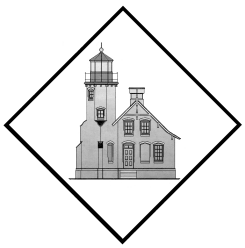
Fairport Harbor Lights

By

Phyllis L. Tag

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Great Lakes Lighthouse Research

6262 Blossom Park Drive, Dayton, OH 45449 937- 435-1103

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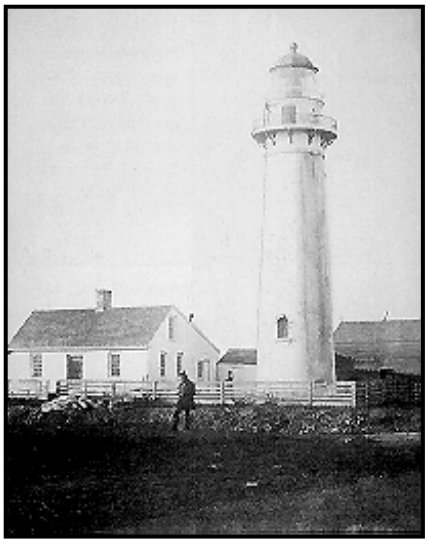
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Thomas A. Tag
6262 Blossom Park Drive
Dayton, OH 45449

Fairport Harbor Lighthouses Through Time



(Photo Courtesy Great Lakes Historical Society)
Fairport Harbor 1859



Fairport Harbor Beacon 1859



Fairport Harbor 1910



Fairport Harbor Beacon 1875



Fairport West Breakwater 2001



Fairport Harbor Third Order Lens

Light Information from Annual Reports of the Lighthouse Board and other sources

Fairport Light Station, Ohio
Grand River

Established in 1825, Beacon in 1835, Range Lights in 1893

For a lighthouse at mouth of Grand River
May 26, 1824, $8,000
For completing the pier at the mouth of Grand River
March 3, 1825 $1,000
For building a lighthouse and dwelling house at the mouth of the Grand River, in Ohio and fitting up the lantern with patent lamps, reflectors, &c. Jairus Thayer contractor $5,470 for building, $1,487.24 for fitting.
May 24, 1825 $6,957.24
For a beacon light on pier at Grand River
March 3, 1831 $1,000
For completing beacon light on pier at Grand River
June 30, 1834 $1,456
For a lighthouse on a proper site at mouth of Grand River
March, 3 1837 $5,000
For protection of the piers & beacon light on the piers at Fairport
June 25, 1860 $5,000
For rebuilding Grand River Light Station, Lake Erie
March 3, 1869 $30,000
For completing tower & constructing a dwelling for keeper at Grand River, Fairport, Ohio
March 3, 1871 $10,000
For rebuilding Beacon at Grand River, Fairport, Ohio
June 23, 1874 $4,000
For establishing Range Lights on or near Fairport, Ohio
March 3, 1891 $400

19th Congress, 1st, H.R. Doc. 57 - May 24, 1825

For building a lighthouse and dwelling house at the mouth of the Grand River, in Ohio and fitting up the lantern with patent lamps, reflectors, &c. Jairus Thayer contractor $5,470 for building, $1,487.24 for fitting, total $6,957.24

State of the Lighthouses - 1825

Status as of December 31, 1825			
Location	**Number of lamps in use**	**Gallons of Oil Consumed**	**Remarks**
Grand River Lighthouse & Beacon	13	36	

State of the Lighthouses - 1827

Status as of December 31, 1827			
Location	**Number of lamps in use**	**Gallons of Oil Consumed**	**Remarks**
Grand River Lighthouse & Beacon	13	214	

State of the Lighthouses - 1828

Status as of December 31, 1828			
Location	**Number of lamps in use**	**Gallons of Oil Consumed**	**Remarks**
Grand River Lighthouse & Beacon	13	220	Oil furnished of good quality

Collectors office
District of Cuyahoga
January 28, 1828

Sir,

I have here with transmitted my account current with the United States as superintendent of Grand River Lighthouse for the fourth quarter of the year 1828. Also Samuel Buttler's statement - State of the lighthouses during the year 1828, and a list of the articles attached to the lighthouse, Mouth of Grand River on the first day of January 1828.

I am respectfully
Your Obedient Servant
A. W. Waleworth
Superintendent

Stephen Pleasonton Esq.
Fifth Auditor
Washington City

Statement of Lighthouse

List of property and effects in any way attached to Grand River Lighthouse 1st January 1828.

13 lamps lit during past season
2 lamps not used
196 gallons summer oil
49 gallons winter oil
239 tube glasses
11 gross wicks
14 towels
1 carrier
1 box glass excepting 8 panes
1 lantern & small lamp
1 buff skin
5 large butts
1 small butt
1 diamond
2 files
2 tin trunks
3 wick sticks
1 wooden fassett
35 lbs. whiting

I certify the above to be a true statement of the property in any way attached to Grand River Lighthouse on the 1st day of January 1828.

S. Butler Keeper

State of the Lighthouses - 1829

Status as of December 31, 1829			
Location	**Number of lamps in use**	**Gallons of Oil Consumed**	**Remarks**
Grand River Lighthouse & Beacon	13	213	Oil furnished of the first quality

State of the Lighthouses - 1830

Status as of December 31, 1830			
Location	**Number of lamps in use**	**Gallons of Oil Consumed**	**Remarks**
Grand River Lighthouse & Beacon	13	160	

Hand written on status report -The keeper of the Grand River Light, represents a mistake made by him to the superintendent on the 1st of January 1830, that he should have returned 38 gallons of summer oil, and 29 gallons more of winter oil, as being on hand on the 1st of January 1830. The superintendent's annual return of the 1st of January 1830, founded on the keeper's return, is consequently erroneous, and requested to be corrected.

Collectors office District of Cuyahoga Ohio

January 1 AD 1831
Samuel Starkweather Superintendent

State of the Lighthouses - 1831

Status as of December 31, 1831			
Location	**Number of lamps in use**	**Gallons of Oil Consumed**	**Remarks**
Grand River Lighthouse & Beacon	13	156	

23rd Congress 1st Session - Acts - 1834

pp. 99
For completing the Beacon Light on the pier at Grand River, one thousand four hundred and fifty-six dollars.

Letter - July 26, 1834

Treasury Department
Fifth Auditors Office
July 26, 1834

Sir:

I have the honor to inform you that I have this day requested the Secretary of the Treasury to place the several appropriations, made at the last session of Congress, for building Beacons on Lakes Ontario and Erie, and for the removal of the Lighthouse at Goat Island, in Rhode Island, under your control.

I have the honor to be
respectfully
Sir, Your obedient servant

S. Pleasonton
Fifth Auditor and acting
Commissioner of the
Revenue

General Charles Gratiot
Engineer Department

State of the Lighthouses - 1835

Status as of December 31, 1835			
Location	**Number of lamps in use**	**Gallons of Oil Consumed**	**Remarks**
Grand River Lighthouse Beacon	9 4	209	None

Letter - July 9, 1835

Treasury Department
July 9th 1835

Sir,

Agreeable to your recommendation, I have to direct that from the first of next month the salary of the keeper of the lighthouse and beacon at Grand River, to be increased fifty dollars, making it four hundred fifty and that of the keeper of the lighthouse and beacon at Cleveland to be decreased fifty dollars, making the salaries the same.

Very respectfully
S. Woodberry
Secretary of the Treasury

Stephen Pleasonton Esq.
Fifth Auditor

Letter - September 3, 1835

Custom House District of Cuyahoga
Cleveland, Ohio September 3, 1835

Sir,

In compliance with your circular of April 16th, 1835 addressed to the Superintendent of Lighthouses, I submit the following remarks.

I am not advised of any change which could be advantageously introduced into the Lighthouse Establishment, as to the material used for burning or lighting, or the kind or quality of oil now used for burning or lighting, or as to the character, shape, disbursement, &c, of the lamps, lens, or reflectors.

The district lighthouses, of which I for the present have the superintendence is the State of Ohio, on Lake Erie, extending from the Pennsylvania line to the north cape of the Maumee Bay. I send you herewith a map of as much of Lake Erie, extending from the Pennsylvania line, to the western extremity, or head of the lake, on which is marked the locations of each lighthouse and beacon already

existing, and on which also are noted, the points where lighthouses and beacons would be useful, and are needed.

Commencing at the Pennsylvania line on the east and proceeding westerly, the following named lighthouses are useful and cannot be dispensed with vis: The Beacon at the pier, mouth of Conneaut River, the Beacon at Ashtabula Creek, the Lighthouse and Beacon at the mouth of the Grand River, the Beacon at Cleveland, the Beacon at the mouth of Huron River on the pier, the Sandusky Lighthouse, the Turtle Island Lighthouse.

