

Shortline



A Family's Story

Haunted Lighthouses

Lighthouse History

**Preserving Michigan's
Lighthouses**

Sturgeon Point Lighthouse



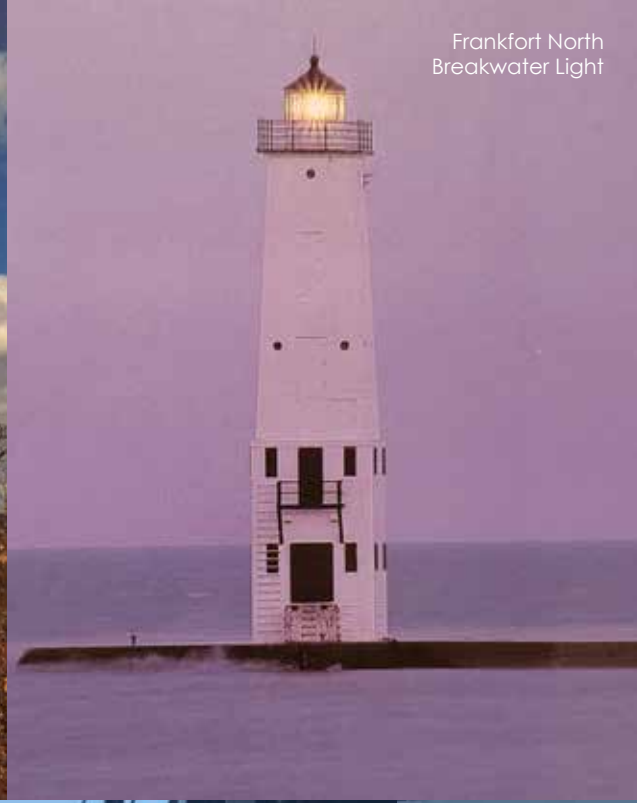
Whitefish Point Lighthouse



Little Sable Point Light



Frankfort North Breakwater Light



Big Sable Point Lighthouse



Old Mackinac Point Lighthouse



Sturgeon Point Lighthouse



Grand Haven Lights



Point Betsie Lighthouse



New Presque Isle Lighthouse



Marquette Harbor Lighthouse



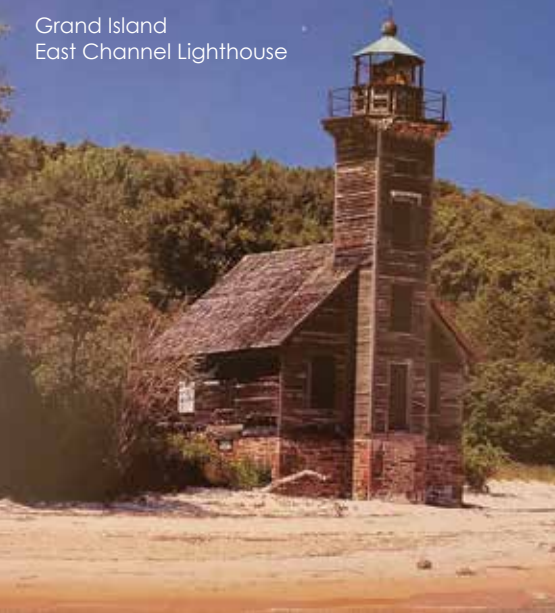
Muskegon



Fourteen Foot Shoal Light



Grand Island East Channel Lighthouse



Alpena Light



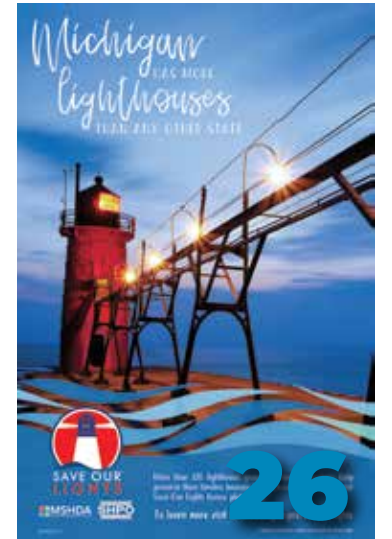
St. James Lighthouse, Beaver Island Harbor Light



Grand Traverse Lighthouse



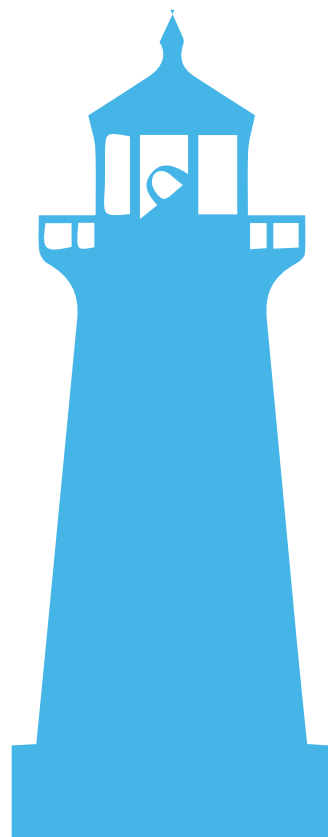
October 2019



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Dedication

To my parents
Alan and Beth Clark

Where the love of Michigan Lighthouses started
and continues to grow today.

It's impossible to thank you for everything
you've done for our family.

I wouldn't be where I am today,
without your love and support

Thank you

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From the Publisher

The state of Michigan is a wonderful place. It has so much to offer. With 3,200 miles of shoreline and one of the nation's most active waterways, it's no wonder that Michigan claims more lighthouses than any other state in the country.

Short, squat, tall and lean, brilliant red or striped black and white, each of Michigan's uniquely beautiful lighthouses play its part in keeping the Great Lakes safe. Towering lighthouses lie scattered along the Michigan shoreline, offering welcome way points to those on water and landmarks of history to those on land.

With one family's love for lighthouses, you can see that they are really more than just buildings. There's something special about each and every one of them. They are all different and have a different story to tell.

There is so much to learn from the long line of history of Michigan Lighthouse. Like when Fort Gratiot, the first lighthouse, was built in 1825. Also what was the purpose of the light keeper. As well as the haunted lighthouse around the state. With many of the state's lighthouses are in poor condition, find out a way to help preserve Michigan's historic lighthouses.

Explore Michigan's shoreline, and enjoy the beauty of lakes. Build memories with family and see which lighthouse is your favorite.

History of Michigan Lighthouses

By Clarke Historical Library

Introduction

In 1825 the first lighthouse was constructed in what would become the state of Michigan. Built on Lake Huron, the Fort Gratiot Light was named for a nearby military outpost, at the time one of the few European settlements north of Detroit. Over the next 170 years the nature of Great Lakes navigation, the kinds of ships on tan ways that would make the world of 1997 unrecognizable to George McDougall, Jr., the man who first lit the Fort Gratiot light. McDougall would, however, recognize one thing, the lights themselves; beacons in the night which from his day to ours aid sailors throughout the Great Lakes.

Purpose and Administration

From the earliest days of the Republic, the federal government has assumed responsibility for the construction, operation, and maintenance of America's lighthouses and other aids to navigation. Congress's intent has been to facilitate water-born commerce. Although the military occasionally raised national security concerns in an effort to assert greater control over navigational aids, Congress has consistently placed the needs of commerce above possible military needs. Throughout our nation's history lighthouses have been constructed and maintained to serve the needs of commercial sailors.

From 1820 through 1852 responsibility for constructing and operating lighthouses was vested in the Fifth Auditor of the United State Treasury, who was given the title "General Superintendent of Lights." Stephen Pleasanton, who held the Fifth Auditor position from 1820 through 1852 was responsible not only for lighthouses but also audited the records of a half-dozen federal agencies.

His time divided between many, generally unrelated tasks, Pleasanton proved not particularly insightful regarding the nation's lighthouses, who tended to emphasize

economy over any other consideration.

During his thirty-two years of responsibility for America's lighthouses, the physical structures housing the lights deteriorated while the lighting mechanisms themselves grew vastly inferior to more advanced, and more expensive, lights used by other nations.

Over the years criticism of Pleasanton's administration of the lights grew and although Congress tinkered with the system at several points, little changed. Finally, in March 1851 Congress directed the Secretary of the Treasury to conduct a full-scale investigation

of the nation's lighthouses. In January 1852 Congress received a 760 page report that, among other reforms, asked Congress to completely change lighthouse administration. Although Pleasanton attempted to defend himself, in October 1852 Congress enacted the reforms called for in the report, including the creation within the Treasury Department of a new, nine-member Lighthouse Board that took over administration of the nation's lighthouses.

The Lighthouse Board quickly set about establishing much needed new lights, updating the decaying physical structures that housed existing lights, adopted newer and far more effective lighting technology, and attempted to reform the system used to select keepers. In the main the Lighthouse Board proved very successful. By the beginning of the twentieth century America's lighthouses and other aids to navigation were among the best in the world.

Despite this success, as the new century began various critics of the Board began to

call for a more streamlined agency run by a single executive officer. As a result of these criticisms in June 1910 Congress officially abolished the Lighthouse Board and replaced it with a Bureau of Lighthouses, commonly called the Lighthouse Service. The Lighthouse Service was to be run by a single officer, who reported to the Department of Commerce. George R. Putnam, a distinguished civil engineer, was appointed to head the new Service. During his twenty-five years in this post, Putnam the Service continued to expand and remained a world-wide leader in technological innovation. In 1912 the Service also introduced new accounting and inspection procedures that markedly improved the effectiveness of the Service.

In 1939, in a governmental consolidation inspired by President Franklin Roosevelt, the Bureau of Lighthouses became a part of the United States Coast Guard, which is,

in turn, a part of the Treasury Department. The Coast Guard, created in 1915, had long been discussed as the "logical" home for the Lighthouse Service. Indeed, in 1912 President William Howard Taft had suggested to Congress that the Life Saving, Lighthouse, and Revenue Cutter Services be merged to form the Coast Guard. Although Congress, in 1915, merged only the Life Saving and Revenue Cutter Services while allowing the Lighthouse Service to remain independent, talk of uniting the Lighthouse Service with these other two agencies persisted. By merging the Lighthouse Service with the Coast Guard in 1939 Roosevelt essentially convinced Congress to complete the 1912 recommendations of President Taft. The Coast Guard continues to this day to be responsible for all navigational aids, including lighthouses, on the Great Lakes and throughout the country.

Lighthouse Design and Construction

Between 1852 and 1860 twenty-six new lights were erected on the Great Lakes. Although the Civil War and its aftermath greatly slowed construction of new lights during the 1860s, a dozen new lights were still lit. In 1870 the Board had again begun construction of new lights in earnest. Between 1870 and 1880 forty-three new lights were lit on the Lakes and in the next decade more than one hundred new lights appeared on the Great Lakes. By the beginning of the twentieth century the Lighthouse Board oversaw 334 major lights, 67 fog signals, and 563 buoys on the Great Lakes.

During the nineteenth century the design of Great Lakes lights slowly evolved. Until 1870 the most common design was to build a keeper's dwelling and place the light either on the dwelling's roof or on a relatively small square tower attached to the dwelling. In the 1870's, in order to raise lights to a higher focal plane, conical brick towers, usually between eighty to one hundred feet in height, began to be constructed. In the 1890s steel framed towers began to replace the older generation of brick structures.

