CHARLES H. COE,
LANGDON, D.C.

37

June 3rd, 1903.

Lieut. Wm. A. Jones, U.S.A.,
Engineer 5th L.H.Dist.
Baltimore, Md.

Dear Sir: I wrote you several days since at the suggestion of the Light-House Board.

I hope it will not be inconvenient for you to give me the desired information, viz: the area, courses, distances, &c. of the old light-house site on Thomas Point, Md.

I wish the information for the purpose of establishing the adjoining line. You will therefore recognize the im-

...STANT TREASURER,

...une 2, 1903

...s day of cancel

...surer U. S.

CHARLES H. COE,
LANGDON, D. C.

May 26th, 1903.

Col. W. A. Jones, U.S.A.,
Engineer 5th Light-House Dist.,
Baltimore, Md.

Dear Sir: The Light-House Board has referred me to you for the following desired information, which I trust you can give me at your earliest opportunity:

I wish to learn the area of the old Thomas Point Light; or rather the reservation, in acres, or bounds, of said light-house site, in Chesapeake Bay, Anne Arundel Co., Maryland.

If you can give me the chains, rods, or feet of all sides of the reservation so much the better.

The old light-house, or Thomas Point, as you are no doubt well

5TH DISTRICT,
COE, Keeper,
LIGHT STATION,
May 27, 1903.
W. S. Howell

2/ aware of, tumbled down some years since. The ship sland, forming the point, also washed through, two years since, forming an island of a few acres in extent.

Also, kindly state whether it would be possible for me to obtain a plat (printed) of said reservation, with details of the old light, area, etc.

Hoping to hear from you soon, and assuring you that any information you may be able to give me will be thoroughly appreciated, I am

Yours truly,

Charles H. Coe.

24

STATION,

as these are

Afully

Blacum

4556
22

OFFICE OF THE COLLECTOR

UNITED STATES CUSTOMS SERVICE

PORT OF Annapolis, Md.

January 9th, 1904

Hon. Light-House Engineer

Balto. Md.

Dr. Sir

I have been informed that the old light-house reservation at Thomas Point, Md. is in your charge, and as I would like to have the use of it for ducking purposes; I respectfully ask permission to erect a shanty and use said shore for the purpose stated above.

Respectfully

John K. Gladden

Collector

Department of Commerce and Labor
LIGHT-HOUSE ESTABLISHMENT

4.

FIFTH DISTRICT

Thomas Point Shoal STATION

September 4, 1904

Col. Wm. A Jones U. S. A.

Sir: Is there any probability of getting the repairs done this season at this Station which you recommend when you were here last June We expect our Wood this Month and will have to carry some up the Stair way If we get the Platform done under the house We can keep the wood on deck a few days till the platform is done

Yours Respectfully

D. A White

Keeper Thomas Point Shoal

Annapolis

Maryland

A B C D E F G H I J K L M N O P Q R S T U V W Y Z

STOREHOUSE OF COMMERCE AND LABOR
LIGHT-HOUSE ESTABLISHMENT
FIFTH DISTRICT
DEPOT

JOHN A. BOUKER,
Contractor,
No. 110 WALL STREET, 3d Floor.

61

New York, June 25th 1886

Capt. Jas. F. Gregory

Dear Sir.

Please send me blank forms &c of the following work, viz;—

| | | |
|---|---|---|
| Rip Rap stone | | Stingray Point Light Station, Chesapeake Bay |
| do | do | Thomas Point Shoal Light Station, Chesapeake Bay |
| do | do | Oyster Beds Beacon Savannah River. Ga. |

And oblige

Yours very Respy

Jno A Bouker

Send
Send also to
Gayner & Co
Savannah Ga

OFFICE OF

# The [illegible] Pleasant [illegible] Free Stone Qu[illegible]

AND

TRAM R[illegible] W[illegible]WAY COMPANY,

*Alexandria, Va., 56 King Street,*
*Wm. Hogan, Supt.*

*Washington, D. C., 454 Pennsylvania Avenue,*
*Jno. N. Harper, Pres.*

56-

Washington Ct. June 1886

Capt Jam. L. Gregory
U. S. Engineer
Baltimore Md, — Dear Captain, —

I called yesterday, at your office — hoping to have the pleasure of meeting with you, and to obtain some instruction & information as to the Rip Raping of Stingray Point Va — and Thomas Point Md, — I see by your advertisement, that — you Want Stone of 250 — and two thirds over 200 lbs. — This is a very large Stone, and Cant be handled, without Derricks &c — I have an abundance of both Sizes, and Can deliver them to any Part of Your districk, perhaps better and quicker, than any other Quarry — in Your Section, — Should like much to take the Contract — Provided you would pay — To handle that — Size

REPRODUCTION TAB

OFFICE OF

# The Mount Pleasant Free Stone Quarry,

AND

## TRAM RAIL WAY COMPANY,

Alexandria, Va., 56 King Street,
Wm. Hogan, Supt.

Washington, D. C., 454 Pennsylvania Avenue,
Jno. N. Harper, Pres.

56

188

Stone, It will cost some money
the only way that I can see, at
this time - to handle it successfully
is to have a good Scow, with Derrick
attached - I have all of the Conveniences
at the Quarries, for loading - but none
have to get them for discharging and
landing at the points - where the
Stone is wanted - If you would be
so kind, as to post me - when you
would be in Washington, or Baltimore
and where I can see you - You
will greatly oblige, as I would
like for You to give me some advice
and instructions, by so doing You
will confer a very great favour
upon —

Yours truly
Jno Newton Harper

REPRODUCTION

NA 14070 (9-87)

41

OFFICE OF

# The Mount Pleasant Free Stone Quarry,

AND

## TRAM RAIL WAY COMPANY,

*Alexandria, Va., 56 King Street,*
*Wm. Hogan, Supt.*

*Washington, D. C., 454 Pennsylvania Avenue,*
*Jno. N. Harper, Pres.*

Washington June 15th 1881

Maj Craighill
U. S. Engineer
Fayett St Balt — Esd Friend, —

I Called at the Light House board, this Morning — Maj — informed me, that the Department Directed 1000 yds of Rubble Stone, for Stringers Point — 2000 yds for Thomas Point — and a lot of Stone for Cape Charles — Contractor Michel J. Hammond — of Balt, — who has charged of the Work at Cape Charles — I have over two Millions of Tons of First Class Stone, for that Work, and if you would be so kind — as to give your influence in getting these Contracts for me, you will Confer upon your friend, a very great favour — I Can Commence and immediate shipment of the Stone, at a very short Notice —

With much respect I am
Yr Friend, —
Jno Newton Harper

BUILDERS IRON FOUNDRY,

OFFICE 22 CODDING STREET

PROVIDENCE, R. I. Oct. 1

CHAFEE, PREST.
A. ROBERTSON, JR., AGENT.
CHAFEE, JR., TREAS.

P. O. Box 218.

Form No. 501.

# THE WESTERN UNION TELEGRAPH COMPANY, OF BALTIMORE CITY.

This Company **TRANSMITS** and **DELIVERS** messages only on conditions limiting its liability, which have been assented to by the sender of the following message. Errors can be guarded against only by repeating a message back to the sending station for comparison, and the company will not hold itself liable for errors or delays in transmission or delivery of **Unrepeated Messages**, beyond the amount of tolls paid thereon, nor in any case where the claim is not presented in writing within sixty days after sending the message. This is an **UNREPEATED MESSAGE** and is delivered by request of the sender, under the conditions named above.

165

| NUMBER | SENT BY | REC'D BY | CHECK |
|---|---|---|---|
| 10 | CK | 11 pd | |

Received at 825 am 188

Dated, Port Deposit Md 10/9

To Major Jared A Smith

USA Light House Engr

Balto

Schooner Alert loading today Commodore

Conner will load tomorrow

for Thomas Port

McClenahan & Bro

OCT 19 1881

H. W. ALLISON, Sec'y and Treas., } ALLENTOWN.
C. H. NIMSON, Gen'l Supt.

Office of
Mc Clenahan & Bro's
Granite Quarries,
Port Deposit, Md. Oct 3 1885

Major Jared A. Smith U.S.A.
Light House Engr. 5th Disct
Baltimore Md

Dear Sir.

Your favor of 2d inst ordering
4 Stones 5'.3" x 5'.3" x 2' & 1'.11½ duly recd
and will have careful attention.

We also have yours of same date
in reference to price of Rip Rap Stone
for the Thomas Pt Lt. We had absent
the error in your previous letter.

The Schr Conn. Conner sailed
for Thomas Pt Lt. this A.M. and the Schr.
Alert will be loaded for same point
today.

Very truly Yours
McClenahan & Bro

REPRODU

REPRODUCTION TAB

Form No. 501.

# THE WESTERN UNION TELEGRAPH COMPANY, OF BALTIMORE CITY.

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| NUMBER | SENT BY | RECD BY | CHECK |
|---|---|---|---|
| 112 | B Jn | 12 Rd | 37 #39 |

Received at Port de Posit Md 9/39 188

Dated,

To Maj Jared a Smith
Major of Engrs
U S a 5th Dist
Balto

Will be ready to commence
loading Stone for thomas Point
on Thursday McClenahan & Bro

Form 13.

T

1. Smith, U. S. A.
L. H. Engineer, &c

Sir.

Please send bolts

me,

Respectfully
Your Obt. Svt.
Jay D. Edwards
Keeper

63

Form No. 127.

# Treasury Department,

OFFICE OF THE LIGHT-HOUSE BOARD,

Washington, 10 August, 1885.

Sir:

Your communication of 8 Aug '85, reporting on protection of Thomas Point Light-House, from ice,

has been received.

Very respectfully,

D. P. Heap.
Major of Engineers U.S.A.,
Engineer Secretary

Major J. A. Smith, U.S.A.,
Engineer 5th L.H. Dist.,
Baltimore, Md.

H.

[Ed. 9-5-'83—2,500.]

LIGHT HOUSE ENGINEERS OFFICE
AUG 11 1885
BALTIMORE.

Thomas's Pt Shoal L. Station
Nov. 24th 1884

Major.

J. A. Smith U. S. A.
Light House Engineer

Sir,

I have the Honor to Report that on the night of the 23d inst during a fresh Gale from the South with a heavy Sea running the accommadation Ladder on the south side of the House was entirely carried away

Very Respectfully
Judius Tarnkassel
Principal Keeper

NAME

252

Thomas's Pt Shoal Lt Station
Nov 24th 1884.

