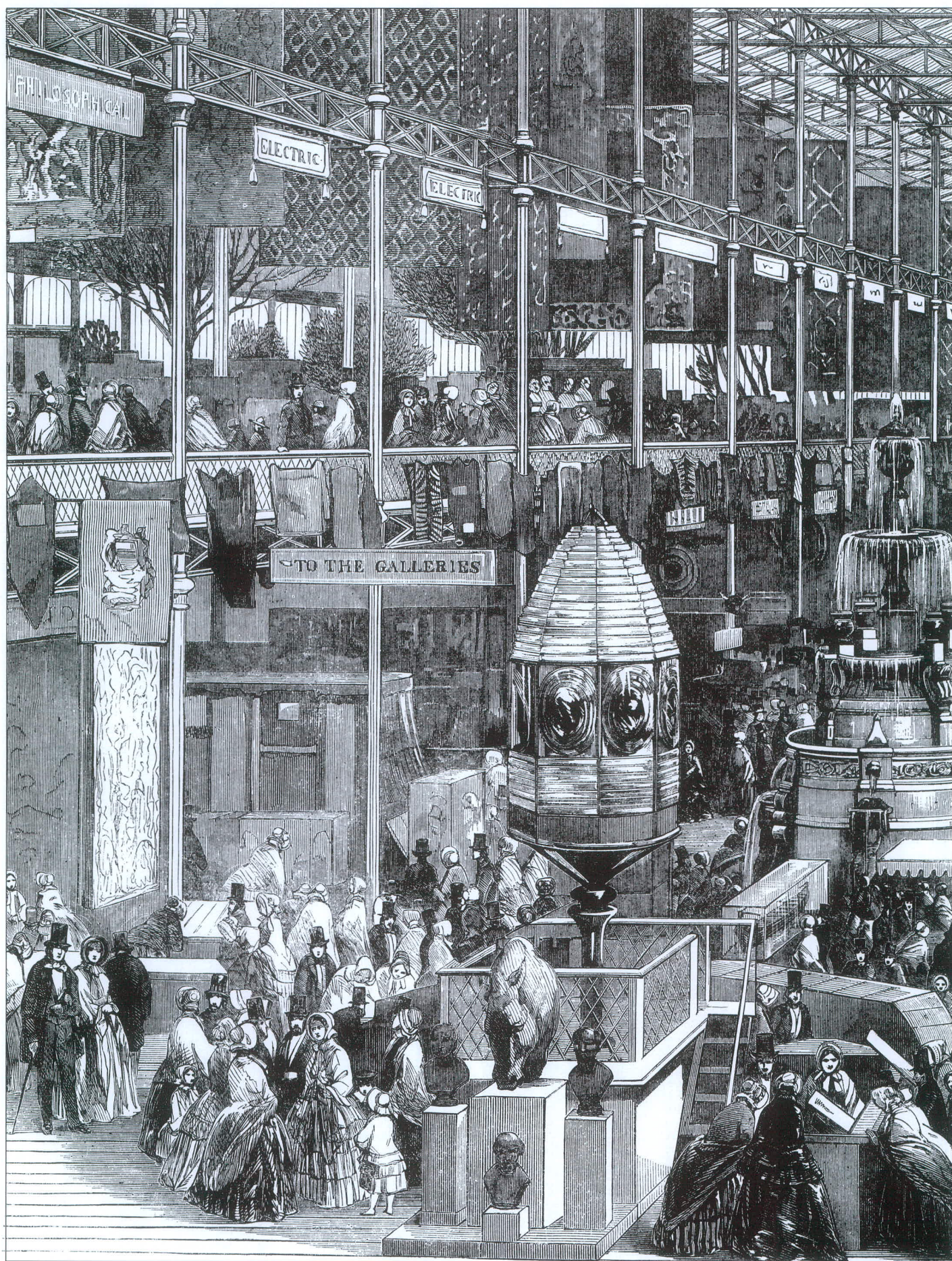
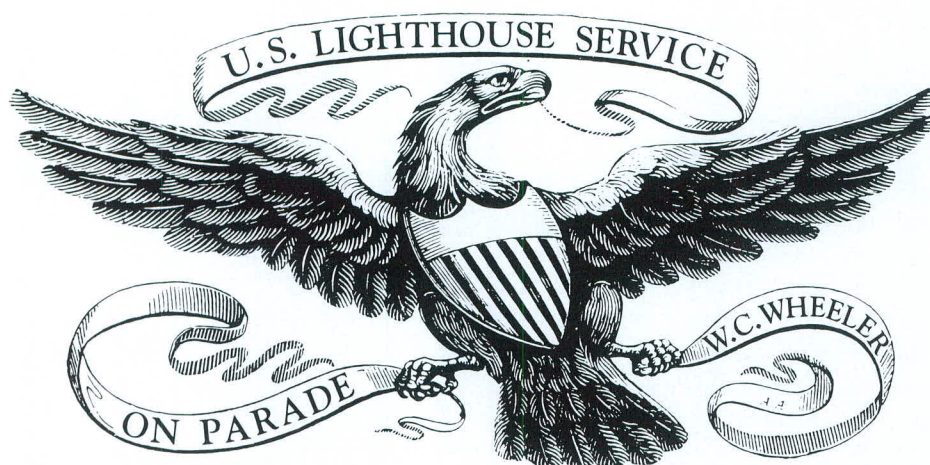






rom its beginning, in 1789, until 1852, the U.S. Lighthouse Service sputtered along, suffering from growing pains and mismanagement. In

1789 there were 12

lighthouses and a smattering of minor aids to navigation. By 1800 some 26 stations existed. After that time, aids to support the 'needs of commerce' increased dramatically as politicians added lighthouse construction to their 'pork barrel.' We were an emerging mercantile nation, growing by leaps and bounds. As commerce increased and new ports developed, there was a need to expand the aids to navigation system.

In 1820 Stephen Pleasonton, 5th Auditor of the Treasury, was placed in charge of the Lighthouse Service and assigned the duty of managing the country's growing aids to navigation system. Prior to Pleasonton taking the helm, Winslow Lewis had sold the government on 'his' lamp and reflector system (in 1810) as an improvement over the crude spider lamps, in use up to that time. Year after year, he managed to secure the contract to manufacture and install his reflectors & lamps in the country's lighthouses. He also constructed several lighthouses for the government and even obtained the contract to furnish light stations with supplies. Even after Pleasonton took charge, Lewis continued to furnish lighthouses with optics and sup-

plies and, occasionally, construct new light stations. But his construction techniques were shoddy and equipment and supplies of poor quality.

In 1822 Augustine Fresnel invented his magic lens, and, except for in this country, the world of lighthouse technology changed. Pleasonton, perhaps with a push from Lewis, remained steadfast in using the old reflector system. Finally, in 1852, after increasing complaints from mariners and several Congressional investigations, Pleasonton was replaced by the U.S. Lighthouse Board. The 'board' worked quickly to install the latest lens and lighthouse equipment in existing stations. By the outbreak of the Civil War most stations in this country had Fresnel lenses.