Over the same extent of coast, I proceed to note those lighthouses and beacons, whose character of site should be changed, or which may entirely be dispensed with without injury to the public service.

The Beacon at Cunningham Harbor being a fixed light, is of doubtful utility, because there is no inlet there, there being a wharf only, parallel with the shore affording no refuge or shelter to vessels in a blow, and because the shore there is subject to all the incidents and perils of a sea shore, and because the Cunningham light, being a fixed light might easily be mistaken for the Ashtabula light or the Conneaut light, and the consequences of such a mistake would be dangerous in the extreme. If the Beacon at Cunningham Harbor, were a revolving light, it might be useful.

The Cleveland Lighthouse might be entirely dispensed with, if the Cleveland Beacon on the pier of the harbor adjacent was raised some 15 or 20 feet higher, and its lamps increased to the number of 10 or 11.

The lighthouse on the extremity of the pier at Buffalo, has superseded the necessity of the Buffalo Lighthouse on the shore adjacent and caused it to be entirely dispensed with. In the same manner, a suitable light on the pier at Cleveland Harbor, would answer all purposes. The Cleveland Lighthouse is now but little, if any, use. There is really no necessity of two Lighthouses at Cleveland. The Cleveland Lighthouse is located on the bank of the lake, and on account of the sliding or caving tendency of the bank, was placed about 25 rods from the pitch of the bank. Since the erection of the lighthouse the sliding or caving of the bank has ceased, and the land between the lighthouse and the lake is becoming occupied by private dwellings so that the lighthouse is becoming surrounded with them. The ground belonging to the lighthouse comprises nearly two acres, in the most active business part of town, and fronts about 700 feet on important business streets. All this land being occupied for the lighthouse, which leave a vacant and an idle bank, which is wanted and which is extremely valuable for business purposes. If sold by the government it would_____.

State of the Lighthouses - 1836

Status as of December 31, 1836			
Location	**Number of lamps in use**	**Gallons of Oil Consumed**	**Remarks**
Grand River Lighthouse Beacon	9 4	222 1/2	None

25th Congress 2nd, Doc. 15 - 1837

pp. 24
No. Of lamps 13

25th Congress 2nd, Doc. 41 - 1837

pp. 87
At this place there is an excellent artificial harbor; a lighthouse and a beacon on the pier. The beacon is all that is required, and I beg leave to recommend that the light be dispensed with. It probably would be as well to place reflectors behind the beacon lamps. Thirty miles to the west of Grand River is Cleveland.

25th Congress 3rd, Doc 24 - 1838

pp. 150

Report of Lieut. C. T. Platt, U. S. N.,
to the Secretary of Treasury.
Geneva, N. Y., November 26, 1838

Grand River Lighthouse is lighted by thirteen fixed lamps, and the same number of bright reflectors; all in good order. The beacon, on the east pier forming the harbor, is lighted with four lamps, and is in perfect order. This pier extends six hundred feet into the lake; the west pier, nine hundred feet. By bringing the lighthouse and beacon in range, in coming from the west, there is no difficulty in entering the harbor; consequently, there is no objection to the location of the beacon on the lesser pier. The width of the entrance between the piers is one hundred and seventy-five feet, with a depth of fifteen feet. The harbor is large enough to accommodate one hundred vessels; extending two miles up the river, with twenty feet depth of water after passing the entrance. The piers will evidently require rebuilding in a few years; and if the work be made permanent with stone, a beacon light may be erected at the end of the pier, that will supersede the necessity of the present lighthouse. Until that is accomplished. I consider the lighthouse absolutely necessary.

25th Congress 3rd, Doc. 2 - 1838

pp. 190
Repairs were commenced, during the months of March and April, on the west pier, injured somewhat by the storms late last season. A piece of the timber had been torn out below the surface of the water, and much of the stone carried out by the waves. This was thoroughly repaired, and is now in good condition. The west pier, at its commencement from the shore, has been rebuilt, from two feet below the surface of the water, for the distance of six hundred and fifty feet, in the best possible manner, of timber, and filled with stone. Its' dilapidated and rapidly decaying condition rendered this repair absolutely necessary. To remedy the evil mentioned in my last annual report, the inclination of the east pier of this work inwards, caused by the undermining operation of the current on the sandy foundation, a large body of rough stone has been deposited under the edge and against the inner side of this pier. This is not only with view to the present danger, but to the foundation for the permanent work. The piers have been well filled throughout, and the decayed planking replaced by new plank covering. The pierhead on which was placed the beacon light has (in view of the permanent foundation) had a compact row of piles driven around it, at thirty feet distance, and the space well filled with stone. This will be done, also, on the west pierhead immediately; and the driving of poles will then be continued towards the shore, and filled with stone, until the appropriation (after any further necessary repairs) shall be exhausted. It may be found necessary to raise bank of stone along the banks of the river, on the west side, for a short distance, to prevent the river, during the spring freshet, bursting through the beach of the lake and thus forming a new mouth.

A small bar is forming just without the entrance of Grand River Harbor, as is ascertained by soundings carefully taken. The sand forming this bar has been washed from the beach, around the west pier, and is deposited in the channel. The evident remedy for this is an extension of the west pier into the lake; for which purpose it is proposed to sink ten cribs, each thirty feet in length, the coming summer. The spring freshet in Grand River will remove the bar, and the additional pier prevent its recurrence.

Annual Report - 1839 - Hand written

The conduct of the keepers of the lighthouses has been generally good. Some complaints have been made against the conduct of George S. Patterson, Keeper of the Beacon at Huron, charging him with neglect of duty, and of keeping his Beacon in a dirty condition. Upon examination I found there was some ground for these charges, and have admonished him to a stricter attention to his duty. He has since done much better, and affords assurance that he will hereafter, do his whole duty.

Augustus Jones, Keeper of the Beacon at the mouth of Black River, does not attend personally to his duty. He employs an assistant, to whom he entrusts the keeping of the Beacon. I have visited this Beacon during the present year, and found it in a dirty condition. There appeared to be a waste of oil. I am of the opinion, that this Keeper should be removed.

I am able to speak of the other keepers of the lighthouses, in terms of praise, with the exception of J. Van Benschooter, Keeper of the Sandusky Lighthouse. I have had cause to charge him two or three times during the last summer, with neglect, and I did not deem it my duty to report the cases to you, because the most satisfactory assurances of reform, were given.

Gideon L. Kelsey, Keeper of the Turtle Island Lighthouse, A. Smith, Keeper of the Port Clinton Lighthouse, L. Beatty, Keeper of the Beacon on Cedar Point, deserve the greatest praise for the excellent lights, which they keep. The Cleveland Lighthouse and Beacon is also very well kept, as also the Beacons, at Cunningham Harbor and Ashtabula. The Grand River Lighthouse and Beacon, and the Beacon on the pier at Conneaut River, might be better kept, than they are, but it may be said of them, that they are decently well kept.

The apparatus in the several lighthouses, and beacons, have not been repaired this year. They will all need some slight repairs, this ensuing summer, to do, which it will be in my power to employ a competent mechanic from this place.

Tube glasses, are already furnished the lighthouses, in sufficient quantity, but they are not of the kind, required. A supply, of long tube glasses, is much wanted, and it is important for the superintendent to be informed, on whom, he is to depend for a supply, all of which is respectfully, submitted.

Custom House
Cleveland, Ohio
Feb. 11th 1840
Samuel Starkweather
Superintendent of Lighthouses
Cleveland, Ohio

State of the Lighthouses - 1839

Status as of December 31, 1839			
Location	**Number of lamps in use**	**Gallons of Oil Consumed**	**Remarks**
Grand River Lighthouse & Beacon	13	255	Apparatus & oil good

27th Congress 2nd, Doc. 811 - 1842

pp. 32
Lighthouse - Grand River Beacon
Years Since - 1825

Amount appropriated -	$8,000.00
Cost -	$6,957.24
Cost of land -	$1,487.24
Carried to surplus fund -	$1,042.76

Lighthouse - Grand River Beacon
Years Since - 1835

Amount appropriated -	$1,456.00

Remarks - Beacon; built by the Engineering Department on a pier.

pp. 58 - 59

Appropriations up to 1835	$39,500
Appropriations up to 1836	$ 6,000
Appropriations up to 1838	$10,000
Total	$55,000
Original estimate of cost	$15,000
Excess expenditure	$40,000

Report of 1836: Harbor has suffered much injury; by storms, since last report. The end of the west pier was torn up, and large bodies of stone were washed from the cribs.

The expenditure for the year was chiefly for repairs.

Report of 1837: The operations of 1837 were rebuilding and repairing damages sustained by storms, and securing the works against similar disasters.

