos. An appropriation was made and the light exhibited in 1854. Certain parties claimed to be the owners of the land, and resorted to vexatious proceedings to coerce the Government into the payment of $8,000 for the site, and finally obtained a decision from the courts in their favor, whereupon the only alternative left to the United States was that of having the land condemned for public use under the laws of the State as prescribed for such cases. This has resulted in an award of $1,000 by the court to the claimants for the land embraced in the site.

1870

393. *Point Pinos*, sea-coast of California, entrance to Monterey Bay.—The suit for condemnation of land, and right of way thereto, at this station, which was tried in the October term of the district court of the third judicial district of the State of California, resulted in a verdict by which the jury awarded to the owners of the land the sum of $1,280 as the value of the land, and the damage resulting by reason of taking of the same. The owners sought to obtain the value of the Light-house building and improvements, and the cost of fencing the Light-house tract and roadway. The former was denied by the court, and the latter disallowed by the jury. The owners have appealed the case to the supreme court of California, and the suit is now pending before that body.

1871

406. *Point Pinos, sea-coast of California, entrance to Monterey Bay.*—The suit for condemnation of land for right of way to this light-house has not yet been decided, the owners having appealed the case from the district court to the supreme court of California.

1872

426. *Point Pinos, sea-coast of California.*—No information has been furnished this Office in regard to the decision of the Supreme Court in the case of the suit for condemnation of land for right of way to the light-house at this station, and which was referred to in the last annual report.

1873.

437. *Point Pinos, sea-coast of California.*—The suit for a title to this station is still pending and will come up again for trial in the district court for the county of Monterey, which meets on the third Monday of November next.

1874

439. *Point Pinos, sea-coast of California.*—Repairs and renovations have been made during the past year. Considerable repairs to the parapet-wall of the lantern are needed, and will be made during September.

1875.

1876 471. *Point Pinos, sea-coast of California.*—The tower, parapet, and dwelling have been thoroughly repaired and renovated.

1879 473. *Point Pinos, entrance to Monterey Harbor, California.*—The final decree by the United States circuit court, in the case of the United States *vs.* Thomas R. Hopkins et al., was rendered during the past fiscal year. An appropriation of $6,000 was made by the last Congress for the payment of the awarded damages and of the bill of the special United States attorney for legal services.

1880 483. *Point Pinos, south side of the entrance to Monterey Bay, sea-coast of California.*—Congress, at its session of 1878–'79, appropriated the amount necessary to pay the award of the United States circuit court, fees, &c., on account of the condemnation of land for light-house purposes at this point. The award was paid, and the decree of the court was obtained. All other expenses, attendant upon the condemnation suit have been settled; and the United States has now an undisputed title to this site. Slight repairs were made to the station during the past year, and it is now in excellent condition.

1881 492. *Point Pinos, on the point south side of entrance to harbor of Monterey, California.*—During the past year, a closed porch, to protect the entrance to the kitchen of the dwelling, and also to serve as a store-house, was built. A small quantity of paint, for renovating the tower, dwelling, and outhouses, and a new lock for the front door were provided. This station is now in good order.

1883 513. *Point Pinos, on the point south side of the entrance to Harbor of Monterey, California.*—A plank walk 350 feet long was built across the deep sand from the keeper's dwelling to the well and barn. The lard-oil lamps were replaced by mineral-oil lamps, and certain minor repairs were made.

1884 523. *Point Pinos, on point south of entrance to Monterey Bay, California.*—The lard-oil lamps were replaced by lamps fitted to burn mineral oil in the early part of the fiscal year, and various minor repairs were made. The station is now in excellent order.