Captain;

Silas Casey U.S.N.
Inspector 5th Lt House Dist

Sir;

I have the Honor to Report that the accommadation Ladder on the south side of the House, was entirely carried away during the night of Nov. 23rd fresh Gale from the South heavy Sea at the time

Very Respectfully
Julius Harmkassel
Principal Keeper

Respectfully Referred to Maj. J.A. Smith, U.S.A. Eng.r 5th Lt. Dist.

S. Leary
Commander, USN
L.H. Insp.r

Nov. 28/84.

NA 14070 (9-87)

NAME

PAGE NUMBERS TO BE COPIED



V

Thomas's Point Shoal Light Station
Nov. 1st 1884

Captain
Silas Casey U.S.N.
Inspector 5th Light House Dist.

Sir;

I have the Honor to report that the Iron Ladder on the South side of the House is in very bad condition and needs repairing some of the bolts have broken off and we are hardly able to haul it up

Very Respectfully

Julius Warmkessel
Principal Keeper.

Respectfully referred to Maj J.H. Smith U.S.A. Engr. 5th Dist. L.H. Dist.

S. Lessey
Comdr. U.S.N.
5th L.H. Insp.

Nov 5. 1884

NA 14070 (9-87)

REPR
NAME
PAGE NUMBERS TO BE COPIED



85

✓

Pensacola Station
Feb 23rd 1884.

Major.

J. A. Smith U.S.A.
Light House Engineer

Sir:

There is required for the use of the Station one can of Outside white paint and one pair of small hooks for the doors

Very Respectfully
Julius Wahnkessel
Keeper.

NA 14070 (9-87)

231.
232

Form No. 140.

# Office of the U. S. Light-House Board,

*Washington, D. C.,* 14 Feby., 1885.

*Sir:*

*The Board has to inform you that, by letter of* 12 Feby. 85, *the Honorable the Secretary of the Treasury has appointed Mr.* Jesse Jackson *Acting Assistant Keeper of* Thomas Point Shoal Light Station, Md., *at a salary of* $ 440.00 *per annum, in place of* Mr. George Parkinson, resigned.

*Very respectfully,*

Henry Whiting
Commander, U.S.N.,
Naval *Secretary.*

To Major J. A. Smith, U. S. A.,
*Light-House Engineer,* 5th *District,*
Baltimore, Md.

H.

[Ed. 6-17-'84—300.]

LIGHT-HOUSE ENGINEERS OFFICE BALTIMORE
FEB 16 1885

NAME

REPRODUCTION TAB

184

Form No. 140.

V

# Office of the U. S. Light-House Board,

Washington, D. C., January 23d, 1885.

Sir:

The Board has to inform you that, by letter of January 22d, 1885, the Honorable the Secretary of the Treasury has appointed Mr. George Parkinson

Acting Assistant Keeper of Thomas Point Shoal Light-station, Md., at a salary of $440 per annum, in place of Mr. Henry F. Rollins, transferred

Very respectfully,

Henry B. Harding
Commander, U.S.N.,
Naval Secretary.

To Maj. J. A. Smith, U. S. A.,
Light-House Engineer, 5 District,
Baltimore, Md.

[Ed. 6-17-'84—300.]

NA 14070 (9-87)

NAME

PAGE NUMBERS TO BE COPIED



Thomas's Pt Shoal Lt Station
Jan. 1st 1885.

Major
J. C. Smith U.S.A.
Light House Engineer

Sir

I have the Honor to Report that I have found a Person who is willing to take Charge of the Old Thomas's Point Light Station I Recomend Mr Seven Henry James as a steady and sober person and feel confident that he will take good care of the Property hopeing that I may hear at an early date

Very Respectfully

Julius Warmkessel
Principal Keeper
Tho. Pt Shoal Light Station

NA 14070 (9-87)

NA 14070 (9-87)

Office of Light-House Engineer, "291-
FIFTH DISTRICT,
Baltimore, Md., Sept. 8 V, 1887.

Captain J. C. Mallery U.S.A.
Engineer 5th Light House Dist.
Baltimore Md.

Sir,

I have the honor to inform you that the roof at Thomas Point light station is in a very bad condition, the tin is laid diagonally and soldered together, and the vibration of the house has caused the soldering to cradle nearly all over the roof, it will take two good tinners about two weeks to repair the roof as it should be. I have spotted the it with white paint so that those who may repair it can see where the repairs are wanted. the station also wants two faucets for water tanks. Solomons Lump Lt. station wants two boat hoisters, and four 10 in. single

REPRODUCTION TAB

NA 14070 (9-87)

990

lead blocks, four copper funnels, and four faucets for water tanks, Poos Marshes Lt. Station wants four copper funnels and four faucets for water tanks. Rear Beacon Cut off Channell Requires one storm frame of glass for spare glass size 2 feet 11⅞ inches square and four window glass for glaging tower windows 13⅞" by 24¼".

Very respectfully

John E Wyatt

Master Tender Jessamine

REPRODUCTION TAB

Copy

18

19

V

# Lieutenant Paul's suggestions about Red Sectors.

Smith's Point, Va. We not see any necessity of red sector No. 1 as it does not cover Smith's Point Shoal. Vessels not approaching Smith's Point light nearer than one mile are perfectly safe and as suggested (No. 1 ray), could get aground on the shoal long before using the ray.

Point Lookout, Md.- We not see necessity of any red sector in this light- If vessels do not approach nearer than one mile, the west side of channel is safe and marked. The red cut (No. 2) from Smith's Point marks the east side of channel. This gives a channel four miles in width. The red sector cannot help in Hooper's Straits as the light is visible 11½ miles and entrance is 14 miles away.

Bloody Point Bar. Why not upper edge of ray cut red buoy off Poplar Island Shoal and to mark point of shoal.

Thomas Point } The upper edge of ray of Thomas Point
Sandy Point } and the lower edge of ray of Sandy

Point should intersect at entrance of Annapolis channel. Sandy Point is distinctly marked by a light house and fogbell &

Sandy Point Md. The upper edge of ray may be made exceedingly valuable in just covering entrance to Craighill Channel buoy (red). Vessels just touching red ray would lead direct to entrance of cut, At the same time it would cover 11 foot obstruction. It would be especially valuable in coming down this channel at night, for as soon as Sandy Point red is touched vessels would be clear of the cut & haul out.

Jan 13th 1885

T. W. GODWIN

C. D. WHITING

178

179

CHESAPEAKE FISHING CLUB

Washington, D. C., July 14, 1888.

Captain John C. Mallery, U.S.A.,

211 Courtland Street,

Baltimore, Maryland.

Dear Sir:

In view of the fact that I am to you a total stranger, and appreciating the annoyance that is occasioned by any attempt to fathom (through the medium of preliminary explanations) the object of an epistle such as this, in which the chirography, composition and general character are not familiar, I shall at once come to the point, and state the business which prompts this letter

The Chesapeake Fishing Club of Washington have for the past fifteen years gone on an annual trip to the Bay, the last five of which, through the kindness of Dr. Teakle, the owner, have been spent on the Island of St. Helena, Round Bay, Severn River, about eight miles from Annapolis. This year we will be unable to camp on this Island, owing to the fact that the Doctor has rented the place, and the people to whom it was rented are now occupying it.

Now, the request which I wish to make of you is that inasmuch as we shall be excluded from the Island, will you have any objection to our occupying for a period of about three weeks, dating

T. W. GODWIN





from August 6, 1888, the stone house at Thomas' Point, mouth of South River, formerly occupied by Light House Keeper. Of course you are aware that after the erection of the new Iron Light-House, the stone one was abandoned. The house itself is in a very dilapidated condition, and I have no doubt you are fully aware of the fact that it has not been occupied for several years.

Anticipating that you will meet this request favorably, I will add that this Club has a reputation second to none. In Annapolis we are well known. I respectfully refer you to Mr. John Ireland, of that city, as a guarantee of our standing. In Baltimore, Doctor Teakle will, I am sure, speak a good word for us. Mr. Johnson, Chief of the Signal Service Bureau, whose quarters are in the Treasury Building, this city, will, I am confident, looking to the interview which I had with him, report us favorably. It was the last mentioned gentleman who advised me to write to you, stating that though the place was apparently unguarded, the light Keeper was most certainly in charge, and could make it very unpleasant for us, if we should take possession without a written order from you.

Should you desire any further references than those already mentioned, we shall take pleasure in furnishing them.

Hoping for a favorable response, I am,

Yours very respectfully,

Clarence A. Miller

Secretary C. F. C.

Kindly address reply to me
c/o Supervg. Archts Office
Treasury Dep't. Wash'tn.

REPRODUCTION TAB

193

Stafford Court House, Virginia.
May 16th 1870.

Capt. J. C. Mallery.

Sir:

Acknowledging the receipt of your letter of the 14th instant relative to the lease of Thomas' Point, Chesapeake Bay, I have to say in reply that I desire the place as a fishing station and to live upon. I prefer if the Island is for sale and can be had at a moderate price to buy it, if not and I cannot get it as Care-taker or keeper I would like then to lease it, if the rental should be at a price to justify me in taking it, I cannot say until I have examined the premises what amount I could afford to pay as rent.

Will you kindly answer the following questions: Can I buy the Island and if so at what price, if not, Can I obtain it as Care-taker or as Keeper,

If I can only obtain it by lease I will visit the point and inform you what amount I would be willing to pay for it.

192

I can refer you to Mr. W. W. Gantt. with Messrs G. S. Griffith & Co 403 & 405 East Baltimore Street Baltimore city. also to Capt. J. G. Macgregor Chief of the Customs Division, Treasury Department and others.

Very respectfully,
A. M. Macgregor.

Inform him that he can only obtain the use of the L. H. accommodation by leave

J Hall.

247

Thomas Point. Lt. Sta. Dec 19/1900

Col. W. A. Jones. U. S. A.

Light House Engineer 5 Dist.

Sir;

The repairs at the above station will be finished about noon to day, when we will leave for Bloody Point. Light Station, to make the repairs there.

Very Respectfully.
John W Lewis.

B. F. BOND, *General Agent*,
B. & O. TICKET OFFICE,
altimore and Calvert Streets.

D. F. PENINGTON,
*Excursion Agent*,
PIER NO. 10 LIGHT STREET WHARF.

117

Baltimore, June 26th 1891.

118

Col. W. P. Craighill
Eng Pleasant St
City

Dear Sir:-

Will you kindly inform me if the Island on which Thomas' Point light house is built is owned by the U.S. light house department, this parcel of land being about 20 acres.-
Thanking you in anticipation of an early reply I beg to remain

Yours very respectfully
George R. Martin
No 14 North Gun St.
City.