A list of expenses is given:

Repairing damages from storms of 1835	$7,736
Repairing old decayed work	$4,234
Preventing cribs from tilting	$ 700
Commencement of permanent works	$18,264
Contingencies	1,440
Total	$32,000

This work was commenced in 1826. Eleven years thereafter, an estimate, exceeding the original estimate by $3,000, was presented, to “commence permanent works,” when, in 1832, the report stated the “harbor to be in good

condition," and no further funds were wanted to "complete its works, and place them in good order."

Up to this period, nearly one-half of the years had been consumed in repairing damages of previous years;

Report of 1838: The work of this season consisted of the repairing of damages sustained by the storms of the latter part of the last year on the west pier.
A new bar was discovered. To remedy this, it was recommended to extend the pier 300 feet. Again, we have a new estimate:

For the absolutely necessary repair of west pier	$3,952
For extension of west pier	$8,947
For embankments	$2,250
For removing sand bar	$1,000
For commencing permanent work	$21,776
Contingencies	$ 948
Total	$39,000

Report of 1839: But little has been done this year; a sand shoal has formed in front of the piers; a rebuilding of the piers is recommended. Four modes are proposed, and four estimates given; an average of the estimates is $82,000.

Report of 1840: Request for an appropriation of $24,000

Report of 1841: The piers at the mouth of the harbor have suffered considerably; a breach in one pier, and a large quantity of stone thrown out of both. To restore this harbor to its former condition, $3,000 is asked.
The account of this work stands thus:

Aggregate amount of appropriations	$55,500
Estimate by report of 1839, to complete	$82,000
Total	$ 137,500

Original estimate $15,000; actual expenditure exceeds estimate by 260 per cent; actual and anticipated, by 800 per cent.

pp. 71
List of public works, original estimate of cost, expenditure, and estimate to complete them.

Original estimate of cost -	$15,000
Expenditure -	$55,000
Estimate to complete work -	$82,000

Letter - November 1, 1843

Detroit, November 1, 1843

Sir,

The enclosed letter will explain a circumstance which occurred on the 18th ult. at the mouth of Grand River on Lake Erie, as it has been made the cause for a charge against the keeper of the light. I have deemed it advisable to transmit it to the department, that injustice might not be done to very a intelligent, prompt and efficient officer. The course pursued by him was in accordance with my general instructions to keepers of lights situate at the mouths of harbors, and universally approved of by all the sailing interest.

The promptness and presence of mind of Keeper Butler was the means of saving the *S. B. Rochester* which had to put back to Cleveland in a gale of wind in consequence of the extinguishment of this light.

My general instructions are that when any obstruction exists which renders it manifestly unsafe for vessels to enter the harbor, the keeper must extinguish the light - to do otherwise would be a deception.

With great respect,
I have the honor to remain
Your most obedient servant
Wm. Dwane Wilson
General Inspector of Lights

The Honorable Robert Spencer, Secretary of Finance

28th Congress 1st, Doc. 38 - 1843

pp. 60
Keeper Butler has improved the condition of his lights since last year very much; all now in good order, and well attended. These lights bear an excellent reputation, and the keeper is highly esteemed wherever known, as a prompt and efficient officer.

State of the Lighthouses - 1843

Status as of December 31, 1843			
Location	**Number of lamps in use**	**Gallons of Oil Consumed**	**Remarks**
Grand River Beacon	13	216	None

State of the Lighthouses - 1844

Status as of December 31, 1844			
Location	**Number of lamps in use**	**Gallons of Oil Consumed**	**Remarks**
Grand River Lighthouse & Beacon	13	306	

Report by John Mc Reynolds July 18, 1845 - Hand written

Grand River Light and Beacon - May 23. Here a change of keepers had just taken place, the lighthouse and lighting apparatus, although very old was clean and in good order, except 2 lamps and 3 burners which had been slightly damaged which I had repaired, these lamps have been in use some 20 years and ought to be replaced by a new set. The keeper Mr. Greer seems to be a faithful officer and is highly spoken of in the vicinity. The dwelling house is in very bad condition, and needs extensive repairs, the kitchen part will require to be rebuilt, and also considerable brickwork to the walls of the building; the interior wants plastering anew as also the chimney to be rebuilt. I have received an estimate for all necessary repairs which amount to $215 and which Mr. Potter (Government Agent) certifies to be both necessary and moderate: The keeper also asks that a fence enclosing the house and grounds be made which is estimated to cost $104. I think it would be desirable to have the grounds enclosed as it is utterly useless to the keeper as it now is, there is an orchard on this ground which is exposed and which with the aid of a fence would be protected, and would also enable the keeper to cultivate the land, whether or not these objects would justify this expenditure I submit entirely to your consideration. The repairs to the building should receive immediate attention as its preservation requires it.

The beacon light was in good condition and well kept, but the pier on which it stands is much damaged from the action of the waters of the lake. The Agent for the Government in repairing, harbors, at my solicitation made an examination of this pier and has furnished me with a statement of the necessary repairs, a copy of which is enclosed herewith, to which I respectfully ask your particular attention.

Report by John Mc Reynolds November 20, 1845 - Hand written

Grand River Light and Beacon - Here I deem it necessary to recommend a further appropriation of $50 to complete repairs to the dwelling already in progress, and for digging out and cleaning the well attached hereto as it is utterly useless in its present state: The window casings of the dwelling are in a very decayed state, which I instructed the mechanic now doing repairs to have taken out and new casing put in. The lamps and reflectors, as stated in my last report have been in use some twenty years and are completely worn out, it is absolutely necessary that they be replaced with new apparatus in the coming spring, this is

a light of vast importance to the commerce of this lake (Erie) as mariners always endeavor to make this harbor in boisterous weather, and is the general rendezvous for all steamboats for the supply of wood. The Keeper Mr. Thomas Greer attends faithfully to the duties of his station.

State of the Lighthouses - 1845

Status as of December 31, 1845			
Location	**Number of lamps in use**	**Gallons of Oil Consumed**	**Remarks**
Grand River Beacon	13	241	None

State of the Lighthouses - 1847

Status as of December 31, 1847			
Location	**Number of lamps in use**	**Gallons of Oil Consumed**	**Remarks**
Grand River	13	382	

30th Congress 2nd, Doc. 2 - 1849

pp. 67
Lists of lighthouses, &c. As of Oct. 1, 1848

Grand River Beacon

Lights	1
Keepers	1
Salary	$450.00
Lamps	13

31st Congress 2nd, Doc. 1 - 1850

pp. 87
June 21, the tower of this light was in rather bad condition in consequence of the pointing having scaled off. To prevent further scaling I instructed the proper superintendent to have it pointed and thoroughly whitewashed, at an expense not to exceed $50. This done, everything will be in good repair. Conduct of keeper good.

pp. 91
Oil Delivered.

Winter -	166 gal.
Spring -	170 1/2 gal.
Total -	336 1/2 gal.

Letter - 1852

At Grand River there is a lighthouse on the main land and a beacon on the East pier, The main or land light is built of brick is fifty-five feet from base to center of lantern, and about one hundred feet from level of lake. The beacon is built of wood, and is twenty-one feet from base to center of light, and twenty-seven feet from level of lake. The land light has nine lamps with fifteen-inch reflectors. The lantern is made of iron, octagon in shape, and glass is twelve by fifteen inches. The present condition of tower and illuminating apparatus is good. The beacon is built of wood, and in it are four bucket lamps without reflectors. These towers were put up in 1825. The beacon was painted in 1851. Oil on hand, 83 gallons of summer and 181 of winter tube glasses 27, wicks 940, wood used about four cords per year. The diameter of the tower is sixteen feet, diameter of lantern seven feet, height eight feet, diameter of beacon is seven or eight feet, lantern about three, height five.

C. S. Russell
Superintendent of lights

Letter - January 1, 1852 hand written

Custom House Cleveland
January 1, 1852

Sir,

I wish to call your attention a new and valuable improvement in the manner of constructing lamps for lighthouse purposes.

The improvement has been in use, in the Grand River, house for the last two seasons, and the results are truly astonishing. In comparing the amount of oil consumed the last two seasons with that of other years, in the lamps now in use (except at this place) I find that there has been a saving of eighty-five gallons a year, while at the present prices of oil would amount to $107.95 a year, making a clear saving to the government in the last two years of $215.90. Besides all this saving, the lights, are more brilliant, and there can be no wastage of oil.

I wish to test still farther the superiority of this lamp, and with your permission I should like to put them up in all the lighthouses in this district. The probable expense will be about fifteen dollars as to that, much will depend on the size of the lantern, and number of lamps, that it is for the interest of the government to test this matter, there can be no doubt. It is a good time now being, winter, and lighthouses not in use, to make the alteration and your permission being had I would set about it immediately, were I not perfectly satisfied in my own mind of the great value of this improvement I would not press it upon your attention. When you look at what has been saved in the lighthouse where this lamp has been in use, it appears to me that you will not hesitate to test thoroughly, the value of this improvement.

