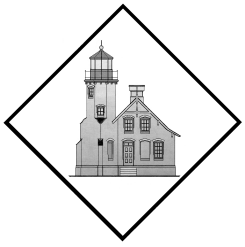
Green Island Light

By

Phyllis L. Tag

Published by:



Great Lakes Lighthouse Research

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

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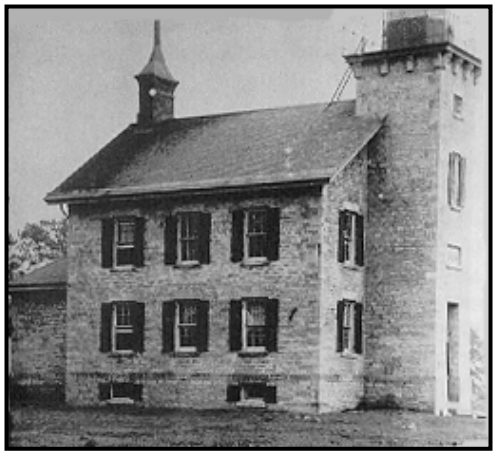
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Thomas A. Tag
6262 Blossom Park Drive
Dayton, OH 45449

Green Island Lighthouse Through Time



(Photo Courtesy Great Lakes Historical Society)
Green Island Light in 1859

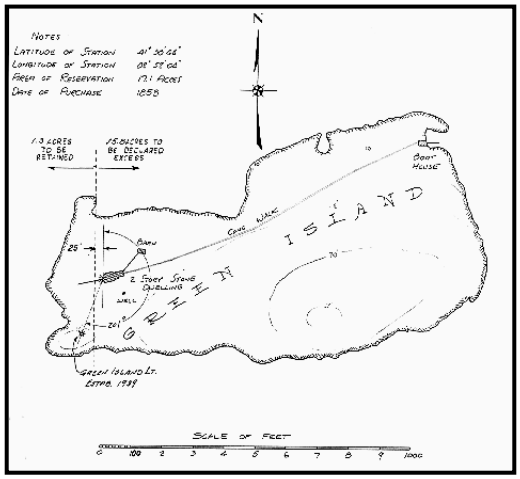


(Photo Courtesy Great Lakes Historical Society)
Green Island Light in 1885



(Photo Courtesy Great Lakes Historical Society)
Green Island Light in 1904





Green Island Light in 2001 Green Island Map in 1939

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

GREEN ISLAND LIGHT

(Established in 1854, Rebuilt in 1865)

Appropriated by act of Congress, for a Lighthouse on Green Island, Lake Erie, in the State of Ohio,
March 3, 1851 $5,000

For rebuilding Green Island Lighthouse.
April 7, 1866 $13,700

Statement of Appropriations, &c. 1851

For a Lighthouse on Green Island, Lake Erie, in the State of Ohio -

Date of making the appropriation. March 3, 1851		
Amount of annual appropriation.		$5,000.00
Year of expenditure	1853	$527.25
	1854	$4,472.00

Statement of Appropriations, &c. 1866

Green Island Light Station

For rebuilding Green Island Lighthouse

Date of making the appropriation. April 7, 1866	
Amount of annual appropriation.	$13,700.00
Year of expenditure 1866	$13,700.00

Green Island - September 4, 1851

Extract of a report from General Swift to Colonel Abert, dated September 4, 1851 City of New York.

"**.....**For the general purposes of navigating the lake west and east, a light on Mouse Island cannot be of an advantage or of material value when the light on Green Island, for which there is also an appropriation, has been *constructed.* Green Island is about five miles northwest of Mouse Island, and said Green Island stands in the main channel route to and from Detroit and Sandusky; in fact, it is remarkable that this Green Island, so long a mark for sailing in both

directions, has not had a lighthouse upon it for years gone by. It is in the direct course from the Middle Sister, and covers Mouse Island until the vessel is on the eve of opening Sandusky Light in sight from Green Island; and furthermore, when the Sandusky Light is so opened, there is no use of any light on Mouse Island in sailing down the lake, nor when returning up the lake, for then, after giving the Sandusky Light a berth of nearly a mile, Green Island Light would be open and in sight, as the diagram of the west end of Lake Erie and its islands, herewith sent, will clearly show. I will here note, in reference to soundings, that the shores of these islands are bold, which, by the aid of the lights now in use, and one on Green Island, would yield much security to navigation."

December 26, 1851

Green Island Light Station - Green Island in Lake Erie, County of Ottawa, Ohio

Date of and authority for acquisition: - Warranty Deed, December 26, 1851
Original cost: $500.00
Area: Entire island Approx. 17.1 acres

Green Island - January 19, 1852

An Act

To cede to the United States the jurisdiction of Green Island, in Lake Erie, and in the county of Ottawa, for the site of a lighthouse.

Sec. 1. Be it enacted by the General Assembly of the State of Ohio, that the jurisdiction of Green Island, in Lake Erie, and lying in the county of Ottawa, and in the State of Ohio, purchased by the United States of America, for the purpose of erecting a lighthouse thereon, and containing thirty-two acres of land, be, and the same is hereby ceded to the United States, for the use and purpose of a lighthouse; provided, that the jurisdiction so ceded, shall not extend so as to impede or prevent the execution of any process of law, under the authority of this State, except so far as it may affect any of the real or personal property of the United States on said island; and the same shall be and remain exempt from taxation, so long as it continues the property of the United States.

James C. Johnson,
Speaker of the House of
Representatives,

W. Medill,
President of the Senate.

January 19th, 1852

Letter - November 8th, 1852

Custom House, Sandusky , Ohio
November 8th, 1852

Sir:

I have the satisfaction of handing to you with this, all the necessary proof of title to Green Island or Bass Island No. 5, with the Deeds, and the Abstract & certificate of Judge Mason, U. S. District Attorney for the State of Ohio, for the approval of the Attorney General of the United States.

Owing the long absence of Judge Edwards, the grantor, in two or three journeys to the eastern states, and the difficulty of reaching the different parties necessary to perfect this title, who reside in different and distant parts of the United States, with many other obstacles, this has been a most tedious & long protracted business, & one which I am much gratified to see brought so near to a close.

Nothing I believe remains to be done now, but a release from the State of Connecticut on the Mortgage held by it & which is ready on the payment being made by the Government direct to said Mortgagee.

I am Sir, very Respectfully
Your Obedient Servant

Harlow Case
Collector

Lieutenant T. A. Jenkins
Secretary to L. H. Board
Washington, D. C.

ARLB 1853

pp. 190
On the 3rd of March, 1851, an appropriation was made for the erection of a Lighthouse on Green Island, Lake Erie; but in consequence of difficulties in obtaining a valid title to the site, no steps could be taken for commencing the work until late in the past season. Plans and estimates have been submitted and approved, and instructions given for contracting for the execution of the work.

pp. 214
Date of appropriation, March 3, 1851 $5,000
Title deeds perfected and approved, jurisdiction ceded, and the work ordered to be commenced without delay.

Light list - 1854

Established 1854. In 1854 Light List, it says now building, near west end of island, near Put-In-Bay Ohio. A 25-foot tower with 4th order lens, 40 feet above water, a fixed white light varied by flashes 41º 38' 45" north 82º 51' 25" west.

ALRB 1854

pp. 306
Green Island Lighthouse Appropriation March 3, 1851 $5,000
Under Construction by contract.

pp. 344 - 345
The Contractor, in consequence of the prevailing epidemic, failed to comply with his contract, which required him to complete the structure on the 1st of July. He has now entered upon the work, and purposes to complete it by the middle of October, when the illuminating apparatus, a catadioptric lens of the fourth order, fixed, varied with flashes, will be placed, and the light exhibited about the 1st of November next.

ARLB 1855

pp. 390
The expenditure for Green Island were for outbuildings, the special appropriation being inadequate for the object, and for refitting the revolving machinery of the new lens apparatus. The mechanic who put up the apparatus reported the machinery defective.

pp. 389
This structure was completed late in the month of November, too late for any useful purpose to aid navigation, and some defect in the revolving machinery prevented it being lighted with this characteristic distinction.

Placed some signal oil in the light, where the moderator lamps only are in use. No report has been received from the keeper.

ARLB 1863

During the past year, important needful renovations have been made to the Light Station at Green Island.

Lake Erie - Harlan Hatcher

Green Island 1863

The islanders still tell of the burning of Green Island Lighthouse on the night of December 31, 1863, and of the rescue of the lightkeeper and his family. A winter gale swept over Lake Erie on New Year's Eve, following heavy rains and mild weather. The thermometer made a record drop from 60º above to 25º below zero in a single hour, so polar was the front that moved down on the lake. The Green Island Lighthouse was tended By Colonel Drake. One of his sons had crossed over to Put-In-Bay to attend a New Year's party. Drake and the other six members of his family were in their house adjoining the light tower listening to the wind and to the raging sea beating against the shore of the island. Almost simultaneously the party at Put-In-Bay and the family on Green Island saw flames shooting up into the wind from the lighthouse. Colonel Drake and his family braved the freezing wind and threw buckets of water on the flames, but the building burned fiercely in the wind. Drake then rushed back into the house through smoke and fire and rescued a feather bed and a straw tick to protect his homeless family. They huddled under the mattress in a sheltered spot during the rest of the night while the storm raged and passed.

Drake's son and the men of Put-In-Bay tried to reach Green Island during the night, but the waves were too high. The following morning, when the three-mile strip of water had frozen lightly, they managed to cross the ice by using cutters and planks. They laid one board on the ice, walked to the end of it, placed another one down and took up the one they had just crossed. In this laborious and dangerous manner they reached the light keeper and his family, and took them back to shelter on Put-In-Bay. A new lighthouse was built on the island, but no winter ever goes by without many retellings of the story of the night the Green Island Lighthouse burned to the ground.

Inland Seas Vol. 49 No. 2

The Amazing life History of a Small Island

By Kenneth R. Dickson

The first lighthouse keeper was Colonel Drake, and he moved with his family to Green Island and lived there year round. All was fairly routine until December 31, 1863. It was an unusual day with temperatures in the 60s, with a light rain falling. Pit Drake, the Colonel's son, decided to travel to Doller's Hall on Put-In Bay to attend a New Year's Eve celebration with his friends. As the party started to gain momentum, no one noticed the wind as it swung around to the northwest. As the temperature dropped, snow silently replaced the rain, and a full-fledged winter gale descended upon the islands. The first hint that the temperature was rapidly dropping come from the party goers as they abandoned the dance floor

for the warmth of the pot-bellied stove. It would later reach a record 25 degrees below zero.

As Doller's Hall creaked and groaned with the blasts of wind, the party goers peered into the darkness from the upper floor windows. As they looked to the west, one of them thought that he caught a glimpse of the moon rising. After the laughter died down, the group quickly came to the conclusion that the lighthouse on Green Island was ablaze. Several attempts were made to send relief, but the storm had made the mile passage between the islands impossible.

On Green Island, Colonel Drake, his wife, and daughter, were fighting the fire, which was slowly devouring the lighthouse and attached living quarters. They had formed a bucket brigade and for over thirty minutes, had thrown gallons of water against the flames to no avail. Colonel Drake soon realized that it was hopeless, and that his family's salvation depended upon surviving the cold till help arrived. He then went into the burning house and salvaged several blankets and a mattress before the flames drove him back. The family spent the night huddled together for warmth in the only building left standing, the out house.

With the coming of dawn, the rescuers noticed that a lull in the storm was developing. As the waves diminished in intensity, the passage between the islands started to freeze over. Pitt Drake directed a rescue party, which traveled ever so slowly across the newly frozen channel. They used wide planks, which had to be taken up and then placed in front of them, and the process repeated many times until they had traveled the mile, which separated the islands. The Drakes were rescued, and a new lighthouse was built and became operational by mid-summer of 1865.

Green Island, was once known as Strontium Island, and appears on a Bureau of Topographical Engineers, War Department, Map of 1849 as such.

ARLB 1864

pp. 170
On the night of the 1st of January last the Lighthouse at Green Island, Lake Erie, was destroyed by fire. Measures were taken to provide temporary expedients for the exhibition of the light during the season of navigation, and an estimate of funds required for the erection of a new structure is submitted.

