Sandy Neck Lighthouse

&

The Lighthouse Keeper's Dwelling

An Illustrated History

By

Kenneth G. Morton
Sandy Neck Lighthouse Trust

Copyright page

For mom, dad, and Eleanor

Contents

Acknowledgements

SNLRC
The Hinckley family
Etc.

Barnstable Harbor
By Sallie Barnard

A strong wind from across the dunes
Turns sky and waves to deepest blue,
Each pine and cottage on Sandy Neck
Is as clear and sharp as a camera view,
The sails are whiter, colors brighter,
The gulls ride high on ecstatic wings,
You feel the blessing of sun caressing
And you love the Cape for the joy it brings.

It is difficult to be coldly factual in thinking of lighthouses. Something about them makes one feel romantic, and even sentimental. They are needed symbols and visible tokens of safety and strength. The element of nostalgia seems always to surround them…

-- Clare Leighton

Introduction

Eleanor Early wrote, in her 1936 guidebook: “The Indian name for Sandy Neck was Cummaquid, which meant Long Point, and is so much nicer than Sandy Neck that I cannot imagine why they changed it.” She also wrote that on Sandy Neck: “in a kingdom of dunes - lives a mad hermit, with a fire engine for a toy. The hermit doesn’t like callers, and if you tried to drive out there, you would get stuck in the sand.”

Sandy Neck Light, also known as Beach Point Light or Barnstable Light, is one of the pre-eminent historical landmarks of Barnstable Township. It is a favorite subject of local artists and images of the tower and the keeper’s dwelling grace the walls of many houses and public buildings around our town. It has also found its way onto t-shirts and mugs and other tchotchkes.

During the summer of 2007, on the lighthouse tower's 150th anniversary, the tower was restored to its original glory. This book tells the story of the lighthouse from the very beginning, thousands of years ago when Sandy Neck formed out of wind, water, and sand, to the first light station built on Sandy Neck in 1827 and to this historic restoration.

(opposite page)
The Sandy Neck lighthouse and keeper’s dwelling in their heyday, btw. 1887 and 1898

(National Archive photo)

Chapter One

Geology, Archeology and Wildlife of Sandy Neck

> *Seven miles long by half a mile in width, the Neck is a finger of an affair, serving as a bulwark to guard Barnstable Harbor from the attacks of the Ocean. ... It is isolated, a kingdom of dunes, a natural sanctuary for wild life, and uninhabited except for a lonely lighthouse keeper at its tip. ... The dunes here assume more varied and more beautiful contours than elsewhere on the Cape; for that matter it is doubtful if anything better of the sort can be found on the Atlantic seaboard.*
> -- Arthur Wilson Tarbell

The Formation of Cape Cod

Cape Cod was formed by glaciers and is quite young compared to most geological features. The rest of New England had reached its present day form long before Cape Cod came to exist. The Cape was plowed into existence towards the end of the *Pleistocene* Epoch approximately fifty thousand to seventy thousand years ago by a series of ice sheets that originated in the region of Labrador and Hudson Bay. These same sheets also deposited the debris that forms the landmasses that have come to be known as Long Island, Nantucket, and Martha's Vineyard. These ice sheets were as thick as ten thousand feet (almost two miles).

So much water was trapped in these ice sheets that the sea level was considerably lower, which means that when the Cape and Islands were formed they were features of the mainland. Only when the ice melted did the Cape and Islands become surrounded by water, attain coastlines and come to appear roughly as we see them today.

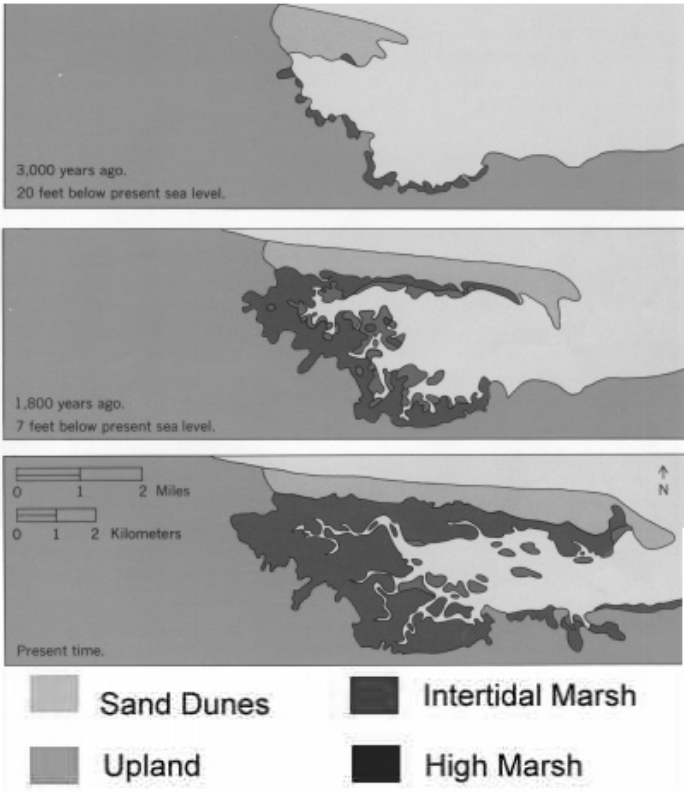
These ice sheets and glaciers carried enormous amounts of debris - boulders, smaller rocks, and densely packed mixtures of clay, sand and pebbles - along with them as they moved gradually southward. When this ice age gradually ended and the ice slowly melted, these rocks were left in place. The Cape is made of this glacial debris, called *glacial till*. This till occurs throughout a glacier, but there is a conveyer belt like effect that causes the debris to accumulate at the margins of the ice sheets into what is called a glacial *moraine*. The backbone of Cape Cod - the current home of the mid-Cape highway and the Falmouth highlands - is such a moraine.

Once the ice receded, wind and water began gradually to shape this rough version of Cape Cod into the familiar land of today. This older version of the Cape, however, did not have features like Monomoy and Sandy Neck, which came to be through the action of winds and currents.

The Formation of Sandy Neck

Sandy Neck was formed gradually over the past four thousand years by a process called *littoral drift* in which sand carried by currents and wind from glacial deposits to the west around Plymouth settled in present day Sandwich and Barnstable. The coastline veered inland before Sandy Neck began to form, and so the sand continued to accrete in line with the shore eventually forming a partly enclosed body of water which became Barnstable Harbor.

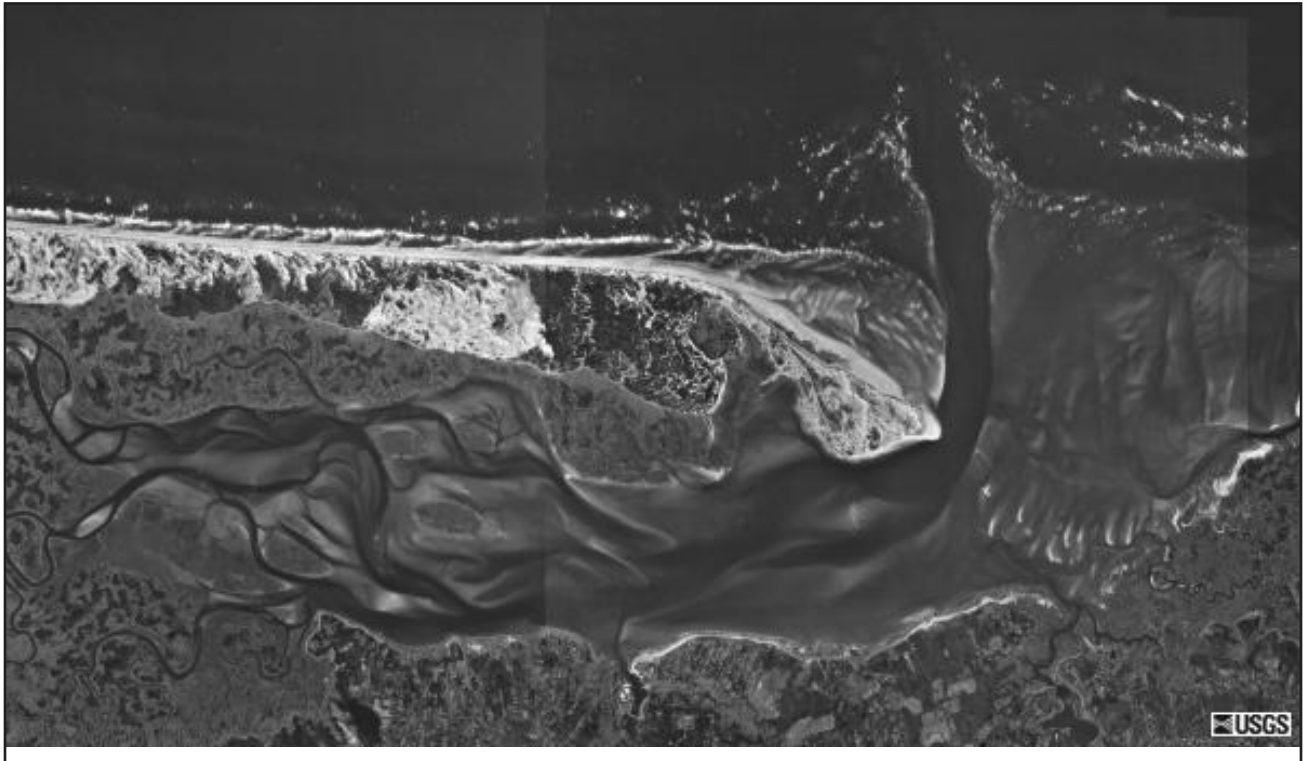
Sandy Neck began as a short spit of land that sheltered a lagoon, salt marshes, and sand flats at a time when the average sea level was approximately twenty feet lower. The combination of spit, lagoon, salt marsh, and sand dune make up what is called a barrier island or, in the case of Sandy Neck, a barrier



These images show stages in the development of Sandy Neck and the Great Marshes west of Barnstable from 3,000 years ago to present time. [1 - 1] *(pubs.usgs.gov/gip/capecod/sea.html)*

beach. On mature barrier beaches like Sandy Neck the dunes can reach heights of forty to one hundred feet, though they are under constant attack by the weather and, unless anchored by vegetation, can change dramatically from year to year.

The prevailing currents gradually moved (and continue to move) sand along the coast from west to east. According to the USGS, “Sandy Neck has grown during the past 3,000 years



Aerial photo of Sandy Neck. [1 - 2] *(courtesy of U.S. Geological Survey, 1995)*

from a spit a little over 1 mile long protecting a small lagoon and a few patches of marsh to a barrier island 6 miles long protecting a large lagoon and a marsh of several square miles."

The Sandy Neck barrier beach is in a continual state of change and growth. If you look at a map of the whole of Cape Cod, you will see a good deal of smooth coastline. Wherever there is smooth beach, you can be assured there is littoral drift and erosion. Jagged coastlines, often including marshes, are often sheltered by these barriers. One area's considerable erosion problem may be the source of another neighborhood's protective shield.

Sandy Neck is highly varied ecologically and is home to a variety of plant and animal species, some of which are rare or endangered.

> *The western end of Sandy Neck is fairly representative of northeastern coastal barrier beaches, and benefits from a thick carpet of American Beachgrass. Low-lying depressions, or "swails," provide enough shelter for the establishment of successive vegetation. Among the most common are rosa rugosa, beach plum, cranberry vines, dusty miller, poverty grass, pitch pine, poison ivy, and phragmites, and the rare Plymouth Gentian. As we move east along the Neck, the dunes tend to become more dramatic and there are several maritime forests, with stands of young oak trees and holly. Blueberry patches and cranberry beds can be found scattered throughout the wooded regions.* (www.capecodrec.com/4wheeling/sandyneck)

Wampanoag on Sandy Neck

Long before the colonial era, Cape Cod and Plymouth were home to the Wampanoag ("people of the dawn"). According to a history of the Wampanoag, they:

> *lived by farming, fishing, hunting and gathering. In the spring, whole villages, moved to the seashore to fish and plant crops - corn, squash and beans. Since their homes were often made of woven mats streched with wood frames, they could carry the mats with them and leave the wooden structures behind for their return. In the fall and winter they moved inland to the forests of oak, maple and pine where they hunted deer, wolf, bear, beaver, moose, wild turkey, raccon, otter, and wildcat. From the streams, rivers, lakes and ocean they took fresh and salt water fish; in winter they fished through the holes of the ice.* (pilgrims.net/native_americans/)

And another Travel guide reports that "The Indians [sic] used to foregather here for their annual oyster and clam feasts, evidence of which is occasionally seen when large deposits of shells are uncovered by unusual movements of the sand." (p. 77) (Tarbell, Arthur Wilson, *Cape Cod Ahoy! A Travel Book for the Summer Visitor*; Boston, A.T. Ramsay & Company, 1932) Flint chips, charcoal, and hearth stones from encampments have been found.

Side Note - Birds and Other Wildlife on Sandy Neck

Since it happens that one of my avocations is birding, I've included here a list of the various bird species that I have personally seen on Sandy Neck, in Barnstable Harbor, or in the Great Marshes over the past few years. Sandy Neck is one of the few remaining unspoiled tracts of land on Cape Cod and is home or way station for many, many species. The Great Marshes, and the adjoining ecosystem that includes Sandy Neck, are a regional, perhaps national, treasure providing habitat for its denizens, natural beauty, and a growing aquaculture industry.

Birds (just the ones I've seen myself):

Birds of Prey
Merlin, Peregrine Falcon, Broad-winged Hawk, Sharp-shinned Hawk,

Cooper's Hawk,

Shore Birds, Wading Birds, Ducks and Other Sea Birds

Horned Grebe, Willet

Song Birds and Others

Common Nighthawk, Lapland Longspur, , Ring-necked Pheasant, Snowy Owl, , Northern Harrier, Northern Shrike, Seaside Sparrow, American Wood-pewee, American Bittern, Brown Thrasher, American Kestrel, Black Skimmer, Bonaparte's Gull, Herring Gull, Laughing Gull, Ring-Billed Gull, Great Black-Backed Gull, American Goldfinch, Palm Warbler, Pine Warbler, Yellow-rumped Warbler, Red-Necked Grebe, Horned Lark, Savannah Sparrow (also Ipswich variation), White-throated Sparrow, Barn Swallow, Tree Swallow, Northern Gannett, Saltmarsh Sharp-tailed Sparrow, Song Sparrow, American Tree Sparrow, Northern Cardinal, Gray Catbird, Northern Mockingbird, Black-capped Chickadee, Double-crested Cormorant, Great Cormorant, Common Loon, Red-throated Loon, Eastern Phoebe, American Robin, European Starling, Red-winged Blackbird, American Crow, Fish Crow, Northern Flicker, Piping Plovers, Semi-palmated Plover, Black-bellied Plover, Common Tern, Least Tern, Forster's Tern, Black Tern, Roseate Tern, Great Egret, Snowy Egret, Great Blue Heron, Green Heron, Osprey, Bald Eagle, Red-tailed Hawk, Great Horned Owl, Common Eider, White-winged Scoter, Surf Scoter, Black Scoter, Long-tailed Duck, Bufflehead, Red-breasted Merganser, Hooded Merganser, American Black Duck, Mallard, Blue-winged Teal, Canada Goose, Brant, Greater Yellowlegs, Lesser Yellowlegs, Short-Billed Dowitcher, Dunlin, Red Knot, Whimbrel, Least Sandpiper, Semipalmated Sandpiper, Sanderling, Pectoral Sandpiper, White-rumped Sandpiper, Glossy Ibis, American Oystercatcher, Ruddy Turnstone, Sora, Turkey Vulture, Cedar Waxwing, Downy Woodpecker, Carolina Wren

Other vertebrates

Moles, shrews, skunks, red and gray squirrels, chipmunks, rabbits, raccoons, deer, foxes and coyotes, various toads, and garter snakes, and the endangered marine turtle the Diamondback Terrapin. At certain times of year, whales can be seen feeding along the north (back)

Chapter Two

From the Mayflower to the First Light Station (1620 - 1826)

Arthur Wilson Tarbell wrote, in his 1932 travel guide *Cape Cod Ahoy*, that:

> *It is an historical fact that on the cold, blustery afternoon of December 9, 1620, a scouting party of the Pilgrims was circling Cape Cod Bay to find a suitable place for permanent settlement, and that a short snow storm hid from their view the entrance to [what would eventually be known as Barnstable] harbor. The significance of this apparently slight incident, some have claimed, is that it lost to Barnstable the chance of starting the American nation. Had the squall come a half hour earlier or later, the hard-pressed voyagers in the Mayflower's shallop might have made port here instead of Plymouth. Barnstable has never forgiven that flurry.*

In 1639, Barnstable was founded as a farming settlement and soon developed commerce and fishing trades. Sandy Neck entered into colonial history when it was acquired in two purchases from the Sachems - leaders - of the local tribe. The western half of Sandy Neck was acquired from Sachem Serunk in 1644 for four coats and three axes. The eastern parcel was acquired in 1647 when Sachem Nepoyetum received two coats and one day's plowing in exchange for rights to the property.