An. Rep. 1886 605. *Point Pinos, entrance to Monterey Bay, California.*—Since the establishment of this light in 1854 the water supply has been caught on the roofs of the light-house structures and stored in a 10,000-gallon cistern. This supply was generally scanty during dry years, sometimes unfit for drinking, and sometimes had to be supplemented by water hauled from a distance at considerable expense. The Pacific Improvement Company, which owns the hotel and a large tract of land near Monterey, had brought a fine supply of water from the hot waters of the Carmel to within a mile of the station, and a connection was made with the company's system, and purchase was made of such water as was required. The work was completed during October, 1885, and required

5,052 feet of pipe, which is laid underground along a county road. A severe gale in January blew down some 2,000 feet of the reservation fence. It was temporarily repaired by the keeper with material on hand, and certain other minor repairs were made.

745. *Point Pinos, entrance to Monterey Harbor, California.*—A new sewer of stone pipe 139 feet long was built, a new out-house was erected, and the water-supply pipe line was repaired. The plot of land owned by the Government at this station does not touch the sea at any point on its boundary line. For convenience in landing stores and supplies it is essential that the United States should own the strip of land between the light house lot and the sea-coast. The owners have offered to sell the land desired for $2,000, and the Board of Trustees [illegible] appropriation be made for purchase.

Next map of Monterey and Pacific Grove showing the Light-house Reservation and Asilomar as owned by the YMCA 1919.

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A tourist guide to the peninsula

****

Another map of the Monterey Peninsula

****

Monterey Peninsula. What to see and where to go.

****

No. 353
Punta de Pinos
Jacob Leese
Copy of Proceedings
on Confirmation by
Land Commissioners
of Claim
Of
Jacob Leese
(Can't make out last two lines).

Microfilm Roll 2 in the Natural History Museum, Pacific Grove

Point Pinos Lighthouse - Logs 1872-1944
(Skip 1926-1930)

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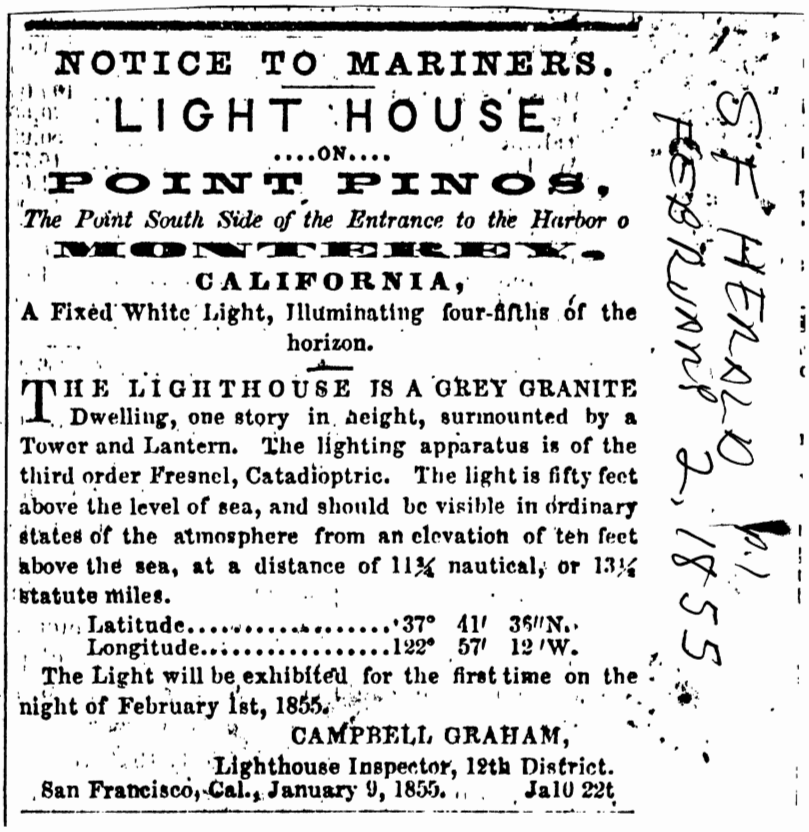
Notes from Appointment Books
Keepers Point Pinos
Established 1855

Charles A. Layton, September 6, 1854 Died November 7, 1854
Mrs. Charles A. Layton, January 4, 1855
George C. Harris, August 4, 1860
Frank F. Porter, August 28, 1861
Andrew Wasser, May 28, 1863
A.L.Luce, October 16, 1871
Mrs. Emily A. Fish (a) July 11, 1893
(a) she was still there in the 3rd quarter 1912. Personell records are in Federal Records Center, St. Louis, Mo.