Sandusky Daily Commercial Register, January 5, 1864

The Lighthouse on Green Island was burned between 7 and 8 o'clock on Friday evening last.

The light was a recent one, being built in 1854 from an original appropriation of $5,000 made in 1851. It has been repaired and improved from time to time - some additions having been made last fall. The light was a "flash light" with a

costly French mirror, and was very important to lake navigation. The structure was somewhat like the one on Cedar Point, being a light tower and dwelling conjoined. The light was kept by Col. Chas. F. Drake, formerly of this city, who is a severe sufferer - he having saved only two beds, a marine clock and some small articles.

The loss to the government will be from $6,000 to $8,000.

Letter - January 20, 1864

Engineer's Office, 10th & 11th Lighthouse District
Detroit, January 20th 1864

Admiral W. B. Shubrick
Chairman L. H. Board, Washington.

Sir:

1. I have received your letter of the 14th inst. requiring a plan and estimate for a new light house on Green Island, in Lake Erie, in lieu of the one destroyed by fire on the night of the 1st instant. These will be attended to and forwarded with as little delay as possible.

2. As a number of contracts will have soon to be made, I request a supply of fifty blank forms with Security bonds attached. Each one will have to be drawn in quadruplicate.

3. I also request a supply of fifty blank forms for statements of salary tarces paid into the Treasury, called Form No. 10, as these are also drawn in quadruplicate.

Very respectfully, &c. &c.
J. D. Graham
Colonel of Engineers,
Lighthouse Engineer.

Letter - February 18, 1864

Engineer's Office, 10th & 11th Lighthouse District
February, 18, 1864

Admiral
W. B. Shubrick
Chairman Lighthouse Board, Washington

Sir,

I have received your letter of the 12th inst. with a copy of one from the collector at Sandusky, Ohio, of the 6th inst. relating to the condition of Green Island lighthouse. So soon as the severely cold weather, now prevailing, shall abate, I will send a clerk of works to make the requisite examinations there preparatory to a report with estimates in the case.

Very respectfully, &c. &c.
J. D. Graham
Colonel of Engineers,
Lighthouse Engineer.

Letter March 29, 1864

Detroit, March 29, 1864

Admiral
W. B. Shubrick
Chairman Lighthouse Board; Washington

Sir,

On the 9th inst. Mr. W. A. Lederle, Clerk of Courts went, under my instructions, to Green Island Lighthouse, Lake Erie, to make the necessary examinations preparatory to the erection of a temporary light there before the opening of navigation the present season, in advance of the more permanent structures rendered necessary by the fire which occurred there on the night of the 1st of January last.

Mr. Lederle, after a close inspection of the premises, reports to me as follows, viz; “The fire of the 1st of January consumed the wooden kitchen and the woodshed constructed in the fall of 1862, and all the woodwork throughout the house and tower except the wooden front stairs of the dwelling house which are only partially damaged. Throughout this house only the greater portion of the walls are standing. The gable wall farthest from the tower has fallen in. The cellar walls which are of stone are but little injured. The walls of the dwelling above the first floor, which are of brick are crumbling from the effects of the fire and the frost of the past winter.”

From the examination of the tower, made at the same time by Mr. Lederle, it appears that it did not suffer from the fire as much as the dwelling house, which is due to it having been constructed mostly of stone, glass and iron. The stepladder by which connection was had from the second story of the dwelling to the lantern, being of wood, was entirely consumed. The cast iron lantern floor and all the plate glass of the lantern were cracked by the heat. The lens, which is a 4th order F. V. F. is uninjured although much blackened by the smoke. A thorough cleaning will restore it to its state. The remainder of the revolving lens is apparently uninjured. One of the brass pulleys for tackling the clock weight is

destroyed. The sheet iron lantern roof and the cast iron galley or lantern deck are uninjured.

The position of this tower is fast becoming insecure from its close proximity to the lakeshore, and the undermining effect of the lake sea upon the rock foundation on which it rests. This and some other defects in the tower will be fully reported upon in the report and estimates which will soon follow this in relation to the new keepers dwelling at this station, which, with the drawings, are all now completed.

Mr. Lederle was instructed, on his last visit, to this station, to go on with the erection as practicable, of the necessary wooden support for a temporary light, but he found that navigation was still obstructed by ice and the necessary materials could not be conveyed to the island. He now stands instructed to convey the materials to the spot at the earliest practicable moment and to go on with the temporary structures with a view of showing the temporary light by the time that navigation shall be opened. These temporary structures will consist of a wooden frame to support a steamer lens whose focal plane will be elevated 37 feet above the lake level, a wooden shanty for the accommodation of the keeper and his family, and a small wooden shed for storing the oil and other supplies for keeping up the light. The estimated cost of these temporary structures is $387.

A new supply of oil, oil butts, measures, cleaning materials, etc. etc. will have to be furnished in good season, as everything of the kind, on hand the first of January last, was destroyed by the fire.

Very respectfully
J. D. Graham
Colonel of Engineers
Lighthouse Engineer

Meeting Minutes of The Lighthouse Board - April 1864

Report

The Committee of Engineering respectfully report on the letter of the Engineer of the 10th & 11th Lighthouse Districts, dated March 29th and March 30th relative to Green Island Light Station Lake Erie.

The first letter describes the condition of the tower and keeper's dwelling from the effects of the fire of the 1st of January last, as follows:

The ladder of the tower from the dwelling as burned, and the cast iron lantern floor plate, and the lantern glass as cracked, the sheet iron lantern roof, the cast iron gallery plate and the lens and revolving machinery being uninjured. The wooden kitchen and shed of the dwellings and all the woodwork except the front steps, burned. The gable wall farthest from the tower fallen in and the walls

above the first floor which are of brick crumbling. It also recommends certain temporary structures, with a view of showing a light on the opening of the navigation, these temporary structures to consist of a frame of wood to receive a steamer lens elevated 37 feet above the level of the lake, a shanty for the accommodation of the keeper and family, and a shed for storing oil and other supplies, the estimated cost being $387.25. In regard to these temporary structures the District Engineer says: “He (the Clerk of Works) now stands instructed to convey the materials to the spot at the earliest practicable moment and to go on with the temporary structures with a view of showing the temporary light by the time that navigation shall be open”

The second letter further describes the tower as in dangerous proximity to the lake, considering the feeble character of the ledge of rock on which it stands; as subject during strong westerly winds, to spray thrown to the height of the lantern, and the walls as built of inferior brick laid in poor mortar, and recommends, considering these defects and, “that a new dwelling house has to be built,” a conclusion in which the Engineer from the ruinous condition of the present house, properly advises the entire abandonment of the old structure and the building of new ones at a cost of $13,705.45.

With this summary before the Board the Committee recommends for its action:

> 1. That unless the reconstruction is considered as properly belonging to the appropriation for “repairs and incidental expenses, &c,” and this fund be sufficient to meet the expense, that said reconstruction be postponed until a special appropriation be asked for and made, and that in case of postponement as above, such additional temporary measures be authorized as will secure the proper exhibition of the light and the accommodation of the keeper for the increased length of time consequent upon the same.
>
> Hartman Bache for Committee

Adopted

On motion the Board adjourned
W. B. Shubrick

ARLB 1865

pp. 197 - 198
The work of rebuilding the Lighthouse at Green Island (destroyed by fire 1st January, 1864) has been pressed forward, notwithstanding the failure of Congress to provide the funds specially requested for the work, and a light was exhibited from the new structure on the 1st July, 1865. In the erection of this Lighthouse a new and more suitable site was adopted. The expenses of this

construction were very heavy; yet, as the work was of imperative necessity, the general fund for repairs was drawn upon to meet the bills. A special estimate of this work is submitted, out of which it is proposed to reimburse the general fund for the amounts drawn from it.

Statement of Appropriations, &c. 1866

Green Island Light Station

For rebuilding Green Island Lighthouse

Date of making the appropriation. April 7, 1866	
Amount of annual appropriation.	$13,700.00
Year of expenditure 1866	$13,700.00

ARLB 1867

Repairs

ARLB 1868

pp. 373
Some slight repairs required to the plastering of the walls inside.

ARLB 1869

pp. 466
The dwelling has been replastered, and the premises are now in excellent condition.

ARLB 1872

Repairs

ARLB 1874

Repairs

1876 Light List

pp. 16-17
The 1876 Light List says established 1854, rebuilt 1864, on west end of island, dwelling with 42 foot square gray tower attached, of limestone, 4th order lens, 57 feet above the water, a fixed white light varied by white flashes, visible 14 miles. Arc of illumination E 1/2 N by N to E .S. E. 1/4 E. A lake coast light 41º 38' 46" North 82º 51' 25" West. Marblehead S. E. 3/4 E. 10 miles.

ARLB 1879
Clipping File National Archives

It is recommended that a stone cistern of large capacity be built, at an estimated cost of $500. The appropriation of that sum is accordingly suggested.

Letter - Nov. 17, 1879

Office of Lighthouse Inspector
Tenth District,
Buffalo, N. Y. November 17, 1879

Sir:

In reply to the Board's letter of November 5th, relative to the advisability of leasing a portion of Green Island, Lake Erie, I respectfully submit the following report:

The island in question is about 15 acres in extent, is covered with woods and thick undergrowth, except at the west end where the lighthouse is situated, and is too rocky to admit of much cultivation. The only part of it used by the light station is the cleared space around the lighthouse, a small cove at the east end of the island, where the boat house, is located, and the road, or pathway, between these two points. The sole objections to leasing the remainder of the island which occur to me are based on the supposition that it will be necessary to permit the lessees to clear away the woods now standing in order to give the property any value to them. These woods are now the source of the station's fuel supply, and serve also as a protection against easterly winds, rendering it less bleak as a habitation in winter than it would otherwise be. The conditions I suggest, in case the lease is effected, are as follows --- A prohibition to the use of the property for any other purpose than that specified in the lease, except by consent of the Lighthouse Board a provision that would enable the Board to recover control of the property, should the lease, for any reason, prove detrimental to the light station, and a stipulation that the lessees should maintain, in good order, such fencing as may be desired between their part of the island and that used by the light station.

The objection mentioned above, in the loss of the fuel supply, might also be overcome by requiring the lessee to furnish the station with all the fuel needed, or, in case the woods are not to be destroyed, by retaining the right to cut fuel for lighthouse purposes on any part of the leased property. It is assumed that the leased land will not be used for any purpose that would make it a nuisance to the occupants of the light station, such for example, as the packing or curing of fish.

The rent to be charged should, I think, depend upon the use which the lessees propose to make of the property, that is upon its value to them, and also upon whether or not they have the privilege of cutting and selling the timber referred to.

As I have no information on these points I find myself unable to make any recommendation as to rent.

Very respectfully,
W. R. Bridgman

Commander U. S. N.,
Lighthouse Inspector, 10th Dist.

Rear Admiral John Rodgers, U. S. N.,
Chairman Lighthouse Board,
Washington, D. C.

Letter - Dec. 2, 1879

Treasury Department
Office of the Lighthouse Board.
Washington, Dec. 2nd, 1879

Sir:

I have the honor to acknowledge the receipt of the letter, dated Nov. 4th, 1879, addressed by Mr. Webb C. Hayes to yourself, and by you referred to this office.

In this letter Mr. Hayes asks whether the United States would lease Green Island, near Put-In-Bay Island, Lake Erie, to a party of gentlemen, and if so, at what price, and for what length of time, the island in question being a lighthouse reservation.

In reply I beg leave to say that this matter was considered by the Board at its meeting of Dec. 1st, when it was decided that all of the island is needed for lighthouse purposes, and that no part of it could be leased without detriment to the public service.

Very respectfully,

John Rodgers
Rear Admiral, U. S. N.
Chairman

The Honorable
The secretary of The Treasury

ARLB 1881

pp. 59
This station was put in good order.

ARLB 1885

Repairs

ARLB 1886

pp. 72
The well was sunk through granite, and water was obtained at a depth of 55 feet. The well was provided with a deep-well pump. A well and storm house combined was placed over the well and rear entrance to the summer kitchen, and certain minor repairs were made.

