Milwaukee Lighthouse Depot in Lighthouse Service Annual Reports

Depot for the Ninth light-house district. – This district is the only lake district which is kept in operation during the winter. This change has been made necessary as steamers, contrary to the former custom, ran during the winter months throughout more than half of the area of the district. The Board has no place where the recently chartered tender Arcadia can lie and take on material for construction and repair of light-houses. This hampers and interferes with the work of the district. The light-house depots at Charlevoix and St. Joseph are not available, as they are far from the office of the Engineer of the Ninth light-house district and from the best markets for material. A suitable site for a light-house depot can be purchased at or near Milwaukee. This depot would afford wharves for the light-house tenders of both the light-house inspector and engineer, where they could tie up during winter when not in use. The inspector with difficulty finds temporary accommodations at Chicago wharves for his tender. There is no place more accessible than Milwaukee where it can make its headquarters. It is estimated that a light-house depot could be established at Milwaukee for not exceeding $50,000, and the Board recommends that an appropriation of this amount be made therefor.

1899 Annual Report of the Lighthouse Board

The following recommendation, made in the Board's last annual report, is renewed.

This district is the only lake district which is kept in operation during the winter. This change has been made necessary as steamers, contrary to the former custom, run during winter months throughout more than half of the area of the district. The Board has no place where the recently chartered tender can lie and take on material for construction and repair of lighthouses. This hampers and interferes with the work of the district. The lighthouse depots at Charlevoix and St. Joseph are not available as they are far from the office of the engineer of the Ninth lighthouse District and from the best markets for material. A suitable site for a lighthouse depot can be purchased at or near Milwaukee. This depot would afford wharves for the lighthouse tenders of both the lighthouse inspector and engineer, where they could tie up during the winter when not in use. The inspector with difficulty finds temporary accommodations at Chicago wharves for his tender. There is no place more accessible than Milwaukee where it can make its headquarters. It is estimated that a lighthouse depot could be established at Milwaukee for not exceeding $50,000 and the Board recommends that an appropriation of this amount be made therefor.

Engineers storehouse Milwaukee, Wisconsin - A temporary storehouse, 15 feet by 100 feet in plan, with 10 foot posts, was built at the inner end of the north pier at Milwaukee, Wis. The floor is of 2-inch matched Norway, on 4-inch by 6-inch and 4-inch by 4-inch sleepers, which in turn rest upon 8-inch by 8-inch timbers, which are placed on a stone pier. The dock in front is 5 feet 8 inches wide the entire length, with steps at each end. There are four sliding doors - three facing the dock south and one at the north corner for receiving local deliveries. A small office occupies the southwest corner. The east end of the structure is partitioned off for use as a lamp shop, having seven windows and one outside sliding door; also a double door connecting it with the warehouse. Seven wire guards for the windows, a heating stove, a lock with nightlatch, a sink, and a padlock were provided. A telephone was placed in the temporary storehouse.

The easterly end of the temporary storehouse received interior sheathing over building paper and was fitted up as a temporary machine shop. Machinery and tools for fitting up the district machine shop were purchased. The engine was placed on a brick and cement foundation and bolted, the gasoline tank was placed on stringers outside of the building, and the milling machine and lathe were placed in position. The machinery, belting, pulleys, hangers, and shafting were placed and adjusted, and the machinery was tested and found to be satisfactory. Six malleable clamps, two 6-inch stovepipe elbows, one length of 6-inch stovepipe, an iron casting, and patterns were purchased. A foot lathe with drills, lathe tools etc., was purchased for general use in the construction and repair work in the district.

- *Engineer storehouse, Milwaukee, Wis*. – This temporary storehouse, 16 feet wide by 100 feet long, is situated on the inner end of the north pier at Milwaukee and has been divided into three portions. The east end is arranged for a machine shop with a small compartment for the storage of illuminating apparatus: the center contains a room for the storage of tools and implements, with a loft over the same for the storage of such articles as rope, wheelbarrows, etc., and another portion is used for the reception of articles for general repair. The capacity of the storehouse for general repair is insufficient for the work of the district, it being necessary at times to store articles outside.