Between 1870 and 1910 engineers also began to face challenges created by building lights on isolated islands, reefs, and shoals that posed significant hazards to passing ships. These remote lights often replaced lightships, which was the only practical way originally available to the Lighthouse Board to warn sailors away from dangerous underwater rock formations. Ships, however, proved difficult to maintain. They could not be put in place until after the start of navigation season and often had to be removed before the season's end. Worse, regardless of the type of anchors used lightships could be blown off their expected location in severe storms, making them a potential liability in the worst weather when captains would depend on the charted location of these lights to measure their own ship's distance from dangerous rocks.

Usually built on underwater cribs, the first of these new generation of remote lights was constructed at Waugoshance Shoal in 1851. A new level of expertise, however, was reached with the construction of the Spectacle Shoal Light in 1874, the Stannard Rock Light in 1882 and the Detroit River Entrance Light in 1885. The long and expensive process of building lights in isolated or difficult locations ended in nationally publicized engineering projects that constructed the Rock of Ages (1908) and White Shoal Lights (1910). ->



Shoreline



History

Throughout the early years of the twentieth century the Lighthouse Board and the new Lighthouse Service continued to build new lights. In 1925, 433 major lights existed on the lakes, ten lightships were still operational, 129 fog signals were maintained, as were about 1,000 buoys. Of these 1,771 navigational aids, in 1925 only about 160 stations had resident keepers. Even at this early date, the vast majority of navigational aids had been automated. By 1925 virtually all of the Great Lakes lighthouses that today exist had been constructed.

In 1925 ten lightships were stationed on the lakes, however twenty years later only one ship, the Huron, was still in service. The Huron would remain stationed off Corsica Shoals in Lake Huron until 1970, when this last active lightship on the lakes was decommissioned. Automation also slowly changed the face of navigational aids. Throughout the twentieth century both the Lighthouse Service and the Coast Guard worked to eliminate the need for attended lights. In 1983 the last attended light station in

Michigan, Point Betsie on Lake Michigan, was fully automated. Improved navigational aids, such as radio beacons, also supplanted some lights and led to the ongoing abandonment of no longer needed light stations. Although the number of navigational aids continued to grow, in 1986 there were almost 2,500 aids maintained by the Coast Guard, virtually all of the additions were buoys placed in the water while many venerable lights which no longer served commercial needs were extinguished.

The Lights

The keeper's residence, the tower, and all the other buildings and structures that were constructed at a light station existed to make visible and maintain one piece of equipment, the light itself.

In the first half of the nineteenth century, under the administration of James Pleasanton, Michigan's lighthouses generally used a lighting system designed by Captain Winslow Lewis. The Lewis apparatus used a lightly silvered parabolic shaped reflector

to amplify the light created by an Argand lamp that burned whale oil. In the field, the reflector in the Lewis apparatus warped very quickly and the lightly silvered surface was quickly abraded away by the tripoli powder, an abrasive of the day commonly used to clean brass, that was used to clean it. The result was that lights quickly grew dim and were of minimal help to sailors.

A far superior apparatus was introduced by French physicist Augustin Fresnel in 1822. The Fresnel lens used a series of glass prisms that surrounded the light source in a lenticular (double convex) configuration. Looking a bit like a beehive the result was a bright, single beam of light that was far superior to anything else available in its day. Fresnel lens were classified into six "orders" based on the focal length of the lens, however seven sizes of light actually existed because a "third and a half" order lens was made. The largest, a first order lens, had a focal length of 36 inches, a lens diameter of six feet, and stood nearly twelve feet tall. In contrast a

sixth order lens had a focal length of only 5.9 inches, a diameter of under one foot and was about two feet in height.

The French and English quickly adopted this new lens for their lights and demonstrated the Fresnel lens superiority. Pleasanton, however, who had become close friends with Lewis and relied on him for technical advice, stubbornly refused to install the Fresnel lens in American lighthouses despite its obvious superiority. In 1851 Pleasanton oversaw over 300 lights nationwide of which only three had Fresnel lens, each installed because of direct congressional action.

In 1852, with the establishment of the Lighthouse Board, the Fresnel lens became the preferred lighting apparatus in American

lighthouses. By the late nineteenth century the Fresnel lens was in service throughout the Great Lakes. No first order lens was ever installed on the lakes, leaving the five second order lens placed on the lakes the brightest to be lit. By the 1920's Fresnel lens began to slowly give way to other forms of lighting apparatus, however as late as 1986 about one hundred Fresnel lens were still in use on the lakes.

A variety of different lights replaced the Fresnel lens. Lenses similar to those used on train engines were often used as range lights. Self-contained lens-lantern lights, that relied on electricity for power, also were developed, and over time became the new standard light for light houses and other illuminated navigational aids.

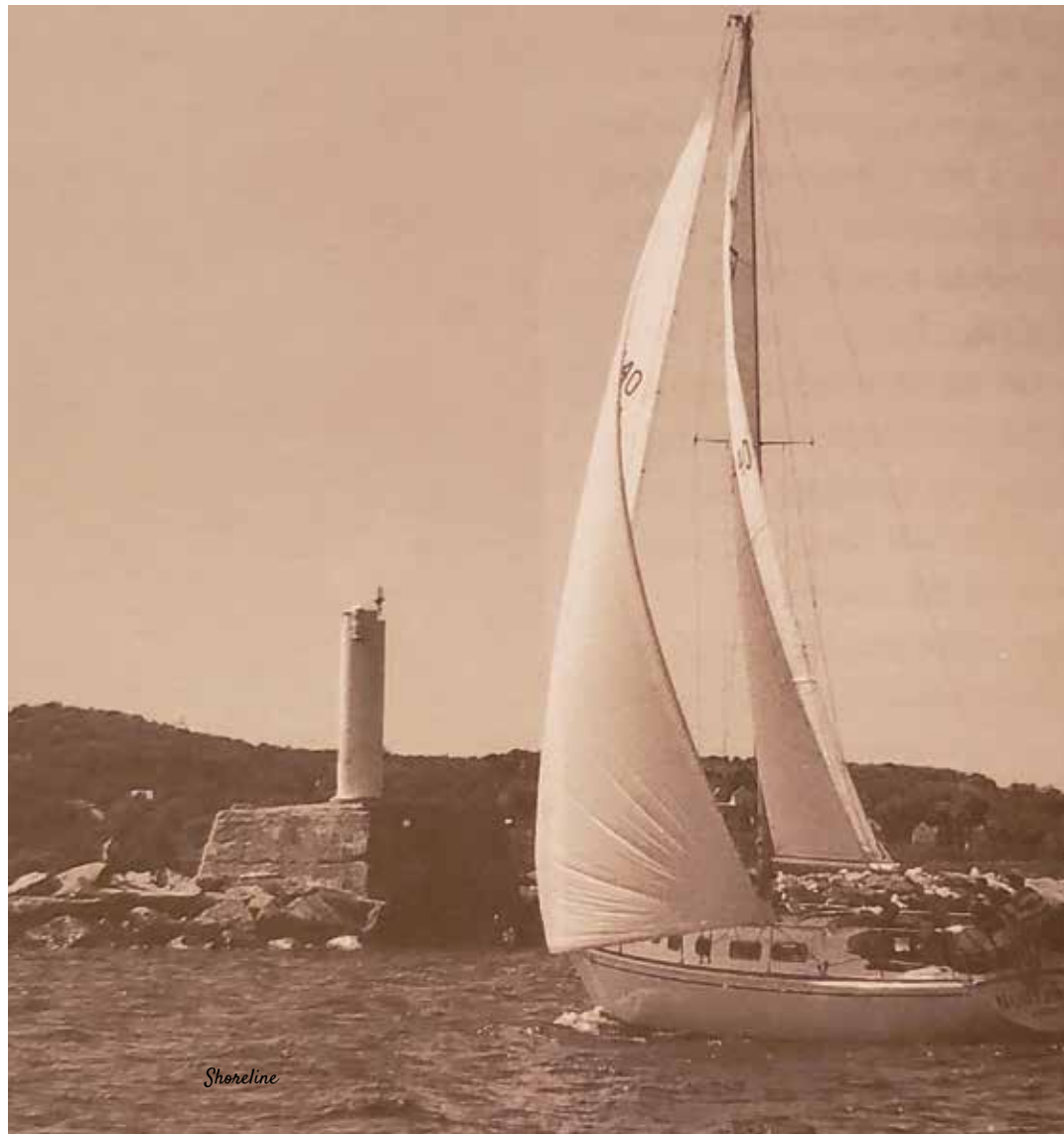
About the time that the Fresnel lens first began to appear on the Great Lakes new lamps were also being placed in service to replace the Argand lamp. Several lamps were used but all shared similar designs, using from one to four concentric wicks, depending upon the amount of light desired. Because of the near extinction of the sperm whale, new fuels were also required. After extensive experimentation the Lighthouse Board in the late 1850s decided to fuel its lights with colza (rapeseed) oil. This decision, however quickly proved impractical as the oil was manufactured from a plant rarely grown in the United States.

In the 1860s preheated lard oil had become the most common fuel used in lighthouses. Preheating, however, was difficult and required keepers to somehow keep the oil warm as it was brought from a stove to the light. The development of the incandescent oil vapor lamp allowed the board in 1877 to adopt kerosene as the primary fuel for lights, and by 1889 incandescent oil vapor lamps fueled by kerosene were used in almost all the lights on the Great Lakes.

As early as 1886 the Lighthouse Board conducted experiments using electricity. It would not be until the twentieth century, however, when the electric power distribution grid became widespread and reliable portable electric generators were readily available, that electricity would become the common way to illuminate lighthouses. In 1925 sixty-eight major and forty-five minor Great Lakes lights, or about one-quarter of the total in service, used electrical power. By the early 1940s virtually all the lights on the lakes were powered by electricity.

The use of electricity also greatly facilitated the automation of the lights. As early as 1916 a device was introduced that could automatically replace a burned-out incandescent light bulb. Coupled with electrically run timers that turned the lights on and off, it became increasingly possible to run lighthouses with only an occasional visit for servicing and maintenance. Automation eventually replaced keepers and in 1983 Michigan's last keeper-tended light was automated. Today all the lights on the lakes are maintained through occasional visits by Coast Guard maintenance crews. 🏠

Sources Information found in this history is largely drawn from Charles K. Hyde, *The Northern Lights: Lighthouses of The Upper Great Lakes* (Lansing: Two Peninsula Press, 1986).



Purpose of a Light Keeper

By National Seashore, National Park Service, U.S. Department of the Interior



Light keepers

Can you imagine living and working at a lighthouse? To many people, that would seem to be an ideal job. But with the conveniences we have today such as microwaves, cellular phones, and computers that would not be a rough life. Now, imagine working at a lighthouse about one hundred years ago - with no microwaves, no phones and no electricity.