ARLB 1887

pp. 10
Changed from fixed white varied by a white flash every two minutes, to a fixed white varied by a red flash every minute, on the opening of navigation, 1887.

ARLB 1889
Clipping file - National Archives

A boat house, boat ways and protection crib were built. The boat house is 35 feet by 18 feet in plan and rests on rock surface which was leveled to receive it. The boat house was provided with a suitable iron winch, ways, and cradle, with the necessary rope and blocks. The ways are 78 feet in length, of which 56 feet extend beyond the boat house and into 5 1/2 feet of water. A protection crib was built abreast of the ways on the north side, with logs taken from the island, and extends into 5 1/2 feet of water.

ARLB 1890

pp. 150
The protection pier to the boat house was extended by constructing a crib 40, by 16 feet, with an **L** measuring 10 by 11 feet, on the outer end leading southward and into 7 1/2 feet of water. The old and new portion of the pier was entirely decked over. Minor repairs were made.

ARLB 1892

pp. 159
The superstructure of the landing, which was damaged by ice during last winter, was repaired and re-ballasted. Various repairs were made.

ARLB 1894

pp. 160

To enable the Lighthouse tender to land with supplies the wharf was extended 30 feet and made 16 feet wide, with an L on the east side to make the wharf front 32 feet wide. The work is the usual type of crib work filled with stone.

ARLB 1896

pp. 133
A carriage and iron track were provided to take the keeper's large boat from the water. Minor repairs were made.

ARLB 1897
Clipping file - National Archives

The stairs leading to the lantern in the tower were provided with an iron hand rail. The front entrance of the tower was provided with a new screen door and 6 lights of ruby glass were purchased and delivered at the station for spare lights for producing red flashes of light. About 1,200 feet of plank walk, 2 feet wide, leading from the dwelling to the boathouse and wharf was constructed. The walks about the dwelling and to the east shore were rebuilt, and a garden fence was constructed. Various repairs were made.

Letter - January 23, 1901

Lighthouse Establishment,
Office of Engineer, Tenth District,
Buffalo, N. Y. January 23, 1901

Green Island, Ohio
Recommending change in characteristic of light.

The Lighthouse Board.
Washington, D. C.

Sirs:

Referring to Joint Report dated December 15, 1900, in regard to certain proposed changes at Marblehead and Green Island, I have the honor to invite the attention of the Board to that portion which relates to the Green Island, Ohio, Light.

The Board has taken no action in regard to the proposed changes in the Green Island Light, as recommended in this letter, and I beg therefore to ask that action in this matter be taken irrespective of the changes, which may be made at Marblehead.

It is believed that it will be better to have this Green Island Light a red and white flash light rather than all white flash, even if Marblehead is left as a fixed white light. This combination of a red and white flash light would be suitable to the locality, whatever may be done with Marblehead. A decision is desired in this matter in order that the necessary changes may be made and the light properly advertised before the opening of navigation.

I would furthermore state that I have consulted in regard to this matter with the District inspector, and he concurs in the views expressed in this letter.

Very respectfully,

W. Symona

Major of Engineers, U. S. A.
Engineer 10th Lighthouse District.

Letter - January 29, 1901

Treasury Department
Office of the Lighthouse Board
Washington, January 29, 1901

The Lighthouse Board,

Sirs:

The Committee on Lighting, to whom were referred on 28 January 1901, the papers relative to the characteristics of the lights at Marblehead and Green Island, Ohio, Light Stations, returns them with the following report:

Your Committee, in accordance with the views of the Engineer and Inspector of the 10th Lighthouse District, as contained in the letter of the Engineer of 2 January, 1901, is of opinion that it will be better to have the Green Island Light a red and white flash light rather than all white flash, even if Marblehead is left as a fixed white light, as it is believed that this combination of a red and white flash light would be suitable to the locality, whatever may be done with Marblehead.

Respectfully,
Henry S. Pritchett

Chairman of the Committee on
Lighting

Letter - February 9, 1901

Major B. W. Symcka
Engineer 10th Lighthouse District
Buffalo, N. Y.

Sir:

Referring to your letter of 23 January 1901, and to your joint report of 15 December, 1900, the Board, at its session on 4 February, 1901, considered the subject of the characteristics of the Green Island, Ohio, Light.

The Board then decided that Green Island Light should be a red and white flash light.

The Board authorizes you to take the proper measures for carrying this decision into effect.

The Board requests you to forward to this Office, data for a Notice to Mariners sufficiently in advance of this decision being carried into effect.

Respectfully,

Major, Corps of Engineers, U. S. A.,
Engineer Secretary

Letter - February 9, 1901

Commander A Dunlap U. S. A.
Lampest 10th L. H. District,
Buffalo, N. Y.

Sir:

Referring to your joint report of 15 December 1900, the Board, at its session on 4 February 1901, considered the subject of the characteristics of the Green Island, Ohio, light.

The Board then decided that Green Island Light should be a red and white flash light.

The Board has authorized the Engineer at the 10th Lighthouse District to take the proper measures for carrying this decision into effect.

Respectfully,

Major, Corps of Engineers, U. S. A.,
Engineer Secretary

Letter - Feb. 14, 1901

Lighthouse Establishment,
Office of Engineer, Tenth District,
Buffalo, N. Y. Feb. 14, 1901

Green Island, Ohio
Notice to Mariners

The Lighthouse Board,
Washington D. C.

Sirs:

Referring to the Board's Letter dated 9 February, 1901, authorizing change in the characteristic of the light at the Green Island, Ohio, Light Station, from fixed white varied by a red flash every minute to red and white flash: I have the honor to forward herewith enclosed data for Notice to Mariners, giving notice that the change will be made on the opening of navigation the present season.
Very respectfully,

Major of Engineers, U. S. A.
Engineer 10th Lighthouse District.

Letter - February 23, 1901

Notice to Mariners
(No. 22 of 1901)

United States of America - Northern Lakes and Rivers - Ohio

Treasury Department,
Office of the Lighthouse Board,
Washington, D. C., February 23, 1901.

Green Island Light Station

Notice is hereby given that on the opening of navigation, 1901, the characteristic of the light at this station will be changed from fixed white varied by a red flash every minute to *flashing alternately red and white, interval between flashes 30 seconds.*

The station is located on the westerly end of Green Island, 1 mile westerly of South Bass Island, westerly part of Lake Erie.

This Notice affects the "List of Lights and Fog Signals, Northern Lakes and Rivers, 1900," Page 28, No. 115, and the "List of Beacons and Buoys, Northern Lakes and Rivers, 1900," page 41.

By order of the Lighthouse Board:

Francis J. Higginson,
Rear-Admiral, U. S. Navy, Chairman

Letter - April 8, 1901

Lighthouse Establishment
Office of Engineer, Tenth District,
Buffalo, N. Y. April 8, 1901

No. 27
Green Island, Ohio
Date of showing light.

The Lighthouse Board,
Washington, D. C.

Sirs:

Referring to the Board's letter (No. 755) of 6 April, 1901, relative to date of lighting the light at Green Island, Ohio Light Station, I have the honor to inform the 'Board that this light was first regularly shown with its new characteristic on 1 April, 1901.

Very respectfully,

W. Symona
Major of Engineers, U. S. A.
Engineer 10th Lighthouse District.

ARLB 1901

pp. 18
Changes in lights.
Characteristic of light changed April 1, 1901.

pp. 168
The characteristic of the light was changed from fixed white varied by a red flash every minute to flashing alternately red and white with intervals of thirty seconds between the flashes. The clockwork of the revolving apparatus was furnished with a new drive wheel and adjusted to run five hours. Various repairs were made.

ARLB 1902
Clipping file - National Archives

An iron oil house, brick lined, was built on a concrete foundation. Various repairs were made.

Letter - September 24, 1903

Department of Commerce and Labor
Lighthouse Establishment,

Office of Engineer, 10th District,
Buffalo, N. Y., September 24, 1903

No. 949
Green Island, Ohio
Repairs & Improvements.

The Lighthouse Board,
Washington, D. C.

Gentlemen:

At the Green Island Light Station, Lake Erie, Ohio, it is desired to make the following repairs and improvements at a cost not to exceed the amounts indicated:

Keepers Dwelling:
Repapering all the rooms, and miscellaneous minor repairs as may be found necessary $55.00

Landing Wharf:
Replacing the deck plank with new material; removing and extending the sheathing on the northwesterly face; providing additional stone filling and removing such timbers as may be found necessary.
$550.00
Total $605.00

The landing wharf, a stone filled crib work structure, is in very bad condition. The deck planking is so much decayed as to require entire renewal. A considerable portion of the stone filling has been washed out by the seas, and it is believed that on opening up it will be found that some of the timberwork will require more or less repairing.

The wharf is in such a dilapidated condition that it is considered injudicious to allow it to go longer without repairs exposed as it is to northerly storms, which are quite severe during the late fall.

Believing that immediate steps should be taken for the preservation of the wharf, plans are being made to at once land a working party there to put it in good order and at the same time to make the necessary repairs to the keepers dwelling.

I have the honor therefore to ask the Board's approval of the action taken and request authority to do the work by hired labor and purchase the materials required under existing regulations, which in my opinion is the most economical and advantageous method to the United States. The total cost not to exceed $605.00, to be paid from the allotment already made for expenditure in this district from the appropriation repairs, etc., of lighthouses, 1904.

Very respectfully
M. A. Bingham Major of Engineers, U. S. A.
Engineer 10th Lighthouse District.

Letter September 29, 1903

Department of Commerce and Labor
Lighthouse Board
Washington 29 September 1903

The Honorable,
The Secretary of Commerce and Labor.

Sir:

The Board has the honor to state that it proposes to make repairs and improvements at the Green Island, Lake Erie, Ohio, Light Station.

The Board asks authority to expend the estimated sum of $605 in so doing, as follows:

Repairs, &c., to keeper's Dwelling,... $55.
Repairs, &c., to landing wharf,.....$550.
Total estimated amount,..... $605.

The Board proposes to have the work done under its direction by persons in its employ, the necessary materials to be purchased of the lowest bidder after due advertisement in accordance with existing regulations, that being the most advantageous method to the government of having the work done.

Respectfully,

Lieutenant Colonel, Corps, of Engineers, U. S. A.,
Engineer Secretary

Letter - September 30, 1903

Department of Commerce and Labor
Office of the Secretary
Washington September 30, 1903

Gentlemen:

With reference to your letter of the 29th instant, stating that you propose to make repairs and improvements at the Green Island, Lake Erie, Ohio, Light Station, the Board is hereby authorized, in accordance with its request, to expend the estimated sum of $605 in so doing, as follows:

Repairs, &c., To keeper's dwelling,..... $55.
Repairs, &c., to landing wharf,.....$550.
Total estimated amount,..... $605.

It is understood that the Board is "to have the work done under its direction, by persons in its employ, the necessary materials to be purchased of the lowest bidder after due advertisement in accordance with existing regulations, that being the most advantageous method to the government of having the work done."

Respectfully,
(Signed.) James Rudolph Garfield,
Acting Secretary.

The Lighthouse Board,
Department of Commerce and Labor

Letter October 2, 1903

Department of Commerce and Labor
Lighthouse Board
Washington, 2, October 1903

Major T. A. Bingham, U. S. A.,
Engineer, 10th Lighthouse District, Buffalo, N. Y.

Sir:

Referring to your letter of 2 September, 1903, the Board authorizes you to make repairs and improvements at the Green Island, Lake Erie, Ohio, Light Station at an estimated cost of $605, as follows:

Repairs, &c., to keeper's dwelling,..... $55.
Repairs, &c., to landing wharf,.....$550.
Total estimated amount,..... $605.

The Board authorizes you to have the work done under your direction by persons in your employ, and by the purchase of the necessary materials of the lowest bidder after due advertisement in accordance with existing regulations.

The Board authorizes you to pay for this work from funds heretofore allotted you for the fiscal year from the appropriation, repairs, &c. of lighthouses, 1904.

There is transmitted herewith for file with your accounts Department letter of 30 September, together with a copy of the same for the files of your office.

