

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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RECEIVED JUN 13 1975
DATE ENTERED AUG 15 1975

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

NAME

HISTORIC

AND/OR COMMON

Cape Disappointment Historic District

LOCATION

STREET & NUMBER from .5 mi S of Ilwaco to WA/OR border

CITY, TOWN Two miles south of
Ilwaco

— NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT

STATE Washington

— VICINITY OF
CODE 53

#3 - Honorable Don L. Bonker
COUNTY Pacific CODE 049

CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input checked="" type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input checked="" type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER:

OWNER OF PROPERTY

NAME Multiple -- Federal and State

STREET & NUMBER

CITY, TOWN

— VICINITY OF

STATE

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Pacific County Courthouse

STREET & NUMBER

CITY, TOWN

South Bend

STATE

Washington

REPRESENTATION IN EXISTING SURVEYS

TITLE None

DATE

— FEDERAL — STATE — COUNTY — LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION

EXCELLENT
 GOOD
 FAIR

DETERIORATED
 RUINS
 UNEXPOSED

CHECK ONE

UNALTERED
 ALTERED

CHECK ONE

ORIGINAL SITE
 MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Cape Disappointment is a large headland which forms the northern portion of the mouth of the Columbia River. The name, however, is generally applied to the three major elevations in the vicinity: Cape Disappointment itself, the southernmost extension of the feature into the Columbia River; North Head, a rocky bluff some 200 feet high which forms the northern boundary of the district; and McKenzie Head, an isolated outcropping positioned almost centrally between North Head and Cape Disappointment.

Massive basaltic cliffs form much of the seaward face of the Cape Disappointment area but it slopes off gradually to the west. Subsequent to the construction of the north jetty, which extends about one and a half miles from the base of the Cape, beach sands developed from North Head South, completely isolating McKenzie Head from the ocean. These accreted lands, called Peacock Spit, form a relatively recent and highly visible change in the physical composition of the Cape. The spit is covered with brush and beach grass while the majority of the Cape is heavily wooded.

Changes within the district have occurred as a result of over 100 years of constant use for a variety of purposes. Since the property came into federal ownership quite early in the development of the state, only changes required for defense or navigation appeared on the Cape.

Most apparent are the lighthouses on Cape Disappointment and North Head. The Cape Disappointment light, some 220 feet above the water, was built in 1854 and remains as the oldest lighthouse in the state. Because of mounting shipwrecks in the late 19th Century and limited visibility of the Cape Disappointment light to vessels approaching from the north, an additional light in a 65 foot tower was completed on North Head in 1898. Both towers are similar in appearance and construction. Each is white with a black lantern cupola and built of brickwork covered with stucco. A large exposed concrete footing surrounds the Cape Disappointment light at its base while the North Head tower appears to be merely sitting on the surface of the ground. Several small oil houses and equipment shelters are placed near the base of the North Head tower; the construction of each is the same as the tower and all have a similar appearance with metal gable roofs and stepped parapet gable ends. Both light stations have been nominated to the National Register through the Executive Order process.

In the 1860's, Army engineers fortified the southernmost point of the Cape with three batteries of cannon, later named Fort Canby. The emplacements were built of earth and at least one was faced with a concrete parapet. The eastern battery was immediately adjacent to the lighthouse. These batteries were removed with the initiation of the Endicott period fortification program.

The Endicott program, begun in 1885 with the publication of Secretary of War Endicott's recommendation for strengthening the depleted defenses of the United States, had its effect on Cape Disappointment in the summer of 1904 when work on two batteries of six-inch guns began. The batteries at Fort Canby would support other defenses being built at Fort Stevens, located at Point Adams, Oregon, immediately across the Columbia from Cape Disappointment, and Fort Columbia, located on the Washington side of the

river some five miles west of Cape Disappointment. As constructed, the batteries were standard 1903 emplacements for six-inch guns on disappearing carriages, the hallmark mounting of such defenses which allowed cannon to raise above a parapet for firing and then recoil, or disappear, for loading in safety. Although the guns are now gone, the emplacements remain essentially as built. A semicircular concrete platform about four feet high provided an ample working surface for servicing the guns; the platform was fitted into a square emplacement, walled on three sides and open in the rear. Magazine and store rooms, protected by heavy iron doors, were located in the traverse between the guns. Battery Elijah O'Flyng, mounting two guns, was built on the site of the earlier Center Battery, about 1,000 feet east of the Cape Disappointment lighthouse. Battery Harvey Allen, mounting three guns, was built on a high crest about 1,000 feet north of the same light.

