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HERBERT BAMBER:

The Extraordinary Engineer of Highland, Michigan

PART III: Bamber's Journey

By John M. Havel

Part II-Herbert Bamber: Following the Light *was published in the Volume XXIX, Number One, 2013 issue of* The Keeper's Log *and chronicled Bamber's first two years working for the United States Light-House Establishment as the superintendent of construction for the Mosquito Inlet Light-House in Florida (now named the Ponce Inlet Lighthouse). Upon completion of the project late in 1887, Bamber settled into his new position as engineer with the Fourth Light-House District in Philadelphia. Part II concluded with Bamber's assignment to a new task, a "Special Duty" to survey lighthouse reservations across the country for the Light-House Board. It is as part of these surveys that Bamber's enduring photographs of American lighthouses came to be.*

Part III follows Bamber throughout his three-year journey crisscrossing America surveying and photographing lighthouse stations, and then his later years with the Establishment and into his retirement.

To understand Bamber's new assignment—his "special duty"—and the process he used for his impressive images, we turn our attention to his travels across America. From the records we see that the Light-House Establishment was not unlike a military operation. As an assistant engineer, Bamber was required to report to the chief engineer within each district he visited. That engineer, in turn, would write to the Light-House Board to verify his arrival and clarify Bamber's specific assignment.

Once Bamber completed all the surveys and photographs within each district, the chief engineer, in a letter to the board, would release and terminate Bamber's assignment there, to be turned over to another district's chief engineer. And so, in July 1892, reporting to Chief Engineer Livermore in the 1st and 2nd Districts, Bamber arrived at the Isles of Shoals Light Station off the coast of New Hampshire and, over the next 17 days, surveyed and photographed eight light stations on the coast of New Hampshire and north along the Maine coastline.

On October 10, Bamber completed his work at Petit Manon Light Station, near Bar Harbor, Maine, and by October 26, he had reported to Chief Engineer Quinn with the 7th and 8th Districts to survey the light station at Biloxi, Mississippi. From Biloxi, Bamber traveled west to Pascagoula, surveying and photographing four more light stations before moving on to Pensacola, on the western tip of the Florida panhandle. On December 21, 1892, Bamber recorded four photographs at the Cape San Blas Light Station in Saint Joseph's Bay and then, after the turn of the new year, proceeded down the west coast of Florida to St. Mark's Light Station, then Cedar Keys, and on down to the tip of Key West, arriving there February 6, 1893.

One letter dated February 1, 1893, written by Engineer Quinn



Bamber in 1893 at the age of 34. On the back of this card, in Bamber's handwriting, it states, "H. Bamber, 1893, Morris Island, S.C." Photo courtesy of Betty Buell Baldwin.

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gives us an excellent insight as to how decisions regarding Bamber's assignment were being made. Addressing the board, Quinn wrote:

> After Mr. Bamber finishes the topographical survey of Key West, Fla. light-house reservation I do not think there are any other light-house reservations in either the 7th or 8th Districts which possess any topographical features which are not already given with sufficient detail in the surveys already existing. The survey of Point Isabel Light, Texas, could not be made very well at present since the property does not belong to the United States, and a survey will have to be made after its acquisition to establish the boundary lines, etc. The remaining light-house reservations are either swamp, marsh, or level land, as to be devoid of topographical features worthy of consideration other than those already indicated in the existing surveys. In view of the fact that there are other localities which may be in more urgent need of Mr. Bamber's services than I can lay claim to, I take this opportunity of advising the Board that I do not believe that I have further need of Mr. Bamber's services after he completes the survey of the Key-West light-house reservation. I have informed him to await instructions at Key West, Fla

Upon receiving new instructions from Washington, Bamber left Key West and traveled 700 miles north to Morris Island, off the coast of Charleston, South Carolina. For unknown reasons, Bamber remained here for 31 days from February 20 until March 22. Finally taking leave of Morris Island, Bamber moved northward up the coast to stations at Sullivan's Island, Fort Sumter, Bull's Bay, and Cape Romain. In his travels, Bamber photographed both solid towers of brick and steel, as well as less substantial beacons and range lights, many lost to storms long ago. For those lights that no longer exist, Bamber's photographs may be the only visual record we have of these forgotten beacons.

