

Newsletter of
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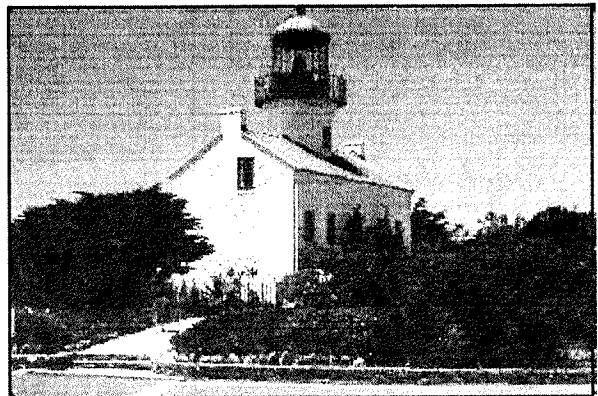
A New Look at the Old Lighthouse

by Terry DiMattio, Superintendent, Cabrillo National Monument

The theme of this issue is "A New Look at the Old Lighthouse."

I cannot tell you how excited I am about the new look that is being created at the Old Point Loma Lighthouse. With each passing week it is easier to visualize how it will look when the project to restore the grounds to a semblance of their 1880s appearance is complete. But it is not just the setting that will be new. By next spring or early summer there will be new exhibits on the lighthouse, its keepers, and operation as well.

Many of you know this already, but when I began my association with Cabrillo National Monument in the fall of 1972, it was as a Volunteer-In-Parks (VIP) dressed as the lighthouse keeper. On Saturday afternoons I would stand



...the grounds were covered with ice plant, jade plants, geraniums, and twisted junipers.

in front of the lighthouse with the 5th Order lens from the Ballast Point Lighthouse beside me and talk to visitors about Robert and Maria Israel and what life was like for them at the Old Point Loma Lighthouse. At that time the grounds were covered with ice plant, jade plants, geraniums and twisted junipers. It was a beautiful, park-like setting, but it bore no resemblance to what



Back then, I did not know that the scene before me should be any different than it was.

existed 90 years earlier. Back then, I did not know that the scene before me should be any different than it was.

Fortunately, others did. Superintendent Tom Tucker and his staff, working with National Park Service planners, were preparing a master plan for the monument. In it, they recommended that the roads and parking areas be removed, which would allow "this area to be restored to a more appropriate setting." After three decades it is happening.

So far, the following components of the lighthouse project have been completed: The vegetation, old asphalt road and parking area and other debris have been hauled away, except for the cistern and Torrey Pines, and the electrical, telephone and alarm systems relocated. The contractor has re-established the historic

contours, relocated the drainage inlet at the north end of the project, and poured the colored concrete promenade walk and drainage swale on the east and west sides of the lighthouse and the curbs for the two disabled parking spaces at the south end of the lighthouse. The concrete rain catchment basin in front of the lighthouse has been poured and bricks placed along its border. Several of the posts for the picket fence that will encircle the catchment basin have been put in place. The fire hydrant has been relocated

southwest of the lighthouse. The hole in the center of the assistant keeper's quarters' floor, into which the U.S. Coast Guard 3rd Order Fresnel lighthouse lens will be placed, has been dug and the concrete bottom poured.

There are several more components that the contractor needs to finish to complete this project: pour the foundation for and build the assistant keepers' quarters, lay the asphalt for the disabled parking spaces and access road on the west side of the lighthouse, lay the accessible walks to the lighthouse from the promenade walk, outline the location of the



barn and oil shed with stones salvaged from the interior rock wall, lay the bricks along the promenade walk, build the picket fence, and install the flag, or signal pole. When the contractor is finished, our staff will replant the grounds with native plants raised in our greenhouse. If all goes well the rehabilitation of the historical setting will be finished no later than the end of December and we can reopen the lighthouse to the public.

That, though, is only half of the new look at the old lighthouse. CNM Chief of



The centerpiece of this new exhibit will be the 3rd Order flashing lens from the new Point Loma Lighthouse on loan to us from the U. S. Coast Guard

Interpretation Karl Pierce is putting the finishing touches on the plan for the new lighthouse exhibits. His staff and several VIPs have written the exhibit text, located historic photographs and other graphics and arranged for permission to use them, had a replica keepers' uniform and woman's dress made for the mannequins in the exhibit, and acquired some U.S. Lighthouse Establishment implements and other objects for display. This is an exciting exhibit that will help our visitors understand the need for the lighthouse in San Diego, the life and duties of the keepers here, and the optics that made Fresnel lenses so effective. The centerpiece of this new exhibit will be the 3rd Order flashing lens from the new Point Loma Lighthouse on loan to us from the U.S. Coast Guard. It will be in the center of the assistant keeper's quarters in a replica lantern and brilliantly lit.

Once the plan is finished, it will be sent to the National

Park Service's Interpretive Design Center in Harpers Ferry, West Virginia, where a contract will be awarded to have the plan transformed into three-dimensional exhibits. The exhibits will be fabricated over the winter and, with luck, the manufacturer will install them next spring or summer. This will complete our efforts to rehabilitate the Old Point Loma Lighthouse and its grounds started so many years ago by people with vision and the desire to connect those who visit this special place with their past. I invite you to visit Cabrillo National Monument often in the weeks ahead to watch the progress being made and to look anew at the old lighthouse.