Very respectfully
Your obedient servant
C. S. Russell, Collector

The honorable Thomas Corrine
Secretary of the Treasury

Letter January 5, 1852

Treasury Department
January 5th 1852

Sir,

The enclosed letter from the Collector at Cleveland calling the attention of the Department to valuable improvement in the manner of constructing lamps, under date of the 1 inst. is respectfully referred to your office.

Very respectfully
Your obedient servant
S. Hoge
Acting Secretary of the Treasury

S. Pleasonton Esq.
Fifth Auditor

ARLB 1855

pp. 390
Small expenditures for the preservation of the keeper's dwellings and grounds connected therewith have been made. Repairs have been executed on the beacons.

ARLB 1857

pp. 254
At Grand River Lighthouse repairs and improvements similar to those designed for the one at Presque Isle have been necessarily deferred until the opening of navigation next spring.

ARLB 1858

pp. 287
Important repairs have been made at Grand River.

ARLB 1860

pp. 370
Fairport Beacon has been discontinued on account of the filling up of the channel.

ARLB 1868

pp. 372
Iron bands have been resorted to, to hold the tower together, one of which, unable to withstand the heavy strain put upon it has fallen off. The keeper's dwelling built in 1825 is in a very dilapidated condition. Estimates are submitted for rebuilding the tower, like that recently erected at station No. 27, and a suitable keeper's dwelling. A railing is required on the pier to enable the keeper to reach the beacon in bad weather in order to light it.

pp. 60

Grand River request	$30,000	For rebuilding Light Station

ARLB 1869

pp. 466
Temporary repairs have been made to render the dwelling and tower serviceable for the winter. But they are in such a dilapidated condition that it is proposed to use the appropriation made March 31, 1869, of $30,000, in erecting a tower similar to that at Erie. The details of the work will be gotten out during the winter, and the stone and other work contracted for, so as to commence building early in the spring. The beacon is in good condition.

ARLB 1870

pp. 380
An appropriation was made March 3, 1869, for rebuilding the tower and keeper's dwelling at this light station. Near the close of the season of operations of 1869, a temporary tower from which to exhibit a light was erected, and the light exhibited December 10, 1869. The old tower was taken down and an examination, by borings, showed the necessity for a pile foundation for the new one. This work was commenced early in the spring of 1870. The piles were driven flush with the bottom of an excavation 11 feet 4 inches deep, and their heads enclosed in one foot of concrete. Upon the heads of the piles a grillage of two courses of 12-inch timber was laid, from which the foundation of limestone rises to the surface of the ground, where the tower proper, built of Berea sandstone, commences. At the time the work was suspended by the operation of the act of 12th July, 1870, carrying the balance of the appropriation then available to the Treasury, twenty-nine courses of the tower proper had been set, and thirty-two iron steps built into the brick linings. Upon the suspension of the

work, the tower was protected by placing a board roof covering over it, and all materials and tools belonging to it safely stored to await a reappropriation, which has been submitted in the annual estimates. The dwelling for the keeper at this station is in a very dilapidated condition, so much so as to make the construction of a new one absolutely necessary.

pp. 381
At each of the following named light stations there have been repairs and renovations more of less during the last year, viz: Grand River Beacon, Fairport, Ohio, Lake Erie

ARLB 1871

pp. 528
An appropriation was made March 3, 1871, for completing the tower upon which work had been stopped by act of July 12, 1870, and for the reconstruction of the keeper's dwelling. The new dwelling will be a one story and attic brick structure, placed upon the site of the old one, and connected with the tower by a brick covered-way. Sealed proposals for the supply of the necessary material were publicly invited, and contracts were made for the lumber, rubble-stone, and brick. The stone for the tower being already on hand and dressed ready for laying, work was resumed on the 29th of May. The tower is now nearly finished, and it is expected that the light can be exhibited by the 15th of August. The order of the light will not be changed. A great part of the material for the dwelling had been delivered, and the construction has advanced above the water table. The station will be in complete order by the 20th of September.

ARLB 1872

pp. 66
Work in progress at date of last report was so far completed as to exhibit the light from the new tower on the 11th of August 1871. The new building and oil-room were completed 20th of October 1871. The order of the original light was not changed. The east pier of entrance to the harbor at this station is being extended 400 feet, and as the frame beacon is very old and needs renewing, it should be taken down and a new frame beacon should be erected at the pierhead of the new extension. An appropriation is required of $3,400.

ARLB 1873

pp. 359
The west pier of entrance to the harbor at this station is being extended 400 feet, and as the frame beacon is very old and needs renewing, it should be taken down and a new frame beacon should be erected at the pierhead of the new extension. An appropriation of $4,000 is required.

ARLB 1874

pp. 66
An appropriation of $4,000 was made at the last session of Congress to renew the beacon, erecting it on the head of the east pier of the harbor. The beacon will be erected as soon as the extension of the pier shall have been completed.

ARLB 1875

pp. 62
There is no necessity for this light. A good beacon on the east pierhead being ample for all wants of navigation, whether for lake, coast, or harbor purposes. It is proposed to discontinue it.

An appropriation of $4,000 was made June 23, 1874, for a new beacon on the head of the east pier of entrance to the harbor. It has been built, and was lighted at the opening of navigation in 1875.

ARLB 1876

pp. 49
Grand River Beacon Repairs

pp. 50
Grand River Repairs

ARLB 1878
Clipping file - National Archives

An elevated walk, 989 feet long, has been constructed on the east pier, extending from the shore to the beacon. This is a dangerous harbor to enter at night, and is rarely used. After passing the beacon, the channel is narrow, with dangerous rocks barely covered on the west side. The harbor is small and shallow, the holding ground poor, and badly protected, as a heavy swell sets in during gales, and the trade of the port is light. For these reasons the beacon is of little use at present, but the completion of the new breakwater will afford entire protection to the harbor, and if small range lights be then established, to guide through the entrance channel, the harbor will avail for light-draught vessels. These considerations, together with the large sums of money expended for the improvement of the harbor, seem to warrant the continuance of the beacon light, and if it be maintained a new structure is urgently needed. An appropriation of $6,000 is recommended for that purpose.

ARLB 1880
Clipping files - National Archives

The tower, dwelling, and fences were painted and some slight repairs were made.

Fairport Beacon - The beacon was painted and some slight repairs were made.

ARLB 1885

Fairport Repairs

ARLB 1886

pp. 10
The light was moved near the outer end of the pier December 10, 1885

pp. 70
Fairport Beacon - The beacon was moved to within 25 feet of the outer end of the east pier, and the elevated walk was extended to it, a distance of 90 feet. New bed timbers were placed under the beacon and the cross ties of the super structure of the pier, where the beacon formerly stood, were renewed to support the elevated walk.

ARLB 1889
Clipping file - National Archives

The summer kitchen and woodshed combined were rebuilt and connected with the dwelling. Various minor repairs were made.

Fairport Pierhead - The beacon was moved to within 25 feet of the outer end of the pier, and the light was shown from the structure on the night of May 25, 1889. The elevated walk was extended to the beacon, a distance of 208 feet.

ARLB 1890

pp. 148
The fence on the southwest corner of the reservation, which was damaged by fire from the burning of a dwelling upon the adjoining lands, was repaired by the owner of the house at his own expense. A fence was built dividing the door yard from the grounds in the rear of the dwelling

pp. 148 - 149

Fairport Pierhead - The pier being extended lakeward for 80 feet, it is proposed, when practicable, to move the beacon near to the outer end of the newly made

pier and to prolong the walk to the beacon. A bell is used as a fog signal at this light station. It is inefficient. It is recommended, therefore, that it be replaced by a steam fog signal, at a cost not to exceed $4,300, and that an appropriation of that amount be obtained therefor.

ARLB 1891

pp. 138
A plank walk, 4 feet wide and 235 feet long, was laid in front of the south line of the lighthouse site.

Fairport Pierhead - On account of the extension of the east pier 150 feet lakeward, it will be necessary to move the beacon to the other end of the pier and to extend the walk to the beacon.

Congress, by act approved March 3, 1891, appropriated $400 for establishing range lights at this station. A contract was made on June 29, 1891, for furnishing, delivering, and erecting this fall, on the east pier, near the shore end, a 65-foot star iron tower.

The following recommendation, which was made in the last annual report, is renewed:

The pier being extended lakeward for 80 feet, it is proposed, when practicable, to move the beacon near to the outer end of the pier and to prolong the walk to the beacon. A bell is used as a fog signal at this light station. It is inefficient. It is recommended, therefore, that it be replaced by a steam fog signal at a cost not to exceed $4,300, and that an appropriation of that amount be obtained therefor.

