A Tale of Two Lighthouses
A Forgotten Chapter in Solomons' Past
By Richard J. Dodds, Curator of Maritime History

The 1883-built Drum Point Lighthouse is a well known landmark and symbol associated with Calvert County and the town of Solomons. Few people are aware, however, that Solomons was also closely connected with two other lighthouses, of a totally different type, that were built between 1901 and 1905: Hooper Island Light, which became operational on June 1, 1902, and Point No Point, whose beam first flashed on April 24, 1905. The builders of these lighthouses were known as The Toomey Brothers, and Solomons residents followed their waterfront activities with avid interest. But the origins of this all-but-forgotten story lie hundreds of miles away in New England, in the state of Connecticut.

The Toomey Brothers company consisted of three brothers, Humphrey, Daniel, and Dennis, part of a family of six children born to John and Hannah Toomey, who came to the United States in the great wave of Irish immigration in the early nineteenth century. They lived in New York City before eventually settling in New Haven County, Connecticut. Little is known of the family's history during this time, but the 1880 census reveals that Hannah, aged thirty-eight, was by then a single parent. At the time, the three older sons, John, Jeremiah, and Humphrey, were employed in a quarry, probably the well-known Beattie Granite Quarry on Leete's Island, near Guilford. Tragically, John and Jeremiah both died of double pneumonia on February 2 and 3, 1892, respectively.

In 1887 Humphrey Toomey and his wife Hannah purchased seven acres of land near Leete's Island where they started a quarry of their own. In the next five years they purchased two other tracts of land. Humphrey, Daniel, and Dennis appeared to operate the quarry together and by 1895 were trading under the name Toomey Brothers. The granite from this quarry was not of high quality and would have been used for such things as rip-rap. Perhaps it is no surprise, therefore, that the brothers became more involved in the marine construction business.

In 1899 they successfully completed the construction of Plum Beach Light in Narragansett Bay, Rhode Island, despite almost losing their construction schooner and its crew in a violent storm in December 1898. The end of 1899 also saw their completion of the New Haven Outer Breakwall Light (also known as the Sperry Light). Both were built of iron, in the caisson style, of which more later.

The story now shifts to the Chesapeake Bay. Congress in 1898 appropriated an amount not to exceed $60,000 for the construction of a lighthouse approximately three nautical miles west of Upper Hooper Island to warn mariners of the dangerous shoal waters nearby. Plans and specifications were probably based on the recently constructed New

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FOSSIL FACTS

Pinnidea (Pen Shells)

By Sandy Roberts

Pinnidas are large, wedge- or triangular-shaped bivalves, commonly called Pen shells. Two genera, Pinna and Atrina, are found throughout the world's warm temperate and tropical seas. They live on shallow sandy or muddy bottoms with their narrow anterior ends partially buried in the bottom sediment and their brittle, flaring shells extending up into the water. Pen shells provide a byssus, a thick clump of chitinous threads that attach to stones and broken shells in the substrate. The byssus (a Greek word meaning linen or thread) helps anchor the shell to the sea floor. Two powerful adductor muscles, one anteriorly and one centrally located, allow the valves to close. The shell structure is simple, with two layers. The outer layer, composed of prismatic calcite, covers the entire shell. It is brittle, translucent, flexible, and very fragile. An inner nacreous (mother-of-pearl) layer is produced only in the anterior portion of the shell between the two muscles. It is composed of flat, shingled layers of aragonitic material that parallel the long axis of the valves.

Fossil records show that the Pinnidae are well represented in geologic time, with some forms dating back three hundred million years to the Carboniferous Period. From the local Miocene, the Calvert Marine Museum has two specimens of the species Atrina harrisii from bed 10 of the Calvert formation, and one specimen of A. plicatoria from bed 19 of the Choptank. Although not uncommon at Calvert Cliffs, Atrina fossils are so fragile that it is nearly impossible to collect perfect specimens. Attempts to remove the bronzey, fan-shaped shells, usually seen in outline, from their matrix nearly always result in the shells collapsing into a pile of asbestos-like fibers. This asbestos-like material is the outer prismatic layer. Each calcitic prism has an envelope of organic matter that decomposes when the animal dies. The inner layer is aragonitic mother-of-pearl. Aragonite is less stable than calcite, and is not often well preserved in fossils.