HOLD IT! Construction and Archaeology Uncover Stories of the Lighthouse

by Patricia Heusner, Editor

“**T**hey found a piece of cement at the lighthouse!”
“Hmm,” I thought when I heard the news spreading around the administration building. “A chunk of cement?”

That chunk of cement turned out to be the northeast corner of the historic rainwater catchment basin. Believe it or not, the front yard of the lighthouse was a huge slab of cement! Historian Bob Munson and volunteer Nancy Walton excavated the corner, which proved that our reconstructed catchment basin was almost exactly in the right place. It also revealed that the basin had originally been built with a perimeter wall of three courses of brick.

A few days later, another hunk of concrete southeast of the lighthouse turned out to be the footing for the World War I army radio tower, placed near the lighthouse to receive signals from ships wishing to enter the harbor.

As the construction workers continued digging, they uncovered another piece of the story: the first cistern, intended to collect rain water. Water was not available on Point Loma

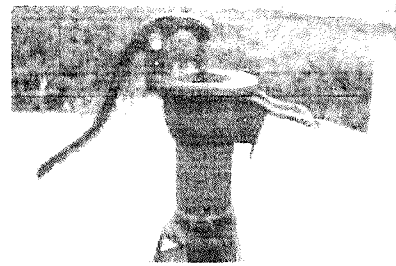
and had to be brought by the barrel with a horse and wagon from La Playa. As built in 1855 the lighthouse had a built-in cistern in the basement. This cistern could not collect or hold enough water running off the roof to provide for the keeper and his family’s needs. So, at least once a week he still had to take horse and wagon on a water run.

original cement here underground!

Each time something catches the construction workers’ attention, they let Bob Munson know about it so that he can investigate. The National Park Service archaeologist for our region, Roger Kelly, visited twice to check out the latest discoveries.

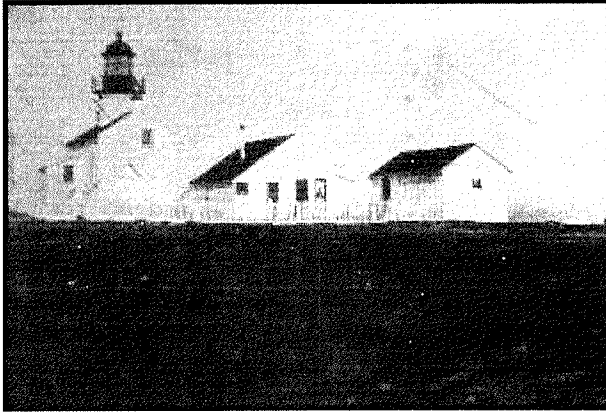
Although the archaeology

...the keepers and families could use the precious rain water that would otherwise soak into the ground or run down the hillside.



To help remedy this situation, the lighthouse board decided to catch more rainwater by building a cement slab in front of the lighthouse. This way, the keepers and families could use the precious rain water that would otherwise soak into the ground or run down the hillside. The catchment basin and outside cisterns were designed in the late 1870s and in place by 1881. And there are still chips of the

slows the construction a bit, it is an incredible opportunity to look closely, take photographs, and document the evidence of times past.



Tactile Models: Communicating With Feeling

Visitors with visual impairments are now able to get a better "feel" for the lighthouse, assistant keeper's home, barn, Point Loma, and San Diego Harbor, thanks to two new tactile models. The bronze models come with a "please touch" policy, and visitors are already enjoying them.

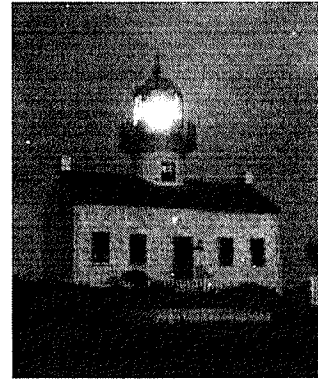
In July, several visitors attending the convention of the American Association for the Deaf and Blind being held in San Diego enjoyed learning about the lighthouse through the tactile models. One gentleman was accompanied by two guides who told us, "This has been the best place in San Diego for him because there is so much he can touch and feel here!" He was delighted with the tactile models and also had a great time examining the weapons and armor in the visitor center.

The models were sculpted by Carl Glowienke of Sea Life Sculpture Studio in Santee, California, and are currently on display in the visitor center. We are extremely grateful to Mrs. Connie Golden and other Cabrillo National Monument Foundation members for their generous contributions which made the new tactile models available.



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Oracle

by Ted Washington

Lingering, the eternity of
the mission
The rocks withstand
my perch
Steadfast, the memory
of the sojourn
The seas contend
my search
Singular, the existence
of the romance
The stars' embrace
my night
Beckoning, the
assurance of the future
The sailors' reprieve
my light

The United States Coast Survey

By Kim Fahlen,
Volunteer, CNM



nascent America had come to realize the urgent need for the *accurate* charting of its coasts—not only for national defense, but the country's commercial interests depended on the reliability of its maritime traffic. The safety of her mariners, ships, and cargos was critical.

In 1807 President Thomas Jefferson signed a Congressional bill creating the United States Coast Survey, under the Treasury Department. The agency would be responsible for conducting detailed surveys and producing charts to supply reliable information pertaining to the waterways, harbors, and navigational hazards of the entire nation's coastlines. In time, this Survey would chart the harbor of San Diego and choose the site for her lighthouse.