At first, Sandy Neck's economic value was as an agricultural resource. Livestock grazed on the beach and marsh grasses and opportunistic folks harvested any sea life that might be washed ashore for raw materials and food. Damage caused by free range grazing was recognized early and an ordinance was passed to protect what remained. The grass that was being eaten was often the only thing keeping the sand in place, a fact that

is still true today and the main reason for treading lightly if you are hiking on this fragile land.

Sandy Neck became a prosperous center of the shore whaling industry with native trees cleared for firewood to fuel the try-works where the oil was boiled out of the whale's blubber. From the late 1600's through the early 1700's, more than two hundred men spent winters on Sandy Neck waiting for whales. A lookout would be posted on a high point of the dunes - sometimes on a platform.

The whole barrier beach was common land until 1715 at which time it was set aside as a reserve for town residents. It was divided into sixty lots, which were granted to early settlers. Four half-acre try-yards were designated in which anyone could build a work shed for the process of converting blubber into oil and for storing this oil and other whaling gear. At the same time, a 20-rod (330 feet) strip of the outer beach, running the whole length of the Neck, was reserved for the use of any citizen who wished to erect a fish house.

During the Revolutionary War, Sandy Neck was the site of Barnstable's saltworks - a commercial site for the production of salt, usually by the evaporation of sea water. Historically, salt has been extremely important as a preservative. The cod after which Cape Cod is named needed to be preserved for the trip back to England and elsewhere and salting it was one of the few options available before refrigeration. It turns out, as a historical side note, that the suffix "wich", according to Mark Kurlansky's book *Salt*, is the Anglo-Saxon word for a place where salt is made and so all the English towns and cities that end in "wich" were at one point producers of salt. Our regional "wich"es - e.g. Sandwich - were, of course, named after their English predecessors and were not necessarily salt producers themselves.

Haying fields from the turn of the century can be seen at various locations along the Marsh Trail. These fields provided fodder for livestock that had been displaced from much of the neck by local ordinance. Thereafter farming of vegetation to feed livestock became a cottage industry. Revetments (or dikes) were built across the mouths of tidal inlets creating artificial impoundments. Salt hay was cultivated and harvested from within these impoundments.

The land on which the light station was eventually built was "allotted to Joseph Lothrop and Ebenezer Lewis about 1715 as part of the division of the town's common lands. It was known as the "60th Lott." Ebenezer Bacon (1794-1868) became the sole owner of the property about 1829. He sold two parcels of the 60th Lott, one to Job W. Handy in 1863 and the other in 1829, known as the Provincetown Lot, to Jonathan Cook Jr., Elisha Freeman Jr. and Charles Parker." (*Barnstable Patriot*)

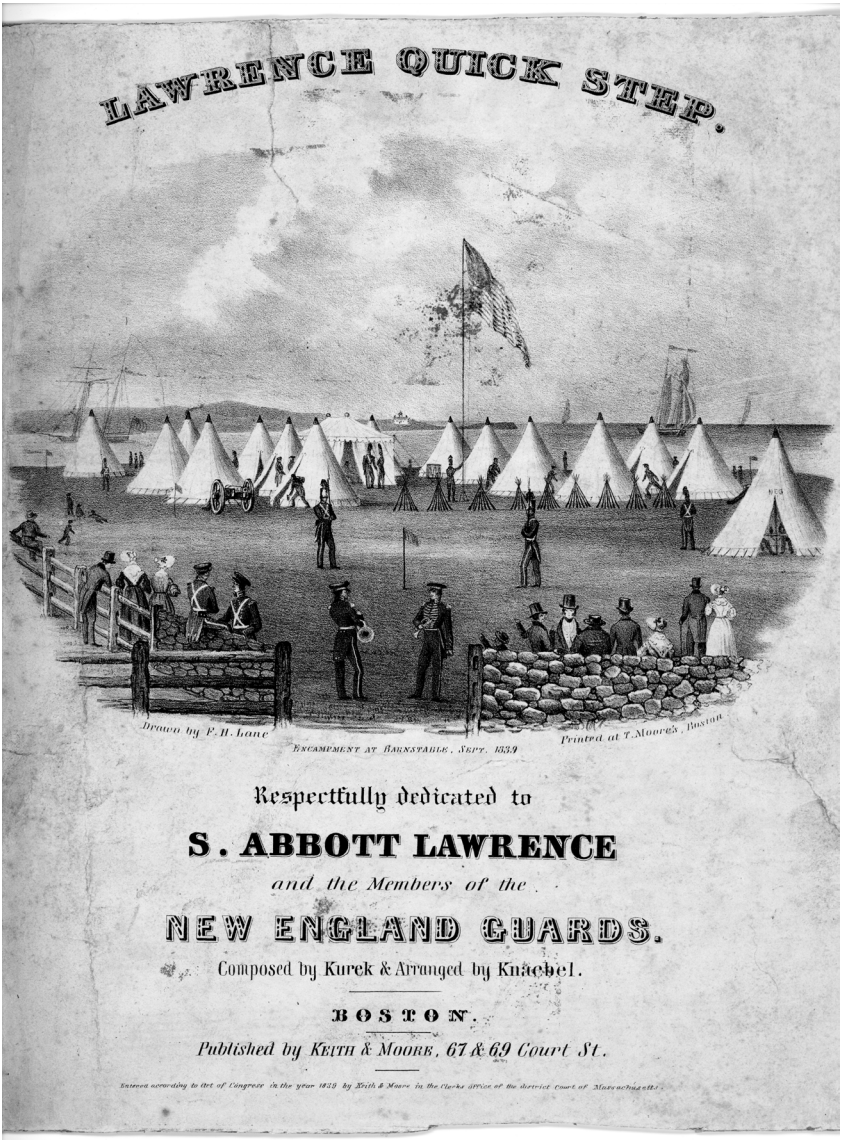
Over the centuries there have been disputes over just which town owns or has rights to Sandy Neck. The peninsula is attached to the mainland of Cape Cod in Sandwich and so Sandwich has made legitimate claims on the land. But for clear reasons having to do with the water *and* the land, Barnstable and Yarmouth Port have also historically staked their claims. Today, Sandy Neck is considered a part of Barnstable. As you'll see in several of the postcards in our Postcard Interlude (p. XX) it has not always been so clear. Over the same photograph, the caption on one card reads "Barnstable, Mass." and on the other "Yarmouthport, Mass."

Chapter Three

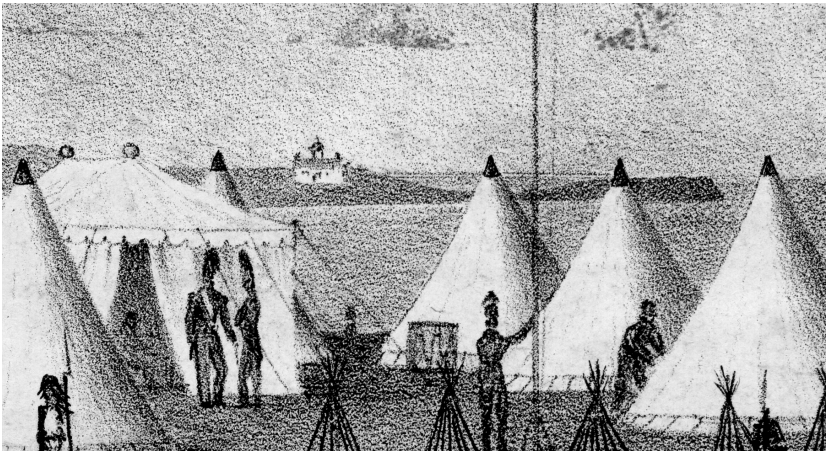
The First Light Station (1826 - 1857)

> *In 1789, the 9th Act legislated by the first Congress of the United States provided that the future responsibility for maintenance of light stations be passed to the federal government. At the time the Lighthouse Enactment occurred, twelve stations existed in Massachusetts, and pressure from various maritime interests was exerted on Congress to get a lighthouse on Cape Cod. Until then, the Cape had been without any friendly beacon to guide vessels safely past its dangerous shoreline.*
>
> *Much of the credit for the eventual success in establishing the first Cape Cod light goes to the Boston Marine Society and its influential members from Cape Cod. These sea captains had been in the forefront of ongoing efforts to provide aids to navigation. Founded in 1742, the Boston Marine Society had begun as a charitable effort by shipmasters to offer help to members who might suffer misfortune during their lifetime. Founding members included Cape Codders Isaac Freeman, Joshua Loring and Joseph Prince. As the society grew it directed itself toward the gathering of important information on navigation and reporting it at regular meetings. The knowledge developed by the Society was to provide it with a stature in maritime affairs that benefited all who went to sea from Boston.* The Cape Cod Mariner, Vol. 1, No. 3, Spring 1989

The favorable position of Sandy Neck was recognized by the United States government as an ideal location for one of the first Cape Cod lighthouses to be constructed by the young Lighthouse Service. Barnstable Harbor was awash with fishing and packet boats traversing back and forth from the wharves and boatyards of Barnstable and Yarmouth Port. On May 18, 1826 the Federal Government appropriated $3,500 to build a



Sheet music cover with Fitz Hugh Lane etching with image of first Sandy Neck Light Station in background (looking north from the Common Fields area off Commerce Road in Barnstable Village). Dated 1839.



Detail from Lane etching showing original lightstation in background.

lighthouse on Sandy Neck. On July 22, 1826 jurisdiction of the land upon which the light station would be built, presumably a parcel owned by Ebenezer Bacon, was ceded from the Town of Barnstable to the United States for one dollar, with a Naler Crocker, selectman from 1815-28, acting as agent for the town. It is unclear what the difference at the time between owning the land and having "jurisdiction" might be, but, in any case, the federal government took over the land.

According to an interview reported in Snow, *A Pilgrim Returns to Cape Cod*, the lighthouse "had been put up in 1827 because of a terrible experience which befell the occupants of the Schooner *Almira*. At the time the vessel sailed from Sandwich that year, an old mariner had warned Captain Ellis against the trip. Seeing them sail out, he went to a nearby hillside and exclaimed, 'Gone out! He will never come in again.' And his prediction proved correct, for the *Almira* was soon caught in the below-zero weather and floated, a frozen hulk, by Sandy Neck with no one to rescue the sailors aboard. Captain Josiah Ellis and one sailor froze to death, but Ellis's son was still alive when

the *Almira* hit the Dennis shore." (Snow, APRTCC, p. 179)

The first light, administered by the Lighthouse Board in Boston, was a wooden octagonal tower rising sixteen feet from the center of the keeper's dwelling, which was made of brick. The site of this structure was about 50 feet south of the location of the current tower; hence well below the present high-water mark, due to the ever-changing profile of the Neck.

A report by Lieutenant Edward W. Carpender, United States Navy of November 1, 1838, states that this first light station is "an extremely injudicious arrangement for, if any accident from fire happens to either, both are liable to be destroyed." The tower's illumination came from ten lamps arranged in two tiers with 14.5-inch reflectors. Lt. Carpender's report recommends doing away with the top tier because he can't understand why this light tower should be more powerful than the Plymouth or Monomoy light towers. He is also critical of the lamps placement of "from 1 to 17 inches apart; one effect of which is to weaken the light, and another to incommode the keeper."

As far as can be ascertained, there are no pictures of this first light station, but the concept is adequately illustrated in these photos of the Long Point and Nobska Point lighthouses, in Provincetown and Woods Hole respectively.

These two lighthouses provide examples of a combined Keeper's dwelling and lighthouse tower, which was the style of the original Sandy Neck light station.

The First Lighthouse Keepers

The first keeper, appointed by President Andrew Jackson, was Joseph Nickerson who began his service on Sandy Neck in

The original Long Point Lighthouse, built 1827 in Provincetown. This photo and the next illustrate the unfied house and tower design of the first Sandy Neck lightstation. [3 - 1]

Nobska Point Lighthouse, built 1829, in Woods Hole. [3 - 2]

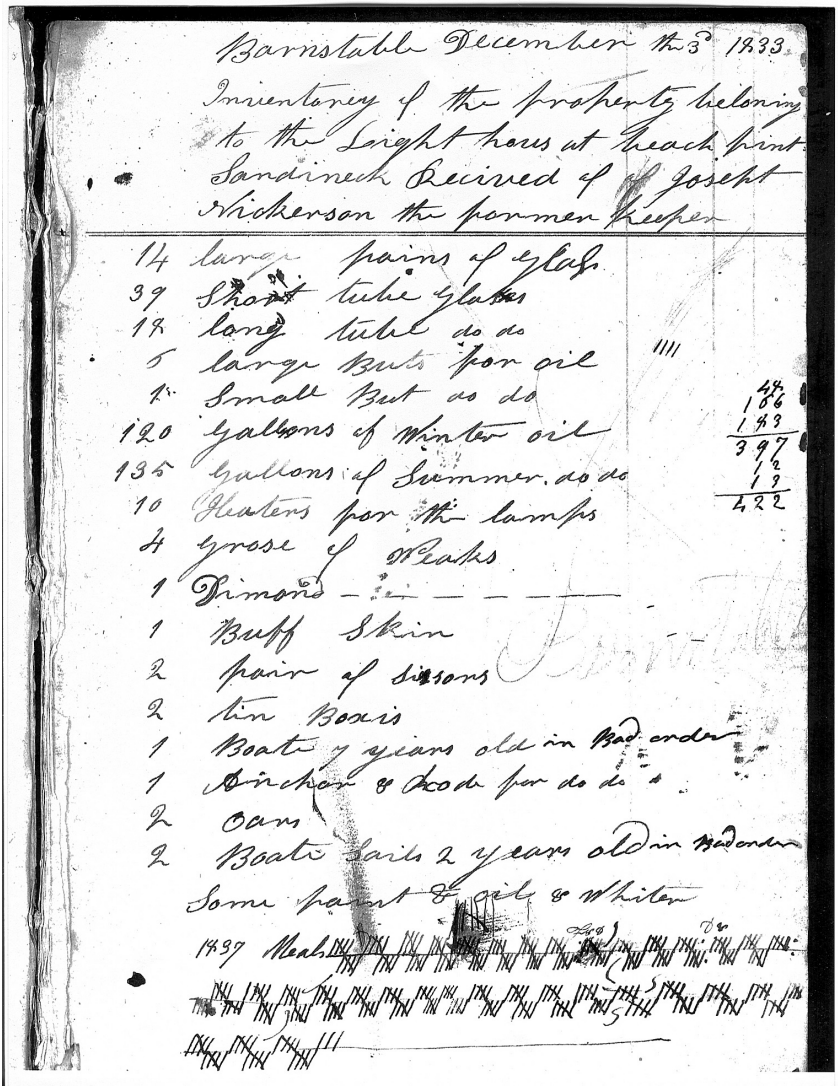
1826 at an annual salary of $350. His successor was Captain Henry Baxter (1786-1846) who took over in 1833, after a career as a shipmaster in the deepwater coastal trade, and served until 1844. He was succeeded by his son James.

Daily life for the keeper and his [or her] family consisted of a number of chores specific to running and maintaining the beacon itself. Among these chores were carefully polishing the lenses, keeping wicks properly trimmed, checking the oil and hauling fresh buckets of oil up the spiral staircase. More generally, the station had to be kept spotless because frequent government inspections were made to insure that the light and residence were properly maintained.

