NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018

1177

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Tree Point Lighthouse.

other names/site number Tree Point Light Station (AHRS Site No. XPR-006).

2. Location

street & number: On the west coast of the mainland, east side of the southern entrance to the Revillagigedo Channel about 4.25 miles north of Cape Fox, Southeast Alaska. N/A not for publication

city or town: Ketchikan ☑ vicinity

state Alaska code: AK county Prince of Wales-Outer Ketchikan Census Area code 201 zipcode N/A.

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☑ 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 ☑ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☑ statewide ☐ locally. (☐ See continuation sheet for additional comments.)

Jay F. Marsh Date 8/21/04

Signature of certifying official/Title Federal Preservation Officer

Department of Homeland Security, United States Coast Guard.

State or Federal Agency and Bureau

In my opinion, the property ☑ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

John M. Autrosen Deputy SHPO Date 19 May 2004

Signature of certifying official/Title

Alaska Department of Natural Resources Division of Parks and Outdoor Recreation Office of History and Archaeology.

State or Federal Agency and Bureau

4. National Park Service Certification

I hereby certify that the property is:

☑ entered in the National Register
☐ See continuation sheet.
☐ 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 of Action

for Edson V.E. Beall 10/27/04

5. Classification

Ownership of Property (Check as many boxes as apply)

- ☐ private
- ☐ public-local
- ☐ public-State
- ☑ public-Federal

Category of Property (Check only one box)

- ☐ building(s)
- ☑ district
- ☐ site
- ☐ structure
- ☐ object

Number of Resources within Property (Do not include previously listed resources in the count).

Contributing	Noncontributing	
5	___	buildings
1	___	sites
2	1	structures
0	2	objects
8	3	Total

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing)

Light Stations of the United States

Number of contributing resources previously listed in the National Register

6. Function or Use

Historic Functions (Enter categories from instructions)

Transportation: water related: lighthouse

Current Functions (Enter categories from instructions)

Transportation: water related: lighthouse

7. Description

Architectural Classification (Enter categories from instructions)	**Materials** (Enter categories from instructions)	
Modern Movement: Art Deco (lighthouse)	foundation	Concrete (lighthouse)
	roof	Concrete with sealed membrane (lighthouse)
	walls	Concrete (lighthouse)
	other	Metal lantern house
Late 19th and early-20th Century Revivals: Classical Revival (residence)	foundation	Concrete
	roof	Asphalt (composition shingle)
	walls	Wood weatherboard
	other	Brick (chimney)
Late 19th and early-20th Century Revivals: Classical Revival (oil houses)	foundation	Concrete
	roof	Metal corrugated iron
	walls	Metal corrugated iron
Other: Box wood frame with side shed (boathouse)	foundation	Concrete (piers)
	roof	Wood shingle
	walls	Wood weatherboard

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

(see continuation sheet)

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [x] **A** Property is associated with events that have made a significant contribution to the broad patterns of our history
- [ ] **B** Property is associated with the lives of persons significant in our past.
- [x] **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [x] **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply)
Property is:

- [ ] **A** owned by a religious institution or used for religious purposes.
- [ ] **B** removed from its original location.
- [ ] **C** a birthplace or grave
- [ ] **D** a cemetery.
- [ ] **E** a reconstructed building, object, or structure.
- [ ] **F** a commemorative property
- [ ] **G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

Maritime history;
Transportation;
Architecture;
Archaeology: Historic - Non-aboriginal

Period of Significance
1904-1954

Significant Dates
1935
1904

Significant Person (Complete if Criterion B is marked above)

Cultural Affiliation
Euro-American federal government lighthouse service
Tligit Native Alaskan

Architect/Builder
U.S. Lighthouse Service/D.A. Chase/Edwin Laird

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets). *See continuation sheet*

9. Major Bibliographical References

Bibliography (Cite books, articles, and other sources used in preparing this form on one or more continuation sheets)

Previous documentation on file (NPS):

- [ ] preliminary determination of individual listing (36 CFR 67) has been requested
- [ ] previously listed in the National Register
- [ ] previously determined eligible by the National Register
- [ ] designated a National Historic Landmark
- [ ] recorded by Historic American Buildings Survey #
- [ ] recorded by Historic American Engineering Record #
- [ ] Other

Primary location of additional data:

- [ ] State Historic Preservation Office
- [ ] Other State agency
- [x] Federal agency
- [ ] Local government
- [ ] University
- [ ] Other

Name of Repository:
U.S.C.G. CEU Juneau; National Archives

10. Geographical Data

Acreage of Property 76.5 .

UTM References
(Place additional UTM references on a continuation sheet).

Quadrangle: USGS Prince Rupert D-3 (1955) 1:63,360 *See Continuation Sheet for additional UTM Reference Points*

	Zone	Easting	Northing
1	09	375682	6074351
2	09	375713	6074308
3	09	375919	6074390
4	09	376102	6074490

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared by

name/title: Robert M. Weaver .

organization: Hart Crowser, Inc. date: 2/27/03 .

street & number: 1910 Fairview Avenue E. telephone: (206) 324-9530 .

city or town: Seattle state Washington zip code 98102 .

Note: Archaeological Survey performed by Robert Weaver, RPA and Bruce Ream, RPA, Hart Crowser, Inc

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minutes series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO)

name U.S. Coast Guard Headquarters

street & number 2100 Second Street, SW telephone 202.267.1942

city or town Washington state DC zip code 20593

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public Reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service. P.O. Box 37127, Washington, DC 2001307127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 1050

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(8-86)

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Narrative Description:

The Tree Point Light Station formed part of a string of stations along the Inside Passage to Alaska, which served as the main passenger and freight corridor from West Coast ports.

In conjunction with the Mary Island light, the Tree Point facility served to mark the entry from Canada into United States waters through the Dixon Entrance and the Revillagigedo Channel. The original station was constructed over two seasons in 1903 and 1904, and was lighted on April 30, 1904. The original compound consisted of an octagonal fog-signal building with a central light tower, three residences, two oil houses, a barn, a dam and water supply system, and a boathouse and tramway system. The tram system included an engine house and storehouse on a bluff with a high trestle leading to the boathouse area near a small inlet north of the lighthouse. Around 1916, the boathouse and a portion of the tramway were relocated to an area east and south of the housing compound, and the earlier line was abandoned. Because of the topography, the main station compound spread out over about 28 acres, with building complexes wrapped around the point's hills and bluffs. In 1934 and 1935, a new reinforced concrete light and fog-signal building was built, and the older light demolished. The foundation for the original light and fog-signal building remains. An automated light system was installed in 1969, and solar power units replaced generators in 1987.

CONTRIBUTING BUILDINGS, STRUCTURES, AND OBJECTS

The Tree Point Light Station remains the most intact outpost in the southern section of Southeast Alaska. It includes the concrete light and fog-signal building built in 1935, one standing keeper residence, the two original oil houses, the later-period boathouse, and features of the water supply system. In addition, the tramway run is relatively intact. A derrick and winch, which replaced a previous system, post-dates the period of significance and is not listed as contributing.

Light and Fog-Signal Building

The light and fog-signal building stands about 35 feet east of a 10-foot-high bluff overlooking the rocks of Tree Point. Base elevation is 30 feet above mean tide line. Edward W. Laird designed the building under the supervision of Assistant District Superintendent Dwight W. Chase. Although Laird claims authorship of the design, records suggest that Chase had more of a hand in the inspiration than Laird recognizes. Laird arrived in Alaska in 1930 and designed or supervised the series of six replacement light and fog-signal buildings that were built between 1931 and 1940.

Although Laird has noted [1] that he was trained as an engineer and not an architect, the building design (as do the others from this period) presents a striking simplification and adaptation of Art Deco that, in a way, presages Moderne. Other than the lantern house, primary construction consists of cast-in-place reinforced concrete painted white.

The 36- by 18-foot fog-signal building is fronted by a 14- by 13-foot light tower. The single-story fog-signal building stands on top of a slightly raised portion of a subgrade basement and foundation, which forms a plinth for the rest of the building.

[1] Laird, E.W. 1991. Letter from Laird to Clarke and Gilmartin, Alaska DNR, OHA dated July 25, 1991.

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Overall height to the top of the parapet is 13 feet. The concrete light tower stands 55'10" above grade to the top of a balustrade that encloses the lantern house gallery; the gallery stands 52'4" above grade.

The design and massing of the exterior are elegantly simple and symmetrical. Pilasters on the tower and fog-signal building form the dominant features that define the Art Deco style. The corners of both the tower and the single-story building are marked with 3-foot-wide faces that project above the lantern house gallery and parapets, respectively. Each is topped with a stepped-back cap at 2'3" to the main face. Incised 3-foot by 3-inch vertical relief elements near the top of each pilaster reinforces the verticality. The corners of the tower project beyond the gallery to form the outward posts for an iron railing balustrade. Two additional pilasters flank the single-door rear entrance to the fog-signal building; these are located on the surface in line with the outer edges of the tower.

The primary entry occurs centrally on the tower façade accessed by three concrete steps. The original single six-panel wood door has been removed. A bas-relief shield medallion representing the lighthouse service (an eagle, surmounting a sailing ship, above a lighthouse) is cast into the surface just above the door. The openings for the foghorns, originally a diaphone system, were changed with electrification to TF 150/225 Supertyfon Sound Emitters in 1962. The fog-signal equipment has been removed. A horizontal bas-relief with a central vertical element caps the tower at the lantern house gallery.

Window openings are symmetrical throughout, although the frames and sash have been removed. The façade of the fog-signal building has openings on both sides of the tower. Originally these each contained a pair of 4-over-4 double-hung sash windows. Likewise, the north and south elevations had paired sashes that were centrally located. The rear elevation included the central door and two single double-hung sash units in each of the flanking bays.

Unlike other deco variant Alaska lighthouses built during this period, the tower windows do not reflect the winding internal stairway. Three double-hung 4-over-4 sash windows light the upper machinery room on the north, west, and south elevations. Similar units were located on the north and south sides of the entry level. Two windows of similar design at the mid- and two-thirds point of the rear (east) elevation provided stairway and interior landing lighting.