Letter - September 16, 1904

Department of Commerce and Labor
Lighthouse Establishment,

Office of Engineer, 10th District,
Buffalo, N. Y., September 16, 1904

Subject;
Green Island, Ohio
Repairs &c.

The Lighthouse Board,
Washington, D. C.

Sirs;

I have the honor to request authority to make the following repairs and improvements at the Green Island Light Station, Ohio, by hired labor and the purchase of the necessary materials without formal contract, this being in my opinion the most economical and advantageous method to the United States for doing the work.

Tower:

Providing five new brass caps for parapet ventilators. $20.00

Keeper's Dwelling:

Concreteing cellar floor, repairing drain, providing cupboard in kitchen and making miscellaneous minor repairs. $179.00

Barn:

Raising, leveling and making minor repairs. $42.50

Miscellaneous repairs to outhouse and well house. $8.50

Walks:

Rebuilding six hundred feet with concrete and repairing walk to boathouse. $97.00

Total $347.00

This station is on an island in the western part of Lake Erie at some distance from the mainland. It is therefore desirable that the work begin with the least possible delay in order that it may be completed before the close of navigation when it will be impracticable to do work at this station. For this reason early action of the Board is requested.

Expenditure to be paid for from funds already allotted for use in this district from the appropriation repairs, &c., of lighthouses, 1905.

Respectfully,

H. M. Adams
Lieutenant Colonel, Corps of Engineers, U. S. A.
Engineer Tenth Lighthouse District.

Letter - July 13, 1905

Department of Commerce and Labor
Lighthouse Establishment,

Office of Engineer, 10th District,
Buffalo, N. Y., July 13, 1905

Subject:
Green Island, Ohio
Illuminating Apparatus.

The Lighthouse Board,
Washington, D. C.

Sirs:

The condition of the illuminating apparatus at the Green Island Light Station, Ohio, is such that it will be necessary to temporarily discontinue the light and remove the illuminating apparatus to the lamp shop, Buffalo Lighthouse Depot, N. Y., to make needed repairs and put it in running order. The repairs will require the renewal of practically the whole of the revolving apparatus and probably a new pedestal.

The estimated cost of the repairs is $200.00. The expenditures to be made from allotment already made from appropriation repairs, &c., of lighthouses, 1906.

I have the honor to request authority to make these repairs by hired labor and the open market purchase of materials, which is the most economical and advantageous method.

The principal part of the labor required will be performed by the Master Mechanic in charge of the District Lamp Shop where there are facilities for doing the work. Because of the special character of the work and the small amount involved it would be detrimental to the interests of the United States to have ....

Letter - July 17, 1905

Department of Commerce and Labor
Lighthouse Board
Washington 17 July, 1905

Colonel H. M. Adams, U. S. A.
Engineer 10th Lighthouse District,

Buffalo, N. Y.

Sir:

As recommended in your letter of 13 July 1905, the Board authorizes you to make the repairs to the illuminating apparatus at the Green Island Light Station, Ohio, at an estimated cost of $200.00. The work to be done under your direction, by persons in your employ, and by the purchase of the necessary materials in accordance with existing regulations.

The above named work is to be paid for from funds heretofore allotted you from the appropriation, repairs &c., of lighthouses, 1906.

Respectfully,

Captain, U. S. N.
Naval Secretary.

Letter - November 6, 1906

Department of Commerce and Labor
Lighthouse Establishment,

Office of Engineer, 10th District,
Buffalo, N. Y., November 6, 1906

Subject;
Green Island, Ohio, walk.

The Lighthouse Board,
Washington, D. C.

Sirs:

At the Green Island Light Station, Ohio, the wooden walk leading from the Keeper's dwelling to the boathouse, and the wharf and boatways need repairs. The estimated cost is $290.56. Details of the estimate are given on Form 83 herewith.

I have the honor to ask authority to make the repairs at an estimated cost of $290.56 for materials and labor and to do the work by hired labor and the purchase of the materials in the open market, which is the most economical method; the expenditure to be made from the allotment already made for use in this district from the appropriation repairs, &c., of lighthouses, 1907.

It would be detrimental to the interests of the United States to have the work done by formal written contract because of the smallness of the amount involved.

Respectfully,

H. M. Adams
Colonel Corps of Engineers, U. S. A.
Engineer Tenth Lighthouse District.

Letter - June 24, 1908

Department of Commerce and Labor
Lighthouse Establishment,

Office of Engineer, 10th District,
Buffalo, N. Y., June 24, 1908

Subject:
Green Island, Ohio
Repairs, &c.
1 enclosure.

The Lighthouse Board,
Washington, D. C.

The following repairs are necessary to be made at the Green Island Light Station, Ohio.

Keeper's dwelling: Roof needs reshingling and window sash repairing.

Barn needs reshingling and general overhauling and repairs.

Boathouse needs reshingling, siding needs repairing, and a new sill is needed.

Privy and woodshed need reshingling.

Wharf needs repairs, including sheet piling the outer end with oak.

The estimated cost to make these repairs is $949, as stated in detail on Form 83 herewith.

Authority is asked to do the work by hired labor and purchase the necessary materials of the lowest responsible bidder, which is the most economical and advantageous method.

The expenditure to be made from the allotment already made for use in this district from the appropriation repairs, &c., of lLighthouses, 1908, and from the allotment to be made from the appropriation repairs, &c., of lighthouses, 1909, as may be available.

Letter - July 6, 1908

Department of Commerce and Labor
Lighthouse Establishment

Office of Engineer 10th District
Buffalo, N. Y.

Subject:
Green Island, Ohio.
Lumber for repairs. July 6, 1908

The Lighthouse Board,
Washington, D. C.

Referring to request, this date, on Form 97, for approval of the purchase of certain items of lumber purchased June 29, 1908, for use in making repairs to barn and other buildings at the Green Island Light Station, Ohio, proposals were invited for the articles by circular letter, Form 110, sent to the following dealers:

The Prasse Lumber Co., Cleveland, Ohio
The Simon Lumber Co., Cleveland, Ohio

Prompt delivery being desired for shipment to Green Island by the *Warrington*, the proposal of The Simon Lumber Co. in the sum of $149.09 was accepted. The prices quoted are reasonable, not above current market rates, and advantageous to the United States.

Respectfully,
W. B. Fisk
Lieutenant Colonel, Corps of Engineers, U. S. A.,
Engineer Tenth Lighthouse District.

Letter - July 1, 1909

Commendation, July 1, 1909

Mr. George F. Ferguson,
Keeper of Green Island Light Station, Ohio,
Through the Inspector of
The Tenth Lighthouse District,
Buffalo, N. Y.

Sir:

1. The Board is pleased to learn that you are deserving of special commendation for the exceptionally neat condition on which your station was found by the Inspector upon the occasion of his visit on the 2nd ultimo.

2. The fact that you are rendering such good service will be noted on the records of this Office and on those of the Inspector as a part of tour official history.

Respectfully,
Lt. Col., Corps of Engineers, U. S. A.,
Engineer Secretary.

Letter - June 23, 1911

Department of Commerce and Labor
Lighthouse Service

Office of Inspector, 10th District
Room 304, Federal Building,
Buffalo, N. Y.

Green Island, Ohio
Repairs, etc.
3 enclosures June 23, 1911

The Commissioner of Lighthouses,
Washington, D. C.

Sir:

Referring to Form 80 of this date covering repairs at Green Island Light Station, Ohio, as per Estimate, I have to state that this authority is desired in lieu of the Bureau's authority dated October 13, 1910, covering work at the above named light-station. The repair work in question was started last fall but owing to unfavorable weather and difficulty in securing workmen to go to this isolated station it was necessary to suspend the work until the present season. A study of the situation by the superintendent of this district has developed the advisability of rebuilding the boatways in a more permanent and substantial manner than was originally planned and the necessity for replastering nearly all the rooms in the keeper's dwelling has developed. The materials for this work have been purchased and delivered at the station.

Very respectfully,

D. V. H. Allen

Lt. Commander, U. S. N.

Letter - June 23, 1911

Recommendations For Repairing Aids To Navigation

Department of Commerce and Labor
Lighthouse Service

Office of Lighthouse Inspector 10th District
Buffalo, N. Y. June 23, 1911

The Commissioner of Lighthouses:

Repairs, &c., of Lighthouses, 1911. $436.42

The work consists in refurring, relathing and replastering dwelling rooms and hallways; rebuilding boatways, using heavy steel rails and low concrete piers; laying 1080 lineal feet of concrete sidewalk; repairs to dock planking; repairs to boat-house sills; and new doors to rear entrance of dwelling and privy.

D. Allen
Lt. Commander, U. S. N. Inspector

Letter - June 23, 1911

Estimate Of Cost Of Proposed Works

Department of Commerce and Labor
Lighthouse Service

Office of Lighthouse Inspector 10th District
Buffalo, N. Y. June 23, 1911

Proposed Work: Repairs to dwelling, boathouse, boatways, sidewalks, etc.

Refurring, relathing and replastering dwelling rooms and hallways:

Materials Metal Lath		$75.00
Plaster		$56.00
Furring and Nails		$9.00
	Total	$140.00
Labor		$160.00
	Total	$300.00

Building New Boatways:

Materials Steel Rails, Splice Bars and Ties		$78.00
Cement		$17.00
	Total	$95.00
Labor		$75.00
	Total	$170.00

Building 1080 lineal feet of Concrete Walk:

Materials		$150.00
Labor		$100.00
	Total	$250.00
Repairs to Dock Planking		$25.00
Repairs to Boathouse Sill		$25.00
New Doors to Privy and rear Dwelling entrance		$15.00
Subsistence for all of above		$180.00
	Total	$965.00

Annual Report Lake Carriers Association 1914

pp. 98
Green Island Light Station – On the opening of navigation, 1914, the characteristic of Green Island Light was changed to show a flash every 15 seconds, thus increasing the efficiency of the light.

Letter - December 1, 1914

Recommendations For Repairing Aids To Navigation

Department of Commerce and Labor
Lighthouse Service

Office of Lighthouse Inspector 10th District
Buffalo, N. Y. December 1, 1914

Proposed work: Providing new motor boat.
Estimated cost: $800.00

A reliable and substantially built boat for this station is a necessity for reaching the mainland and for use in occasional attendance of nearby gas buoys. The present boat and engine are too light and nearly worn out. It has been included in a lot of condemned property to be sold at auction. Form 83, showing estimate of cost, and blueprint showing proposed boat, are enclosed. Boats of this same size and model were built last winter, one for Toledo Harbor Light Station, Ohio, and one for Galloo Island Light Station, N. Y., and have proved stable, seaworthy and admirably adapted for the service.

N. Gardner
Superintendent

Commissioners Report 1921

pp. 55
Green Island Light Station, removed sheds and built enclosed veranda, cistern, etc., $1,030.

Letter - June 17, 1921

Recommendation As To Aids To Navigation

The Commissioner of Lighthouses:
Buffalo, N. Y. June 17, 1921

Proposed action: Rebuild superstructure of wharf.

Necessity: Wharf in poor condition.

Total estimated cost: $3,000.00

Commissioners Report 1922

pp. 48
Green Island Light Station, rebuilding superstructure of wharf $1,843.

Annual Report Lake Carriers Association 1924

pp. 79
This light will be changed on the opening of navigation 1926 to a flashing white light of 580 candlepower, and made automatic.

Letter - July 23, 1925

Green Island & South Bass Island Lights,
Changing characteristic. July 23, 1925

Shifting Green Island characteristic to South Bass Island (about 1 1/2 miles SE) may mislead masters long accustomed to it in its present location approaching from Eastern direction in thick weather.

Recommend no change in Green Island Light, but change South Bass Island Light to acetylene with characteristic proposed for Green Island. This involves only one change in characteristics, with material improvement in South Bass Island Light and cannot be misleading even to uninformed masters.

In any event the 10th Superintendent's proposed change should not be made without approval of Lake Carriers and other navigation interests affected.