Packard writes:
[Henry Baxter's] journal covering those years reveals an existence far from solitary or quiet. Sandy Neck was host to activity of all sorts - changeable weather, shifting sandbars and heavy maritime traffic to the yards and saltworks along the harbor. In addition to maintaining and caring for the light, keeping alert to the navigational dangers of wind, weather and tide, Captain Baxter embarked on regular excursions to Barnstable and Yarmouth for provisions and frequently entertained the shipmasters of visiting and returning vessels. In 1835, Captain Baxter reported:

> *So end this year… there being 650 schooners and 361 sloops and 2 brigs that has [sic] passed in and out over the bar. Schooner Globe made 33 trips, Sappho 35 trips to Boston…*

The image on the next page is also from Captain Baxter's log and dates to the beginning of his tenure as keeper. The paragraph at the top of the page reads: "Inventory of the property



Barnstable December the 3d 1833

Inventory of the property belonging to the Light house at Beach point Sandy neck Recived of Joseph Nickerson the former keeper

14	large pains of glass	
39	Short tube glasses	
18	long tube do do	
5	large Butts for oil	
1	Small But do do	
120	Gallons of Winter oil	48
135	Gallons of Summer do do	186
10	Heaters for the lamps	143
		397
		12
		13
		422
4	Gross of Weeks	
1	Dimond	
1	Buff Skin	
2	pair of dissons	
2	tin Boxes	
1	Boate 7 years old in Bad order	
1	Anchor & Rode for do do	
2	Oars	
2	Boate Sails 2 years old in Bad order	

Some paint & oil & Whiten

1837 Meals

Dec. 3rd - 1833; First page of inventory from Joseph Nickerson to Henry Baxter [3 - 3]

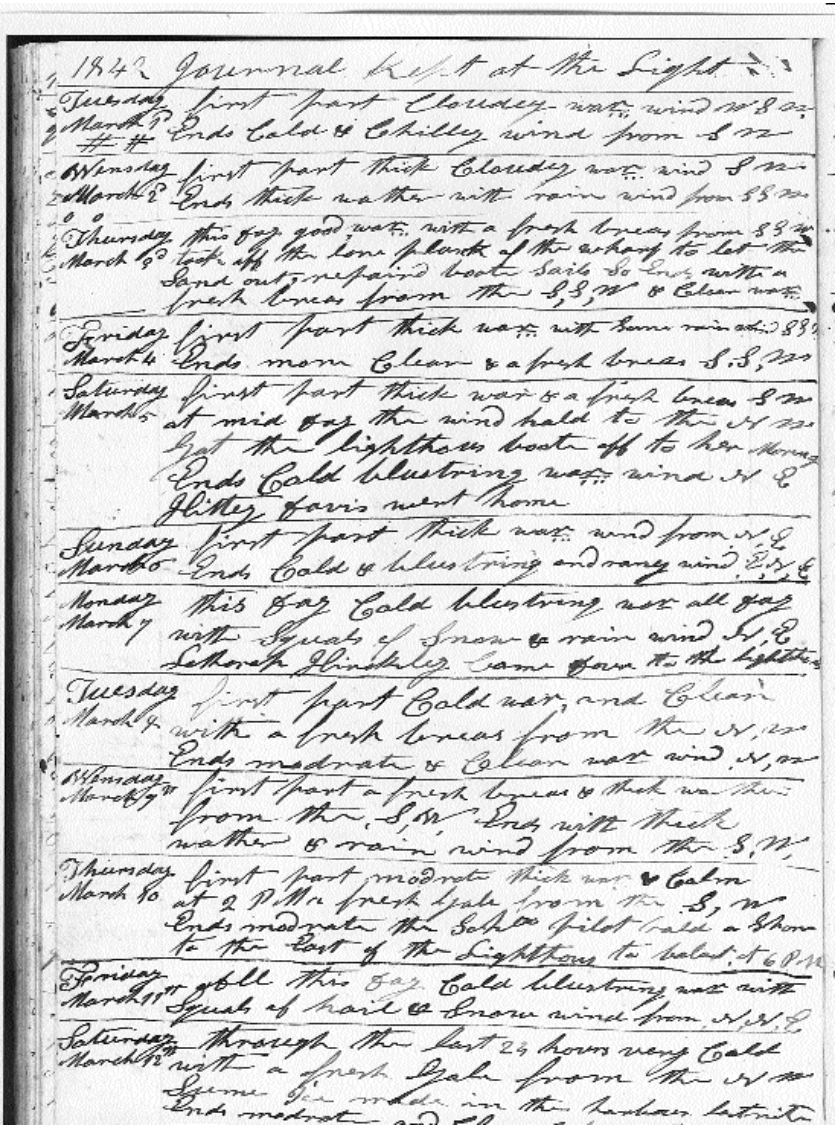
belonging to the Lighthouse at beach point Sandineck received of Joseph Nickerson the former keeper."

The inventory reads, as best we can make out:

14 large pains of glass
38 Short tube glasses
18 long tube do do [i.e., ditto]
5 large Buts for oil
1 small But do do
120 gallons of winter oil
135 gallons of summer do do
10 [fastnrs/heaters] for the lamps
4 grosse of Wicks
1 Trimmer [? - makes sense, but not what it looks like]
1 Buff Skin
2 pair of sissors
2 tin boxis
1 Boate 7 years old in Bad order
1 Anchor & dock for do do
2 oars
2 Boat sails 2 years old in Bad order
Some paint & oil & whiten
[Meals/Nails?] - hash marks counting to 348

Of comparable importance to ensuring that the lighthouse was fulfilling its purpose as a navigational aid was coming to the aid of the frequent sailing vessels that ran into trouble for one reason or another despite the lighthouse. The journals from these years are rife with accounts of ships beaching in gales, freezing in especially cold winters, and otherwise getting into and, sometimes, out of trouble. In 1834 Baxter rescued three people from a schooner trapped in the ice.

Occasionally, it was the infrastructure of the light station itself that suffered during these grueling winters. There is no record of how many boathouses and piers have been washed away and



1842 Journal Kept at the Light

Tuesday March 1 — first part Cloudey wat. wind W & SW. Ends Cold & Chilley wind from S & W

Wensday March 2 — first part thick Cloudey wat. wind S & W. Ends thick wather with rain wind from S & W

Thursday March 3 — this day good wat. with a fresh breez from S & W. Took off the lone plank of the wharf to let the Sand out, prepaird boats Sails &c Ends with a fresh breez from the S, S W & Clear wat.

Friday March 4 — first part thick wat. with Some rain wind S & W. Ends morn Clear & a fresh breez S. S. W.

Saturday March 5 — first part thick wat & a fresh breez S W at mid day the wind haled to the W & got the lighthouse boats off to her Moring. Ends Cold blustring wat. wind W & Hilley Davis went home

Sunday March 6 — first part thick wat. wind from W & W. Ends Cold & blustring and rany wind E, N, E

Monday March 7 — this day Cold blustring wet all day with Squals of Snow & rain wind N, E. Lebarah Hinckley Came down to the Lighthouse

Tuesday March 8 — first part Cold wat, and Clear with a fresh breez from the W, W. Ends moderate & Clear wat wind W, W

Wensday March 9 — first part a fresh breez & thick wather from the S, W. Ends with thick wather & rain wind from the S, W.

Thursday March 10 — first part moderate thick wat & Calm at 2 P M a fresh gale from the S, W. Ends moderate the Sch Pilot hailed & Shone to the East of the Lighthouse to haled at 6 P M

Fryday March 11th — all this day Cold blustring wet with Squals of hail & Snow wind from W, W, W

Saturday March 12th — through the last 24 hours very Cold with a fresh Gale from the W W Some Ice made in the harbour latterly. Ends moderate

Keeper's Log - "Journal Kept at the Light", Tuesday, March 1st - Saturday, March 12th, 1842 [3 - 4]

rebuilt over the lifetime of this light station. Baxter's journal entry for Friday, March 17, 1843: "Through the last nite a fresh gale from N E with a thick Snowstorm the first part of this day a heavy gale from the S S W with a heavy Sea & high tide washed away the bank to the South end of the lighthouse about 70 feet…" In the winters of 1835 it was so cold that the oil to fuel the lantern thickened and had to be warmed by the stove. And the water wells froze leaving Baxter without fresh water for a period of time. By June, Baxter wrote "Myself lame with rumitism" indicating the toll the winter had taken on him.

Captain Thomas Baxter kept the light until he died in 1866 at the age of 40. He kept an open house and the packet from Boston to Provincetown would often stop by. He met his untimely death as a result of a dangerous mid-winter crossing of Barnstable harbor in a mixture of ice and open water. He was pushing, pulling, and trying to row his dory and caught his leg between the dory and the ice which caused an injury that led to the gangrene that eventually killed him. He was buried in back of the Unitarian Church at Cobb Hill Cemetery in Barnstable Village. His wife (and an ancestor of my family) Lucy Hinckley Baxter petitioned to be appointed keeper, was accepted, and she and her three children kept the light until her children grew to school age. She moved the family to Barnstable and was remarried.

Gravestone of Captain Thomas Baxter (died in 1866 at the age of 40)

Lighthouse Keeper (1846 - 1866)

TEXT on stone.

Chapter Four

The New Tower (1857 - 1931)

Periodic storms washed away significant portions of the beach, bringing the water closer and closer to the keeper's dwelling. This loss of beach in conjunction with a critical inspection of the tower in 1843, brought about the idea of replacing this first Sandy Neck light station. Inspector I.W.P. Lewis called the

Probably 1857 just after construction was completed on the new tower and keeper's dwelling. Caption of this photo in Clark, Lighthouses of Cape Cod, Martha's Vineyard, Nantucket reads "Second Sandy Neck Light. National Archives photo." [4 - 1]

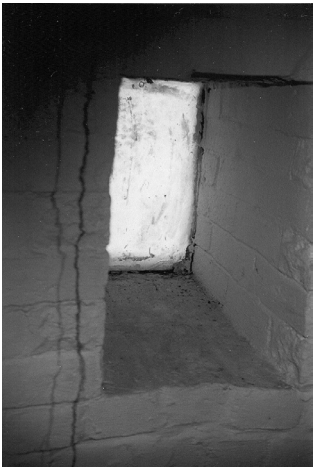
lighting apparatus "in a bad state, worn out, and dirty." He went on to call the lighthouse a "very necessary and useful light, worthy of better apparatus and more permanent buildings." These comments eventually led to the construction, in 1857, of a new tower - the one standing today - and keeper's dwelling - demolished and replaced in 1880.

In 1857 the first light station - the dwelling with the tower arising from its roof - was demolished and replaced with a new house and a separate freestanding tower.

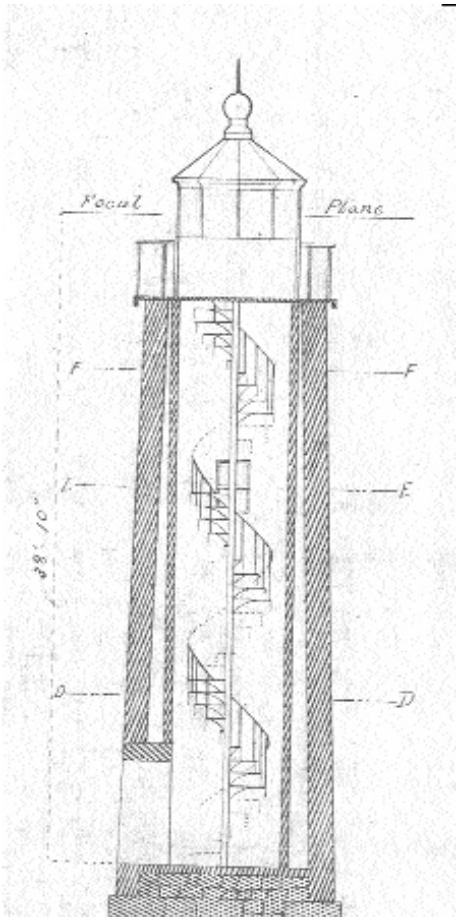
(left) Close-up of the lantern house with Fresnel lens visible.

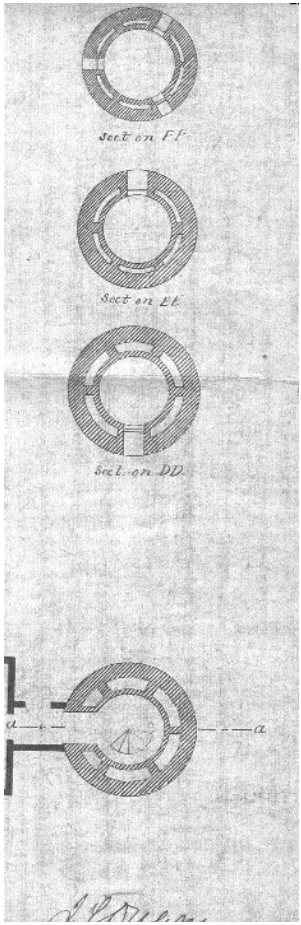
(below left) Tower window - one of the three near the top of the tower. The wall is two feet thick here.

(below right) Entryway to tower showing thickness of tower wall - 3 feet - at the base. (Door has been removed for restoration)



The tower we see standing today was built in 1857. This photo from the Natoinal Archive [Image 4 - 1] is the only picture I have seen that shows both the new tower, unpainted, and the old keeper's dwelling (replaced in 1880). Since the tower is

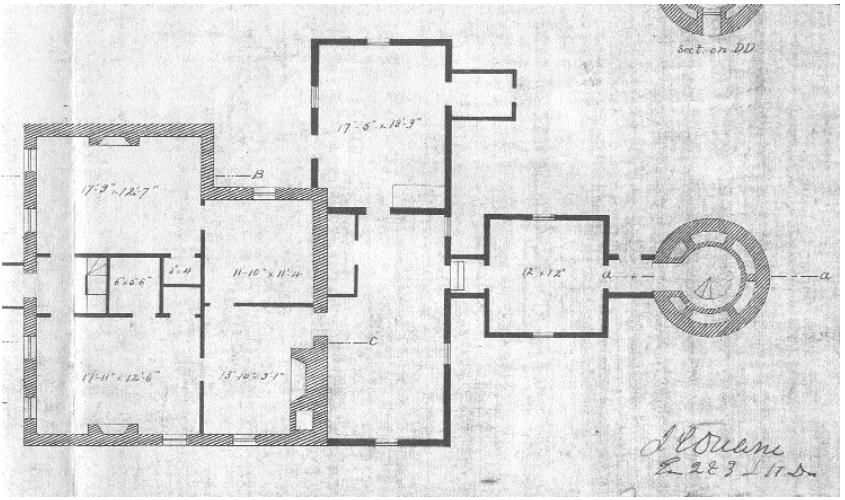




(left) Vertical section of the new tower, built 1857, showing features of its construction. [4 - 4]
(right) Horizontal sections of the tower at four heights corresponding to the door and the windows (D, E and F on the vertical section). [4 - 5]

unpainted, this photo may have been taken directly after construction was completed. According to a chronology of the lighthouse compiled by Edward B. Hinckley, this tower was first painted white, then red from 1858 - 61 inclusive, and then returned to white in 1862.

In this photo [Image 4-1] we are looking towards the south, which can be determined from the orientation of the windows. The new tower has a total of five windows: three small windows, arranged equidistantly from one another near the top, and two larger windows, one of which is visible here, facing west, and another, approximately one quarter of the distance from the bottom, facing east.



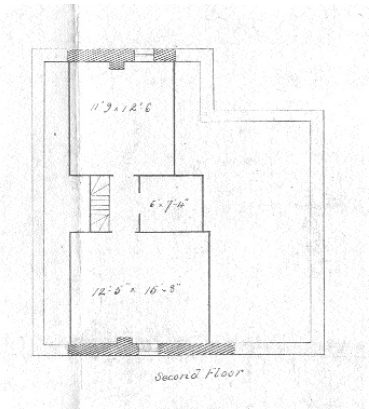
Plan of the first floor of the second Keeper's Dwelling (built 1857 - replaced 1881). Note that it is attached to the tower. A notation on the plan says that it was "filed in 9 Jan. [18]80" which is the year that this house was replaced by the new dwelling that still stands today. South is to the left. [4 - 5]

In the plan [Image 4 - 4], we can see that the spiral staircase runs all the way to the top of the tower. Today, the staircase leads to a platform about seven feet from the top and a ladder runs the last few feet to a trapdoor opening into the lantern room. The three small windows provide light for the platform next to the ladder.