The existing 1935 tower supports the lantern house originally installed on the 1904 light tower. This lantern house was designed to accommodate a third-order Fresnel lens and had been originally equipped with one displaying a kerosene-fired fixed white light with a red sector to the south. Between 1910 and 1918, the third-order lens was replaced by an occulting unit with a fourth-order Fresnel lens made by Henry LaPaute of Paris. Coast Guard records indicate that this fourth-order Fresnel lens remained the light station's optic until 1963. The lantern house retains most of its original fabric, including ten vertical glazed panels with steel mullions. Overall diameter is 8'2". The lower part of each panel is a sheet-steel parapet segment. The lantern house stands 8'9" to the roof spring line and 9'6" to the top of the ventilator ball and lightning rod. The 22-inch vent ball remains intact as does the inside vent cone. The 5'5" door enters on the east side with glazing that continues the translucent line of the house. Originally, the lantern house held a kerosene-fired fixed white light with a red sector to the south between 136 and 147 degrees. Although the lantern house was designed as third-order, the light reportedly met fourth-order standards. About 1918, the fixed light appears to have been changed to an occulting unit with Fresnel lens. Power was upgraded to 192,000 candles with the electrification of the 1935 station, and improved to 283,000 candles in 1959. With conversion to alternating current in 1963, the fourth –order Fresnel lens system was removed. The lens was eventually transferred to the Tongass Historical Museum in Ketchikan where it can be viewed today. A DCB-36 beacon installed in its

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place upped candlepower to 1,800,000. In 1969, the system was replaced again with a 250 mm electronic lens mounted on the gallery outside of the lantern house. This reduced visibility from 15 to 9 miles, and the light was classified as minor. In 1977 the 250mm light was removed and replaced with a 300 mm lantern installed inside the lantern room. The lighthouse optic today remains this 300 mm lantern.

The interior arrangements and partitions remain faithful to the original design, although the equipment has been removed and weather damage has caused deterioration. The northern two-thirds of the fog-signal building was dedicated as the 21- by 16-foot engine room; it housed engines to generate electricity for a battery storage rack in the first level of the tower. The access stair to the basement lay in the center of the south section and created separation between a 13- by 5-foot office in the southeast corner. An open extension of the engine room in the southwest corner measured 7 by 13 feet. The office became the radio room when a radio beacon was activated during World War II; in the 1950s, the radio room transferred to the front room. Currently, the partition wall between the stairs and the office has collapsed.

The basement includes a concrete vault in the northeast corner used for fuel storage, a storage and boiler room at the bottom of the stairs, and the diaphone air storage tanks in a front room that measured 30'6" by 7'0". The area under the tower consists of only a crawl space.

The tower includes a concrete stair with pipe railing that wraps around the perimeter. Landings occur at 13-foot intervals with the exception of the upper mechanical room, which has a height of 11'10". The second landing held the now gone diaphone and subsequent fog-signal equipment.

In 1969, the light station was disestablished and automated. It still functions as a minor aid to navigation. Initially a 250 mm optic was mounted outside the lantern room. In 1977, this light was replaced with a 300 mm lamp, which subsequently has been remounted inside of the lantern house.

Keepers Housing

Unlike most other Alaskan stations, the housing compound for the keepers was located some distance from the main light. The topography at Tree Point precluded close association, and the compound is located on the east side of a knoll that lies between the light and fog-signal building and the houses. One of the three keepers houses is still standing. The 42- by 28-foot house, built during original station construction in 1903/04 includes a full basement (which elevates the main floor level 3'6" above grade) and a one-story at-grade utility room projecting from the rear. A concrete walkway surrounds the building and connects to the tramway system leading to the lighthouse.

The one-and-one-half-story follows the general character of the Cape Cod cottage Classical Revival style. The design includes two bedrooms and eave storage space upstairs under a 7-in-12 pitch shingled roof. Elevations on all but the rear side are symmetrical. The façade includes a 6-foot-deep indented (portico in antis) central porch reached by five steps and flanked at the outer edge with freestanding Doric columns. One of the columns has collapsed in the past year, but has been moved to the interior for protection. Two 20- by 32-inch fixed-pane windows flank a single three-panel wood door with an upper window. A false dentillated entablature and solid wood edging set the porch off from the 1- by 6-inch horizontal wood tongue-and-

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groove siding. The roof includes a projecting 12-foot-wide front-gabled dormer with the remnants of a sunburst gable decoration and the frames for two 3-by-3 light fixed windows. The windows are flanked by bas-relief Doric column details.

Two 2-over-2-sash, 40- by 60-inch windows are centrally located in the bays on each side of the porch. Side elevations generally follow the same symmetry, although a doubled window unit on the east side provides more light for the kitchen area. Gable windows consist of an arched sash flanked by two rectangular 1-over-1 double-hung units. Fixed triangular lights at the outer intersection with the roof provide lighting for closet and storage space under the eaves. Although the original design specified shingles, the gable ends are also covered with the standard tongue-and-groove siding board. The lower edge of the roof has a coved molding with 4-foot returns on the gable ends. A blind copper-sheathed gutter drains to ornate copper downspouts.

The rear utility room extends from the northeast corner of the house. It consists of a 10- by 15-foot one-story unit at grade on a concrete slab. The shingled roof is hipped. Entry is gained through five-panel doors, one on the east elevation and one on the west. A three-light fixed sash window is centrally located on the rear.

Internal configuration follows a hall-and-parlor pattern with a central stair leading to the upstairs bedrooms. The entry is flanked by a 13- by 14-foot dining room to the east and a complementary living room to the west. The 13- by 16-foot kitchen occupies the northeast corner, with a 13- by 14-foot bedroom completing the main spaces on the northwest corner. A small bathroom and pantry behind the stair completed the main floor amenities. The main floor walls are sided in original tongue-and-groove boards, identical to the exterior. Most walls, however, have been covered with quarter-inch sheet paneling to provide a smooth interior surface. Coved and sculpted trim work remains generally intact as do five-panel doors throughout. The kitchen area was remodeled in the 1950s using Marlite modularized metal cabinetry and paneling.

The upstairs consists of two 12- by 14-foot bedrooms, centrally located at each gable end, a dormer-lit hall adjacent to the central stair, and utility and storage rooms under the eaves. Access is gained by an ornate stairway with paneled newel posts. Turned spindles are used at the upper floor, with square spindles for the remainder of the stairs. Several of the turned spindles have been broken.

The concrete cellar area is devoid of partitions and is accessed by a narrow stairway through a door off of the living room. The basement was flooded during field investigations and could not be accessed for detail description.

The current condition of the house is fragile but restorable. While most sash including muntins and mullions remain, virtually all glazing has been broken. The interior is exposed to the weather, and a portion of the flooring in the second floor hall has been broken. The eave cornice work is starting to separate, and the roof is in deteriorated condition. Nonetheless, the basic framework of the house appears solid. The framing and joist materials are all old-quality fir of nominally oversize dimensions and appear to be holding up well. The rear utility room is in the worst structural state with evidence of framing separation and collapse.

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Oil Houses

The two oil houses from the original light station construction in 1904 stand 30 and 90 feet southeast of the light and fog-signal building along the tramway line. The houses are identical and follow a simple Classical Revival design idiom. The buildings rest on concrete slab foundations and measure 8'8' by 12'0". Height to the eaves is 8'6" and to the ridgeline, 13'6". The structures are simple front-gabled units sheathed in corrugated iron for exterior walls and roof. Construction is post-and-sill framing using 4- by 4-inch post and 2- by 6-inch rafters. Molded cornices are also metal sheathed. A decorative metal vent stack perches mid-way along the ridgeline. Entry is gained through a 34-inch by 6'6" metal-sheathed door with heavy iron strap hinges. A small coved pediment above the door emphasizes the architecture and retains date lettering noting the year 1903. Vertical 4-inch tongue-and-groove beaded board sheaths the inside walls.

Boathouse

The boathouse area consists of the main boathouse, remnants of a tramway incline to the water, a second elevated tramway structure, and a derrick. A dock platform that formerly lay adjacent to the derrick no longer exists.

The boat house was built between 1908 and 1916 to replace the original system that used a less-protected inlet north of the light station. The building consists of a simple one-story front-gabled utilitarian structure. Outside dimensions are 39'9" by 28'6" with height to ceiling truss of 12'9" and overall height to ridgeline of 21'6". The roof pitches at 7-in-12. The roof is cedar shingle, and the siding is 4-inch beveled tongue-and-groove horizontal board. A 6- by 10-foot door enters the rear at the east corner and connects with the tramway system. Two 12'0" by 5'8" sliding doors provide access to the incline tramway (or later wharf structure) and water. The doors include a rectangular inner frame covered vertically with the siding material. Two 4-over-4 double-hung sash windows provide light from the east and west longitudinal sides of the building near the rear.

The building is supported by a cross-braced piling foundation consisting of 10- by 10-inch timbers and unmilled logs. These rest on concrete piers. The foundation holds the building about 10 feet above the ground on the shoreward side. A 12'9" by 24'0" storage shed lies east of the main building. This shed-roofed extension appears to have been added during World War II along with a reconfiguration of the launching system. A four-light square fixed-sash window serves the south side of the shed and is complemented with a six-light unit on the north end. The interiors of both buildings are bare studs. A 6- by 8-foot concrete hoist foundation extends from the ground and through the floor at the rear of the main boathouse.

As originally designed, this boathouse complex had an incline tram to the water that ran at a relatively steep 18 percent grade. Installation required carving some of the shoreline rocks and setting a concrete ramp. The presumed 1940s modifications eliminated this ramp system. A level causeway for the tram extended on timber bents to an elevated dock platform about 120 feet southeast of the boathouse. The tramway timber bents remain in dilapidated condition. The 30- by 40-foot dock was flanked by a launching derrick and motor house that lay immediately west.

Other artifacts of the boathouse activities lie adjacent to the structures. A decomposing 12-foot wood lap strake boat, painted red, lies beneath the tramway bents on the landward side of the boathouse. The boat is characteristic of the small craft typical of the earlier years of light house operations. Given its condition, it is considered part of the archaeological complex.

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Tramway

The tramway system runs southeast from the rear of the light and fog-signal building, around a 40-foot-high hill, past the residential compound, and east to the boathouse area. Overall length is about 2,300 feet. The main structure consists of rails laid at 3-foot gauge with three internal 2- by 10-inch longitudinal planks forming a pedestrian walkway that linked the various station activity areas. In places, meshed wire panels occur on top of the planks to provide traction for pedestrians. Supporting construction varies depending on the topography. Where the line crosses gullies or depressions, braced bents using 4- by 12-inch timber stringers, hold the main 4- by 6-inch track ties. On level ground, the line rests on spaced ties and the longitudinal stringers. Most tramway elements still exist, although some sections have rotted and are partially collapsed.

