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(Approved 3/87)

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United States Department of the Interior  
National Park Service

NATIONAL REGISTER

NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in Guidelines for Completing National Register Forms (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries. Use letter quality printer in 12 pitch, using an 85 space line and a 10 space left margin. Use only archival paper (20 pound, acid free paper with a 2% alkaline reserve).

1. Name of Property

historic name Baileys Harbor Range Lights

other names/site number N/A

2. Location

street & number Southeast corner, STH 57 & County Q N/A not for publication

city, town Baileys Harbor N/A vicinity

state Wisconsin code WI county Door code 029 zip code 54202

3. Classification

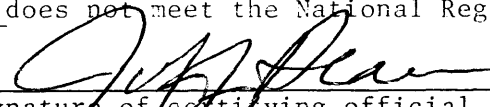
Ownership of Property	Category of Property	No. of Resources within Property	
		contributing	noncontributing
<input type="checkbox"/> private	<input type="checkbox"/> building(s)		
<input checked="" type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	<u>4</u>	<u>2</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site		<u>      </u> sites
<input checked="" type="checkbox"/> public-Federal	<input type="checkbox"/> structure		<u>      </u> structures
	<input type="checkbox"/> object		<u>      </u> objects
		<u>4</u>	<u>2</u> Total

Name of related multiple property listing:  
N/A

No. of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this X nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets \_\_\_ does not meet the National Register criteria. \_\_\_ See continuation sheet.

X 

Date 4/14/89

Signature of certifying official  
State Historic Preservation Officer-WI  
State or Federal agency and bureau

In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register criteria. \_\_\_ See continuation sheet.

Signature of commenting or other official

Date

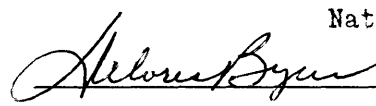
State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

Entered in the  
National Register

X entered in the National Register  
\_\_\_ See continuation sheet




Date 9/21/89

\_\_\_ determined eligible for the National Register. \_\_\_ See continuation sheet

\_\_\_ determined not eligible for the National Register.

\_\_\_ removed from the National Register.

\_\_\_ other, (explain:)

 Signature of the Keeper

Date

6. Functions or Use

Historic Functions  
(enter categories from instructions)

Current Functions  
(enter categories from instructions)

DEFENSE/ Coast Guard Facility  
Domestic/single dwelling

Domestic/single dwelling

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7. Description

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Architectural Classification  
(enter categories from instructions)

Materials  
(enter categories from instructions)

Other: Navigational Aid

Other: Vernacular

foundation Stone

walls Weatherboard

roof Asphalt

other Brick

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Describe present and historic physical appearance.

The Baileys Harbor upper and lower range lighthouses are located at the north end of Baileys Harbor bay, in a unique geological area known as "the ridges." Geologically, the ridges represent various topographical stages in lake shoreline evolution. Today, the Ridges is the name of the sanctuary developed to protect the fragile ecological system extant in the area.

The Ridges is a generally flat, well wooded area. Within this setting, the upper range light is located approximately 405 meters from the lake shore, while the lower light is approximately 115 meters from the shoreline. Because the area is well wooded, as well as the fact that both lights had to be visible from the lake, a 290 meter corridor between the two lights was cleared at the time of construction and has been maintained since then. The corridor is approximately 15.5 meters wide. The focal plane of the upper light was 39 feet, while that of the lower light was 22 feet. In addition, the upper light is located about 10 meters directly east of STH 57, which runs north/south at that point, and the lower light is found immediately adjacent to Ridges Drive, a town road that runs East Northeast at that place.

The Baileys Harbor upper and lower range light district is comprised of six buildings: four contributing and two non-contributing. Contributing buildings include the upper range light and keepers house, the lower range light, a privy and oil house. The non-contributing buildings are two sheds.

Built in 1869,<sup>1</sup> the upper range light and keeper's house is the main building in the district. Rising from a fieldstone foundation with a mortar veneer, this one and one half story, 36' by 24,' gabled building has clapboard siding. A small porch with a shed roof supported with four decorative, chamfered posts with molding capitals and brackets is found over the front entrance, which itself consists of a four panel door flanked by side lights. A one-room, shed roof wing is also found at the rear of the building. There are three six-over-six light, sash windows on either side of the building. One window with four lights is found in each of the three walls of the rear room, and two windows with six lights are found in the front and back gables, centered over the shed roof porch and back wing. The front gable is clipped, rising from which is the upper range light tower. The tower is a small, rectangular, gabled structure that is sheathed in clapboard. It has a two-over-two light sash window on either side, the western one of which is covered up, and a single light window with a round arch in front for the range light itself. A brick chimney with three flues rises from the back portion of the roof.