- *District machine shop, Milwaukee, Wis*. – This shop, situated in the easterly end of the temporary storehouse, is fitted with machinery and tools and has been of much service. The superintendent in charge of the illuminating apparatus has been almost continuously employed here in the preparation of various work for many light-stations, such as work on change of pedestals for the introduction of ball bearings, the repair of burners and lamps returned from stations, the renewal of damaged lens lanterns, the making of ball bearings, repair of revolving clocks, as well as repairs occasionally necessary for parts of machinery and apparatus of fog-signal stations.

- *Depot for the Ninth light-house District, Milwaukee*. – The following recommendation, made in the Board's last two annual reports, is renewed:

This district is the only lake district which is kept in operation during the winter. This change has been made necessary as steamers, contrary to the former custom, run during winter months throughout more than half of the area of the district. The Board has no place where the recently chartered tender can lie and take on material for construction and repair of lighthouses. This hampers and interferes with the work of the district. The lighthouse depots at Charlevoix and St. Joseph are not available as they are far from the office of the engineer of the Ninth lighthouse District and from the best markets for material. A suitable site for a lighthouse depot can be purchased at or near Milwaukee. This depot would afford wharves for the lighthouse tenders of both the lighthouse inspector and engineer, where they could tie up during the winter when not in use. The inspector with difficulty finds temporary accommodations at Chicago wharves for his tender. There is no place more accessible than Milwaukee where it can make its headquarters. It is estimated that a lighthouse depot could be established at Milwaukee for not exceeding $50,000 and the Board recommends that an appropriation of this amount be made therefor.

The constant increase of construction and repair work in this district, the inadequacy of storage space in the temporary storehouse, the smallness of the quarters in the district machine shop, and the anticipation of having a new steamer by the close of another year, demand that steps be taken at an early date to obtain an appropriation for this much-needed depot.

1900 Annual Report of the Lighthouse Board

No mention of this depot appears in this report

1901 Annual Report of the Lighthouse Board

Depot for the Ninth light-house district, Milwaukee. – The following recommendation, made in the Board's last three annual reports, is renewed:

This district is the only lake district which is kept in operation during the winter. This change has been made necessary as steamers, contrary to the former custom, run during winter months throughout more than half of the area of the district. The Board has no place where the recently chartered tender can lie and take on material for construction and repair of lighthouses. This hampers and interferes with the work of the district. The lighthouse depots at Charlevoix and St. Joseph are not available as they are far from the office of the engineer of the Ninth lighthouse District and from the best markets for material. A suitable site for a lighthouse depot can be purchased at or near Milwaukee. This depot would afford wharves for the lighthouse tenders of both the lighthouse inspector and engineer, where they could tie up during the winter when not in use. The inspector with difficulty finds temporary accommodations at Chicago wharves for his tender. There is no place more accessible than Milwaukee where it can make its headquarters. It is estimated that a lighthouse depot could be established at Milwaukee for not exceeding $50,000 and the Board recommends that an appropriation of this amount be made therefor.

The work of construction ad repair is constantly increasing in this district. The storage facilities in the temporary storehouse and the capacity of the room occupied by the district machine shop are inadequate. The temporary warehouse is situated on the inner end of the north harbor pier; it is occupied by sufferance, and it will soon be needed by the War Department to carry out the work which was authorized by the River and Harbor act in the reconstruction of the harbor piers. The temporary storehouse must therefore be removed, and there is at present no site on the water front which the Light-House Service can obtain except by purchase. The present site is bad for a steamer to lie alongside of, as it is near the channel approaching the harbor, and a vessel lying there is subject to injury from passing steamers. The light-house hired tender, the Alice M. Gill, has occupied a berth here at short intervals during the working season only, but the light-

house tender Hyacinth, now being built, and which is to be delivered in a few months must be provided with a wintering berth near Milwaukee, as it will be impracticable to send her so far away as the light-house depot at St. Joseph. Under the circumstances the Board thinks that measures should be taken to obtain this urgently needed depot. Inquiries have been made for a site, and none has been found which can be purchased for anything approaching the nominal amount which was anticipated when the recommendation was first made, It is now believed that a proper site would cost $25,000 on account of the value of water-front property. The Board therefore estimates that it would cost not less than $75,000 to establish a light-house depot at or near Milwaukee, and it now recommends that an appropriation of this amount be made therefor.