The Civil War gave the emerging industrial revolution a huge boost. In the last half of the 19th century machines were beginning to make an impressive impact on the way of life. The public was fascinated with all the new technology. Many cities began to host exhibitions and expositions to show the public the latest of the 'modern' miracles. The Lighthouse Service, at last in step with the times, joined the party.

The modern world's fair movement began in 1851 with the Crystal Palace Exhibition in London. It was held between May and October of that year and drew six million people.

One of the first expositions in which the Lighthouse Service participated was the 1873 Exhibition in Vienna, Austria. Our Lighthouse Service was awarded a diploma for its exhibit.

Over the years the U.S. Lighthouse Service, under the Lighthouse Board, and later the Bureau of Lighthouses, participated in many public exhibits and seemed to relish the opportunity to show off its wares and ways. Lighthouses and the people that manned them were as mysterious to the citizens of the 19th century as they are today. The service took part in the Centennial Exhibition in 1876 and such varied exhibitions as the 3rd International Geographical Congress at Venice, Italy in 1883. Also in that year they won a gold medal, 1st class, for participating in the International Fisheries Exhibit in London and a diploma for being at the 11th Annual Industrial Exhibition in New Orleans. They attended the 12th Annual Industrial Exhibition in Cincinnati two years later and were awarded another diploma for their display. Also in 1885, the Lighthouse Service attended the World's Industrial and Cotton Centennial in New Orleans, . . . heady stuff.

This was followed by —

1893 — World's Columbian Exposition in Chicago.

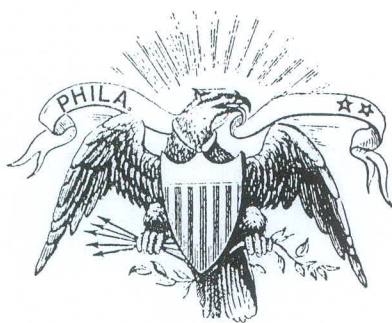
1895 — Cotton States and International Exposition in Atlanta

1898 — Trans-Mississippi & International Exposition

1915 Panama-Pacific International Exposition in San Francisco. When this grand exposition closed in 1917, the service divided the display material and shipped it to San Diego and Panama for two more exhibits.

1916 Southern Commercial Congress, Norfolk, VA

Of all the exhibits, expositions, conferences and meetings in which the U.S. Lighthouse Establishment participated, the three where the Service really shined bright were the 1876 Centennial at Philadelphia, the 1893 World's Columbian Exposition in Chicago and the San Francisco Panama Pacific International Exposition in 1915.



## The 1876 Centennial Exposition, Philadelphia

A major exhibition was held in Philadelphia during the summer of 1876 to celebrate the centennial of the United States. It was privately sponsored and featured exhibits from around the country and abroad.

Among the more important exhibits was the hand and torch which would later be attached to the Statue of Liberty, itself a lighthouse for 15 years. This exhibit was meant to hype the statue and raise funds for the construction of the pedestal and installation of the statue.

As expected, the government was interested in participating in the grand 100 year celebration of its birth and many exhibits were furnished by various agencies. One of the most popular was that displayed by the Lighthouse Board.

A government committee was created by the President in 1874 to coordinate the agencies that would exhibit at the event, survey the site, and lobby Congress for necessary funds to transport materials for the exhibits and construct a building dedicated to government displays. Congress, however, was not disposed to provide funds for the building. Therefore, the committee carved \$150,000 out of the funds appropriated to ship and assemble the displays to construct the building.

The Philadelphia architect James Windrim designed a bare bones cross shaped structure with a cupola on the center portion. Had ample funds been available, he no doubt would have added gingerbread ornamentation to reflect the Victorian architecture of that age. It was completed in February of 1876.

When queried by the committee about allotted space, the Lighthouse Board stated that the service would like to have a parallelogram about 50 x 20 feet.

The Lighthouse Board already had two exhibits under its belt. In 1873 the Lighthouse Board participated in an exposition at Vienna, Austria. However, their display at that event was rather sparse (consisting of photographs, publications and a few models) and would not be acceptable for the centennial celebration. The other exhibit was at the New York Crystal Palace. It was more comprehensive than the Vienna exhibit with two large Fresnel lenses, but, again, not adequate for the Philadelphia event. The public was very much interested in this 100th birthday party and in things mechanical and the Lighthouse Service was determined to show its 'stuff!'

A motion of the Lighthouse Board in 1875 resolved, "... that the Light-house Establishment send to the Centennial Exposition to be held in Philadelphia, in 1876, specimens of the oldest lamps, reflectors, etc., used in this country; specimens of the lamps, illuminating apparatus, etc., now in use; and such other apparatus, models and drawings, as will best indicate the advance made by this country in Light-House affairs during the last century."

The Lighthouse Board requested \$6,000 for their participation. Among the displays the Board listed would be a "... lens of the first order, flashing at intervals of ten seconds, in operation a large part of the time. This should be exhibited in some prominent place as it will be an object of marked interest. A specimen of the most approved fog signal, called by us the siren, will also be exhibited. This should be operated at certain times to show its powers. For this purpose it should be set up outside of the main building" [one would hope].

The Board seemed aware of the effect their apparatus would have on the public; sparkling lenses, a flashing first order lens, gleaming brass implements, models, photos and a sounding fog signal. Professor Henry of the Smithsonian Institution, and a member of the Lighthouse Board from its founding in 1852 until his



The hand and torch which would eventually be mounted on the Statue of Liberty was erected at the exposition to raise funds for the completion of the project. Once established, in 1886, the Statue of Liberty (Light Station Enlightening The World) would serve as a lighthouse for 15 years. The high domed building at left is the government exhibition hall which housed the Lighthouse Service display, among others. U.S. Lighthouse Society photo.

death in 1878, was probably delighted with the inclusion of the steam siren. In the years leading up to the Centennial, he had conducted numerous fog signal experiments and developed the siren.

Fog signals constituted one of the major exhibits of the Lighthouse Board. They were placed outside the government building next to a lighthouse. One fog signal was a large bell struck by a hammer, regulated by a weight-driven clockworks, and the other, the siren, initially used to announce the opening and closing of the fair grounds each day. One account noted, "... When it sounded there was no mistaking the hour. Those in the fog about the time of day immediately took their bearings; those in the immediate vicinity were not left in doubt for an instant, and people miles away listened to the song of the siren with astonishment not unmixed with awe."

The sirens were a big success and eventually the keepers in charge would energize them to the delight of the crowds. But this wore very thin with the surrounding population, their feeling of "astonishment and awe" changed to 'admonishment and ire.' The Boston Daily Advertiser reported, "... [it] may be heard thirty miles — nay, it WILL be heard, whether you wish to hear it or not, when it shrieks, startled humanity shivers, groans, claps its hands to its ears, and wonders why it is thus." The public uproar reached the point that the exposition officials instructed the Lighthouse Board to limit the sounding of the siren to opening and closing of the grounds each day, and at noon.