Ferdinand R. Hasslar, the Survey's first superintendent, proposed the division of reconnaissance into three branches: geodetic, hydrographic, and topographic. The original concept of the Survey was much less ambitious and did not include geodetic work. Geodesy is the science concerned with the measurement and description of the size and shape of the earth. But Hasslar insisted that the Survey would prove truly useful only if "its detailed triangulation could be attached to a firm framework of geodetically determined points."

Acquisition of adequate surveying instruments, the American Revolution, discord in Congress, and constant pressure on public finances all configured into the delays that prevented

Hasslar from the actual start of his triangulation network until 1817. By the time of Hasslar's death in 1843—from sickness acquired in the field—he had accomplished surveys from New York, south to Cape Henlopen, Delaware.

Alexander Dallas Bache became the second Superintendent of the Coast Survey. As a scientist, mechanical engineer, and educator, his reputation in the scientific and intellectual communities of Philadelphia gained him not only the position but also the political influence he would need for future battles with Congress and the Navy. Bache was a great-grandson of Benjamin Franklin and a relative of numerous well-known public servants.

Superintendent Bache had a cousin in the Army—Major Hartman Bache—who was associated with coastal surveys, engineering, and lighthouse work. This man was important to the (Old) Point Loma Lighthouse. As Inspector for the U. S. Lighthouse Board, it was he who rejected or accepted the quality of the newly constructed West Coast lighthouses. One source for this article offered the brilliant suggestion that it is to Hartman Bache that the credit should go for the preservation of the 1855 Point Loma Lighthouse. He recognized, among other things, the poor quality of some bricks used in the structure, insisted they be replaced, and then instructed that exterior walls be plastered.

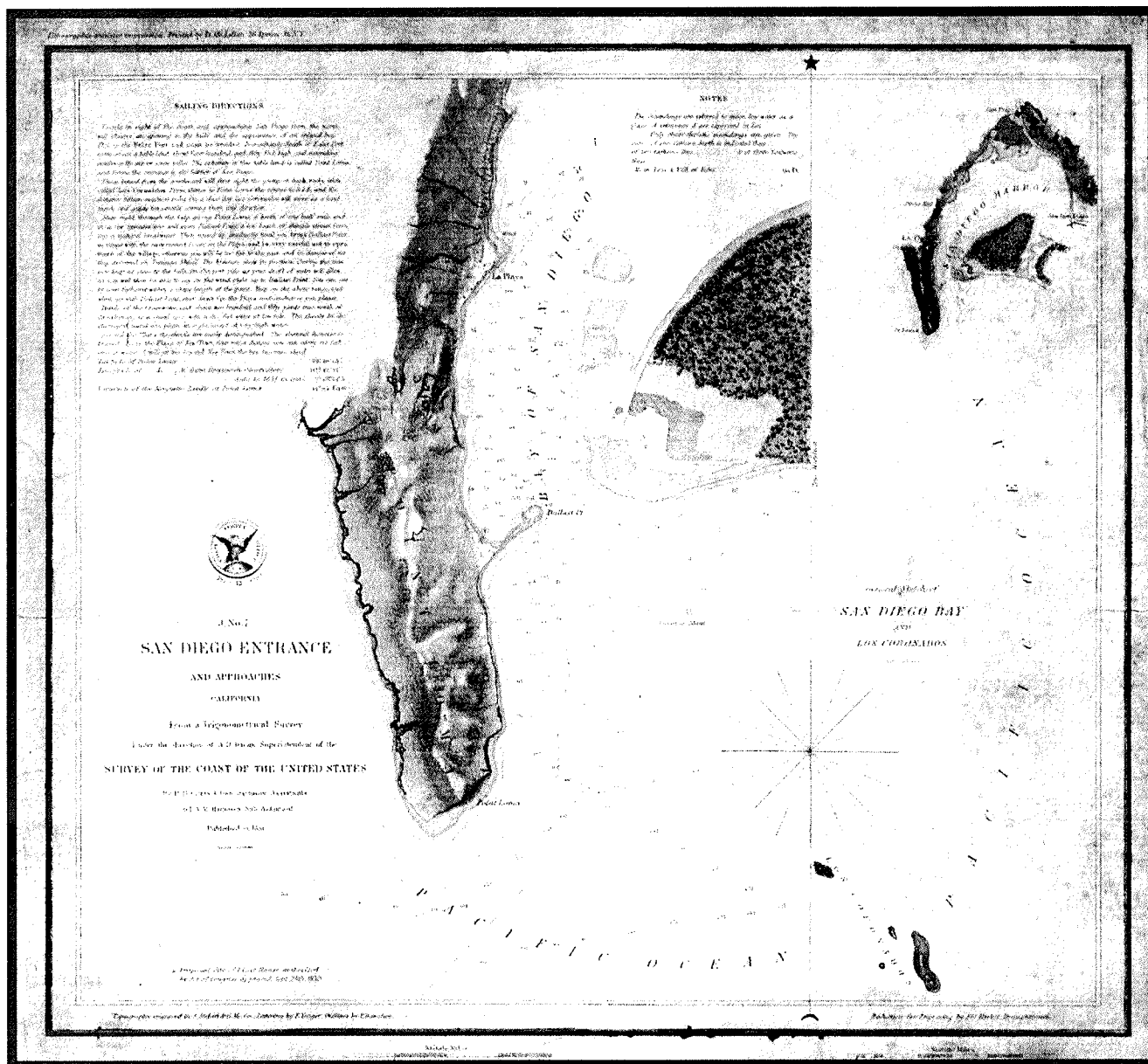
As Hartman Bache inspected the various new stations in the mid-1850s, he made sketches. How fortunate for history's sake was his feeling that the archives

of the Lighthouse Board should contain measured drawings and pictures—pictures that today offer the earliest and most charming views of the West Coast lighthouses. Cabrillo National Monument will display copies of these in its new lighthouse interpretive center.