Inform him that the Government owns
Jan

B. F. BOND, *General Agent*,
B. & O. TICKET OFFICE,
Baltimore and Calvert Streets.

D. F. PENINGTON,
*Excursion Agent*,
PIER NO. 10 LIGHT STREET WHARF.

117

# BAY RIDGE COMPANY.

## Pier ✣ No. 10 ✣ Light ✣ Street.

Baltimore, June 24th. 1891 89

Light House Board,

Gentlemen:-

I have the honor to request permission to land a party of about 25 at Thomas Point Light, on the afternoon of Wednesday July 21st. I shall greatly appreciate the favor, and cheerfully reciprocate.

Very Respectfully,

D. F. Pennington

Excursion Agent.

Dictated.

| Name of Station | Distance from base of lens to focal plane of camp | Diameter of base of lens in camp | Diameter of base of present |
|---|---|---|---|
| ✓ Hog Island, Va. | 15 5/8 | | 7 5/8. |
| ✓ Thimble Shoal, Va. | 17 | | 7 5/8 |
| ✓ W. Point Comfort, Va. | 17 7/8 | | 7 5/8 |
| ✓ Back River, Va. | 18 7/16 | | 6 1/2. |
| ✓ York Spit, Va. | 17 1/2. | | 7 5/8 |
| ✓ W. Plantation Flats, Va. | 18 5/8 | | 7 5/8 |
| ✓ Cherrystone, Va. | 17. | | 7 5/8. |
| ✓ Bells Rock, Va. | 17 5/8. | | 7 5/8 |
| ✓ New Point Comfort, Va. | 15 3/4 | | 7 5/8 |
| ✓ Wolf Trap, Va. | 17 3/4. | | 7 5/8. |
| ✓ Jones Island, Md. | 17 1/8. | | 7 5/8. |
| ✓ Great Wicomico River, Va. | 18 11/16. | | 7 5/8. |
| ✓ Smith Point, Va. | 18 5/8 | | 6 1/2. |
| ✓ Point Lookout, Md. | 19 5/16 | | 6 1/2. |
| ✓ Holland Island Bar, Md. | 18 11/16. | | 7 5/8 |
| ✓ Drum Point, Md. | 15 5/16 | | 7 5/8 |
| ✓ Cove Point, Md. | 18 1/2 | | 6 1/2 |
| ✓ Sharps Island, Md. | 18 5/8 | | 7 5/8. |
| ✓ Bloody Point Bar, Md. | 17 13/16 | | 5 5/8 |
| ✓ Thomas Point Shoal, Md. | 17 9/16 | | 6 1/2. |
| Craighill Channel (rear) | 14 1/2. (Rear?) | | 5 5/8. |

17

| | | |
|---|---|---|
| ✓ Seven foot Knoll, Md. | 18 1/4. | 7 3/8 |
| ✓ Lazaretto Point, Md. | 15 3/4 | 7 3/8 |
| ✓ Pooles Island, Md. | 18 1/4 | 7 3/8 |
| ✓ Turkey Point, Md. | 15 5/8. | 7 3/8 |
| ✓ Cracoke, N.C. | 18 3/8 | 7 3/8 |
| ✓ Mare Point, N.C. | 17 1/4. | 7 3/8 |
| ✓ Laurel Point, N.C. | 18 | 7 3/8 |
| ✓ Roanoke River, N.C. | 18 5/8. | 7 3/8. cal |
| ✓ Croatan, N.C. | 18 1/4. | 7 3/8. |
| ✓ Roanoke Marshes, N.C. | 17 1/8 | 7 3/8 |
| ✓ Long Shoal, N.C. | 19 1/4 | 7 3/8. |
| ✓ Hatteras Inlet, N.C. | 17 1/4 | 7 3/8. — |
| ✓ N. W. Point Royal Shoal, N.C. | 18 3/8. | C 1/2. |

United States District Attorney,
Eastern District of Virginia.

Subject:
Cape Charles Light-Station, Va.

8

COPY.

REC'D SEP 14 1892

9

Treasury Department,
[illegible]

Arundel-on-the-Bay
Sept 17. 1892.

Captain of the Engineers U.S.
Baltimore
Md.

Sir

Youre of the 14th at hand

I have concluded to take the Light-House at Thomas's Island.

And hope you will make the best terms with the — — — Honorable Secretary of the Treasury you can for me I will endeavor to keep the tower standing as long as I can. Hoping to hear from you soon I remain

Respectfully youre
Capt Chas Baldwin

Arundel-on-the-Bay
Annapolis
Md.

Assistant Secretary
L. G. S.

EDWIN ROGERS. President.
WM. H. MENDELL. Vice President.

THE New En

DC44-4

IDLEWILD

Arundel-on-the-Bay
Sept-10.1892

Captain of Engineers U. S. A.
Baltimore
Md.

Sir

I received yours of the 9th in due time

The lights are in such a condition that it will cost me in the neighborhood of $200. (two hundred) to get it in a condition to live in. there are neither windows doors nor any plastering in it and it will have to have a new roof and the people are still trespassing upon the place there are no certinty as to the tower standing any longer than

[illegible] Baltimore County.
[illegible] will enclose a letter which may be of service.

Yours Respectfully,
W. E. Dearow, Gen. Manager.

REPRODUCTION TAB

3

POLICE
AND
FIRE
TELEGRAPH
35
THE GAMEWELL CO.
BOSTON.

AGENTS FOR NEW ENGLAND OF
THE GAMEWELL
FIRE ALARM TELEGRAPH CO.

[illegible], U.S.A.
[illegible]
[illegible] Baltimore, Md.

[illegible] today a
[illegible] log-bell
[illegible] use a
[illegible] ring
[illegible] and by
[illegible] the
[illegible] ring the

[illegible] machines
[illegible] a of the
[illegible] and several
[illegible] and my
[illegible] me have per-

this winter as the bank are
constantly washing away unless
something are done to it

See not no
one else could live there
unless they had the power
to keep of all trespassers
~~the land I propose to use~~
as a garden. I am not
able to spend this amount
of money there unless you
could give me some guarantee
as to staying there I would
do any best to keep the
tower standing. I would
like to hear from you as
soon as possible

Respectfully
Capt. Chas. Baldwin
Arundel-on-the-Bay
Annapolis
Md

P.S. please answer
as soon as possible

LIGHT HOUSE ENGINEERS OFFICE
SEP 10 1892

Autographs in Drawer No. 8

NA 14070 (9-87)

96

W. S. SMITH
DEALER IN
LUMBER
WHOLESALE.



Washington, D.C. May 2 nd., 189 4

Capt. Eric Bergland,
U. S. Army P. O. Building, Balt., Md.

DearSir,

Please let me know the particulars respecting the sale at Public Auction of the old material belonging to the Light House Board at Thomas Point, Bandy Point, Greenburg, Point, Smith's Point, and Holiday Island, Md. and oblige,

Yours truly,

W. S. Smith

Dictated.

✓

You are to look for reference

[illegible]
Manager Lighthouse

# U. S. General Light-House Depot. 92

OFFICE OF U. S. LIGHT-HOUSE ENGINEER, THIRD DISTRICT,

*Tompkinsville, N. Y.,* April 27th, 1894.

SUBJECT: Cedar Point, Chesapeake Bay, Md.
Lt.Sta.,-Shipment of lens.

Captain Eric Bergland, U. S. A.,

Light-House Engineer 5th & 6th Districts,

Baltimore, Maryland.

Sir:-

The Tender Arrerie, leaving here about May 1st, will deliver either at the respective light stations or to you at Baltimore, Md., the following lamps and apparatus, viz:

Twenty-four (24) 4th order Funck-Hearp lamps, cost $45,00 each, one set for each of the following named stations, (Board's order of 26th September '92);

New Point Comfort, Va.
Great Wicomico River, Va.
Point Lookout, Md.
Drum Point, Md.
Roanoke River, N.C.
Hatteras Inlet, N.C.
Cove Point, Md.
Thomas Point Shoal, Md.
Lazaretto Point, Md.
Turkey Point, Md.
Croatan, N.C.
N.W.Point Royal Shoal, N.C.
Jane's Island, Md.
Smith Point, Va.
Holland Island Bar, Md.
Wade Point, N.C.
Roanoke Marshes, N.C.
Ocracoke, N.C.
Sharpe's Island, Md.
Seven Foot Knoll, Md.
Poole's Island, Md.
Laurel Point, N.C.
Long Shoal, N.C.
Cherry Stone, Va.

91

for Cedar Point, Chesapeake Bay, Md., Lt.Sta., (Board's order 29th ult., and 7th March '94):

Seven (7) cases containing one (1) 4th order lens, Flashing ren. 3"- 5", 360°, with pedestal, table, lamps, &c., complete. Cost $916.25.

Respectfully,

D. D. Tread,

Major of Engineers, U. S. A.,

Engineer 3rd L.H. District.

83

Light-House Establishment,
Office of Engineer, Fifth and Sixth Districts,

Post-Office Building, Room 20.
P. O. Box 1172.

Inclosures.

Baltimore, Md., April 20 - 94

Subject:

John Murdock Esq.
Asst. U.S.L.H. Eng.

Dear Sir.

Having Examined the U.S Gvt. property at Thomas Point. I have the honor to make the following report.

The property consists of one stone dwelling house and one stone outhouse, the tower having fallen into the water and been broken up. the greater portion washed away. The houses are in ruins. all the wood work having been carried away. with the exception of floors, inside doorway, and portions of partitions. There is nothing there of enough value to warrant its removal. Except possibly some stone steps. which cannot well be taken away.

I have placed notice, prohibiting any further trespassing on, or removing property.

Very respectfully
J.B.T. Hull
Asst Engr.

REPRODUCTION TAB

NAME

# NEW YORK AND BALTIMORE TRANSPORTATION LINE.

E. S. GROVES, General Manager,
Pier 3, S. Delaware Avenue,
Philadelphia.

CLARENCE SHRIVER, Agent,
204 Light Street, Baltimore, Md.
H. C. FOSTER, Agent,
Pier 7, North River, New York.