52nd Congress 1st, Doc. 354 - 1892

At Fairport Harbor, Ohio, a steam-fog whistle at a cost not exceeding $4,300. This was recommended in the Board's Annual Report for 1891, on Page 137, "The pier being extended lakeward for 80 feet, it is proposed, when practicable, to move the beacon nearer to the outer end of the newly made pier, and to prolong the walk to the beacon. A bell is used as a fog signal at this light station. It is inefficient. It is recommended, therefore, that it be replaced by a steam fog signal, at a cost not to exceed $4,300, and that an appropriation of that amount be obtained therefor.

ARLB 1892

pp. 37
Estimates for special appropriations:
Fairport fog signal $4,700.00

pp. 155 - 156
Fairport (main light) - Water was introduced from the city water works into the keeper's dwelling. A hand rail some 70 feet long was placed in the tower. Various repairs were made.

Fairport Pierhead (front east pier) - The outer pierhead beacon was moved some 117 feet northward to a point in the center of the pier about 28 feet from its outer end. Some 117 feet of elevated walk were rebuilt from the end of the old walk to the outer beacon. Various repairs were made. The following recommendation which was made in the last two annual reports is renewed:

A bell is used as a fog signal at this light station. It is inefficient. It is recommended, therefore, that it be replaced by a steam fog signal, at a cost not to exceed $4,300, and that an appropriation of that amount be obtained therefor. The establishment of an inner range light at a cost not to exceed $400 is also recommended. There is no fixed light in the harbor on which to range. Hence the pilot is at a loss at night to get a sure range toward which to head his craft in time to get her straight before making the end of the pier. A suitable range light can be erected at the cost named. It is recommended, therefore, that an appropriation of $4,300 be made for the fog signal and of $400 for the range light, in all of $4,700 for Fairport.

Fairport Pierhead (rear light, east pier) - An appropriation was made by the act approved March 3, 1891, for doing this work. A skeleton iron tower was erected under contract of June 29, 1891, upon the east pier, and the material for a shelter to be built in the second section of the tower was provided. The characteristics of the rear beacon are three lights, two red and one white, arranged vertically, with the white light in the middle, shown from lens lanterns. The lanterns ordered from the general supply depot at Staten Island, New York, in March last, have not been received. The peculiarly exposed position of the skeleton iron tower recently erected upon the east pier at Fairport Harbor, for a rear range light, made it necessary for the safety of the structure that it be removed to a place less liable to accident from passing vessels and where the illuminating apparatus would be less exposed to the smoke and dirt incident to the handling of large quantities of iron ore and coal. The removal of the tower was safely accomplished. It now stands some 968 feet south of the beacon on the outer or north end of the east pier, some 18 feet inside of the shore line and 5 1/2 feet from the west side or channel face of the pier, and is well secured to a foundation of timber bolted to the substructure.

ARLB 1893
Clipping file - National Archives

Fairport Pierhead (front) - On November 21, 1892, the steamer *Conisteo*, with the schooner *Stewart* in tow, in entering the harbor during a southwest gale, slightly damaged the wooden beacon on the outer end of the east pier. As the

accident occurred while the vessels were making an attempt to enter the harbor for shelter from the gale and was due to stress of weather, no claim for damage was made. The establishment of a steam fog signal at a cost not to exceed $4,300, was authorized by the act approved February 15, 1893, but no appropriation therefor has yet been made. The Board recommends that the amount named, together with $400 for a range light, be appropriated.

Fairport Pierhead (rear) - The illuminating apparatus for this beacon was received in October 1892, and was delivered at the station; but for lack of funds the fitting of the tower was not completed. Funds were allotted for the purpose and the beacon will be completed in the summer of 1893.

ARLB 1894

pp. 158
Fairport Pierhead (front) - The following statement, made in the Board's last annual report, is repeated:

The establishment if a fog signal, at a cost not to exceed $4,300, was authorized by the act approved February 15, 1893, but no appropriation therefor has yet been made. The Board recommends that the amount named, together with $400 for a range light, be appropriated.

Fairport Pierhead (rear) - This beacon was completed by fitting the tower with apparatus for raising and lowering the lanterns for exhibiting the light. The light was first shown on October 15, 1893. The tower is a skeleton iron pyramid, with small room constructed in one of the tower sections for trimming the lamps. The lanterns are raised suspended in a vertical line, the middle one being red, and the two others being white lights.

pp. 165

Fairport Ohio	Repairs
Fairport Pierhead (front)	Repairs

ARLB 1895
Clipping file - National Archives

Fairport (main light) - A roof was built over the covered way, and the old fence about the lighthouse grounds was replaced. Extensive repairs were made.

Fairport Pierhead (front) - This beacon, situated on the east pier, was moved northward about 122 feet over a section of the pier recently built to a point about 21 feet from the outer end; and about 134 running feet of elevated walk were built, connecting the beacon with the north end of the old elevated walk. The deck of this new section of the pier being higher than the old part, the focal plane of the light was raised 2 feet above its former height. Various repairs were made.

ARLB 1896

pp. 27
Fairport Harbor Fog Signal Appropriation $4,300

pp. 136
Repairs

ARLB 1898

pp. 28
Fog Signal
New works authorized. $4,300

ARLB 1899
Clipping file - National Archives

Fairport Pierhead - A temporary open framework tower was erected to replace the skeleton iron rear range beacon, overthrown by the collision of a vessel on September 13, 1898, and the color of the light was changed to fixed red, and it was shown from a lens lantern on and since September 23, 1898. Various repairs were made.

ARLB 1901

pp. 33
Fog Signal
New works authorized.

ARLB 1902
Clipping file - National Archives

Some 50 running feet of cement walk were built; also a short section leading from the front door to side door. The front steps of the keeper's dwelling were repaired.

ARLB 1903

pp. 6
Fairport Harbor Fog Signal New works Authorized $4,300

ARLB 1904
Clipping file - National Archives

Some 805 square yards of cement walks with 45 steps and 91 running feet of wooden walks with 27 steps have been built. The rear beacon was moved about 53 feet northerly on the range line and secured to the concrete superstructure of the east pier. A square iron oil house was erected on a concrete foundation about 50 feet north from the tower of the main light. Various repairs were made.

ARLB 1905

pp. 129
An iron elevated walk 548.30 feet long was erected on the east pier. From the outer or north end of the iron elevated walk a hand rail was built along the timber part of the pier to the outer pierhead beacon. An iron oil house was erected on a concrete foundation.

ARLB 1906

pp. 194
The act approved on February 15, 1893, authorized the establishment of a fog signal at Fairport Harbor, Ohio, at a cost not exceeding $4,300, for which no appropriation was made. Since the passage of the act the commerce of the port has greatly increased. A fog signal would be a convenience to and add to the security of vessels entering the harbor and would also be of value as an aid to passing vessels. A fog bell with supporting framework can be established on the north and east end of the west breakwater at a cost not exceeding $2,500, and the Board recommended that and appropriation of this amount be made therefor.

ARLB 1907
Clipping file - National Archives

Twelve rods of wire fence were put up. Various repairs were made. The act approved on February 15, 1893, authorized the establishment of a fog signal at Fairport Harbor, Ohio, at a cost not exceeding $4,300, for which no appropriation was made. Since the passage of the act the commerce of the port has greatly increased. A fog signal would be a convenience to and add to the security of vessels entering the harbor and would also be of value as an aid to passing vessels. A fog bell with supporting framework can be established on the north and east end of the west breakwater at a cost not exceeding $2,500, and the Board recommended that an appropriation of this amount be made therefor.

Annual Report Lake Carriers' Association 1910

pp. 65
Fairport West Breakwater Pierhead Light was established on November 1, 1910, consisting of a fixed red lens lantern on the newly completed west breakwater pierhead at the entrance to Fairport Harbor, Ohio. The light is 26 feet above the water.

Annual Report Lake Carriers' Association 1911

pp. 69
Fairport West Breakwater pierhead Light, Ohio, was changed September 1,1911, from a fixed-red-lens-lantern light, to an automatic-acetylene-flashing light showing a group of two white flashes every four seconds. This light is shown from a new skeleton-steel tower, 40 feet above the water and 25 feet above the base of the structure.

Annual Report Lake Carriers' Association 1912

pp. 65, 66
On April 9, 1912, an intermittent-white-acetylene light, flashing every two seconds, of 350 candlepower, was established on the outer end of the west pier of Fairport Harbor. This light is exhibited 74 ½ feet above the water, from a white-square-pyramidal-skeleton-steel structure, and in line with the light on the west breakwater head serves as a range for approaching the harbor.

Upon the establishment of this light, the fixed-red-rear-range light, formerly located on the east pier, 1,050 feet in rear of the front light on the pier head, was discontinued, and the structure removed.

On October 1, the luminous power of the light at Fairport Light Station was increased from 1,200 to 29,000 candles by changing the illuminant from oil to incandescent oil vapor.