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<sup>1</sup>Door County Advocate, 16 September 1869.

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Entering the upper range light and keeper's house one immediately finds a bathroom (a former storage room) to the right, a hallway to the right center, stairs to the left center and a bedroom to the left. Walking into and through the bedroom, one finds an area that is now used as an office. To the right of the office is the living room, which one would also enter by walking straight down the hallway from the entrance. Beyond the living room is the kitchen that is located in the shed roof room at the back of the building. Ascending the stairs, one walks straight into another bedroom. The stairs continue then to the upper range light chamber which is now empty. There are no significant interior details in this structure.

The lower range light, also built in 1869, rises from a fieldstone base. Located approximately 900' down range from the upper light, the lower half of this wooden structure is square, 7'11" by 7'11". Approximately halfway up, however, the squared corners are canted, thus creating an octagonal tower. This structure is sheathed with vertical boards. The entrance is in the northeast section of the lower half of the tower. It has a solid door with a small, shed roof entry porch. The porch has a plank floor. The light itself was located in a rectangular, single pane window in the octagonal section directly facing the lake. A smaller rectangular window is located directly opposite from the light window, thus enabling the light keeper at the upper light to monitor the lower light. The final window in this structure is placed in the lower section of the tower that faces southwest. It has a round arch and illuminates the lower level interior. A metal roof with a finial crowns this building. The light chamber was vented by four vents, one placed in every other octagonal section.

The interior of the lower light has two levels. The lower level consists of nothing more than a small room and is presently empty. A ladder facilitates movement from the lower level to the light chamber located directly above. That chamber is also empty.

Another contributing structure in the district is the privy. It is a simple, 7'1" by 5'1," gabled clapboard structure with a paneled door. It is located approximately 41' East Northeast from the upper range light, and has a circa date of about 1920.<sup>2</sup>

The final contributing building is the oil house. This small 9' by 7' structure is built of brick laid in a common bond. It has a heavy steel door and a metal hip roof. It is located about 125' East Northeast from the upper range light and was built

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<sup>2</sup>The privy is not seen in historic photographs that date to the early part of the twentieth century. Its construction, therefore, is assumed to have occurred sometime after 1915.

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around 1900.<sup>3</sup> This building was used to store the oil that originally illuminated the upper and lower lights. Because the oil was so volatile, it was stored in brick structures that were placed some distance from other buildings.

Two board and batten sheds are located within the district, immediately to the northwest of the upper range light and keepers house. Believed to have been moved to their present locations, these structures are deteriorating and considered non-contributing.

Throughout their operation, the Baileys Harbor upper and lower range lights required very little maintenance. The Lighthouse Board occasionally mentioned that routine work had been done at the lights, but the only maintenance deemed major enough to merit mentioning specifically was the replacement of the lower range light with a fifth-order lens and a tubular burner and parabolic reflector in 1897,<sup>4</sup> replacement of the upper light with a fifth-order lens in 1902,<sup>5</sup> and the installation of 1400' of fence around the upper light and keeper's house in 1906.<sup>6</sup> In addition, an enclosure was built around the back door at some point.

The source of light was also modernized. First from oil to gas, then to electricity. The Coast Guard deeded much of the range light property to Door County in 1936. The lighthouse keeper was eliminated from this station in 1930 when the conversion to electricity came.<sup>7</sup> The keeper's house was then leased out, the occupants having the responsibility of maintaining the lights until they ceased operation when replaced by a single range light in the 1960s.

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<sup>3</sup>A review of Light-House Board annual reports indicates that new oil houses were being built throughout the district at this time. Lacking a specific date for this structure, therefore, it is assumed that it was built during that period.

<sup>4</sup>Annual Report of the Light House Board to the Secretary of the Treasury for the Fiscal Year Ending June 30, 1897 (Washington, D.C.: GPO, 1897), p. 135.