The Domestic Cistern

A 23,000-gallon domestic water cistern lies between elevation 70 and 80 feet on the southeast side of the knoll that separates the housing complex from the light and fog-signal building. The cistern consists of a 20-foot-diameter, 12-foot-high reinforced concrete enclosure buried into the hillside. It includes a 20-inch-diameter access hatch and a 3-foot-diameter filter cistern perched on top of the main structure.

NON-CONTRIBUTING STRUCTURES

While some of the components of modernization exist, most are attached to the light tower (e.g., solar panels and modern signal lights) and are not considered stand-alone structures. Two structures, however, fall outside the period of significance. These are the stiffleg derrick at the boathouse and a nearby log outhouse.

Stiffleg Derrick and Associated Hoist

The still-standing stiffleg swing derrick includes a 32-foot-high, 8-inch-diameter vertical steel post on a pyramidal concrete pier. The main post is anchored to bedrock with two 12-inch steel pipe diagonal braces (stifflegs). The 12-inch-diameter steel pipe boom and wire boom stays are approximately 55 feet long and attach to a 12-foot-diameter circular swivel base. The derrick was installed in 1961 and replaced an earlier lifting device of undocumented design. Cables still run from the lift engine to the derrick. The air-cooled engine is a VF-4 Wisconsin that replaced a Model B Ford four cylinder gas unit. The Clyde Motor Works in Duluth, Minnesota made the original assembly, which includes a winch drum and the control machinery. The unit is mounted on a solid concrete box footing. The wood structure that once covered this machinery has been demolished.

Log Construction Outhouse

An approximately 6- by 8-foot outhouse lies near the shoreline just east of the boathouse area. It consists of a notched log "foundation" three courses high surmounted by short frame walls and a shed roof. Both the roof and the frame portions are sheathed in cedar shakes. It appears to be a relatively recent construction that post-dates the period of significance.

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THE DEMOLISHED BUILDING COMPLEX

A number of the original buildings from the 1904 station construction have been demolished. Others are in collapse and are addressed under the archaeological section. The following describes buildings that were intentionally removed.

The Original Light Station Layout

As originally built, the Tree Point Light Station included a light and fog-signal building that followed the standard plans used at a number of the turn-of-the-century installations. The residential compound included three houses and a barn.

The light and fog-signal building consisted of an eight-sided 32- by 32-foot one-story engine and fog-signal building, essentially a square box with beveled corners, nominally referred to as hexagonal. The long faces were 18'6" long and the bevels ran 10 feet. The frame building sat on a cast concrete foundation slab that formed a platform 15 inches above grade. The foundation included two 2,000-gallon subgrade water cisterns. The height to the cornice of the signal building was 13 feet, and the cornice included a blind gutter to collect rain from the roof. The roof pitched at 12-in-12 from the centrally located light tower to each of the outer panels.

The west elevation had two symmetrically placed double-hung 4-over-4 sash windows. The main entry occurred on the southwest faces and consisted of two wood-panel doors topped by a four-light transom; a single panel door with a two-light transom entered the rear from the northwest. The two-window pattern repeated on the east elevation, while single 4-over-4 windows occupied the north and south elevations. Single double-hung windows in the remaining bevels completed the exterior openings. A first-class, oil-burning, fog-signal air siren provided the warning with a 3-second blast followed by 27 seconds of silence. A photograph taken in 1919 shows two horns projecting from the west elevation above each of the windows. The building was sided with horizontal shiplap 5 inches to the weather.

The octagonal light tower, 3'8' to a side and 9 feet nominal diameter, rose through the center of the fog-signal building. The tower was sided with shiplap. The lantern gallery stood 49 feet above the main floor and was topped by the third-order lantern house as described above. The light focal plane stood 55'6" above grade, or 86'6" above mean tide level. The original light is listed as a third-order Fresnel lens with an 11 degree red sector to the south between 136 and 147 degrees that covered the Lord Rocks. Drawings in the Coast Guard records suggest that the fourth-order Fresnel lens occulting light was installed by 1918.

The octagonal lantern gallery flared outward and was supported by carved decorative brackets; an open metal balustrade surrounded the platform. Single 2-over-2 double-hung sash windows occurred at the same level of the north and south tower panels at a height of 39 feet; similar windows occurred about one-third up the east and west elevations. These provided light for the spiral staircase. A central 2'6" steel column supported both the light and the circular stair that wound its way up the tower to the lantern house.

Inside the fog-signal building, the arrangement was spare. The concrete floor was decoratively incised in an 18-inch rectangular diamond pattern. The incised foundation slab remains and will be treated as an archaeological feature. Based on the other standard designs, the eastern two-thirds of the structure was open except for the tower column. The rear of the building was partitioned into a fuel room and vestibule, each located at the corners, with a central workroom. The height of the room to

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a cross-braced joist system was 12 feet. A corbelled brick chimney for a heater in the workroom occurred at the edge of the west wall.

The eastern two residences in the living quarters compound were identical to the existing building described above. These were demolished, the first about 1960 and the second during the installation of the alternating current power system in 1963. The three houses formed a line to the north of the tramway system. They were evenly spaced 50 feet apart. The boggy nature of the area required drainage, and a pipe drain system for surface water still runs beneath the tramway.

A barn completed the residential complex area. It stood approximately 100 feet east of the houses on the opposite side of the tramway. A concrete retaining wall cut into a slope provided support to a framed apron that ran the length of the building. The remainder of the frame was supported on 17-inch timber posts. Framing used 6- by 8-inch sills and 2- by 10-inch joists.

The simple one-story rectangular barn measured 30 by 16 feet with a hayloft under the roof. Internal ceiling height was 8'3" to the rafters and overall height to the cornice was 13 feet. The 9-in-12 pitched roof added another 6 feet to the overall height. The nominal north side (facing the tramway) had a four-light fixed sash window in the west end, a 39-inch-wide panel door just west of center, and a pair of 8-foot paneled wood "wagon doors" centered on the east bay. The east end had two 4-over-4 light sash units with a single fixed unit in the gable, while the west end had three fixed single light windows and a paneled loft door in the gable.

The standard design shows a symmetrical split of the interior into two bays, with stalls in the west end and storage in the east. The barn was an unusual feature at Alaskan stations and documents explaining its function have not been located. Given the grade and length of the original tramway system, which was necessitated by the local topography, it is possible that horses were used to haul the tramway cars in the early days of the station. By World War II, the barn had been reconfigured into a minor residence. The barn was razed in 1960.

A final structure associated with the original compound consisted of a small concrete cistern behind the light and fog-signal building. The cistern provided cooling water for engines, but construction details are not available.

Miscellaneous Outbuildings

Over the years, several other buildings and structures were associated with the light station complex but have also been demolished. A blacksmith shop stood about 200 feet east of the barn along the tramway to the second boathouse. The shop was associated with a storage platform for drums. Another structure, a meat house, stood along the earlier tramway line just east of the junction with the newer line. The only details available indicate that the meat house had open air screening on the sides, and measured approximately 10 by 12 feet.

Several small storage buildings came and went at the light and fog-signal building, most in conjunction with specialized storage of flammable liquids. Concrete saddles from oil tanks still remain collapsed on top of the original fog-signal building foundation. In addition, Tree Point at one time served as a recording station for weather data, and a small instrument hut was located south of the fog-signal building.

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A helipad built in 1966 represents the final demolished structure associated with the light station. The octagonal pad was located on the rocks in front of the light tower and had a 70-foot diameter. The wood structure was supported on piling posts. Anchor foundations and footings for support posts are still evident on the rocks.

Archaeological Potentials and Resources

Features and artifacts at the Tree Point light station form an archaeological complex relating to historical occupation of the facility. Definition of the archaeological complex is based on review of historical maps, drawings, and field observations. As part of the general field investigation for National Register consideration, professional archaeologists conducted a pedestrian transect survey of the primary use areas of the station. The pedestrian survey consisted of generally systematic transects, which covered the different land use areas including the lighthouse area, the residential compound, the tramway corridor, and utilitarian areas associated with the barn, storage houses, and boathouse area. Additional survey occurred along the water supply line corridor, areas associated with the initial development of the original boathouse, and disposal areas between the residential compound and the earlier launching cove.

The survey was conducted on October 21, 2002. Methods consisted primarily of visual observation of features and observable artifact scatters. Information on cultural materials was recorded in field notebooks. The objective of the survey was to provide an initial understanding of resource potential and integrity. No artifacts were collected. The survey identified historical archaeological resources associated with early occupation of the station, including refuse scatters, buried dumps, and collapsed structures, and other features from the original 1904 installation. In addition, midden-like materials occur at the location of the standing boat house that indicate Native American use of this area.

The foundation for the original light and fog-signal building lies immediately north of the current lighthouse building. It consists of the incised concrete floor and foundation support. Overgrowth and collapsed fuel tank saddles prevented identification of cistern hatches, but based on the original plans, subgrade elements of the feature are likely. A filled gully exists about 30 feet in front of the former light. Examination of the face of the fill noted a crankshaft and flywheel from a large single piston engine and other debris that likely relate to the demolition of the original light and fog-signal building.

Foundations of the two demolished houses as well as associated concrete walkways exist in the main residential compound area. An historical debris scatter with buried components occurs in a wooded area north of the compound. Tin sheeting, glass, and cast iron artifacts (e.g., stove parts and machinery) were observed along with small collapsed structural remains. Two collapsing picket fences were observed, one fairly intact. While construction is similar to radio beacon emitter enclosures seen elsewhere in Alaska, the Tree Point radio beacon system was located near the lighthouse. The features were not probed, but should be considered as possibly unreported graves.

The area near and south of the barn, which stood southeast of the residential area and the blacksmith shop near the former branch between the north and south tramway lines also showed potential for archaeological deposits. In particular, what appears to be a depression associated with a two-hole privy occurs about 100 feet south of the barn area.

Two aspects of the original station are also considered archaeological. The original tramway system diverged north from the existing line about 120 feet east of the residential compound. The tramway looped north to an inlet east of Tree Point that

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served as the initial construction landing area and subsequent boathouse area. These facilities were replaced approximately 13 years after construction, probably due to the difficulty of operating the system. Pedestrian survey identified the moss-covered alignment of the tramway, which led to a collapsed engine house and storage house at the top of a bluff. Remnants of a trestle incline leading to the original boathouse were observed. According to early station drawings, this trestle stood at least 12 feet above grade. Remnants of the engine house including post-constructed wall sections with horizontal tongue-and-groove siding, cans, and a tank were found in the approximate location for this building shown on a 1909 station map. The area and features were heavily covered with moss and vegetation. The engine house powered a winch to pull loads from the shore up the incline.