A.D. Bache divided the Atlantic and Gulf coasts into nine sections where work was carried on simultaneously and to uniform standards. Two sections were added when the Pacific Coast territories were annexed. By strategically locating the baselines and beginnings of each section's triangulation, he was in position to begin topography and hydrography of the largest port areas.

Bache designed numerous instruments for assisting the Survey, including the "Electrotype," an electro-magnetic device for recording astronomical observations. Various measurements were rendered as part of the Survey—temperature, air, moisture, pressure, wind, tide, and chronometer operations to compare longitude measurements. (The first West Coast tide gauge was used in San Diego.)

Many talented men were responsible for the difficult but successful endeavors led by A.D. Bache, their names visible on the charts printed from their efforts. *The Correspondence of A.D. Bache, Superintendent of the Coast and Geodetic Survey, 1843-1865* is available on microfilm through the National Archives. Though tedious to decipher, the handwriting offers fascinating glimpses of much activity involved in charting the coasts.



Bache's map of San Diego Bay

The letters relative to the West Coast narrate the difficult journey from the East Coast in the crossing of the Isthmus of Panama. The safe transport of delicate Survey instruments and the threat of acquiring disease amid robberies and murders were formidable. Constant was "the disparity between our pay and our expenses." The Survey cutter *Ewing* faced competition with the gold fields: seamen unfaithfully deserted. At times, officers effected watch with "cocked pistols." And keep in

mind, the *Ewing* was navigating by the old charts they were working to correct!

The hinterlands were unaccommodating; the conveying of equipage was impossibly demanding. Survey campsites at times resembled hospitals due to extremes of effort and weather.

Perusal of the communications between A. D. Bache and his Survey parties leaves the reader touched by the personalities involved. Each recognized in the others a sense of respect as

gentlemen, absolute faith in ability, and regard for duty. A line from A. D. Bache suggested, "There is nothing so grateful to persons in our situation as the consciousness that we have given satisfaction to those we serve."

(Author's note: Many thanks to Historian Charles Best for the loan of his wooden case of Bache communications.)

The Untold Story

By Carol A. Martin

Doing research for information to go in the new Assistant Keeper's Quarters Museum project was very interesting and enlightening. I have researched the Point Loma Lighthouse extensively for ranger talks and information. However, I found that I needed to learn more about the first eight lighthouses contracted to be built on the west coast of Washington, Oregon, and California which included the Point Loma lighthouse. There was a second contract which later established eight more west coast lighthouses. All sixteen of these lighthouses were built between 1853 and 1857. To give an idea of how important these navigational aids were to the settlement of the west coast, over a ten-year span 31 ships sank within 25 miles of the site where the first lighthouse, Alcatraz, was to be built. It was important to get new settlers and their worldly belongings safely to shore to help establish population centers.

Each of these 16 lighthouses has a unique story because of the often remote locations where they were built. Once these lighthouses were built they often sat idle for months waiting for the lighthouse keeper to be put into place and the lenses to arrive from France, be installed, then made functional. The second lighthouse to be built, Fort

Point, never functioned; it was torn down three months after completion. A second Fort Point lighthouse was built and lit not far away in 1855. The building of one lighthouse was delayed due to bird-nest egg gatherers. The Point Loma lighthouse was built in August 1854 but it was not lit until November 1855.

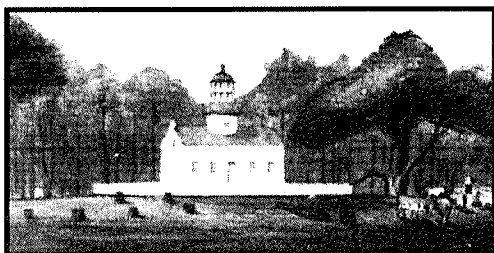
As I read some of these lighthouse histories, an emerging story caught my interest—an untold story. Of the first eight lighthouses, seven of them had women lighthouse keepers or assistants. These trailblazers served their country with pride, determination, and distinction at a time when employment opportunities for women were extremely limited. The original eight lighthouses were Alcatraz, Fort Point, Point Conception, Point Loma, Point Pinos, Farallon Islands, Cape Disappointment, and Humboldt Harbor. Farallon Islands is the only one without a woman keeper being listed.