<sup>5</sup>Annual Report of the Light House Board to the Secretary of the Treasury for the Fiscal Year Ending June 30, 1902 (Washington, D.C.: GPO, 1902), p. 177.

<sup>6</sup>Annual Report of the Light-House Board to the Secretary of Commerce & Labor, June 30, 1906 (Washington, D.C.: GPO, 1096), p. 97.

<sup>7</sup>Roy Lukes, The Ridges Sanctuary (Baileys Harbor, WI: Ridges Sanctuary, 1988), p. 24.

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The upper and lower lights, the privy and the oil house are located on property owned by Door County and leased to the Ridges Sanctuary. The keeper's house is now the summer residence for the center's seasonal naturalists. The upper light chamber, as well as the lower light, are empty.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:      nationally   X   statewide   X   locally

Applicable National Register Criteria   X   A      B   X   C      D

Criteria Considerations (Exceptions)      A      B      C      D      E      F      G

Areas of Significance

(enter categories from instructions)

Period of Significance

Significant Dates

Dates

  Architecture  

  1869 - 1939  

  1869<sup>1</sup>  

  Transportation  

Cultural Affiliation

  N/A  

Significant Person

  N/A  

Architect/Builder

  Breitbach, Andrew<sup>2</sup>  

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Statement of Significance:

The Baileys Harbor range lights are eligible for the National Register for their local significance under Criterion A. Baileys Harbor was a prominent Door County port, serving passenger and freight ships alike. Entrance to the harbor, however, was hindered by sand bars. The range lights directed ships through the passage and into the harbor, thus promoting local business and commerce. The lights are also eligible for state significance under criterion C. Virtually all lighthouses that remain in Wisconsin are lights placed to warn of navigational hazards on or near the open water, and have single lights placed in towers of varying size. The Baileys Harbor range lights are architecturally unique because they are range lights that provide guidance into a harbor. As such they did not utilize a single light in a conventional tower, but rather two lights in substantially less imposing buildings. A survey of lighthouses on Lakes Michigan, Superior and Huron by Charles K. Hyde found no other light like the Baileys Harbor range lights in Wisconsin. Therefore, they are being nominated as the state level of significance as a singularly unique resource.

Historical Background:

Baileys Harbor history dates back to about 1847 when, according to historian Hjalmar

<sup>1</sup>Door County Advocate, 16 September 1869.

<sup>2</sup>Roy Lukes, The Ridges Sanctuary (Baileys Harbor, WI: The Ridges Sanctuary, 1988), p. 24.

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R. Holand, a Captain Bailey was looking for refuge for his ship in a storm. He was able to guide his ship into a little known bay, which he then had time to explore until the storm subsided. Bailey reportedly found abundant quantities of stone that could be used for building and timber that could be used for cordwood. He took samples of both to Milwaukee, his ship's destination, and gave such a glowing account of the area that it came to be known as Baileys Harbor.<sup>3</sup>

Bailey's ship was owned by Alanson Sweet. He hoped to take advantage of the stone and cordwood potential described by Bailey, and use them to fill his ships that would otherwise be returning to Milwaukee empty. Sweet built a pier at Baileys Harbor in 1849 to facilitate shipping those commodities. In 1851 he received approval from the federal government to build a lighthouse in the bay, and later got the community named as the Door County seat.<sup>4</sup> Sweet left the town shortly thereafter, however, and it largely fell to ruins.

A new attempt at development in Baileys Harbor came with construction of six lime kilns in 1857. That business failed, unfortunately, as the proprietors encountered problems shipping lime on the open water.<sup>5</sup>

Moses Kilgore arrived in Baileys Harbor in 1860. He built a pier in 1861, which served as a catalyst to local commerce and made Baileys Harbor the county's busiest cordwood shipping center for forty years. Another pier was built to the south of Kilgore's in 1865. The community prospered. Although population figures are vague, the town had at least thirteen businesses by 1879, ten years after the range lights had been built. Two of those businesses were dock operations and three were hotels. Those operations, as well as the fact that shipments of cordwood, cedar posts, poles and tanning bark were identified as the town's primary products, indicate a strong orientation to the lake and transient nature of the shipping business.<sup>6</sup> Although Baileys Harbor's historic population never exceeded 300, the community's reliance on the lake's transportation system remained. References for shipping goods to the

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<sup>3</sup>Hjalmar R. Holand, History of Door County Wisconsin (Chicago: S.J. Clark Publishing Co., 1917), pp. 384-385.