The original boathouse was built near the shoreline margin in the north cove with a tramway extending beyond the high tide line at least 150 feet. Historical maps indicate that a landing and tramway for unloading of supplies during the 1903-1904 construction were located about 500 feet east of the final boathouse. These lay near the mouth of the creek that fed the inlet; survey constraints limited the ability to establish the presence of features, but archaeological resources of the construction tram are likely.

The water supply system represents the final feature of light station archaeological significance. Water supply was always a problem for the remote Alaska stations. Tree Point was fortunate to have upland lakes and streams that afforded ample water resources. The original design exploited a creek that flowed from the uplands northeast of the station. The original design dammed the creek about 1,600 feet northeast of the residential compound. A 4-foot-high by 92-foot intake structure was placed across the stream valley. The original design fed the domestic cistern, the engine cistern, and the tramway engine house. Piping consisted of 3-inch galvanized pipe. Apparently this supply did not adequately meet the needs of the station. A second line was run to a second dam structure and intake about 5,000 feet uphill from the station. The second system used 3- and 4-inch wood stave wire wrapped pipe. Portions of the lines to both intakes were buried, but long stretches were supported on single post columns and stringers, which are still evident in places. Improvements in the 1960s added segments of plastic pipe. The early concrete dam was found during field survey, but the upper dam was too distant to investigate. It likely remains as part of the site complex.

Finally, and not related to the historical component, the survey identified potential Native Alaskan site materials within the boundaries of the Tree Point Light Station. Remnants of a shell midden were located along the west side of foundation piers for the standing boathouse. Materials included the shell; fire modified rock; and possible hammerstones. Nearby stands a culturally modified cedar tree with a bark-stripped scar. Investigations did not probe deeply into these cultural remnants, but typically such materials would be considered significant under the context. Construction of the boathouse has not modified ground surfaces in a way to destroy the integrity of the prehistoric or ethnohistoric materials. The resource tentatively is identified as relating to the ethnohistorical period, although further investigation is needed to effectively date deposits.

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Table of Listed Properties

Contributing		Non-Contributing
Buildings Light and Fog Signal Building Keepers Housing Oil Houses (2) Boathouse **Structures** Tramway Domestic Cistern System **Sites** Historic archaeological resources Original light and fog signal building foundation and associated artifact scatter Keeper's residence foundations and artifact scatter Barn area deposits (privies? and artifacts) Original tramway extension and related artifacts Original boathouse structure, dock, trestle, and artifacts. Original boathouse hoist boiler house Fresh water distribution system/dams Deteriorating lap strake skiff Probable dumps and historic scatters proximal to other features		**Objects** Stiffleg Derrick; and Associated Hoist (engine and winch drum machinery) **Structures** Log Construction Outhouse

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Section number **8** Page 1 of 9 Name of Property: TREE POINT LIGHT STATION

Narrative Statement of Significance:

Alaskans have relied on and continue to rely on their marine highway as one of the important commercial links to the Lower 48 and the Pacific Rim. Since 1904, the Tree Point Light Station has served an important role as part of a string of aids to navigation guiding ships to and from the commercial and economic centers of the state. Both treacherous reefs and treacherous seas confront mariners as they wend their way along the coast between Ketchikan, Skagway, Anchorage, the Aleutians, and the Yukon drainage. The lighthouses of Alaska in aggregate represent not only the danger associated with crucial maritime travel, but also stand as beacons to the economic development and exploitation of the farsighted purchase of the territory by the United States in 1867. Prior to the fledgling beginnings of air travel in the 1920s and construction of the Alcan Highway during World War II, shipping provided the only connection between the states and the wild but opportunistic ventures of the Alaska territory.

The Tree Point Light Station is significant under three of the four main National Register criteria as discussed below. Although the current light and fog-signal building was built in 1935, it clearly maintains an integrity that conveys its relationship to the critical need for navigational aids as first established in response to the rush for gold at the turn of 20th century. As such, its feel and association with the events that fostered commercial development of Alaska and the awareness of that territory on the national consciousness remain.

In addition, the 1935 reinforced concrete light and fog-signal building stands out on its own merits. As noted in the National Register multiple property listing for Light Stations of the United States (2002), reinforced concrete lights as a type were built (generally between 1908 and 1943) in earthquake zones, mostly along the West Coast. Tree Point is specifically referenced in the multiple properties listing for its reinforced concrete construction Art Deco and Art Moderne towers that replaced earlier structures in Alaska. These are referenced both in terms of the concrete design and engineering but also for their style, which is unique to the national light station system.

Tree Point retains more of its structural integrity than any other station in the lower Southeast Alaska region. The rebuilding phase at six stations in Alaska during the 1930s form a chain of Art Deco/Art Moderne designed buildings, each slightly different, that are unique within the national system. Although engineered simply but elegantly by designers in the 16th Lighthouse District office in Ketchikan, the buildings, including the Tree Point light, have a quality of proportion and design that represents an outstanding application of the Art Deco style. Although some fabric has been battered over the years since automation, the massing of the concrete structure and its isolated location dramatically portray its purpose and style with no substantive loss of integrity. Tree Point is also unique in that it retains a number of buildings and structures from the original early 1900s construction phase, as well as the overall period of operation. Although a contract was let in the 1970s to demolish all unnecessary buildings, default on that contract has left more of the historical record than elsewhere. The Classical Revival oil houses and the one remaining residence reflect the original layout and design. When the original boathouse location proved impractical, a new location was selected and a new building was built. Improvements in the 1940s and 1960s rearranged docking and launching configurations. All these represent the continuum of station operation and function

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Finally, preliminary survey of the main station compound and perimeter identified areas that contain archaeological remnants of station operation in the first half of the 20th century. These have the potential for yielding information about the conditions faced by light keepers and their families as well as the engineering ingenuity necessary to maintain remote outposts. A Native Alaskan seasonal resource site was also observed that has potential to yield information about prehistory or ethnohistory.

Clearly, in terms developed under the National Register Multiple Properties assessment of Light Stations, Tree Point fits the expressed appeal noted in the introduction and context as lighthouses as places that "conjure up feelings of romance, security, humanity, heroism, and beautiful settings." It also relates to other important context themes such as the important phase of system expansion under the U.S. Lighthouse Board (particularly in Alaska), and for its associative role in the increased coastal traffic of the early 20th century.

DEVELOPMENT OF NAVIGATION AIDS IN ALASKA

The Russian explorer, Vitus Bering, first sighted Alaska in 1728 and his expanded expedition in 1740-1741 provided the impetus for the first permanent Russian settlement at Kodiak in 1784. A land of rich natural resources, Alaska has depended on the sea for communication, transportation, growth, and development since the initial Russian occupation. Given its northern climate and rugged coastline, however, the critical maritime connections have been challenging. Historian James A. Gibbs[1] described the territory as having "a wicked coastline, broken and battered with bold outlying ridges, and inside passages bristling with sharp turns, narrow defiles, and jagged headlands of the kind that give pilots grey hairs long before their time..." The coast, according to Gibbs is "...one of the best-filled marine graveyards anywhere."

American exploration by the U.S. Coast Survey shortly after the purchase of Alaska by the United States in 1867 resulted in recommendations for establishing light stations in Alaska as part of a study that covered Oregon, Washington Territory, and Alaska.[2] The report by George Davidson of the U.S. Coast Survey recommended a series of lighthouse locations near Sitka, Kodiak Island, and near Dutch Harbor in the Aleutians. Implementation of the recommendations, however, waited until the need became critical. Only a series of buoys and unlighted daymarks were placed but no lights or lighthouses.

Marine commercial traffic increased significantly throughout the 1870s and 1880s due to initial mineral discoveries and commercial fisheries, but in 1890, Alaska had only 27 buoys and 15 daymarks, with no lights or fog-signals[3]. Although more protected than the open sea, the Inside Passage route through Southeast Alaska contained numerous marine hazards. In particular, the areas of the Tongass Narrows and Wrangell Narrows presented serious obstacles to safe navigation. At the time, Alaska fell under the command of the 13th Light House District headquarters at Portland, Oregon. The district also commanded the coastlines of Washington and Oregon, and these states received first priority. Only one buoy tender, the

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[1] Gibbs, James A., Jr. 1955. Sentinels of the North Pacific. Binford & Mort, Portland, Oregon

[2] U.S. Senate, Executive Document 53, 40th Congress 3rd Session. Message of the President of the United States in relation to Points upon the coasts of Oregon, Washington Territory, and Alaska , for light-houses.

[3] Alaska Department of Natural Resources 1979. Aids to Navigation in Alaska History. Report authored by Charles M. Brown under the Alaska Office of Statewide Cultural Programs, Alaska Division of Parks.

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Columbine, covered all coastlines and could attend to Alaska only in the summer months. Initial visits to place and tend markers began in 1886.

Increasing traffic on the Inside Passage translated into greater losses. The decade of the 1880s saw wrecks with a total loss of over $40 million. Mary Island was the first location identified for establishing a full light station since the initial survey of the late 1860s. Beginning in 1890, the federal Lighthouse Board pushed Congress for funds to construct a light and fog-signal station on the island, at the critical juncture of the south end of the Tongass Narrows and the Revillagigedo Channel. The Board was ignored. It took the excitement, activity, and hardships of the Klondike Gold Rush to bring attention to Alaska. As miners, geologists, and entrepreneurs flocked north, the number of wrecks climbed substantially.

The number of shipwrecks in Alaska in the 1880s and early 1890s averaged less than 10 annually. Between 1898 and 1899 alone, at least 46 vessels perished.[4] With the increased vessel traffic, the Lighthouse Board pushed again for funding. The Board proposed a series of light stations, mainly servicing the Inside Passage route to Skagway. Congress acted and appropriated $100,000. Immediately the Engineer and Chief Inspector of the 13th District conducted a detailed examination of southeast and western Alaska.[5] They recommended 15 sites, the majority in Southeast Alaska, to be funded by supplemental appropriations of $300,000. After initiating design for two key locations, the Board provided a prioritized list indicating that the top four sites included Lincoln Rock, Mary Island, Tree Point, and Guard Island. These four locations covered the southern entry into Alaskan waters through the Tongass Narrows and north through the Clarence Strait along the main route to Skagway and the gold rush trails.