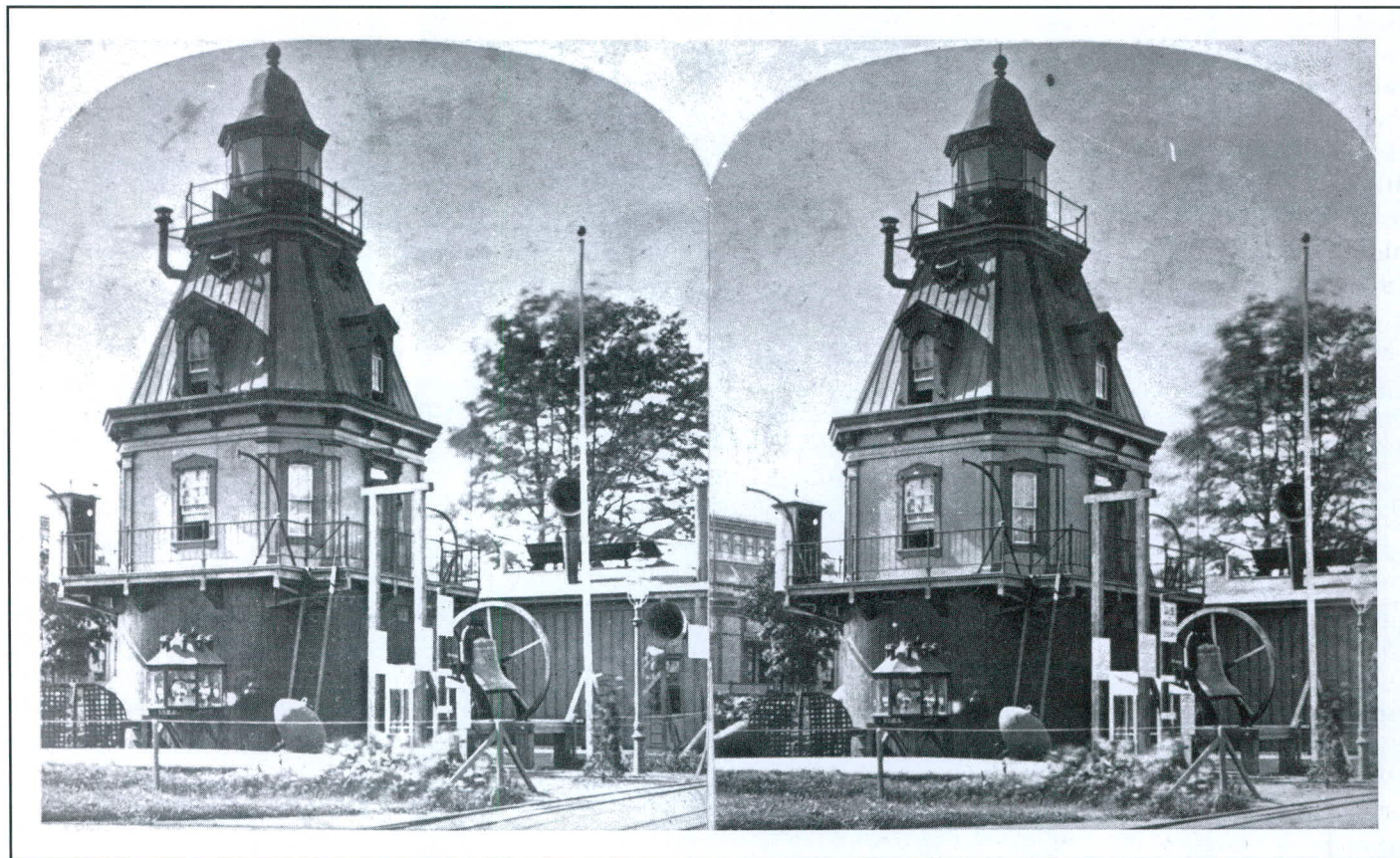
Located next to the fog signals was a real lighthouse, or much of a structure that was to be placed on Ship John Shoal at the end of the exposition. Initially, the Lighthouse Board had planned to exhibit the iron skeleton structure which had just been completed for

Fowey Rocks, off Miami. However, the lack of funds caused them to substitute a cast iron structure slated for South West Ledge off New Haven, CT. However, there is some controversy as an identical cast iron lighthouse was under construction in Baltimore at the same time. That structure was destined to be placed on Ship John Shoal in the Delaware River. The official report of the closing of the exhibition stated that "this iron structure is to be permanently placed on the caisson on Ship John Shoal, Delaware River at the close of the exhibition."

In any event, the Lighthouse Service substituted a wooden drum for the iron caisson that would eventually support the house part of the structure. The lighthouse was equipped with a red and white flashing 4th order lens which was lighted every evening and maintained by a real keeper who actually lived in the structure for the duration of the exposition. Due to funding constraints, the service did not have the lighthouse in oper-

ation until July 4, 1876. It proved to be a very popular exhibit.

The inside exhibit also drew a great many people. Large models of various American lighthouses, all manner of equipment, minor optics, photos and paintings competed for the eye of the visitor. And the most spectacular part of the interior exhibit was the first order lens. James McCabe described it in his *Illustrated History of the Centennial Exhibition*; "Here is a large rotary lantern, one of the most striking objects to be seen within the building. This beautiful piece of workmanship stands over fifteen feet from the floor, and is covered with prisms which gleam like the fabled gems of the Orient. But these pretty pieces of crystal are not placed in the lantern for ornament. . . The effect is, of course, to give forth a gleam which no sailor near a dangerous coast could fail to see, and which, warning him in time, must be often blessed as the halo above the forehead of a guardian angel."



The outdoor exhibit of the USLHE at the Philadelphia Centennial included the lighthouse destined for Ship John Shoal, Delaware Bay. Along the bottom of this stereoscope photograph can be seen, from left: a lightship's daymark & lantern for the top of the mast and a mushroom anchor, a fog bell and the fog signal (horns) which announced the opening and closing of the grounds each day. Note the privy on the left side of the lighthouse lower deck. USLHS stereoscope photo card.