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Point Pinos Light Established 1855
Harbor of Monterey 12th Box 19
(see 18th District, for 1855--lamps)

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NOTICE TO MARINERS.

LIGHT HOUSE

....ON....

POINT PINOS,

The Point South Side of the Entrance to the Harbor o

MONTEREY,

CALIFORNIA,

A Fixed White Light, Illuminating four-fifths of the horizon.

THE LIGHTHOUSE IS A GREY GRANITE Dwelling, one story in height, surmounted by a Tower and Lantern. The lighting apparatus is of the third order Fresnel, Catadioptric. The light is fifty feet above the level of sea, and should be visible in ordinary states of the atmosphere from an elevation of ten feet above the sea, at a distance of 11¾ nautical, or 13½ statute miles.

Latitude.....37° 41′ 36″N.
Longitude.....122° 57′ 12″W.

The Light will be exhibited for the first time on the night of February 1st, 1855.

CAMPBELL GRAHAM,
Lighthouse Inspector, 12th District.

San Francisco, Cal., January 9, 1855. Ja10 22t

SF Herald Feb 2, 1855

Historical Services, A0101-026
Wells Fargo Bank
420 Montgomery Street
San Francisco, CA 94163-2921
September 8, 2003

Wayne Wheeler
US Lighthouse Society
244 Kearny Street, 5th floor
San Francisco, CA 94108

Dear Wayne:

Glad the stuff was a hit. I only rarely run across lighthouse material, but am delighted to have a place to send it! A week ago Saturday, came up the coast past Pigeon Point, with the light top in the fog.

By all means, continue to call Bill Strobridge!

Regards,

Robert J. Chandler

n miraculously did not catch fire.

ARMEL WILL OFFER MUCH FOR HOLIDAY

Music, Drama Events to Attract Crowds to Nearby Village

Over the Independence Day holi-ays that send July off in a whirl f joy and festivity, Carmel is of-ering a number of outstanding vents. There will be two splendid lays and an unusually fine con-ert.

Tuesday, July 1, the Carmel Sum-ner Music Festival holds its second vent in the studio theatre of the olden Bough. The Brosa string uartet of London, one of the world's utstanding chamber music organ-zations, will present the recital.

Through the courtesy of Mrs. lizabeth Sprague Coolidge and of Irs. J. B. Casserly, these artists are iving a series of four concerts in Carmel, being by far the most am-itious program thus attempted in ne of the summer festivals. The irst one, two weeks ago, was a great uccess and brought assurance that he Brosa quartet will be enthusias-ically received all season.

At Carmel's picturesque Forest heatre, Elliot "Metz" Durham, Car-nel's jolly hardware merchant and wner of "Bob" the wonder police og, is presenting "Yes, Doctor." It vill run for July 1, 2, 3, and 4. Those who saw "Carmel Nights" ast year will agree that it was a ine show, quite an unusual type of hing for the Forest theatre. They ave all been calling for more, so urham has written a new show of he same type, but reported as even etter. It has new tunes and new okes and all sorts of new situations, resented by a talented cast from all arts of the peninsula.

Allen Knight, the comedian who ut last year's show over so well, as a prominent part in this one lso. By special request, the "song f Carmel" will be repeated, but all he rest of the music is new and eatured by snappy tunes, well sung y the chorus directed by Penton Foster.