The Keepers Duties

The most important part of the Keeper's duties was to keep the light operating according to the daily schedule. At Cape Lookout Lighthouse it operated from about 4 p.m. until a little after dawn. But during a storm like a hurricane or a nor'easter, the light had to be kept in operation 24 hours a day until the storm was over. The Keeper began his day by

dressing in the official uniform of the Lighthouse Service. The uniform consisted of blue pants, vest, suit jacket, and hat. The uniform had to be worn at all times on duty. If a keeper was found wearing the uniform improperly, he could be fined or even fired! Once the Keeper was dressed, he headed out to the oil shed which might be attached to the lighthouse or nearby. Once in the shed, he filled one or two five-gallon containers of oil and then started the climb to the light. Climbing a small lighthouse was easy and just a few steps to the top. But in a lighthouse like Cape Lookout, he had to climb 201 steps to the top!

Lens and Lighting

On reaching the top of the lighthouse, the lamp inside the fresnel lens had to be filled with oil. The fresnel lens (pictured at left) was designed by Auguste Fresnel, a French scientist. His breakthrough design used many lenses to direct the beam to the center or eye of the lens. There were "seven orders" of lenses. At Cape Lookout Lighthouse, a first order lens was used. The first order was large enough



for a person to stand inside the lens. The Cape Lookout Light could be seen about 19 miles out to the sea. Once the lamp was filled with oil, the Keeper lit the wick. There was a clock-like mechanism that was wound and this turned the lamp (s). Now the Keeper turned to the other duties of the shift. It was important that the lens be kept as clean as possible. If the lens became dirty, the beam could not be seen by the passing ships and this could be a disaster. Keepers could be fired for not keeping the lens cleaned. The keeper polished and cleaned the lens and brass fittings of the lamp during the shift. One container of oil may not last the entire shift. The Keeper then had to go down to the oil house and return to the top with more oil.



Storm Duties

The Keepers's job involved more than keeping the light clean and lit. It also involved keeping the outside windows clear in all weather: rain, snow, sleet and ice. That meant going outside on the walk in high winds and clearing off the windows. Captains and pilots of ships depended on the light being visible to help pilot them along in all weather, particularly during storms. At Cape Lookout, the light had to be kept operating 24 hours a day in a hurricane. Imagine having to work in a lighthouse with winds of 100 mph or more blowing all around you.



Life at a Lighthouse

Many Keepers were able to have their families with them at the lighthouse. They lived in the quarters that were connected to a lighthouse or a house nearby. The Keeper's Quarters that are located near the base of Cape Lookout Lighthouse was a duplex (a house where two families lived) and the first and second assistant keepers and their families lived there. The Chief Keeper's House is no longer at the site.

In some light stations, there may have only been one Keeper and his family. What did the Keeper and his family do at the lighthouse? Their life was a lot different than ours. There was no television, no radio, no computers, and lots of other conveniences were not there. Think of living without electricity or maybe on a small island. Living at an isolated duty post meant that you could not jump into the car and run to the local mall. You might have to rely on a boat to bring your supplies. You had to place orders from catalogs for things like books, clothes, and other daily items. Food was often grown in gardens and animals were kept to provide eggs, milk, and meat. Some lighthouses were on rocky shores and could not have gardens so they would have all their food delivered to them.



Who kept the lights going?

Keeping the light operating was the most important part of the Keeper's job and sometimes all family members worked at the job. There were many women Keepers that worked at the lighthouses. They did the same job, but did not have to wear the uniform. At Cape Lookout, there were two female Keepers: Charlotte Mason and Emily Julia Mason. In many cases, women took over from their husbands and/or fathers. One of the most famous women Keeper's was Abbie Burgess. Abbie grew up at a lighthouse and during a period of time when her father was back on the mainland and her mother was ill and unable to work in the lighthouse, Abbie operated the light. She went on to work in lighthouses for the rest of her life. She spent 38 years of her life at White Head Station in Maine. She and her husband raised four children at the light. After her husband passed away, Abbie took over his job as the Keeper and continued to work until her death in 1892.



Charlotte Mason

The End of an Era

As more modern conveniences were invented and put into use and automation of lights increased, Keepers were not needed. Slowly there were fewer and fewer Keepers. In 1950, the Cape Lookout Lighthouse was automated, and the Keeper and his family were no longer needed to keep a watchful eye on the lighthouse. If you visit a lighthouse, try to imagine what it was like to work there one hundred years ago. It was a unique and special time and Lighthouse Keepers are an important part of our maritime history. 🗿

Sources <https://www.nps.gov/caloplanyourvisit/upload/LHkeeper.pdf>



The Lighthouse Keeper

By Carleton Drewry

Solitude. Everlastingly
The Rhythmic repetitious sea.
No sight, no sound, except for this
Vast motion as in hypnosis.,
One body of water, wide and deep,

Within the bay, buoys bob, and ride,
and take the long incoming tide.
Beyond, and blank, some shiplight winks
The tall tower out of darkness blinks
Over water smoothed by snow and rain,
Or waves wall-high with hurricane.

Nowhere between the sea and sun
Does there exist a lonelier one
Than he who sees disasters strike
The ocean and the land alike
Yet can do nothing while they rave
But warn, without a way to save.

History

Oldest Lighthouse

Fort Gratiot Port Huron, MI

By Lighthousefriends

Lighthouses and forts are often neighbors as important waterways needed to be clearly marked and well defended. Fort Gratiot, a stockade fort, was built in 1814 to guard the juncture of Lake Huron and St. Clair River and is named after Charles Gratiot, the engineer that supervised its construction. On March 3, 1823, Congress provided \$3,500 for the Secretary of the Treasury to have a lighthouse built near Fort Gratiot in Michigan Territory and added another \$5,000 to this amount on April 2, 1824.

Winslow Lewis was awarded the contract for constructing the lighthouse, but he subcontracted the work to Daniel Warren of Rochester, New York. A conical, thirty-two-foot-tall tower, outfitted with an array of lamps and reflectors, was completed in August 1825 at a cost of \$5,762.83. Temporary keepers Rufus Hatch and Jean B. Desnoyers were employed until George McDougall arrived in December to take charge of the lighthouse, which was the first built in Michigan. McDougall had practiced law in Detroit for several years before his political friends obtained the position of keeper for him.

Keeper McDougall wasted no time in writing William Woodbridge, Customs Collector at Detroit, concerning the tower's deficiencies. "I find the third stairs in going up in some places so steep as to compel me to force up sideways," McDougall complained. Then, after ascending a nearly perpendicular ladder, there was an eighteen by twenty-one-and-a-quarter-inch trap door through which, "with very great difficulty," McDougall had to squeeze. Once in the lantern room, there was barely space for McDougall "to walk around the lamps without rubbing." The lighthouse was reportedly not only poorly built but poorly located, being too far south for boats on Lake Huron to see it.

During the summer of 1828, Keeper McDougall reported that the lighthouse had cracks in its walls and was leaning to the east. The following September, a great storm blew with tremendous fury for three days and nights and eroded vast amounts of the shore. The lighthouse was undermined, and before repairs could be made, it toppled over in November.

Congress appropriated \$8,000 on March 2, 1829 for a new lighthouse, and a \$4,445 contract for a tower and dwelling was awarded to Lucius Lyon, who later served as one of Michigan's first senators. Located north of the original tower, the second Fort Gratiot Lighthouse was built of brick and stood sixty-nine feet tall. The total cost of the new structures came to \$5,001.48, and the remainder of the appropriation was carried to the surplus fund.

Though George McDougall was listed as keeper, due to gout and other infirmities, he was forced to employ a helper to look after the light. In 1838, Lieutenant James T. Homans found the light in a "cleanly and orderly appearance" and noted that during the thirteen years McDougall had been keeper, he "received strong encomiums of praise from masters of vessels navigating the upper lakes." During his visit, Homans noted that several glass panes in the lantern room were broken, damage which Keeper McDougall attributed to "gulls or other wild fowl that abound in this neighborhood." As no spare panes of glass were kept at the lighthouse, Keeper McDougall was unable to remedy the situation on his own. Mc Dougall, a bachelor, served until his death in 1842.

In 1857, a fourth-order Fresnel lens, which produced a fixed white light, was installed in Fort Gratiot Lighthouse, replacing eight lamps and fifteen-inch reflectors that had been used in the tower for several years. Due to the numerous lights exhibited at nearby railway depots and other buildings, the fixed lens at Fort Gratiot was swapped in 1867 for the revolving lens in use at Point aux Barques Lighthouse. The third-order Fresnel lens installed in 1867 was manufactured by Henry Lepaute and was equipped with external flash panels that revolved to produce a fixed light varied by flashes. A tube for the descending weight that powered the revolving mechanism for the lens had to be added to the lighthouse. Another improvement to the lighthouse had been carried out in 1862, when an addition was made to the top of the tower to increase the height of the light by roughly twenty feet.

Following an appropriation on March 3, 1871, an eight-inch steam fog whistle was added to the station. The fog signal was finished in time to be of service during the thick and smoky conditions that resulted from the Port Huron Fire, Peshtigo Fire, and Great Chicago Fire, all of which broke out on October 8, 1871.

An assistant keeper was assigned to the station to help with the extra burden of running the fog signal, and on June 23, 1874, Congress provided \$10,000 for constructing the present brick duplex for the keepers and their families. A duplicate fog signal was added to the station in 1880, and a circular iron oil house, with a capacity of 360 gallons, was erected in 1890. The characteristic of the light was changed in 1893 from a fixed white light varied by a white flash every two minutes, to a fixed white light varied by a white flash every minute.

The dwelling and fog signals were connected to the city water main in 1896, and in 1898, sewer pipes were laid from the dwelling to the river. A new brick fog signal building, measuring twenty-two by forty feet and capable of containing the duplicate fog-signal machinery, was finished in July 1901.

After a spate of accidents at the head of St. Clair River, the Lighthouse Service decided in 1911 to also sound the fog signal at Fort Gratiot whenever fog existed in the river and Lake Huron was clear. Previous to this change, vessels had no means of anticipating fog in the river until they were already fighting the river's rapid current.

On September 25, 1914, a different fog signal characteristic of a five-second blast every minute was introduced to indicate when there was fog on the river – that station's regular characteristic of a three-second blast every twenty seconds was still used when there was fog on Lake Huron. An auxiliary air diaphone fog signal was installed at the station on May 10, 1920 to sound the five-second blast indicating foggy conditions on the river, while the steam whistle, which was changed from an eight-inch whistle to a six-inch whistle in 1915, continued to sound the regular three-second blast every twenty seconds when it was foggy on Lake Huron. In 1927, it was decided that the steam fog would only be sounded when there was fog on the lake and the river was clear, while the air diaphone would sound when there was fog on the river, regardless of conditions on the lake.

The intensity of the light emitted by Fort Gratiot Lighthouse was increased on September 13, 1912, by changing the illuminant from oil to incandescent oil vapor, and again on March 31, 1927, when the light was electrified.

A powerful storm struck Lake Huron on November 9 – 11, 1913, tearing away the timber cribwork, meant to protect the shoreline, and nearly undermining the lighthouse. The lakeside boundary of the station was lined with new timber and cement cribs of sufficient strength to defy future onslaughts, and timber cribs were extended a short distance out into the water in several places to trap the sand cast up by the waves to build up the shore.