Commissioner's Report 1913

pp. 359
Fairport, Ohio - Incandescent oil-vapor Lights changed from oil-wick Lights
pp. 399
Fairport, Ohio, aids to navigation – For improving the aids to navigation at Fairport Harbor, Ohio, $30,000.

Note – The completion of the west breakwater pierhead necessitates a rearrangement of the aids to navigation at this harbor. It is proposed to discontinue the present main light on the bluff and to construct the new light on the pierhead. The west breakwater and pierhead have been completed, and on the east side the breakwater has been built up to the water line throughout its

length and the pierhead crib has been placed. The annual number of vessels entering and departing is about 1,300 representing a total registered tonnage of approximately 3,000,000.

Detailed estimate –	
Structure -	$20,000
Illuminating apparatus -	6,500
Boas, piping, etc. -	3,500
Total -	$30,000

Annual Report Lake Carriers' Association 1913

pp. 65
Fairport East Breakwater Light – Established – A temporary light maintained by the War Department on the new east breakwater pierhead was replaced on November 21, 1913, by a fixed red lens lantern light maintained by the Lighthouse Service. The illuminating apparatus is a 300 millimeter lens lantern burning oil.

Commissioner's Report 1914

pp. 554

Fairport, Ohio, aids to navigation – For improving the aids to navigation at Fairport Harbor, Ohio, $30,000.

Note – The completion of the west breakwater pierhead necessitates a rearrangement of the aids to navigation at this harbor. It is proposed to discontinue the present main light on the bluff and to construct the new light on the pierhead. The west breakwater and pierhead have been completed, and on the east side the breakwater has been built up to the water line throughout its length and the pierhead crib has been placed. The annual number of vessels entering and departing is about 1,300 representing a total registered tonnage of approximately 3,000,000.

Detailed estimate –	
Structure -	$20,000
Illuminating apparatus -	6,500
Boats, piping, etc. -	3,500
Total -	$30,000

Commissioner's Report 1915

pp. 642
Fairport, Ohio, aids to navigation – For improving the aids to navigation at Fairport Harbor, Ohio, $30,000.

Note – The completion of the west breakwater pierhead necessitates a rearrangement of the aids to navigation at this harbor. It is proposed to discontinue the present main light on the bluff and to construct the new light on the pierhead. The west breakwater and pierhead have been completed, and on the east side the breakwater has been built up to the water line throughout its length and the pierhead crib has been placed. The annual number of vessels entering and departing is about 1,300 representing a total registered tonnage of approximately 3,000,000.

Detailed estimate –	
Structure -	$24,000
Illuminating apparatus -	6,500
Fog-signal apparatus -	8,000
Boats, piping, etc. -	3,500
Total -	$42,000

Commissioner's Report 1916

pp. 674
Legislation enacted affecting the Lighthouse Service
Improving aids, Fairport Harbor, Ohio, $42,000

pp. 727
Fairport, Ohio, aids to navigation – For improving the aids to navigation at Fairport Harbor, Ohio, $42,000

Note – The act of August 28, 1916 (39 Statute, 537), authorized this work, but no appropriation was made therefor. The completion of the west breakwater pierhead necessitates a rearrangement of the aids to navigation at this harbor. It is proposed to discontinue the present main light on the bluff and to construct the new light with a fog-signal on the pierhead. The west breakwater and pierhead have been completed, and on the east side the breakwater has been built up to the water line throughout its length and the pierhead crib has been placed. The annual number of vessels entering and departing is about 1,300, representing a total registered tonnage of approximately 3,000,000.

Detailed estimate -	
Structure -	$24,000
Illuminating apparatus -	6,500
Fog-signal apparatus -	8,000
Boats, piping, etc. -	3,500
Total -	$42,000

Commissioner's Report 1917

pp. 705
The act of June 12, 1917, appropriated $42,000 for improving aids to navigation at Fairport Harbor, Ohio. No expenditures have been made from this appropriation

Annual Report Lake Carriers' Association 1917

pp. 107
A special appropriation of $42,000 was made for improvement of aids to navigation at Fairport Harbor. This will involve the construction of a lighthouse and fog signal station on the west breakwater pierhead.

Commissioner's Report 1918

pp. 604
Fairport Harbor, Ohio – The act of June 12, 1917, appropriated $42,000 for improving aids to navigation at Fairport Harbor, Ohio. Amount expended to June 30, 1918, $400.

pp. 616

Aids to navigation Fairport Harbor, Ohio $400

Commissioner's Report 1919

pp. 743
Fairport Harbor, Ohio – The act of June 12, 1917, appropriated $42,000 for improving aids to navigation at Fairport Harbor, Ohio. Plans for this project are being prepared. Owing to war conditions and increased prices, the amount appropriated is insufficient, and an additional appropriation of $35,500 has been recommended. Amount expended to June 30, 1919, $1,395.

pp. 754
Expenditures during the fiscal year 1919 from appropriations for the Lighthouse Service - Aids to navigation, Fairport Harbor, Ohio - $995.00

pp. 771
Fairport Harbor, Ohio, aids to navigation – Improving the aids to navigation at Fairport Harbor, Ohio, additional to amount appropriated by act of June 12, 1917, $35.500.

Note – The act of June 12, 1917 (40 Statute, 161), appropriated $42,000 for improving aids to navigation at Fairport Harbor, Ohio. This estimate contemplated the construction of a new lighthouse on the west breakwater pierhead and installation of a compressed air fog signal. Owing to the increased

cost of all materials and labor the appropriation is insufficient to carry out the project. Upon completion of the new structure an additional keeper will be required, making three in all. Quarters are now provided for only one keeper. An item has, therefore, been included in this estimate to cover remodeling the old dwelling and building a new double dwelling, providing quarters for the three keepers.

Detailed estimate:

Remodeling old dwelling, one keeper	$2,500
New dwelling, two keepers	13,500
Concrete foundation	14,000
Superstructure	38,000
Illumination and fog signal apparatus	9,500
	77,500
Less amount appropriated by act of June 12, 1917	42,000
Total	$35,500

Annual Report Lake Carriers' Association 1919

pp. 98
Plans for the lighthouse structure to be built on the west breakwater have been completed, and it is expected to contract for materials in the near future. The available funds are insufficient to complete this project and steps have been taken to secure an additional appropriation for this work.

Commissioner's Report 1920

pp. 669
Engineering and Construction – New light and fog signal at Fairport Harbors, Ohio

pp.706
Fairport Harbor, Ohio – The act of June 12, 1917, appropriated $42,000 for improving aids to navigation at Fairport Harbor, Ohio. Plans for this project approved by Bureau, August 14, 1919. Steel plates, etc., for building purchased and being fabricated at Buffalo Lighthouse Depot, N. Y. Twelve tons iron castings being made under contract. Owing to war conditions and increased prices the amount appropriated is insufficient, and an additional appropriation of $44,000 has been recommended. Probable date of completion, September 30, 1921. Amount expended to June 30, 1920, $11,984.52.

pp. 719
Expenditures during the fiscal year 1920 from appropriations for the Lighthouse Service - Aids to navigation, Fairport Harbor, Ohio - $10,589.52

pp. 739

Detailed Estimates for special works, 1922 – Fairport Harbor, Ohio, aids to navigation – Improving the aids to navigation at Fairport Harbor, Ohio, additional to amount appropriated by act of June 12, 1917, $44,000.

Note – The act of June 12, 1917 (Statute, 161), appropriated $42,000 for improving aids to navigation at Fairport Harbor, Ohio. This estimate contemplated the construction of a new lighthouse on the west breakwater pierhead and installation of a compressed-air fog signal. Owing to the increased cost of all materials and labor the appropriation is insufficient to carry out the project. Upon completion of the new structure an additional keeper will be required, making three in all. Quarters are now provided for only one keeper. An item has, therefore, been included in this estimate to cover remodeling the old dwelling and building a new double dwelling, providing quarters for the three keepers.

Detailed estimate:	
Remodeling old dwelling, 1 keeper	$3,500
New double dwelling, 2 keepers	16,500
Concrete foundation	10,000
Superstructure	42,500
Illuminating and fog-signal apparatus	10,000
Boathouse, boats and accessories	3,000
	86,000
Less amount appropriated by act June 12, 1917	42,000
Total	$ 44,000

Annual Report Lake Carriers' Association 1920

pp. 96
Work was commenced the latter part of the season on the concrete foundation for the new lighthouse structure to be built on the west breakwater pierhead. The foundation is now ready for the superstructure work. The steel work for the new building has been delivered and fabricated at the Buffalo Lighthouse Depot, and shop erection partially completed.

It is expected to proceed actively with this work during the season of 1921, so far as available funds will permit.