RECEIVED BY

NEW YORK AND BALTIMORE TRANSPORTATION LINE

New York, August 29 1902 189

property described below, in apparent good order, except as noted, (contents and condition of contents of package unknown.) from Major Wm. P. Parnell U.S.A. the

Consigned to H.H.O. Engineer at Baltimore Md.

to be transported by Steamer Chesapeake at Baltimore Md.

or by any other or succeeding steamer or vessel, whether belonging to said corporation or any other owner, to the Port of **BALTIMORE, MD.**, or if destined beyond, to be there delivered to connecting carrier, and so on by one connecting carrier to another, until they reach the station or wharf nearest to the ultimate destination.

It is mutually agreed, in consideration of the rate of freight hereinafter named, as to each carrier, severally but not jointly of all or any of said property over all, or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained, and which are hereby agreed to by the shipper, owner or consignee as fully as if they were all signed by such shipper, owner or consignee, and by him accepted for himself and his assigns as just and reasonable.

Upon all the conditions, whether printed or written, herein contained, it is mutually agreed that the rate of freight from ..... to ..... is to be, in cents.

| PER 100 POUNDS. | | | | | | | SPECIAL. | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| If....Times 1st Class | If 1st Class | If 2d Class | If 3d Class | If 4th Class | If 5th Class | If 6th Class | If Class | Per | Rate | and advanced charges $ |
| | | | | | | | | | | |

| Marks and Numbers, Cousignee and Address. | DESCRIPTION OF ARTICLES. | WEIGHT. Subject to Correction. |
|---|---|---|
| H.H.O. Engineer<br>Baltimore<br>Md. | One (1) Pcf. Chart-rollers | 31 lbs |
| Thomas Point-Shoal | | |

## CONDITIONS.

1. It is agreed that the carriage shall be performed subject to statutory acts and to all the conditions, whether printed or written, contained in this bill of lading, including the condition that no carrier shall be liable for any loss or damage resulting from explosion, accident to boilers or machinery, or from any latent defect in hull, machinery or appurtenances, even existing at time of shipment or sailing on the voyage, provided the owners have exercised due diligence to make the vessel seaworthy, nor shall negligence be presumed as against any carrier.

The carrier shall have liberty to transfer, tranship, lighter, call at any port or ports, tow and be towed, to deviate, assist vessels in distress, navigate without pilots, and to load and discharge goods at any time.

If goods are landed by agreement between any of the parties hereto and carrier at any other than the regular wharf or station of the carrier, each separate package or article shall be at the risk of the owner immediately upon such discharge.

It is agreed that if any goods are sold short of ultimate destination that each carrier that has completed his part of the transportation shall have earned his agreed-upon proportion of the through freight, and the same, with the charges advanced, shall be due and payable out of the proceeds thereof, and for any distance carried, each carrier shall, on the same basis, have earned and be entitled to freight, with charges advanced, for such part of the transportation as has been accomplished.

In case of quarantine the goods may be discharged at risk and expense of owners into quarantine depot or elsewhere, as required by quarantine regulations or authorities, or for the carrier's dispatch, or at nearest available point in master's judgement, and in any such case carriers responsibility shall cease when goods are so discharged, or goods may be returned by carriers at owner's expense and risk to shipping point, earning freight both ways. Quarantine expenses of whatever nature or kind upon or in respect to goods shall be borne by the owners of the goods or by a lien thereon. The carrier shall not be liable for loss or damage occasioned by fumigation or disinfection or other acts required by quarantine regulations or authorities, even though same may have been done by vessel's officers, crew, agents or employes, nor for detention, loss or damage of any kind occasioned by quarantine or the enforcement thereof.

2. No carrier or party in possession of all or any property herein described shall be liable for any loss thereof or damage thereto by causes beyond its control; or by floods, or by fire; jettison, ice, collision; or by delay, quarantine; or by robbers, riots, strikes, or stoppage of labor; or by leakage, breakage, chafing, loss in weight, decay, vermin, changes in weather, heat, frost, wet or country damage on cotton; or from any cause if it be necessary or is usual to carry such property upon deck or open cars.

3. No carrier is bound to carry said property by any particular train or vessel, or in time for any particular market, or otherwise than with as ressonable despatch as its general business will permit. Every carrier shall have the right, in case of necessity, to forward said property by any carrier between the point of shipment and the point to which the rate is given.

4. No carrier shall be liable for loss or damage not occurring on its own vessel or road or its portion of the through route, nor after said property is ready for delivery to the next carrier or to consignee. The amount of any loss or damage for which any carrier becomes liable shall be computed at the value of the property at the place and time of shipment under this bill of lading, unless a lower value has been agreed upon or is determined by the classification upon which the rate is based, in either of which events such lower value shall be the maximum price to govern such computation. Claims for loss or damage must be made in writing to the agent at point of delivery promptly after arrival of the property, and if delayed for more than thirty days after the delivery of the property, or after due time for the delivery thereof, no carrier hereunder shall be liable in any event.

5. All property shall be subject to necessary cooperage, baling, and repairs at owner's cost. Each carrier over whose route cotton is to be carried hereunder shall have the privilege of compressing the same for greater convenience in handling and forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression, or for loss or damage while in or at any press or during transportation to or from any press.

6. Property not removed by the person or party entitled to receive it within twenty-four hours after its arrival at destination, may be kept in the car, vessel, depot or place of the delivery of the carrier, at the sole risk of the owner of said property, or may be, at the option of the carrier removed and otherwise stored at the owner's risk and cost, and there held subject to lien for all freight and other charges. The delivering carrier may make a reasonable charge per day for the detention of any vessel or car and for use of track after car has been held for forty-eight hours for unloading, and may add such charge to all other charges hereunder, and hold said property subject to a lien therefor. Property destined to or taken from a station or wharf at which there is no regularly appointed agent, shall be entirely at the risk of owner when unloaded from or until loaded into cars or vessel; when received from or delivered on private or other sidings, shall be at owner's risk until the cars are attached to, and after they are detached from trains.

7. No carrier hereunder will carry, or be liable in any way for any documents, specie or for any article of extraordinary value not specifically rated in the published classifications, unless a special agreement to do so, and a stipulated value of the articles are endorsed hereon.

8. Every party, whether principal or agent, shipping inflamable, explosive or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense, or destroyed without compensation.

9. Any alteration, addition or erasure in this bill of lading which shall be made without the special notation hereon of the agent of the carrier issuing this bill of lading shall be void.

10. If the word "order" is written hereon immediately before or after the name of the party to whose order the property is consigned, without any condition or limitation other than the name of a party to be notified of the arrival of the property, the surrender of this bill of lading properly endorsed shall be required before the delivery of the property at destination. If any other than the aforesaid form of consignment is used herein, the said property may, at the option of the carrier, be delivered without requiring the production or surrender of this bill of lading.

11. Owner or consignee shall pay freight, and average if any, and all other charges accruing on said property, before delivery, and according to weights as ascertained by any carrier hereunder; and if upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped, and at the rates and under the rules provided for by published classifications.

NOT NEGOTIABLE.

*In Witness Whereof,* ..... bills of lading, all of this tenor and date, have been signed, one whereof being accomplished, the others to stand void.

H C Foster Agent.

ALL COMMUNICATIONS SHOULD BE ADDRESSED TO "LIGHT-HOUSE ENGINEER, THIRD DISTRICT."

1 INCLOSURES.

# LIGHT-HOUSE ESTABLISHMENT,

GENERAL DEPOT.

OFFICE OF ENGINEER, 3D DISTRICT.

TOMPKINSVILLE, N. Y., August 30, 1902.

SUBJECT: Rollers, Revolving Carriage,
Thomas Point Shoal Light.

Lieutenant Colonel W. A. Jones,
Corps of Engineers, U.S.A.,
Engineer, 5th L.H. District,
Post Office Building,
Baltimore, Md.

Colonel:

There was shipped yesterday, August 29, by the N. Y. & Baltimore Transportation Co. (bill of lading inclosed) in accordance with your requisition, dated July 14, and approved by the Light House Board July 15, 1902, one (1) box, marked "Lt. Ho. Engineer, Baltimore, Md., Thomas Point Shoal", weight 31 lbs., six (6) chariot rollers, as per sample forwarded to me.

Cost, $20.50;

Appropriation, Repairs, etc., of Light Houses, 1903.

Respectfully,

WILLIAM T. ROSSELL,
Major, Corps of Engineers, U.S.A.,
Engineer, 3d L. H. District.

By C. Richard

Assistant Engineer.

R.W.J.

NAME

REPRODUCTION TAB

LIGHT-HOUSE ESTABLISHMENT,

5TH DISTRICT,

Thomas Point Shoal LIGHT STATION,

July 12 1902

Col. Wm. A Jones U.S.A.

Sir: We are troubled a great deal with Flies and would very much like to have Screens in our Windows and Doors

Yours very Respectfully

D. A. White

Keeper Thomas Point Shoal

Annapolis

Anne Arundel Co

Maryland

NAME

LIGHT-HOUSE ESTABLISHMENT,

.....INCLOSURES.

OFFICE OF INSPECTOR, 5TH DISTRICT,

BALTIMORE, MD., July 3, 1902.

SUBJECT:

Lieutenant-Colonel William A. Jones, U. S. A.,
Engineer, Fifth Light-House District,
Baltimore, Md.

S i r :

At the time of my last inspection of Thomas Point Shoal Light-Station, I found that the pedestal head and chariot were badly worn, and that the revolving machinery frequently stopped and was very irregular in its action.

The keeper, in his monthly report, still describes the lens as in bad condition; and I would thank you to advise me whether it is possible to have this revolving apparatus put in good condition at an early date.

Respectfully yours,

John M. Hawley
Commander, U. S. N.,
Light-House Inspector.

NA 14070 (9-87)

35

Dr. Chester H. Beatty,
Dentist,
~~708 14th Street, N. W.~~
Telephone 869.
Bond Bldg.

Washington, D. C., June 19th 1902.

Col. W. A. Jones. U. S. A.
Fifth Light-House District
Baltimore Maryland.

My dear Col.

Inclosed please find letter from Major Thorkwood in answer to one I sent him concerning my desire for a permit to occupy on Thomas Point Md. a Light-House reservation which has been abandoned for a number of years, if you see no objection to the issuing of the same permit, and can let me have the same you will greatly oblige. Yours truly.

Chester H. Beatty.

Bond Bldg.

LIGHT-HOUSE ESTABLISHMENT,
5TH DISTRICT,
..... STATION,

ELECTRICAL AND MECH
ENGINEERS AND CON

Co.

une 18th, 1902.

t F.3643.

of specifica-
I.C. It is
urety Co.

Machine Co.
ering Department
SUPERINTENDENT.

NA 14070 (9-87)

(All communications should be addressed to "THE CHAIRMAN OF THE LIGHT-HOUSE BOARD.")