Planning, designs, and bids under the 13th District were developed between 1901 and 1903 under a total appropriation of over $500,000. By the end of 1903, when the Board was transferred to the Department of Commerce, five light stations were in operation. Six more lit their lamps in the next year. With the addition of the Eldred Rock station in 1906, the first major lighthouse complement had been completed. Only four more stations ever were added to the system.

Mining booms in the Yukon, discovery of copper at Kennicott in the Copper River drainage, construction of railroads from Seward and Cordova in the Gulf of Alaska, and increased traffic to the Yukon drove the subsequent limited additions to the chain of light stations that marked the marine highway. Supplemental stations included the Cape Hinchinbrook (1909-1910) and Cape St. Elias (1915-1916). Both extended navigation from the Inside Passage into the Gulf of Alaska for ships headed for Cordova, Valdez, and Seward in response to Copper River mining and the construction of the Alaska Railroad. The commitment by the federal government to the railroad drove additional measures related to sea traffic. In conjunction with a reorganization that abolished the Lighthouse Board and created the Bureau of Lighthouses, more commonly known as the Lighthouse Service in 1910, the government established the 16th District in Ketchikan to serve exclusively Alaskan waters.

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[4] U.S. Mineral Management Service 1992. Shipwrecks of the Alaska Shelf and Shore. OCS Report MMS 92-0002. U.S. Department of Interior, Anchorage, Alaska.

[5] U.S. Senate 1901. Light-house and Fog-signal Stations in Alaskan Waters. Report No. 1909, U.S. Senate, 56th Congress, 2nd Session. U.S. Government Printing Office, Washington, D.C.

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The Secretary of Commerce, William C. Redfield, speaking in 1914 noted that the value of the railroad would never be realized until Alaskan waters were as safe to shipping as in British Columbia.[6]

With the addition of the St. Elias light in 1916, however, conditions had improved to the point that no shipwrecks were reported for the year. The job of the lighthouse service, however, did not end there. Alaska was one of the first places to use newer technologies such as acetylene lamps at both light stations and at unattended lights. During the 1930s, radio beacon facilities were installed at many of the stations and at points along the coast. In addition, the Lighthouse Service began a modernization program, beginning in 1923 that replaced the original deteriorating structures with solid concrete towers. The replacements were designed out of the Ketchikan office and, on the whole, are unique to the national lighthouse system.

In 1939, authority for operation of the lighthouses transferred to the U.S. Coast Guard. The Coast Guard inherited and, in particular due to the driving force of world war, improved upon an efficient system that formed the heart line of Alaskan Commerce. Over the years, improved technologies have affected the operations; it is a tribute to the initial planning, however, that most of the initial installations still shine their beacons to the sea. In the late 1960s, most stations were automated using diesel generators and keeper facilities were demolished; recent improvements have replaced the generators with solar battery systems. The lights still shine, but the quiet structures are only shells of the originals. No longer do the voices of keepers, wives, and children echo about the remote promontories; all that is left is the efficient whirr of electronic equipment and the winds.

THE TREE POINT LIGHT STATION

The Tree Point Light Station was established under the early 20th century impetus to significantly improve the system of aids to navigation in Alaska. It still serves its intended role. The cry for improvements of the critical maritime system began in the late 1800s. At the time, however, Alaska was low on national consciousness and priorities. Due to the pressures and awareness brought on by the gold rushes, Congress was finally ready to act in 1900 and authorized funding for study of station needs and construction of two stations. When the chief inspector and chief engineer of the 13th Lighthouse District reported back in 1901, Tree Point was fifth on a list of fifteen locations prioritized for development[7]. It was the first location north of Canadian waters, the entry and beacon into Alaska. President McKinley signed the Executive Order establishing the 679-acre reservation on January 4, 1901 (an additional 480 acres were added under an Executive Order 4410 signed by Calvin Coolidge in 1926 to recognize ownership of the upper water supply dam).

Initial surveys were commissioned and conducted in 1902. Surveyors dispatched by the 13th District provided topographic information on both the main and smaller islands in August of 1902. Maj. W.C. Langfist, of the Army Corps of Engineers and attached as the engineer for the 13th District, supervised the designs for the facilities. The Light-House Board approved construction on April 24, 1903, and final designs were sent to the Board on June 11, 1903. Shortly thereafter, a construction crew hired directly under the agency began work on the island. Grading and some of the structures were completed during the

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[6] DNR 1979

[7] U.S. Senate 1901. Light-house and Fog-signal Stations in Alaskan Waters. Report No. 1909, U.S. Senate, 56th Congress, 2nd Session. U.S. Government Printing Office, Washington, D.C.

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1903 season, with work continuing in the Spring of 1904. On April 9, 1904, The Mining Journal out of Ketchikan reported, "The Tree Point light house at the lower entrance of Revilla Gigedo channel is now ready for the installation of the light, which event will take place as soon as the machinery is received and put in place. The light will be a fixed white light, 89 (sic) feet above the sea level, and will illuminate 216 degrees of the horizon."[8] The equipment arrived and the light was lit on April 30, 1904.

Tree Point was one of the larger stations, with three family residences. It had the distinction of supporting the only school and schoolteacher, the wife of one of the keepers.[9] Its location, however, was strategic for guiding ships in through the Dixon Entrance and making the turn north into the Revillagigedo Channel. Treacherous rocks lie south near Cape Fox, the Lord Islands, and Port Tongass, but to the west, the channel is deep. No major wrecks or rescues were identified for the station. The only reported nearby wreck occurred at Cape Fox in August 1903, shortly after the opening of the station. The steam tug *Vigilant* ran full speed into the Fox Island rocks when the helmsman fell asleep.

As with other stations in the Southeast Alaska chain, Tree Point received technological upgrades as warranted. The power of lighting was increased over time with installation of, first, electrical power in the 1930s and new beacons and alternating current in the 1960s. The fourth-order Fresnel lens was removed during the conversion to alternating current in 1963. It is now housed in the museum of the Ketchikan Historical Society and prominently and proudly displayed. Tree Point also received a radio beacon system in approximately 1940. Poles were mounted on the hill behind the light tower, and on the rocks in front.

The erection of the replacement light and fog-signal building in 1935 marks an important change in the character of the site. Beginning in 1930, a need was perceived to replace the wood frame structures and improve durability. Several stations had been damaged by winter storms, and Alaska lies in an earthquake zone. A series of six stations were replaced between 1931 and 1940. The designs came from the District office of the Lighthouse Service located in Ketchikan. An engineer in the office, E.W. Laird, claims the main design role at the stations.[10] Each design took inspiration from the Art Deco or Art Moderne style, and each was slightly different. The designs show a progression from the more elaborate (at Cape Hinchinbrook in 1931) to a spare and streamline form (Mary Island and Scotch Cap). With the exception of Scotch Cap (subsequently destroyed by a tidal wave and abandoned) in the Aleutian Islands, these lighthouses form a progression and pathway from the Canadian boarder, through the Inside Passage, and out over the Gulf of Alaska.

The Tree Point building was the third built in the new idiom. The protruding pilasters emphasize the soaring verticality with bas-relief geometrics that break or cap the design. The 1904 lantern house sits proud at the top, complete with its round ventilator ball. The light and fog-signal building dominates the rocky point and its white paint plays against the dark rocks and wooded hillside behind.

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[8] The Mining Journal, Ketchikan Alaska. April 9, 1904. Lighthouse clippings at the Ketchikan Historical Society.

[9] Clarke, Colin and J.J. Gilmartin 1991. Draft Multiple Properties Nomination, Aids to Navigation in Alaska. Alaska Division of Parks, Anchorage.

[10] Laird, E.W. 1991. Letter from Laird to Clarke and Gilmartin, Alaska DNR, OHA dated July 25, 1991.

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Unlike the remaining stations in the Ketchikan area, the two remaining oil houses from the original construction also counterpoint the later architectural style. Although not visible from the tower, the remaining Classical Revival residence also helps to integrate the history and landscape design of the station.

As modern equipment changed duty requirements for light stations, the needs for a full complement of keepers waned. In addition, the shift from the Lighthouse Service to the Coast Guard biased against a family station community. By 1960, the four Coast Guardsmen manning the station lived in just one of the houses. Two of the residences were declared surplus and demolished, one in 1960 and the other in 1963. With automation in 1969, none of the ancillary facilities were needed. The Coast Guard let a contract in 1974 for complete demolition of all station improvements except the light and fog-signal building. The contractor, however, defaulted, which has resulted in preservation of the existing complex. Solarization occurred in the late 1980s.

SUMMARY

The Tree Point Light Station is significant because of its association with the critical development of a system to protect commerce and transportation in Alaska (Criterion A) beginning in the early 1900s. The heightened national awareness of Alaska, created by the rush for gold beginning with the Klondike strike, represents a turning point for both the territory and the nation. As aspiring millionaires flocked north, in part as a response to the national depression of the 1890s, the state population exploded. The marine highway provided the only access to and from the territory.

The Tree Point light provided the initial beacon to northern bound traffic and played a critical role in guiding ships into the Inside Passage of Southeast Alaska. It still serves that role, and as the most complete example of the southern stations, it not only represents the system of aids deployed at the turn of the 20th century, but also it retains a complement of structures directly related to that period. The remaining features, including the light and fog-signal building, the oil houses, the tramway structure, the residence, and the boathouse fully represent the functional aspects of a station as well as the challenge of integrating facilities within the rugged landscape of Alaska.

The 1935 light and fog-signal building alone stands out as architecturally significant (Criterion C). While concrete served for lighthouses elsewhere in the country, particularly along the earthquake-prone West Coast, the series of Art Deco designs that form the Southeast Alaska string stand out as unique within the national system. The balance and proportion achieved in the design belies the engineering background of the designers in the Alaska District headquarters in Ketchikan.

The Tree Point building serves as one out of the six built during the era that illustrate the progression in design among the 1930s lighthouses. It is not the most ornate, nor the most spare. Although subtle, the light tower sets slightly into the outline of the fog-signal building and integrates the two masses. Later designs provided more complete separation and expression of the two units. Ornamentation, including small recessed vents punched over the windows, relief slits in the upper ends of the pilasters, and the bas-relief decorations of the tower also are subtle but effective elements. Even though some of the fabric has disintegrated over the past 20 years, the integrity of the building still remains due to its monolithic concrete structure.