Commissioner's Report 1921

pp. 12
Engineering and construction – Improvements to aids to navigation at Fairport Harbor, Ohio

pp. 52

Appropriation June 12, 1917, for improving aids to navigation. Foundation completed and steel structure erected; interior work in progress. Owing to increased cost of construction since original estimate, a further appropriation of $37,000 is necessary to complete this project.

pp. 56
Expended Balances on June 30, 1921, from appropriations for special works – Aids to navigation, Fairport, Harbor, Ohio – Acts June 12, 1917 - $9,610.66

pp. 65
Expenditures during the fiscal year 1921 from appropriations for the Lighthouse Service – Aids to navigation, Fairport Harbor, Ohio - $20,404.82

pp. 85
Improving the aids to navigation at Fairport Harbor, Ohio, additional to amount appropriated by act of June 12, 1917.

Note - The act of June 12, 1917 (40 Statute, 161), Appropriated $42,000 for improving aids to navigation at Fairport Harbor, Ohio. This estimate contemplated the construction of a new lighthouse on the west breakwater pierhead and installation of a compressed-air fog signal. Owing to the increased cost of all materials and labor the appropriation is insufficient to carry out the project. Upon completion of the new structure and additional keeper will be required, making three in all. Quarters are now provided for only one keeper. An item has, therefore, been included in this estimate to cover remodeling the old dwelling and building a new double dwelling, providing quarters for the three keepers.

Annual Report Lake Carriers' Association 1921

pp. 82
The new steel lighthouse structure was erected at the Buffalo Lighthouse Depot and transferred to its permanent site on the breakwater pierhead. The acetylene light formerly maintained on this pierhead was moved to the lantern base of the new lighthouse structure without other change, pending the completion of the new station and establishment of the permanent light. The work on this project has been carried out as far as available funds will permit. Completion of the project is conditional upon securing a further appropriation, which has been requested.

Commissioner's Report 1922

pp. 44
Progress of special works under construction – Fairport Harbor, Ohio – see Annual Report, 1921, page 52

pp. 60

Expenditures during the fiscal year 1922 from appropriation for the Lighthouse Service – Aids to navigation, Fairport Harbor, Ohio - $9,5557.91

pp. 70
Detailed estimates for special works, 1924
Fairport Harbor, Ohio, aids to navigation – Completing improvements of the aids to navigation at Fairport Harbor, Ohio, $39,400.

Note – The act of June 12, 1917 (40 Statute 161) appropriated $42,000 for improving aids to navigation at Fairport Harbor, Ohio. This estimate contemplated the construction of a new lighthouse on the west breakwater pierhead and installation of a compressed-air fog signal. The steel structure has been erected on the site, including the lantern, but very little of the interior work has been completed. A temporary light is maintained on the structure. The work is now at a standstill owing to lack of funds. Owing to the increased cost of all materials and labor since the original estimate the appropriation is insufficient to carry out the project. Upon completion of the new structure an additional keeper will be required, making three in all. Quarters are now provided for only one keeper. An item has therefore been included in this estimate to cover remodeling the old dwelling and building a new double dwelling, providing quarters for the three keepers.

Detailed estimate:

Remodeling old dwelling	$3,500
Now double dwelling, 30,000 cubic feet, at 46 cents per cubic foot.	13,800
Completing new structure, including brickwork, plastering, painting, woodwork, plumbing, etc.	6,600
Illuminating apparatus, installed	4,000
Fog signal apparatus, installed	5,900
Boathouse, boats, and accessories	4,000
Razing old tower	1,600
Total	$39,400

Commissioner's Report 1923

pp. 45
The act of June 12, 1917, appropriated $42,000 for improving aids to navigation at Fairport Harbor, Ohio. Steel lighthouse structure erected at site; interior of building unfinished; work completed as far as available funds will allow. Due to increased cost of construction and to provide quarters for additional keeper, a further appropriation of $26,000 is necessary to complete the project. Probable date of completion is dependent on this appropriation. Amount expended to June 30, 1923, $41,975.

pp. 60

Expenditures during the fiscal year 1923 from appropriations for the Lighthouse Service – Aides to navigation, Fairport Harbor, Ohio - $28.00

pp. 66
Completing improvements of the aids to navigation at Fairport Harbor, Ohio, $24,400.

Note - The act of June 12, 1917 (40 Statute 161), appropriated $42,000 for improving aids to navigation at Fairport Harbor, Ohio. This estimate contemplated the construction of a new lighthouse on the west breakwater pierhead and installation of a compressed-air fog signal. The steel structure has been erected on the site, including the lantern, but very little of the interior work has been completed. A temporary light is maintained on the structure. The work is now at a standstill owing to lack of funds. Owing to the increased cost of all materials and labor since the original estimate the appropriation is insufficient to carry out the project. Upon completion of the new structure an additional keeper will be required, making three in all. Quarters are now provided for only one keeper. An item has therefore been included in this estimate to cover remodeling the old dwelling and building a new double dwelling, providing quarters for the three keepers. It is expected that an allotment of $15,000 will be available toward the completion of this work from the appropriation of January 5, 1923.

Details:

Remodeling old dwelling	$3,500
New double dwelling, 30,000 cubic feet, at 46 cents per cubic foot.	13,800
Completing new structure, including brickwork, plastering, painting, woodwork, plumbing, etc.	6,600
Illuminating apparatus, installed	4,000
Fog-signal apparatus, installed	5,900
Boathouse, boats, and accessories	4,000
Razing old tower	1,600
Total	$ 39,400
To be allotted from appropriation of January 5, 1923, for public works	15,000
Balance necessary for completion of project	$ 24,400

Commissioner's Report 1924

pp. 35
The Act of June 12, 1917, appropriated $42,000 for improving aids to navigation at Fairport Harbor, Ohio. See Annual Report, 1923, pp. 45. No funds were available during this fiscal year and no further progress toward completion was made. An allotment of $15,000 has been made under the act of May 28, 1924,

which will be applied to completing the light and fog signal station on West Breakwater. Amount expended to June 30, 1924, $41,975.

pp. 41
Works considered essential for the needs of navigation and equipment.
Fairport Harbor, Ohio, aids to navigation. $16,000

pp. 43
Fairport Harbor, Ohio – Completing improvements of the aids to navigation at Fairport Harbor, Ohio – 10,000

Note. The act of June 12, 1917 (40 Statute 161), appropriated $42,000 for improving aids to navigation at Fairport Harbor, Ohio. This estimate contemplated the construction of a new lighthouse on the west breakwater pierhead and installation of a compressed air for signal. The steel structure has been erected on the site, including the lantern, but very little of the interior work has been completed. A temporary light is maintained on the structure. The work is now at a standstill owing to lack of funds. Owing to the increased cost of all materials and labor since the original estimate the appropriation is insufficient to carry out the project. Upon completion of the new structure an additional keeper, will be required, making three in all. Quarters are now provided for only one keeper. The amount requested is for the purpose of continuing work on this project.

Annual Report Lake Carriers' Association 1924

pp. 81
An allotment of funds from the appropriation for special works was made under the act of May 28, 1924, which will be applied to completing the light and fog signal station on West Breakwater. It is expected to complete this work sufficiently to enable the new light and fog-signal to be placed in commission early next season.

It is proposed to change the present oil light at the East Breakwater Light, to an automatic-acetylene light of increased efficiency, and install same on a 25-foot steel tower. The tower has been erected on the site and the oil light temporarily installed on it, and the expectation is to have the acetylene light in operation by the opening of navigation, 1925.

Plans have been made for the replacing of the present oil light at the East Pier Light with electric light on a pole. This light will be installed just as soon as the contemplated work of removal of present outer portion of the east pier has been completed.

Commissioner's Report 1925

pp. 28

Progress of Special Works Under Construction.
Fairport Harbor, Ohio, appropriation June 12, 1917, $42,000 and allotment of $15,000 under act of May 28, 1924. See Annual Report 1924, page 35. The following has been accomplished during the year: Subfloor completed, interior wood finish completed, tile floors and iron stairways nearly completed, fog-signal machinery, Diaphone, electric generator units, pump, and plumbing installed. Fog-signal and light placed in commission June 9, 1925.
Amount expended to June 30, 1925 $11,941.71

pp.33
Public Works Appropriations
Fairport, Ohio, aids to navigation $15,000

pp. 40
Works considered essential for the needs of navigation and the equipment of the Lighthouse Service.
Fairport Harbor, Ohio, Aids to navigation $24,000

Annual Report Lake Carriers' Association 1925

pp. 77, 78
Fairport West Breakwater Lighthouse, Ohio – The new light and fog signal station located on the west breakwater was completed and placed in commission on June 9, 1925. The building is about 28 feet by 30 feet in plan, with a tower rising from the northeast corner. The building is constructed of steel, with exterior walls of steel plate, and lined with brick. The light of 4,500 candlepower is 56 feet above water, with a characteristic of occulting white every 5 seconds, thus: Light 3 seconds, eclipse 2 seconds. The light is operated by electricity, which is supplied by small oil engine generators.