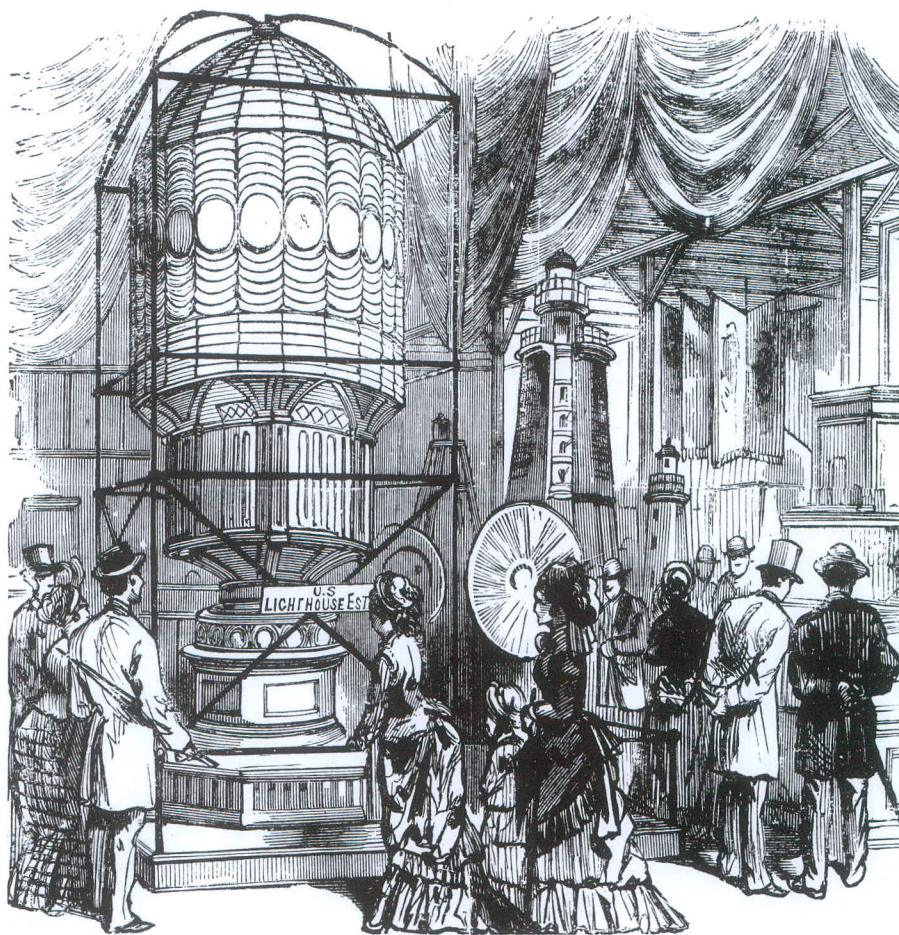


## The World's Columbian Exposition of 1893 in Chicago

In the spring of 1890 the Chairman of the World's Fair Committee in the House of Representatives wrote to the Secretary of Treasury asking what type of exhibit the Lighthouse Board could make at the fair and what the cost would be. The Board met and proclaimed that they would need double the money and space that was allotted the Lighthouse Service at the 1876 Centennial. For a proper exhibit they reasoned 5,000 square feet and \$15,000 would be required. When questioned about these figures the Board wrote to the Acting Secretary of Treasury (and member of the World's Fair Board); "Since 1876 there have been made enormous strides forward by the Light-House Establishment. Improvements of great importance have been made in illuminating apparatus, in buoys, in tender, and light-ships, etc.

"For example, since 1876 lard oil has almost entirely disappeared and been replaced by mineral oil [kerosene] . . . bell, whistling and gas buoys, unknown at that time, have come into common use; lightships are beginning to have their own steam motive power, and a start has been made in the application of electricity as an illuminating agent for them, and of lenses instead of reflectors for their light.

"When it is considered that the commerce which skirts our shores, which leaves them for foreign countries, which is brought hither from other climes, which passes over the Great Lakes routes from the Northwest to the East, which follows the broad rivers of the Mississippi valley, amounts to many thousands of millions of dollars every year, and that it is all dependent for its safety on the



Light-House Establishment, the Board does not hesitate to state that its services to trade are of the most important character and have a most direct and vital interest for the whole country.

"No part of the shores of this land is without its evidence of the Board's care; no channel exists which does not contain its buoys, and turn where we may by sea, there we find the forethought of the Board and its efforts to protect and care, not only for the trade of its own country, but also for the commerce of the world.

"In order to show what the Board had done in the past, to bring to view the improvements of the present, and through them to offer its earnest hope for the future, there are presented herewith lists of articles to be exhibited . . ."

The 'herewith lists' outlined a need for 5,000 sq. ft. inside the government building for display of lenses, equipment, maps and photographs and 22,500 sq. ft. of exterior space upon which to display buoys, fog signals and a complete light-

house tower. After the Fair, the tower was disassembled and erected at the Waackaack station on New York Bay.

The Board mentioned that the funds of \$15,000 was the absolute lowest required to . . . "make a suitable display of the great institution which the generous Government has called into existence for the benefit of mankind."

Despite that eloquent and impassioned plea the "generous Government" could only come up with 12,024 sq. ft. of interior space and 7,500 sq. ft. outside. The absolute minimum funds were pared to \$5,686.95. The Board did not readily accept these reduced amounts. The board wrote it, ". . . regrets lack of opportunity to do more, as the light-house service of every country is one of those great humanitarian institutions born of modern civilization, and [ours] is second to none in efficiency when the great line of its seacoast, the extent of seacoast covered and the number of its stations is considered."

The Board's reputation, in a measure, was at stake. After all, the Service had successfully taken part in the World's Fair in Vienna in 1873, the Centennial celebration of this country and several lesser exhibitions around the nation. And, they had been awarded medals and diplomas at every turn. The service did not now feel it should do less than at proceeding exhibitions. It preferred to make no exhibit if it couldn't make a display worthy of the service and at least as grand as they had created at the last World's Fair.

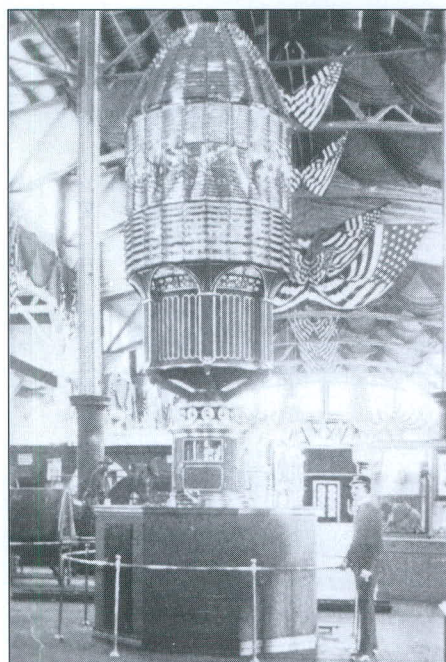
The Fair's board of management was adamant that the Service wouldn't receive any more space or funds than had already been assigned. That board did counsel that instead of showing the past and stage by stage growth of the Lighthouse Service, they should utilize the space allotted to show the point of growth to which it had arrived.

The Lighthouse Service headquarters in Washington drew up the plans and outlined the exhibit. Workmen from the main depot on Staten Island crated, transported and installed the displays at the Fair.

The service did manage to "expand" their assigned space by moving the aisle railings out 3½ feet on one side and almost two feet on the other. Still, though, their space was too small for the articles exhibited. The items on exhibit were so numerous that it took 226 boxes and 4 large bundles to transport them to the Jackson Park site in Chicago. A hyper-radial, 1st, 2nd and numerous smaller order lenses were on display. In spite of the management board's suggestion, several historical items were on hand. The huge hyper-radial lens standing 19 feet high and over 12 feet in diameter was shipped to the Navesink light station after the Fair. The indoor exhibit included the very latest in lens and lens apparatus technology, oil paintings of lighthouses, photographs, numerous large books of lighthouse plans and three very large lighthouse models (Minots Ledge, Fowey Rocks and Spectacle Reef).