MUSEUM'S BUGEYE BALL NOW BEING PLANNED

The 1996 Bugeye Ball will be held here at the Calvert Marine Museum on the evening of Friday, September 20, 1996. This year's Bugeye Ball Committee members are Sherry Reid, Cindy Arban, Jeanne Bare, Joan Kocen, Jean Stehman, Jean Murray, and Peggy Shook, with CMM board member Carey Randall acting as chair. Mrs. Randall confirms that the ball will take place inside the museum's Exhibition Hall, extending from the lobby and changing exhibit areas and back into maritime history. Guests will be entertained by "Main Street," the dance band that was so popular at the 1995 Bugeye Ball. Net proceeds will benefit expansion of the Patuxent Small Craft Guild's boat shed for the Maritime History Department.

The Bugeye Ball Committee urges all museum members to support this event. Watch your mail for details describing support levels and ticket prices.

Correction

Most of the copies of the winter issue were distributed before an error could be corrected. On pages four and five, the name of the Speaker of the Maryland General Assembly was incorrect. The Speaker is the Honorable Casper R. Taylor Jr. of Allegany County. The editor regrets this unfortunate error.
ITEMS TO NOTE

New Museum Club
A new museum club is being formed, to be known as “The Maryland State Marines.” This living history unit will portray the marines of the Revolutionary War era, and will participate in special events at the museum. The unit’s first appearance will be at the museum’s first annual Living History Weekend on June 29 and 30. Those interested — with or without experience in recreating the past — may call for further information on (410) 326-2042, extension 32, or write to the museum’s Education Department at P. O. Box 97, Solomons, Maryland 20688.

Maryland Grant to Further Boat Restoration Program
The museum has been awarded a grant of $6,500 from the Maryland Historical and Cultural Assistance Program, part of the Division of Historical and Cultural Programs of the Department of Housing and Community Development. With this grant, the museum will be able to hire an architect to design an extension to the Patuxent Small Craft Guild Building. The goal is to create an improved facility to house an all-weather small craft and antique engine restoration program with space to hold boatbuilding classes and workshops. More information on this exciting project will appear in future issues.

STAFF ADDITIONS AT CMM

Two new staff members have joined the museum in the past months: Leslie Scher Brown has taken over the duties of volunteer coordinator, the position formerly filled by Layne Bergin, and a new public relations position has been created, to which Debra A. Yorty has been appointed.

Leslie Brown comes to CMM from the Accokeek Foundation where she was volunteer coordinator and historical interpreter for two years. Leslie feels that one of her main assets to the museum is her personal volunteering experiences, chiefly in Charles County where she lives. She is involved with a local community theater — the Port Tobacco Players — and chairs the invitational art show for the Indian Head Summer Fest. She is also a member of the Physicians Memorial Hospital Mardi Gras Ball Committee, and once a week serves as artist-in-residence at Higdon Elementary School, where she teaches third, fourth, and fifth graders the basics of darkroom photography. When not at CMM or volunteering, Leslie is a photographer, with clients ranging from advertising agencies to models. Main Street Gallery in Prince Frederick currently represents her work, although she exhibits all around the Washington Metropolitan area. Leslie will have a special schedule: Monday, Tuesday, and Friday through Sunday. The volunteer coordinator’s office is now on the upper level of the Exhibition Building.

Debra Yorty is the first appointee to the new staff position of public relations assistant, but she is not completely new to CMM. Last summer she interned in the Development Department to which the new position is assigned. In December she received her Bachelor of Arts in Journalism (with a public relations specialization) from the University of Maryland. “Coming out of college,” says Debra, “I couldn’t have asked for a better place to work than Calvert Marine Museum. I’m excited about my future here and am looking forward to the busy months ahead.” A native of La Plata, she also completed a 1994 summer internship in community relations with the Physicians Memorial Hospital there. In her spare time, Debra enjoys “surfing the Internet” and photographing lighthouses. Her schedule will be Monday through Friday in the Development Office.