Officially, Point Loma had Eliza Jenkins in 1867 and Maria Israel in 1873 assisting the keepers of the light. Unofficially, Maria helped her husband keep the Fresnel lens lit and maintained the equipment and grounds for sixteen years. All keepers had to follow closely the procedures detailed by the US Lighthouse Service manual. Correct trimming of the wicks, polishing the glass, and being polite to



Maria Israel helped her husband keep the Fresnel lens lit and maintained the equipment and grounds for sixteen years.

all visitors were required. A linen apron must be worn to prevent scratching the glass during and after cleaning. She worked at night, often placing her rocker at the base of the stairs to knit or sew in a beam of light from above. She worked day and night caring for her family and maintaining the lighthouse. She tended a small garden with tomatoes, potatoes, cabbage, lettuce, grapes, and peppers to provide fresh ingredients for her family meals.



*A long line of women
kept the Point Pinos
lighthouse.*

***This drawing of the Point
Pinos Lighthouse
is from a sketch made by Major
Hartman Bache, Lighthouse
Inspector for the Pacific Coast.***

It was true in many circumstances that the wife assisted the keeper, both officially and unofficially. If the woman was the keeper and then married, her husband could sometimes take on the assistant keeper's duties. Every now and then children grew up to help out and perhaps later take over their own lighthouse. If the keeper husband died, the wife took on the keeper's duties unofficially until she was placed as keeper or until the replacement keeper arrived.

A long line of women kept the Point Pinos lighthouse. It was lit in February 1855 by Charlotte Layton who was keeper until 1860. Fannie Luce became the assistant keeper there from 1871-1882. This oldest continuously operating lighthouse in California also had Emily Fish as the keeper from 1893-1914. Keep in mind that most of the lighthouses were on

remote outcroppings of rock where not many visitors would venture and not much would grow. This would not do for 50-year-old Emily Fish. She adorned the lighthouse with antiques, paintings, fine china, silver, and plenty of books. She brought in topsoil for the part of the 92 acres upon which she planted trees, grass, and hedges. She brought in thoroughbred horses to pull her carriage. Holstein cows grazed the property, chickens laid eggs, and French poodles greeted the visitors. She gave

dinner parties for artists, writers, and officers. She retired at age 71, and her legacy still lives on.

Fort Point lighthouse had Sarah Rogan as keeper in 1853. In 1865, Ann Blanchard took over the keeper's duties. Rachel Jones arrived in 1867 to keep the light, followed by Theresa Welch in 1868. Sophie Hine cared for the light from 1874 until 1878, when she took over the Alcatraz lighthouse. All of these women were industrious, dedicated and hard working.

I have mentioned only the women caring for three of our west coast light houses. There

were sixteen women who kept the lights in seven of the original west coast lighthouses. Officially there are 122 women listed in the US who have kept the lonely lights of navigational aids burning. Candace Clifford, author of *Women Who Kept the Lights*, was extremely helpful in compiling a list for me from the Register of Keepers. She also inventories maritime resources for the National Maritime Initiative, a National Park Service program.

The untold story comes from how many women officially and unofficially came to keep the lights: Maybe the sea took their husbands in a relentless storm. Maybe the keeper was injured or sick and the wife took over his duties. Records have been lost over the years and some records were never kept. Some stories will remain untold.

Another new bird for Point Loma, and an assortment of other avian migrants

by Claude Edwards
CNM Volunteer

It seems like I find myself back in the groove of writing about the efforts and discoveries of people who visit Point Loma in search of birds during the fall migration season. By default, this is a subject that interests me as the resident "bird-o-phile" at Cabrillo National Monument. Compared to past years, this has been a particularly busy year for me. For much of the past several months I have been traveling and spending a

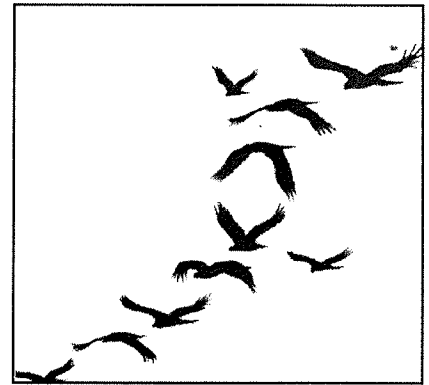
lot of time out of town for my job as a contract biologist. As a result, when I return home for a couple of days, I am not much in the mood to go out and look at more birds! The only exception to this is when I come out to Cabrillo National Monument on the third Saturday of each month to lead my public bird walks.

lot of time out of town for my job as a contract biologist. As a result, when I return home for a couple of days, I am not much in the mood to go out and look at more birds! The only exception to this is when I come out to Cabrillo National Monument on the third Saturday of each month to lead my public bird walks.

Once again, focused and energetic people have descended upon accessible

areas of Point Loma in search of rare and unusual species of birds among the regular fall season migrants. During a several-week period between early September and mid October, there has been a veritable rush of interesting and exciting bird observations, shared and disseminated among the birding community on the San Diego Rare Bird Alert message line and on the SDBIRDS list serve.

Along with an impressive list of noteworthy sightings, one particular variety that was found is brand new for Point Loma, and San Diego County: a yellow-bellied flycatcher (*Empidonax flaviventris*). Sadly, I was not among the many individuals fortunate enough to see it. In an email message on SDBIRDS on 30 September 2003, California bird records committee member Guy McCaskie summarized the status of this bird as follows: "the Point Loma yellow-bellied



flycatcher is only the 16th to be found in California; half of these were on Southeast Farallon Island (off the coast from San Francisco), so the species is truly rare in the state, and it is the 1st to be found in San Diego County."