As in past exhibitions, the Lighthouse Board assigned keepers to answer questions as well as keep an eye on the

artifacts. The Board stated in its report on the Fair that, "One of the keepers of the Chicago Harbor light-house was on duty in full uniform in connection with the light-house exhibit in the government building. He will be pleasantly remembered by many visitors for his courtesy, and especially for the intelligent answers he gave to their many questions. This man was a good specimen of his class."



A 1st order rotating lens and, perhaps, the "... good specimen of his class." USLHS photo.

The open air exhibit was comprised of an iron skeleton lighthouse tower and five buoys. The tower was an impressive 105 feet high and weighed 150,000 pounds. As mentioned earlier, the structure was later installed at the Waackaack station in New York.

Probably the most unusual aspect of the Lighthouse Service involvement at the Chicago World's Fair was the installation of 13 electric buoys off shore and along the lake front. Congress made an appropriation of \$20,000 for "establishing proper buoyage on the water front of Chicago." The amount was \$5,000 more than the Lighthouse Board had requested and three times as much as they were provided for the entire lighthouse exhibit.

The service had been experimenting with electric buoys along Gedney's Channel into New York Harbor for several years. Electric power lines were placed along the ocean bed out to, and up the side of, wooden spar buoys. The power was supplied by a dedicated electric generating plant on the New Jersey shore. As you can imagine, ocean currents moved the cables along the bottom causing breaks and outages. Still the service saw this as the wave of the future and the experiment continued.

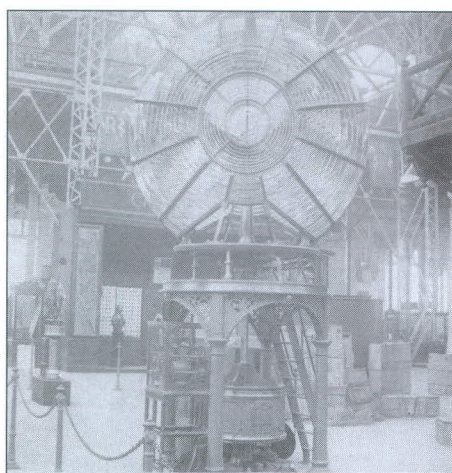
At Chicago, the 13 buoys were installed a half mile off shore and ½ mile



The outdoor exhibit was located with the lighthouse tower at left. This tower would eventually be placed at the Waackaack station in New Jersey as the rear range light for the Point Comfort front light. The range assisted vessels to navigate from Gedney's Channel to the Raritan River. The building in the center is the U.S. Life Saving Service exhibit. National Archives photo, 1893.

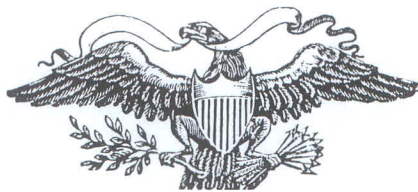
apart. The electric cable connecting them to the dynamo on shore was 13½ miles long. The buoys defined a channel between two shoals, lasted the entire fair without a single outage (100 candle-power lamps) and the channel was described as being, "... as well pointed out as the pathway in the streets."

At the end of the Fair the Lighthouse Board concluded that, "The Lighthouse exhibit, as a whole, was apparently one of the most interesting of the Exposition. It was always the center of attraction to the general visitor, while engineers and professional men, of this and other countries, and teachers, who visited the fair in great numbers during the summer vacation, were frequent seekers for detailed information." The award committee of the World's Columbian Exposition gave an award of merit to the service. But not for any of the beautiful lenses, models or paintings, or even the erection of the 105 foot tall lighthouse, but rather for three of the buoys on display. The award stated, "When in place it [the whistle buoy] provides a very



A first order clam shell (bivalve) lens, apparently with a mercury float, at the Chicago Exposition. One side of a USLHS stereoscope photo card.

effective warning to seamen nearing danger in a fog or in gloomy weather. The buoy is of steel, so constructed that it fills itself automatically with air when rising on the wave, and expels it through a powerful whistle when sinking. The bell, can, ice and whistling buoys, and the upper end of electric spar buoy are all new and first class." — Francis Elgar, Individual Judge.



## The Panama Pacific International Exposition — 1915-1917

Devastated by the 1906 earthquake and fire, San Francisco rose from the ashes as a modern day Pheonix. By 1915, she was known as the "City That Knows How." Concurrent with the miraculous restoration of San Francisco, was the completion of the Panama Canal. The long dreamed of ditch linking the Atlantic with the Pacific had become a reality and a boon for shipping interests. No longer would vessels need to traverse the dangerous Straits of Magellan, at the tip of South America. Additionally the time necessary for vessels to make the east coast-west coast voyage was drastically reduced.

To celebrate both events, a Panama Pacific International Exposition was held along the waterfront of the newly rebuilt San Francisco, in an area known today as The Marina. Temporary fair buildings were constructed on land fill;

fill that liquified during the 1989 San Francisco earthquake, causing the largest amount of damage to buildings in the earthquake.

The 1915 Exposition was truly a grand affair and some pretty remarkable buildings were constructed. One of them, the Palace of Machinery housed the U.S. Lighthouse Service exhibit.

The service sent historical artifacts and examples of contemporary machines used in the trade. A 1915 Lighthouse Service Bulletin described the display — (insert material).

As with most exhibits, the service temporarily assigned local keepers to man the exhibit and explain the equipment to visitors.

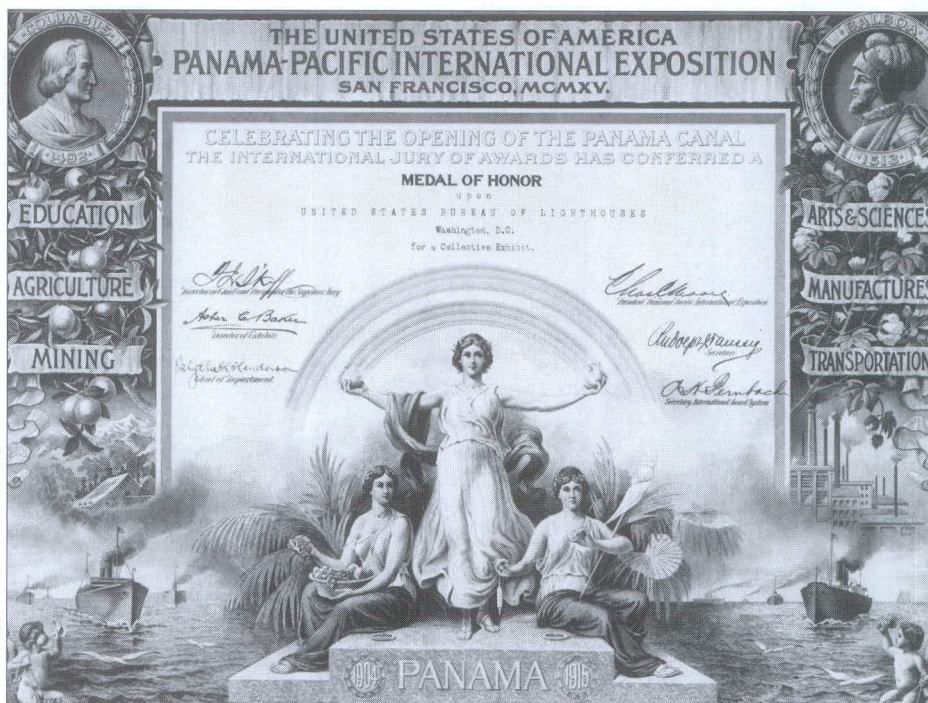
The following letters were sent to one of the keepers manning the exhibit.