Nobody can say that Carmel does ot offer variety. At the studio heatre of the Golden Bough, Ed-

(Continued on page 3)

School Artist Draws Headings

New headings appearing over the ociety, sport and other depart-ents of the news of The Grove at igh Tide these days are the work Miss Una McCann, recent grad-ate of the local high school. She as won numerous distinctions for r work. The High Tide feels quite oud of the new headings that help "dress up" the newspaper. Don't u like them?

Miss Mildred Miller of Oakland as a recent visitor in the Grove. e and Mrs. Logan Young are ool friends of many years stand-g. Miss Miller is now a high school acher in the Oakland system.

Mrs. E. C. Ricklefs of Monticello, wa, accompanied by her son, mes, is at the home of Mrs. W. D. rnish for a stay of several weeks. ey have been in the Grove for re than a week.

Concert Features New World Largo

There was no band concert at Monterey Presidio last Sunday, due to the fact that the band was playing for the annual Monterey Presidio-Hotel Del Monte horse show. The regular concerts will be resumed this Sunday.

The program announced for the first concert includes the famous Largo of the New World Symphony by Dvorak. It will be played by the Eleventh Cavalry band, with Warrant Officer W. E. Vincent conducting, the concert beginning promptly at 2:00 o'clock.

The program follows:

March: "C. M. T. C." (Frank).

Overture: "The Mill on the Cliff" (Reissiger).

Paraphrase: "Forsaken" (The Koschat's Song) (Kretschmer).

Novelty: (a) "Miss Trombone" (Fillmore); (b) "Teddy Trombone," request, played by Pvt. Templer.

Selection: "Martha" (Flotow).

Sacred: "Pilot Me" (Paraphrase) (Barnhouse).

Largo: "From the New World" (from the 5th Symphony), request, (Dvorak).

Antonin Dvorak was engaged as head of the staff of teachers of the National American Conservatory of Music, New York, in 1892-5 ostensibly to teach composition at the conservatory, but in reality to found an American school of music. Dvorak became interested in the peculiar rythms and the quaint cadences of the songs of the black man at his work on the plantation. Here was something that struck his (European) ear as novel and the symphony "From the New World" (or American Symphony) had its inception.

The largo, as presented in this band arrangement, is the second movement of this symphony. It starts with a few mysterious chords in the brass choir after which a lovely melody, sung by the English horn, is introduced.

One writer has aptly called this movement a "Moonlight Night on the Prairie," for it is a tone-picture of varied tints. Another avers that Dr. Dvorak was inspired by the reading of Longfellows poem, "Hiawatha" to write this movement.

The "New World Symphony" is Dvorak's fifth work of that kind (Op. 95), and was first produced on December 15, 1893, by the New York Philharmonic society under direction of Anton Seidl.

Medley: "The King Pin" (request), (Taylor).

Introducing old favorites as follows: "The Little Grey Mother," "She's the Daughter of Mother Machree," "On the Old Back Seat of the Henry Ford," "There's a Long, Long Trail" "Are You From Dixie?" "Goodby, Good Luck," "God Bless You," "My Grandfather's Girl."

March: "Kings of the Highway" (Burt). Composed by Col. R. J. Burt, D. O. L., Washington, D. C. and dedicated to the U. S. Infantry officers and men.

"The National Anthem."

Mr. and Mrs. Ted Dean were among those who attended the American Legion Auxiliary parade Saturday in Santa Cruz. They remained for the dance in the evening.

Mrs. W. H. Colburn and three children, Doris, Evelyn and Willard, are planning to leave tomorrow for San Jose, where they will spend some time as Mrs. Colburn will take a course at the summer school.

and Miss Helen Dillon, national counsel members; Miss Frances Propp, divisional chairman; Miss Imogene Ireland, music director and all other national secretaries of the Asilomar region, which includes the western states.

Part of each day will be devoted to technical and workshop hours in which various crafts will be taken up by the girls, in preparation for the club work to be accomplished during the year by each group.