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

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

From a visit to the Superior Pierhead lights, Bamber crossed over to photograph the Duluth Range lights and the brand new light station at Two Harbors, completed in 1892, and then across to the Apostle Islands to photograph Devil's Island, also brand new, although this beacon was just a short wooden skeletal light. He remained on Devil's Island for 12 days, and then sailed over to the stately tower at the Outer Island Light Station in mid-September. Crossing back again to the Upper Peninsula, Bamber visited the Portage River Pierhead light, also newly erected. One month later, on November 13, Bamber was in Port Washington, 300 miles south, on the western shore of Lake Michigan. Having completed his survey of these seven lights on the Great Lakes, Bamber apparently received new orders, as one month later, on December 13, 1893, he arrived in San Diego at Point Loma Lighthouse in California. This is his last entry in the only logbook we have.

The Last Leg

Without a second logbook for reference, we have 13 letters, 17 reference slips, and the cyanotypes themselves to construct a reasonably clear story of how Bamber spent the final year of his "special duty" in 1894, surveying reservations on the West Coast.

Nine slips dated from May 14 to June 27, 1894, are Bamber's weekly reports of survey activities within the 12th District along California's 800-mile coastline. Cross-checking these with the cyanotypes in Claflin's album, we see that after leaving Point Loma, Bamber continued skipping up the West Coast to Point Ballast, Fermin, Hueneme, and on to Santa Barbara. From Santa Barbara he continued north to Point Conception, San Luis Obispo, Piedras Blancas, Point Sur, Point Pinos, Trinidad Head, and finally the Cape Mendocino Lighthouse, approximately 150 miles south of the Oregon border. We know Bamber ended up here in the summer of 1894 because a reference slip dated August 6 states, "Bamber, H. – reporting to 13th Engineer for duty, (Surveys of L.H. reservations) has been directed."

The 13th District encompassed Oregon and Washington, and though we have a record of him reporting to Chief Engineer Post in the Portland office on August 11, there are no records of him surveying or photographing a single lighthouse in Oregon.

Instead, Bamber went directly north to the Cape Flattery Light Station at the farthest northwest tip of Washington, beyond Neah Bay, literally a stone's throw from the British Columbia border. Throughout September and October, Bamber continued his survey, visiting nine light stations on the northern coast of Washington along the



Bamber's photograph #370 of the Willapa Bay Light Station in Washington. This is one of the last photographs he took late in 1894. The striking light, shadows, and composition make this beautiful photograph appear very much like a well-composed landscape painting. Photograph courtesy of the National Archives.

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Straight of Juan de Fuca, on the isles of Puget Sound, the San Juan Islands, then south to Vashon Island, just below Seattle, and lastly, the Willapa Bay Light Station on the western coast of Washington at Cape Shoalwater. The two photographs that Bamber took here, numbered 370 and 371, were the last photographs of his two-and-a-half-year undertaking, documenting 65 light stations scattered across America's shores. On January 5, 1895, Engineer Post, in charge of the 13th District wrote the Light-House Board: "Referring to my letter of November 27, 1894, stating that the services of Assistant Engineer Bamber would probably be required in this district until January 1, 1895, I beg to state that owing to continued bad weather during last month which has greatly delayed his work, Mr. Bamber will be needed until February 1, 1895, to complete the required surveys."

Exactly one month later, Engineer Post wrote one last time, stating,

> In compliance with Board's letter of December, 1894, I have this day directed Mr. H. Bamber, Assistant Engineer, to proceed to Philadelphia, Pa., and report to Major C. W. Raymond, U.S.A., Engineer 4th Light-House District, for duty. Mr. Bamber will take with him the following list of public property belonging to the 4th Light-House District: 1 Transit with Solar Attachment, 1 Level, 1 Level Rod, 2 - 100' Steel Tapes (much worn), 1 - 50' Linen Tape, 1 Hand Level, 1 Plumb Level, 1 Set Drawing Instruments, 1 Small Drawing Board & T Square, in case, 2 Triangular Scales, 1 Trunk, as Stationary Chest, 1 Photographic Chest containing 1 camera, 7 Plate Holders, 1 Finder, 1 Lens, 7" Focus, 1 Lens, 14" Focus, 1 Exp. Meter, 5 - 8" x 10" Rubber Trays, 1 Set Scales, and a quantity of photographic and stationary supplies. Respectfully yours, James C. Post, Major, Corps of Engineers, U.S.A., Engineer, 13th Light-House Dist.

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

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



Greenbury Point Light Station, Annapolis Harbor, Maryland. Photograph taken in August of 1885 by Major Jared A. Smith, chief engineer, 5th & 6th Light-House Districts, two years before Bamber worked for Smith, and seven years before Bamber began his survey of lighthouse reservations. Photo courtesy of USCG Historian's Office.