March 2d, 1915

To: Mr. C.E. Reit, Keeper,  
Pigeon Point Lightstation

There is enclosed a letter addressed to you by the Secretary of Commerce, dated Feb. 9th, 1915, detailing you for duty at the Lighthouse Exhibit, Panama-Pacific International Exhibition.

There is also enclosed an original travel order, addressed to you, by the Department of Representatives of the



Government Exhibit Board, dated Feb. 9th, 1915, directing you to proceed from Pigeon Point Lightstation to San Francisco and return to your station.

This original travel order must be attached to your traveling expense voucher. The form of traveling expense voucher will be sent to you at the termination of your duty at the Lighthouse Exhibit.

Rhodes  
[District Superintendent]

March 17, 1915

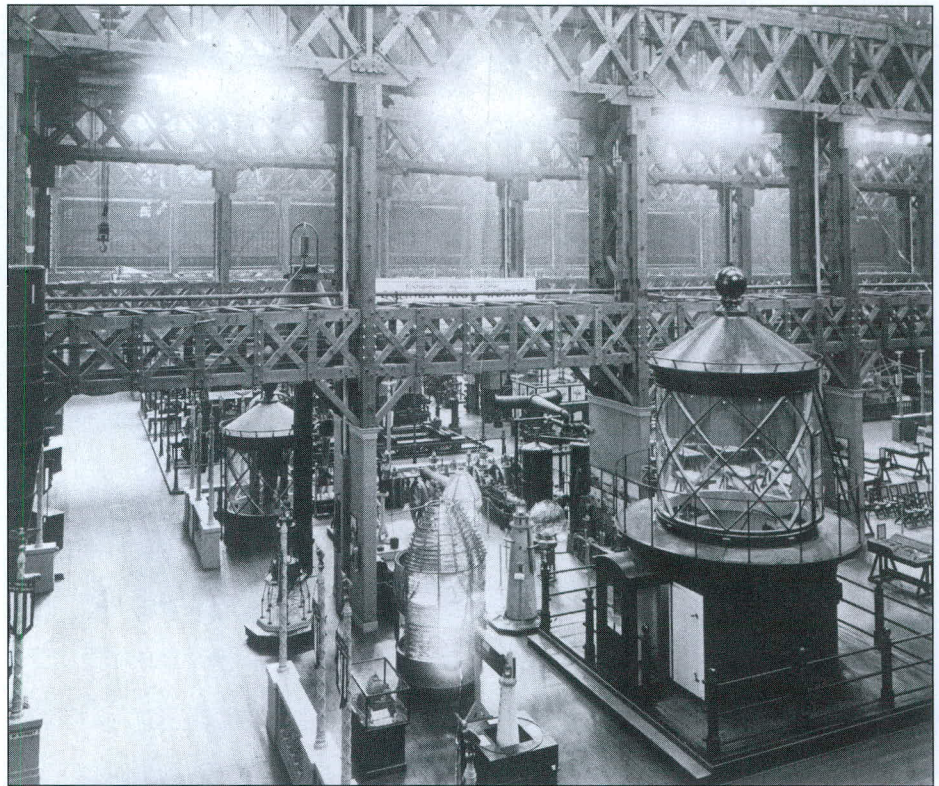
To: Keeper, Pigeon Point Light Station

There is enclosed a voucher covering your travel expenses and per diem while detailed on duty at the Lighthouse Exhibit, P.P.I.E. Please take the oath or confirmation on this voucher before the Post Master at Pescadero [ed. town nearest the light station], and return the voucher at the earliest practicable date. It will probably be two or three weeks before you receive your check in settlement.

Enclose with this voucher the travel order previously sent you.

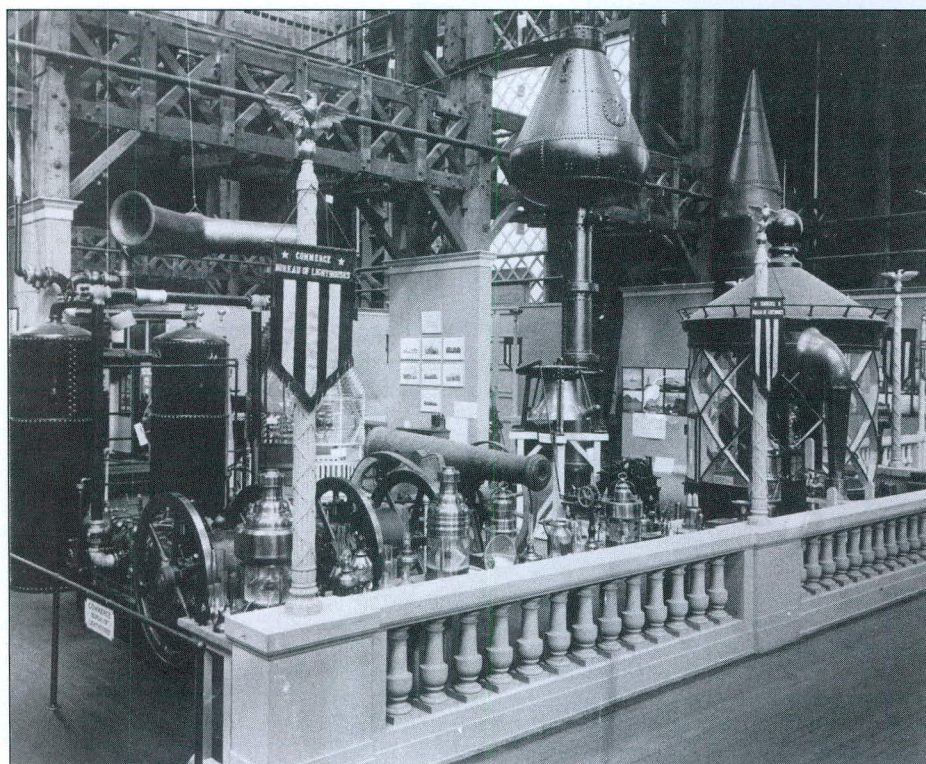
Rhodes

Today only the Palace of Fine Arts remains from all the buildings which were erected for the grand Panama Pacific International Exposition. The Lighthouse Service went on to participate in numerous other industrial gatherings, right up until it was absorbed by the Coast Guard.



Two views of the Lighthouse Service exhibit at the Pan-Pacific International Exposition in San Francisco 1915-1917.

Above – The large lantern at right was eventually installed at Cape St. Elias in Alaska. Lower left, in front of the small lantern is a model of the Fowey Rocks, FL lighthouse, to the right is a fixed 2nd order lens and to the right of that a model of the Minots Ledge tower.