In 1917, a mortar battery was constructed to the rear of Battery Harvey Allen. Called Battery Guenther, it was made by transferring four mortars from Battery Clark at Fort Stevens. The emplacement was quite low and two mortars were placed on either side of a large central magazine, resembling similar batteries built at the Panama Canal. The battery, once heavily overgrown and almost impossible to see, is now visible as a result of recent quarters construction by the Coast Guard; several dwellings now appear immediately in front of the battery.

In response to the threat of possible attack during World War II, another coastal defense battery was erected, this one on McKenzie Head. It was one of a large number of batteries for two six-guns, all of the same pattern, that were erected in coastal areas during the war. Unlike the earlier batteries which were built before the advent of air power, Battery 247 is entirely covered by earth, concealing and protecting the internal spaces. Only the circular gun blocks and entry doors to the battery are visible on the exterior.

The fortifications are the only evidence of army occupation of the Fort Canby reservation. Barracks, officer's quarters, hospital, carpenter shop and other structures were built on a narrow shelf on Baker Bay, north of the original fortification. Additional structures were built in the vicinity of Lake O'Neil during World War II. With the acquisition of much of the area by the Coast Guard, the buildings were removed and modern structures more compatible with Coast Guard uses were erected.

After World War II, the Washington State Parks and Recreation Commission acquired much of the land now being nominated. A boat launch and campground were built and later, modern trailer hookups. Further recreational development of the area is planned.



8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input checked="" type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input checked="" type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input checked="" type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Cape Disappointment, one of the first geographic points in the State of Washington to bear a name, is significant as an important and early landmark in the navigation of the Pacific Coast, as the site of two well-known lighthouses, as the oldest coastal defense installation in the state and as the location of the Lewis and Clark expedition's contact with the Pacific Ocean, a primary goal of their tedious overland journey.

Following the 1543 expedition of Bartolome Ferrello, little mention was made of the Cape or the Columbia River until August 17, 1775, when the Spanish explorer Bruno Heceta discovered what he believed to be a bay. He called it Bahia de La Asuncion and the large headland, San Roque, although he did not realize that the bay was actually the mouth of the Columbia. Thirty-three years later, British trader and retired naval officer John Meares, searching for Heceta's San Roque, sailed into what he believed to be a bay on July 6, 1788, but not far enough to discover that it was, in fact, a river. Meares had hoped that this might be a major water course and in his inappropriate chagrin gave the name Cape Disappointment to Heceta's San Roque.

In 1792, Robert Gray of Boston in his ship Columbia crossed the bar of the river on May 11, and sailed eastward some ten miles up the river to which he gave the name of his ship. He also renamed the northern point of the entrance Cape Hancock but despite the efforts of many to perpetuate the name, it remained Cape Disappointment.

The lower Columbia became an important port of call for British and American vessels engaged in the maritime fur trade and Baker Bay became a favorite anchorage. What one writer has termed "the first horticultural enterprise in the Pacific Northwest" owes its existence to the area's usefulness as an early port of call. In 1795, the English ship Ruby landed some of its crew to shoot fowl in the vicinity of McKenzie Head. The crew also planted vegetable seeds on a small island in Baker Bay close to the shore. Fifty years later, a pioneer settler discovered vegetable plants there, evidently the descendents of those sown in the 18th Century.

When the Ruby left in January of 1796, Indians could be seen watching the vessel from the heights of Cape Disappointment, establishing, as far as Europeans are concerned, the first use of the point as an observation post. Probably the Indians had used the point from time immemorial (the Chinooks had a village called NOKSKA'ITMITHLS nearby) but from this time on, Cape Disappointment ". . . served as one of the world's best known maritime information stations".