# Treasury Department,

OFFICE OF THE LIGHT-HOUSE BOARD,

Washington, 5 August, 1885.

Sir:

The following statement was made by the Inspector of the Fifth Light House District in the report of his inspection of Thomas's Point Shoal, Md., Light Station, made 18 June '85.

"The revolving gear at this station is constantly giving trouble, owing to the severe vibrations in southerly gales. To make the light reliable, which is most important, stones should be placed in sufficient quantity on the South side of the structure."

Please inform the Board of your opinion and recommendation in this matter, with an estimate of the cost of carrying the Inspector's suggestion

LIGHT HOUSE ENGINEERS OFFICE
AUG 6 1885

suggestion into effect.

Very respectfully,

H. G. Wright.

Major of Engineers, U.S.A.,
Engineer Secretary.

Major
J. A. Smith, U.S.A.,
Engineer 5th L.H. District,
Baltimore, Md.

LIGHT HOUSE ENGINEERS OFFICE
AUG
6
1885

(All communications should be addressed to "THE CHAIRMAN OF THE LIGHT-HOUSE BOARD.")

1895

# Treasury Department,

OFFICE OF THE LIGHT-HOUSE BOARD,

Washington, 10 June, 1886.

Sir:

Referring to your estimate of funds required for the 5th and 6th Light House Districts from the appropriation for Repairs during the six months ending 31 Dec. 86, the Board requests you to submit advertisement and specifications for stone required at the following light stations.

Stingray Point, Va.

Thomas Point Shoal, Md.

Oyster Bed Beacons, Va.

You are also requested to submit plans and specifications for

A new dwelling at Jordan's Point, Va.

A new light-house at Roanoke River, N.C.

1-1892.

If you recommend structures of existing types it will only be necessary to designate the modifications required by the sites.

As a special appropriation will be required to purchase additional land at Dutch Gap Canal, Va. light station, you are requested to write a special letter to the Board explaining in full the necessity for the additional land and accompanied by a plot showing the Reservation and the land desired to be purchased.

Very respectfully,

W. P. Craighill

Major of Engineers, U.S.A.,
Engineer Secretary.

Captain
Jas. F. Gregory, U.S.A.,
Engineer 5th & 6th L. H. Dist.,
Baltimore, Md.

1 Enclosure.

(All communications should be addressed to "THE CHAIRMAN OF THE LIGHT-HOUSE BOARD.")

# Treasury Department,

OFFICE OF THE LIGHT-HOUSE BOARD,

Washington, June 14, 1886.

73 200 a

Sir:

Referring to your letter of the 12th instant forwarding specifications, etc. for rip-rap for Stingray Point, Va., and Thomas's Point, Md., it is thought that specifications printed by the cyclostyle will answer the purpose and that bids can be made upon Form No. 105 and the contract upon Form No. 100, and you are therefor requested to have a sufficient number of copies of the specifications so printed.

Authority for the publication of the advertisement has been requested. The specifications forwarded with your letter are returned herewith.

Very respectfully

A. L. Lewis

Major of Engineers, U.S.A.,
Engineer Secretary.

Capt. J. F. Gregory, U.S.A.,
Engineer 5th L.H. Dist.
Baltimore, Md.

(All communications should be addressed to "THE CHAIRMAN OF THE LIGHT-HOUSE BOARD.")

Treasury Department,
OFFICE OF THE LIGHT-HOUSE BOARD,
Washington, June 17th 1886.

Encls.

Sir,

There are herewith enclosed letters authorizing the publication of the advertisement for proposals for rip-rap for Stingray Point and Thomas Point in the following papers:-

Norfolk Landmark
" Virginian
Richmond State
Baltimore Sun
" News

Blank forms for publishers accounts are also sent. You are requested to furnish copies of the advertisement to the papers.

Very respectfully,
W. P. Craighill
Maj. of Engineers
Engineer Secretary

Capt. Jas. F. Gregory
Engr. 5th L.H. Dist
Baltimore Md.

H.

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a

FORM 149.

# Treasury Department,

## OFFICE OF THE LIGHT-HOUSE BOARD,

*Washington,* 6 Jany. , 1887.

*Sir:* In accordance with the terms of your letter of the 5th Jany. , 1887, the Board authorizes you to procure the articles mentioned below by open purchase. Advertisement and formal contract will be dispensed with, as provided by Sec. ~~3744~~ 3709 Revised Statutes, the case being one where immediate delivery or performance is required by the public exigency.

*Very respectfully,* W. F. Reynolds.
Major of Engineers, U.S.A.,
Engineer Secretary.

Major Jas. F. Gregory, U.S.A.,
Engineer 5th L.H. Dist.,
Baltimor, Md.

H.

| QUANTITIES. | ARTICLES AND SERVICES. |
|---|---|
| | Croatan, N.C., Point of Shoals, Va., and Thomas' Point, Md., Light-stations, and for General use. |
| Six (6) | Boat hoisters |

(Ed. 1-11-'86—1,000.)

Department of Commerce and Labor
LIGHT-HOUSE ESTABLISHMENT.

# Thomas Point Shoal,

| NAME. | POSITION. | SALARY. Per An. | PROBATIONARY APPOINTMENT. | ABSOLUTE APPOINTMENT. | |
|---|---|---|---|---|---|
| Daniel A. White, | Keeper. | $600. | | April 1, 1901. | |
| Edward Jansen, | Assistant | 440. | Aug. 1, 1903. | 16-2 Feb. 1904 | 2 |
| Peter S. Earle | " | 440. | 12-16 Oct. 1904. | 26 Oct.-12 Nov. 1904. | 2 |
| John B. Suit, | Keeper | 600. | | 19 Nov.-12 Dec. 1904. | 9 |
| Henry C. Wingate, | Assistant | 440. | | 18-16 Mar. 1905 | 4 |
| Charles Robinson, | Actg Assistant | 440. | 31-16 Mar. 1905. | | 10 |
| Charles Gustav Larsen | Assistant | 440. | | 19 Dec. '06-1 Jan. '07 | 2 |
| Homer T. Austin | Assistant | 440. | 8 Oct.-26 Sep. '07. | | 1 |
| John R. Kerby | Assistant | 440. | 18-2 Jany '08. | 1 | 18 |
| Henry C. Wingate | Keeper | 600. | | 2 Apl.-19 Mar. '08 | 11 |
| Wm. R. Schoenfelder | Keeper | Per mo. 50. | | 17 Sep.-1 Oct. 1908. | 7 |
| Devaney F. Jennett | Assistant | 40. | 12-1 Oct. 1908. | | 31 |
| John R. Kerby | Assistant | 40. | | 18 Jan. 09-1 July '08. | 12 |
| John T. Tolson | Assistant | 40. | 20-14 Apl. 1909. | | 30 |
| Malachi L. Swain | Assistant | 40. | 28-12 July, 1909. | | 6 |
| Millard F. Cantler | Actg Asst. | 40. | | 1 Nov.-1 Oct. 1909. | 6 |
| Millard F. Cantler | Assistant | 40. | | 17-12 Nov. 1909. | 8 |
| Samuel W. Horton | Assistant | 40. | | 22 Nov.-3 Dec. 1909 | 14 |
| Malachi L. Swain | Assistant | 40. | | 26-12 Nov. 1909. | 2 |
| John L. Ennis | Assistant | 40. | 25-11 Jan. 1910. | | 37 |

# Md.

| Oath. | Where and When Born. | Whence Appointed. | Manner and Date of Vacation. | Remarks. |
|---|---|---|---|---|
| | Md. 1860. | Anne Arundel Co, Md. | Resigned, 30 Nov. 1904. | |
| 2 Oct. 1903 | Norway, 1857. | Baltimore, Md | Transferred. | |
| 2 June. 1904 | | | | |
| 12 Dec. 1904 | N. Y. 1875. | " " | Dismissed. | Services dispensed with by Dept Let. 11 Mar. '05 |
| 26 Oct. 1904. | | | | |
| 9 Dec. 1904. | Md. 1856. | Anne Arundel Co, Md. | Transferred | |
| 4 May, 1905. | Md. 1862. | Balto. City, Md. | Promoted | |
| 10 April, 1905. | | | Appt expired | |
| 2 Jan. 1907 | Norway, 1864. | Balto. City, Md. | Transferred | |
| 15 Oct. 1907. | N. C. 1881. | Dare County, N. C. | Transferred | |
| 18 Feb. 1908. | Del. 1865. | New Castle Co, Del. | Reappointed | |
| 11 April, 1908. | Md. 1862. | Balto. City, Md. | Transferred | |
| 7 Oct. 1908. | Md. 1865. | Somerset Co, Md. | | |
| 31 Oct. 1908 | N. C. 1882. | Dare County, N. C. | Transferred. | |
| 12 Mch. 1909. | Del. 1865. | New Castle Co, Del. | Transferred. | Served under this appt. till 30 Sep. 1908. |
| 30 Apl. 1909. | N. C. 1882. | Dare County, N. C. | Transferred | |
| 6 July, 1909. | N. C. 1868 | Tyrrell Co, N. C. | Resigned for 1 yr. — Sec Dept. Let. 7 Oct. 1909. | |
| 6 Nov. 1909. | Md. 1856 | Harford Co, Md. | Appointment extended | (For a period not to exceed one month. |
| 8 Jan. 1910. | Md. 1856 | Harford Co, Md. | " expired | (Extension, to cover period until close of Nov. 2. 1909. |
| 14 Dec. 1909. | Md. 1875 | Balto. City, Md. | " expired | (Until the close of Nov. 11, 1909.) |
| 2 Dec. 1909. | N. C. 1868 | Tyrrell Co, N. C. | Transferred | |
| 3 Feb. 1910. | Germany 1865 | Balto. City, Md. | | |