We can see that the interior of the tower is a cylinder while the exterior tapers. At the base, the walls of the tower are three feet thick, tapering to two feet at the top. Note that the walls of the tower are partly hollow. The brick part of the tower is forty feet tall (38 feet, 10 inches from the base of the door to the focal plane according to this plan) and the focal plane of the light was forty-seven feet. The staircase, ladder, and all parts of the lantern house except the glass windows and the optics are (or were) made of cast iron.

The tower is located precisely at latitude: 41.7246; longitude: -70.2748 (or N 41° 43.45', W 70° 16.53')

The keeper's dwelling built along with the tower in 1857 was positioned to the south of the tower placing it between the tower and the water.

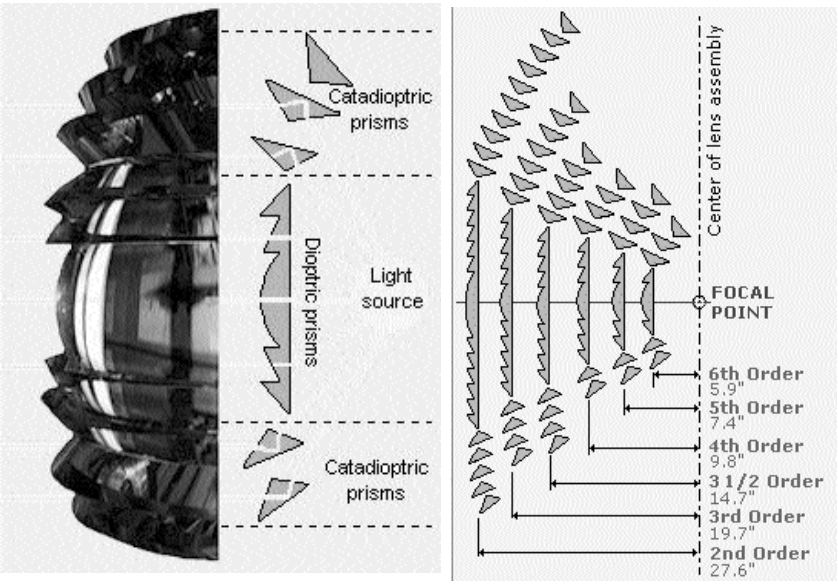


Plan - Second floor of the second Keeper's Dwelling [4 - 6] (built 1857 - replaced 1881).

Illumination of the Light - the Fresnel Lens

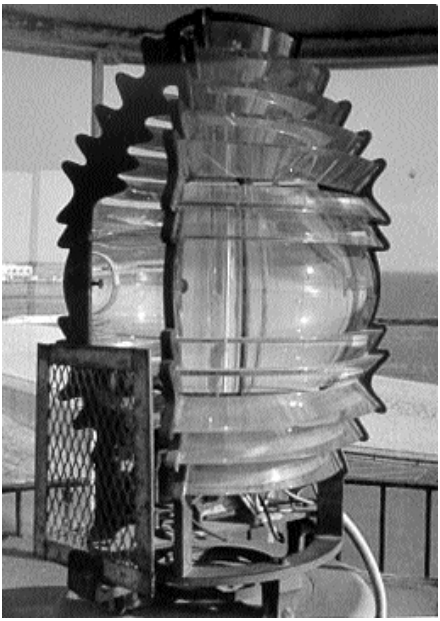
The signal in the new tower was a fixed white light illuminated by a fifth-order Fresnel lens and one oil lamp. A column in the July 22, 1938 edition of the *Yarmouth Register* under the headline "Sandy Neck Fifty Years Ago" - that is, in 1888 - states:

> *The light house at this point is of much importance to navigation as marking the head of Cape Cod Bay. It is a brick tower fifty-nine feet above sea level and can be seen at a distance of nearly thirteen miles at sea. The lantern is of the fifth order Fresnel lens. It is a curious fact that by this highly artistic French combination of a glass lantern, the rays of light are so distributed, connected and combined, that a little kerosene lamp with a wick one and a quarter inches in width furnished illuminating power for a light equal in dimensions to that of a barrel.* (Howard, Mitch, *Along Shore*, Hyannis, Massachusetts: The Patriot Press, 1974)



Fresnel lenses for lighthouses are classified in six orders based on the focal length of the lens. The largest (first order) lens stands 12 feet tall and 6 feet across, with a focal length of 36 inches. The smallest (sixth order) stands only 2 feet tall, with a focal length of 5.9 inches. Historian Terry Pepper explains in more detail how a Fresnel lens works:

> *By the middle of the eighteenth century, the "state of the art" in lighthouse optics consisted of single or multiple whale oil burning lamps placed in the lantern at the top of a tower. This method was extremely inefficient, as only three percent of the light ended up being visible at any given point at sea. The only method available through which the output of the lamp could be increased was to increase the size of the flame, thus burning more fuel, and making the light more labor intensive and costly to operate.*



(near left) A fifth order Fresnel lens like the one that was in the lighthouse when it was operating. (Photo by Candace Clifford, 1999)

(far left) Illustration showing how the two kinds of prisms work in concert to reflect and refract light rays in horizontal planes.

(middle left) Focal lengths of various orders of Fresnel lens. (Courtesy of Terry Pepper, www.terrypepper.com/lights/index.htm)

With shipping increasing throughout the world, an optical system was desperately needed whereby the light could be cast many miles out to sea, providing ample advanced warning of either danger or safe harbor.

In 1819, the French Government commissioned 34 year old Augustin Jean Fresnel (pronounced Fruh-nell) to develop an improved lighting system for French lighthouses. Fresnel was a physicist who was well known for his experimentation with the theories of light reflection and refraction. Fresnel began looking at ways that multiple lenses surrounding the light source could capture the light rays emitted from a single light source and direct them into a narrow horizontal beam.

In its simplest form, Fresnel's design was a barrel-shaped array of lenses encircling the light source. In the area immediately horizontal to the light source, dioptric lenses magnified and concentrated the visible light as it passed directly though them. At the same time, above and below the light source, multiple catadioptric prisms mounted around the periphery of the barrel each collected and intensified the light and redirected it in the same plane as the dioptric lenses.

With Fresnel's optic array, output was increased dramatically from the old reflector systems, with as much as eighty percent of the light transmitted over twenty miles out to sea. The Fresnel lens design would eventually be refined into eleven orders, with each order featuring a standard focal length.
(www.terrypepper.com/lights/closeups/illumination/fresnel/fresnel.htm)

The Structure of the Lantern House

The cast iron and glass enclosure at the top of the tower is

called the *lantern house*. The lantern house on the new tower was ten-sided with eleven vertical cast iron struts topped with ten triangular shaped pieces that form the roof. A lightning (or pigeon) rod was positioned at the peak where the roof pieces meet.

Wear and Tear

The work described in the two paragraphs below is related to the old keeper's dwelling that was replaced in 1880.

> *1867. ...chimney retopped ... wood-work painted outside, chimney tops, window blinds and stairs, floors of three rooms, halls, storm house, shelves and walls of pantry and lower rooms painted, plank platform around dwelling, and plank walk from dwelling to boat-house renewed, platform built adjoining boat-house ... timber and plank bulk-head surrounding site partially renewed and thoroughly repaired. (From chronological notes compiled by Ellen N. Dawson)*

> *1869. The brick wall of easterly end of dwelling has been sheathed outside with boards, or framings nailed to brick-work, clap-boarded and painted two coats white; dwelling window sashes reputtied and redrawn, blinds repaired and fasts renewed; roof repaired, chimney rebuilt, unfin-ished room in addition lathed, plastered and finished, with chimney, &c.; cellar bulkhead repaired, boat-house roof repaired, lantern door repaired, illuminating apparatus overhauled, and lens cowl supplied. (From chronological notes compiled by Ellen N. Dawson)*

In 1887, the Lighthouse Board, the Federal agency responsible for the maintenance and upkeep of all lighthouses in the United State, reported (Clark, p. 81) that: "The brick tower, being badly cracked, was strengthened with two iron hoops and six staves." Though they serve a practical purpose, they also add a

Between 1903 - 1905 [4 - 13] (Courtesy of David Crocker)

distinctive visual feature to the tower. The presence or absence of these reinforcements, along with other features like the front porch, the iron lightning rods on the roof, the gingerbread work, the pier, the various versions of the boathouse (or its absence), the neighboring cottages, and so on, are useful in identifying when various photographs were taken or artist's depictions were made. Trying to date photos based on whether or not there is a boathouse is a challenge. As far as can be told, the boathouse washed away quite frequently and was quickly rebuilt. In the active years, it seems to have been painted white; in the latter, decommissioned years it was not painted.

Lighthouse Keepers

Let's return for a moment to the sequence of lighthouse keepers. Last we saw, in 1866, Lucy Hinckley Baxter resigned from her duties for the sake of her children's education. According to one source, her successor was a James W. Hinckley, but I have not found any additional details regarding his alleged tenure as keeper - no dates, no indication of kinship between these two

Sandy Neck lighthouse and keeper's dwelling, 1898 (from* A Trip Around Cape Cod*) [4 - 11]

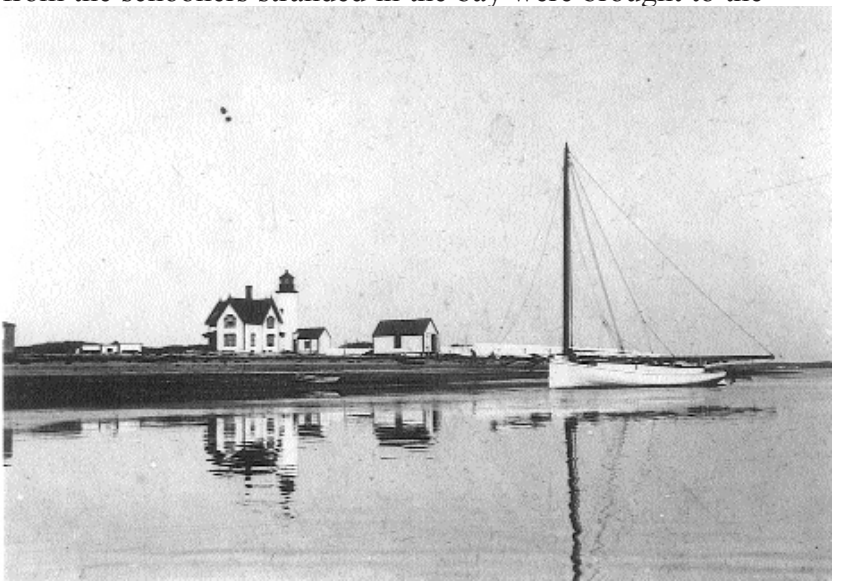
Courtesy of David Crocker [4 - 12]

Hinckleys.

We do have dates for Keeper Edward Gorham, who was keeper from 1873 - 1875. The logbook begun by Gorham, which may be in the possession of the Yarmouth Register's archives dates from October 4, 1873 to 1899. The journal begins:

> *Saturday October 4 1873 Steamer Verbena anchored off the bar at about seven o'clock.*
> *Sunday morning October 5 Got under weigh and came up harbor to anchor.*
> *Monday morning October 6 Captain Gibbs inspected light and landed two tons of coal.*

The terrible ice that trapped so many schooners and vessels in the winter of 1875 is graphically described in the keeper's journal. There were many narrow escapes. Several of the crews from the schooners stranded in the bay were brought to the



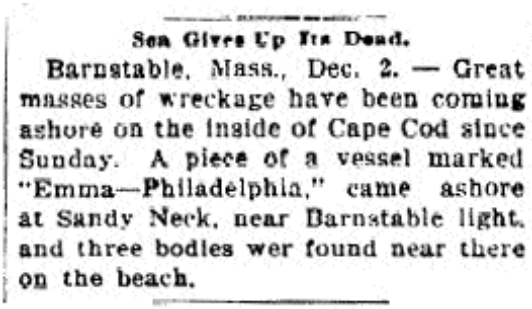
This photo was taken on September 7, 1897 [4 - 10]

lighthouse. The ice was almost impassable from late in January 1875 until the middle of the following March. (Snow, *The Lighthouses of New England*, p. 243-244)

Next in the succession of keepers, following Gorham, were Jacob S. Howes (1875 - 1880), and then his wife, Eunice Crowell Howes (1880 - 1886). Mrs. Howes would have been the first occupant of the fine new keeper's dwelling.

The Howes were followed by Philip R. Smith (1886 - 1897). The aforementioned Yarmouth Register article also relates that in 1888:

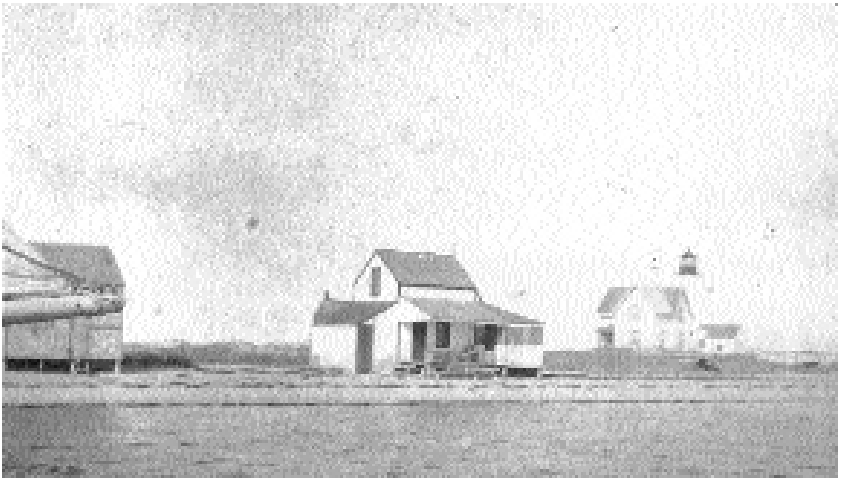
> *The keeper is Philip R. Smith, who has enjoyed experience at the famous Highland Light at Truro marking Cape Cod to navigators and the most important light on the northern coast. Mr. Smith is a very efficient officer and such is the neatness maintained that it is doubtful if a lady would soil a delicate white kid glove in moving about the lighthouse premises. In the winter time he might almost as well be a dozen miles at sea. His estimable wife shares the winter captivity but with the storms, occasional visits of friends and sportsmen for shooting the time slips away rapidly. An idea of the violence with which the winter winds drive the sand is strikingly illustrated in the fact that the windows exposed to it assumed the appearance of ground glass in a*



Sea Gives Up Its Dead.

Barnstable, Mass., Dec. 2. — Great masses of wreckage have been coming ashore on the inside of Cape Cod since Sunday. A piece of a vessel marked "Emma—Philadelphia," came ashore at Sandy Neck, near Barnstable light, and three bodies wer found near there on the beach.

December 2, 1898. "Sea Gives Up Its Dead." Clipping from the Sandusky Star, Sandusky, Ohio. [4 - 17]



Barnstable Harbor House. Sometimes known as the Chowder House, this Sandy Neck cottage was constructed before 1888 on what is known as the Provincetown Lot. According to a newspaper article in 1888, "Near the lighthouse Mr. Benjamin Lowell of Yarmouth has a cosy restaurant near the beach, which is a great favorite with all summer sojourners as well as the people of Yarmouth and Barnstable. Associated with him is his son Herbert..." [4 - 18] (Courtesy of David Crocker)

> *few years. Mr. Smith called attention to a new light set last fall (1887) which was indented all over and will evidently be as clouded as though done artificially.*
> (Howard, Mitch, *Along Shore*, Hyannis, Massachusetts: The Patriot Press, 1974)

The New Keeper's Dwelling - 1880

The keeper's house was rebuilt in 1880 in the Victorian, Carpenter Gothic style [Queen Anne Victorian style]. It originally featured clapboard siding and curvilinear (gingerbread) trim along the gable edges with finials at the top of the gables.

All lighthouse complexes were built according to government specifications thus the similarity in styling and details throughout this region. It is an unusual feature of its construction that between the studs of the frame the house had brick walls, which made the house warm in the winter and cool in the summer. These walls were first covered with clapboards and later shingled. At various times thereafter a boathouse and pier, an oil house (later converted to a generator house), and various other storage sheds connecting the tower and the keeper's house were added.

The bulkhead - the retaining wall on the beach that protects the light station from the water - was rebuilt, renewed, or extended in 1867, 1880, 1887, 1889, 1891, 1897, 1900, 1905, several more times since then and most recently in the fall of 2008, though renovation is ongoing.