The longest-serving keeper at Fort Gratiot Lighthouse was Frank E. Kimball, who retired on September 1, 1929 at the age of seventy. Keeper Kimball entered the Lighthouse Service in 1882, and served as head keeper of Port Austin Reef Lighthouse from 1883 to 1894, and then head keeper at Fort Gratiot for thirty-five years. Kimball was awarded the lighthouse efficiency flag for having the model station in the district in 1918.

A single dwelling for the keepers was added to the station in 1933 at a cost of \$5,738. An electric oscillator fog signal replaced the steam whistle in 1934, the same year the tower's light was changed to green. In 1941, fog signal operation at the station was changed so that the fog signal only sounded when the upper St. Clair River was foggy. Mariners could also radio Port Huron Coast Guard Station to obtain fog reports for the river.

In 2004, Fort Gratiot Lighthouse, deemed excess by the Coast Guard, was offered at no cost to eligible entities, including federal, state, and local agencies, non-profit corporations, and educational organizations under the provisions of the National Historic Lighthouse Preservation Act of 2000. The City of Port Huron submitted an application for the lighthouse and was recommended as the new owner, but the official transfer was delayed pending cleanup of hazardous materials by the Coast Guard. After learning that roughly \$4 million was needed to restore the light station, the city council rejected the deed offered by the federal government, however, in April 2010 the commissioners of St. Clair County agreed to accept ownership. The deed for the property was transferred from the federal government to the county in September 2010.

In July 2011, the Port Huron City Council voted 6-0 at a special meeting Monday to pay National Restoration, based in Keego Harbor, \$332,900 to restore the 182-year-old lighthouse. Though the lighthouse is owned by the county, the city controlled \$680,000 in grant money and matching funds earmarked for the lighthouse. The county used \$40,000 of the money it had to replace the roofs of the fog signal building and an equipment building. A grand re-opening of Fort Gratiot Light Station, which had been closed to the public since 2008, was held on May 19, 2012.

From 1875 to 1882, the Lighthouse Board noted in its annual report that Fort Gratiot Lighthouse was old, leaky, and should be replaced. Fortunately, the request for \$25,000 for a new lighthouse was not granted, and thanks to a thorough restoration of the station in 2011, Michigan's oldest lighthouse will likely be around for many years to come. 🏰

Sources <https://www.lighthousefriends.com/light.asp?ID=167>



Head Keepers:

George McDougall (1825 – 1842)
William Church (1842 – 1843)
Eber Ward (1843 – 1845)
Nathan (William) Wright (1845 – 1849)
Elijah Crane (1849 – 1850)
William H. Taylor (1850 – 1853)
Elihu Granger (1853 – 1857)
Elijah Burch (1857 – 1859)
Peter McMartin (1859 – 1861)
Eber Lewis (1861 – 1864)
John W. Vanhorn (1864 – 1865)
David W. Cooper (1865)
W.H. Sutherland (1865 – 1866)
John W. Vanhorn (1866 – 1869)
John Sinclair (1869 – 1881)
John Sinclair, Jr. (1881 – 1882)
Israel T. Palmer (1882 – 1894)
Frank E. Kimball (1894 – 1929)
John E. Smith (1929 – 1940)
Russell H. Bergh (1940 –)
William A. Wilkinson (1946 – 1950)

Haunted Lighthouses

By Dianna Higgs Stampfler

Michigan doesn't have an official state structure, but if it did, it would likely be wither the 5-mile Mackinac Bridge (opened in 1957 to represent the 120 or so beacons that stand tall along more than 3200 miles of Great Lakes freshwater shoreline.

Well before Michigan became the twenty-sixth state in the Union on January 26, 1837, lighthouses were becoming a recognized part of the landscape, serving as navigational aids for shipping, fishing, lumbering and mining industries that shaped the state's early history.

The first was Fort Gratiot, constructed at the entrance of the St. Clair River and Lake Huron in 1825 by Lucius Lyon—a pioneer, surveyor, and eventual deputy surveyor general of the Michigan Territory. He later represented Michigan in the U.S. Senate. Named after General Charles Gratiot, who engineered the construction of the nearby Fort Gratiot Military Outpost in 1814, this was one of the few European settlements north of Detroit at the time.

The city of St. Joseph was home to the first light station on Lake Michigan, dating back to 1832 (although the current range light system wasn't built 1906-1907). That first lighthouse was a single-story dwelling made of stone. In 1859, a new, two-story structure was built on a bluff overlooking the city. It remained operational until 1924 and was demolished in 1955. During the early years, St. Joseph also was home to the lighthouse depot for Lake Michigan until service was transferred to Milwaukee in 1917.

Construction began in 1847 on the Whitefish Point Light Station on Lake Superior. Regarded as the most important beacon on that body of water as all vessels entering and leaving the lake must pass by.

It was near Whitefish Point, in 1975, that the Edmund Fitzgerald sank on November 10 during an early-season squall. It is no wonder this treacherous shoreline of Lake Superior is known as the "Graveyard of the Great Lakes," as there are more shipwrecks here than any other locale on the lake.

On a national level, all lighthouses were administered by the U.S Treasury's Lighthouses Establishment, which was

formed in 1791. After great dissatisfaction with the administration of these lights, responsibility for them was removed from the Treasury Department by an act of Congress in 1853 and transferred to the U.S Lighthouse Board, which becomes the second agency of the federal government to take over responsibility for the construction and maintenance of all lights on other navigation aids. Around 1910, it fell to the

Lighthouse Service, under the Department of Commerce, to maintain these maritime structures. The Lighthouse Service merged with the U.S. Coast Guard in 1939.

Serving as a lighthouse keeper in the mid- to late 1800s and into the early twentieth century was a government position often hired by the office of the president of the United States. During the Civil War and in the years that followed, many veterans found work serving as keepers, including Captain James S. Donahue in South Haven and Aaron Sheridan on South Manitou Island. Despite Both men being wounded in battle with what many would consider debilitating injuries (Donahue lost a leg and Sheridan lost the use of an arm), these heroic keepers diligent in their duties of tending to their respective lights and also assisted with lifesaving duties as needed.

Tending a lighthouse wasn't a job one took lightly. Most of the keepers who accepted the challenging role did so with a great sense of pride and dedication—like Captain William Robinson at White River Light Station in Whitehall. He was instrumental in the construction of the light, and he was named its first official keeper in 1875— a position he held for forty-four years before passing away at the light in 1919 at the age of eighty-seven.

For others, lighthouse keeping was a family business with duties shared among husbands and wives, children and grandchildren, uncles and nephews, brothers and sisters. This was the case with Julia Tobey Brawn Way in Saginaw, who served as keeper when her husband, Peter, became disabled and was unable to tend to the light. She ended up outliving two husband keepers and working alongside her son, Dewitt.

Many question why so many of Michigan's lighthouses are rumored to be haunted, and questions arise as to who these spirits really are. Nearly one-fifth of all the lights in the state, past and present, have a ghostly story to be told.

Maybe it is the tragic deaths that occurred during those early days when ships sank and keepers risked or lost their lives in the line of duty that created these unsettled souls. Such is the case at Big Bay Point Lighthouse, northwest of Marquette, where a distraught William Prior took his own life after his son died from an injury sustained while tending the light.

MICHIGAN'S HAUNTED LIGHTHOUSES



LAKE MICHIGAN

- ① South Haven Keeper's Dwelling
- ② White River Light Station
- ③ South Manitou Island Lighthouse
- ④ Waugoshance Shoal Lighthouse
- ⑤ Seul Choix Point Lighthouse

LAKE SUPERIOR

- ⑥ Big Bay Point Lighthouse
- ⑦ Marquette Harbor Lighthouse
- ⑧ Whitefish Point Lighthouse
- ⑨ Point Iroquois Lighthouse

LAKE HURON

- ⑩ Old Presque Isle Lighthouse
- ⑪ Saginaw River Range Light
- ⑫ Point aux Barques Lighthouse
- ⑬ Fort Gratiot Lighthouse

Other Lights Rumored to be Haunted

LAKE MICHIGAN
 Beaver Head Island Lighthouse
 Peninsula Point Lighthouse
 Sand Point Lighthouse
 Squaw Island Lighthouse
 St. Joseph Keeper's Residence
 St. Helena Island Lighthouse

LAKE SUPERIOR
 Copper Harbor Lighthouse
 Crisp Point Lighthouse
 Eagle Harbor Lighthouse
 Fourteen Mile Point Lighthouse
 Grand Island Lighthouse
 Ontonagon Lighthouse
 Rock of Ages Lighthouse
 Rock Harbor Lighthouse
 Stannard Rock Lighthouse

LAKE HURON
 New Presque Isle Lighthouse
 Pipe Island Lighthouse
 Sturgeon Point Lighthouse
 Thunder Bay Island Lighthouse

This list may not include all Michigan lights that are rumored to be haunted. Some have been left off at the request of the owners or managing organizations. If you have others to add to the list, including stories and photos, please email Travel@PromoteMichigan.com.

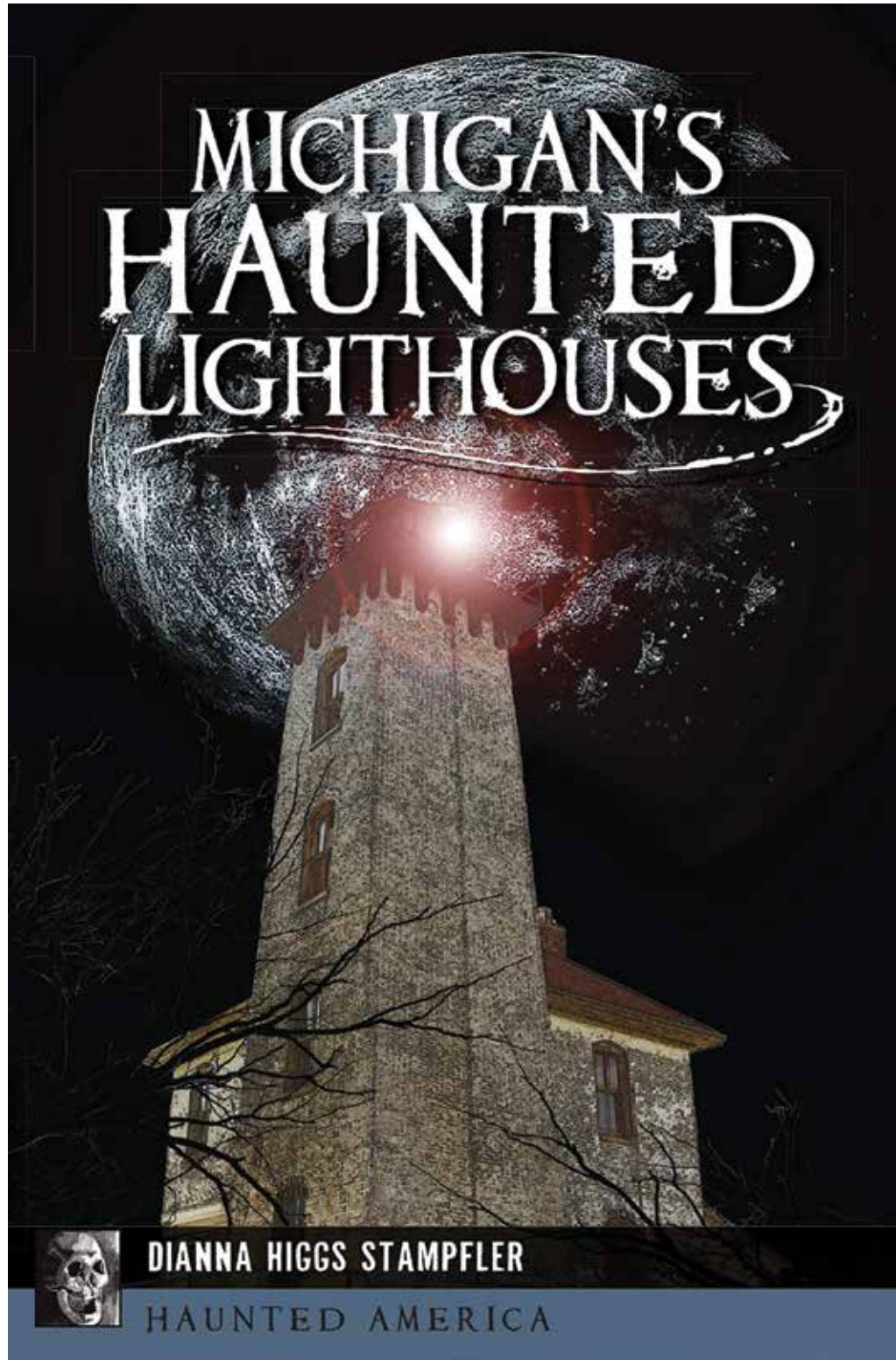
And it can be expected that local lore has something to do with the legends that are passed on from generation to generation, growing like tall tales, something akin to fake news in today's world of digital media.