9 MAJOR BIBLIOGRAPHICAL REFERENCES

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 Hanft, Marshal. The Cape Forts, Oregon Historical Society, Portland, 1973

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 1800

UTM REFERENCES

DA

1,0	41,600,0	5,12,80,3,0
ZONE	EASTING	NORTHING

 BA

1,0	42,06,2,0	5,12,37,4,0
ZONE	EASTING	NORTHING

UTM OR WM

A

1,0	42,06,2,0	5,12,80,3,0
ZONE	EASTING	NORTHING

 CA

1,0	41,600,0	5,12,37,4,0
ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

David M. Hansen, Chief

ORGANIZATION

Office of Archaeology & Historic Preservation

DATE

November 1, 1974

STREET & NUMBER

Washington State Parks & Recreation Commission

TELEPHONE

(206) 753-4117

CITY OR TOWN

Olympia

STATE

Washington

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL X

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

FEDERAL REPRESENTATIVE SIGNATURE

Charles H. Odgaard

TITLE

Executive Director - Charles H. Odgaard

DATE

June 9, 1975

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

A. R. Workman

DATE

8/15/75

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

Charles H. Odgaard

DATE

8.15.75

KEEPER OF THE NATIONAL REGISTER

Acting

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The visit to the Cape was one of the key moments in the Lewis and Clark expedition of 1804-1806, promoted by Thomas Jefferson to reach the Pacific Ocean via the Columbia River. Their leather clothing soaked by penetrating rain and enduring the limited shelter of the camp on the exposed north side of the river, the party was forced to a halt during a stormy November in 1805. On the 18th, William Clark and a party of 11 set out to make the 19 mile journey from the camp to Cape Disappointment, duplicating the trip that Meriwether Lewis and a few others had made several days before. Clark relates climbing". . . a high open hill projecting into the ocean and . . . covered with high coarse grass", undoubtedly the present McKenzie Head.

Clark, writing later in his journal, said the men appeared ". . . much satisfied with their trip beholding with astonishment the high waves dashing against the rocks and this immense Ocean". Cape Disappointment is with certainty the first place where the expedition met the Pacific in all its grandeur.

Both British and American interests were concerned with the lower Columbia. It promised not only a lucrative fur trade but also the possibility of increased national expansion. Following the War of 1812 and the execution of a joint occupation agreement in 1818, both nations were eager to see the area annexed to their respective territories. To demonstrate the United States' interest, the Sloop-of-War Ontario, commanded by James Biddle, arrived off Cape Disappointment in August of 1818, and landed three boats on the shore of Baker Bay near the present Coast Guard buildings. Members of the Ontario's crew then presented the American flag with three cheers, turned a sod of earth and nailed a leaden tablet to a tree. The ship then fired a national salute. Not to be outdone, officers of the H.M.S. Blossom conducted a similar ceremony several months later.

With the development of the fur trade, Cape Disappointment found frequent use as a lookout from which to watch for ships about to enter the Columbia and to check the winds and extensive bar. The impressive point was often noted by travelers and at least as early as 1841, its suitability for fortification noted. In that year, Lieutenant Charles Wilkes, commanding the United States Exploring Expedition, visited the Northwest Coast and opined that a steamer, a few guns on Point Adams and a small fort on Cape Disappointment could effectively secure the Columbia River mouth. Several years later, other observers felt that the Cape could be made "almost as impregnable as the Rock of Gibraltar". In 1845, a bill to organize Oregon as a territory of the United States included a provision for the erection of a fort at the mouth of the Columbia. Although the bill was not made law, it did cause discomfort in Great Britain. Sir George Simpson, Governor of the Hudson's Bay Company, wanted British rights in America protected and stated that it ". . . would be highly important to get possession of Cape Disappointment and erect thereon a strong battery".

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Seeking to secure the strategic point for Great Britain, the Hudson's Bay Company purchased the Cape for \$200 in 1845, only to find that it had paid the money to a tenant and not the true owners. When the purchase from the legal owners was at last consummated, British Army officers, sent from Canada to make a military reconnaissance, recommended that the headland be fortified with three batteries of heavy guns. The controversy was settled in 1846 by treaty which transferred the territory south of the 49th parallel to the United States.