The adjacent boathouse was wrecked in 1900 and, apparently immediately, rebuilt. Also, new stairs were placed in the tower this year.

Navigation Near the Light

Sailing directions for 1845 suggested running "directly for the light until within a cable's length of the beach," after which the vessel should "follow the shore around the point." (Snow, *The Lighthouses of New England*, p. 243-244). (A *cable length* is a nautical unit of measure, equal to one tenth of a nautical mile or 100 fathoms, named after the length of a ship's anchor cable). During the heyday of the lighthouse, the main port in Barnstable Harbor was in the vicinity of Bass Hole in Yarmouth Port. These sailing directions make sense, however, whether you are coming from the area around what would eventually be the Barnstable Marina or from Yarmouth Port's Central Wharf.

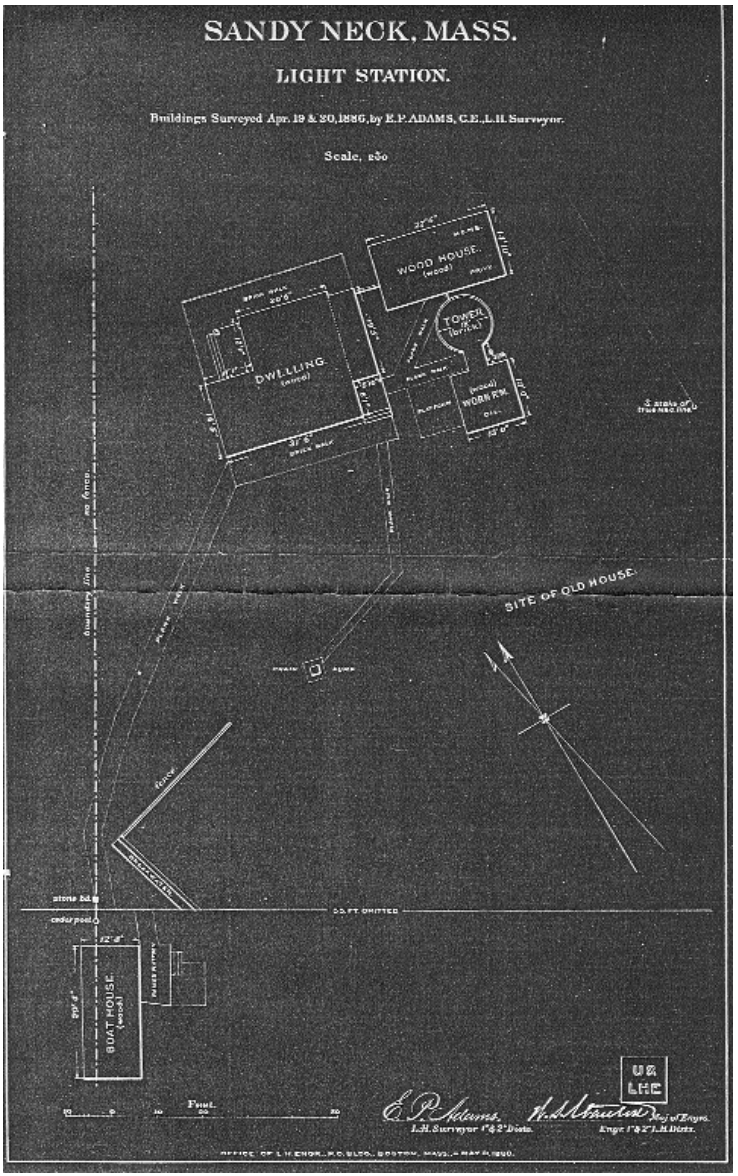
Three keeper's dwellings built to the same design within a year of the Sandy Neck dwelling .

(Above left) Mayo Beach lighthouse and keeper's dwelling, Wellfleet Harbor (built 1881) [4 - 14]

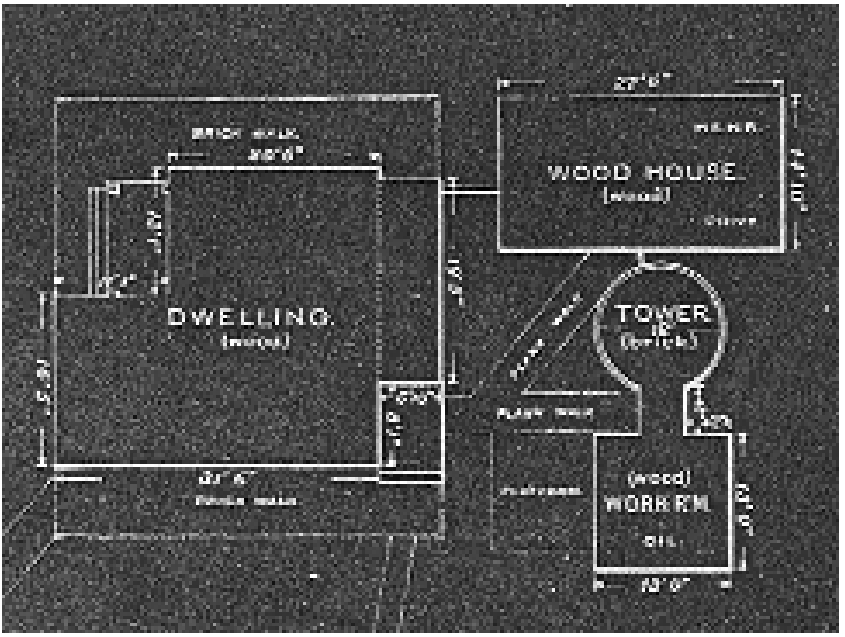
(Above right) Stage Harbor lighthouse and keeper's dwelling (built 1880), Chatham [4 - 15]

(Left) Ten Pound Island lighthouse and keeper's dwelling (built 1881), Gloucester [4 - 16]

This is so because there were deep enough natural channels at the time converging, more or less, on Sandy Neck in proximity to the lighthouse, with shallow enough shoals to either side of these channels to force this slightly indirect route in and out of the Harbor. Of course, these rather vague sailing directions probably took into account the fact that the overwhelming majority of ship's captains knew the precise details of the harbor's topography and could explain in much greater detail just where to sail and what to avoid from season to season as the sands shifted and the ten to twelve foot tides ebb and flowed.



April 19 & 20, 1886.
Survey of the property showing all buildings. [4 - 19]



Detail from the above plan. Note the brick walk in the front and back of the house; the work room was where the oil was stored before the oil house was built in 1905. [4 - 20]

Donald Trayser, in his book *Barnstable: Three Centuries of a Cape Cod Town*, wrote in 1939 that:

> *Not many Barnstable owned or navigated ships ever fetched up on Barnstable shores, for masters born here knew their waters too well. A few mariners not so familiar with these shores have come to grief, however. ... The British schooner Druid, Captain Kerrigan, of St. John, New Brunswick, was knocking around Cape Cod Bay on the evening of September 25, 1882, far off her course. When her master saw Sandy Neck light, he thought it was Highland, and laid his course accordingly. He fetched up on Sandy Neck, the crew abandoned ship, and reached safety at the light. They found their ship heeled over, safe and sound, next morning; it cost Captain Kerrigan $700*

> *to get her off. Another British schooner, the Carrie Easier, Captain Hutt, Nova Scotia for Boston with 120 tons of wood pulp met a similar fate. She was driven ashore just west of Sandy Neck light during a snowstorm December 11, 1895, when her master took the light for Minot's. The crew of six was saved but the schooner was a total loss. (Trayser, Donald G.,* Barnstable: Three Centuries of a Cape Cod Town*; F.B. & F.P. Goss; Hyannis, Massachusetts, 1939, p. 344)*

By today's standards it may seem astonishing that a ship could be so far off course. Highland Light, located in what is now the National Seashore in Truro, is not only twenty or so miles, as the crow flies, northeast of Sandy Neck Light, but it is not even in Cape Cod Bay. And Minot's Ledge, which lies off Boston's south shore just outside Boston Harbor, is even further away. We should keep in mind, however, that in those days the coast was almost completely dark (there being no electricity) except for the small number of critically important lighthouses. Also, of course, there was no way to communicate over a long distance (especially so at night); there was no way to pinpoint one's location. Add strong currents, variable winds, rain or fog, and it's easier to understand how a ship could be so far off its intended course.

I know Barnstable Harbor as well as anybody (its topography, not its history and lore), but I have become thoroughly disoriented in darkness and a fog so thick that I couldn't see any lights at all. I found myself heading east, expecting to find the entrance to the marina, when in fact I was halfway to Bass Hole in Yarmouthport. Of course, in fog so thick a working lighthouse would have made no difference.

Tower, Keeper's Dwelling, Boathouse, Woodhouse taken before 1898 [4 - 9]
(Courtesy of Jeremy D'Entremont)

The Oil House

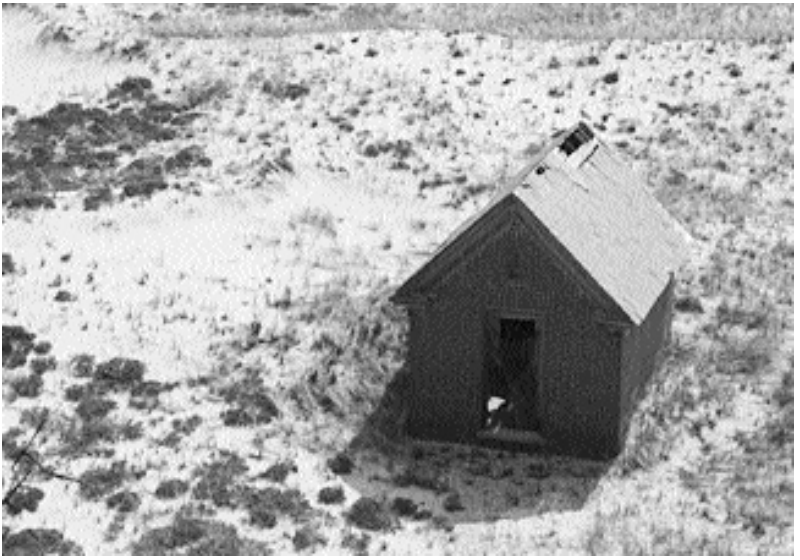
The oil house was built in 1905. For fairly straightforward safety reasons, it was decided that the flammable fuel supply for the light ought to be kept a safe distance from the tower and the dwelling - and so: the oil house. During World War II, after the lighthouse had been decommissioned, the oil house was the residence for the generator that supplied power to the house (but not to the old brick tower, which had been darkened for nine years). The oil house was thereafter often called the 'generator house.'

Lighthouse Keepers

The lighthouse keeper from 1897 to 1908 was George Albert Jamieson. His first position in the Lighthouse Service was at Minot's ledge, but he served at Duxbury Pier Light before moving to Sandy Neck. His wife gave birth to a daughter at the lighthouse in 1900. Since there were no telephones, mother and father had arranged a signaling system to indicate that the baby was on the way. Keeper Jamieson had to make frequent trips to the mainland by sailboat for provisions, so they agreed to hang a blanket from the light tower when the doctor was needed. As it happened, the doctor arrived after the baby was born, but all was well. This daughter, Edith Jamieson (aka Mrs. Kenneth G. Rouillard), recounts her experiences growing up there in an article from a 1974 edition of the Cape Cod Standard Times. Mrs. Rouillard remembers her schoolteacher who came over from the mainland each fall:

> *His name was Mr. Ferguson. He would live with us through the school year, and taught us standing up in a little 'L' attached to the light tower.*
>
> *We had three school desks, one for me and one each for*

Oil House, built in 1905. Summer, 2004. [4 - 21]



The Oil House viewed from the top of the tower. Summer, 2004. [4 - 22]

> *brother and sister. There was a spiral staircase up to the light and Mr. Ferguson had to stand in the area and, as he read, his voice echoed up the stairwell.*

She also recalls some of the daily chores of running the light:

> *There were stairs to be climbed, the lenses to be polished carefully, the wick had to be trimmed, the oil to look after, she said.*
>
> *Then, there were the times when the inspector came. I've forgotten how often it was, but he would always examine my father's ledger. The inspector would rate it good, fair, or poor. We always were proud that he rated it good.*

But it was not all work:

> *We had a St. Bernard and a cart for summer and sled for winter. He pulled us everywhere.*
>
> *There was a flagpole at the light. We used to grab the lines, climb up on the dunes and swing out.*
>
> *Probably the most unusual thing I remember were the hordes of seals and dunes on the outer beach.*
>
> *We would walk over there in the winter and the beach was sometimes, it seems, just black with them. They would see us and begin barking.*

Mrs. Rouillard also relates that her father found time to hunt deer and duck and kept blinds for that purpose.

> *She said water was available from an outdoor pump by the house, that a family amusement was the Edison cylinder phonograph and that there was always a photograph of President McKinley on the wall. (*from an article by Charles Koehler, *The Cape Cod Standard Times,* Oct. 7, 1974*)*

Various sources tell of a series of keepers following Jamieson. There is a Jas. Jorgensen (1907 - 1910), H. L. Pingrel (1910 - c.1912), Mr. Bailey, and Mr. Orne (sequence unknown).

An article in the 150th anniversary edition of the Barnstable Patriot (June 26, 1980) says "The light house had many keepers during its long years of service, but one in particular caused quite a stir. He tried keeping a cow at the Neck. She became so lonesome that she mooed continually and the people 'over town' complained bitterly. Bossy had to go. She was moved back to the mainland where she had companionship." There seems to be no record as to which keeper this was.

The Darkening of the Tower and The Last Keeper

In 1932, the illumination of the lighthouse was changed to incandescent oil vapor, which increased the candlepower. But by this time, the commercial importance of Barnstable harbor had diminished, mainly as a result of the introduction of rail service to Cape Cod, which meant that mail and cargo no longer came by water, but also because Barnstable Harbor was silting

After 1908. [4 - 23] (From Coast Guard Headquarters)

up and sand had built up at the tip of Sandy Neck, making the lighthouse's position less important. The lighthouse was decommissioned and replaced by a skeleton tower with an automated beacon placed 200 feet closer to the tip of Sandy Neck. The automated light was an acetylene lamp and the Fresnel lens from the deactivated tower illuminated the new white steel skeletal tower. The main advantage to this new light was that it did not require daily maintenance and all the associated costs of providing for a keeper and his or her family throughout the year.

A tour book, published in 1932 just after the brick tower was decommissioned, had the following to say about the lighthouse:

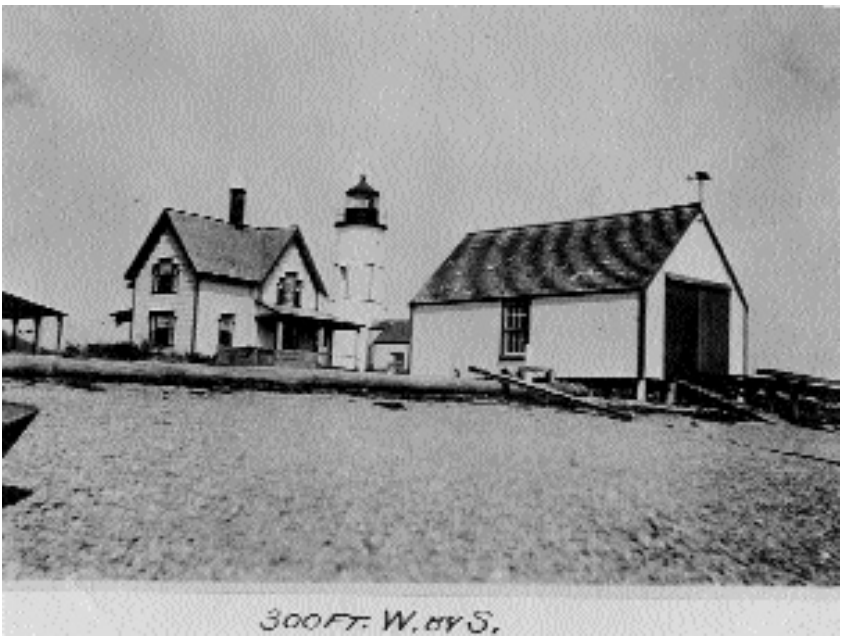


Photo: "300FT. W. BY S." c.1920. [4 - 24]
Caption indicates that the photographer was 300 feet away from the tower, presumably, and standing to the west and south (i.e, southwest).
Note the wind gauge on the boathouse.