Thomas Point Shoal Md

# Thomas Point. N. 6

| | Name | Position | Pay | Date of Appt | Date of D |
|---|---|---|---|---|---|
| Benj | atwood | 1st a K | | 9 July 81 | 9 July |
| Geo T | Culleton | 2d asst K | | 16 Sept 81 | 19 Sept |
| chas | Miller | K/pr | | | 27 Feby |
| John W | Parrish | acly 2d a K | | | 11 Dec |
| Chas G. | Roberts | 2d a K | | 31 Aug 81 | 2 Sept |
| John B J | Suit | 2d a K | | 1 July 81 | 6 July |
| " | " | 1st a K | | 31 Aug 81 | 6 July |
| Julius | Warmkissel | 1st a K | | 0 | 23 Aug |
| " | " | K/pr | | 17 June 81 | " |
| Henry L | League | a K | | 16 Oct 80 | 22 Oct |
| Geo T | Culleton | 1 a K | | 2 Jany 83 | 0 |
| James Lewis | Evans | a K | | 6 Sept 83 | 12 Sept |
| Henry T | Rollins | a K | | 19 Jany 84 | 16 Jany |
| Geo | Parkinson | a K | | 22 Jany 85 | 27 Jany |
| Jesse A | Jackson | a K | | 12 Feby 85 | 28 Feby |
| John | Reynold | a K | | 19 Nov 85 | 5 Dec |
| Samil T | Rawlings | a K | | 27 Nov 86 | 0 |
| Geo T | Culleton | K/pr | | 8 Dec 86 | 0 |
| James A. | Procter | a K | | 8 Dec 86 | 0 |
| chas A | Dillingham | a K | | 19 Jany 87 | 24 Jany |
| John K | Schirmer | a K | | 3 Dec 89 | 10 Dec 89 |
| T B | Suit | a K | | 29 Apr 90 | 12 May 90 |
| Chas. | Robinson | a K | | 16 Dec 91 | 17 Jany 92 |

# Light

| Date of O | Born | Wh [illegible] | Date of Va | Manner of V |
|---|---|---|---|---|
| 9 July '81 | | | | |
| 19 Sept 81 | | | | |
| 27 Feby 77 | | | 17 June 81 | Removed |
| 11 Dec 80 | | | 17 June 81 | Removed |
| 2 Sept 81 | | | 7 Sept 81 | Resigned |
| 6 July 81 | | | ~~1 Jany 83~~ | Promoted |
| 6 July 81 | | | 1 Jany 83 | Resigned |
| 23 Aug 77 | | | 17 June 81 | Promoted |
| " " | | | | |
| 22 Oct 83 | | Resigned | 12 Jany 84 | Vice Evans Resigned |
| O | | | | Vice Smit Resigned |
| 12 Sept 83 | Vice Culleton Transfd | | 27 Sept 83 | Resigned |
| 16 Jany 84 | Vice League resigned | | | |
| 27 Jany 85 | Vice Rollins Trfd | | 2 Feby 85 | Resigned |
| 23 Feby 85 | Vice Parkinson Resigned | | | |
| 5 Dec 85 | Vice Jackson Resigned | | | |
| O | | | | Declined |
| O V | Warm kissed Removed | | | |
| O V | Rawlings Declined | | | |
| 24 Jany 87 V | Proctor Resigned | | | Resigned |
| 10 Dec 89 V | Dillingham Resigned | | | Resigned |
| 12 May 90 V | Schuyler Resigned | | | Trfd |
| 1 Jany 92 V | Smit Trfd | | | |

2482

(All communications should be addressed to "THE LIGHT-HOUSE BOARD.")

Treasury Department,

D

Office of the Light-House Board,

2 *Inclosures.*

Washington, 3 June, 1891.

*Subject:* Thomas Point, Md.
Chesapeake and Columbia Invest. Co.
To take charge.

Captain J. C. Mallery, U.S.A.,

Engineer 5th Light-House District,

Baltimore, Md.

Sir:

Herewith is transmitted a copy of a letter, dated 2 May, 1891, from the President of the Chesapeake and Columbia Investment Company, which Company desires to take charge of the old abandoned light-house property at Thomas Point, Md.

The plat of Arundel on the Bay referred to in this letter is also enclosed.

The Board requests that you will report, with recommendation, your views on this subject, and that you return with your report the enclosed plat.

Respectfully,

Major of Engineers, U.S.A.,
Engineer Secretary.

P Copy.

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Arundel-on-the-Bay

Aug. 27, 1892.

Light House Board,

Washington, D. C.

Gentlemen:

Herewith I make applications for the old Light House structure at Thomas's Island to be used as a dwelling.

The condition of the house is such that it has not been used for 6 or 7 years by any one.

The windows and doors has been carried entirely away. The plastering are all knocked down, and the bank has washed away within 10 ft. of the light tower and something should be done to prevent its falling down the bank as it is used as a land mark. One part of the house will have to have a new roof put on it. I make this application in good faith.

I am an American by birth and served a term in the U. S. Navy during the war. I now live about 1 mile from the light and follow oystering and fishing in the winter.

It would cost me in the neighborhood of $200 to get the light house in a condition to live in.

If you conclude to let me have the place I would like to have the privilege of keeping off all trespassers as the dredgers are in a habit of trespassing upon the place and doing just as they please. They have taken the iron steps leading to the tower away.

You would oblige me very much by letting me know whether I could get it and on what conditions. Any assistance I could render the Light House board while there I would willingly do. Please let me hear from you as soon as possible.

Respectfully

Capt. Baldwin

Arundel-on-the-Bay

Annapolis P. O. Md.

(All communications should be addressed to "THE LIGHT-HOUSE BOARD.")

P

Treasury Department,

Inclosures 1

Office of the Light-House Board,

Subject: Custodian - Appl'n.
Thomas Point, Md.

Washington, 2 Sept. '92.

167

Captain Eric Bergland, U. S. A.,

Engineer 5th Light House Dist.,

Baltimore, Md.

Sir:

Herewith is transmitted a copy of a letter dated 27 Aug. '92 from a Captain Baldwin of Arundel-on-the-Bay, Annapolis, Post Office, Md., asking to be appointed custodian of the old light station at Thomas Point, Md., with permission to reside in the dwelling house.

The name of Mr. John W. Windsor appears upon the records of the Board as custodian of this property, but from the statements of Captain Baldwin no one seems to be in charge.

A report from you, with recommendation, is requested.

Respectfully,

O. M. Carter

Captain of Engineers, U. S. A.,
Engineer Secretary.

(All communications should be addressed to "THE LIGHT-HOUSE BOARD.")

Treasury Department,

OFFICE OF THE LIGHT-HOUSE BOARD,

Washington, 26 Sept, 1894.

Jlec'd.

Captain Eric Bergland, U.S.A.,
Engineer 5th L. H. District,
Baltimore, Md.,

Sir:

The Board is in receipt of your letter of 21 Sept. inst. recommending the appointment of Captain Charles Baldwin as Custodian of the Thomas Point discontinued light-station and stating that no one has been in charge of the station for years.

As Mr. John W. Windsor holds an appointment from the Secretary of the Treasury as

Custodian of this property it will be necessary to ask the removal of Mr Windsor, or the cancellation of his appointment, before his successor can be appointed. Information is therefore desired upon which a request of this kind can be based. If Mr Windsor abandoned the charge of the property the fact should be stated, together with date, as near as possible, of the occurrence.

Respectfully,

C. R. Suckow

~~Major~~ Corps of Engineers, U.S.A.,

Assistant Engineer Secretary

(Form 149.)

183
186

(All communications should be addressed to "THE LIGHT-HOUSE BOARD.")

P

Treasury Department,

Inclosures 1

Office of the Light-House Board,

Subject: Appointment - Custodian. Washington, 6 Oct. '92.
Thomas Pt., Md.

Captain Eric Bergland, U. S. A.,

Engineer 5th Light House Dist.,

Baltimore, Md.

Sir:

Enclosed is transmitted Department letter of 4 Oct. '92, to Mr. Charles Baldwin, appointing him custodian of the Light House property at Thomas Point, Md., at a compensation of $1 per annum, to take effect from date of oath.

Please have the letter delivered to Mr. Baldwin.

Respectfully,

O. Parkhurst

Captain of Engineers, U. S. A.,

Engineer Secretary.

1853
1892

(All communications should be addressed to "THE LIGHT-HOUSE BOARD.")

P

Treasury Department,

Inclosures 1

Office of the Light-House Board,

Subject: Dismissal of Custodian. Thomas Pt., Md.

Washington, 6 Oct. '92.

Captain Eric Bergland, U. S. A.,

Engineer 5th Light House Dist.,

Baltimore, Md.

Sir:

Enclosed is transmitted Department letter of 4 Oct. '92, to Mr. John W. Windsor, dispensing with his services as custodian of the Light House property at Thomas Point, Md., to take effect 30 June, 1886.

Please have the letter delivered to Mr. Windsor.

Respectfully,

O. Ernst

Captain of Engineers, U. S. A.,

Engineer Secretary.

(All communications should be addressed to "THE LIGHT-HOUSE BOARD."

P

Treasury Department,

*Inclosures* None.

Office of the Light-House Board,

*Subject:* Oath of Office.

Washington, 19 Jan'y '93.

Captain Eric Bergland, U. S. A.,

Engineer 5th Light House Dist.,

Baltimore, Md.

Sir:

The oath of office of Mr. Charles Baldwin, appointed custodian of the Light House property at Thomas Point, Md., on 4 Oct. '92, does not appear to have reached this office.

Please forward it to the Board.

Respectfully,

O. M. Carhart

Captain of Engineers, U. S. A.,

Engineer Secretary.

(All communications should be addressed to "THE LIGHT-HOUSE BOARD.")

B.

Treasury Department,

Inclosures None.

Office of the Light-House Board,

Subject: Oath of office, custodian Thomas Point, Md.

Washington, November 17, 1893.

Captain Eric Bergland, U. S. A.,

Engineer 5th Light-House District,

Baltimore, Md.

Sir:

Mr. Charles Baldwin, custodian of the light-house property at Thomas Point, Md. does not appear to have subscribed to an oath of office. Please direct him to do so and forward the oath to the Board at your earliest convenience.

Respectfully,

O B Johnson

Captain, U. S. N.,

for Naval Secretary.

(All communications should be addressed to "~~THE CHAIRMAN OF~~ THE LIGHT-HOUSE BOARD.")

118

TREASURY DEPARTMENT,

OFFICE OF THE LIGHT-HOUSE BOARD,

WASHINGTON, Nov 24, 1893

Jlect.

Captain Eric Bergland, U.S.A.,
Engineer 5th L. H. Dist.
Baltimore, Md.

Sir: The Board is in receipt of your letter of 21 Nov. '93, concerning the oath of office of Mr. Charles Baldwin, Custodian of the light house property at Thomas Point, Md.

If Mr. Baldwin cannot be reached by mail, you are requested to have him instructed to subscribe to an oath of office by some one from the Steuder Jeweler when he is next

next in that vicinity.

Respectfully,

F. A. Mahan

Captain of Engineers

U.S.A.

Engineer Secretary

(All communications should be addressed to "THE LIGHT-HOUSE BOARD.")