For Cape Hatteras I have copies in my possession of both Bamber's detailed pencil-drawn survey completed on-site in June 1893 from field notes, as well as the final inked version that was created and filed at a much later time—in this case 13 years later, as the final survey is dated "Office of the Light-House Board, 1906." I do not have the information to know if other surveys took as many years to be redrawn and filed.

In mapping Bamber's journey, it is interesting to note the hundreds of light stations that Bamber did not visit or survey. As far as records show, Bamber never visited or surveyed the eastern coast of Florida and Georgia, notably skipping the Mosquito Inlet Light Station that he had just completed five years earlier, all of the lighthouses on the Louisiana or Texas coasts, all of the lighthouses between North Carolina and New Hampshire, which includes Bamber's own 4th District, and also skipping scores of lights, other than the seven he did visit, along the coastlines of the Great Lakes. Again, it seems clear that engineers at the Light-House Board determined which reservations needed this documentation most and where Bamber should travel next. It was also evident that a number of lights on his list were brand new (for example, Devil's Island, Two Harbors, and Portage River) and presumably in need of a survey and documentation for the board's files.

A Note on Major Smith

In researching Major Jared A. Smith, one of the more influential men in Bamber's life, I was surprised to discover that Bamber was not the first individual to take photographs for the Light-House Board. An online search for Jared A. Smith, and specifically a search for images, retrieved at least 10 verified photographs taken by Smith in June and August 1885, in Maryland, Virginia, and South Carolina. We know from Bamber's journals that Smith received his orders to report to the 5th and 6th Light-House Districts in June 1884. This tells us that one year after beginning his work at the Light-House Establishment, and at least seven years before Bamber set out on his journey, the photographing of lights for the files of the Light-House Board already was being practiced by Major Smith.

These photographs, also 8" x 10" albumen prints and similar to Bamber's, were labeled with the station's name and date—but unlike Bamber's, these labels were handwritten in a neat script, and further, Smith included his name as the photographer (Bamber's photographs never included his own name).

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Nora Chidlow, archivist with the U.S. Coast Guard Historian's Office in Washington, D.C., checked record boxes and folders for specific lighthouses and verified that Smith's original photographs are indeed filed there, but only a more thorough search can tell how many of Smith's photos are archived there and whether he was the first to photograph light stations for the board.

However, in examining Bamber's 371 known prints, it is evident that he took the practice of photographing lighthouses for the Light-House Board to a higher level. Bamber took numerous views of most stations he visited, and his photographs are carefully, one could say artfully, composed, and for the first time—in fact the only time I have found—the photographs are identified by a printed label on the bottom border of the print itself with the station name, the date, the camera station from which the image was shot (which Bamber noted on his surveys), the building or view (for example, tower, dwelling, or boat house), plus Bamber's own print numbers, which refer to his logbooks, producing a detailed record of each visit and station at that time.

Back at the Board

Once Bamber returned to the 4th District in March of 1895, we have a variety of scattered reports, articles, and records that shed light on Bamber's activities over the next 20-odd years. Annotated blueprints for 41 lighthouses—18 in Delaware, 11 in New Jersey, 4 in Pennsylvania, 5 in Virginia, and 1 each in Maryland, New York, and Washington—are among his papers in the Burton Collection at the Detroit Public Library, as well as some of his official correspondence with the Light-House Board. Only a careful analysis of these prints and notes, along with a systematic survey of the records at each of these lighthouses would enable us to understand what Bamber's work entailed with each project—whether it be advisory, administrative, on-site supervision, or possibly in some other capacity. With the exception of Washington, these blueprints are all of light stations within Bamber's own 4th District and are not associated with his travels surveying light stations across the country.

More evidence of Bamber's work during these later years came to light with the discovery of three lighthouse inspection reports. In January 1907, Bamber wrote an inspection report for the Killick Shoal Light Station, located "In S'ly end of Chincoteague Bay, at its main Southernly entrance," in the 5th District in Virginia. Then in November of the same year, he wrote a report for the Fishing Point Beacon Light Station, located "On end of Fishing Point, E of Assateague Anchorage, southernly end of Assateague Island, seacoast of VA," in the 5th District in Virginia. In December, Bamber's report was on the Schooner Ledge Range Front Light Station, located "On N'ly side of Delaware River, at mouth of Crum Creek, about 1 mile below the Lazaretto," in the 4th District in Pennsylvania. Further research likely would reveal many more reports as part of Bamber's routine work over the years.

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

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

Both the 1911 alumni directory of the Michigan Agricultural College and the 1912 University of Michigan *Catalogue of Officers and Students*, show listings for Bamber as a civil engineer living and working in Philadelphia.