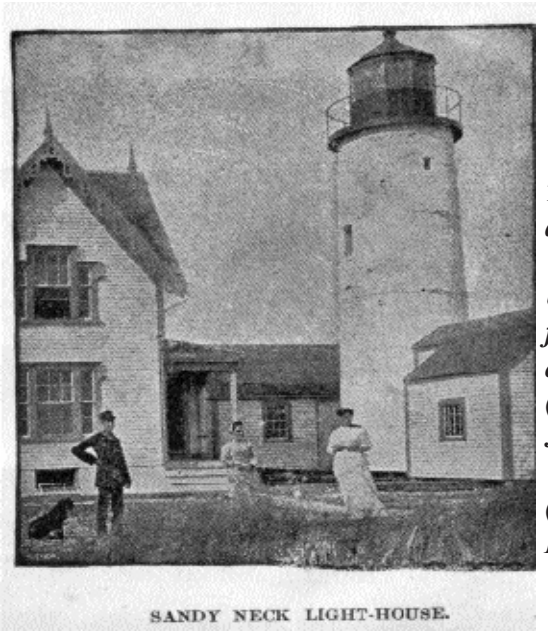
Photo: "250 FT. S. BY E." c.1920. [4 - 25]

> *[Sandy Neck Light] was a welcome gleam for a host of fisherman and coastwise packets in the middle fifty years of the last century; now no ships pass in the night. Were its rays to fail in the darkness, no one would be likely to suffer. For over a decade the government has been wondering why it did not install an automatic gas beacon at this spot, but the mills at Washington, like those of the gods, grind slowly. Meanwhile the keeper tends his light with as much fidelity to duty as though he were stationed at the entrance of New York harbor, and welcomes relief from utter loneliness by giving a hail to the lobstermen. (Tarbell)*

W. L. Anderson was the last keeper (to 1931) and he "left under

a cloud what with rum running and the 'mystery men' who used to go into Bone Hill in the dark of night in their boats, with their forbidden cargo." (Howard, 1974) According to Snow's account, Fred Lang heard similar rumors that one of the keepers in the latter days of the lighthouse's activity was involved with the rum smuggling. (The era of prohibition was 1920 to 1933.) Keeper Anderson was transferred to the Great Point Light in Nantucket.

Photo: "200 FT. S. W." 1930 or '31. [4 - 26]
Just before decommissioning/darkening of the tower. Note the absence of the entrance room and the wood house and the presence of the oil tank, for the new incandescent oil vapor light source.



Taken between 1887 and 1898. [4 - 8]

Unknown Keeper (and family?). Keeper is either Philip R. Smith (1886- 1897) or George Jamieson (1897-1908)

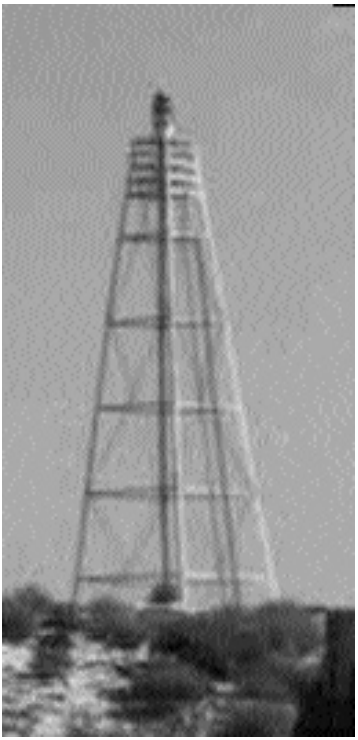
(Courtesy of Jeremy D'Entremont)

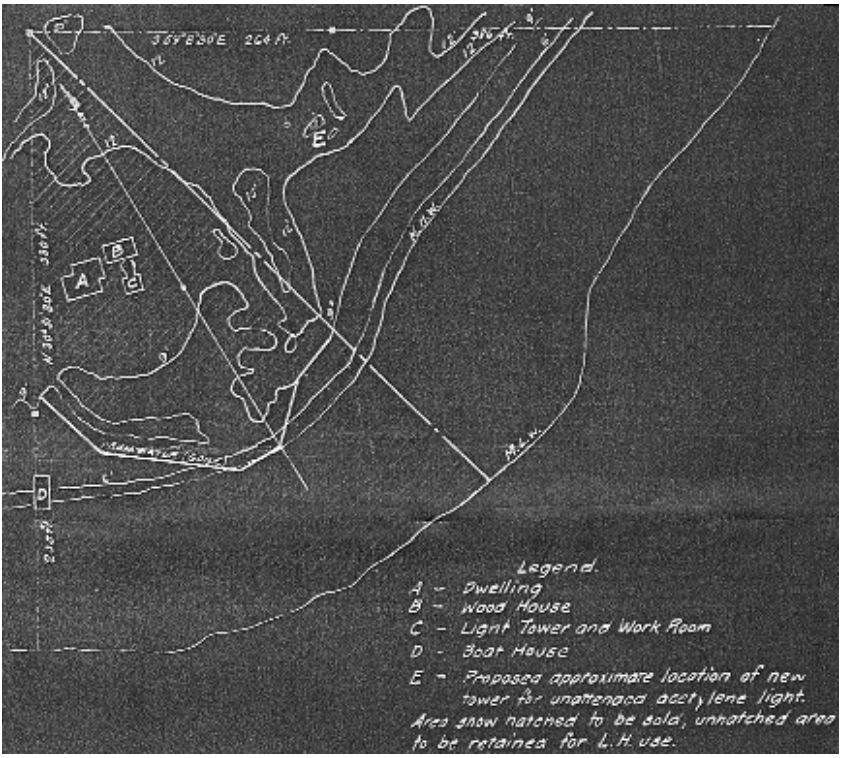
National Archive photo. Taken between 1887 and 1898.
[4 - 7] No porch - before 1898; no Parker Poland house - before 1903

(Top)
Boathouse, Dwelling, Decapitated Lighthouse Tower, Skeleton Tower, 1944. [4 - 27]

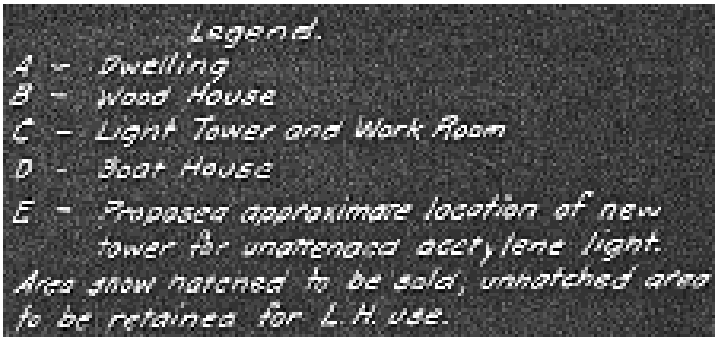
(Right)
Close-up of skeleton tower. Erected in 1932 [4 - 28]

(Fred Lang. Courtesy of Ellen Lawson)

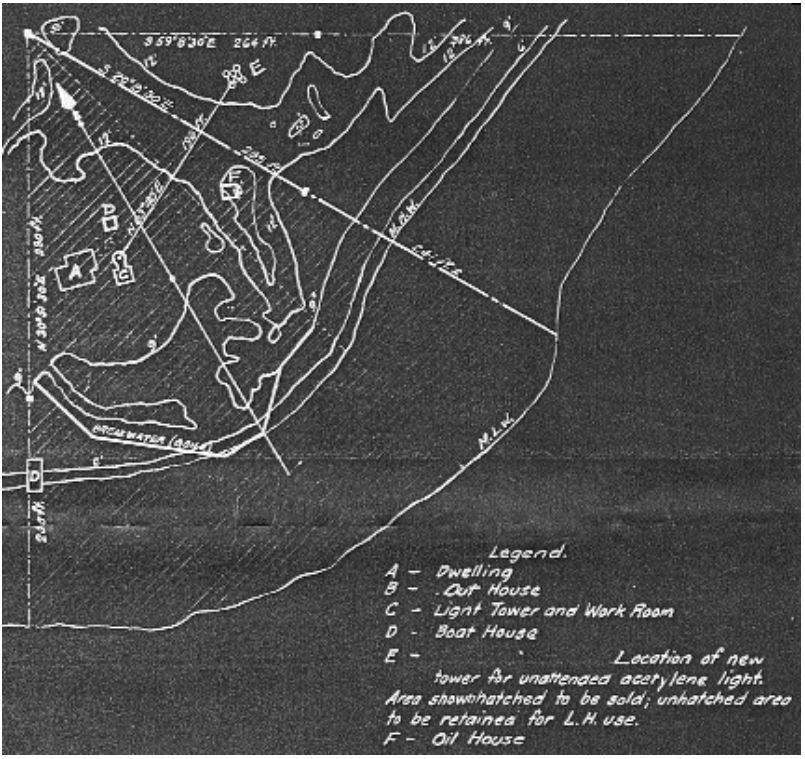




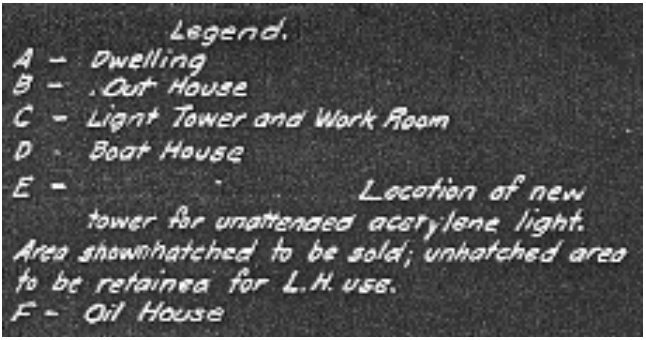
1931. Survey of property showing existing buildings and proposed location (indicated by 'E') of the new Skeleton tower. [4 - 29]



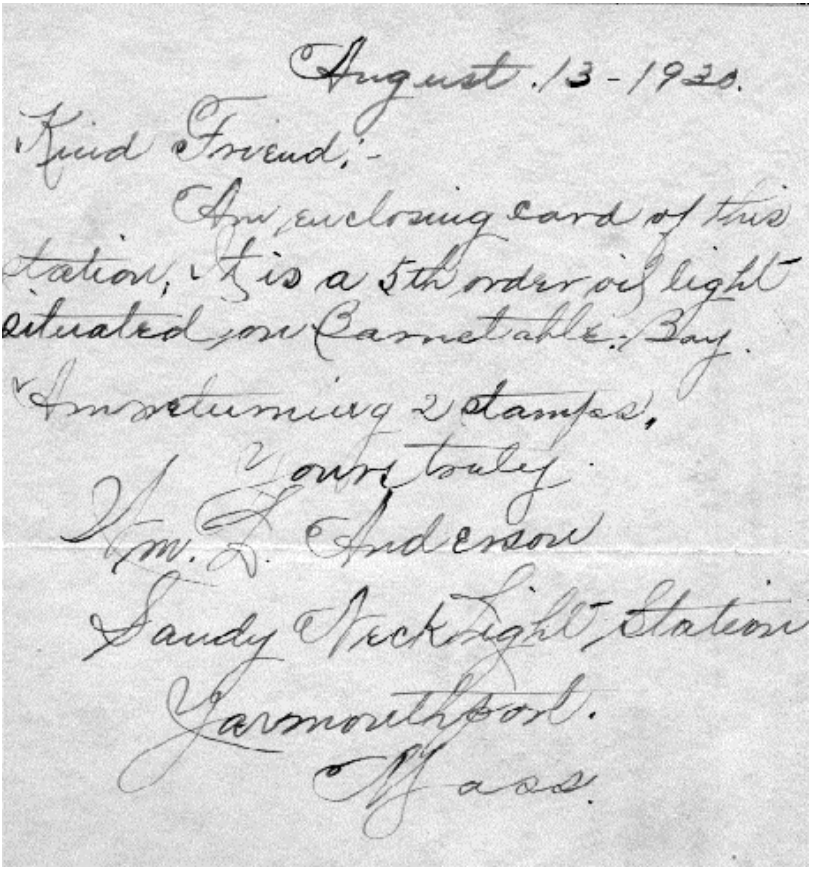
Detail of Legend from image above. [4 - 30]



1931. Survey of property showing existing buildings and actual location (indicated by 'E') of skeleton tower. [4 - 31]



Detail of Legend from image above. [4 - 32]



August. 13 - 1930.

Kind Friend, -

Am enclosing card of this station. It is a 5th order oil light situated on Barnstable Bay.

Am returning 2 stamps.

Yours truly

Wm. L. Anderson

Sandy Neck Light Station

Yarmouthport.

Mass.

A letter, dated August 13, 1930, from the last keeper of the lighthouse W. L. Anderson to Harry Gray, a Boston plumber
[4 - 33]

> ***August 13 - 1930. Kind Friend - Am enclosing card of this station. It is a 5th order oil light situated on Barnstable Bay. Am returning 2 stamps.***
> ***Yours truly***
> ***Wm. L. Anderson***
> ***Sandy Neck Light Station***
> ***Yarmouthport, Mass.***

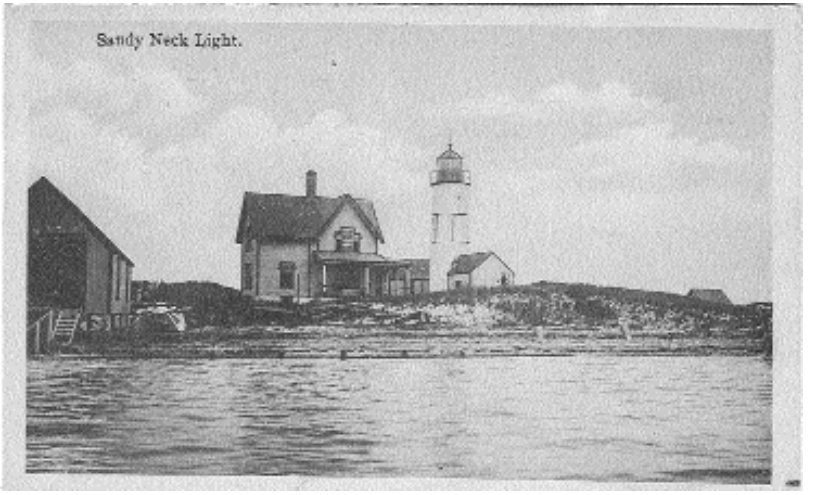
(Courtesy of Jeremy D'Entremont)

Interlude

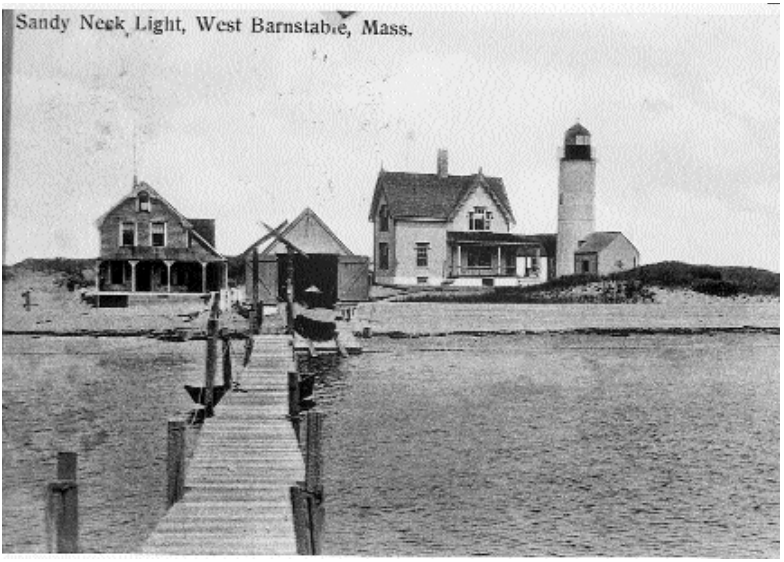
Sandy Neck Lighthouse and the Lighthouse Keeper's Dwelling in postcards

Postcard: "Sandy Neck Lighthouse, Barnstable, Mass."
Between 1903 and 1905 (during the golden age of postcards in America).
The cottage next door, the Parker/Poland house, which currently belongs to the Bassett family, was built in 1903

Postcard: "View of Sandy Neck Light from Yarmouthport, Mass." No date or postmark. Taken between 1903 and 1905. Note, in contrast to the postcards on the next page, that there is no boathouse. These two postcard prints came from the same original photograph.