Two new part-time interpreters will greet the public this spring: Nancy Gibbons and Henry L. “Hank” Wegner.

TENNISON SEASON STARTS MAY 1

The Wm. B. Tennison, CMM’s historic bugeye and passenger boat, will begin its cruising season on Wednesday, May 1. Hour-long cruises of the Solomons harbor and lower Patuxent River are offered from May through October, departing from the Drum Point Lighthouse at 2:00 p.m., Wednesday through Sunday, weather permitting. On Saturdays and Sundays in July and August, the Tennison offers an additional run at 12:30 p.m. Boarding for scheduled cruises will be on a first-come, first-served basis, with no minimum but a maximum of forty-five. For more information about regular cruises or on chartering the Tennison, call CMM on (410) 326-8217.
BUGEYE TIMES COMPLETES TWENTY YEARS

With this issue, the Bugeye Times begins its twenty-first year as the membership newsletter for the Calvert Marine Museum and the Calvert Marine Museum Society. The first four-page issue for spring 1976 stated the purpose: “To inform the members of museum projects, functions, and other related museum news. Occasionally we will include personalities on the museum staff, volunteers and members, as well as research notes on topics of interest to the CMM.” This purpose has been followed during these twenty years.

Both the museum and the newsletter have grown over the twenty years: there have been new buildings and new exhibits; the numbers of staff and volunteers have increased dramatically; membership is now over twenty-two hundred; and the newsletter is larger in format and number of pages. Efforts have been made by the editors to cover the three museum themes and to recognize all types of contributions to CMM — funds, artifacts, and time. With the help of our printer — Heritage Printing and Graphics of Lexington Park — the appearance has improved dramatically, both for the newsletter and for the quarterly calendar. In fact, Heritage and the Bugeye Times were recently presented with the 1996 Print Quality Award by the Printing Industry of Maryland as the best newsletter in its eighteenth annual competition held in Baltimore.

Preparation of the Bugeye Times is a shared effort among staff and volunteers. We hope that the newsletter provides a useful link with the museum for our many members, informing them of events, accomplishments, and the many people who are involved.

Museum Books Popular Sellers

Since their publication, two new CMM publications have enjoyed brisk sales in the museum store. The cookbook, Chart Your Courses, appeared first on the museum’s anniversary in October and has sold nearly five hundred copies to date. Edited by Barbara Cantor, the book is a collection of recipes contributed by CMM staff, volunteers, members, and friends. The volunteer committee, composed of Barbara Cantor, Dede King, Cindy MacArthur, Kay McClellan, Pat Sprague, and Layne Bergin, began work in February 1995. Muffy Lochow and Karen Stone helped in selecting and checking more than 450 recipes, while Dennis Banks, Judith LaMargue, and Shirley Wilder typed them on special format sheets. Word processing the material was done by Jean Phelps, and Denise Weller created the beautiful section dividers that relate to the museum’s themes. Copies of the cook book sell for $9.00 (plus tax and postage, if appropriate) and may be obtained at the museum store.

Sales have also been active for Solomons Island and Vicinity: An Illustrated History and Walking Tour, published in late January. This eighty-page book identifies with brief historical sketches ninety-four sites on Solomons Island, in Avondale (Johnstown), and nearby areas, with location maps and many historic photographs. Copies are available for $4.95 each (plus tax and mailing, as appropriate) from the museum store. Richard Dodds, CMM curator of maritime history, the book’s compiler, will sign copies at the museum on Saturday, April 20, from 11:00 a.m. to 1:00 p.m.
OF SPECIAL INTEREST TO MEMBERS . . .

SOCIETY SNAPSHOT
(Have we told you lately that you’re beautiful?)