<sup>4</sup>Ibid.

<sup>5</sup>Ibid., pp. 386-387.

<sup>6</sup>Wisconsin State Gazetteer and Business Directory (Milwaukee: William Hogg, 1879), pp. 83-84.



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community frequently included the notation that "in summer goods should be shipped direct by water."<sup>7</sup> Additionally, in the late 19th and early 20th centuries, Baileys Harbor loaded 100 ships with local cargo a year, and was a regular stop for the Goodrich Steamship Line which called on the Harbor twice a week.<sup>8</sup>

Transportation

The Baileys Harbor range lights were part of a navigation system maintained and operated by the Federal government since 1789 when Congress created the Lighthouse Establishment.

Originally empowered for one year, the Lighthouse Establishment was given the authority to acquire, maintain and operate the twelve lighthouses that had been built by individual colonies. By 1820 the Lighthouse Establishment, which had subsequently been made a permanent organization, had expanded its scope of operation to include fifty five lights along the nation's coasts. According to Kirk F. Mohney in his National Register Nomination "Light Stations of Maine," "these early lights were apparently built to meet immediate and pressing local needs and were not conceived as integral components of a general system of navigational aides."<sup>9</sup>

To facilitate lighthouse construction, and lacking a staff of its own to design and build them, the Lighthouse Establishment contracted with individuals for that service. The Establishment, for instance, retained Winslow Lewis, whose patent for lamps it bought, to maintain "any or all of the lighthouses in the United States of territories thereof, ...."<sup>10</sup>

Apparently the Lighthouse Establishment did not operate as efficiently as it should have because many complaints were received about it in the 1830s. The publishers of Blunt's Coast Pilot, made one of the complaints, and suggested that "the whole lighthouse system needs revision, a strict superintendence and an entirely different

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<sup>7</sup>Wisconsin State Gazetteer and Business Directory (Chicago: R.L. Polk & Company, 1891), p. 148.

<sup>8</sup>Ibid., pp. 386-387, 388, 392.

<sup>9</sup>Kirk F. Mohney, "Light Stations of Maine, National Register Nomination, July, 1987.

<sup>10</sup>Ibid.

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plan of operation.'" Consequently a study was undertaken to evaluate American lighthouses against their European counterparts. Further, Congress authorized the creation of manageable coastal lighthouse districts and appointed naval officers for each to evaluate facilities as well as to determine what future needs may evolve. As Mohny notes "this was a clear step toward the development of a more fully integrated lighthouse organization."<sup>11</sup>

I.W.P. Lewis, an engineer, was appointed by the Secretary of the Treasury to develop a complete lighthouse system for the nation's coasts in 1842. In addition, major problems in the United States lighthouse system were identified as a result of the European tour taken by two naval officers.<sup>12</sup>

No immediate action was taken on the recommendations made from the European tour. That fact notwithstanding, the U.S. lighthouse system continued to grow. There were 325 lighthouses and lightships, along with 1,000 other navigational aids that the Lighthouse Establishment was responsible for by the mid 1840s. With respect to the quality of those facilities, Mohoney quoted one author who said "'it is true that many of the lighthouses then built were later rebuilt more substantially, yet the class of work done probably met at a moderate cost the immediate needs of a growing country."<sup>13</sup>

Congress passed an act on March 3, 1851, which authorized the Secretary of the Treasury to appoint a board to completely review the activity of the Lighthouse Establishment and make recommendations regarding it. That act also put Army engineers in charge of building and renovating the nation's lights, as well authorizing placement of the new Fresnel lens in them.<sup>14</sup>

Despite the objections of the superintendent of the Lighthouse Establishment, the board appointed by the Secretary of the Treasury recommended a complete reorganization of the lighthouse system. Congress agreed, and in 1852 created the Lighthouse Board which was to be largely comprised of engineers and scientists. One of the first acts of the Board was to make sure that old Argand lamps were replaced with the Fresnel

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<sup>11</sup>Ibid.

<sup>12</sup>Ibid.

<sup>13</sup>Ibid.

<sup>14</sup>Ibid.