Postcard: "Sandy Neck Light" postmark is Aug. 26, 1923. Note on back reads: "This is directly across the bay from us. Nin goes across in a row boat to get clams and halfway to get scallops. …" Roof of oil house visible - photo taken after 1905; lightning rods are missing.



Between 1903 and 1905. Iron reinforcement hoops and staves are painted white. The roofed porch was built after 1898. (Parker/Poland house is present; lighthing rods gone no later than 1905)

Postcard. Colorized. (From Jeremy's site; have photo; get date)

Postcard. 1908. "Barnstable Beach from Marhpin's (sic) Wharf". The Lighthouse is just visible across the water towards the upper left.

Postcard: "Cottages at Sandy Neck, Yarmouthport, Mass"

Chapter Five

Before World War II (1931 - 1942)

Mitch Howard explains the fate of part, if not all, of the lantern house after the tower was decommissioned:

> *When the light was abandoned in 1932, Julia Chase (Mrs. Frank Chase, Barnstable summer resident) was largely instrumental in keeping it from being torn down. She went over to the selectmen and talked them into saving the tower. The glass was broken up and thrown in the channel for fear the sun would reflect on it and misguide ships. (Howard, 1974)*

In 1933, in the depths of the Great Depression, a Warren J. Clear, Captain, Infantry, U.S. Army, purchased the property and all its buildings from the United States in a sealed bid for $711. Mr. Clear then, as far as can be ascertained, sold or auctioned it to the Ellis family in 1934, who owned it for the next ten years.

Margaret Francis Ellis, in her article *Life in a Lighthouse*, recounts her experiences:

> *Before we took possession of the property the Coast Guard had removed the lamp, reflectors and glass sides from the top of the forty-foot, almost one-hundred-year old tower. But there was a concrete floor on the top with a sturdy railing around it, so it was quite possible to climb the circular iron stairway inside and emerge to get a fine view of Barnstable on the south, while across the Neck to the north we could see the Provincetown tower and to the northwest the bluffs of Plymouth.*
>
> *The keepers quarters was a wellbuilt clapboard house with six rooms, porches and a fine cellar with a furnace, coal*

bin and a big concrete cistern for rain water. The lighthouse tender had evidently filled the coal bin just before the government abandoned it. We never used the furnace, so the coal supply provided fuel for the cozy kitchen stove during all our summers there.

There was also in the kitchen an iron sink with hand pump that always drew an inexhaustible supply of fresh water from the sands below. (In any low part of the dunes fresh water will come after one priming when a six-foot pointed pipe is put down and pump attached.) This constituted our plumbing - but discreetly in the rear was a fine three-holer. But with Barnstable Bay in our front yard and the flats of Cape Cod Bay only a few hundred yards across the dunes, bathing was a matter of minutes from the house. Doubtless the keeper and his family found winter ablutions a bit more strenuous and sketchy than the several-times-daily dips we summer folks enjoyed.

On the shore, with a sturdy runway reaching beyond the lowest tide level, was the boathouse. As soon as our boats - the motor catboat, the sloop and the various dinghys - were taken out in the early summer the boathouse became a general gathering place. We sat there to watch the fishing smacks and pleasure boats going in and out of the harbor, it was often used as a dining room and by popular consent became a bunk-house for the boys. There was also a strong little brick oil house, but we did not need that for the few gallons of kerosene our lamps burned each summer and it was turned into a general catch-all.

We felt quite self-contained in our small domain. Most of our staple provender had to be brought by boat from the mainland, but there were unlimited clams at our feet for the digging, fish were plentiful from the boats and a mile hike up the Neck brought us to marvelous clumps of high-bush blueberries where a pail could easily be filled from one bush, with the little cocker spaniel waiting open-mouthed underneath ready to catch any stray berries that might fall. Later in the season we filled pails from the low

bushes heavy with red-purple beach plums, and sometimes, just before we left in the fall, we would come upon a small bog of crimson cranberries hidden in the dune grass.

The most frustrating early problem was refrigeration. It always seemed to be the hottest day when the boat went over for ice, and that would be the time when, if sailing, the wind would die down, or, if under power, the motor would conk out, so the 50 or 75 pound hunk of ice that had been laboriously lowered by pulley into the boat from the fishhouse wharf in Barnstable would be, when rescued from its puddle in the scuppers, a little piece that the youngest child could carry up to the old icebox in the house. One happy day, however, we learned of kerosene refrigerators and after one was ferried over and set up our troubles in that respect were over.

They said that in the winter the former keeper would hang sides of meat in the brick tower, which acted as a perfect deep freeze. But we were glad we did not have to climb those cold, circular, iron stairs with lantern light making eerie shadows from the frozen carcasses.

Ellis, Margaret Francis. *Life in a Lighthouse*. Originally published in *Quest*, the Montclair (NJ) Women's Club Magazine.

Chapter Six

World War II (1942 - 1944)

Yes, I know that the dates of the Second World War are usually taken to be 1940 - 1945, but for the purposes of this history the relevant years are 1942 - 1944. The Ellis family leased the lighthouse property to the Coast Guard in 1942 and the Coast Guard relinquished its lease in 1944 when the German threat was believed to have passed.

The Coast Guard had sixteen men living in the house and made many improvements including adding electricity, telephone and inside plumbing. A lease dated December 12, 1942 from the Ellis family to the U.S. Government for wartime use is mentioned in a deed of sale in 1944. A beach patrol of Coast Guardsmen was assigned to the lighthouse for the next two years.

The entire unit was a segregated African-American unit. Howard tells us that during the war when the Ellis family owned the lighthouse, a "black unit of the Coast Guard was stationed on the Neck in the house" and that they were training as desert troops for the North African campaign.

According to a history of the *Integration of the Armed Forces:*

> *The Coast Guard's pre-World War II experience with Negroes differed from that of the other branches of the naval establishment. Unlike the Marine Corps, the Coast Guard could boast a tradition of black enlistment stretching far back into the previous century. Although it shared this tradition with the Navy, the Coast Guard, unlike the*

> *Navy, had always severely restricted Negroes both in terms of numbers enlisted and jobs assigned. A small group of Negroes manned a lifesaving station at Pea Island on North Carolina's outer banks. Negroes also served as crewmen at several lighthouses and on tenders in the Mississippi River basin; all were survivors of the transfer of the Lighthouse Service to the Coast Guard in 1939. These guardsmen were almost always segregated, although a few served in integrated crews or even commanded large Coast Guard vessels and small harbor craft. (MacGregor,* Integration of the Armed Forces 1940-1965*)*

Another history, *African Americans in the United States Coast Guard,* reports:

(left) The coal-fueled furnace.

(right) 1944. The bathroom when, thanks to the Coast Guard, there was hot running water. [6 - 6]
(Fred Lang. Courtesy of Ellen Lawson)

1944. [6 - 1] (Fred Lang. Courtesy of Ellen Lawson)

> *The history of African Americans in the U.S. Lighthouse Service is sketchy. The first recorded mention of an African American was in 1718, when a slave who worked at the Boston Lighthouse perished with the keeper and his family during a storm. There are recorded instances of African Americans serving aboard early lightships as cooks, probably due to an 1835 regulation specifically forbidding the hiring of African Americans in other capacities. An elderly African American woman is described as tending the Simons Island Light in 1836, when the keeper was incapacitated by gout. (USCG website)*

The Coast Guard was placed under the Navy in World War II and the Coast Guard was assigned by the Navy to patrol our beaches. The mission of these patrols was threefold: to detect enemy vessels; to report attempted landings, and to prevent communication between the enemy at sea and Americans on land. A group of four Nazi spies were in fact landed by a German submarine on Long Island in June 1942. They arrived with $90,000 in cash for bribes and expenses. The Guardsman who spotted them was unarmed and without communication equipment, so he allowed himself to be bribed and then used

the money as proof of the landing when he got back to his base. The FBI located these four spies and another four in Florida within two weeks of their landing. All but two were executed; the remaining two were given life sentences in exchange for their cooperation with the FBI.

A policy change ensued as a result of these events. From then on, patrols were to consist of two Guardsmen who were to be armed and carry flare pistols. Patrol distances were two miles and, where possible, telephone lines were made available at quarter mile increments. Guardsmen, accompanied by dogs, patrolled on horseback or in Jeeps. Lighthouse towers were manned 24 hours a day. Based on these policies (and oral histories collected by Ellen N. Lawson) we can reasonably surmise that during the war, the now decapitated Sandy Neck lighthouse tower was nearly always occupied with vigilant Guardsmen and that Sandy Neck itself was regularly patrolled. (Dennis L. Noble, *Beach Patrol and Corsair Fleet* (pamphlet on USCG during WWII)

Most of the Coast Guardsmen assigned to the lighthouse knew nothing of Sandy Neck. One report states that they would push off shore with an outboard they did not know how to start with no anchor and no oars. There were also incidents involving skunks and the government was prevailed upon to build an inside bathroom so they would not have to walk through a gauntlet of skunks in order to seek relief.

Chapter Seven

After World War II to Just Before the Restoration (1945 - 2007)

The Ellis family had inherited a farm in New Hampshire and decided to sell the lighthouse property. A Mr. Fred Lang (nee Langenheim), a notable radio personality in Boston at the time, purchased the lighthouse property from the Ellis's in 1944. According to a letter from the realtor, C. Banks, to Lang on Sept. 5, 1944, "The price for the Light House is $1,500 but I feel pretty sure an offer of $1,350 will buy it…. The heater was new 2 years ago. The boathouse has quite a lot of furniture and 2 boats go with it. … Driven well, water pumped up to tank on second floor by hand for bath tub and heater." The price turned out to be $1,500.

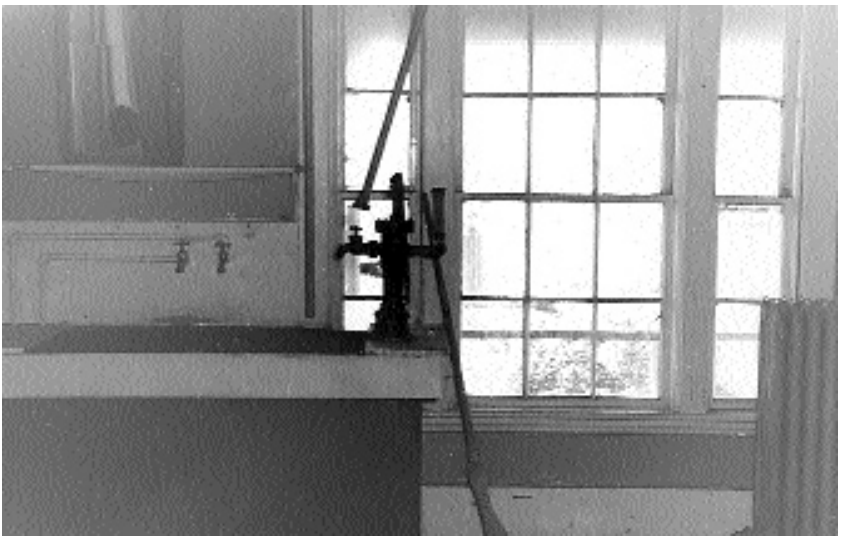
1944. The boathouse in a storm, from the top of the tower. [6 - 2] (Fred Lang. Courtesy of Ellen Lawson)

Edward Rowe Snow writes, in *A Pilgrim Returns to Cape Cod*, about his visit in the mid-forties to Fred Lang, "the Yankee Network radio star, who now owns the lighthouse property there." (p. 178). Lang is reported to have said:

> *The old beach around here for many years before the lighthouse was built was pretty busy as a try yard for blackfish catchers and even for whalers. You can still see traces of their buildings. There is an old shipwreck about a quarter mile due northeast of the light. It is buried in the sand, but a few of the ribs are sticking up. Nothing can be learned as to why, when, how it was wrecked. ... I have seen 6,000 to 10,000 wild ducks at one time along Sandy Neck.*

This old shipwreck is still visible today.

1944. The boathouse from the beach in front of the tower, looking west. [6 - 3] (Fred Lang. Courtesy of Ellen Lawson)



1944. The kitchen, looking south. Note radiator, faucets, and hand pump. [6 - 4] (Fred Lang. Courtesy of Ellen Lawson)

Snow tells of one of his own observations, too:

> *During the hunting season there are times when I have seen the wild deer racing down the beach to plunge into the water and swim across to Yarmouth. (Edward Rowe Snow, A Pilgrim Returns to Cape Cod, p. 179)*

Snow continues, recounting the end of his visit with Fred Lang at the Lighthouse:

> *Fred hiked along the beach with me toward the west when I left…. We looked out at the fishing weirs as we walked along, where they hauled in about eighteen or twenty tuna, some of them weighing from 500 to 700 pounds. Before we parted, he told me that more than thirty years before one of the Sandy Neck families decided to have his house moved across to the mainland, and made all arrangements. Finally the barge was brought in, the house put aboard,*

and the family went to bed for the night, being assured that when the movers returned, they would be awakened to make plans for the trip across the harbor. But this arrangement was forgotten when the barge captain arrived at sunrise the following day, coming early to take advantage of the wind and tide. The family later awoke when the barge slid gently into the pier at Barnstable, and it is said the members of that particular family never got over the strange feeling they experienced when looking out of their windows, as they had done for years at Sandy Point, to find that the town of Barnstable had moved into their back yard! (Edward Rowe Snow, A Pilgrim Returns to Cape Cod, p. 180)

Edward (Ned) and Dorothy Hinckley purchased the property in 1950 from Mr. Lang for $3,000. Though the Hinckley family has deep roots on Cape Cod, the purchase of the lighthouse was, perhaps surprisingly, facilitated by a classified ad in the Boston Herald.

1944. The pump organ viewed from the kitchen. The door behind the organ is propped against the wall. [6 - 5]
(Fred Lang. Courtesy of Ellen Lawson)


THE BOSTON HERALD, SATURDAY, MAY 6, 1950

Real Estate

Houses for Sale

Cape Cod S-7

BAY

Old New England

LIGHTHOUSE

Sneak P

1440 Bea

Brook

Open for In

Sat. & Sun

COTTAGE

NT

YOUR SUMMER HOME ON CAPE COD

FOR THE DISCR

Classified, May 6, 1950 Boston Herald offering "Old New England LIGHTHOUSE" for sale. [6 - 7]

Ned and Dorothy's son, Edward, recalls his initial visit to the site in a red soft-top Jeep driven by Fred Lang:

> *I think that riding in a Jeep seemed as, or more, exciting than the idea of visiting a lighthouse, but that judgment only held true until the first trip up the spiral stairs and the thrilling final climb up the narrow iron ladder after the hatch was open and laid back! Several years later, that site proved ideal for watching the off-duty female counselors from Shirley Lovell's camp, as they walked down the beach towards the point.*

> *Another early recollection was the one-time arrival of a Coast Guardsman in a Navy DUKW. Father had an enjoyable conversation with him as the driver pointed out various accessories and capabilities, finally saying to him, "Well, it looks like it has everything but an anchor." "Oh, we've got one of those, too," the driver replied - and pulled out a large 'sand anchor' for use if winching out of a dune was required."* (Letter, Edward Hinckley, spring, 2005)

According to the deed "all uranium, thorium, and all other materials determined pursuant to section 5b1 of the Atomic Energy Act of 1946…are hereby reserved."

Mitch Howard relates that Ned Hinckley was called "Lighthouse Hinckley" in order to distinguish him from their other Hinckley customers.

The light on the first skeleton tower was discontinued in 1952 and dismantled in 1958. The Hinckleys purchased from the government an additional 1.3 acres of land in October 1954, which included the land upon which this skeleton tower had been erected. Another similar tower was constructed closer to what was then the end of the Neck. Remnants of this automated Coast Guard beacon still lie scattered in the dunes near the end of Beach Point, left where it was dismantled. This skeleton tower was in turn replaced by a red-lighted buoy, flashing red every 2.5 seconds, to mark the outer extremity of shoal off Beach Point.