Engineer storehouse, Milwaukee. – This temporary building, 16 by 100 feet in plan, situated on the westerly end of the north pier, was used for storage of material for repair waiting for delivery at the stations by the tender. The capacity is insufficient for the repair work of the district, and when the construction of new stations is to be undertaken or materials for extensive alterations are to be delivered, there will be no place to provide for their accommodation even for the shortest time. There is, moreover, a certainty that the building must be moved at an early date when work under contemplation on the repair of the north pier is undertaken by the engineer department. The question as to some other location will then require serious consideration.

District machine-shop, Milwaukee, Wis. – This shop, which occupies nearly one-half the storehouse, is of great service. The superintendent charged with the care of the illuminating apparatus has been continuously employed here when not in the field. Revolving clocks for Chicago Harbor, Old Mackinac Point. Sherwood Point, and Waugoshance were overhauled and repaired. Ball bearings were made for various stations where new pedestals were authorized by the Board. A set of three lamps was made for each of six stations. These lamps are of the fourth order improved new short pattern. Besides this, general repairs have been made to burners, etc., sent in from various stations. Four new primus lamps were made - two for the compressed-air fog signal plant at Grand Haven pierhead and two for that at Wind Point. The old steam engines formerly at Grand Haven were repaired and refitted for use in the fog-signal plant at South Manitou, and a siren was repaired for Beaver Island.

1902 Annual Report of the Lighthouse Board

Depot for the Ninth light-house district, Milwaukee. – The following recommendation, made in the Board's last four annual reports, is renewed:

This district is the only lake district which is kept in operation during the winter. This change has been made necessary as steamers, contrary to the former custom, run during winter months throughout more than half of the area of the district. The Board has no place where the recently chartered tender can lie and take on material for construction and repair of lighthouses. This hampers and interferes with the work of the district. The lighthouse depots at Charlevoix and St. Joseph are not available as they are far from the office of the engineer of the Ninth lighthouse District and from the best markets for material. A suitable site for a lighthouse depot can be purchased at or near Milwaukee. This depot would afford wharves for the lighthouse tenders of both the lighthouse inspector and engineer, where they could tie up during the winter when not in use. The inspector with difficulty finds temporary accommodations at Chicago wharves for his tender. There is no place more accessible than Milwaukee where it can make its headquarters. It is estimated that a lighthouse depot could be established at Milwaukee for not exceeding $50,000 and the Board recommends that an appropriation of this amount be made therefor.

The work of construction ad repair is constantly increasing in this district. The storage facilities in the temporary storehouse and the capacity of the room occupied by the district machine shop are inadequate. The temporary warehouse is situated on the inner end of the north harbor pier; it is occupied by sufferance, and it will soon be needed by the War Department to carry out the work which was authorized by the River and Harbor act in the reconstruction of the harbor piers. The temporary storehouse must therefore be removed, and there is at present no site on the water front which the Light-House Service can obtain except by purchase. The present site is bad for a steamer to lie alongside of, as it is near the channel approaching the harbor, and a vessel lying there is subject to injury from passing steamers. The light-house hired tender, the Alice M. Gill, has occupied a berth here at short intervals during the working season only, but the light-house tender Hyacinth, now being built, and which is to be delivered in a few months must be provided with a wintering berth near Milwaukee, as it will be impracticable to send her so far away as the light-

house depot at St. Joseph. Under the circumstances the Board thinks that measures should be taken to obtain this urgently needed depot. Inquiries have been made for a site, and none has been found which can be purchased for anything approaching the nominal amount which was anticipated when the recommendation was first made, It is now believed that a proper site would cost $25,000 on account of the value of water-front property. The Board therefore estimates that it would cost not less than $75,000 to establish a light-house depot at or near Milwaukee, and it now recommends that an appropriation of this amount be made therefor.

1903 Annual Report of the Lighthouse Board

Milwaukee, Wis., temporary depot. The lease for dockage for the light-house tender and for storage facilities for a temporary depot was renewed to cover the fiscal year. The grounds were fenced in by the building of some 300 feet of picket fence 6 feet high, with a drive gate and passenger gate. The roadway entering the grounds was improved. The temporary building was used for the reception of material and its storage previous to loading the *Hyacinth* for transportation to the various stations. The storehouse was leveled up and re-blocked. An appropriation of $75,000 was made by the act approved on April 28, 1904, for establishing at or near Milwaukee a depot for the Ninth light-house district, including the purchase of a site therefor.