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lens as quickly as possible. The Board was also responsible for the design and implementation of the bell buoy (1854), the siren fog signal (1866), a whistling buoy (1876) and a gas buoy (1882), as well as mandating that "all constructions, renovations, and repairs of towers and buildings, be hereafter made upon the plans, estimates, and drawings, and under the personal superintendence of an officer of engineers of the army...."<sup>15</sup>

Under the Lighthouse Board, a comprehensive system of navigational aids was established in the United States. In 1910 the Bureau of Lighthouses replaced the Lighthouse Board, and assumed control of 1,397 lights, 3,992 lighted aids, 6,507 unlighted aids of which 457 were fog signals. The Bureau of Lighthouses expanded in 1912 when the number of districts grew from sixteen to nineteen. Geographically, it was responsible for the navigational system as far west as Hawaii, as far north as Alaska, and as far south as Puerto Rico; and it included the Baileys Harbor range lights. The Coast Guard assumed control of the lighthouse system in 1939, and operates it today.<sup>16</sup>

As previously stated, the 1851 Act of Congress that reorganized the Lighthouse Establishment said that all lights should be converted to Fresnel lenses. That resulted from the fact that many of those early lighthouses were illuminated with Argand lamps and reflectors.<sup>17</sup> Fresnel lenses were introduced into US lights in 1841. They were able to greatly intensify a light beam by concentrating it through a lens, the central portion of which was comprised of refracting (dioptric) prisms, while the upper and lower part of the lens both reflected and refracted (catadioptric). There were seven orders of Fresnel lenses, all differentiated by their focal lengths. The first order lens had a 36.2" length, second order had a 27.6" length, third order had a 19.7" length, third- and-a-half order had a 14.7" length, fourth order had a 9.8" length, fifth order had 7.4" focal length, and the sixth order had a 5.9" focal length.<sup>18</sup> Second order Fresnel lenses were the largest ones found on the Great Lakes, and in 1892, there were only three of those. There were twenty three third order

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<sup>15</sup>Ibid.

<sup>16</sup>Ibid.

<sup>17</sup>George Weiss, The Lighthouse Service: Its History, Activities, and Organization (Baltimore: Johns Hopkins University Press, 1926; reprint, New York: AMS Press, 1974), p. 34.

<sup>18</sup>Ibid.

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lenses in 1892, the balance having third-and-a-half to sixth order lenses.<sup>19</sup> The Baileys Harbor Range Lights had fifth order lenses.<sup>20</sup>

The lighthouse system on the Great Lakes evolved as part of the national system built by the Lighthouse Establishment and the Lighthouse Board. Lighthouses on the Great Lakes date back to 1818. By 1822 there were five lighthouses on Lake Ontario and one on Lake Erie.<sup>21</sup> The first lighthouse on Lake Michigan was built at the mouth of the Chicago River in 1832.<sup>22</sup> By 1840 there were eleven lighthouses on Lake Michigan, and sixteen more were built between 1841 and 1852.<sup>23</sup> The lights were needed to facilitate the growth of shipping on the Great Lakes in general. The number of ships on the lakes, for example, grew from forty five steamers and 217 sail in 1836, to 369 steam and 1,207 sail in 1860.<sup>24</sup>

The lighthouse that Alanson Sweet built in 1851 was one of the sixteen lights built on Lake Michigan between 1841 and 1852. Lights developed within the nation's navigational system were intended to do one of three things. They could warn of open water hazards to navigation, identify the entrance to a port, or they could actually guide ships through navigational hazards, usually into a harbor. Sweet's lighthouse attempted to serve a double purpose. It was designed to warn ships on the open water of a rocky shoreline, as well as to identify the entrance to the port at Baileys Harbor. It apparently did neither adequately, because on 20 July 1868 Congress authorized moving Sweet's light to Cana Island. Congress further appropriated \$6,000 for the construction of range lights to guide ships through the sand bars and into

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<sup>19</sup>Hyde, Northern Lights, p. 26.

<sup>20</sup>Annual Report of the Light House Board to the Secretary of the Treasury for the Fiscal Year Ending June 30, 1897 (Washington, D.C.: GPO, 1987), p. 135; Annual Report of the Light House Board to the Secretary of the Treasury for the Fiscal year Ending June 30, 1902 (Washington, D.C.: GPO, 1902), p. 177.