Ned and Dorothy's daughter, Lois V. Hinckley, inherited the property upon her father's death in 1988. In 2001, Lois Hinckley transferred the property to her nephew Kee Hinckley and her first cousin-once-removed Ken Morton, the author of this history, who are now the trustees of the Sandy Neck

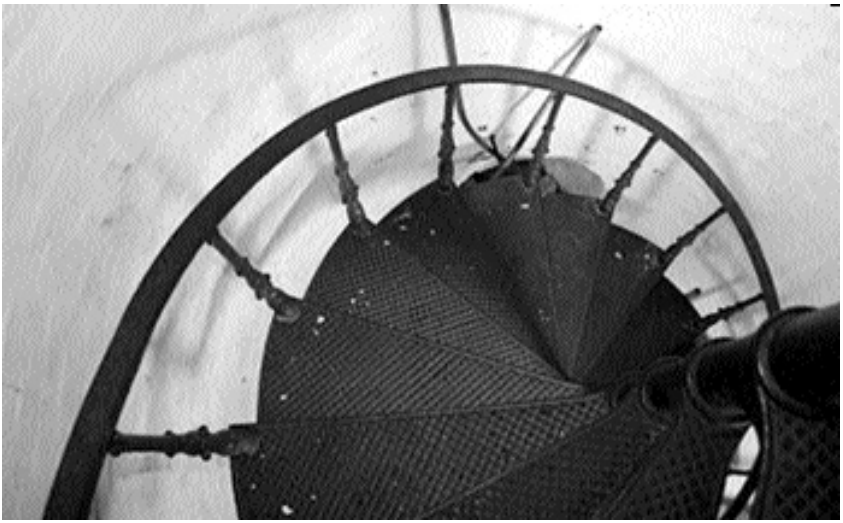
Lighthouse Trust. Ken lives in Barnstable Village and manages the lighthouse property.

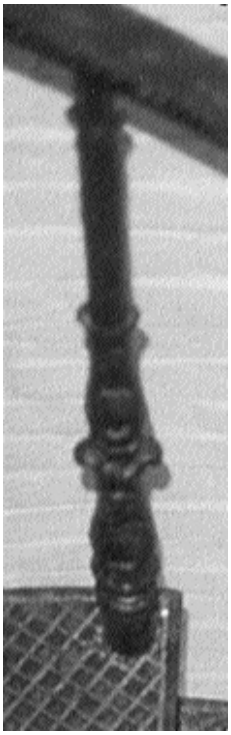
The Sandy Neck Lighthouse and the Lighthouse Keeper's Dwelling are both on the Register of Historic Places. A partial incentive for requesting this designation was to provide a deterrent to any actions to demolish the property or otherwise diminish the Lighthouse and the surrounding cottage colony.

(Top, Left)
Two views of the staircase of the Keeper's Dwelling
[6 - 8; 6 - 9]

(Opposite top, opposite far right)
The cast iron spiral staircase inside the lighthouse tower - two perspectives
[6 - 10; 6 - 11]

(Near right)
The ornate iron balusters (detail)
[6 - 12]





Chapter Eight

Restoration of the Lantern Room on the Tower's 150th Anniversary (2007)

Over the course of the spring and summer of 2007, the Sandy Neck Lighthouse Restoration Committee, a chapter of the American Lighthouse Foundation, restored the lantern room.

The idea to restore the tower had been in circulation for quite some time, but the ball didn't really get rolling until 2003 when I (that is, Ken Morton, the author of this book) received a letter from local Attorney Ron Jansson asking if my family would be

The cast iron roof pieces for the new lantern room. Painted black on the outside and white on the inside.

The stanchions have been installed and preparations are being made to hoist the roof pieces to the top of the tower.

willing to cooperate in a project to restore the tower to its historically accurate appearance.

After many, many meetings and a succesful fundraising effort, we were able to order the casting of the new lantern room. The cast iron pieces - 11 upright stanchions, 10 triangular roof pieces, and the vent ball - eventually arrived and our first attempt to install them occurred on April 14, 2007.

The enthusiastic volunteers bolted the stanchions into place and then began the more challenging task of installing the roof. Things progressed smoothly with the first two pieces, but after the third one was placed we noticed that the uprights were beginning to splay. It turned out that the roof was approximately

one inch in diameter too large. Cast iron is not known for its flexibility and as things stood that day this roof was not going to fit. Dejectedly, we undid everything we had done that day and put on our thinking caps.

Jim Walker, member of our committee, retired Coastguardsman, and driving force behind the Race Point Lighthouse restoration - that is, our lighthouse expert - figured out a solution. By grinding down a bit of each stanchion (on the outside of the bottom of each and the inside of the top) we could make each one lean slightly outwards so as to accomodate the slightly too large roof.

I'm not sure what we would have done otherwise. We had spent the bulk of the money we had raised on this casting. At the moment it became clear that the roof was not going to fit, my

Almost there - installation of the vent ball

The new solar powered light. Looking east.

first thought was "thank God we have a lawyer on our committee." Fortunately, it didn't come to that and in view of our subsequently successful installation of the altered pieces, determining where to place blame seemed unnecessary.

The committee and crew of volunteers tried again on June 18, 2007 and this time the lantern room fit perfectly. The final roof panel was put into place the next day - June 19 at 10:55am.

A short time later, thanks to Vivi Lopes, who owns a local glass business, we were able to install the windows. Mr. Lopes not only did the installation but also donated all the glass.

The last piece of the puzzle was to find an appropriate light source for the new lantern room. Thanks to another generous member of the community, Mark Forant, we were given a solar

The restored lighthouse - Fall 2008.

powered LED light.

In consultation with the Coast Guard, the light was set to a cycle of two seconds on, four seconds off. A sensor on the lighting unit switches the light on when it's dark enough and off when the sun rises.

On Saturday, October 20, 2007, 150 years after the tower was built, a lighting ceremony has held on the whale watch boat - Hyannis Whale Watcher Cruises - which stood off from the lighthouse in the channel. The ceremony was followed by a spectacular fireworks display.

The Sandy Neck Lighthouse is now an official private aid to navigation.

Appendix A

Keepers of the Sandy Neck Light Station

Joseph Nickerson (1826-1833)

Capt. Henry Baxter (1833-1844)

James Baxter (son of Henry)

Thomas Baxter (1846 - 1866) / Lucy Hinckley Baxter
[Document says a T. P. D. Baxter was appointed keeper in 1846]

James W. Hinckley (? - according to Mitch Howard)

Edward Gorham (1873 - 1875)

Jacob S. Howes (1875 -1880)
Eunice Crowell Howes (1880 - 1886)

Philip R. Smith (1886 - 1897)

George Albert Jamieson (1897 - 1907)

Mr. Jas. Jorgensen (1907 - 1910)

H. L. Pingrel (1910 - 1912 [could be longer])

Mr. Bailey
Mr. Orne

W. L. Anderson (? - 1931; last keeper)

After the light was decommissioned:

Warren J. Clear (1933-1934)

The Ellis Family (1934 - 1944)
Leased to the USCG (1942-1944)

Fred Lang (1944 - 1950)

Edward & Dorothy Hinckley, daughter Lois Hinckley (1950 - 2001)

Ken Morton & Kee Hinckley, Trustees (2001 - Present)
The Sandy Neck Lighthouse Trust

Appendix B

When Things Came and Went at the Light Station

1827 First Sandy Neck (Beach Point) Lighthouse built
1857 Existing tower and second keeper's dwelling built
1880 Existing keeper's house built: lightning rods on roof; no porch; gingerbread trim.

Entryway and woodhouse; lightning rods - still present 1903; missing by 1905

1887 Two iron hoops and six iron staves are added to reinforce the tower
1888 Barnstable Harbor house (aka Chowder House) built
1898 Porch built

1900 New staircase inside tower was built
1903 Parker Poland house built - next door neighbor's house (now owned by Heather Bassett)
1905 Oil house built
1908
1932 Tower decommissioned/decapitated

Appendix C

Chronology

10,000 years ago Retreating continental glacier left behind a pile of rocks, or moraine, which formed Cape Cod.

1611 First lighthouse with revolving beacon is in operation in France

1620 Mayflower lands on November 21

1621 Pilgrims celebrate first Thanksgiving

1639 Town of Barnstable - founded by Rev Lothrop and his group after they left Scituate (pronounced Skit'-u-et). ("First mentioned 5 Mar 1638/9", p. 63, ibid;) ("September 3, 1639 is the precise birthdate given to Barnstable, which really represents just the best guess of when a band of hardy colonists officially took advantage of Plymouth Colony laws passed in March, 1638 authorizing towns to send deputies to the General Court." The [Yarmouth] Register, p. 22, 7 Sep 1989). [http://www.rootsweb.com/%7Emabarnst/barnhist.html]

1691 First postal service in colonial America begins

1776 Declaration of Independence

1789 "The 9th Act legislated by the first Congress of the United States provided that the future responsibility for maintenance of light stations be passed to the federal government." The Cape Cod Mariner, Vol. 1, No. 3, Spring 1989

1826 U.S. Government purchases site for Beach Point lighthouse from the Town of Barnstable for $1

1826 First Sandy Neck lighthouse keeper, Joseph Nickerson, is appointed by President Andrew Jackson

1827 First Sandy Neck (Beach Point) Lighthouse built

1833 Captain Henry Baxter (1786-1846) becomes lighthouse keeper

1844 Captain Baxter retires from his post and is succeeded by his son James

1857 Existing tower and second keeper's dwelling built

1858 First lighthouse with electric arc lamp goes into operation

1865 Henry David Thoreau publishes Cape Cod, which is based on two visits to the Cape - one in October 1849 and another, to Truro, in July 1855

1880 Existing keeper's house built

1880 After the death of her husband, Jacob S. Howes, Eunice Crowell Howes becomes keeper for two years

1886 Statue of Liberty is unveiled

1887 "The brick tower, being badly cracked, was strengthened with two iron hoops and six staves."

1897 Marconi achieves long distance radio transmission

1901 Marconi achieves transatlantic transmission

1931 Lighthouse was decommissioned; lantern room is cut off and tossed into the channel; skeleton tower was placed 200 feet closer to point

1934 June 12, government sells property to M/M Francis Ellis; article says they spent 10 summers there until property was leased by the Coast Guard in WWII

1939 Coast Guard takes over the Lighthouse Service

1950 Edward Hinckley buys the property

1952 Lighthouse (steel skeleton tower) is 'officially darkened'

1954 Site of steel tower is purchased by Edward Hinckley

1987 Sandy Neck designated as a "Cultural Resources District" on the National Register of Historic Places of the National Park Service

2007 150th Anniversary of the tower's construction; lantern room restored; lighthouse becomes "private aide to navigation"

Bibliography

Anderson, Patricia Jones. *Annual Town Report*, Town of Barnstable, Sandy Neck Light-Station, Barnstable Harbor, 1986.

Clark, Admont G. *Lighthouses of Cape Cod, Martha's Vineyard and Nantucket - Their History and Lore*. East Orleans, Massachusetts: Parnassus Imprints, 1992.

Clifford, Candace (Project Manager). *Inventory of Historic Light Stations.* Washington, D.C.: National Maritime Initiative; National Park Service History Division, 1994.

Davidson, Donald W. *America's Landfall: The Lighthouses of Cape Cod, Nantucket and Martha's Vineyard.* West Dennis, Massachusetts: The Peninsula Press, 1993.

Early, Eleanor. *And This is Cape Cod!*. Boston, Houghton Mifflin Company, 1936.

Ellis, Margaret Francis. *Life in a Lighthouse*. Originally published in *Quest*, the Montclair (NJ) Women's Club Magazine.

Gleason, Sarah C. *Kindly Lights: A History of the Lighthouses of Southern New England*. Boston, Massachusetts: Beacon Press, 1991.

Henderson, Cliff. *"Lost Lighthouses of Cape Cod & the Islands."* Cape Cod Life, April/May 1990.

John Brown Mountain Enterprises, *Sandy Neck and Its Lighthouse,* Vienna, Maine

Kochel, Kenneth G., updated and revised by Jeremy

D'Entremont. *America's Atlantic Coast Lighthouses: A Traveler's Guide*. Wells, Maine: Lighthouse Digest, 2000.

Kurlansky, Mark. *Salt: A World History.* Penguin: New York, 2003

Leighton, Clare. *Where Land Meets Sea*. Rinehart and Company, Inc: New York, 1954

MacGregor, Jr., Morris J.. *Integration of the Armed Forces 1940 - 1965.* Washington, D.C.: Center of Military History, United States Army, 1985

Moger, Susan, *Pilgrims Theme Unit - The Wampanoag Tribes*. Pilgrim Hall Museum. pilgrims.net/native_americans/

Noble, Dennis L.. *Beach Patrol and Corsair Fleet*. Pamphlet on USCG during WWII.

Packard, Ralph H.. *Beach Point Light, Sandy Neck, Barnstable*

Smith, John Braginton & Duncan Oliver. *Cape Cod Shore Whaling: America's First Whalemen*. The Historical Society of Old Yarmouth, 2004.

Smith, John Braginton & Duncan Oliver. *Port on the Bay: Yarmouth's Maritime History on the "North Sea" 1638 to the present*. The Historical Society of Old Yarmouth, 2001.

Snow, Edward Rowe. *The Lighthouses of New England*. New York, New York: Dodd, Mead & Company, 1973.

Snow, Edward Rowe. *A Pilgrim Returns to Cape Cod*. Boston, Massachusetts: Yankee Publishing Company, 1946.

Strahler, Arthur N., *A Geologist's View of Cape Cod.* The Natural History Press; Garden City, New York, 1966

Tarbell, Arthur Wilson, *Cape Cod Ahoy! A Travel Book for the Summer Visitor*. Boston, A.T. Ramsay & Company, 1932

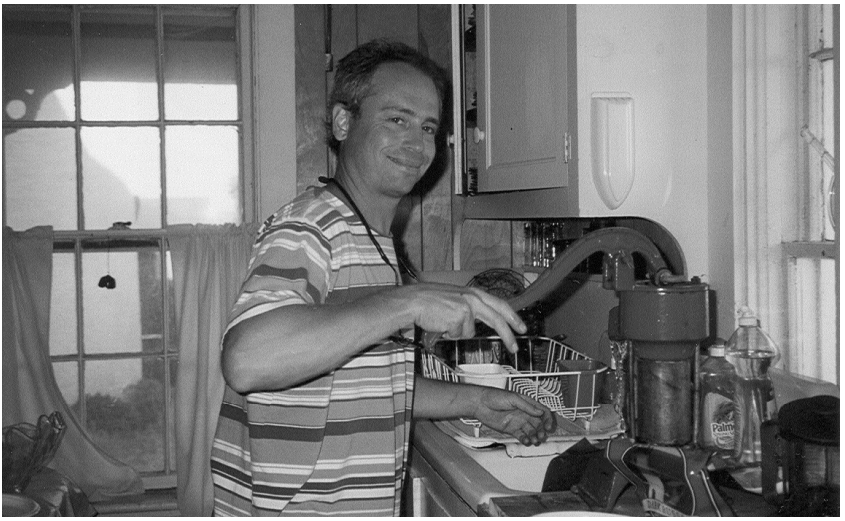
United State Coast Guard Service. pubs.usgs.gov/gip/capecod/sea.html

Index

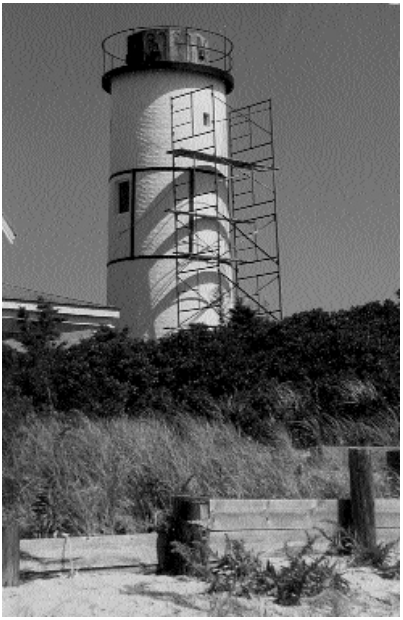
"Sandy Neck"
Charles M. Harden,
Harden Studios, 2004
[7 - 1]

2004. Sandy Neck [7 - 3]

1944. View from tower of boathouse and car.



2004. The author using the water pump. [7 - 4]



Scaffolding for repainting the tower.