Total Membership: 2,114
Corporate Members: 32
Renewals: 210*
New Members: 62*
Upgrades: 25*

* To date this quarter (Jan 1 - Feb 29)


TAKING MEMBERSHIP TO A HIGHER LEVEL are these members who upgraded their memberships this quarter: James M. Barkman, Mr. & Mrs. Skipwith C. Calvert, Ralph Chapman & Linda Deck, Mr. & Mrs. Thomas Clancy, Peter E. Egeli, Barbara & Herb Ermler & Family, Bob & Mary Fleming, Dorothy R. Gambrill, Mr. & Mrs. Curt Hamilton, John & Pat Hoffmann, Mr. & Mrs. Michael Jarboe, Jack & Doris Johnson, Ash & Diane Kesler, Elizabeth Marsh Kriel, Mr. & Mrs. Anthony Luvara, John & Anita Meeks, Mr. & Mrs. William Nelson, Mr. & Mrs. Edward M. Portner, John & Mary Pugh, Mr. & Mrs. Calvin W. Roberts, Mr. & Mrs. Knox Singleton, Mr. & Mrs. Donald W. Thornstensen, Mr. & Mrs. Phillip J. Walls, Jim & Susan Yoe. Corporate: Morgan E. Russell, Inc.

MEMBERS WRITE

“I had not visited Calvert [Marine] Museum for 20 years. I am overwhelmed by the progress you have made. The children of Maryland and the world will be pleased with what you have done.”

Margaret O’Malley

FOR MEMBERS ONLY:
A BEHIND-THE-SCENES LOOK AT “TREASURES FROM THE CLIFFS”!
Thursday, April 18, 5:00 p.m.

Join director Doug Alves, paleontology curator Mike Gottfried, and Team Paleo for an exclusive, behind-the-scenes preview of “Treasures from the Cliffs: Exploring Marine Fossils.” This spectacular exhibit is entering its final phase of construction and will be closed to the public from June until its November opening. Our preview event is the only “Treasures” preview scheduled before the exhibit opens — and it’s just for you!

The CMM Corporate Campaign Committee will host the event. Enjoy a wine and cheese reception from 5:00 to 6:00 p.m. The program begins at 6:00 p.m. and features presentations, walk-throughs, and interactive fun. Rumor has it, “thar’s treasure in them halls!” What might you uncover? Be sure to bring your children!

Light refreshments will be served. Please RSVP by April 15 at (410) 326-2042. Space is limited, so please — members only. Reserve early!

COOK’S CONUNDRUMS

Long ago in the Miocene Chesapeake ...

Make a list of English words, having four letters or more, from

FORTY-FOOT GREAT WHITE SHARK!

Only letters appearing more than once may be used more than once.

Win a prize! Send your numbered list to Cook’s Conundrums, CMM, P.O. Box 97, Solomons, MD 20688.

Congratulations to Terry Trefry and Marlene Blankley who won free passes for their lists of “tary/tery” words!
A Winter to Remember . . .

The winter of 1996, during which Southern Maryland received several unusual snowfalls, resulted in the museum remaining closed for four days in January and three in February. But the otters thrived, and are looking forward to receiving visitors this spring.

A large and distinctive sign has recently been added to the Exhibition Building, carved by CMM modelmaker Jimmy Langley (shown here) and volunteer Skip Edwards. Photo by Skip Edwards

At the opening on February 28, Bay Beach resident, engages activity.
heavy snows, days in February. Spring and summer!

The 1948-built Owen Grover oyster skiff, shown after its move to CMM from storage in December 1995, thanks to George Klein of Cove Point Marine Service of Deale. Restoration will be completed this summer with help from volunteers of the Patuxent Small Craft Guild and with funding provided by a generous donation from Ruth G. Dixon and Rebecca Grover, and through the Matching Gift Program of McDonald’s Corporation. The skiff is at present in the museum’s Small Craft Shed.

Photo by Richard Dodds

Dr. Theodore Hudson, co-author of the booklet Highland Beach: The First 100 Years, shares personal reflections on the history of Highland Beach during the opening reception on February 23 for the exhibit at CMM.

Photo by Debra Yorty
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Haven Breakwall Light, mentioned above.1

The original contract was awarded in 1899 but was revoked due to non-performance. When new bids for the erection of the lighthouse were opened on June 14, 1900, Toomey Brothers were the low bidders at $31,300. (Note: lighthouse construction involved three separate bids from different companies - fabrication of the metalwork, erection of the structure, and supplying the fogbell and supporting yoke). Plans for the Hooper Island Light called for a caisson-style structure that was widely used by the U.S. Light-House Board between 1880 and about 1910. Twelve of this type were built on the Chesapeake, since they were better able to withstand moving ice flows than the earlier screwpile structures like Drum Point.