The port established at Cape Disappointment after Hudson's Bay Company purchase did not flourish and apparently never exceeded anything more than a large log structure. In 1849, a real attempt to settle the Cape was begun by Elijah White, a former missionary. White established a donation land claim on Baker Bay and platted a new settlement he called Pacific City. White was successful in promoting the paper community and by 1850 it had a post office. The population never exceeded 75 however and any future it had came to an abrupt end on February 26, 1852, when a presidential order declared that all of Cape Disappointment, including Pacific City, was to be a military reservation.

The reserve as originally set aside contained about 620 acres, but portions of the land were set aside in 1859 and 1893 for the construction of the Cape Disappointment and North Head Lighthouses. The Cape Disappointment light, the first actual development undertaken by the government within the district being nominated, was begun in 1853 to guard the treacherous entrance to the Columbia River. By this time, the risks of entering the river were well known and many ships had been lost near Cape Disappointment. Fir trees on the Cape had been cut to provide a bearing but the effectiveness of such a device was obviously limited. The need for navigation aids was underscored by the loss of the bark Oriole at the river mouth in September of 1853 while bringing supplies for the construction of the light tower.

By 1854, "the most sorely needed light tower in [the] continental United States", was completed but there was no light installed in the tower until 1856 when a Fresnel lens of the first order arrived. First built in France in 1822 and used in a New England lighthouse, the lens was used at Cape Disappointment until 1898 when it was transferred to the newly completed North Head light. The North Head light was built when it became apparent that the light on the Cape could not be seen well from the north. With the completion of the transfer of the lens to the new lighthouse, a fourth order light was installed in the old tower and the oldest lighthouse on the Northwest Coast relegated to a harbor beacon. It was not electrified until 1937.

The Cape Disappointment light also served as a lookout for the Life Saving Station established at Fort Canby in 1877 by Captain J. H. White of the U.S. Revenue Service. Prior to the inception of the government service, volunteers had provided a similar service, often assisted by the Fort Canby garrison. The crew of this station participated in many heroic rescues over the years, rowing heavy clinker built boats through

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the ocean surf and swells. The Coast Guard maintains a rescue station today at Cape Disappointment, located on the former site of the old Fort Canby garrison structures. The station remains as one of the most active in the United States.

Although soldiers kept records of the weather beginning in 1864, the reports were spasmodic until 1878 when the Signal Corps was assigned the duty. Eventually, the weather station was transferred to the Weather Bureau. Observers were kept on top of the Cape reporting wind velocities and bar conditions. More important than this service was reporting the arrival and departure of ships; such information was vitally important to shipping interests. When the station was connected by telegraph to Astoria in 1888, information was relayed to shipping centers throughout the world. The weather station was closed in 1899 and reopened at North Head in August of 1902. North Head is known as the windiest station on the Pacific Coast, having recorded gales of up to 160 miles an hour.

Several attempts were made to fortify the area after it had become a military reservation but none met with acceptance until 1862 when Congress authorized \$100,000 to erect fortifications at the mouth of the Columbia, fearing a possible confrontation with Great Britain should that nation support the Confederacy during the Civil War. Construction was under way by August of 1863 and the project was sufficiently completed by April, 1864, to allow the works to be turned over to garrison troops.

These defenses consisted of three batteries, the West Battery (also known as the Right Battery, Tower Battery or Lighthouse Battery), the Center Battery and the East Battery, also known as the Left Battery. The batteries were armed with a variety of eight, ten and 15-inch Rodmans and two 300 pounder Parrott guns. Most of the armament was placed in the West Battery covering the outer approaches to the river's entrance. The exact armament of each battery changed a number of times with the availability of various pieces of ordnance and by the turn of the century, the armament also included several eight-inch converted rifles. By far the best known weapon at the fort was a massive 15-inch Rodman which, with no particular claim to originality, was known as "Old Betsy". The cannon was seldom fired since the concussion of the blast threatened the glass in the nearby lighthouse; in 1893 it was relocated to the Center Battery.

Although completed and garrisoned, the post was not named until 1875. Commanders had called the post Fort Columbia or Fort Cape Disappointment but it was officially named Fort Canby after Brevet Major General Edward Richard Sprigg Canby, who had been killed by the Modoc Indians in 1873.