The district machine shop, Milwaukee, Wis. – This shop, which occupies one-half of the storehouse, has been of much service in the work of repairs to the illuminating apparatus and the fog-signal apparatus. The revolving apparatus of the Sturgeon Bay Canal light was overhauled, put in shape, and shipped to the station. Burners were repaired for Sheboygan pierhead, Manistee, and Wind Point, as were also ball bearings for Manistee and Wind Point light-stations. The revolving clockwork of the illuminating apparatus for Twin River Point light-station was thoroughly overhauled and sent back to the station and installed. Ball bearings were also made for Waukegan Harbor, Illinois, light-station. The illuminating apparatus for St. Martin Island light-station was set up in the shop, tested, and repacked for shipment to the station. Brackets for the illuminating apparatus for various stations, new chimney holders, and governor screws for the illuminating apparatus for Old Mackinac Point were made. Automatic signals were repaired for South Fox Island, Manitowoc Breakwater, Wind Point, Grand Haven, Sheboygan, Ludington pierhead, Kewaunee pierhead, Seul Choix Pointe, and Porte des Morts and Milwaukee pierhead light-stations. The well-boring outfit and engine were overhauled, and various work was done in improvements on the tender *Hyacinth*.

1904 Annual Report of the Lighthouse Board

Milwaukee, Wis., temporary depot. – The lease for dockage for the light-house tender and for temporary storage facilities was renewed to cover four months.

Depot for the Ninth light-house district. – The act approved on April 28, 1904, made an appropriation of $75,000 for the establishment of a light-house depot for the Ninth light-house district. A site was purchased on the Kinnickinnic River, at Milwaukee, with 320 feet of water front. The cession of jurisdiction by the State to the United States is in course of preparation. Plans and specifications for the building of a revetment and wharf and for dredging and filling grounds were prepared, and bids, which had been asked by advertisement, were, on June 23, 1905, opened. A bid was accepted, and contracts are now being prepared. This work is to be finished about October 1, 1905, when the temporary depot site can be relinquished and the temporary building and shop can be moved to the United States grounds.

The district machine shop, Milwaukee, Wis. – The shop, which occupies half of the engineer's storehouse, was occupied by the machinist and his helper during the closed season and for a great part of the season of navigation in repairing illuminating and fog-signal apparatus.

1905 Annual Report of the Lighthouse Board

Milwaukee, Wis., temporary depot. – The use of dockage for the light-house tender and for temporary storage facilities was continued from July 1 until January 1, 1906, at which time the grounds were given up.

Depot for the Ninth light-house district. – Cession of jurisdiction from the State of Wisconsin to the United States was obtained. The revetment and wharf under contract, were completed on October 1, 1905, and the temporary buildings and shop were removed from the leased grounds to the United States property. Detailed plans and estimates of cost for a warehouse and of a railroad siding and of introduction of city

water were prepared. Bids for construction are to be invited. The right of way was graded and a plank walk was laid from Greenfield avenue to the northerly entrance to the grounds.

The district machine shop, Milwaukee, Wis. – The shop, which occupies half of the light-house engineer's storehouse, was occupied by the machinist and his helper during the closed season and for a great part of the season of navigation in repairing illuminating and fog-signal apparatus.

1906 Annual Report of the Lighthouse Board

Milwaukee, Wis. light-house depot. – A contract was made for building a storehouse. The structural steel work of the three-story structure was erected as far as the 20 columns of the first story, and the first and second tiers of floor beams; and of the one-story structure all the 14 columns were erected. City water was introduced, and a concrete vault for the meter was built.

The light-house district machine shop, Milwaukee, Wis. – This shop was in constant use in repairing various articles for illuminating and fog-signal apparatus.