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



Photograph of Bamber in 1908 at the age of 50. Bamber had this photograph made into a postcard. Written on the back of the card in his handwriting, it said, "Herbert Bamber, about 1908-11 (Beard from Europe)." Photo courtesy of Betty Buell Baldwin.

Civil Engineer—Retired

By 1920 Bamber was retired and living near his Highland, Michigan, birthplace. He was 61 years old and that year's census showed a house owned free and clear, with his profession listed as farmer "at home," and "self-employed." The Ark Farm, where Bamber, his two brothers, and sister grew up was his apparent retirement residence for perhaps 10 years or more. According to his obituary that appeared in *The Milford Times*, "His work took him on extensive travels, both in America and abroad.... After retiring from federal service he returned to West Highland to make his home on the Bamber farm, which he acquired, and after its sale made his home at West Highland village, looking after extended business interests." Also, according to an article in *The Milford Times*, Bamber's father, Joseph, sold the farm to Bamber in 1896. In 1908 his name appears on the plat map of Highland Township as the owner as well.

Records at the courthouse in Pontiac show that in 1928 Bamber sold the land to Theodore and Epsie Cowley and moved about a mile east to his last residence, a home on the corner of Hickory Ridge Road and West Highland Road, known locally

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Bamber standing far right, with sister Mary Elizabeth Buell seated with young Herbert Joseph Buell in her lap. Herbert's father, Joseph, is fifth from left (back row), and his mother, Sarah Morse Bamber, is on his right. The other family members are not known at this time. Photo circa 1898 courtesy of Betty Buell Baldwin.

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

Bamber's 1920 passport application tells an interesting story. For the first time, he states the object of his trip as "Recreation," and says that he plans to travel to Cuba, Jamaica, the Bahamas, Bermuda, Panama, and Costa Rica, leaving from the ports of New Orleans, Tampa, and Key West "as soon as practicable." A photograph of Bamber at age 61 is attached to the application and beside his picture is the typewritten note: "Applicant wishes to state that he is a resident of Michigan and is in Philadelphia en route to the South; he will remain in Philadelphia awaiting the granting of his passport and will appreciate any consideration the Department may give to the early disposition of his application." He lists his occupation as "civil engineer, retired."

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

Then in 1937, as reported in the December 17 issue of *The Milford Times*:

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

There is an unusual and interesting footnote to Bamber's death. In the December 24, 1937, edition of *The Milford Times*, the following story appeared:

> Three passenger coaches, a freight car and a mail car of the Pere Marquette train, northbound from Detroit to Bay City, was derailed last Friday morning at the Inkster Road crossing south and east of Plymouth. The passenger coaches plunged down an embankment, coming to rest 25 feet from the tracks....A passenger on the ill-fated train was Herbert Buell, who was on his way to attend the funeral of his uncle, Herbert Bamber, at West Highland. He suffered injuries to leg, ear and hand, but was able to keep going and continued to Highland by automobile.

Herbert Buell, named for Herbert Bamber and the only son of Bamber's sole surviving sister, Mary Elizabeth, must have contemplated his own mortality while honoring his uncle.

Memories of Bamber

In researching this civil servant who produced such beautiful early lighthouse photographs, I have had the pleasure to connect by phone and email with several extended family members who remember "cousin Herbert" when they were children growing up. Over the past few months, they have shared some memories. Here is a sampling.

A cousin, Mary Ann Smith, recalled:

> Herbert was a cousin of my grandfather Will Bamber. I was only about 5 or so when Cousin Herbert died, but I do remember him—a rather tall, white-haired, dignified man who came to the family reunions or hosted a reunion....I can remember that he had something to do with lighthouses, but I have never seen one of them. I do remember that he was a generous person, and his family was important to him. When my parents married, Cousin Herbert gave them an eight-piece setting of sterling silver tableware. And when each of their girls were born, he gave a child-size setting of the same to each. I treasure mine and think of Cousin Herbert whenever I see them. He also gave some farm tools to my father. One of them was a wooden-wheeled farm wagon. I am interested in genealogy, and Cousin Herbert put together a booklet of the Bamber family. He also did some traveling in connection with that.

William Bamber, Mary Ann's brother, wrote me, "I am Herbert Bamber's grand nephew.... My sister Ellie of Ann Arbor, who had visited Herbert at the Ark up to age six, remembers him well....When I was very small I would go with my parents about twice a year to Holly, Michigan and visit Mary [Bamber's sister] and Leslie Buell at their home....I have a solid wheeled wagon running gear stored in my machine shed which Herbert gave my father when my father started farming."