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Although the light and fog-signal building provides the visually dominant architectural feature of the station, both the residence and oil houses from the original 1903-1904 building phase meet the architectural significance criterion. They represent the type and style of construction used at the time by the Light-House Board and District offices. Although not directly related to the military, the agency employed designers detailed to the Service from the Corps of Engineers. The use of standard plans for public buildings prevailed in the late 1800s and early 1900s. An explosion of military bases in the 1903 to 1910 period fostered development of standardized designs by the Office of Quartermaster General (OQMG) that were used throughout the nation. Some of the actual designers hired by the OQMG came from the ranks of nationally recognized architectural firms such as McKim, Mead, and White. The designs, most often in a Classical Revival mode, reflect the elegance of their origins. In particular, the residence at Tree Point, which clearly is a variant of a standard plan used in Alaska, espouses some of the fine design work done for federal agencies at that time. The oil houses, in a much simpler and utilitarian fashion, reinforce the concepts of integrated design present at that time. All the wood frame structures suffer from neglect; all are restorable. For the most part, damage is limited to peeling paint, broken windows, and water damage. The 1950s remodel of the keeper's residence, which covered the original tongue-and-groove inside paneling, actually has helped preserve original features.

Finally, the Tree Point Light Station retains materials, artifacts, and features that allow for study and interpretation of important information related to both history and prehistory (Criterion D). Because a contractor failed to execute demolition of the station in 1974, little has been disturbed since the station was automated. In addition, Tree Point was one of the more complex and difficult stations to access and run due to local topography. Consequently, it had a complex infrastructure system that was changed over time. Along with demolished features, archaeological survey found the moss-covered remnants of the original tramway system, including the collapsed incline engine house and boathouse area. Pieces of essentially three different water systems lie buried and exposed across the landscape. The concrete base of the original light and fog-signal building lies close to a gully filled with artifact debris relating to early operation of the station. Additional artifact scatters and gullies lie between the housing area and cliffs to the north, and features related to the barn area (including a possible privy) were located during survey.

The discussions above dwell mainly on the overarching historical contexts that established the Tree Point Light Station. The archaeological facet relates to the people that ran the stations under relatively remote living conditions and their similarities and differences to other semi-"frontier" settlement organizations, whether in Alaska or elsewhere. Anecdotal accounts and limited historical records provide glimpses of conditions faced by keepers in Alaska. The historical archaeological site aspect of the Tree Point Light Station provides an opportunity to address research questions that cannot be exclusively answered through the historical documentation. While no subsurface investigation has occurred, the surface manifestations including foundations, features, and visible turn-of-the-century artifact scatters clearly indicate the potential for significant intact resources. Assemblages in terms of artifacts would be typical of period historical materials: food and beverage containers; construction materials; personal items (male, female, and for children); and the original lighthouse equipment and machinery. In addition, features such as the original lighthouse foundation, collapsed structures from the original tramway system, and probable others provide further study opportunities.

The remoteness of the area predisposes an assemblage of cultural materials that represent the aggregate occupation of the facility. Based on reasonable professional analogy, the combination of site features and artifact assemblages capable of illuminating unrecorded activities should have good integrity. Few, if any, residential light stations have been studied

archaeologically. Wide ranges of local, regional, and even national research questions apply to the occupancy of Tree Point. Many should focus on the earlier years of the station, but not exclusively. Opportunity exists for both inter- and intra-site analysis. The station was occupied by keepers and their families, often of varying ethnic background, who were supported and directed by a quasi-military organization. If analogies to other similar conditions (such as the more modern DEW-Line stations in Alaska) are correct, each station at any point in time would reflect cultural behavior unique to location and time. Archaeological investigation should be able to compare the localized patterns of social structure, adaptation to environmental conditions, and response by diverse "ethnic" populations to other similar remote stations. The standardization of supply (by the Lighthouse Service) and similar activity functions should provide a unique control to better highlight variables of individual preference shown within the archaeological record. In addition, Alaska provides a unique opportunity for comparisons farther afield. The lighthouses were established during a major mining boom that also spawned isolated communities with male-dominated populations in the vicinity of the prospects and mines. These settlement clusters or isolates would provide a counterpoint comparison to activities and cultural patterns at the more traditional domestic lighthouse stations, with variable control provided by the responses to remote setting. An already extant research question relates to differences and similarities in behavior, adaptation, social mix, and population patterns between the more remote mining establishments and their necessary supply points such as Skagway and Fairbanks.

In terms of intra-site conditions, a social hierarchy existed at the local level between keeper, assistants, and their attendant families. Anecdotal stories mention the strains related to this hierarchy, but certainly the distinctions among the various families and workers in terms of relative "wealth" or possibly foodways well could be represented in the archaeological record. Status relationship questions could be extended to the regional level if comparison to Ketchikan, the nearest town, becomes available at some time archaeologically. Ketchikan provides opportunity to compare more of a nuclear family condition but with a broader social community and fewer constraining factors than would occur in the isolation of the Tree Point Station.

Alaska as a whole represents a unique opportunity to observe later stages of commodity-flow patterns as defined by William Adams[11]. The research question relates to trade networks and origins of goods associated with diverse locales and communities throughout the United States and varying time periods. The subject has had initial consideration as part of a mitigation project in Fairbanks, Alaska[12]. The analysis spans a similar period as the lighthouse complex formative years in Southeast Alaska. The archaeological component of the Tree Point Light Station has the potential to add a different perspective on such analysis due to its controlled relationship with and supply from a federal agency rather than the open market selection demonstrated in other Alaskan sites.

Finally, Tree Point includes an archaeological component related to Native Alaskan use of the area prior to construction of the light station. The midden identified in the vicinity of the boathouse adds to an understanding of prehistoric and ethnohistorical

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[11] Adams, William Hampton,1976. Trade Networks and Interaction Spheres: A View from Silcott. Historical Archaeology 10:99-112.
Riordan, Timothy B., and William H. Adams 1985.Commodity Flows and National Market Access. Historical Archaeology 19(2):5-18.

[12] Bowers, P.M., B. L. Gannon, Robert M. Weaver, and W.H. Adams. 1998. Historical Development of the Chena River Waterfront, Fairbanks, Alaska: An Archaeological Perspective. Alaska Department of Transportation, Fairbanks.

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occupations in Southeast Alaska. The point lies close to a major Tongass Tlingit village that lay east of Cape Fox about 8 miles away from the station; a second, the village of the Cape Fox native group, lay at the northern end of Foggy Bay, about 14 miles up coast. The Tlingit were masters of water travel and exploitation of seasonal resources within their territory. The Tree Point site likely represents a seasonal use area that would relate to numerous research questions on resource exploitation by Native Alaskans.

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Geographic Data (cont.)

	Zone	Easting	Northing
5	09	376193	6074490
6	09	376193	6074308
7	09	376254	6074247
8	09	376315	6074338
9	09	376285	6074368
10	09	376285	6074704
11	09	376376	6074826
12	09	376376	6075009
13	09	376773	6075314
14	09	376834	6075314
15	09	376834	6075344
16	09	377078	6075344
17	09	377075	6075375
18	09	376712	6075375
19	09	376346	6075070
20	09	376285	6074948
21	09	376193	6074704
22	09	375797	6074846

Verbal Boundary Description:

From a point approximately 280 feet due west of the existing light and fog-signal building located at mean lower low water (MLLW) and incorporating the rocky point; then south and east along the line of MLLW for a distance of approximately 175 feet; then due east for a distance of 677 feet and south of the tramway system; then paralleling the tramway alignment N 45° 0' E for a distance of 850 feet; then following the tramway alignment to the boathouse described as due east 300 feet, due south 600 feet, and S 45° 0' E to MLLW; then following the line of MLLW for a distance of approximately 360 feet incorporating the stiffleg crane and boathouse area; then N 45 °0' W for 141 feet paralleling the tramway; thence due north 1,100 feet to a point adjacent to the upper water intake line as shown on maps; then following the waterline N 36 °52' E for 500 feet; then north for a distance of 600 feet; then bending to follow the waterline system N 52 °26' E for 1,640 feet; then jogging 200 feet due east and 100 feet due north; then due east again for a distance of 800 feet incorporating the dam and intake structure for the water system; then north 100 feet and west 1,200 feet following the water line; then S 50 °12' W for 1,562 feet still along the water line; then 447 feet at a bearing of S 26 °34' W and 854 feet bearing S 20 °33' W past the original 1903 dam and intake structure to a point at MLLW in the north bay originally used for landing and boathouse facilities; then following MLLW to the point of beginning including bluffs and minor bays on the north side of the complex.

Boundary Justification:

The boundaries have been set for two primary reasons: historical archaeological potential and visual impacts to the property. The boundary of the Tree Point Light Station encompasses the main station compound, the residential compound, and the

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existing tramway system and boathouse area. The boundaries also include the water intake and distribution system and the areas associated with the early tramway system for both construction and operations and the associated boathouse and lift house features. Observed and likely activity and artifact areas associated with the historical occupation of the light station lie between the housing area and a small cove to the north, in gullies at the light and fog-signal building and south of the tramway system near the area of the former barn and blacksmith shop. The boundaries are established to incorporate observed and potential archaeological materials and features associated with station activities as well as the ethnohistoric and/or prehistoric Native Alaskan site at the boathouse. In addition, designation of the boundary to mean lower low water addresses the visual relationship between the existing lighthouse structure, which sits low to the shore, and the rocky point landscape that visually defines its purpose and setting.

Documentation Photographs

Documentation photographs of the Tree Point Light Station, east side of the southern entrance to the Revillagigedo Channel, Prince of Wales-Outer Ketchikan Census Area, Alaska, taken by Robert M. Weaver, October 21, 2002.

1. Aerial view of 1935 Light and Fog Signal building looking southeast
2. Southwest (nominal west) elevation (façade) of 1935 Light and Fog Signal building.
3. Oblique looking northeast of one of two identical Oil Houses built during the initial 1903 station construction.
4. Remaining Keepers Residence from the 1903 complex, façade and southwest elevation.
5. Boathouse from ca. 1916 looking northwest from remnants of later pier structure and wharf

Historical Photographs

Provided by U.S. Coast Guard, Civil Engineering Unit, Juneau, Alaska

1. Original 1903 Tree Point Light and Fog Signal building showing dabol trumpets; shot taken from the point looking northeast.
2. Southwest elevation of 1935 Light and Fog Signal building shortly after construction. Note Oil house to rear of building.
3. Aerial view of Light Station complex taken in 1965 looking southeast. Note location of oil houses, tramway, and roof of remaining keepers residence. Original light station foundation lies beneath the oil storage tanks.
4. Aerial view of Light Station complex taken in 1965 from southwest (nominal west). Cove in middle left was the location of the original boat house and launching area.
5. Layout of 1903 Keepers Residential complex and adjacent tramway system taken in 1965 looking southwest.