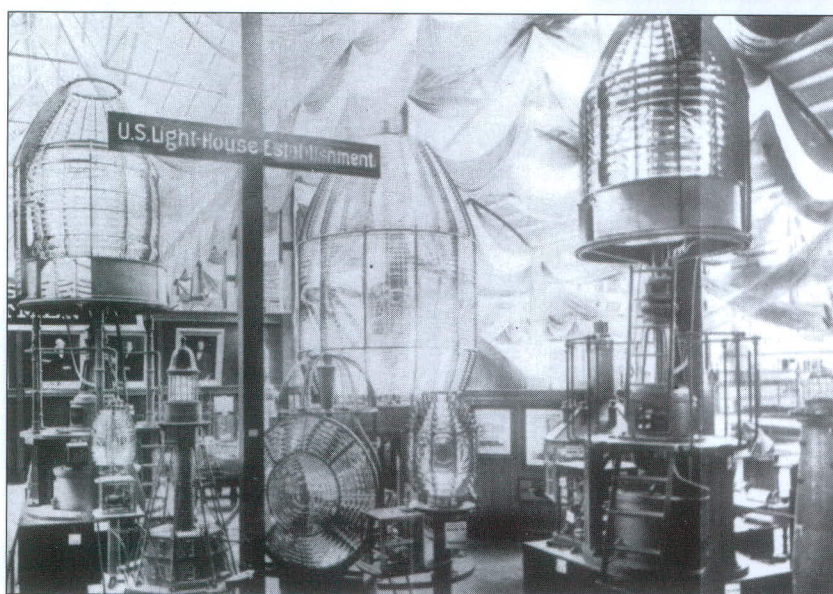
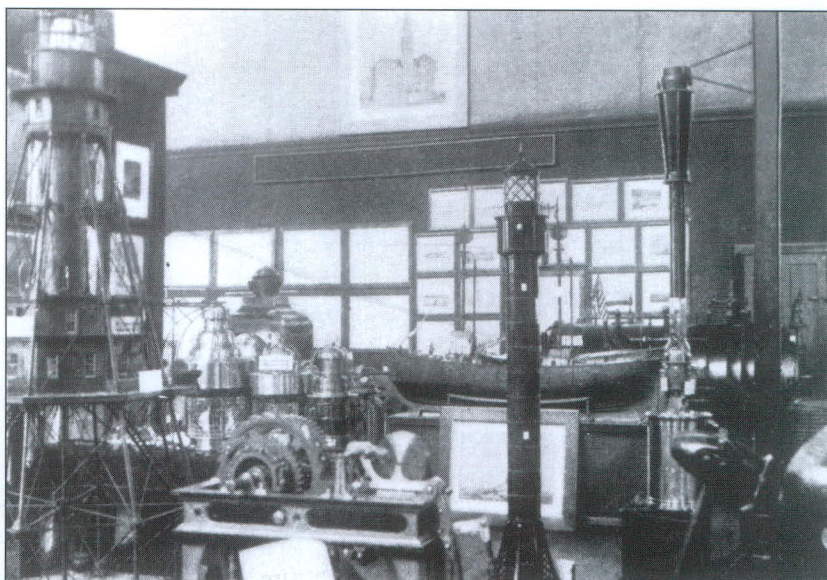


Below – At left are air reservoirs for a fog signal with a 3-way fog horn trumpet suspended over them. In front of the air tanks is an air compressor and along the front railing, a series of lamps and eight day post lanterns. The cannon is a 24 pound siege gun which was the first fog signal on the west coast. Behind the gun is an automatically struck fog bell and behind it, a 1st class whistle buoy. The Lighthouse Service received a Medal of Honor for this display (opposite page). USLHS photos circa 1915.

Right and Below are two views from the Trans-Mississippi and International Exposition held at Omaha, NE in 1898.

Right – Numerous lenses, including two 1st order. A model of the Fowey Rocks tower is at lower left and Minots Ledge at right.

Below – Left, a close up of the Fowey Rocks tower, to its right an automatic fog bell striking machine, followed by a model of the Sturgeon Bay Canal rear range light tower and then a tall five wick lamp. A model of a lightship can be seen in the background. Wouldn't it have been fun to have attended this Exposition? USLHS photos.



LIGHT-HOUSE EXHIBIT AT THE TRANS-MISSISSIPPI AND INTERNATIONAL EXPOSITION HELD AT OMAHA, NEBR., FROM JUNE 1 TO OCTOBER 1, 1898.

In compliance with the letter from the Treasury Department of February 23, 1898, the Board prepared and sent to Omaha an exhibit of the Light-House Establishment, as follows:

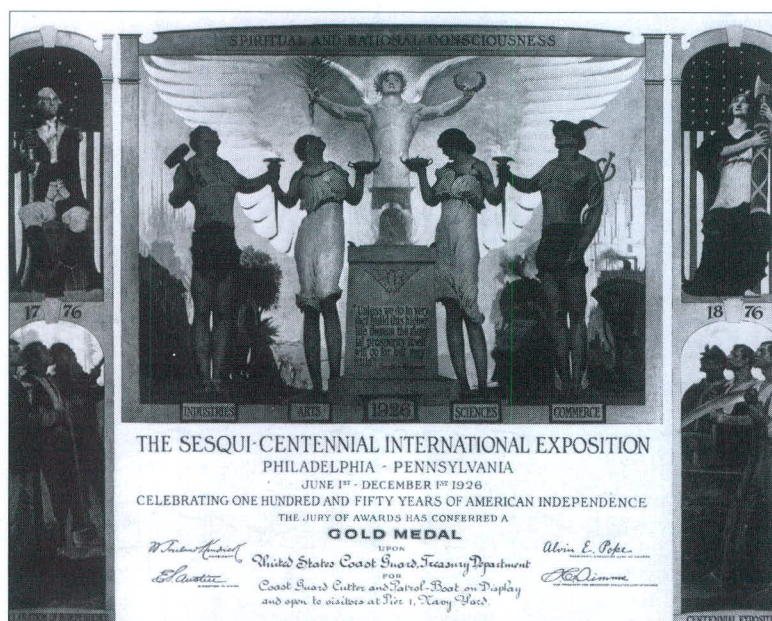
- 1 model of gas buoy.
- 1 model of Fowey Rocks.
- 1 model of river lights.
- 1 model of whistling buoy.
- 1 model of Minots Ledge.
- 1 model of Spectacle Reef.
- 1 model of light-vessel.
- 1 wooden sign.
- 1 first-order lens, flashing 10"-10", with 1 lamp and 1 lens cover.
- 1 third-order lens, flashing red and white, 10"-10", with 1 lamp and 6 chimneys and 1 lens cover.

- 1 fourth-order lens, flashing, 10"-10", with new fourth-order lamp, 2 chimneys, and 12 wicks.
- 1 fourth-order lens, flashing white, 10"-10" with improved ball bearings, clock and pedestal, 1 new fourth-order lamp, 2 chimneys, 1 lens cover, 12 wicks.
- 1 lens lantern with eight-day lamp attachments, 4 chimneys, 1 dozen wicks.
- 1 post lantern (pressed glass), red, with one-day lamp attachment, 3 chimneys.
- 1 post lantern (pressed glass), white, with eight-day lamp attachment, 3 chimneys.
- 1 table lamp with 4 chimneys, 12 wicks.