As with all of the bird species that are considered unusual or rare, the basis for interpreting how common or rare it is depends on how many times it has been recorded in California and/or on Point Loma; where does it normally or typically occur; and what is the likelihood that this species would make its way to our region. In the case of yellow-bellied flycatcher, the species breeding range is depicted in popular field guides as extending from central and southeastern Canada, southward into the northeastern U.S. from northern Minnesota to Maine. It inhabits spruce bogs and coniferous forests. Its winter range extends from Mexico southward to South America. Its normal migration routes are encompassed within the Atlantic and Mississippi Flyways.

Curiously, an interesting phenomenon has been revealed: The further north

During a several-week period between early September and mid October, there has been a veritable rush of interesting and exciting bird observations

and east a particular migratory bird breeds, the more likely it is to be found along the Pacific coast. Examples of these species that have appeared on Point Loma include red-eyed vireo, chestnut-sided warbler, palm warbler, black and white warbler, American redstart, rose-breasted grosbeak, white-throated sparrow, and Baltimore oriole. Many of these species were observed somewhere on Point Loma within the past few weeks! Conversely, migratory species that typically nest in the southwestern U.S. have been found less often on the west coast. Examples of these that have been found on the Point include dusky-capped flycatcher, sulfur-bellied flycatcher, thick-billed kingbird, Grace's warbler, and red-faced warbler. Remarkably, a female Grace's warbler has returned to a grouping of several large pine trees in the northwestern portion of the Fort Rosecrans National Cemetery for its second winter season!

The complete list of rare and unusual bird species that have been recorded on Point Loma during the fall of 2003 is too lengthy to compile here. Suffice it to say that most of the National Park Service staff and volunteers have seen many birdwatchers out and about. Winter is fast approaching and most of the truly migratory birds will soon be gone, leaving behind our over-wintering species that have already returned to our midst.

Robert Decatur Israel

Keeper of the Point Loma Light

by Al Wolfing

The development of California and the West Coast is the result of the unique individuals who were drawn to the frontier. For the most part, those who were timid or lazy or who lacked imagination stayed home. Only those who possessed initiative, ambition, vision and courage left their homes to take a chance here. One such individual was Robert Decatur Israel

Israel was born in Pennsylvania in 1826. By the age of twenty he had become skilled in furniture making, but when the Mexican American War broke out, he signed on with the First Regiment of Mounted Rifles and saw action as an enlisted man at the battles of Vera Cruz and Chapultepec.

As a veteran he was entitled to 160 acres of land anywhere that the government had it to give out. At some point he must have run into someone who "talked-up" San Diego, because he elected to take his entitlement here, rather than farther north, near San Fran-

cisco and the gold fields.

In 1849 he came west as a hunter and scout for a wagon train. Since his tools were too heavy to bring with him on horseback, he later arranged for their shipment to San Diego via Panama. His carpentry and blacksmithing skills would prove useful on the frontier, and the wagons he made here

in San Diego were reported to be of excellent quality.

All indications are that he was a dynamic young man who enjoyed some celebrity as a combat veteran. He became very active in the affairs of what we



now call Old Town, and served as second-in-command of a local militia unit known as Fitzgerald's Volunteers. It is possible that it was this service that resulted in his being known locally as "Captain" Israel for more than fifty years.

An insurrection by Native Americans in the Escondido area took several lives in 1851. The leader, Antonio Garra, was captured by the militia and taken to San Diego for trial. Local histories record this episode as the "Garra Re-

volt." It was Bob Israel who commanded Garra's firing squad.

Over the next twenty years Bob Israel would also serve as town constable (sheriff), Justice of the Peace and School Board Trustee.

At some point not long after arriving in San Diego, Israel sustained a minor injury that took him to the home of Juanita Wrightington. Mrs. Wrightington, although not a doctor, was known locally to possess medical skills and knowledge of herbal medicine. There he met her daughter, Maria. In August of 1852 Bob Israel, then 26 years old, married Maria, who was only 16.

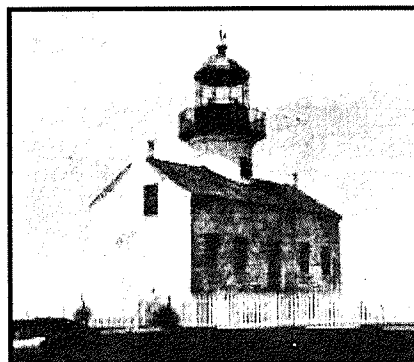
Israel was a complex personality with a contradictory nature. We know, for instance, that he discouraged Maria from teaching Spanish to their three sons. California, after all, was now part of the U.S. and he saw no need of it.

On the other hand, if you have visited the old Mason Street Schoolhouse in Old Town you may have read of the incident in 1864 when the school mistress, Mary Chase Walker, put her job in danger by daring to publicly lunch with a female friend who was African-American. Such actions were, in the minds of some, wholly inappropriate. It is well known that she got to keep her position, but it is less well known that it was Bob Israel who successfully defended her at her hearing before the School Board.

In June of 1871 Israel came to work at the lighthouse as the Assistant Keeper. Two years later he became the Principal Keeper, in which capacity he

would serve for almost twenty years more.