Dick Moehl once told me something to the effect that "every lighthouse worth a grain of salt has a good ghost story, and if there isn't one, you just make one up."

Regardless if the truthfulness of the ghost stories, the histories of the lighthouses and their keepers are well documented in Michigan's past, and thanks to dedicated individuals who have worked tirelessly to preserve them, their future looks bright as well.

If you have a ghost story to share, please email travel@promotemichigan.com

Sources <https://nook.barnesandnoble.com/products/9781439666302/sample?sourceEan=9781467141994>

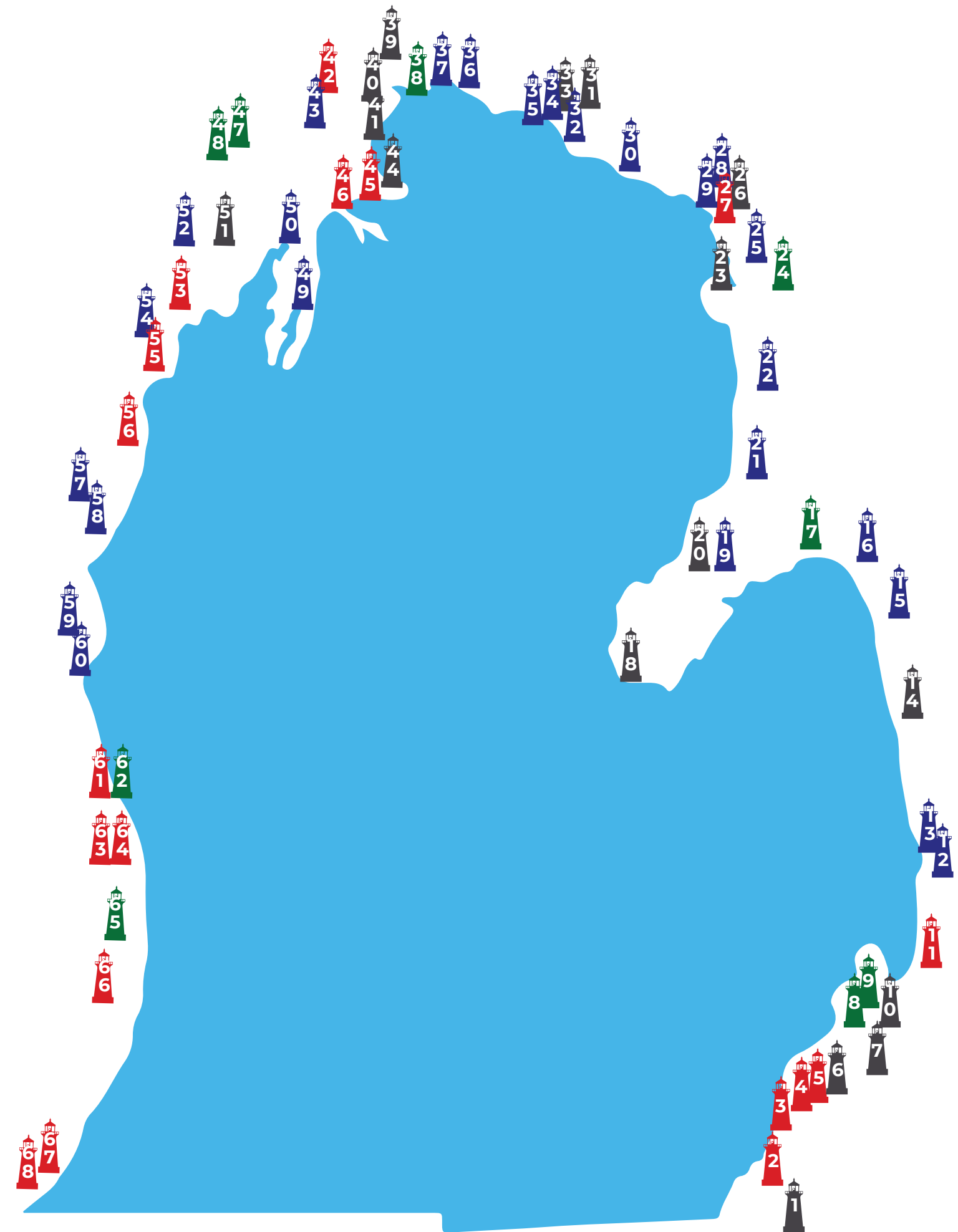


Infographic

- #1 Detroit River**
Bar Point Shoal Light Wayne County South
Rock wood Detroit River
- #2 Grosse Isle North Channel**
Front Range Wayne County Grosse Isle Detroit River
- #3 Mariners Memorial Light**
Wayne County River Rouge Detroit River
- #4 Tri-Centennial State Park Light**
Wayne County Detroit River
- #5 William Livingstone Memorial**
Wayne County Belle Isle Detroit River
- #6 Windmill Point**
Wayne County Grosse Pointe Park Detroit River/
Lake St. Clair
- #7 Lake St. Clair Light**
Macomb County Lake St. Clair Lake St. Clair
- #8 Lake St. Clair Old South Channel Front**
St. Clair County Algonac Lake St. Clair
- #9 Lake St. Clair Old South Channel Rear**
St. Clair County Algonac Lake St. Clair
- #10 St. Clair Flats Canal Range Front**
St. Clair County Algonac Lake St. Clair/
- #11 Peche Island Rear Range**
St. Clair County Marine City St. Clair River
- #12 Huron Lightship**
St. Clair County Port Huron Lake Huron
- #13 Fort Gratiot**
St. Clair County Port Huron Lake Huron
/St. Clair River
- #14 Port Sanilac**
Sanilac County Port Sanilac Lake Huron
- #15 Harbor Beach**
Huron County Harbor Beach Lake Huron
- #16 Pointe Aux Barques**
Huron County Port Austin Lake Huron
- #17 Port Austin Reef**
Huron County Port Austin Lake Huron
- #18 Saginaw River Rear Range**
Bay County Bay City Saginaw River
- #19 Charity Island**
Bay County Au Gres Lake Huron
- #20 Gravelly Shoal**
Bay County Au Gres Lake Huron
- #21 Tawas Point**
Iosco County East Tawas Lake Huron

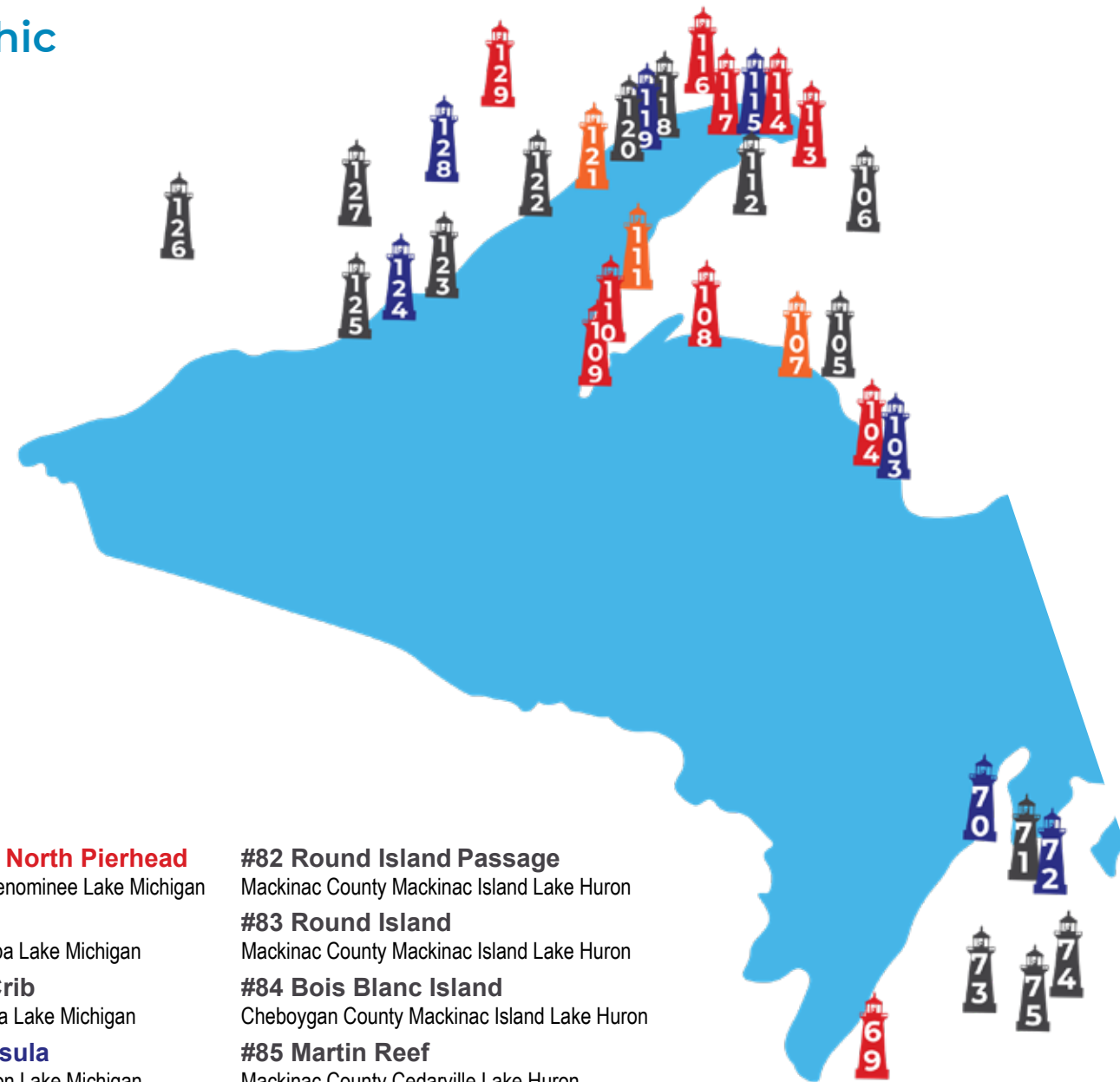
- #22 Sturgeon Point**
Alcona County Harrisville Lake Huron
- #23 Alpena Harbor Alpena**
County Alpena Lake Huron/St. Clair River
- #24 Thunder Bay Island**
Alpena County Alpena Lake Huron
- #25 Middle Island**
Alpena County Alpena Lake Huron
- #26 Presque Isle Rear Range**
Presque Isle County Presque Isle Lake Huron
- #27 Presque Isle Front Range**
Presque Isle County Presque Isle Lake Huron
- #28 Presque Isle**
Old Presque Isle County Presque Isle Lake Huron
- #29 Presque Isle**
New Presque Isle County Presque Isle Lake Huron
- #30 Forty Mile Point**
Presque Isle County Rogers City Lake Huron
- #31 Poe Reef**
Mackinac County Cheboygan Lake Huron
- #32 Cheboygan Main (Ruins)**
Cheboygan County Cheboygan Lake Huron
- #33 Fourteen Foot Shoal**
Cheboygan County Cheboygan Lake Huron
- #34 Cheboygan Crib**
Cheboygan County Cheboygan Lake Huron
- #35 Cheboygan Front Range**
Cheboygan County Cheboygan Lake Huron
- #36 Old Mackinac Point**
Cheboygan County Mackinaw City Lake Huron
- #37 McGulpin Point**
Emmet County Mackinaw City Lake Michigan
- #38 Waugoshance**
Emmet County Mackinaw City Lake Michigan
- #39 White Shoal**
Emmet County Mackinaw City Lake Michigan
- #40 Grays Reef**
Emmet County St. Ignace Lake Michigan
- #41 Isle Aux Galets (Skillagalee)**
Emmet County Cross Village Lake Michigan
- #42 St. James Harbor**
Beaver Island St. James Lake Michigan
- #43 Beaver Island**
Beaver Island St. James Lake Michigan
- #44 Little Traverse**
Emmet County Harbor Springs Lake Michigan