M. H.

Letter - July 23, 1925

Recommendations As To Aids To Navigation

Office of Lighthouse Inspector 10th District
Buffalo, N. Y. July 23, 1925

The Commissioner of Lighthouses:

Proposed action: Change characteristics and consolidate as shown below.

Total estimated cost: $1,175.00

Green Island Light to be changed to Group. Fl. W., 6 seconds, 2 flashes, 0.5 second duration, 3/4 ft. Burner, 4th order lens, 580 cp.

South Bass Island Light to be changed to Alt. Fl. R. & W., 30 sec. (Same as present Green Island characteristic) using illuminating apparatus at that station.

Stations to be placed in charge of one keeper. It is proposed to transfer William L. Gordon, present keeper of Green Island Lighthouse to South Bass Island Lighthouse, with his present salary range $1320-$1560, and discontinue the

position of keeper $1200 to $1400, now temporarily filled By Lyle C. Duggan, son of former keeper (deceased.)

Changes in lights to be effective on or about opening of navigation, 1926. Effective date discontinuance position keeper to be reported at proper time. Form 83 herewith.

M. H.
Superintendent

Annual Report Lake Carriers Association 1926

pp. 132
This light was changed to a flashing white light of 580 candlepower, and made automatic.

Letter - July 23, 1925

Department of Commerce
Lighthouse Service
July 23, 1925

Estimate of Cost of Proposed Works
Department of Commerce Lighthouse Service

Green Island
South Bass Island
Change characteristic

Flasher	$250.00
Sunvalve	$100.00
Fittings	$75.00
Accumulators	$400.00
Installation	$100.00
Transfer flashing lens and installation	$ 250.00
Total	$1,175.00

Letter - July 27, 1925

Department of Commerce
Bureau of Lighthouses
Washington July 27, 1925

South Bass Island was recommended for retention as an attended station for the reason that this arrangement will permit the removal of the keeper and family from Green Island where they are isolated and the only persons living on the island, where as South Bass Island is larger, with quite a number of permanent

residents, and the Lighthouse is only about 3 miles from Put-In-Bay, which is a small town with stores, post office, doctor, etc., and readily accessible by road.

R. House

Letter - May 3, 1926

Department of Commerce
Lighthouse Service

Office of Superintendent, 10th District
Buffalo, N. Y.
May 3, 1926

Subject: South Bass Island and Green Island Lighthouse Consolidation.

I have to advise that the consolidation of these two stations was effective April 1, 1926. The position of keeper of Green Island Lighthouse should therefore be discontinued effective at the close of March 31, 1926.

Mr. William L. Gordon formerly keeper of Green Island Lighthouse should be transferred to keeper of South Bass Island Lighthouse without change of salary, effective April 1, 1926.

It will be noted that the appointment of Lyle C. Duggan serving temporarily as Keeper, South Bass Island Lighthouse, expired by limitation on December 31, 1925, and the position was not filled thereafter.

Letter May 8, 1926

Commissioner of Lighthouses:

In accordance with the Bureau's recommendation of May 7, 1926, the Department has discontinued the position of keeper of Green Island Light Station at $1500 Per annum in the Tenth District, and has authorized the increase in the salary range of the position of keeper of South Bass Island Light Station from $1200-1440 to $1320-1560 per annum.

By direction of the Secretary:

Clifford Hastings
Chief of Appointment Division

Letter - September 24, 1928

Honorable James T. Begg,
House of Representatives, Washington, D. C.

Dear Mr. Begg:

Referring to your letters of September 17 and 20, 1928, forwarding copy of a letter from the Chief of Engineers, relative to the desire of Dr. F. W. Schneider to purchase or obtain a lease on the Green Island Lighthouse Reservation, Ohio:

You are respectfully advised that this matter is under consideration and that you will be further advised in regard thereto at an early date.

Very truly yours,
J. S. Conway
Acting Commissioner of Lighthouses.

Letter - October 8, 1928

Honorable James T. Begg,
House of Representatives,
Washington, D. C.

Dear Mr. Begg:

With further reference to your letter of September 17, 1928, relative to the desire of Dr. F. W. Schneider to purchase or lease the Green Island Lighthouse Reservation, Ohio:

You are respectfully advised that the Lighthouse Service is maintaining an acetylene light on this island in the tower attached to the dwelling. The dwelling is now unoccupied, but the boathouse and wharf are still in use by the Lighthouse Service. It is therefore not considered advisable to dispose of the property at this time, but no objection would be made to leasing the property, the Lighthouse Service retaining the use of the tower and boathouse. If Dr. Schneider is interested in leasing the property, it is suggested that he communicate direct with the Superintendent of Lighthouses, Buffalo, New York, for further information in regard to the matter,

Very truly yours,

G. R. Putman
Commissioner of Lighthouses.

Real Estate questionnaire dated - March 26, 1930

Improvements on land, a light tower, keeper's dwelling, outbuildings and a concrete walk across island to a boat house and landing wharf.

Cession of jurisdiction from Ohio Legislature, January 19, 1852.
Owned by the U. S. Government
Appraised Value; Land - $6,000 (site)
Improvements: $14,000
Total: $20,000

Letter - July 26, 1930

Department of Commerce
Lighthouse Service

Office of Superintendent, 10th District
Room 313, old Post Office Building
Buffalo, N. Y.

July 26, 1930

Subject: Green Island, Ohio

Commissioner of Lighthouses:

In reply to Bureau endorsement July 23, 1930, on letter from Walter A. Kolbe, Port Clinton, Ohio, relative to the sale of Green Island, Ohio, I have to report that the Lighthouse Service is maintaining an acetylene light on this island in the tower attached to the stone dwelling although the dwelling is now unoccupied, as this station has been consolidated with South Bass Island Lighthouse. The boathouse and wharf are also still used. It is therefore not considered advisable to sell this island, but consideration might be given to leasing the property under satisfactory conditions, retaining use of the tower and boathouse, etc. Suggest that the writer be advised accordingly and requested to take up the matter with this office.

Roscoe House
Superintendent of Lighthouses.

November 14, 1933

Memorandum for the Secretary:

In re-granting revocable license to Mr. James A. H. Magoun, 2001 Collingwood Avenue, Toledo, Ohio, to lease Green Island Lighthouse Reservation, Lake Erie, for a period of 5 years beginning October 15, 1933; $250.00 per annum for the privilege.

The Bureau of Lighthouses recommends that the attached draft of revocable license be executed on behalf of the Department if there is no objection thereto.

There is no legal objection to granting permission to use Government property under a revocable license, subject to termination at any time at the will of the Government, if such use will benefit the public interest, either directly or indirectly. (22 Op. Attorney Gen. 240).

The Bureau states that the issuance of this license will be of benefit to the public interest.

The draft has been examined, and in my opinion, is free from legal objection and sufficient for the purpose for which it is intended. I will certify accordingly and also as to form and execution when the same has been executed on behalf of the Department.

Solicitor.

Contract No. C10a2104 - 1938

Revocable License Extension

Washington, D. C., 1938

The right to use and occupy the Lighthouse Reservation on Green Island, Ohio, granted to James A. H. Magoun, 2001 Collingwood Avenue, Toledo, Ohio, is hereby extended from October 15, 1938 to October 1, 1943, inclusive, under the same terms and conditions as enumerated in Revocable License dated November 6, 1933, with the further provision, however, that the licensee will permit representatives of the Ohio State University to make such visits and examinations on the Island as they may desire, such observations to be made during the daytime, and not involve the erection of any tents or other structures, and to be so conducted as not to be objectionable to the licensee or the interests of the United States Government.

The United States of America
Secretary of Commerce

Light List - 1938

Green Island - 1938 light list says established 1854, Rebuilt 1865, a 50-foot-gray-square tower attached to dwelling. A group flashing 10 sec. (2 flashes) unattended light. A 580 c. P. 4th order acetylene light 57 feet above water, visible 1 miles, Flash .5 sec., eclipse 1 sec. Flash .5 sec., eclipse 8 sec. Obscured by woods from 236º to 303º.

Annual Report Lake Carriers Association 1939

pp. 133
Green Island light was relocated on a white, skeleton, steel tower, 80 feet above low water and located about 960 feet southwesterly from the former tower.

Letter - June 23, 1939

Recommendation as to Aids To Navigation

Office of Superintendent of Lighthouses
Buffalo, N. Y. 10th District June 23, 1939

The Commissioner of Lighthouses:

Proposed action and necessity therefor: move light 330 feet 208º (position to be verified) from present location, to a 65 foot steel tower, in order that reservation and buildings at the light, in excess of needs of the Service, can be eventually declared surplus.

Total estimated cost: $1740.

It is proposed to accomplish this work by district field force, derrick scow, and tender, inasmuch there will be involved the dismantling of the steel tower (now at Fairport, Ohio), Transportation and erection, also the revamping of acetylene lighting apparatus.

Reference is made in this connection to correspondence in Bureau file #1428E, with regard to the disposing of that portion of Green Island not needed for Lighthouse purposes.

This light is unattended and at the present time is maintained in the masonry tower to which there is attached a dwelling now under lease together with the island.

After moving the light, and at the proper time, the island and buildings, except a small portion to be retained, can be declared surplus to the needs of the Service, but before any such action is initiated, the matter should be reviewed from the standpoint of future Coast Guard developments. Irrespective of possible disposition of the property, placing the light on an independent and higher tower will be a desirable improvement.

Roscoe House
Superintendent of Lighthouses.

July 28, 1939

Memorandum for - Mr. Park

Subject: Green Island Lighthouse Reservation, Ohio; disposition.

1. I received a telephone call from Mr. Gardner, of the Bureau of Fisheries, who said that he was having a visit from Mr. T. H. Langlois, of the Ohio State University, which has been accorded certain privileges and under the existing license of the above named reservation to Dr. J. A. H. Magoun.

2. It seems Mr. Langlois informed Mr. Gardner that he understands some wealthy man who is interested in acquiring the Green Island Lighthouse Reservation has been recently negotiating with Coast Guard authorities with the view to the reservation being declared surplus. Probably this wealthy person is Mr. H. C. Jackson, with whom the former Bureau of Lighthouses had dealings on this subject.

3. Mr. Gardner, on behalf of his Bureau of Fisheries, deems to be interested in having it made possible so that the University might continue to have the privileges that it now enjoys in connection with its investigations. He said that the Ohio State University had to a considerable extent cooperated with the Bureau of Fisheries in certain of its work, to the extent that it considered that it had a positive interest in the retention of the privileges, which the University now has at Green Island Reservation. He said, moreover, that if the matter comes to the point of declaring the reservation or a portion of it surplus, his Bureau would like to be informed.

4. While speaking with Mr. Gardner I was not aware of the action taken by the Bureau of Lighthouses on 27 June, 1939, in approving the recommendation from the Superintendent of Lighthouses at Buffalo for moving the light in order that the reservation in excess of the needs of the Service would eventually be declared surplus. However, that may be, if and when it should be declared surplus, it seems possible that the Bureau of Fisheries may put in a request for it to the Procurement Division.

August 24, 1973 - 2 News- Herald, Port Clinton, Ohio

Green Island world quiet, mysterious. By Ron Hall

Green Island is a quiet world, mysterious, deceiving. It stubbornly hides one of the most dramatic events ever to occur on a Lake Erie island.

On Dec. 31, 1862, an unexpected arctic front swept cross the Lake Erie basin sending the balmy, unusual 60 degree temperature plummeting to 25 degrees below zero--and trapping a Green Island lighthouse keeper and his family in a fight for their lives.

You would never know it now. Little remains on the tiny, 20-acre piece of state property. There's some rusted beer cans on the picturesque rocks which line the island's shores, there's a handsome, but badly weathered, lighthouse all but covered by the vegetation which has grown unimpeded for decades.

But on a freakish New Years Eve more than a century ago the drama was on Green Island and the players almost became the victims.

A Colonel Drake was the lighthouse keeper Dec. 31, 1863. He was a rugged man who had withstood the rigors of lonely winters on the tiny island but had been in failing health. This night a daughter and her husband, Mr. and Mrs. Gregorier, and their son, along with a second daughter, Miss Sarah Drake, were waiting in the sitting room while Mrs. Drake prepared the dinner.