A feature of the conference will be a pageant in which all the girls will participate, and which will be based on California's romantic and interesting history. The various episodes in history will be portrayed by the different groups of delegates.

The Girl Reserve Conference is the second held at Asilomar during the summer conference season. The first, the Student Conference of the Y. W. C. A. ended last night with a closing service in which all delegates and leaders participated.

Dr. Walter M. Horton, author of the new and much-discussed book, "Theism and the Modern Mood," is one of the speakers and leaders at the Student Conference of the Y. W. C. A. which will be in session at Asilomar until today.

Dr. Horton is a professor at Oberlin college in Ohio, is a graduate of Union Theological Seminary in New York and has studied at both Harvard and Columbia.

Dr. Horton came to the coast expressly to attend the Asilomar conference, and with Mrs. Horton, is taking this opportunity of visiting California's high spots.

"The Idea of God" is the question which Dr. Horton has discussed and lectured upon at the conference. He began the 10-day study period with collecting questions from students and leaders and answering them in the classes and study groups.

Dr. Horton describes his book as an essay in understanding, although it has been accepted by some as an attack on humanism. He begins it by describing the modern mood as one of disillusionment caused by the war and states that the great mass of people held on to their optimism tenaciously during the war and lost it only at the very end.

Believing that psychology has been a tremendous influence on religion, Dr. Horton has recently completed a new study on psychology in relation to the theory of religious life. This book is called "Psychological Approach to Theology." It will be published by Harper's in the early fall.

After the conference ends tomorrow, Dr. and Mrs. Horton expect to continue their tour of California before leaving for their home in Ohio.

STUBBORN BLAZE KEEPS MEN BUSY

Tuesday afternoon, the local fire department was kept busy for several hours attempting to drown a stubborn fire in the Spazier subdivision on Hillcrest avenue. The first alarm was turned in right after 1:00 o'clock and there were some of the fire boys still on duty late into the evening.

This fire, covering most of a block, was burning in pine needles and sawdust, several inches thick. It was very difficult to completely extinguish.

Mr. C. M. Harris and Dr. D. L. Slipper are at present enjoying the pleasures as well as the disappointments of a fishing trip, the scene of their activities being at Mt. Whitney. They left just a week ago today and do not expect to be home until the Fourth.

RED-HAIRED GIRL CAUSES BIG TROUBLE FOR CARMEL

The red-haired, pretty girl whose vamping eyes result in all kinds of complications in Elliot Durham's "Yes, Doctor," which opens next Wednesday at the Forest theater in Carmel, is none other than a former Pacific Grove girl.

She is Claire Lee, who lived in the Grove for several years and even went to high school here. She was a close friend of Peter Clark Macfarlane's daughter. After her residence in the Grove she went to San Francisco, later going on the Orpheum stage.

Miss Lee heads the cast in Durham's swift-moving musical comedy. Walter Doolittle of Monterey plays the male lead as the owner and operator of the Carmel School of Expression. Connie Heron, the daughter of Mayor Herbert Heron, is the assistant at the school.

Indications point to a capacity house at every performance, for already several hundred seats have been sold for the opening night. "Yes, Doctor!" is expected to beat the attendance set last year by Durham's other production, "Carmel Nights."

Governor James Rolph Jr., and various other state officials have been invited to attend the performance and may be at the Forest Theater on the opening night. Governor Rolph, while mayor of San Francisco, has made frequent trips to Carmel and he has always manifested an interest in the activities of the art colony. He still owns considerable property in Carmel.

Durham has been successful in casting his production to obtain the finest talent on the peninsula to play in the leading roles and in the chorus. "Yes, Doctor!" judging from rehearsals, WILL surpass "Carmel Nights" both in popularity and in the type of songs composed by Durham.