<sup>21</sup>Charles K. Hyde, The Northern Lights: Lighthouses of the Upper Great Lakes (Lansing, MI: TwoPeninsula Press, 1986), p. 15.

<sup>22</sup>Hans Christian Adamson, Keepers of the Lights (New York: Greenberg, 1955), pp. 318-319.

<sup>23</sup>Hyde, Northern Lights, p. 16.

<sup>24</sup>Ibid., p. 15.

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Baileys Harbor and discussed placing range lights in North Bay. The North Bay lights, a Lighthouse Board annual report noted, "... taken in connection with the coast light on Cana Island and the ranges for Bayley's [sic] Harbor, this portion of the coast of Lake Michigan, now so much dreaded in stormy weather, will be made almost perfectly safe."<sup>25</sup>

The Baileys Harbor range lights were built concurrently with the Cana Island light. The range lights were built of wood, according to the Door County Advocate, with one light on the beach and one 60 rods inland.<sup>26</sup> The range lights were built by Andrew Breitbach, a Detroit carpenter who left a "signature board" on the upper light dated 21 October 1869.<sup>27</sup>

The Door County Advocate reported on 3 February 1870 that the Cana Island light was lit for the first time on 24 January 1870, and that "the range lights at Baileys Harbor are ready to be lighted."<sup>28</sup> The lights were north of town and placed on a line North 27 degrees west. The lower light was fixed red, 22' above water, and placed in a white wooden tower. The rear light was fixed white, 39' above water, and in a wooden tower atop the keepers residence. "To enter the harbor," the Advocate explained, "at four miles distance bring the lights in range [bring the lights into a vertical plane], and stand directly in toward the anchorage."<sup>29</sup>

So it was that the ships arriving to load the cordwood, cedar posts, poles and tanning bark produced in and around Baileys Harbor were able to enter the port. For a town so directly dependent on the Lake and its transportation system, the range lights were vital, for without them many ships attempting to enter the harbor likely would have been caught on the sand bars.

The North Bay range lights were never built, but the Cana Island light, which "serv[ed] the double purpose of a lake-coast light, and at the same time mark[ed] the

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<sup>25</sup>Annual Report of the Lighthouse Board to the Secretary of the Treasury for the Fiscal Year Ending June 30, 1868 (Washington, D.C.: GPO, 1868), pp. 74-75.

<sup>26</sup>Door County Advocate, 16 September 1869.

<sup>27</sup>Lukes, The Ridges, p. 24.

<sup>28</sup>Door County Advocate, 3 February 1870.

<sup>29</sup>"Baileys Harbor Lights," Door County Advocate, 31 March 1870.

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near approach to Bayley's [sic] Harbor, ..."30, along with the newly constructed Baileys Harbor range lights themselves, did much to facilitate Baileys Harbor survival as a Door County village.

Architecture

Charles K. Hyde surveyed all the lighthouses on Lakes Huron, Michigan and Superior. That project was the basis of a book, The Northern Lights: Lighthouses of The Upper Great Lakes, which was published as part of the Michigan Heritage Series in 1986. Generally speaking, Hyde identified three types of lights in his book: pier or breakwater lights, which, as their names suggest, are those found on the piers and breakwaters at harbor entrances; coastal lights, which are placed along shorelines and on islands to warn of open water navigation hazards; and range lights, which are designed to guide ships through a navigational hazard, usually into a harbor. As such, within the general classification of lighthouses, range lights comprise an easily identifiable sub-classification because they require two lights to complete one unit and neither of the others do. And within the range light sub-classification there were those with the upper light incorporated into the keeper's residence and those where the keeper's residence was totally separate from the lights themselves. Examples of this latter type are those found at Munising, Michigan as well as at the mouth of the Maumee River (Manhattan Range Lights), Michigan.

Hyde identifies three range lights that incorporate the upper light into the keeper's house that are still extant, two in Michigan and one in Wisconsin. The Michigan range lights are those at Presque Isle and Copper Harbor. The Presque Isle range lights are very much like those at Bailey's harbor. The main differences are that the Presque Isle upper light has a small inclosed porch on the front, and no windows flanking the main doorway, or windows in the second floor above the front door. Instead, it has two round arch window flanking the front door. The lower Presque Isle light is also similar to the lower light at Baileys Harbor, the major variation being that the it has no porch at the entryway.<sup>31</sup> The second Michigan range light is that one found at Copper Harbor. It is similar to the ones at Presque Isle and Baileys Harbor in that it is a one and one half story structure that incorporated the rear light. It has an open porch, and at least one dormer in the roof. Neither Baileys Harbor or Presque

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<sup>30</sup>Annual Report of the Lighthouse Board to the Secretary of the Treasury for the Fiscal Year Ending June 30, 1970 (Washington, D.C.: GPO, 1870), p. 65.