Lighthouse keepers were not well paid and there had been a regular turnover of personnel at the lighthouse until Israel's arrival. As I have mentioned, he had always displayed energy and initiative, so it was predictable that he would find a way to turn the situation to his advantage. Pic-



tures from this period show a number of white picket fences surrounding the lighthouse. With no neighbors to keep at bay, it seemed odd to me that so much energy and expense would be invested in fences. It turns out that Bob Israel was keeping more than 300 head of sheep in the vicinity of the lighthouse; the fences served to keep the animals at a distance from the family areas around the structure and to keep them away from the critical concrete pad that captured and channelled winter rains into the underground cistern. The sheep also explain why the vegetation around the lighthouse appears so sparse in those photos.

The year 1878 saw a number of changes in the Israel household:

In July, 17-year-old son, Harry, went to sea on the training ship, USS *Jamestown*.

While it was surely a proud and happy moment for Robert and Maria, it was not to last.

In August, Maria's half-sister, Seraphina, died of "consumption" (tuberculosis). Many writers have romanticized the turn-of-the-century as a more civil period in history when life proceeded at a leisurely pace. Little attention is paid to the fact that almost every family lost someone to diseases we don't even think about today. Scarlet fever, polio, typhus, tetanus, diphtheria, and cholera, just to name a few, took a terrible toll. Both Seraphina and Maria were direct descendants of one of San Diego's founders, Jose Machado. On the death of Seraphina, each of her five children was "farmed out" to other corners of the Machado family and her youngest, four year old Emma, came to live at the lighthouse.

When the new lighthouse was completed in 1891, the Israel family moved to Pelican Point. The following year Robert Israel would be fired despite more than 20 years service to the Light House Establishment, the government agency responsible for lighthouses. The official reason for his dismissal was that he had failed to properly maintain the new lighthouse. It is hard to know if the charges had merit or not.

Sixty-five-year-old Robert Israel, who had always been a man who spoke his mind, was less than politic in dealing with his superiors. We know that he had written letters critical of the workmanship and the materials used in the construction of the cistern at the new lighthouse. That work, of course, had been done by contractors

hired by those same superiors.

It was also rumored that the Assistant Keeper coveted Bob Israel's job and had gained the ear of their government superior by quietly sending reports that disparaged Israel. Whatever the circumstances, Bob Israel retired to his ranch in Escondido after unsuccessfully appealing his dismissal. He later moved with Maria to a small house in Coronado where he continued to enjoy some celebrity as a "war hero," one of San Diego's earliest citizens and as the one person most associated locally with the "Old Spanish Lighthouse."

One day in January 1908, Maria went to the back pantry and returned to find her husband's body still sitting comfortably on the couch, the victim of a sudden stroke or heart attack.

When Robert Israel sat down on that couch it is entirely possible that he was thinking back on a life of incredible diversity and adventure. He had grown up in Pennsylvania at a time when there were still a few veterans of the Revolutionary War spinning tales around the pub. Yet even as he sat down for that last nap, Glenn Curtis was establishing his flight school at the North end of Coronado Island.

Ode to Brasswork!

The constant need to polish brasswork led Frederic W. Morong, Jr. (1883-1947), District Machinist for the U.S. Lighthouse Service, Lighthouse District 1, to write *Brasswork: The Lighthouse Lament*, first published in 1935. Morong was known as the lighthouse keepers' unofficial poet laureate:

Oh, what is the bane of the
light keeper's life,
that causes him worry,
struggles and strife,
that makes him use cuss
words and beat his wife?

It's BRASSWORK!

What makes him look
ghastly, consumptive &
thin?

What robs him of health,
vigor and vim,
and causes despair and
drives him to sin?

It's BRASSWORK!

The devil himself could
never invent
a material causing more
world-wide lament
and in Uncle Sam's service
'bout ninety percent
is BRASSWORK!

The lamp in the tower,
reflector and shade,
the tools and accessories
pass in parade.

As a matter of fact the whole
outfit is made
of BRASSWORK!

The oil containers I polish
until

my poor back is broken,
aching and still,
each gallon, each quart,
each pint and gill
is BRASSWORK!

I lay down to slumber all
weary and sore.

I walk in my sleep, I wake
with a snore,
and I'm shining the knob on
my bedchamber door
that's BRASSWORK!

From pillar to post, rags and
polish I tote.

I'm never without them, for
you will please note
that even the buttons I wear
on my coat

are BRASSWORK!

The machinery, clock-work,
and fog signal bell,
the coal-hods, the dustpans,
the pump in the well,
now I'll leave you, mates, if
this isn't—well
BRASSWORK!

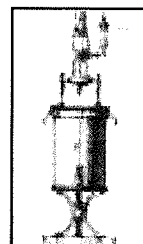
I dig, scrub and polish, and
work with a might,
and just when I get it all
shining and bright,
in comes the fog like a thief
in the night,

Goodbye BRASSWORK!

I start the next day when
noontime draws near,
a boatload of Summer
visitors appear,

for no other reason than to
smooch and besmear
MY BRASSWORK!

So it goes along all Summer,
and along in the Fall
comes the district machinist
to overhaul,
and rub dirty and greasy
paws over all
MY BRASSWORK!