Tornadic winds churned the lake and rolled huge waves over the rocky shore of the island. Spray from the waves froze into grotesque shapes as it landed. Drake's son, Pitt Drake, had left the island earlier in the day and was attending a New Years Eve dance at Put-In-Bay.

"Fire on Green Island" - the cry rippled through the crowded Put-In-Bay dance hall. The celebrants were numb, Drake's son panicked and had to be restrained from attempting a suicidal return to the island more than two miles away.

There was a fire: the flames, starting in the upper structure of combination home-lighthouse, were licking at the walls when the unsuspecting Drake family discovered it.

There wasn't much Drake in his ill-health could do. Gregorier jumped into boots and coat, grabbed a ladder, and climbed the ice-encrusted lighthouse hoping to stop the blaze. He couldn't.

The women rushed to a cistern though the gale-force winds for water. The blaze, whipped by the winds, spread.

It wasn't long before the lighthouse keeper and his family realized it was hopeless, the lighthouse would burn to the ground.

Gregorier began lifting valuables from the home as the fire roared. But the realization of another danger as real as the first snapped Drake into activity.

Under his direction Gregorier sprinted for the staircase into the mouth of the fire. With his hand over his face he ran into an upstairs bedroom, snatched up two ticks (one feather, the other straw) and tossed them out a window. Badly burned on his hands and face he jumped through the window into the mattresses below.

Without cover the family could freeze before morning Drake had realized.

By now, the shock of the fire and the numbing cold had rendered Drake's daughter Sarah insensible. The others were freezing.

The lighthouse keeper and Gregorier tugged the ticks to the stable and carefully put each member of the family between the two ticks.

Drake returned to the burning house and retrieved an iron kettle and hot bricks. He put Sarah's feet in the kettle and arranged the bricks around the ticks.

In a group they waited in the frigid stable for morning. The son, Pitt spent a restless night at Put-In-Bay waiting for the lake to calm enough to attempt a rescue. When the winds slowed the next morning, Pitt and a group of Put-In-Bay men using cutters and planks laboriously worked their way over the three-mile stretch of rolling ice. The family was discovered partially frozen but alive.

The rescuers brought the Green Island survivors back to Put-In-Bay where several expectant families had prepared to receive them.

Sarah's ears, arms, and limbs were frozen stiff. The others were numb with the cold.

The fire had destroyed almost everything in the lighthouse and there was no reason for the family to return until a new lighthouse could be built.

Col. Drake, his wife, daughter, and son reportedly spent the winter at Put-In-Bay. Mr. and Mrs. Gregorier returned to their Catawba Home.

Enchanting Isles of Erie - H. H. Ross

Green Island

The terrifying ordeals, to say nothing of the bitter loneliness, to which our island lighthouse keepers and their families are at times subjected is vividly brought to mind by the experience of the Drake family on Green Island on December 31, 1863.

The last day of the dying year had left the world in an ugly, vagarious mood. A balmy, sunny afternoon had been suddenly transformed into a frigid night by an Arctic blast that sent the thermometer tumbling from 60 degrees above zero to 25 degrees below.

A tornadic gale that constantly increased its velocity rapidly turned the calm, azure waters of Lake Erie into a raging tempest, hurling gigantic breakers on the rocky shore.

To escape the piercing, howling wind, the roar of the thundering waves, and the fear of falling trees, Colonel and Mrs. Drake with four of their children sought the seclusion of their home, which adjoined the lighthouse. After nightfall they were startled by the crackling of flames, to discover upon investigation, that the lighthouse was on fire. Boldly attacking the blaze with bucket after bucket of water, despite the benumbing cold, the family fought heroically to extinguish the flames and save their home, but to no avail. The fire, intensified by the fanning wind, soon enveloped both structures. People at Put-In-Bay watched the properties burn to the ground, powerless to render aid because of the raging sea. Seeing the hopelessness of all effort, Colonel Drake then fought his way through the fire and smoke of his dwelling to salvage enough bed clothing to afford warmth for his homeless family for the remainder of the night. Rescuing a mattress and a few comforters, he placed them on the ground floor of a nearby shed and there the family sought comfort until daybreak.

A group of Put-In-Bay friends, directed by the eldest Drake son, who had attended a dance that evening at the Bay, finally worked their way across the four miles of thin ice to the island, and returned with the destitute Drake family, who were provided with a home there for the rest of the winter.

April 15, 1974 - Island fire scene

A day-long fire on uninhabited Green Island Friday, started accidentally by two fishermen, destroyed the venerable and stately Green Island Lighthouse and threatened to level the complete island but two boatloads of U. S. Coast Guardsmen from the Mablehead Station battled the fire into the night and managed to save an expensive tower and navigation light which several years ago took over the functions of the inoperative lighthouse.

Flames from the blaze cleared the treetops and were visible from neighboring islands.

A spokesman from the Marblehead station this morning said the Coast Guard received first word of the fire about 11:30 p. m. Friday from William Market, a Put-In-Bay resident who saw the blaze from a passing ferry

One 40-foot utility boat was dispatched from Marblehead but because of the wind-whipped lake and lack of docking facilities on the long-abandoned island, had difficulty landing men on the island.

Coast Guardsmen called for additional help when the fire spread and a second utility boat rushed to help. The coast guard finally managed to lift a large pump from one of the boats onto a large rock on the northwest side of the island.

Some of the coast guardsmen fought the fire which was eating away at the lighthouse and others struggled to cut brush and clear a fire strip to keep the

flames from spreading over the entire island. Several of the 12 guardsmen on the island suffered minor burns from the glowing cinders, which were whipped about by the strong southerly winds.

“It was a big fire,” the Coast Guard spokesman said. “You could see the flames above the trees.” The lighthouse collapsed into a heap.

The Coast Guard fought the blaze into the night and finally left the island at 11:30 p. m. because of the worsening condition of the lake. The fire-fighting equipment had to be retrieved Saturday.

A Spokeswoman at the Ottawa County Sheriff’s Department said the two men responsible for the blaze were discovered later Friday afternoon by their boat, docked at Pier One in Port Clinton. The spokeswoman said the men, whose names were withheld, claimed they made a fire on the island and thought they had extinguished it. They were apparently unaware that the island had caught fire.

The island is owned by the Ohio Department of Natural Resources and was the subject of a recent study to see if the lighthouse could be restored as an historical building.

Light list 1976

Green Island - The 1976 light list says established 1854, rebuilt 1939. A 67 foot white skeleton tower with small white house flashing white 2.5 sec. Light 80 feet above water visible 8 miles. Obscured by woods from 238º to 273º

Ohio Historic Inventory – November 1988

No. OTT-710-5
Location of Negatives OHPO
Roll No. – LHO - Picture No. 11, 13
Historic Name – Green Island Light
Location – West end of Green Island.

Description – Ruins of 2-story stone & brick keeper’s dwelling, 32 feet 4 inches X 30 feet 4 inches (main block), with attached 47 foot square tower of random ashlar, 7 feet 6 inches X 9 feet 4 Inches. Focal plane height 57 feet. “1864” carved in stone above tower entrance.

History – Light first established at Green Island in 1854. It burned to the ground on New Year’s Eve 1863 and was replaced with this combined keeper’s dwelling and light tower the following year. Octagonal lantern with 4th order classical lens exhibited fixed white light varied with white flash. Automated in 1926. Superseded by steel skeleton tower in 1939 and abandoned.

Description of Environment and Outbuildings – Thickly overgrown site. Concrete walk, which formerly connected lighthouse with frame boat house (no longer extant) at NE corner of island, still visible. Stone oil house (?) NE of tower. Steel skeleton tower to SW.

Sources – Drawing & photo files, USCG Ninth District Headquarters, Cleveland. Harlan Hatcher, Lake Erie, The American Lakes Series (NY: Bobbs-Merrill, 1945), pp. 156-157, 256.

1989 - 3L The Erie Island Historical Society Picture File

The First Green Island Lighthouse, a frame structure built in 1854, was destroyed by fire New Year's Eve, 1863-64. This unidentified illustration of the lighthouse comes from a tiny sketch in Theresa Thorndale's book, "Sketches and Stories of the Lake Erie Islands" (1898, p. 339), and may be only an approximation of its true appearance. The account of the fire is from the Sandusky Daily Commercial Register, 5 Jan. 1864.

1989 - 4L The Erie Island Historical Society Picture File

The second Green Island Lighthouse, a two-story stone structure built in 1864-65, was occupied most years during the navigation season until 1926, when an automatic light was installed atop a steel tower at the southwest corner of the Island. Photo taken about 1913 by George Fergueson (keeper from 1905); from Lydia Ryall's book, "Sketches and Stories of the Lake Erie Islands" 1913, p. 410

Port Clinton News - Herald - January 24, 1992 - by Jan Reinhart

Historian: Green Island holds WWII secret

Its no "JFK," but amateur historian Ken Dickson's theory about Green Island secretly being used to develop the first atom bomb may be worth a speech at a Great Lakes historical society meeting next month.

According to Dickson 45, a math teacher at Toledo's Bowsher High School, Green Island may have been used to develop the triggering mechanism for the atom bomb that later fell on Hiroshima.

"It's all supposition," Dickson said. "I can't prove anything because I lack the necessary resources."

Dickson will present his theory, the product of two decades of inquiries, at an upcoming meeting of the Western Lake Erie Historical Society. The free, public meeting will be held at 7:30 p. m. Feb. 3 in the Marine Engineers Beneficial Association Building, One Maritime Place, Toledo.

While he lacks solid proof, Dickson believes he does have some interesting leads. For instance, why did the U. S. Navy and Army Air Corps use the 16-acre Green Island for target practice in World War II?

“I have a real problem with that, because Green Island is less than a mile from South Bass Island,” Dickson said he noted that had a projectile, say a 20-millimeter shot, skipped off the island, it could easily have hit South Bass, a regional tourist resort.

“It was totally crazy to use Green Island, now a state bird sanctuary, like that,” Dickson commented.

Moreover, why were projectiles as large as 75 millimeters fired at the island from airplanes? Dickson said he thinks the ordnance may have been part of the Manhattan Project’s struggle to find an implosive triggering device for the A-bomb.

“I’m no nuclear physicist, but I think that’s what they may have been after,” Dickson said.

Dickson said his interest in Green Island was sparked by an enigmatic line from lakesider Harry Ross’ 1949 book, “Enchanting Islands of Lake Erie.” Ross claimed that rumors existed about the tiny island having a role in the Manhattan Project.

“It may have just been a hoax to try to sell books,” Dickson conceded. “But Ross spent a lot of time on the water. He may have heard or seen something.”

If there did exist rumors of Green Island’s role in the Manhattan Project, they must have been short-lived and little traveled. Several longtime Ottawa County and Put-In-Bay residents interviewed for this article drew a blank when asked about it.

“I never heard anything like that before.” confessed Elizabeth Denney, curator of the Ottawa County Historical Museum in Port Clinton. “It sounds far fetched.”

“I don’t believe I ever heard that--no,” said L. Charles “Cotton” Duggan, an 87-year South Bass Island resident and son of a former West Sister and Put-In-Bay lighthouse keeper.

Duggan said he remembers when Green Island had its own lighthouse keeper (the lighthouse is now fully automated). But the islander couldn’t recall any mysterious rumors about the place.

“It’s always just been a lonely place,” he said.

Carl Biro Jr., a Marblehead native, was a petty officer in the U. S. Coast Guard during World War II. He remembers conducting a search on Green Island for a 75-millimeter round fired from a B-25 bomber.

“It was kind of unusual,” Biro said of the size of the projectile. “Using a gun that big on a plane, the recoil must have been terrific.”

Dickson said he could use the Freedom of Information Act to gain access to the files of the Manhattan Project, but that would probably do little good. The files contain more than one Billion pages, and Dickson would have to know in advance the exact ones to look for, he explained.

“I’ll present my evidence in the speech and the people who are there can make their minds up for themselves,” Dickson said. “If nothing else, it’ll be an interesting way to pass a winter’s evening.