M.M.B.

Treasury Department,

Inclosures

Office of the Light-House Board,

Subject:

Washington, 16 April, '94

3079

Captain Eric Bergland, U. S. A.,

Engineer 5th L. H. District,

Baltimore, Md.

Sir:

The following is a copy of a telegram sent you to-day:-

"It is reported that unauthorized persons are removing the material of the old Thomas Point structure. Notify parties that they will be prosecuted. Report facts with recommendation."

Respectfully,

Captain, of Engineers, U. S. A.,

Engineer Secretary.

(All communications should be addressed to "THE LIGHT-HOUSE BOARD.")

30

M.M.B.

Treasury Department,

Inclosures.....

Office of the Light-House Board,

Subject:

Washington, 16 April, '94

Captain Eric Bergland, U. S. A.,

Engineer 5th L. H. District,

Baltimore, Md.

Sir:

The following is a copy of a telegram sent you to-day:-

29a

Form No. 501.

**THE WESTERN UNION TELEGRAPH COMPANY, OF BALTIMORE CITY.**

CABLE SERVICE TO ALL THE WORLD.

This Company **TRANSMITS** and **DELIVERS** messages only on conditions limiting its liability, which have been assented to by the sender of the following message. Errors can be guarded against only by repeating a message back to the sending station for comparison, and the Company will not hold itself liable for errors or delays in transmission or delivery of **Unrepeated Messages**, beyond the amount of tolls paid thereon, nor in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.

This is an **UNREPEATED MESSAGE**, and is delivered by request of the sender, under the conditions named above

| NUMBER | SENT BY | REC'D BY | CHECK |
|---|---|---|---|
| 154 Al | wh + | 3 typed | Govt + |

**RECEIVED** at 420P. Apl 16 1894

Dated Washn DC 16

To Light House Engineer Baltimd

It is reported that unauthorized persons are removing the material of the old Thomas Point structure. Notify parties that they will be prosecuted report facts with recommendation—

Price — Engineer Secty

(All communications should be addressed to "THE LIGHT-HOUSE BOARD.")

31

D

Treasury Department,

*Inclosures* None.

Office of the Light-House Board,

*Subject:* -----

Washington, 17 April, 1894.

Captain Eric Bergland, U.S.A.,

Engineer 5th Light-House District,

Baltimore, Md.

Sir:

The Board is in receipt of a letter from Mr. Thomas W. Smith, of this city, dated 16 April '94, in which he offers to purchase for the sum of $20. the old material still remaining at the site of the old abandoned light-house at Thomas Point Shoal, Maryland.

The Board requests you to report as to the propriety of selling the material in question at public auction in accordance with the act of 23 June '94, p. 22, of the Laws and Regulations Relating to the Light-House Establishment.

Respectfully,

Captain, Corps of Engineers, U.S.A.,
Engineer Secretary.

60

Treasury Department,

Memo. Office of the Light-House Board,

Washington, 27 April, 1874.

The Honorable,

The Secretary of the Treasury.

Sir:

The Light-House Board has the honor to inform the Department that the old material comprising the dwellings at the following discontinued light-stations is no longer needed for light-house purposes, viz:

Thomas Point, Md.

Sandy Point, Md.

Greenbury Point, Md.

Smith's Point, Va.

Clay Island, Md.

Recommendation is therefore made that this property be sold at auction after due public notice, as contemplated in such cases by the act approved 23 June, 1874, (18 Stat. part 3, p.217).

As the material to be sold is of little value, recommendation is also made that the notice of sale be given by written

posters and circular letters, and that the sale be made by an employe of the Light-House Establishment as auctioneer.

Respectfully yours,

Philip M. Price

Captain, Corps of Engineers, U.S.A.,
Engineer Secretary.

Office of the Secretary.

Approved:

W. E. Curtis

Acting Secretary.

27 April, 1894. P.M.P.

R. (Copy)

140

(All communications should be addressed to "THE LIGHT-HOUSE BOARD."

One inclosure.

Treasury Department,

Office of the Light-House Board,

Washington, 1 June, 1894.

The Honorable,

The Secretary of the Treasury.

W.A.G.

Sir:

The Light-House Board has the honor to state that under the authority granted 27 April '94, it invited offers by public advertisement to purchase the old material comprising the buildings at Thomas Point, Sandy Point, Greenbury Point and Clay Island, Md., and Smith Point, Va., light-stations, (discontinued).

A schedule of all the bids received is enclosed. Recommendation is made that the Board be authorized to accept the highest bid in each case, the money to be covered into the Treasury as "miscellaneous receipts." The following are the highest offers:

Thomas Wm. Spranklin, Baltimore, Md., for the matrials at Sandy Point, Md., $75.

Theodore Corner, Annapolis, Md., for the materials at Greenbury Point, Md., $51.

Thomas W. Smith, Washington, D.C., for the materials at Thomas Point, Md., $25.05.

J. H. C. Johnson, Reedville, Va., for the material at Smith Point, Va., $15.

No bids were received for the material at Clay Island, Maryland.

Respectfully yours,

(Signed) Philip M. Price

Captain, Corps of Engineers, U.S.A.,

Engineer Secretary.

L

Office of the Secretary.

Approved.

(Signed) S. Wike

Acting Secretary.

PMP

1 June, 1894.

D (All communications should be addressed to "THE LIGHT-HOUSE BOARD."

142

Treasury Department,

Eight inclosures.

Office of the Light-House Board,

Washington, 5 June, 1894.

Captain Eric Bergland, U.S.A.,

Engineer 5th Light-House District,

Baltimore, Md.

Sir:

The offers forwarded with your letter of 29 May '94 to purchase the material comprising certain discontinued light-house buildings in your district are herewith returned.

The Board authorizes you to accept the following highest offers, and to have the money covered into the Treasury as "miscellaneous receipts," viz:

Thomas Wm. Spranklin, for the materials at Sandy Point, Md., in the sum of ----------$75.00

Theodore Corner, materials at Greenbury Point,Md.,----- 51.00

Thos.W.Smith, material at Thomas Point,Md.---------- 25.05

J.H.C.Johnson, material at Smith Point, Va.---------- 15.00

There is also transmitted for your information a copy of the Board's letter to the Secretary of the Treasury of 1 June '94,

with a copy of the Secretary's approval endorsed on it.

Respectfully,

Sherrill Rice

Captain, Corps of Engineers, U.S.A.,
Engineer Secretary.

2

T.

LIGHT-HOUSE BOARD.
Form 149.—7-30-'94—1,000.

AUTHORITY FOR EXIGENCY PURCHASE.

49

# Treasury Department,

OFFICE OF THE LIGHT-HOUSE BOARD,

Washington, D. C., 1 Oct., 1895

Capt. Breckinridge
E. Berglund, U.S.A.,
Engineer 5th & 6th L. H. Dists.
Baltimore, Md

Sir:

In accordance with the terms of your letter of the 28 Sept., 1895, the Board authorizes you to procure by open purchase the articles named below. Advertisement and formal contract will be dispensed with, as provided by Sec. 3709, Revised Statutes, the case being one where immediate delivery or performance is required by the public exigency.

Respectfully, yours,

John Smith
Captain, Corps of Engineers, U.S.A.
Engineer Secretary.

| No. or Quantity. | Articles. | Application. | Estimated Cost. Dollars. | Cents. |
|---|---|---|---|---|
| | | Thomas Point Shoal Lt. Station. | | |
| | Replacing | water tanks and cocks | 186 | 80 |
| | | Original bds are herewith returned. | | |

To be paid for from funds on hand.

Appropriation for Repairs &c. 1896.

36

E.T. (Copy)

4556.

Washington, D.C. June 3, 1902.

U.S. Light House Board,

Chief Clerk.

Dear Sir:--

I would like to have permission to use Thomas's point Light House reservation for a camp sight during the summer for a party consisting of myself and a number of others.

The reservation of which I speak, as you well know, has been abandoned a number of years, ever since the house was moved out into the Chesapeake Bay.

Last summer, I camped on the same sight with out permission, having been assured that it would be all right, but this year I would like to have permission in writing, if it is possible.

Thanking you in advance.

Very truly yours,

(Signed) Chester H. Beatty.

Bond Bldg.

M.M.B.

37

TREASURY DEPARTMENT,

OFFICE OF THE LIGHT-HOUSE BOARD,

Washington, 9 June, 1902.

COMMUNICATIONS SHOULD BE ADDRESSED TO THE LIGHT-HOUSE BOARD. IN WRITING UPON THE SUBJECT OF THIS LETTER QUOTE THE FOLLOWING FILE NUMBER:

FILE NO.
4556.

1 Inclosure.

Lieut. Col. W. A. Jones, U. S. A.,
Engineer 5th L. H. District,
Baltimore, Md.

Sir:

Inclosed the Board sends you, for your views, a copy of a letter dated 3 June, '02, from Mr. Chester H. Beatty, asking permission to use the Thomas Point, Md. light-house reservation for a camp site during the summer, for a party consisting of himself and a number of others.

Respectfully,

C. W. L. Bo. Major

Major, Corps of Engineers, U. S. A.,
Engineer Secretary.

C

Major

A.H.R.

COMMUNICATIONS SHOULD BE ADDRESSED TO THE LIGHT-HOUSE BOARD. IN WRITING UPON THE SUBJECT OF THIS LETTER QUOTE THE FOLLOWING FILE NUMBER:

FILE No. 4556.

TREASURY DEPARTMENT,

OFFICE OF THE LIGHT-HOUSE BOARD,

Washington, 18 June, 1902.

Lieut. Col. W. A. Jones, U. S. A.,

Engineer 5th L. H. District,

Baltimore, Md.

Sir:

Referring to your letter of 17 June, 1902, recommending the granting of permission to Mr. Charles H. Beatty, to camp on the light-house reservation at Thomas Point, Md., the Board states that it has informed Mr. Beatty that it sees no objection to his so doing.

The Board has suggested to Mr. Beatty that he inform you of his intentions in the matter, and should he wish to camp there again, to write you in advance of the same.

Respectfully,

C

D W Goethals

Major, Corps of Engineers, U. S. A.,

Engineer Secretary.

6/19/02

(Copy)

187

June 16, 1903.

Light-House Board,

Washington, D. C.

Gentlemen:

Yours of the 25th of May, '03 (file No. 1990) referring me to Col. W. A. Jones, U. S. A., Eng. 5th Lighthouse Dist., Balto., Md., was duly rec'd. At your suggestion I wrote Col. Jones, in fact I have written him twice , but have rec'd no reply.