Remembering Marion Baker Reupsch

by Raymond Starr

Although it has been nearly twenty years since it happened, I still remember the thrill I felt when I heard that longtime friend of Cabrillo National Monument, Marion Baker Reupsch, was donating \$100,000 for the creation of a replica of the Monument's disintegrating statue of Juan Rodríguez Cabrillo, which was the most important way the Monument memorialized its namesake. It was then, and remains to this day, the largest single contribution ever made to Cabrillo National Monument.

Sadly, Marion has recently passed away. We should take this unfortunate opportunity to reflect upon what she has meant to the National Park Service.

For a long time before her generous gift, Marion Reupsch had been well known to the Cabrillo community as the wife of one of the Cabrillo National Monument Foundation (then known as Cabrillo Historical Association) board members, Carl Reupsch. A director of the San Diego Unified Port Commission, he served on the board from 1964-79, and 1981 until his death in 1983. After his death, Marion remained a part of the Cabrillo "family," maintaining friendships with many people involved in the monument and the Association. Indeed, she continued to attend most Cabrillo functions

until just before her death last summer.

Shortly after her husband's death, she became interested in the efforts of Superintendent Doris Omundson to deal with the problem of severe deterioration of the Cabrillo statue, which was the Monument's chief remembrance of its namesake. The statue had been carved by a Portuguese sculptor in the 1930s for an exposition in San Francisco, but by strange—and sometimes amusing—means, had ended up at Cabrillo National Monument in 1949. It was a majestic statue carved from native Portuguese stone, but unfortunately the very stone that gave it such a soft feel also deteriorated extensively in the weather. Thus, after reports by the Balboa Arts Conservation Center, the Smithsonian Institution, and the National Park Service's conservator, Superintendent Omundson had begun to make plans to replace it. She arranged to have a replica done by a Portuguese artist, in Portuguese stone, but in a harder rock than the original. After considerable planning, the superintendent submitted the proposal to the National Park Service for funding, but the NPS denied the request.

Marion Reupsch learned of the plans, and seized upon the idea of contributing a large sum for the replication of the statue. She thought it would be a fitting monument to her hus-



Marion Reupsch (left) with CNM Superintendent Doris Omundson

band, who had both contributed so much to the Monument, and who was so devoted to it. Thus she offered up to \$100,000 for the making of the replica. The creation of a replica statue followed; the work was done in Portugal by prominent sculptor João Charters Almeida, and transported to San Diego by the Portuguese navy. In 1988 it was mounted on a base (donated by the Foundation) and Marion Reupsch officially unveiled the statue.

Today, the statue remains a magnificent part of the San Diego land- and skyline, and a testimony to the spirit of Spanish explorers of the Pacific Rim, and to the generosity of Marion Baker Reupsch.



Marion talking to TV crew on arrival of the new statue from Portugal, 1988



Cabrillo National Monument Foundation



As the Old Point Loma Lighthouse grounds are being rehabilitated, Cabrillo National Monument Foundation is in the planning phase of revising and reprinting one of our core publications, *The Old Point Loma Lighthouse*, by F. Ross Holland. This book was originally published in 1968 and a new edition, that received two awards from the National Park Service Cooperating Association Publication Competition, was published in 1978. The ten thousand copies of the 1978 edition have been sold and the Foundation is eager to make this title available again.

Christina Watkins, an award-winning book designer who has worked with National Park Service Cooperating Associations for many years, has been hired to work on this project. She will incorporate updated text and additional photographs into the new design of this important publication.

CNMF is asking our membership and other interested people to contribute financially towards the cost of the photographs, design and printing of this project. Everyone who contributes \$100.00 or more will have his or her name listed with appreciation in the book. All donors making a contribution in any amount will receive a copy of the book when it is printed.

For further information, contact Karen Eccles at 619-222-4747 or by e-mail at cnmfkaren@aol.com.

Donations may be mailed to CNMF,
1800 Cabrillo Memorial Drive,
San Diego, CA 92106

*Make a
Lasting
Legacy*



The CNMF Endowment Fund, established in 1997 with the San Diego Foundation, is another way you can support the endeavors of Cabrillo National Monument. Interested donors can call (619) 222-4747 or log onto CabrilloNMF@aol.com

MARK YOUR CALENDAR

Cabrillo National Monument and the Monument's Foundation have joined the San Diego Maritime Museum and its journal, *Mains'l Haul*, A Journal of Pacific Maritime History in sponsoring a conference, 24-26 September 2004, on "Spain's Legacy in the Pacific During the Age of Sail."

The program will feature a seminar of invited specialists to discuss plans for building a replica of one or more of Cabrillo's ships. Professor Carla Rahn Phillips (whom some will remember from her well-received lecture in the Monument auditorium a few years ago) will deliver the keynote address. There will also be a full day of additional papers on Spanish maritime history in the Pacific world. For members of the Foundation, the exciting news is that the conference will be a member benefit; members can attend all events (except those with separate fees, like lunches or dinners) simply by presenting their membership card. To keep up with evolving arrangements, consult the Maritime Museum website, www.sdmartime.org, under "Discovery."

We welcome the following new members who have joined since July 1.

Robert & Denise Borntrager
Pat Broadway
Diane Davis
Mary Fuchs
Robert Hutsel
Robert & Judy Keller
Jeanne McCommins
Dave & Karen Sharpe
Barbara Stanton

Many thanks for your support



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