Amateur historian: Island mined for A-bomb metal - By Jan Reinhart - February 1992

Green Island in western Lake Erie was secretly mined during World War II for a rare metal used in the detonator of the first atomic bomb, amateur Great Lakes historian Ken Dickson claims.

Dickson made his admittedly unsubstantiated claim in a speech Monday evening to a Western Lake Erie Historical Society meeting held at One Maritime Place in Toledo. Approximately 50 people--none from the Lake Erie islands--listened to Dickson’s theories, but made little comment on them.

According to Dickson, 45, math teacher at Toledo’s Bowsher High School, the federal government briefly mined Germanium--a metallic element used in semiconductors--on the 16-acre Green Island for use in the fabled Manhattan Project.

The Toledoan said that in pre-transistor days of late World War II, American scientists developing the atom bomb faced a tremendous problem: inventing a detonator accurate to within millionth of a second. Germanium, an exceedingly rare chemical, made such a detonator possible. “Of course,” Dickson admitted, “I can’t prove anything.

Dickson’s only compelling evidence that Green Island had anything to do with the Manhattan Project came nearly a decade ago. Former Toledo Congressman Ed Webber said he had heard once that the triggering mechanism for the first atom bomb was somehow linked to the Ottawa County island.

“This past summer, it started coming together,” Dickson said. Several months ago Dickson learned from a scientist and expert on the Manhattan Project that Germanium was the key to the atom bomb’s triggering mechanism.

More recently, Dickson found a retired University of Toledo engineering professor who claims he actually worked on a Germanium mining project on Green Island in the mid-1940s. The project was apparently short-lived and unsuccessful because of leakage of lake water into the mines.

“His comment was ‘we couldn’t pump out Lake Erie fast enough,” Dickson said.

“I guess I’m only sorry the whole thing ended not with a bang, but a whimper,” he said.

File Contents

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Title papers and map
Specifications Green Island Light Station, Ohio - 1854
Light List - Sent from United States Lighthouse Society
Description of Lighthouse Tower, Buildings, and Premises - 1909
Ohio Historic Inventory - Nov. 1988
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Government Doc. # 43 - September 4, 1851
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Green Island - n. d.
Green Island - n. d. - Inland Seas Museum
Green Island side - 1963 - Inland Seas Museum
Green Island front - n. d. - Inland Seas Museum
Green Island - 7-1998
Plans of lighthouse & tower - 11
Map of reservation - n.d.
Vicinity map - n.d.
Green Island - U.S.C.G. - May 18, 1904 - Looking E. N. E. From 3/4 mile distance
Green Island - U.S.C.G. - May 18, 1904 - Looking E. N. E. From 3/4 mile distance
Photo File - Put-in-Bay - Lake Erie Island Historical Society
Second Green Island Lighthouse - Doc., 1989-4L
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Life in Lake Erie Lighthouses - By Lydia J. Ryall - Ohio Magazine 1907 Vol. 2. pp. 204-208
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Historian: Green Island Holds WWII secret - By Jan Reinhart Port Clinton News Herald - January 24, 1992
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Questionnaire Covering Real Estate Owned By the United States - (in with Title papers)
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Drawings
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Glossary of terms used within specifications. - GWILT - Encyclopedia of Architecture
Vicinity Map - Green Island
Map of Reservation
Drawing of the 1854 Lighthouse - Doc. 1989-3L
Drawing of Green Island Lighthouse and Rattlesnake Island

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Letter - Nov. 8, 1852 (in with Title Papers)
Letter - Jan. 20, 1864
Letter - Feb. 18, 1864
Letter - March 29, 1864 cant find

Meeting Minutes of the Lighthouse Board – April 1864 - Report
Letter - Nov. 17, 1879 (in with Title Papers)
Letter - Dec. 2, 1879 (in with Title Papers)
Letter - Jan. 23, 1901
Letter - Jan. 29, 1901
Letter - Feb. 9, 1901
Letter - Feb. 9, 1901
Letter - Feb. 14, 1901
Letter - Feb. 23, 1901 Notice to Mariners.
Letter - April 8, 1901
Letter - Sept. 24, 1903
Letter - Sept. 29, 1903
Letter - Sept. 30, 1903
Letter - Oct. 2, 1903
Letter - Sept. 16, 1904
Letter - July 13, 1905
Letter - July 17, 1905
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Letter - June 24, 1908
Letter - July 6, 1908
Letter - July 1, 1909
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Letter - June 23, 1911
Letter - June 23, 1911
Letter - Dec. 1, 1914 Repair Cost Estimate
Letter - June 17, 1921 Repair Cost Estimate
Letter - July 23, 1925 Repair Cost Estimate
Letter - July 23, 1925
Letter - July 23, 1925
Letter - July 27, 1925
Letter - May 3, 1926
Letter - May 8, 1926
Letter - Sept. 24, 1928
Letter - Oct. 8, 1928
Letter - July 26, 1930
Letter - Nov. 14, 1933 (in with Title Papers)
Letter - 1938 (in with Title Papers)
Letter - July. 28 1939 (in with Title Papers)
Letter - June 23, 1939 Repair Cost Estimate
Letter - Lake Erie Islands Historical Society - April 7, 1998

GREEN ISLAND OHIO KEEPER'S LOGS

Oct. 2, 1899 Received a patent burner for the lens lamp.

Dec. 23, 1899 Floor caught a fire from the heat of the fireplace.

Nov. 7, 1900 New sink and drain pipe, plastered kitchen and oil room.

Mar. 1901 The characteristic of Green Island Light was changed from fixed white varied by red flash every minute to flashing alternately red & white interval between flashes 30 seconds.

June 11, 1901 Cut down 11 trees on north side of Island for to improve navigating.

Sep. 11, 1901 Received 1 oil house 1600 bricks 8 barrels of cement and 37 sacks of plaster.

Apr. 26, 1902 The Schooner *M. C. Bartlow* of Marine City floundered in a gale of wind 70 miles and hour from W. SW. on Apr. 26, 1902 at 4 PM. There was a crew of 4 on board of the schooner and 3 of them drowned and the other man was rescued out of the cross trees on April. 27, 1902 at 4 am by the lifesavers from Marblehead and the tug *Monk*.

Jul. 2, 1903 A sail yacht capsized 7 1/2 miles E of this station 3:30 PM. My brother in law and I rescued a woman and there was 1 man drowned.

Jul. 18, 1903 Received lumber to repair the wharf.

May 29, 1904 Went to Put-In-Bay for mail.

Jul. 14, 1904 Pricked up one man and one boy this morning, 6:30 named Charles Winner and son swamped off SE point Sunday at 3:15 PM, were in the water 15 hours 15 minutes. Were about gone when picked up. Took them to the lighthouse until they were able to be transferred.

Oct. 10, 1904 Removed placer claim sign and sent it to Engineer and I ordered parties to leave.

Jun. 2, 1905 Keeper George F. Fergueson arrived at 5:25 PM.

Jun. 8, 1905 Keeper left for Put-In-Bay to see Doctor. (Ear Trouble)

Jun. 9, 1905 Keeper troubled with abscess in left ear. Lens stopped sometime during night can't make it go.

Jun. 16, 1905 To dam hot to work 92 in shade 112 in sun.

Jun. 22, 1905 Lens stopped about 1 hour and a half, last night.

Jun. 25, 1905 Lampist arrived to repair lens. Apparatus leveled.

Jul. 7, 1905 Lens stopped about 3:30 until 4:25 am still in very bad condition, cleaned up western end of Island.

Jul. 8, 1905 Lit Gull Island Shoal gas buoy at 3 PM.

Jul. 15, 1905 Read a letter informing me that a temporary light would be installed August 10, 1905. Repairs to be made in the lens.

Jul. 28, 1905 The body of a man was discovered washed up on the beach in front of the dwelling today by two young ladies from Port Clinton. Evidently the body was washed up by the NW squall of Tues. night. Dr. Hick, Coroner of Oak Harbor held an inquest over body washed ashore. No means of identification could be found on body. It was removed to Put-In-Bay for interment.

Aug. 8, 1905 The steamer *Warrington*, Master Machinest William Helrig stopped at this station this am and changed the lens apparatus taking the one here to Buffalo and placing a fixed white here (temporary) until repairs are made on the one belonging here.

Sep. 3, 1905 Went to assistance of a Mr. Charles Millians, wife and boy, who was obliged to take shelter on this island during Sundays blow. Pitched a tent on east end of island until the 10th. Launch unable to weather the gale.

Sep. 15, 1905 "Trixy Daughter of Queen Bell" died this am at 7:10. Accidentally swallowed a 2 oz sinker, causing inflamed stomach. Chloroformed her. She was valued at $200.

Oct. 10, 1905 During the heavy squall from NW that struck here about 9 pm on Tues. night. Carried away small boat that was moored to dock also breaking planks on dock and carried away bags of coal that the keeper left until am. One of the heaviest seas for years followed the storms.

Nov. 4, 1905 The Keeper was taken ill this morning with appendicitis, and eyeritis also developed in his left eye. Dr. Hensell of Put-In-Bay was called.

Nov. 8, 1905 Theodore Phillips of Put-In-Bay came to help us for a few days on account of the Keepers illness.

Nov. 13, 1905 Keeper able to sit up.

Jan. 10, 1906 Launched fish house on south side of island. No fish, thermometer 23 degrees.

Jan. 11, 1906 Skated over to the Bay for minnows for bait. Nothing doing.

Apr. 17, 1906 *U. S. Warrington* arrived at 3:30 pm bringing new lens apparatus.

Apr. 26, 1906 The Master Mechanic and assistant arrived at 8:30 am for the purpose of installing new apparatus. Flash light in commission April 27, 1906

May 1, 1906 The mechanic left today

May 2, 1906 Keeper was taken ill today with eyeritis.

May 17, 1906 The *Warrington* arrived at 12:35 with U. S. Engineer Col. Adams aboard.

May 18, 1906 Master Mechanic arrived today to change gears on clock apparatus for slower times.

July 1, 1906 Hung Old Glory to the breeze for the first time on flag pole on SW part of island.

Sept. 20, 1906 *State of Ohio* aground on west side of Rattlesnake Island. Struck sometime Wed. night, 1st mate in charge. Weather rain and haze although at time of running aground passengers claim Green Island light, South Bass Light and Peach Orchard can buoy was visible.

Oct. 15, 1906 The *State of Ohio* was released from Rattlesnake Island at 6 AM and towed into the Bay after being on the rocks 26 days.

Nov. 21, 1906 During a heavy squall from the SW the Schooner *E. J. Judd* coal laden, upward bound, had all her canvas blown away when just opposite this station. She let go her anchors but dragged through until within about 25 feet of the SE end of the island where she in now riding at anchor.

Nov. 26, 1906 Steamer *Tecumcha* ran into Starve Reef.

Nov. 30, 1906 Steamer still on reef.

Dec. 2, 1906 Steamer finally got off reef at 10 AM.

Dec. 5, 1906 Men came to rebuild dock.

Apr. 6, 1907 55 chicks from incubator.

Apr. 12, 1907 Assistance was given the gasoline power boat *Skiddo* from Detroit at this station on account of her being disabled, her shoe broken and rudder bent and plank stove in. Landed here about 8 pm Friday during a heavy SW blow.

Apr. 13,1907 Made repairs to boat.

Apr. 14 1907 Finished repairs and boat departed for Cleveland.

May 11, 1907 Men came to remove the power boat that I built. Sold to Joseph Cullone Put-In-Bay

Jun. 24, 1907 Began work on 18' boat today.

Jul. 19, 1907 Tried to change the Peach Orchard Reef can buoy back to flash of 10 sec. but could not do so without disconnecting lamps. Now a fixed white.

Aug. 6, 1907 Vice President Fairbanks and Governor Harris at the Victory today assisting the unavailing of the monument Victory.

Sept. 4, 1907 Keeper and wife left for Cleveland at 3:15 pm Theodore Phillips Acting Keeper.

Sept. 14, 1907 Keeper and wife return.

Oct. 14, 1907 Haven't been able to get to the Post office since the 8th.

Nov. 20, 1907 Keeper allowed to move to Put-In-Bay during the closed season.

Dec. 14, 1907 Closed light for winter moved over to the Bay for the winter.