The fog signal is an air diaphone, sounding a group of three blasts every 30 seconds. Compressed air for the fog signal is furnished by oil-engine compressor units, installed in duplicate.

The light formerly maintained on the hill (old main light) on east side of harbor, was discontinued.

Fairport East Pier Light, Ohio – This light was moved to a new location on a pipe support on account of removal of the outer portion of the east pier, necessitating the razing of the old tower. The light was improved by installing electricity as the illuminant, which increased the candlepower from 270 to 1,400.

Fairport East Breakwater Light, Ohio – The old oil light at this point was improved by installing an acetylene light on a 25-foot steel tower, changing the characteristic from fixed to flashing.

Fairport West Pier Light, Ohio – Due to the removal of the outer portion of the west pier this light was moved about 400 feet shoreward and placed on a new foundation.

Commissioner's Report 1926

pp. 25
See Annual Reports, 1924, page 35, and 1925, page 28. During the past fiscal year the following has been accomplished; All interior and exterior walls and railings were painted, and duplicate Diaphone delivered to station. The fog signal and light were placed in commission June 9, 1925.

Total amount expended to June 30, 1926 $14,781.26

pp. 37
Fairport Harbor, Ohio – Aids to navigation – $24,000

Annual Report Lake Carriers' Association 1926

pp. 182
Fairport East Pier Light – The color of this light was changed to fixed green to better distinguish it from other lights in the harbor.

Annual Report Lake Carriers' Association 1921

pp. 201
Fairport West Pier Light – Characteristic of light changed March 24, 1927, from occulting white, 2 seconds, to flashing white every 3 seconds, flash 0.3 second duration. No other changes.

Commissioner's Report 1928

pp. 44
Fairport Harbor, Ohio, aids to navigation $28,500

Commissioner's Report 1929

pp. 41
Fairport Harbor, Ohio, aids to navigation $28,500

Commissioner's Report 1930

pp. 43
Fairport Harbor, Ohio, improving aids to navigation $28,500

Commissioner's Report 1931

pp. 39
Progress of Special Works Under Construction or Completed, Fairport Harbor, Ohio, establishing dwelling, etc. $28,500

Annual Report Lake Carriers' Association 1931

pp. 168
Fairport Harbor, Ohio – The characteristic of West Pier Light was changed to fixed red of 420 candlepower.

Annual Report Lake Carriers' Association 1932

pp. 115, 116
At the opening of navigation 1932, the following named lights were changed in color to conform to the standard rule of the Lighthouse Service:
Fairport East Breakwater Light, to flashing green.

Annual Report Lake Carriers' Association 1933

pp. 111, 112
The following named improvements of aids to navigation are in progress, to be completed during next season or as soon as practicable thereafter: Fairport – New light on breakwater extension.

Commissioner's Report 1934

pp. 113
Progress of special works under construction or completed – Light Station quarters, Tenth District – Construct two-family keeper's dwelling, boathouse, and slip at Fairport, Ohio. Contract awarded for boat slip at Fairport. Site secured for Fairport dwelling; plans and specifications approved, awaiting approval title.

Annual Report Lake Carriers' Association 1934

pp. 136
Fairport West Breakwater Lighted Buoy, 2, was established August 13, 1934, to mark 500-foot extension to west breakwater. Buoy shows a flashing red light every 4 seconds, flash 0.4-second duration, of 40 candlepower. Vessels must not attempt to cross the line between this buoy and the lighthouse. When buoy was removed for the winter, a light supported by a steel pole was placed on the new crib. A permanent light will be installed on this pierhead upon completion by the U.S. Engineers.

Commissioner's Report 1935

pp. 124
Description of important works completed – During the year boathouses and slips were completed at Fairport. Work at Fairport awaiting completion of work by United States Engineers.

Annual Report Lake Carriers' Association 1935

pp. 139
Fairport West Pierhead Light was established October 16, to mark the 500-foot extension to the west breakwater. Light is flashing red, 46 feet above water, on a white-skeleton tower.

Commissioner's Report 1936

pp. 119
Progress of special works under construction or completed – Fairport Harbor, Ohio, new light established on west breakwater. Work completed. Cost $58,190.

Annual Report Lake Carriers' Association 1936

pp. 147
On September 25, the characteristic of Fairport West Breakwater Extension Light was changed to fixed red, of 540 candlepower, and electric illuminant installed.

Annual Report Lake Carriers' Association 1939

pp. 133
The Fairport West Pier Light was discontinued due to the removal of the west pier on account of dredging operations by the U.S. Engineers. The light will be reestablished next season on the west pier upon completion of the U.S. Engineer project.

Annual Report Lake Carriers' Association 1945

pp. 118
Fairport East Breakwater East End Light was established on the east end of the Fairport East Breakwater.

Annual Report Lake Carriers' Association 1948

pp. 141
A marker radio beacon was established at Fairport West Breakwater Light Station (LL 347)

Ohio Historic Inventory – November 1988

No. LAK-82-4
County – Lake
Location of Negatives – OHPO
Present Name – Fairport Harbor West Breakwater Light
Roll no. LHO-3 Picture no. 29, 30
Location - On breakwater, west side of entrance to harbor.
City – Fairport Harbor
Thematic Association – 9200 Lake Transportation
Dates – 1921 – 1925
Original Use – Harbor light & fog signal
Owner's Name & Address – U.S. Coast Guard Ninth District
1240 East 9th Street
Cleveland, Ohio

Description
3-story-white-square tower, 33-feet high, surmounted on NE corner of 2-story square building. Focal plane height 56 feet. Steel-clad, cylindrical lantern. 300mm lens shows isophase (equal interval) flashing-white light visible for 13 miles. Original windows have been replaced with Plexiglas: first-floor windows shuttered.

History
Light and fog signal station fabricated at the Buffalo Lighthouse Depot and brought to Fairport Harbor aboard the steamer *Wotan* on 21 June 1921. Permanent light first exhibited 9 June 1925, superseding 1871 coast light (still extant). Automated 1965.

Description of Environment and Outbuildings
On breakwater at harbor entrance. U.S. Coast Guard Station and Headlands Beach State Park to south.

Sources:
Lake Carriers' Assn. Annual Report 1921, p. 82; 1925, p. 77. U.S. Dept. of Transportation, USCG, Light List, Vol. VII, Great Lakes, P. 44.

File Contents

Clipping File - National Archives
Beacon Index - Thomas Tag
State of the Lighthouse
1825
1827
1828 - With letter /and report
1829
1830 - With report
1835
1836 - With letter
1839 Annual Report - Hand written
Re-survey of Fairport Harbor, Ohio, 1896 - 4pp. text & large folding chart
Early LH construction on the Great Lakes - David W. Francis - 9 pp.

Photos

Fairport Harbor - 1954 - Inland Seas Museum - (3)
Fairport Harbor - 1859 - Inland Seas Museum - (5)
Fairport Harbor - n.d.
Fairport Harbor - n.d.
Fairport Harbor - n.d.

Clippings

Grand River Lighthouse - Lighthouse Model Creations - 2 pp.
Ye Ole Landmark - Yankee Clipper - March 16, 1945
Fairport Harbor Historical Society Celebrated Fifty Years - 2 pp.
Picture of Lighthouse in 1912, and story - 2 pp.
The Fairport Harbor Story - Alma Saari - The Historical Society Quarterly - May, 1966
Fairport Light (1825) - America's Lighthouse - 1 pp.
Fairport Harbor Marine Museum and Lighthouse Pictures and story - North Coast Web
Story - Inland Seas - pp. 93-95
Insert from Log - 1900
The Light That Shone for a Hundred Years - Pearl E. Killinen - 3 pp.
Historical Society Celebrates 50th Birthday - Lighthouse Digest Vol. 4 # 7 - 2 pp. with pictures
Samuel Butler 1st LH Keeper. - The Lake County Historical Society Quarterly - March, 1977
Pamphlet Fairport Marine Museum
Pamphlet Fairport Marine Museum (with pictures)
Bibliography - 1976 Fairport Harbor Bi-Centennial Committee - 3 pp.

Drawings

Fairport Harbor Lighthouse

Letters

Letter July 26, 1834
Letter - July 9, 1835
Letter - Sept. 3, 1835
Letter about a Keeper - Nov. 1, 1843
Report - Hand written - John Mc Reynolds July 18, 1845
Report - Hand written - John Mc Reynolds November 20 1845
Letter 1852 C. S. Russell
Letters - Jan. 1, 1852
Letters Jan. 5, 1852

Fairport Harbor West Breakwater Light

File Contents

Ohio Historic Inventory - 1921-1925

Photos

Fairport Harbor West Pierhead - Thomas Tag - (9)

Clippings

Fairport Harbor West Breakwater Light - Telescope - pp. 128
Fairport Harbor West Breakwater Light - Lighthouse Model Creations - 2 pp.

Drawings

Letters