"Yes, Doctor!" in addition to the plot, has over half a dozen catchy, original songs which have never been heard before. The unique dances in which the large chorus of 50 girls, the pick of the peninsula take part, were all originated by Durham. Moira Wallace, well known Carmel artist, has designed the scenery for the show.

Outside residents are urged to purchase tickets as early as possible as capacity crowds are expected for every performance. Last year, many were forced to stand up while others were turned away.

Tickets can be purchased in Pacific Grove at Fortier's drug store and at the Palace drug store in Monterey. Tickets will also be for sale at the Forest Theater boxoffice.

Old Lighthouse Keeper Passes

Funeral services were held yesterday afternoon from St. Mary's-by-the-Sea Episcopal church for the late Mrs. Emily A. Fish, former keeper of the Point Pinos lighthouse, who passed away Tuesday night at her home, 691 Sinex avenue. Rev. Albert E. Clay, rector, officiated. Remains were shipped to Oakland for interment.

Mrs. Fish was keeper of the lighthouse for 21 years until she retired to make her home in this city. She had a host of friends among those who visited the lighthouse, especially artists, and often received visits from them after she had resigned from her station. In her experiences during her years of service were many adventures which she could relate in a graphic manner.

Although she was 88 years of age at the time of her death, she remained a bright and cultured woman, interested in civic affairs. She was active in the local chapter of the American Red Cross, having been one of the workers originally responsible for the starting of this movement in the war with Spain.

She was the widow of Major M. W. Fish, medical director of the 16th Corps in the Civil War, having been married at the age of 17. She accompanied her husband throughout that conflict and here gained her great interest in relief work. It was that she came to Pacific Grove.

Deceased was a native of Albion, in 1893, upon her husband's death. Michigan, born February 22, 1843. She is survived by a daughter, Mrs. Juliet Nichols of Oakland.

Miss Betty Lou Wilson, Miss Barbara McGill, Miss Winifred France and Miss Marian Gill are spending a week at Mt. Hermon, the guests of Mr. and Mrs. Silas Mack. They left Wednesday for their week's outing. All four are to become new members of Mr. Mack's Sunday school class in the fall. Mrs. Mack and Miss Dorothy are now located at Mt. Hermon for the summer.

Frederic Junior and James Meagher left Thursday for Auburn where they will spend the summer. They were accompanied by their grandmother, Mrs. Ella Warren. The party will occupy the cottage of Mrs. Sherman Wolf. Frederic and James are the sons of Mr. and Mrs. F. R. Meagher.

Mr and Mrs. F. Z. Humphrey and daughter, Barbara, went Tuesday for a few days stay in San Francisco.

Agree on Date Of Booze Trial

W. H. Snider, arrested by Constable Frank Wilcoxen on complaint of A. E. Plummer, former local police officer, and charged with sale of liquor, appeared before Justice of the Peace A. M. Pitzsimmons yesterday afternoon. He is represented by Attorney John H. Thomsen of Monterey.

Upon suggestion of Deputy District Attorney G. A. Smith, the case has been set for trial Friday, July 3, at 2:30 p. m. Snider has not yet entered his plea to the charge.

GILMER RECEIVES INJURY IN CRASH

Charlie Gilmer, local fire engine driver, is the original "hard luck kid." He was injured again yesterday when a machine, driven by Joe Azevedo of this city, crashed into Gilmer's motorcycle.

The crash occurred at Junipero avenue and Seventeenth street. Azevedo is said to have failed to observe an arterial stop sign. He has agreed to assume all responsibility. Gilmer was not seriously hurt, sustaining many scratches and bruises about his legs as the principal injuries.

Mr. and Mrs. E. Cooke Smith and Patricia Maddox were in the Big Basin over the week-end. While there Governor Rolph and a party of 30 arrived. Mr. and Mrs. Smith enjoyed very much the excellent address given by the governor on the preservation of parks and waterfronts. Mr. and Mrs. Smith and Patricia returned to the Grove Monday morning, much pleased with their outing.