I wished the area and bearings of the old Thomas Point, Md., lighthouse site in order to learn something of the adjoining land (line).

Is it not possible for you to give me the desired information, or refer me to some one who will take the slight trouble to reply to my inquiries?

Any information or assistance you may be able to give me will be fully appreciated.

Yours truly,

Charles H. Coe.

K

COMMUNICATIONS SHOULD BE ADDRESSED TO THE LIGHT-HOUSE BOARD. IN WRITING UPON THE SUBJECT OF THIS LETTER QUOTE THE FOLLOWING FILE NUMBER:

FILE NO. 1990.

TREASURY DEPARTMENT,

OFFICE OF THE LIGHT-HOUSE BOARD,

Washington, 17 June, '03.

1 enclosure.

Colonel W. A. Jones, U. S. A.,

Engineer, 5th Light-House District,

Baltimore, Md.

Sir:

The Board transmits herewith the letter of Mr. Charles H. Coe, of Langdon, D. C., dated 16 June, '03, to this office relative to the boundaries of the Old Point Thomas, Md., Light-Station.

The Board requests you to furnish this office, as soon as practicable, with such data as will enable it to reply to this letter, even though it may not be practicable for the Board to answer it fully as requested.

The Board requests you to return the letter herewith.

Respectfully,

C. F. Hutchins

Captain, U. S. N.,

Naval Secretary.

(COPY)

95

SCANDRETT & BARNETT,

ATTORNEYS AT LAW,

PITTSBURG.

Richard B. Scandrett.
James E. Barnett.

Thaddeus C. Noble.
Thomas M. Benner.

November 8th, 1904.

Chairman of the Light House Board,

Washington, D. C.

Dear Sir:

I want to lease a small island at the extremity of Thomas Point about five miles below Anapolis on the Chesapeake Bay. The light house was formerly kept by the Government upon this point of land, but owing to the erosion by the water the light house was placed some distance out in the Bay.

A man by the name of Smith of Washington, D. C., claims title to this land because it has been abandoned by the Government.

Will you kindly inform me whether the Government still claims this property or whether the title has reverted to private ownership?

Very truly yours,

(Signed) James E. Barnett.

427 Fifth Avenue.

INDORSEMENT.

DEPARTMENT OF COMMERCE AND LABOR,
LIGHTHOUSE BOARD

16 Nov., '04.

Respectfully referred to the Engineer of the 5th Light-House District for report recommendation thereon, and return as soon as practicable

(Signed) D. W. Lockwood
Lieut. Col. Corps of Engrs., U. S. A.,
Engineer Secretary.

Department of Commerce and Labor
LIGHT-HOUSE ESTABLISHMENT

RECEIVED
L.H. 15995
MAR 31 1910
L. H. INSPR. 5th DIST.

FIFTH DISTRICT
Washington STATION
March 30, 1910

L. R. de Steiguer,
Lieut-Commander U.S.N.,
Light-House Inspector,
Baltimore, Md.

Sir,

Enclosed please find list of articals needed for the station. also illustrations, viz: of desk and chairs as per Mr. Howes instructions.

Respectfully
Harry E. Weeks,
Keeper Washington Mo.

Department of Commerce and Labor

LIGHT-HOUSE ESTABLISHMENT

FIFTH DISTRICT

..... STATION

....., 19

1 Roll top desk
1 Desk chair
2 wooden chairs
Coal shovels
Brooms
Scales platform
Lantern

FIFTH DISTRICT

STATION

---, 19

W. B. Moses & Sons



No. 2003½

*Code* Riot

ed Oak and

hogany

32

42 inch

Depth
34 inch

Height
43 inch

Made in Quartered White Oak, Imitation Mahogany and Mahogany.
The Imitation Mahogany is made of Handsomely Figured Red Birch,
with Genuine Mahogany Writing Bed and Top.

Five-ply built-up writing bed, top and panels
inside and fitted

W. A. Moses & Sons



## No. 111

Illustrating 42 inch size

| Length | Depth | Height |
|---|---|---|
| 42 inch | 34 inch | 43 inch |

Made in Quartered White Oak, Imitation Mahogany and Mahogany.
The Imitation Mahogany is made of Handsomely Figured Red Birch,
with Genuine Mahogany Writing Bed and Top.

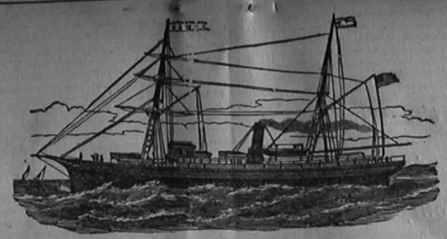
Five-ply built-up writing bed, top and panels. Heavy curved arms. Hardwood drawers finished inside and fitted with movable partitions. Built-up drawer bottoms, paneled in at back. Vertical file drawer in pedestal. Center drawer in knee space with separate lock. Legs fitted with brass sockets. Curtain has special pasquil lock. Pigeon-hole case contains wooden drawers, document boxes, private locker and card index drawer.

Grade B

# NEW YORK AND BALTIMORE TRANSPORTATION

OFFICE IN NEW YORK:
L. H. ENGINEER,
Pier 7, North River.
H. C. FOSTER, Agent.

RECEIVED. JUN 28 1898



OFFICE IN BALTIMORE:
No. 204 Light Street.
CLARENCE SHRIVER, Agent.

MARKS AND NUMBERS.

L. H. Engineer
Baltimore
Md.

Received, New York, June 28 1898

In apparent good order, and well-conditioned from Col. D. C. Heap, U.S.A.

on board Steamer Jesse Thomson to be carried in the hold or on deck, the following articles (contents and value unknown), shipped, marked and numbered as per margin, which we promise to forward, in like apparent good order and condition [the acts of God, fire at sea, or in port, accidents to and from machinery, boilers or steam, restraint of Government, restrictions of Quarantine, robbers, collisions, and all and every danger of the seas, rivers and steam navigation of whatever nature or kind soever excepted, with liberty to call at any port or ports, to sail with or without pilot, and to tow and assist vessels in all situations], and to be there delivered to L. H. Engineer Baltimore, Md.

at our wharf in BALTIMORE, upon payment of freight and charges thereon, and surrender of this receipt, at our wharf, foot of Frederick Street Dock, if required by us. ☞ **This receipt is not negotiable or transferable, unless by written consent of the Company endorsed thereon.**

☞ **Positively no damage allowed unless notified within twelve hours after delivery.**

ARTICLES.

Eleven (11) boxes containing light house lamps
(2335 pounds)

O. K. Breadge

☞ In case of loss or damage of any of the Goods named in this Receipt, for which the NEW YORK AND BALTIMORE TRANSPORTATION LINE may be liable, it is agreed and understood that they shall have the benefit of any other insurance effected by or for account of the owner on said goods.

| If 1st class. | If 2d class. | If 3d class. | If 4th class. | If 5th class. | If 6th class. | If special |
|---|---|---|---|---|---|---|
| Per 100 lbs. | Per 100 lbs. | Per 100 lbs. | Per 100 lbs. | Per 100 lbs. | Per 100 lbs. | |

Advanced Charges, $

IN WITNESS WHEREOF, the Agent of said Steamer has signed Bills of Lading, all of the same tenor and date, one of which being accomplished, the other to stand void.

H. C. Foster

FOR THE COMPANY.

NA 14070 (9-87)
NAME
PAGE NUMBERS TO BE COPIED

NAME

PAGE NUMBERS TO BE COPIED

All communications should be addressed to "Light-House Engineer, Third District."

# Light-House Establishment

General Depot

Office of Engineer, Third District

Tomphinsville, N.Y. June 28th, 1898.

ONE Inclosures.

Subject: New 4th Order Lamps,- 5th Dist.

Lt.Col.Wm.A.Jones,
Corps of Engineers,U.S.A.,
Engineer 5th L.H.District,
Baltimore,Md.

Colonel:-

I have to advise you of the shipment to-day at Baltimore, Md.,pursuant to Board's instructions dated 1st October,'97,by N.Y. & Baltimore Transportation Co.,as per B/L enclosed,of three (3) boxes, weight 2335 lbs. containing 44 sets of new 4th order lamps, one (1) set for each of the following stations in 5th District:

| | | |
|---|---|---|
| Gull Shoal,N.C. | Thimble Shoal,Va. | Pamlico Point,N.C. |
| Back River,Va. | Ocracoke,N.C. | Cherrystone,Va. |
| York Spit,Va. | Wade Point,N.C. | Bells Rock,Va. |
| Laurel Point,N.C. | Wolf Trap,Va. | Roanoke Marshes,N.C. |
| New Point Comfort,Va. | Newport News,Va. | Long Shoal,N.C. |
| Smith Point,Va. | Hatteras Inlet,N.C. | Pages Rock,Va. |
| Janes Island,Md. | Roanoke River,N.C. | Point Lookout,Md. |
| Croatan,N.C. | Cove Point,Md. | Drum Point,Md. |
| Holland Island Bar,Md. | Sharps Island,Md. | Lazaretto Point,Md. |
| Bloody Point Bar,Md. | Turkey Point,Md. | Thomas Point Shoal,Md |
| Seven Foot Knoll,Md. | Maryland Point,Md. | Sharkfin Shoal,Md. |
| Pooles Island,Md. | Tangier Sound,Md. | Cobb Point Bar,Md. |
| Greenbury Point Shoal,Md. | Hog Island,Va. | Cedar Point,Md. |
| Lower Cedar Point,Md. | Smiths Point,Va. | Craighill Channel,Md. |
| Northwest Point Royal Shoal,N.C. | | Great Wicomico River, Md. |

Total 44 sets lamps at $42., $1848.00; Boxing,$38.97; $1886.79

Apprn.- Supplies of Lighthouses,1898.

NA 14070 (9-87)

PAGE NUMBERS TO BE COPIED



The lamps for the 5 stations,- Hog Isld.,Smiths Pt.,Va. and Cedar Point,Craighill Channel and Lower Cedar Pt.,Md., were sent you by error. They are not included in the list submitted to the Board with letter of 20th July,'97,from your office,and if not required may be returned to me. Their cost is $214.71.

The lamps for Old Point Comfort,Va. were furnished 21st March, '98,and are therefore omitted from this shipment.

Respectfully,

Lt.Col.,Corps of Engineers, U.S.A.,

Engineer 3rd L.H.District.

Office of U. S. Light-House Engineer, 3d District,
TOMPKINSVILLE, N. Y.,