Even at the time the post was officially named, it was falling into disrepair and its weapons into obsolescence. A visitor to the fort in 1900 correctly assessed the aging muzzle loaders "as harmless as Dundee Reed's bronze lions on Fourteenth Street, Portland." The circumstance was a typical one after the Civil War as the nation's

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harbor defenses were allowed to moulder. By the late Nineteenth Century, however, a major program was under way to develop an unusual and completely modern system of coast defense relying on the most sophisticated weaponry that Victorian America could produce. The program benefited Fort Canby with the construction of Batteries Harvey Allen and Elijah O'Flyng, mounting three and two six-inch guns respectively on disappearing carriages.

Most Pacific Coast fortifications of the Endicott system were larger and somewhat more complex and in that respect Fort Canby cannot be said to be a typical representative of such defenses. It was, however, an important element in the Harbor Defenses of the Columbia River. Work on the two batteries began in August of 1904 and was completed in December, 1905, although the guns were not mounted until the next year.

Because jetties built to the south and north of the Columbia River mouth had the effect of moving the real entrance of the river farther out to sea, the entrance became to be far beyond the range of the heavy guns at Fort Stevens on Point Adams, Oregon, and could only be reached by Fort Canby's batteries. Batteries Allen and O'Flyng were hardly meant to inflict much damage upon heavy naval vessels and in 1913, artillery officers recommended that a mortar battery be built at Fort Canby. After World War I, four 12-inch seacoast mortars were transferred from Battery Clark at Fort Stevens to a new installation, Battery Guenther, at Fort Canby. Battery Guenther was the last seacoast mortar battery built in the United States. Although the mortar battery was added to the defenses, three of the six-inch guns were removed from Fort Canby during World War I for conversion to mobile artillery. As a result, Battery O'Flyng was abandoned and Battery Allen reduced to two guns.

During World War II, a battery of long range six-inch guns was built on McKenzie Head. Titled Battery 247 (the naming of batteries having become an anachronism between wars), it was wholly underground except for the guns themselves which were protected by heavy egg-shaped steel shields. This battery was equipped to fire its weapons assisted by radar. Battery 247 and the other installations at the fort were disarmed following the end of World War II although a claim has been made that Battery Allen was "the last battery of its type in the United States to be manned", remaining in service until March 9, 1945.

The Columbia River is the largest river on the Pacific Coast of the United States but early mariners found the entrance well set with shifting shoals, bars and beaches that made entering the river a hazardous affair. In 1885, work began on a jetty construction project which would straighten the main channel and keep it clear and deep. The project was only partially successful; the jetty, built from Point Adams opposite Cape Disappointment, had diverted the main channel. The solution recommended was the construction of the existing North Jetty extending from the base of Cape

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Disappointment. The work began in September, 1913. A falsework of driven piles was built along the path of the jetty and railroad tracks were laid on the falsework. Small engines hauled cars loaded with massive stones which were dumped on either side of the trestle or falsework, filling it in and providing a major diversion of the Columbia's flow. The jetty as completed in 1917 was over two miles long and was 28 to 32 feet above mean low water. Nearly three million tons of stone were placed in the structure. The length has fluctuated with storm action over the years but the North Jetty remains a major monument to coastal engineering. Not only did its construction provide for a deep, maintenance free channel but it shifted the sands of Peacock Spit to the north and stabilized them. By 1930, the entire area between the end of the jetty and North Head was filled to heights of 12 to 17 feet above low water. About 48 million cubic yards of sand have been deposited in that area since the jetty was started in 1913.

Cape Disappointment owes its significance to its long relationship with the marine history of the Pacific Coast and the Columbia River. It served as an important point in the defense of that river and provided major navigation aids to ships seeking entrance to the Columbia. Over 230 ships have been wrecked, stranded or sunk in the vicinity of the Columbia River mouth and about 20 within the boundaries of the Cape Disappointment Historic District, making the Cape, for one popular writer, "the tombstone of the Pacific graveyard". Cape Disappointment, known to 16th Century Spanish explorers, is one of the most important points in the development of the Pacific Northwest.