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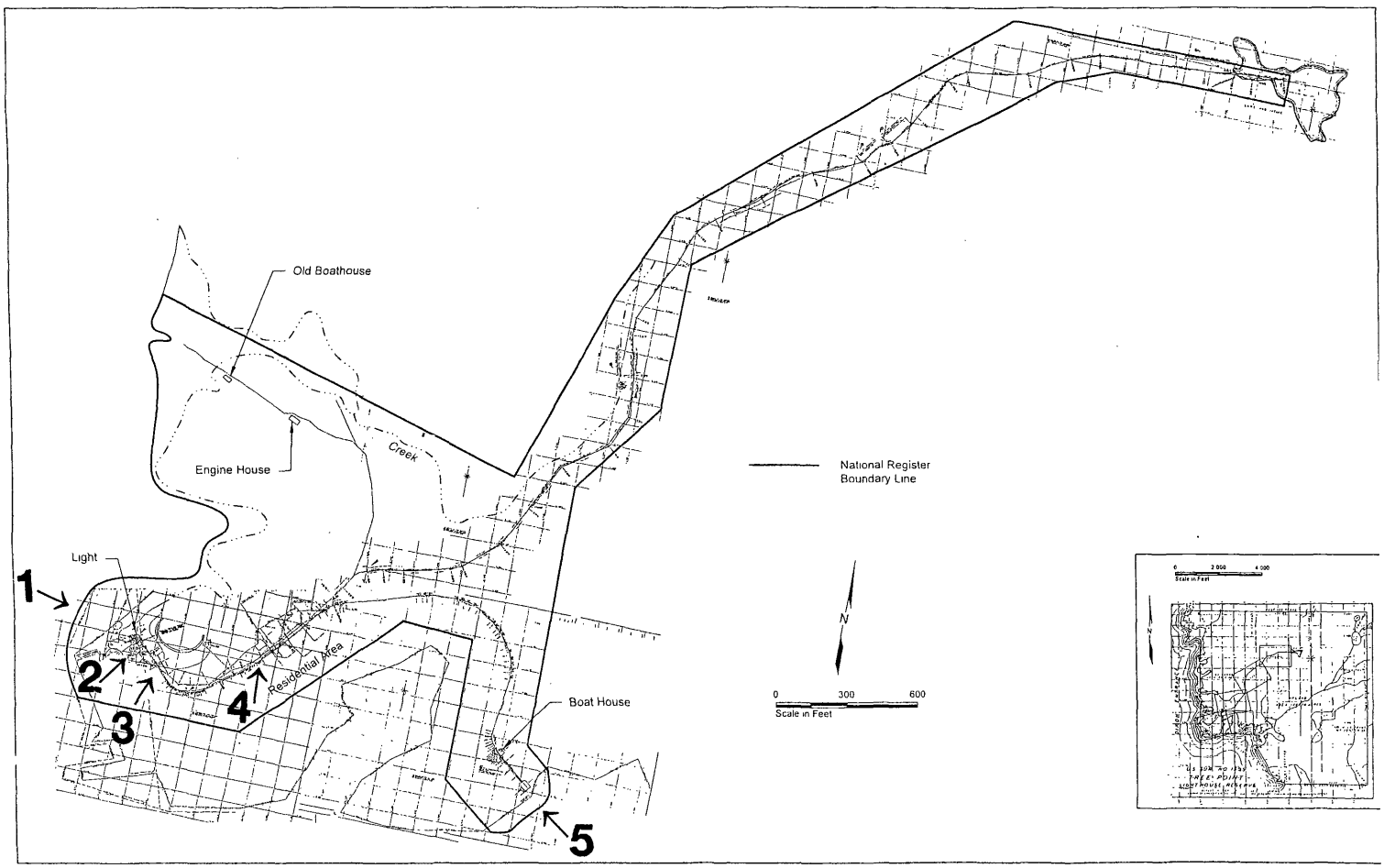
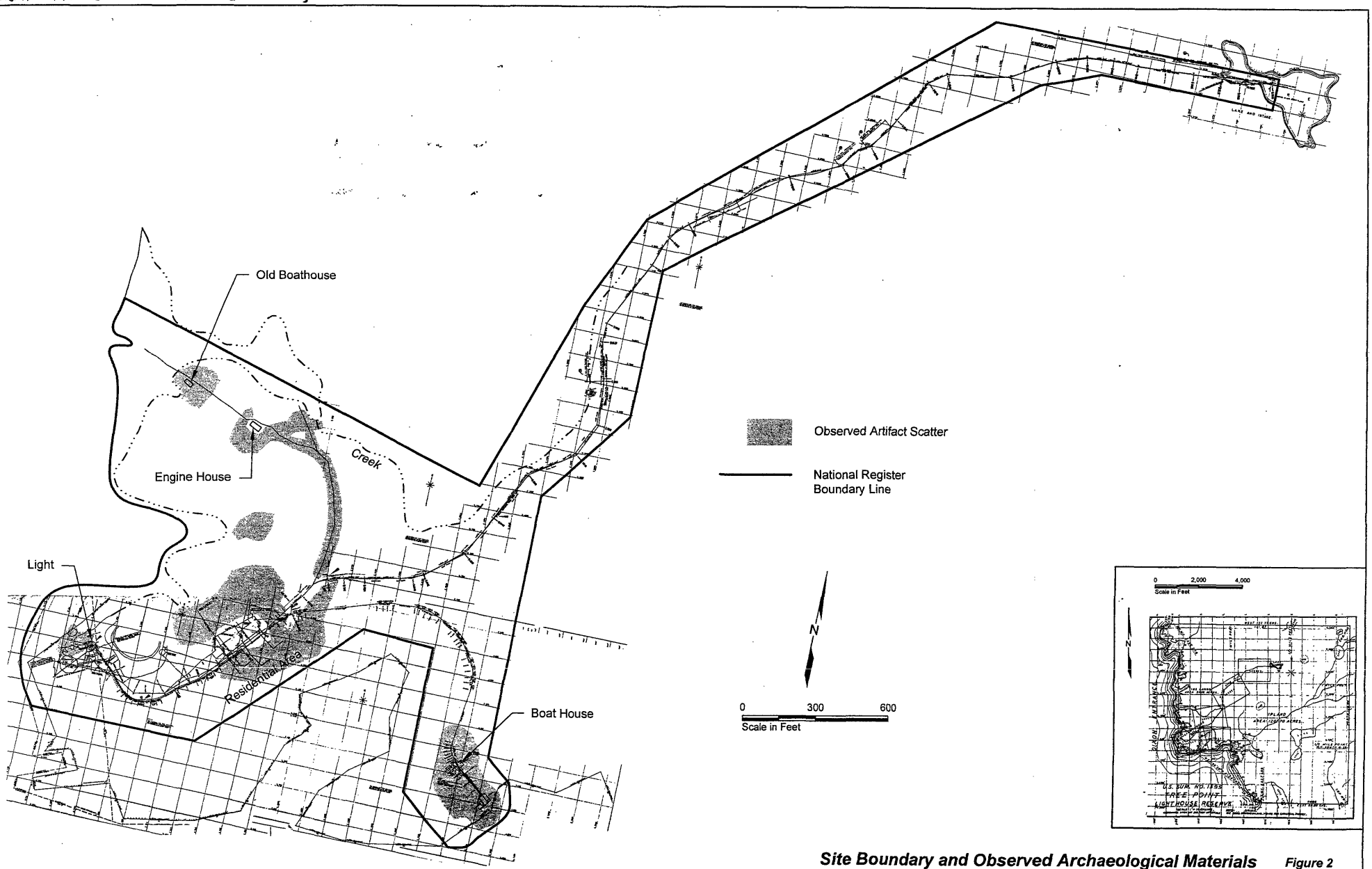
Section **Additional Documentation**

TREE POINT LIGHTHOUSE
PRINCE OF WALES–OUTER KETCHIKAN CENSUS AREA, AK

Sketch Map: Photograph Views and Locations



TREE POINT LIGHT STATION PRINCE OF WALES-OUTER KETCHIKAN CENSUS AREA, ALASKA
(LIGHT STATIONS OF THE UNITED STATES)