Betty Buell Baldwin, Bamber's great-niece, recalled in an e-mail, "My father Herbert J. Buell was named after him. His father Leslie and Herbert attended MAC [Michi-

gan Agricultural College] together.... My grandparents drove and camped down to Florida to visit Herbert in 1924."

Ms. Baldwin, who lives in Maryland with her husband, Cal, has a number of family albums and contributed all of the photographs of Bamber and his family for this article. She said in a later email, "The album was put together by my grandfather, Leslie A. Buell [Bamber's sister's husband] ...and my father told me that they had many pictures of Herbert....His passport photo which looks as I remember him when he visited us in Indianapolis about 1927 or so. I was about 3 1/2 or so then."

Regarding her father, Herbert L. Buell, Ms. Baldwin stated, "Herbert Bamber, his uncle was in and out of the house but made certain demands on him—like every day he had to count the chickens? I have a note my Dad wrote to him, writing that he could not count the chickens that day because he had a cold and his mother told him not to go out."

And regarding her grandmother, Mary Elizabeth Bamber Buell, Ms. Baldwin said, "She and husband Leslie drove to Florida and camped all the way and back again to Michigan. From the records he kept it seems that was what many in Michigan and other cold states did."

One letter that was passed on to me that had been published in an HTHS newsletter, as well as circulated among the relatives, was from Ethel May Bamber Gibson, who was interviewed about Bamber when she was in her nineties. Ms. Gibson wrote:

> Herbert was a six-foot, well-built, slender, sedate, genuine English gentleman. He had keen steely gray eyes, a sharp profile and distinguished, intelligent bearing. He was always smoothly shaven and moved with deliberate body movements. His sense of humor was decidedly English but always kindly and helpful. Herbert was always neat and properly dressed with a professional and austere approach to problems....On visiting his bachelor headquarters, one was always impressed with the stack of newspapers nearly room high and in perfect order....The Buells were cared for in their Holly home for years while Herbert kept a "center of activity" in West Highland across from the corner store. This is where he died in 1937.



Photograph of Noah's Ark homestead. Seated left to right are young Herbert Buell with two Merino sheep; Joseph Bamber; his wife, Sarah Bamber; Mary Elizabeth Bamber Buell; and her husband, Leslie Buell.

Bamber's Legacy

For years, lighthouse historians have known little of Bamber other than that he traveled around the country photographing lighthouses for the Light-House Board in the early 1890s. His crisp, clean, and composed images from that journey are remarkable gifts to us more than a century later. But as we now know, he was also a farmer, a teacher, a surveyor, a civil engineer, a resourceful problem solver, a dedicated public servant, a world traveler, a businessman, and a kind and devoted relative to his siblings, nephews, nieces, and cousins. Our picture of him may not be as clear as his exceptional lighthouse prints, but we now know significantly more of the story of a rural Michigan farm boy who left us an impressive legacy of lighthouses and their keepers at the end of the 19th century. Bamber might be surprised to find he is still remembered, but part of him, no doubt, would see the remembrance as a fitting complement to his photographs.

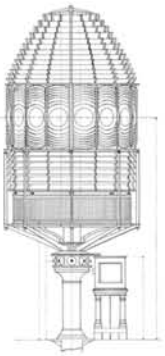
Acknowledgments

My sincere appreciation goes to Diane Needham and the Highland Township Historical Society (HTHS) of Oakland County, Michigan, for generously sharing the journals of Bamber. In 2005 the HTHS acquired 11 of Bamber's journals from a local collector. Two HTHS members, Dick Bohl and Roscoe Smith, transcribed the handwritten journals, which then were published in the society's newsletter from 2007-2010. As their society is quite small, few people outside the Highland community were aware that these documents existed. The journals have been invaluable in bringing the faintly outlined figure of Bamber into clearer focus.

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

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

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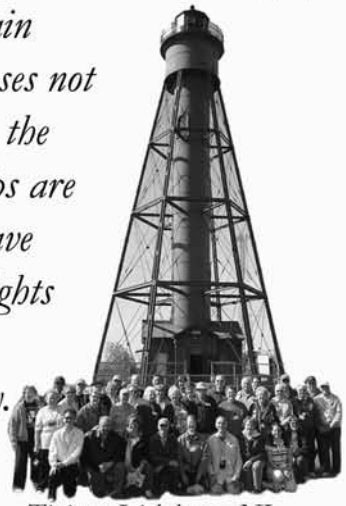
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