<sup>31</sup>Ibid., p. 94.

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Baileys Harbor, Door County, WI

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Isle had dormers. The original front light at this location has been removed.<sup>32</sup>

The Wisconsin range lights are those at Baileys Harbor. The direct similarity between the upper and lower range lights at Baileys Harbor and those at Presque Isle suggest that they were products of the Lighthouse Board's efforts to develop and use standardized designs for their facilities.

The Baileys Harbor range lights incorporated the upper light into the keeper's residence and guided ships safely into a harbor. The Baileys Harbor upper and lower range lights are architecturally significant as the only example of the range light sub-category of lighthouses found in the state designed that way and for that purpose.

Summary

The Baileys Harbor range lights are a significant resource because of the role they played in facilitating the development of Baileys Harbor as a lake port in the nineteenth and twentieth centuries. Were it not for the lights and the passage into the harbor that they guided ships through, Baileys Harbor likely would not have developed into the major cordwood and passenger shipping point that it was. Likewise, the lights are significant as the only example of the range light sub-category of lighthouses used to guide ships into a harbor and that incorporated the upper light into the keeper's dwelling that Wisconsin has.

Period of Significance: The beginning is 1869, the date of construction of the range lights. The end date coincides with the fifty year rule and is 1939, although the range lights continued to operate into the 1960s.

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<sup>32</sup>Hyde, Northern Lights, pp. 175, 177.

9. Major Bibliographical References

See continuation sheet

Previous documentation of file (NPS):
N/A preliminary determination of individual listing (36 CFR 67) has been requested
N/A previously listed in the National Register
N/A previously determined eligible by the National Register
N/A designated a National Historic Landmark
N/A recorded by Historic American Buildings Survey #
N/A recorded by Historic American Engineering Record #

X See continuation sheet

Primary location of additional data:
X State Historic Preservation Office
Other State agency
X Federal agency
Local government
University
Other
Specify repository:
National Archives

10. Geographical Data

Acreage of Property 5.42

UTM References:

A 1/6 4/9/0/5/4/0 4/9/9/0/7/4/0
Zone Easting Northing

B / / / / / / / / / / / /
Zone Easting Northing

C / / / / / / / / / / / /
Zone Easting Northing

D / / / / / / / / / / / /
Zone Easting Northing

See Continuation Sheet

Verbal Boundary Description That portion of Lot 2 that begins at, and includes, the Baileys Harbor lower range light, thence North 1050', thence West 450', thence in a South Southeasterly direction 1137' back to the point of beginning. This in fractional section number 17, Township 30 N, Range 28 E, County of Door, State of Wisconsin.

See Continuation Sheet

Boundary Justification

This boundary includes the area historically operated and maintained by the Light House board for the Baileys Harbor upper and lower range lights.

See Continuation Sheet

11. Form Prepared By

name/title John N. Vogel
organization Consulting Historian date 27 February 1988
street & number 301 North 73rd Street telephone (414) 258-6598
city or town Milwaukee, Wisconsin state WI zip code 53213



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PHOTOGRAPHS:

BAILEYS HARBOR RANGE LIGHTS  
Southeast corner, STH 57 & County Q  
Baileys Harbor, Door County  
Photo by John N. Vogel  
November 1988  
Neg. at WI Historical Society  
View to West  
Photo #1 of 5

BAILEYS HARBOR RANGE LIGHTS  
Southeast corner, STH 57 & County Q  
Baileys Harbor, Door County  
Photo by John N. Vogel  
November 1988  
Neg. at WI Historical Society  
View to Southwest  
Photo #2 of 5

BAILEYS HARBOR RANGE LIGHTS  
Southeast corner, STH 57 & County Q  
Baileys Harbor, Door County  
Photo by John N. Vogel  
November 1988  
Neg. at WI Historical Society  
View to North Northeast  
Photo #3 of 5