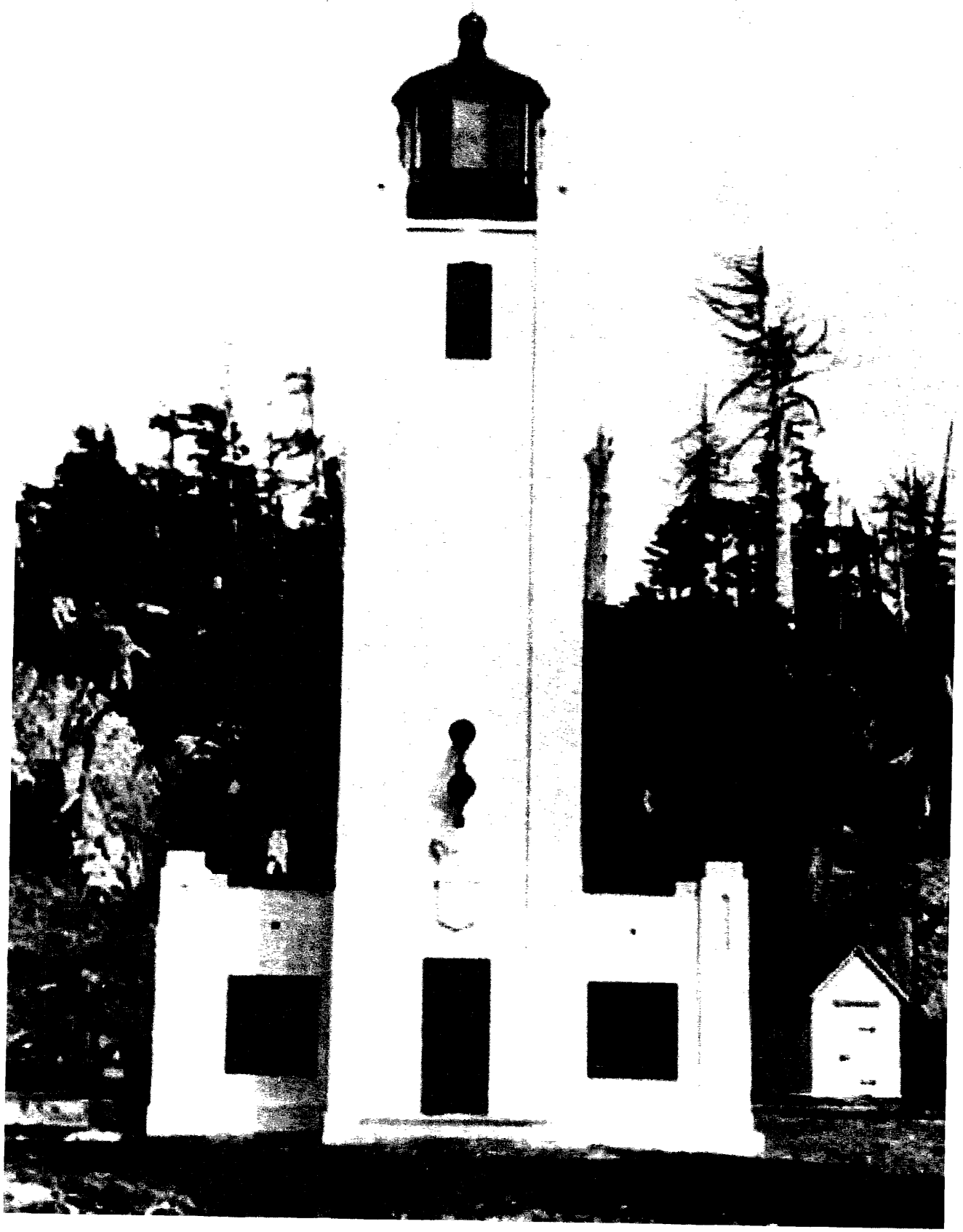
CAS 3/23/04 750046-001.DWG

Site Boundary and Observed Archaeological Materials *Figure 2*

looking northeast

Original Tree Point Light and Fog–Signal Building

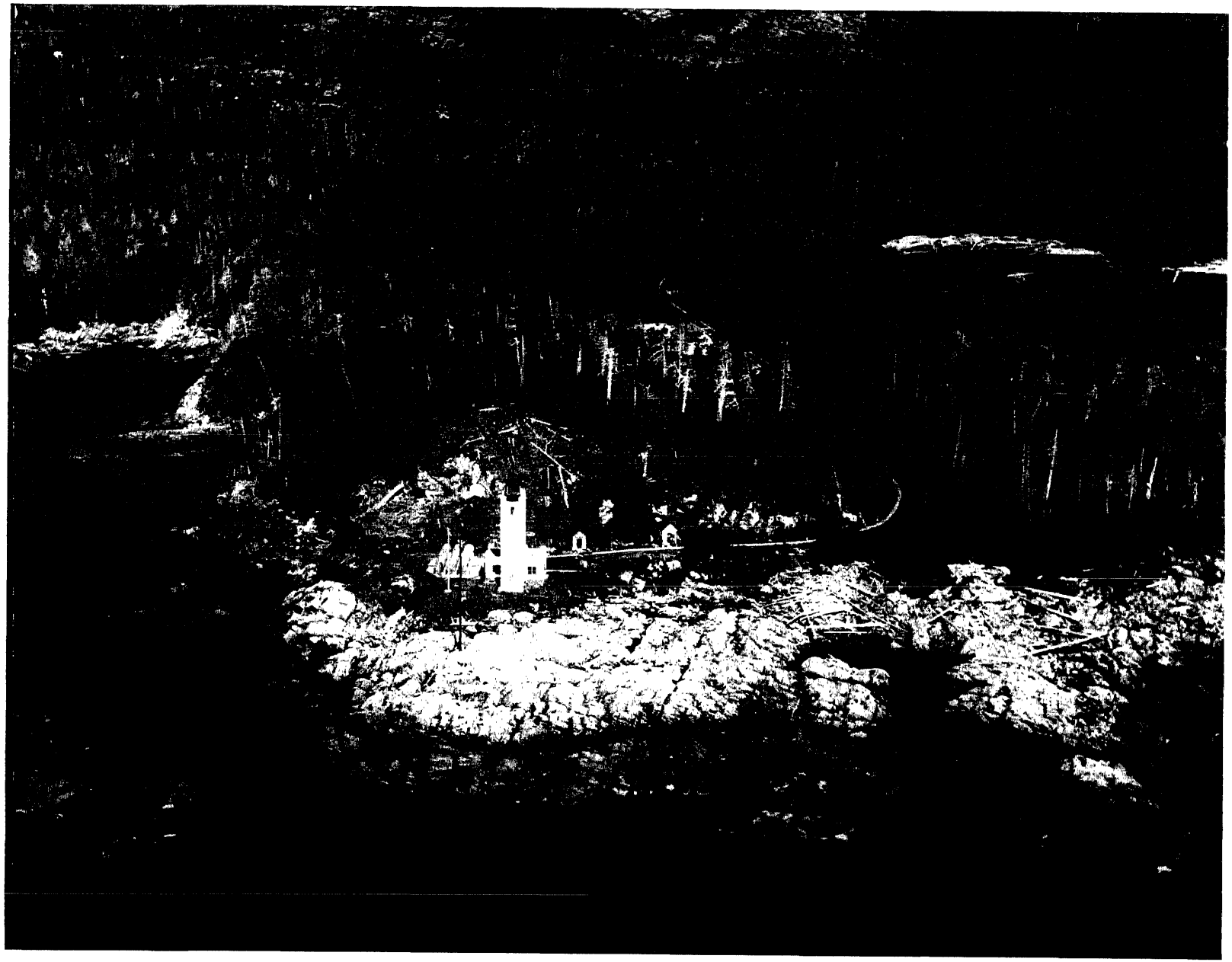
Historic 2 Tree Point Lighthouse
Prince of Wales Outer Ketchikan Alaska
U.S. Coast Guard, Civil Engineering [illegible]



New Tree Point Light and Fog-Signal Building in 1935

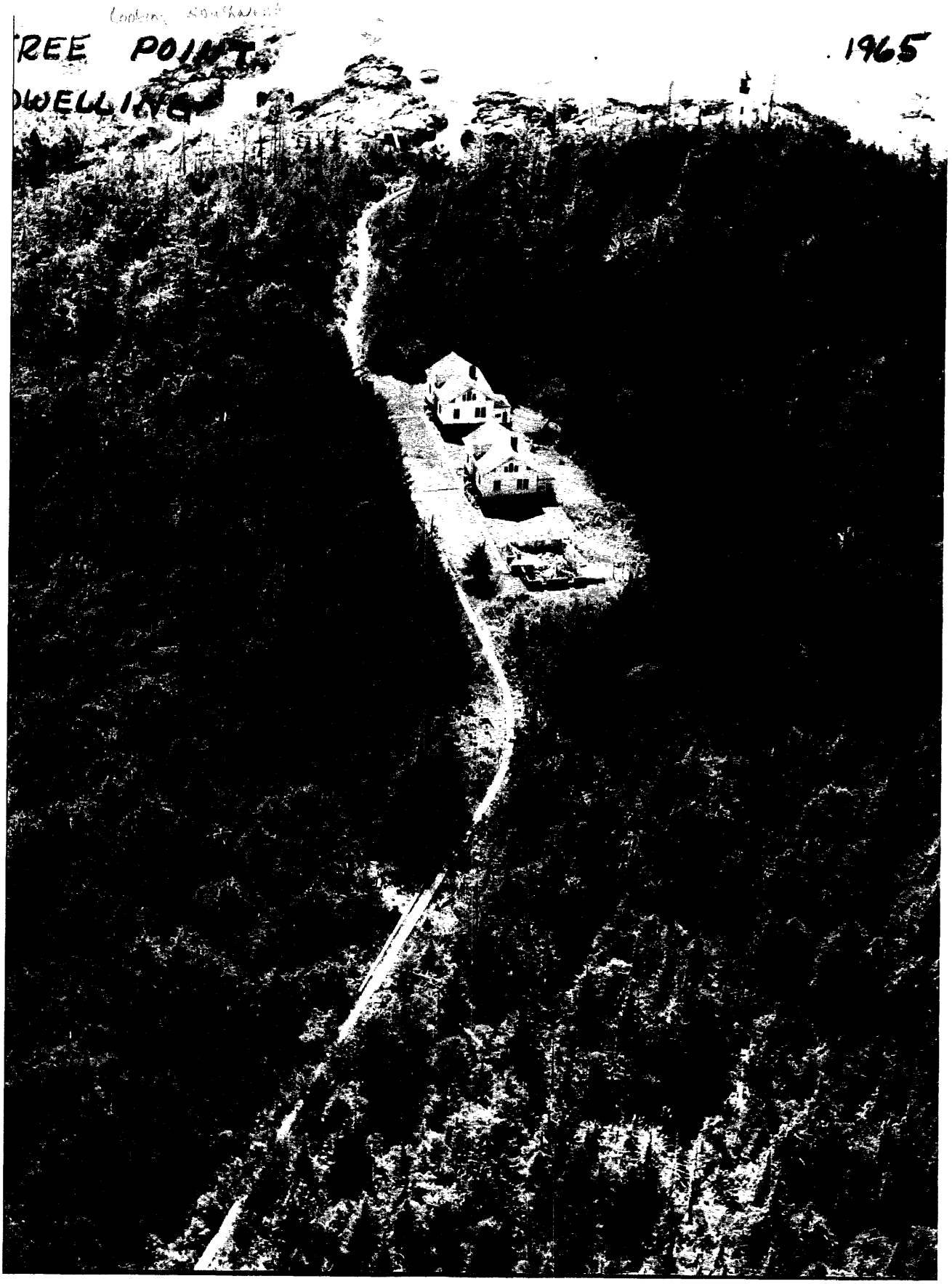
Historic - 5 Tree Point Lighthouse
Points of Contact - Civil Engineering Unit Ketchikan Alaska
U.S. Coast Guard - Civil Engineering Unit files
Juneau, Alaska.

Tree Point Light and Fog Signal Building from Northwest – 1965



Tree Point Light and Fog Signal Building from West – 1965

Historic - S Tree Point Lighthouse
Prince of Wales Outer [illegible]
U.S. Coast Guard, Civil Engineering, Unit [illegible]
Juneau Alaska
Looking Southwest



Layout of Residential Compound – 1965