1907 Annual Report of the Lighthouse Board

Depot for Ninth light-house district, Milwaukee, Wis. – Amount appropriated, act April 28, 1904, $75,000. A 3-story brick, steel-frame structure, with fireproof floors, 46 feet 4 inches by 51 feet 4 inches, to which is attached a 1-story building 106 by 46 feet, with brick pavement, was completed. The larger building contains storerooms, machine shop, office for lampist, blacksmith shop, tin shop, boiler room, and quarters for the depot keeper. The structure is built of fireproof materials throughout and is heated by steam. A siding was laid from the Northwestern Railway to the depot. The station was completed at a cost of $75,000.

Milwaukee, Wis. – The light-house depot and storehouse containing a machine shop, recently completed, are in good condition. The depot is well adapted and equipped for carrying on the work of the district in an efficient manner. The following repairs and improvements will be required during the fiscal year 1909:

Boatways for hauling out launches, fitting up old shed for boathouse, paving and grading, fencing, erecting derrick, flooring over ceiling of custodian's quarters for storage of patterns and the construction of shelving. The estimated cost of the labor and materials required to do the proposed work is $1,800.

1908 Annual Report of the Lighthouse Board

Milwaukee, Wis. – This depot, under the direction of the district engineer, is well equipped with shops and appliances for making repairs to illuminating and fog-signal apparatus.

1909 Annual Report of the Lighthouse Board

Milwaukee, Wisconsin. – The engineers depot, storehouse, etc., together with the revetments, wharves, and grounds, are in good condition. The depot has water and railroad facilities. Various minor repairs to the depot were made during the year. The channel leading to the wharf in front of the depot has been dredged by the War Department, at a cost of $142.20.

1910 Annual Report of the Lighthouse Board

No mention of this depot appears in this report

1911 Annual Report of the Lighthouse Board

No mention of this depot appears in this report

1912 Annual Report of the Lighthouse Board

Milwaukee Wis., lighthouse depot. – For the purchase and improvement of a site, the construction of a wharf and buildings, and the necessary equipment for a lighthouse depot, Milwaukee, Wis., and proceeds from sale of present depot, shall be available for purposes of this appropriation, $200,000.
NOTE: - The present depot at Milwaukee is practically surrounded by coal yards, except on the water front, and the nuisance from the coal dust makes it impossible to keep either stores of machinery in good condition. Consideration has been given to obtaining a new site which will avoid this trouble, which it is believed should be located father up the Kinnickinnic River. Milwaukee is considered to be the logical

point for the location of the principal depot of the twelfth lighthouse district, Lake Michigan and Green Bay, on account of being the leading Lake port in the district in point of commerce. Detailed estimate:

Purchase or improvement of site	$85,000
Storehouse	60,000
Wharves and revetments	50,000
Buoy platform, pavements, and walks	15,000
Oil house, fencing and transfer equipment	10,000
Keepers' dwelling	7,000
Contingencies	23,000
Total	250,000
Estimated proceeds present depot	50,000
Total amount needed	200,000

1913 Annual Report of the Lighthouse Board

The headquarters of the twelfth district were moved from Chicago, Ill., to Milwaukee, Wis., on September 17, 1913. The present depot is practically surrounded by coal yards and the coal dust is objectionable. Estimate has been submitted, to be considered by Congress as resources permit, for the purchase of a new site an construction of a depot.

Milwaukee Wis., lighthouse depot. – For the purchase and improvement of a site, the construction of a wharf and buildings, and the necessary equipment for a lighthouse depot, Milwaukee, Wis., and proceeds from sale of present depot, shall be available for purposes of this appropriation, $200,000.

NOTE: - The present depot at Milwaukee is practically surrounded by coal yards, except on the water front, and the nuisance from the coal dust makes it impossible to keep either stores of machinery in good condition. Consideration has been given to obtaining a new site which will avoid this trouble, which it is believed should be located father up the Kinnickinnic River. Milwaukee is considered to be the logical point for the location of the principal depot of the twelfth lighthouse district, Lake Michigan and Green Bay, on account of being the leading Lake port in the district in point of commerce. Detailed estimate:

Purchase or improvement of site	$85,000
Storehouse	60,000
Wharves and revetments	50,000
Buoy platform, pavements, and walks	15,000
Oil house, fencing and transfer equipment	10,000
Keepers' dwelling	7,000
Contingencies	23,000
Total	250,000
Estimated proceeds present depot	50,000
Total amount needed	200,000

1914 Annual Report of the Lighthouse Board