A wooden float was first built, upon which was attached a metal foundation in the form of a cone with a trumpet-shaped top, made up of a number of courses of cast iron plates, flanged on the inside and bolted together. The number of plates was dependent on the specified height of the lighthouse. A partially built caisson, ballasted with concrete, was erected in port and then towed to the designated site. Once on site, further courses of plating and more concrete were added. Through its own weight, and by pumping out the sand and mud underneath through an air shaft in the middle of the caisson, the iron cylinder gradually sank into the bottom of the shoal to the required depth. After reaching the necessary depth and height, the remaining part of the structure, including the living quarters, was added.

Toomey Brothers commenced work on Hooper Island Light on February 4, 1901, on a waterfront site leased for the purpose in Baltimore Harbor. After launching the wooden part of the caisson, two courses of iron plates, thirty-three feet in diameter, were secured. This was towed to Solomons on June 4 where additional concrete and three additional courses of plates brought the draft of the whole structure down to fifteen feet. In the meantime, a temporary pier and work platform were built on the site of the new lighthouse, and the partially built caisson was towed out on July 6.

Work proceeded relatively smoothly and the casing was gradually built up in height while being forced the required 13'6" below the level of the shoal. Hundreds of tons of concrete were added as were tons of rip-rap around the base to prevent scouring. By November 28 the circular iron dwelling structure had been added, measuring eighteen feet in diameter at its base and seventeen feet at the top. Contained in the structure were the living quarters, veranda, and watchtower room with the lantern room above that. Below the living quarters were the water cisterns and a brick-lined cellar divided into storerooms. On June 1, 1902, a fixed white light with a white flash every fifteen seconds was exhibited for the first time through a fourth order Fresnel lens.

Shortly before starting work on Hooper Island Light, on January 21, 1901, the Toomey Brothers filed a certificate of incorporation at Guilford, Connecticut. The Toomey Brothers Company was formed as a joint stock company with a capital of $6,800 to "engage as general contractor in the building of lighthouses, breakwaters, docks, and all submarine work, and to act as general building contractors, also to buy and sell vessels of all sizes and kinds, also to quarry, buy and sell stone ... ". Stockholders were Humphrey, Daniel, and Dennis Toomey, and Paul W. Harrison of New Haven. Only $2,000 of the $8,000 was paid in for cash. The balance of the capital stock was paid in property including the schooner Lewis Jane, the steamboat Messenger, three yawl boats, two hoisting engines, one diver's outfit, two forges, etc. The same day the incorporation papers were filed, a deed was also granted conveying an extensive list of personal quarry property from the four stockholders "... both as individuals and as partners in the firm of the Toomey Brothers and Company, a joint stock corporation, to the Toomey Brothers Company."3

The ninety foot, two-masted schooner Lewis Jane was built at South Rondout, New York, in 1870 and was acquired by the Toomeys around 1900. She was brought down to the bay and appears in photographs taken at the time in Solomons. The Messenger was actually a wooden steam launch, thirty-five feet in length, built in New Haven in 1897. She, too, was used at Solomons.

Of most interest is a third vessel owned by the company and built in Solomons in 1902 by M.M. Davis as the two-masted schooner Humphrey Toomey. At 105 feet in length, she was reported in the local press at the time as the second largest vessel built in Solomons. She was intended to serve as a floating workshop for the lighthouse construction business and was equipped with a large steam hoisting engine. She may also have been fitted with an auxiliary engine.

In 1902, while still engaged in building Hooper Island Light, Toomey Brothers made a successful bid of $38,880 for the erection of a new caisson lighthouse off Point No Point, some six nautical miles north of the entrance to the Potomac River. A separate bid of $9,475 was received for the metalwork. As it transpired, the Connecticut partners would rue the day they ever got involved in this project.