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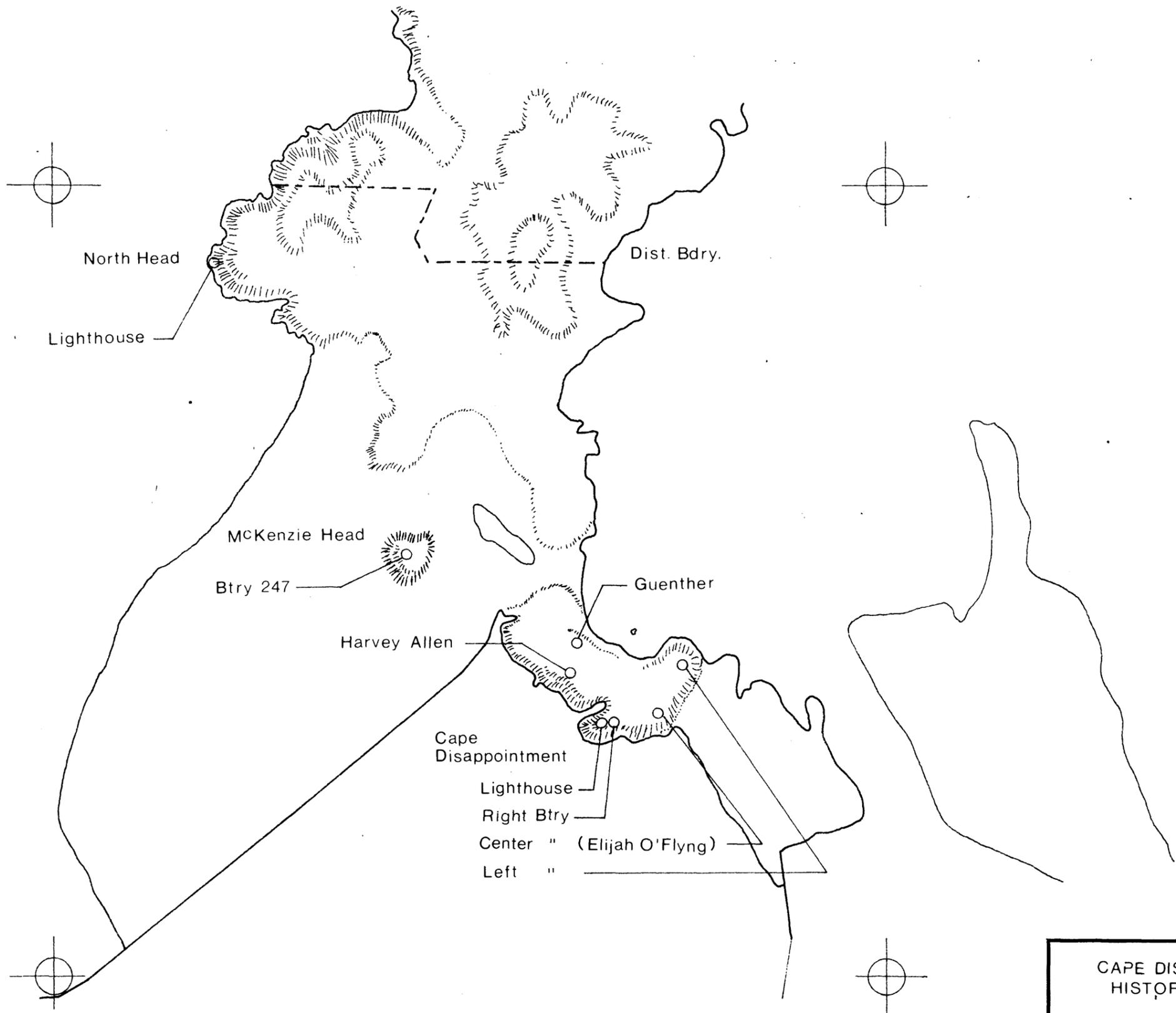
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History of the Portland District, Corps of Engineers, 1871-1969, Portland, 1970.



Pacific Ocean

Columbia River

CAPE DISAPPOINTMENT HISTORIC DISTRICT	
WASHINGTON STATE PARKS AND RECREATION COMMISSION	
DRAWN BY	SCALE 1:24,000
DATE	DRAWING NO.