May 28,1908 Heavy squall struck at 4:25 pm with rain and wind. Blew down many trees across the walk and broke several limbs all over the island. Wind about 50 mph.

July 8, 1908 Work party on island building a barn, and general repairs.

Sept. 27, 1908 About 9 pm cries of distress were heard about 1/2 mile S of island. Keeper and wife went to their assistance and found the launch *Yankee* disabled and with a party of 6 aboard. Assistance was given by towing the launch into Put-In-Bay reaching there about 11 pm.

Oct. 9, 1908 Capt. Jay Fox's father committed suicide by jumping from the Steamer *Arron* sometime between Sugar Island and North Bass Island.

Feb. 26, 1909 Have not had mail at Green Island from Feb. 12 to 26th due to weather.

Mar. 1, 1909 Took lens clockwork apart and cleaned it.

Mar. 3, 1909 Shot crows.

Mar. 4, 1909 Built a developing room in basement.

Mar. 7, 1909 Took pictures of dwelling and parts of Island.

Mar. 12, 1909 Theodore and Carl started building a small dock in front of dwelling.

Mar. 13, 1909 Building dock.

Mar. 20, 1909 Finished dock today.

Mar. 26, 1909 Fitting out power boat.

Apr. 3, 1909 Erected flag pole on SW part of island.

Apr. 5, 1909 Whitewashed interior of oil-house

Apr. 9, 1909 Made chicken coop.

Apr. 13, 1909 Hauled timber that was torn from boatways during last nights blow.

Apr. 18, 1909 Took pictures of island.

Apr. 26, 1909 Painted dwelling. Theodore Phillips assisting.

Apr. 27, 1909 Mr. Barker and men arrived to repair track.

Apr. 28, 1909 Barker departed.

May 3, 1909 Painting windows.

May 14, 1909 Put window blinds on dwelling.

May 31, 1909 Cleaned lamp and brass.

Jun. 1, 1909 Worked around oil house.

Jun. 2, 1909 Inspection from 3 to 5 pm.

Jun. 11, 1909 Oiled kitchen floor.

July 1, 1909 Making canopy top for launch.

Aug. 13, 1909 Keeper ill sent for Doctor.

Aug. 14, 1909 T. Phillips brought Doctor.

Aug. 16, 1909 T. Phillips here brought supplies and medicine.

Aug. 19, 1909 Keeper improving.

Sept. 10, 1909 Keeper left on leave to visit Cleveland and Lorain.

Sept. 11, 1909 Theodore Phillips in charge of station.

Sept. 20, 1909 Keeper returns.

Oct. 5, 1909 Developed and printed photographs.

Feb. 10, 1910 About 9:35 this AM keepers wife discovered a party of 4 driving a horse and cutter which broke through the ice about 1/4 mile SE of the station. The keeper went to their assistance and helped pull the horse and cutter upon the ice. Repaired their cutter and assisted them to shore. Mr. Balintine and party from North Bass Island.

Apr. 8, 1910 Tried to locate *John Jkadernan* (wreck) but unable to.

May 3, 1910 Took down heating stove.

May 22, 1910 Keeper having trouble with his eyes.

May 26, 1910 Mr. Bumpers inspected station.

May 28, 1910 Keepers eyes worse.

May 31, 1910 Too bad a day to do anything.

Jun. 2, 1910 Theodore Phillips sick, tried to signal South Bass for help.

Jun. 3, 1910 Theodore Phillips went home today. Doctor came to look at Keepers eyes.

Jun. 4, 1910 Keepers eyes still bad. Doctor says stay out of sun.

Jun. 15, 1910 Keeper to Sandusky to eye Doctor. Mr. and Mrs. Clark take over station.

Jun. 18, 1910 Mr. and Mrs. Clark return to South Bass.

Aug. 2, 1910 Keeper called to Lorain on account of Tug accident of 05.

Aug. 24, 1910 *Crocus* landed coal today, (constantly working on the motor launch, cleaning, painting, fixing rudder, fixing engine etc. (had a chicken coop and raised chickens and turkeys.)

Oct. 8, 1910 Went to Put-In-Bay engine broke down. Had to row part way back.

Oct. 11, 1910 Trying to make boat engine run.

Nov. 2, 1910 Putting up white fish nets.

Nov. 4, 1910 Stringing nets.

Nov. 16, 1910 *Warrington* came and unloaded timber and tools today.

Mar. 25, 1911 Lighted up for first time of season tonight.

Jun. 16, 1911 Went to Put-In-Bay today. Got caught in squall coming home.

Jun. 18, 1911 Lifesavers of Marblehead here looking for body of man fallen from U. S. training ship *Essex*, 1 1/2 miles W by N from this light.

Jun. 19, 1911 Lifesavers dragging for body at west of island nearly all day.

Jun. 20, 1911 Lifesavers and dynamiter's at work trying to get body of millionaire Longnecker.

Jun. 24, 1911 The body of Attorney Longnecker, lost off the *Essex* last Sunday was picked up just west of the station about 7 PM on June 22.

Jul. 11, 1911 Keeper still having trouble with eyes out several days.

Jul. 15, 1911 Mr. Barker and 5 laborers arrived, working on cement walk way and boat launchway.

Aug. 22, 1911 Building coal bin in cellar.

Aug. 25, 1911 Barker and men left for West Sister.

Oct. 22, 1911 Pulled Mr. Duff of Yacht *Spray* out of lake where he had fallen while working on his yacht. He narrowly escaped drowning.

Apr. 9, 1912 Keeper down with eye trouble.

Apr. 22, 1912 Keeper got dressed today after 10 days in bed.

Apr. 29, 1912 Keeper back in bed-relapse.

May 3, 1912 Keeper up again.

Jul. 1912 Yacht *Spray* returned.

Mar. 27, 1913 Gale during the night carried away the small dock in front and seas broke in about a dozen planks on the big dock at east end of island. Carried away fish, trees broken down by weight of ice.

May 31, 1913 The first hydro-areo plane to fly across or near Green Island was H. M. Atwood who flew by here at 3:30 pm today from Port Clinton. The Machine was about 25 to 30 feet above the lake and going at a speed of about 68 miles per hour. Atwood intended to go to Put-In-Bay but got confused in finding the place and landed between Sugar and Middle Bass Islands. The view of the machine was excellent as he was very near the dock.

Jun. 2, 1913 Worked with lens clock. Not working.

Jun. 11, 1913 Went to the Bay to see "Cook" fly but he had flown.

Jun. 24, 1913 Put new engine in launch.

Jul. 14, 1913 Dugg and I went to the Starve Island gas buoy no 4. Tried to make it work but could not.

Jul. 16, 1913 Went to Kelley's Island Shoal gas buoy no. 2 and re-lighted it.

Jul. 20, 1913 The *Niagara* Commodore Perry's Flagship of 1813 arrived at the bay this PM in the tow of the *USS Wolverine* we took several pictures of her and her escorts.

Jul. 22, 1913 *Crocus* Delivered material and tools for dock repairs.

Jul. 30, 1913 Power boat races in the bay today.

Aug. 1, 1913 The worlds fastest cruiser *Speejacks* raced against the *Shadow* for $10,000, *Speejacks* won by 5 min.

Aug. 24, 1913 *Spray* here with party for visit.

Aug. 26, 1913 Developed films and plates.

Aug. 29, 1913 *Crocus* here with coal and fence posts.

Aug. 30, 1913 Setting fence posts.

Sep. 10, 1913 Went to the bay to see the 'doings'.

Sep. 20, 1913 Received telegram from inspector to re-light the Gull Island Buoy.

Oct. 3, 1913 Finished stretching fence today.

Oct. 9, 1913 Worked on lens trying to make it run regular.

Oct. 27, 1913 Bagging coal to take to cottage for winter.

Nov. 25, 1913 *Crocus* taking up buoys in the area for the winter.

Jan. 5, 1914 Went to Put-In-Bay to the assistance of the local vol. Fire Co. to help fight the fire that consumed the dwelling of Frank Anton. Blistered my nose and a few slight burns about my face.

Jan. 27, 1914 Was appointed Keeper of the Fort Niagara light today.

Jan. 28, 1914 Received a telegram from inspector to go to Fort Niagara Light Station and take over the property as the Keeper had just died. Left Put-In-Bay Feb. 2, 1914. He returned to pack his belongings Feb. 17, 1914 and left for good on Feb. 27.

Mar. 21, 1914 Peter L. Diffley (came from Lorain) arrives at station to take over as Keeper.

Apr. 1914 Planted garden and vegetables.

May 1, 1914 Cleaned ball bearing of lens revolving apparatus. Put in a new brass plate on top of the bearing. Spent a lot of time cleaning in lens area, also tried to level the lens.

Jun. 24, 1914 About 6 square feet of plaster has fallen off the ceiling in the north room upstairs.

Jul. 13, 1914 Cleaned cistern and repaired pipe .

Jul. 31, 1914 Yacht *Thelma* at dock with fishing party.

Aug. 31, 1914 Received inspectors commendation for station being in exceptionally good condition. (Generally cleaning, scrubbing, painting, planting garden, going to Put-In-Bay for mail and provisions) (Doing a lot of repairs to launch and its motor)

Sep. 22, 1914 Lens stopped rotating during night, lens not level.

Sep. 23, 1914 Lens clock not working properly.

Oct. 28, 1914 Lens rotation problems.

Nov. 7, 1914 Worked on revolving clock overhauled cord and pulleys.

Nov. 24, 1914 Steamer *Isabella J. Boyce* caught fire about 1 mile from this station at 9:30 pm, went out with small boat to render assistance to the crew.

Mar. 30, 1915 Clearing up brush and fallen trees in the woods.

Apr. 15, 1915 Planting and painting.

May 26, 1915 Mr. N. C. Helbig came down from West Sister Light Station alone in a new launch, the wind was blowing a tremendous gale from the NE and the heavy seas were breaking and washing over the dock at this station which made it extremely difficult for him to land without doing damage to the new motor boat. However he landed safely with the boat half full of water and with the assistance of the Keeper, bailed the boat out which was extremely arduous to do on account of the heavy seas washing over the dock and drenching us to the skin, and having to cling to the dock to keep from being washed overboard. Got new motor boat and instructions on its use.

Dec. 31, 1915 Saw a small row boat or launch in the ice drifting in the lake, could not get to it on account of the ice pack around it. It was on the north side of the island.

Jan. 29, 1916 While working in the loft of the shop sweeping and cleaning. I stooped down to move some boxes and in getting up I struck my back against the sharp corner of a cleat that was nailed to the rafters and hurt myself quite badly.

Feb. 2, 1916 The injury to my back became swollen and infected, will have to signal for a doctor or surgeon.

Feb. 3, 1916 Signaled for doctor.

Jun. 1, 1916 Received appointment to be Keeper of Ballast Island Light.

Jun. 5, 1916 Went to Ballast Island to be sworn in by Notary Public for new light appointment.

(About every 5 to 7 days he goes to Ballast Island to check on the acetylene light there.)

Dec. 18, 1916 Closed the light for the winter season. Skated to Ballast Island on frozen lake and closed that light.

Aug. 1917 Many trips to Peach Orchard gas buoy to relight it.

Sep. 12, 1917 Accepted an excellent position with Mr. Huntington at Put-In-Bay, (began moving household goods to boat house.)

Oct. 10, 1917 Keeper Diffley retires from Lighthouse Service.

Oct. 11, 1917 A new submarine chaser built at the Matthews Boat Co. is being tried out near the island.

Oct. 18, 1917 New Keeper Gordon and family arrive on Tender *Crocus*. (Gordon also Keeper at Ballast Island.

(The Keepers log also has a continuous record of the visibility of the nearby lights on South Bass, West Sister, and Marblehead.)

Sep. 4, 1918 Brought to the island 5 men from an anchored motor boat who were helpless from sea sickness. Boat leaking, motor stalled. Sea running high.

Oct. 9, 1918 Working on kitchen, took plaster off and put on beaver board.

Oct. 18, 1918 Keeper Duggan came over with telegram that our son was very sick in Buffalo. My wife started for Buffalo.