Unlike Hooper Island Light, initial fabrication of the caisson would be done at Solomons. Towards that end, the old ice house near the steamboat wharf was purchased in a receiver's sale for $240 in April 1902.4 The building was used as an office and store,
and on the adjoining beach the wooden base of the caisson structure was started on August 11. The thirty-two-foot square, thirteen-foot high platform was launched with due ceremony on November 15. In the meantime, the metalwork was being delivered to the Lazaretto Light-House Depot in Baltimore where it was collected by the Lewis Jane and taken to Solomons. The contractors were also engaged in the construction of a 120- by 60-foot wharf at the site of the lighthouse to hold the necessary building materials, derrick, machinery, and workers' housing to complete the structure.

![Construction wharf at the site of the Point No Point Lighthouse. This memorable photograph was probably taken the day the caisson was towed from Solomons on April 3, 1903. The following day, this entire structure collapsed into the sea. On the left is the ram schooner Margaret H. Vane, built in 1901. Photo: U. S. National Archives](image)

After launching the wooden base, three courses of iron plates were added, with the air shaft located in the middle, surrounded by twelve inches of concrete. On April 3, 1903, the foundation was towed to the site by the tug Sarah. The following day a gale came up from the southwest causing the caisson to beat against the wharf. Suddenly the overloaded wharf collapsed taking with it 120 tons of concrete discharged from the chartered schooner Margaret H. Vane, lying alongside. It happened so quickly that about a dozen workmen were thrown in the water. The caisson filled with water and capsized, turned bottom up and proceeded to float off down the bay, chased by the tug Sarah. It was eventually recovered at the mouth of the Rappahannock, having traveled forty miles. Although there was no loss of life, everything was swept from the wharf, leaving only some pilings visible. The Vane and another schooner lying alongside loaded with rip-rap snapped their mooring lines and drifted off unscathed.

As a result of the accident, the caisson lost the upper two courses of iron plates and was towed back to Solomons upside down on April 6. Despite pleas to the contrary, the Light-House Board apparently refused to pay for the replacement plates and would not grant an extension to the contract. Toomey Brothers, of course, had to rebuild the pier and salvage or replace all the equipment on it, suffering a substantial financial loss.

After righting the caisson and replacing the missing iron plates, the foundation was returned to the site on October 21, 1903, and work resumed. Incredibly, in February 1904, the wharf was once again destroyed due to a heavy field of moving ice. Fortunately, the caisson suffered little damage, embedded as it was by now deep in the mud. Nevertheless, the construction pier had to be rebuilt once more.

Another piece of misfortune was reported in the Calvert Gazette of September 10, 1904, when the lighthouse inspector on the wharf was seriously injured by a swinging gaff and had to be brought to Solomons for treatment. He was examined by Dr. William Marsh and sent to Baltimore that night on the steamer Westmoreland.

Despite the setbacks, Point No Point was lit for the first time on April 24, 1905, displaying a flashing white and red light alternately, at intervals of twenty seconds. The cast iron foundation cylinder was thirty feet in diameter and fifty-one feet high, expanding near the top into a trumpet shape, eighteen feet above the water. Like Hooper Island Light, the cylinder was mainly filled with concrete with space left for a cellar and two water cisterns. Unlike Hooper Island, however, the foundation cylinder was surmounted by an octagonal brick dwelling, two stories high, with a mansard style roof, topped by an eight-sided lantern.

Whether due to their losses with Point No Point or with the quarrying operation, the Toomey Brothers lost their quarry and their landholdings in Guilford due to indebtedness and foreclosure actions in the New Haven Court of Common Pleas from 1903 to 1909. This setback, however, did not stop them from building another lighthouse — their last — Peck's Ledge Light, south of Norwalk, Connecticut. This was another caisson light, completed in 1906. While temporary residents of Solomons, the Toomeys left their mark. The company and its workers kept a number of accounts at the well-known J. C. Webster Store, as revealed in surviving account books for the years 1901 to 1904. It is obvious that lighthouse building created huge appetites as most of the entries are for provisions. Tobacco was a close second, in addition to all manner

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YEAR-END APPEAL CONTRIBUTORS FOR 1995

The Board of Governors, director, and staff of the Calvert Marine Museum thank the following 165 donors to the 1995 Year-End Appeal for contributions of nearly $11,000. This support will add significantly to the museum’s ability to carry out educational and conservation programs in 1996.