BAILEYS HARBOR RANGE LIGHTS  
Southeast corner, STH 57 & County Q  
Baileys Harbor, Door County  
Photo by John N. Vogel  
November 1988  
Neg. at WI Historical Society  
View to South Southeast  
Photo #4 of 5

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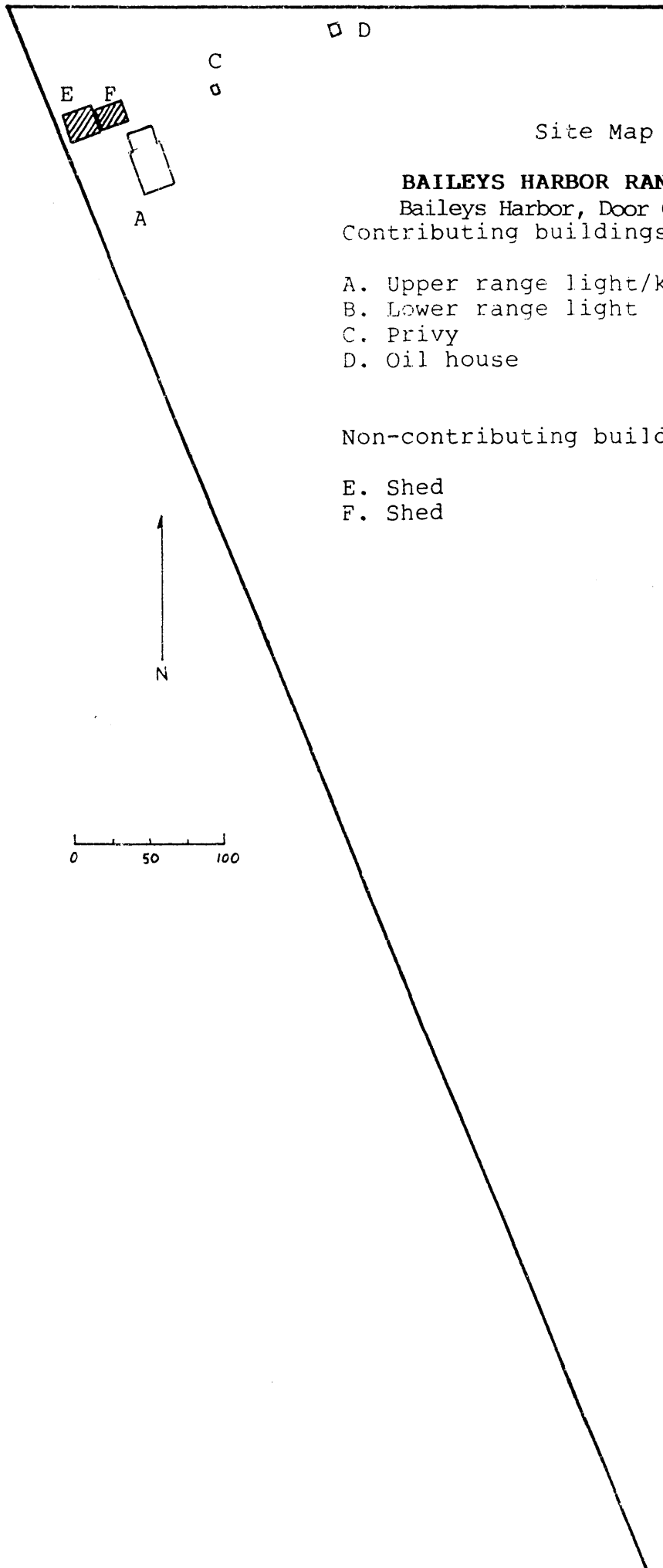
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Baileys Harbor, Door County, WI

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BAILEYS HARBOR RANGE LIGHTS  
Southeast corner, STH 57 & County Q  
Baileys Harbor, Door County  
Photo by John N. Vogel  
November 1988  
Neg. at WI Historical Society  
View to North Northwest  
Photo #5 of 5



Site Map

**BAILEYS HARBOR RANGE LIGHTS**

Baileys Harbor, Door County, WI

Contributing buildings:

- A. Upper range light/keepers house
- B. Lower range light
- C. Privy
- D. Oil house

Non-contributing buildings:

- E. Shed
- F. Shed

B