- #45 Petoskey Pierhead**
Emmet County Petoskey Lake Michigan
- #46 Charlevoix South Pierhead**
Charlevoix County Charlevoix Lake Michigan
- #47 South Fox Island**
Old Leelanau County Traverse City Lake Michigan
- #48 South Fox Island**
New Leelanau County Traverse City Lake Michigan
- #49 Mission Point**
Grand Traverse Co. Traverse City Lake Michigan
- #50 Grand Traverse**
Leelanau County Northport Lake Michigan
- #51 North Manitou Shoal**
Leelanau County Glen Arbor Lake Michigan
- #52 South Manitou Island**
Leelanau County Leeland Lake Michigan
- #53 Manning Memorial**
Leelanau County Empire Lake Michigan
- #54 Pointe Betsie**
Benzie County Frankfort Lake Michigan
- #55 Frankfort North Breakwater**
Benzie County Frankfort Lake Michigan
- #56 Manistee North Pierhead**
Manistee County Manistee Lake Michigan
- #57 Big Sable Point**
Mason County Ludington Lake Michigan
- #58 Ludington North Breakwater**
Mason County Ludington Lake Michigan
- #59 Little Sable**
Oceana County Mears Lake Michigan
- #60 White River**
Muskegon County Fruitland Lake Michigan
- #61 Muskegon South Breakwater**
Muskegon County Muskegon Lake Michigan
- #62 Muskegon South Pierhead**
Muskegon County Muskegon Lake Michigan
- #63 Grand Haven Pier Inner**
Ottawa County Grand Haven Lake Michigan
- #64 Grand Haven Pier Outer**
Ottawa County Grand Haven Lake Michigan
- #65 Holland Harbor**
Ottawa County Holland Lake Michigan
- #66 South Haven South Pierhead**
Van Buren County South Haven Lake Michigan
- #67 St. Joseph North Pier Inner**
Berrien County St. Joseph Lake Michigan
- #68 St. Joseph North Pier Outer**
Berrien County St. Joseph Lake Michigan



	Not open to the public		Open to the public on a regularly schedule basis		Grounds, pier open, but buildings closed to the public		Open to the public on a limited schedule
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Infographic