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of hardware and rigging equipment. There are several charges for telephone calls as the store was one of the few places in Solomons so equipped with this new device.

On the social side, the contractors sponsored a dance in 1902 at the Town Hall, which building was lighted by electricity for the occasion, courtesy of the torpedo-boat-destroyer USS Dale, then in harbor. The crew of the vessel ran electric wires from their dynamo through a window of the Town Hall. As the Calvert Journal of April 26, 1902, marveled, “the first time in the history of Solomons, perhaps of the county, that a building has been lighted by electricity.” In perhaps the ultimate compliment to their adopted community, Dennis J. Toomey married Lula Marten, daughter of Mr. and Mrs. Dennis J. Toomey married Lula Marten, daughter of Mr. and Mrs. George Halvosva, W. Darryl Hansen, Ms. Angela Harkness, Ms. Eunice M. Harrar, Kiplinger Hine & Roseline Hine, Mr. & Mrs. Walter A. Hittinger, Nadine & Mark Hughes, Phillip S. Hughes, Ms. Donna Iglehart, Mr. & Mrs. Michael Jarboe, Mr. & Mrs. Ronald B. Johnson, Mr. & Mrs. Walter R. Johnson, Robert & Joan Jordan, Ms. Dorothy Joy, Mr. & Mrs. Joseph F. Keiger, Mr. & Mrs. Donald Kilpatrick, Col. & Mrs. Francis King, Mr. & Mrs. William E. Kingsley, Mr. & Mrs. Philip D. Korn, Mr. & Mrs. Paul E. Kraf, Warren & Mary Krug, Mr. & Mrs. Warren Kunz, Don & Deann Lesemann, Dr. & Mrs. Louis F. Libelo, Ms. Lauren & Paula Liebrecht, Mr. & Mrs. Bernard Lietz, William & Emilee Long, Mr. & Mrs. Bernard Loveless, Mr. & Mrs. Joe Luton, Mr. & Mrs. George Mahoney, Mr. & Mrs. Peter A. Margolies, John & Phoebe Marshall, Eugene & Petrina May, Mr. & Mrs. Parker W. McClellan, Mr. & Mrs. Leander McCormick-Goodhart, John & Pat McCurry, Donald & Joan McDoull, Mrs. Marcel H. McGilvray, Mr. & Mrs. William H. McGilvray III, Adam, Kinnard R. Mckeey USN (Ret.), Mr. & Mrs. Roger C. Mellem, Pat Melvin, Mr. & Mrs. Andrew H. Metz, Lt. Col. & Mrs. Donald B. Miller, Joseph J. Miller, Mrs. Kathleen & Robert Miller, Timothy A. Miller, Mrs. Gladys Moore, Ms. Margaret G. Moran, Walter & Robin Munikhuysen, Carl & Lorraine W. Neuteil, Ms. Mary H. Novotny, Lawrence & Ellen O’Steen, Shirley A. Paulson, Mrs. Darby Peddicord, Don & Ann Polz, Mr. & Mrs. Herman E. Popka, Mr. & Mrs. Norman E. Prince, Harvey E. Pyles Jr., Capt. & Mrs. Arthur F. Rawson Jr., William & Paula Ray, Mr. & Mrs. Jay Reil Jr., Ms. Anne K. Reifsneider, Mr. & Mrs. Douglas Reiman, Mrs. Betty Lynn Roberts, Dennis & Mary Roderick, Mr. & Mrs. W. R. Roebling, Mr. & Mrs. Richard W. Roming, Fred & Marilyn Ruark, Ms. Peggy Rude, Ms. Edith A. Schrader, Mr. & Mrs. Charles Seville, Mr. & Mrs. Samuel Shafer, Mr. & Mrs. C. T. Sharpless, Mr. & Mrs. William V. Simmons, Alex & Ethel Smith, Bruce & Betty H. Smith, Spring Cove Marina, Mr. & Mrs. Joseph F. Snider, Mildred D. Stevenson, Cdr. John F. J. Stinson, Mr. & Mrs. Charles Summervell, Jane Sypher & Larry Tierney, Mrs. Helen Tate, Alice Tetelman & Martin Wenick, Gordon F. Thomas, Norbert & Roslyn Thonnard, Ms. Martha W. Tongue, The Vorhes Family, Dorothy Wenzel & Edward Chaney Jr., Harold & Leahrae Willard, Mr. & Mrs. John Williams, Jr., Kathryn & Gary Wood, Mrs. Isabelle Woodburn, Mr. & Mrs. John A. Yacovelle, Mr. & Mrs. William L. Yates, Mr. & Mrs. Philip L. Yeats, Ken & Vonnie Zeigler.