- 1 first-order lamp complete, with stand and 1 chimneys.
- 1 locomotive headlight lantern, 2 chimneys, 12 wicks.
- 1 light-vessel lamp (modern pattern), consisting of 3 lenses, with 3 100-candle-power lamps.
- 1 electric spar buoy, with lantern and lamp.
- 1 Gamewell fog-bell striking machine, No. 4, complete, with chain, hammer, and weights.
- 1 fog bell, 1,200 pounds.
- 1 oil carrier.
- 5 yards wick, each, Nos. 1, 2, 3, 4, and 5.
- 1 lamp feeder.
- 1 service basket.
- 1 wick box.
- 12 buffskins.
- 50 cotton wipers.
- 1 pair straight scissors.
- 2 feather dusters.
- 2 hand dustbrushes.
- 6 boxes diamond polish.
- 28 sheets emery cloth, selected.
- 1 keeper's library.

During the continuance of the exposition the Light-House exhibit was in charge of Mr. Frederick Samuelson, assistant keeper of Grosse Point, Ill., light-station, who was detailed for the purpose upon the recommendation of the district light-house inspector as a mark of appreciation of faithful services.

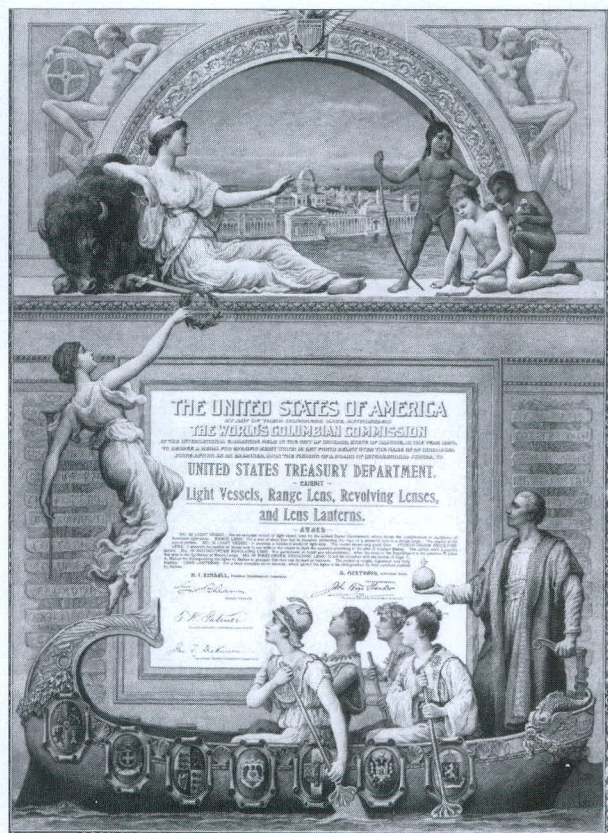
The Official Guide of the Exposition mentions the Light-House exhibit as one of the most conspicuous and attractive features of the collection of exhibits in the Government building.



Left – The Gold Medal certificate from the Philadelphia Sesqui-Centennial Exposition of 1926.



Left – The Lighthouse Service's first award from the 1873 Vienna exhibit.



Right – An "award" to the Lighthouse Service, which isn't exactly spelled out, from the Chicago Exposition.

1917 — The Southern Commercial Conference, at the Hotel Astor in New York and the Annual Chamber of Commerce Meeting at the Willard Hotel in Washington. A 4th order lens, 5 day lens lantern, hull models of the Tender Sequoia and lightship LV 102 (South-west Pass), charts, maps and photos were on parade.

1925 — American Marine Association Exposition, New York City. The service noted that a great deal of the 'new' electrical apparatus was on display. Numerous lamps and lenses, an automatic radio sending key, a siren, horn, a 1,600 lb. fog bell with an electric striker and even a panel from a 1st order lens. The USLHE bulletin noted, "The bell and flashers, as well as the revolving lens, were in operation each evening and attracted much attention at all times. The exhibit made an attractive appearance."

1926 — Sesquicentennial in Philadelphia.

1930 — Seville (Spain) Exposition where a map of New York Harbor, Model of the Kilauea Lighthouse and some photographs won the service Diploma of Honor

1933 — A Century of Progress in Chicago

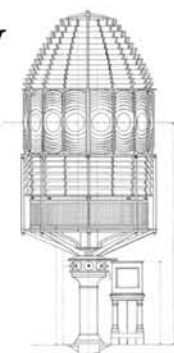
1934 — 28th Annual Convention of the Illuminating Engineering Society, at the Lord Baltimore Hotel in Baltimore, MD where the service had a rather comprehensive display in the hotel lobby. The service reported, "Much interest in the apparatus was shown by visitors to the convention and there was much favorable comment."

1935 — During this year, the Service participated in three exhibitions: Ketchikan, AK, Portland, OR and New York City.

Lighthouses on Parade. A fascinating topic; one steeped in history, romance, mystery and tales of heroism. Shiny brass implements and gleaming glass lenses. The last "parade" was held by our Society in Newport, RI in August of 1989. While it was a far cry from those ambitious exhibitions of lighthouse lore of yesteryear, it was well represented with modern aid to navigation equipment and artifacts from the Coast Guard, private collections and museums. Perhaps, someday, we can all gather again among a large collection of shiny brass instruments and gleaming crystal lenses; . . . someday.



## Join the U.S. Lighthouse Society Today or Give the Gift of Membership!



### *Restoration & Preservation*



*Thomas Point Shoal Lighthouse, MD*

*The U.S. Lighthouse Society has donated to many lighthouse preservation projects throughout the U.S. Most recently we were honored by being presented with the Preserve America Stewardship Award from The White House for our restoration work at Thomas Point Shoal Lighthouse.*

*To learn more visit  
**www.uslhs.org**  
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call Headquarters at  
415-362-7255*

### Help Support Our Important Mission!

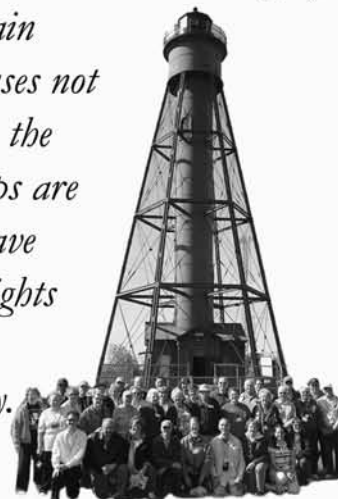
### *Education*



*The Keeper's Log magazine is the only one of its kind and has been published quarterly since 1984.*

*Receive this award-winning publication as a benefit of membership.*

*The Society organizes domestic and international lighthouse tours. Many of our excursions gain access to lighthouses not normally open to the public. These trips are a great way to have fun, see lots of lights and learn about lighthouse history.*



*Tinicum Lighthouse, NJ*