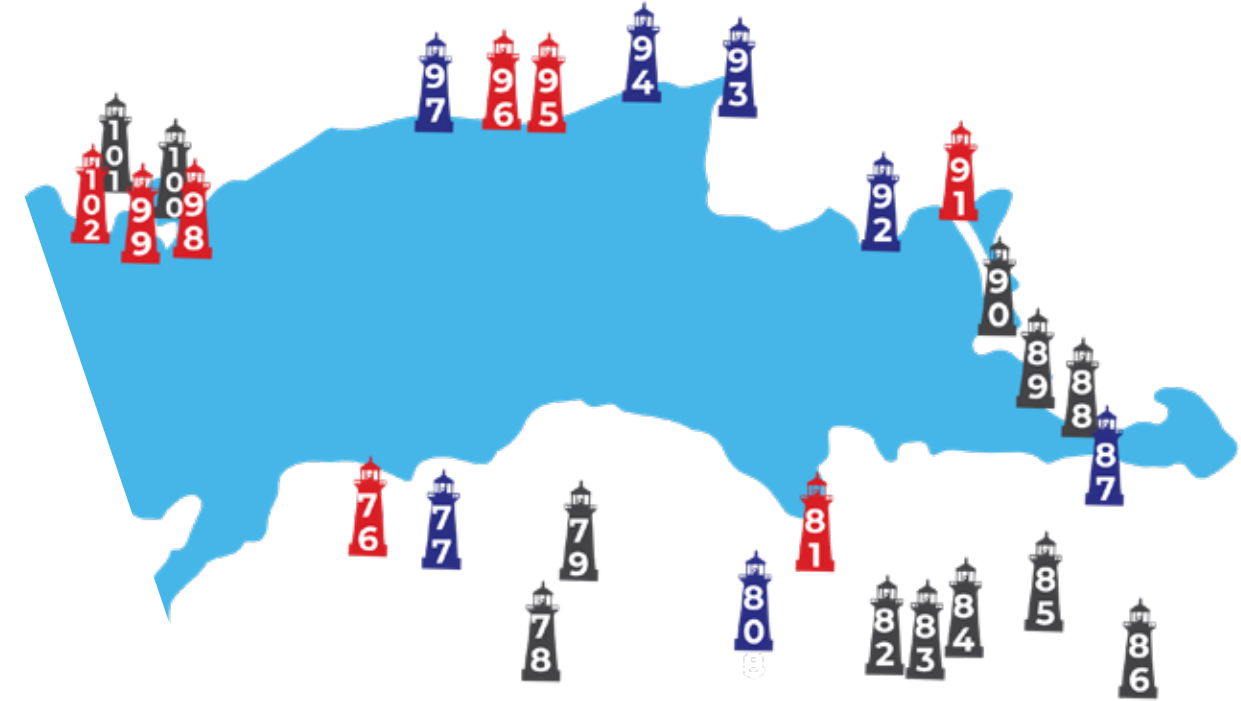


Not open to the public

Open to the public on a regularly schedule basis

Grounds, pier open, but buildings closed to the public

Operates as a Bed & Breakfast Inn



#69 Menominee North Pierhead
Menominee County Menominee Lake Michigan

#70 Sand Point
Delta County Escanaba Lake Michigan

#71 Escanaba Crib
Delta County Escanaba Lake Michigan

#72 Point Peninsula
Delta County Stonington Lake Michigan

#73 Minneapolis Shoal
Delta County Escanaba Lake Michigan

#74 Poverty Island
Delta County Fairport Lake Michigan

#75 St. Martin Island
Delta County Fairport Lake Michigan

#76 Manistique East Breakwater
Schoolcraft County Manistique Lake Michigan

#77 Seul Choix Point
Schoolcraft County Gulliver Lake Michigan

#78 Squaw Island
Delta County Gladstone Lake Michigan

#79 Lansing Shoal
Mackinac County St. Ignace Lake Michigan

#80 St. Helena Island
Mackinac County St. Ignace Lake Michigan

#81 Wawatam
Mackinac County St. Ignace Lake Huron

#82 Round Island Passage
Mackinac County Mackinac Island Lake Huron

#83 Round Island
Mackinac County Mackinac Island Lake Huron

#84 Bois Blanc Island
Cheboygan County Mackinac Island Lake Huron

#85 Martin Reef
Mackinac County Cedarville Lake Huron

#86 Spectacle Reef
Cheboygan County Cheboygan Lake Huron

#87 DeTour Reef
Chippewa County Detour Lake Huron & St. Mary's River

#88 Pipe Island
Chippewa County Detour St. Mary's River

#89 Round Island
Chippewa County Raber St. Mary's River

#90 Lower Nicolet Range
Chippewa County Neebish Island St. Mary's River

#91 Frying Pan Island
Chippewa County Sault Ste. Marie St. Mary's River

#92 Point Iroquois
Chippewa County Brimley Whitefish Bay/ Lake Superior

#93 Whitefish Point
Chippewa County Paradise Lake Superior

#94 Crisp Point
Luce County Paradise Lake Superior

#95 Grand Marais Front Range
Alger County Grand Marais Lake Superior

#96 Grand Marais Rear Range
Alger County Grand Marais Lake Superior

#97 Au Sable Point
Alger County Grand Marais Lake Superior

#98 Munising Front Range
Alger County Munising Lake Superior

#99 Munising Rear Range
Alger County Munising Lake Superior

#100 Grand Island
East Channel Alger County Munising Lake Superior

#101 Grand Island
North Light Alger County Munising Lake Superior

#102 Grand Island Harbor Rear Range
Alger County Christmas Lake Superior

#103 Marquette Harbor
Marquette County Marquette Lake Superior

#104 Presque Isle Harbor Breakwater
Marquette County Marquette Lake Superior

#105 Granite Island
Marquette County Marquette Lake Superior

#106 Stannard Rock
Marquette County Manitou Island Lake Superior

#107 Big Bay Point
Marquette County Big Bay Lake Superior

#108 Huron Island
Marquette County Skanee Lake Superior

#109 Sand Point
Baraga County Baraga Lake Superior

#110 Keweenaw Lower Entrance
Houghton County Jacobsville Lake Superior

#111 Portage River
Houghton County Jacobsville Lake Superior

#112 Mendota
Keweenaw County Bete Gris Lake Superior

#113 Manitou Island
Keweenaw County Copper Harbor Lake Superior

#114 Gull Rock
Keweenaw County Copper Harbor Lake Superior

#115 Copper Harbor
Keweenaw County Copper Harbor Lake Superior

#116 Copper Harbor Front Range
Keweenaw County Copper Harbor Lake Superior

#117 Copper Harbor Rear Range
Keweenaw County Copper Harbor Lake Superior

#118 Eagle Harbor Rear Range
Keweenaw County Eagle Harbor Lake Superior

#119 Eagle Harbor
Keweenaw County Eagle Harbor Lake Superior

#120 Eagle River
Keweenaw County Eagle River Lake Superior

#121 Sand Hills
Keweenaw County Eagle River Lake Superior

#122 Keweenaw Upper Entrance
Keweenaw County Houghton Lake Superior

#123 Fourteen Mile Point
Ontonagon County Ontonagon Lake Superior

#124 Ontonagon
Ontonagon County Ontonagon Lake Superior

#125 Ontonagon West Pierhead
Ontonagon County Ontonagon Lake Superior

#126 Rock Of Ages
Keweenaw County Isle Royale Lake Superior

#127 Isle Royale Menagerie Island
Keweenaw County Isle Royale Lake Superior

#128 Rock Harbor
Keweenaw County Isle Royale Lake Superior

#129 Passage Island
Keweenaw County Isle Royale Lake Superior

A Family's Lighthouse

By Ashley Clark

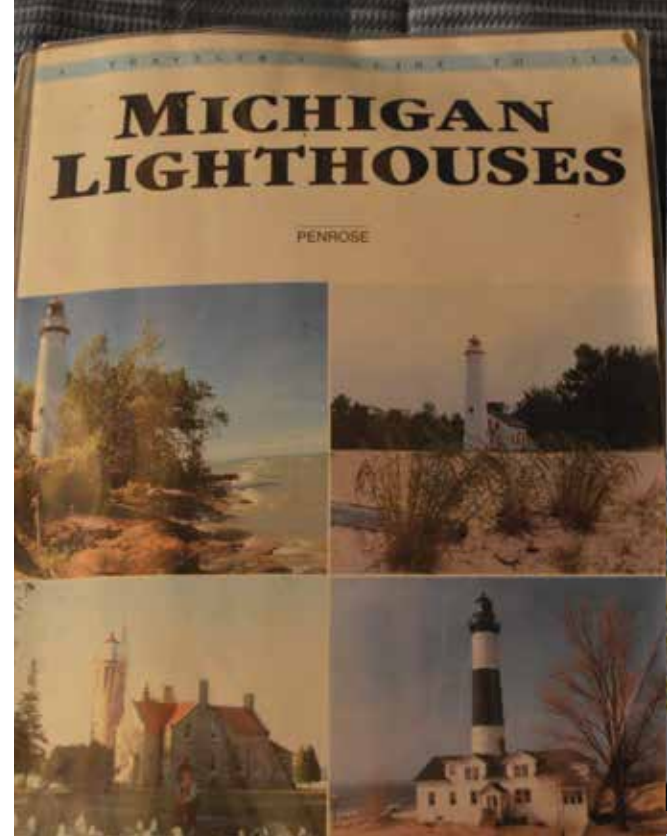
Every family has their traditions, my family's happens to include lighthouses. We never go anywhere on vacation without stopping, or going by a lighthouse. Our family's obsession with them started way before my sisters and I were born. It started with my parents going on their honeymoon, they went for a drive and ended up at a lighthouse. From that moment on, my parents were hooked, they got a book of Michigan lighthouses and started marking off, and taking pictures in which ones they have been to and have seen in person. →



Family Story



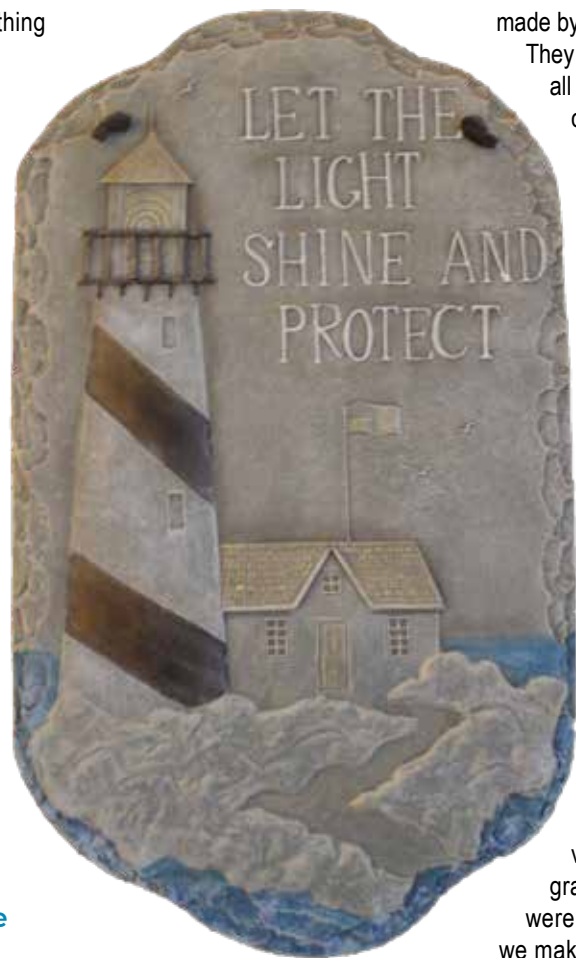
Beth and Alan



Our family's lighthouse is Old Mission Lighthouse. It was the first lighthouse my parents saw together, and it's one of the first lighthouse we went as a family of 5. There is something

about this place that makes everyone in the family feel relaxed and peaceful. My mom has a very special connection and thinks of this lighthouse as her happy place. We don't own the lighthouse, we have never been a keeper, but there is something special about this one lighthouse and the area that has made the family fall in love with it. Old Mission Lighthouse is located at the end of Old Mission Peninsula, 17 miles north of Traverse City. To get to the lighthouse you take M37 all the way to the point of the peninsula, along the way you curve through cherry orchards, apple orchards, vineyards, hops fields, and beautiful houses. At the point the lighthouse is surrounded on three sides by forest and open to the West Grand Traverse Bay, a large, wide beach area with extremely shallow water

Fun fact is that the lighthouse stands a few hundred yards south of the 45th parallel north, exactly halfway between the North Pole and the Equator.



The book my mom got back in 1991 is still in the family today. With the same marking and pictures from all of our adventures. But this book only has 116 out 129 lighthouses. This book was made by a family who loves history and lighthouse.

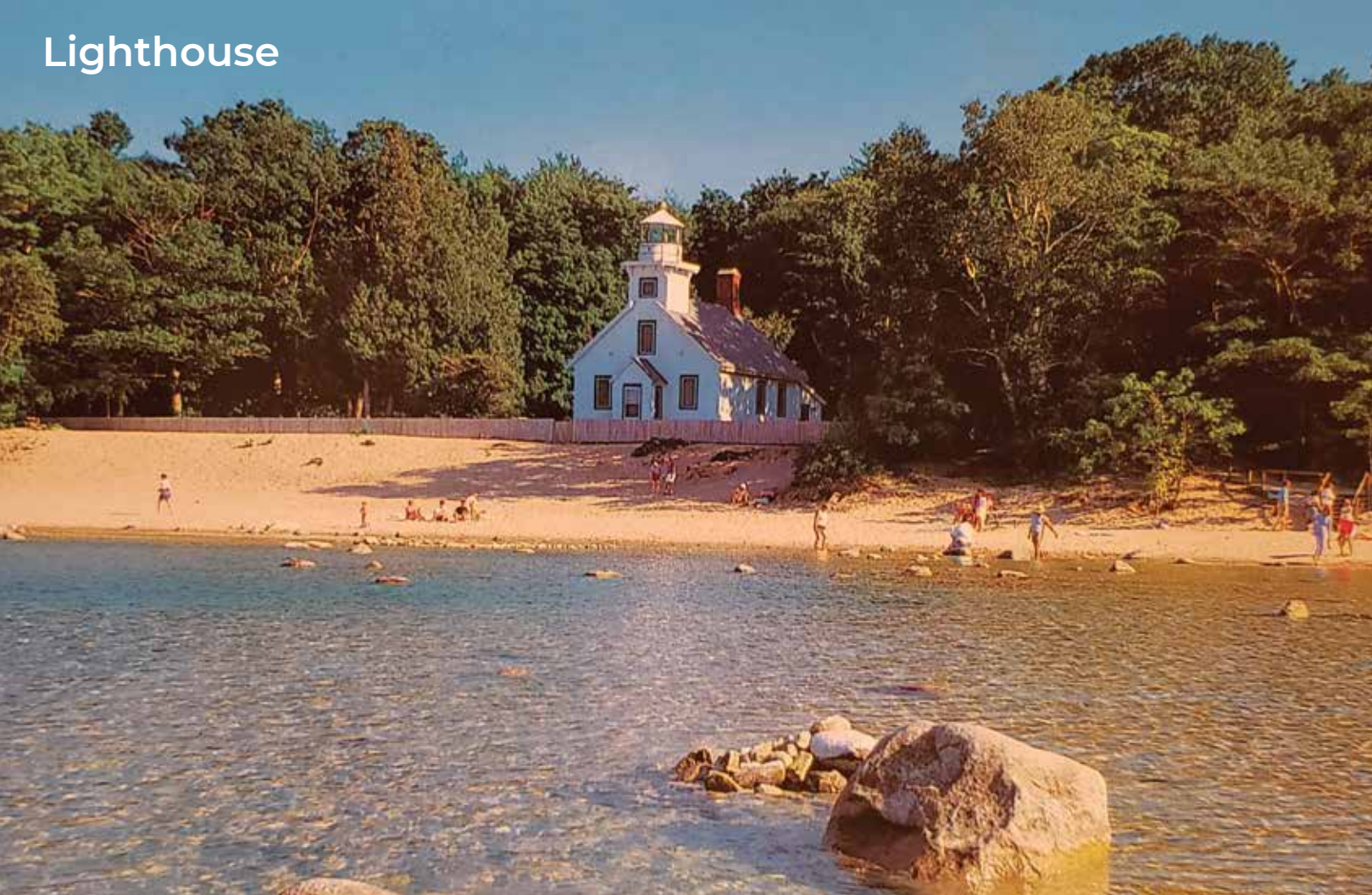
They traveled all over the state to get photos of all the lighthouses featured. My parents have collected many lighthouse things over the year. The collection can be seen in part of the living room. My parents have a few little figurines of some of the lighthouse we've been too. They all sit proudly on a shelf next to the door of my parents room. Throughout the year my mom has downsized the collection, but still hangs to the few that hold a special place in her heart. The three daughters got together and got a small stain glass window made to look like Old Mission, we gave it to our parents on the twenty-sixth year wedding anniversary. It's now proudly hanging in the living room under the shelf with the figurines.

Being just under three hours to get there, it's not something that we go visit often, but when we do it makes it that more special. Now that my older sister and I are older we still hold the love of lighthouse close to our hearts. We have ventured off on our own to visit lighthouse, granted we may have seen them before but we were young and don't remember them. So now we make new memories of old memories. We never forget the one that started it all, Old Mission. 🏰



Honeymoon August 1991





Old Mission Lighthouse
Old Mission Peninsula, Traverse City, MI



History of Old Mission

By Mission Point

Beautifully situated near the 45th Parallel between beach and forest at the end of Old Mission Peninsula, you will find the picturesque Mission Point Lighthouse. Surrounding the lighthouse on three sides are thickly wooded trails just waiting for adventure. The fourth side looks out over the rocky and once dangerous waters of the north end of West Grand Traverse Bay.