Island and Point No Point Lighthouses, still doing the job for which they were built, but long since automated and looking decidedly neglected. They represent the last stage in the great era of lighthouse construction on the bay, and are a tribute to the men who built them, whose names are largely forgotten.

NOTES

The author thanks the following individuals and organizations for their help in preparing this article: F. Ross Holland; Dr. Ralph E. Eshelman; Joel E. Helander, Guilford Town Historian; Michelle E. Parish of the Henry Whifflehead State Historical Museum; William Taylor of the G. W. Blunt White Library, Mystic Seaport Museum; and Barbara Sladek with the Connecticut Secretary of the State Office.

2. Certificate of Incorporation, 32:308, Office of the Secretary of the State, Hartford, CT.
3. Land Record GLR 56, p. 450, as cited in a letter from Joel E. Helander, February 14, 1996.
4. Calvert Gazette, April 19, 1902.
5. Light-House Board to Col. W. A. Jones, May 29 and June 29, 1903; RG 26, Entry 23, Box 101, Letters Sent to District Inspectors and Engineers, U. S. National Archives, Washington, D. C.
Calvert Marine Museum in Solomons presents an Outdoor Concert...

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VOLUNTEER SPOTLIGHT – RECOGNITION BRUNCH AT THE YACHT CLUB

For the second year, the Volunteer Council Members Recognition event was a brunch at the Solomons Island Yacht Club, held on Sunday, January 21. The daylight event offered a welcome break for volunteers and staff during the bleak weather of January. Almost a hundred volunteers and guests were hosted by eighteen staff members, and were served a menu of bananas and spiced cream, brunch eggs, scalloped pineapple, oven-fried potatoes, baked ham, crab burgers, and pancakes – ending with a great variety of desserts contributed by the staff. Flowers for each table were donated by Solomons Island Florist.

The formal program, chaired jointly by director Doug Alves and education curator Karen Stone, provided recognition by each department of those volunteers who served one hundred hours or more during the year. Instead of the certificates given in past years, each volunteer was given a star pin. Other volunteers were also recognized, especially those earning their Volunteer Council name badges.

The 1995 Volunteer Achievement Award was presented to Kay and Buck McClellan for their work on museum events, notably the Waterside Music Festival. For their award they were given a crab bowl, a gift certificate for dinner at the Lighthouse Inn, and a cookie cutter in the shape of a guitar – fitting tribute to their Waterside Music Festival efforts. An award for the highest number of volunteer hours in 1995 — over one thousand — went to Paul Berry, along with his own key to the Administration Building. Several volunteers were recognized for their cumulative hours of service: for 5,000 hours, Paul Adams, Linda McGilvery, and Sandy Roberts; for 2,500 hours, Zelma Margelos; and for 1,000 hours, Bill Lake, Eleanor Prince, and Margie Wilbar.

Unfortunately, there were some volunteers whose service in 1995 was not computed fully, and an apology is due them. The change-over in the Volunteer Coordinator position at the end of the year resulted in an incomplete tally of hours, but this will be corrected when the new coordinator, Leslie Brown, reviews the records to identify those due star pins and name badges.

The 1995 Volunteer Achievement Award recipients Buck and Kay McClellan, shown at left, receiving their awards from Karen Stone (center) and Doug Alves (right) at the Volunteer Brunch, January 21.

Recipients of recognition for one hundred hours or more of volunteer service to CMM during 1995.

Photo by Robert Hurry

The 1995 Volunteer Achievement Award recipients Buck and Kay McClellan, shown at left, receiving their awards from Karen Stone (center) and Doug Alves (right) at the Volunteer Brunch, January 21.

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