During the 1860's a large ship hit a shallow reef and sank just in front of where Mission Point Lighthouse now sits. It was at this point that Congress set \$6,000 aside for the construction of the lighthouse. However, it wasn't completed until 1870 due to the Civil War. Mission Point Lighthouse was first lit on September 10, 1870. From 1870 through 1933, Mission Point's light kept the waters at the end of Old Mission Peninsula safe for mariners. It was in 1933 that the lighthouse was decommissioned and later replaced with an automatic buoy light just offshore.

Originally, the lighthouse consisted of six rooms on the ground floor and a bedroom and supply room on the second floor. Above the second floor of the lighthouse was a room in the tower just ample enough for the light mechanism. Like so many other lighthouses, whale oil (and later kerosene) was used to light the 5th Order Fresnel lens that refracted and magnified its modest light source into an intense beam that could be seen up to 13 miles away. Mission Point Light is one of 129 Michigan lighthouses. Michigan has more lighthouses than any other state. Only 39 Michigan lighthouses are open to the public on a regular schedule.

Only seven keepers have lived in this historic house running the light to keep the waters safe. First was Jerome Pratt until 1874, John McHarry from then until his death in 1881, and then Captain John Lane and his wife Sarah. The Lane's worked as one, watching ships, keeping the light burning, and caring for the grounds until Captain John died on December 12, 1906. Sarah became the first and only woman keeper in Mission Point's history, continuing the duties that previously she and her husband shared. The Lane's were the keepers for 24 years until March 3, 1907, when James Davenport took over. In the years between 1907 and 1933, two other keepers would also join the list: William F. Green and Emil C. Johnson.

By the turn of the century, keepers were not the only people at the lighthouse. Visitors became so many that a fence

similar to the one you now see was erected to protect the lighthouse itself, as well as visitors. A wooden walkway was also added so that folks could easily access the beach and see the lighthouse.

For the years between 1933 and 1948, Mission Point Lighthouse sat alone and empty. During those years the lighthouse was severely vandalized and somehow never burned down. It was then that a collection among 43 Peninsula residents was taken (totaling just over \$1,900) in order for the Township to purchase the lighthouse and adjacent grounds. Since then, several able caretakers have lived in and helped to care for and restore the lighthouse. The lighthouse has been added to the National and State Historic Register, and visitors can now climb the tower and tour the museum. A 5th Order Fresnel Lens is on display, giving a real picture of how the light was kept. The museum admission and gift shop purchases go toward the continued restoration of the lighthouse and the grounds. The gift shop has a snowy owl on display. Snowy owls frequent the Old Mission Peninsula in the Winter months.

For information regarding general history about Old Mission Peninsula, visit the Old Mission Historical Society at <http://www.omhistoricalsociety.org>.

Every year tens of thousands of visitors make their way to the northernmost part of Old Mission Peninsula. By driving the picturesque M-37/Center Road they pass, acres of cherry orchards, apple orchards, rolling hills, vineyards and hops fields.

Once reaching the end of the road they find a quaint little lighthouse with surrounding land to explore. Our guests take in the views of the water and beach then relax with the quiet of the woods. Many venture into the little lighthouse to learn some history in the museum, visit the gift shop and climb the stairs to the top (for a small fee). We enjoy sharing the many favorable comments with everyone cherishing this Michigan treasure and hope you all appreciate these too.

Beautiful Views

Old Mission Peninsula was chosen as one of the top ten coastal drives in North America! 🏠

Sources <http://www.missionpointlighthouse.com/history.html>

Preserving Michigan's Lighthouses

New Plate Design

By Secretary of State

They said a picture is worth a thousand words. Supporters of Michigan's lighthouses are hoping a picture will be worth thousands of dollars.

A new design has been unveiled for the state's lighthouse fundraising license plate.

State officials said many of the state's lighthouses are in poor condition. Much of their support, historically, has come from private organizations. Lighthouse supporters said they're hoping a new license plate design will generate new revenue for Michigan's old lights.

Michigan's lighthouse license plate has a new design and Secretary of State Ruth Johnson and Michigan State Housing Development Authority (MSHDA) Executive Director Earl Poleski are promoting it as a way to help preserve the iconic structures on the state's shorelines.

"Michigan is a state of wondrous natural resources and breathtaking beauty," Secretary Johnson said. "Scattered along the edges of its peninsulas, our Great Lakes State also has more than a hundred lighthouses that are majestic to behold and exciting to explore. We need to keep them in good condition for everyone to enjoy."

Buying a Save Our Lights license plate helps preserve Michigan's historic lighthouses. When a plate is purchased, \$25 of the \$35 additional fee and all \$10 of subsequent fees go toward the Michigan Lighthouse Assistance Program, administered by the State Historic Preservation Office at MSHDA. Since 2000, the program has awarded more than \$2 million in grants to lighthouse stewards for the rehabilitation of these historic structures.

"The Michigan Lighthouse Assistance Program enables the State Historic Preservation Office to help lighthouse stewards preserve these beacons for all of us," Poleski said. "Because of the generosity of people who pay a little extra for a Save Our Lights license plate, we are able to award grants to local communities committed to rehabilitating and protecting these beautiful structures for the long term."

Ric Mixter is the President of the Great Lakes Lighthouse Keepers Association. He said lighthouses have a significant economic impact on their home community.

"We weren't planning on updating the plate until we started doing some investigation and asking some questions and thinking about how we can improve the lighthouse fund. We thought that was a good a thing to do in order to retain that interest in the lighthouse license plate and get new people interested who perhaps hadn't been interested before".

"If you look through a yellow page listing or a search with the word lighthouse the majority of the things that would come up would be people who have associated themselves. You know a condominium group based on a lighthouse. Its very few that are actually working that lighthouse.

Mixter said working to ensure the iconic structures have funding into the future is important.

The new lighthouse license plate design was intended to be more representative of all of the state's lighthouses. The old plate featured a specific lighthouse, the White Shoal Light. Lighthouses have been protecting ships from treacherous waters in Michigan since the establishment of the state's first lighthouse, the Fort Gratiot Light, in 1825. More than 240 lighthouses once guarded Michigan's shores. Today, only 124 of these iconic structures remain.

For more information about the Michigan Lighthouse Assistance Program and to order a Save Our Lights license plate, visit michigan.gov/saveourlights.

For more information about the Michigan Lighthouse Assistance Program and to order a Save Our Lights license plate, visit michigan.gov/saveourlights.

Sources https://www.michigan.gov/sos/0,4670,7-127-1640_9150-423749--,00.html



Michigan HAS MORE Lighthouses THAN ANY OTHER STATE



SAVE OUR LIGHTS



More than 120 lighthouses grace Michigan's shorelines. Help preserve these timeless beacons by purchasing or renewing your Save Our Lights license plate today.

To learn more visit www.michigan.gov/saveourlights

Holland Harbor Lighthouse



Gull Rock Lighthouse



Big Bay Point Lighthouse



Old Mission Lighthouse



Point Aux Barques Lighthouse



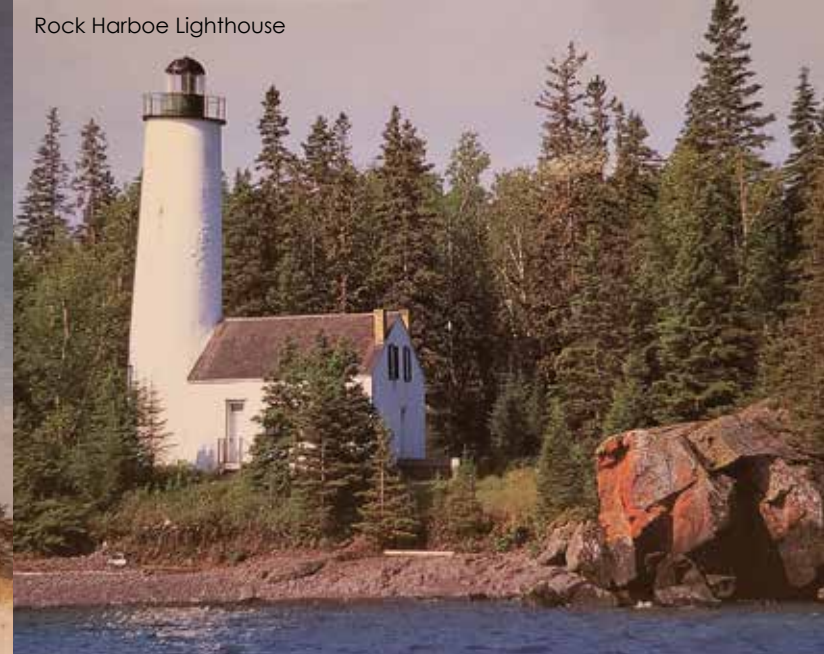
Point Iroquois Lighthouse



South Manitou Island Light



Rock Harboe Lighthouse



Manistique East Breakwater Light



Colophon

Author
Ashley Clark

Paper
Cover 80# semi-gloss
Paper 80# matte text

Printer
Blurb

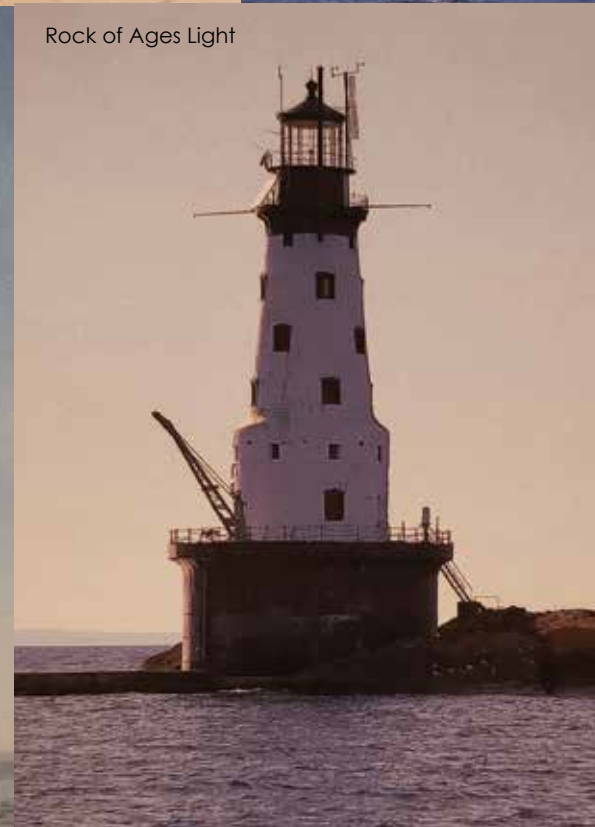
Print Date
October 2019

Typefaces
Title: Satisfy
Header: Montserrat
Body copy: Arial narrow
Captions: Century Gothic

White Shoal Light



Rock of Ages Light



Cheboygen Crib Light



Charlevoix South Pier Light

