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United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

NATIONAL
REGISTER

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 Cape Arago Lighthouse

other names/site number Cape Gregory Lighthouse

2. Location

street & number Gregory Point, a promontory north of Cape Arago lying about two miles southwesterly of entrance to Coos Bay not for publication

city or town Charleston vicinity

state Oregon code OR county Coos code 011 zip code 97420

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.)

James Hamrick August 21, 1992
Signature of certifying official/Title Deputy SHPO Date
Oregon State Historic Preservation Office
State of Federal agency and bureau

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

Carol A. Peterson Assoc. DM. 3-17-93
Signature of certifying official/Title Date
USDI Bureau Land Mgt. Coos Bay District
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.

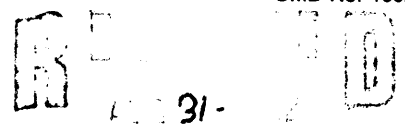
determined not eligible for the National Register.

removed from the National Register.

other, (explain): _____

for Signature of the Keeper Antoinette Rice Date of Action 5/13/93

United States Department of the Interior
National Park Service



National Register of Historic Places
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James Hannah August 21, 1992
Signature of certifying official/Title Deputy SHPO Date
Oregon State Historic Preservation Office
State of Federal agency and bureau

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

John G. Savage 3-17-93
Signature of certifying official/Title Preservation Officer, Bureau of Land Management Date
USDI Bureau Land Mgt. Coos Bay District 4/30/93
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:	Signature of the Keeper	Date of Action
<input type="checkbox"/> entered in the National Register. <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined eligible for the National Register <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined not eligible for the National Register.	_____	_____
<input type="checkbox"/> removed from the National Register.	_____	_____
<input type="checkbox"/> other, (explain): _____	_____	_____

Cape Arago Lighthouse
Name of Property

Coos County, Oregon
County and State

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	
1		buildings
		sites
1		structures
		objects
2		Total

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

Lighthouse Stations of Oregon MPS

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Lighthouse Station

Current Functions
(Enter categories from instructions)

Lighthouse Station

7. Description

Architectural Classification
(Enter categories from instructions)

No style

Materials
(Enter categories from instructions)

foundation concrete

walls concrete

roof concrete tiles

other _____

Narrative Description

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

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.)

- 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.
- 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.
- 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 Transportation
Culture: Architecture

Period of Significance

1934-1939

Significant Dates

1934
1938

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

U.S. Lighthouse Bureau
R.J. "Rudy" Hillstrom, contractor

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the 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 # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

U.S. Coast Guard - 13th District
Seattle, Washington

Cape Arago Lighthouse
Name of Property

Coos County, Oregon
County and State

10. Geographical Data

Acreage of Property ca. 1.07 acres

Charleston, Oregon 1:24000
Cape Arago, Oregon 1: 24000

UTM References

(Place additional UTM references on a continuation sheet.)

1	110	388650	4799400
Zone	Easting	Northing	
2			

3			
Zone	Easting	Northing	
4			

See continuation sheet

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 Sally Donovan, preparer, drawn from a preliminary National Register nomination of 1978 based on reports filed by Stephen Dow Beckham and Glenn Hartmann.

organization The USCG nomination resulted in a determination of eligibility. Donovan and Associates date August 1991

street & number 111.5 Third Street telephone (503) 386-6755

city or town Hood River state Oregon zip code 97031

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute 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.D.I. Bureau of Land Management, Coos Bay District

street & number 1300 Airport Lane telephone (503) 756-0100

city or town North Bend state Oregon zip code 97459

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 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Note: Section 7 of this nomination is drawn in main part from a preliminary National Register nomination form that was submitted for state and federal review by the United States Coast Guard Thirteenth District in 1978. Section 7 of the 1978 nomination was taken from the report of Dr. Stephen Dow Beckham entitled "Cape Arago Lighthouse: An Historical Overview and Structure Inventory."

The Cape Arago Lighthouse is located on Gregory Point, two miles south of the entrance to Coos Bay. This scenic vista possesses one of the finest viewpoints of this section of the Oregon Coast. The former lighthouse reservation has been recently transferred to the Bureau of Land Management (BLM), which acts as the lead manager of the property. The United States Coast Guard, through its Thirteenth District, retains a maintenance access easement. The off-shore rocks and islands at Cape Arago are administered by the U.S. Fish and Wildlife Service as part of the Oregon Islands National Wildlife Refuge. The rookery encompasses Chief's Island and its reef. In addition the Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians have a proprietary interest in the area and hold a burial ground easement to a portion of the mainland.

Cape Arago, located on Gregory Point, is an irregular shaped, jagged point projecting about one mile from the general trend of the coast. The seaward portion of the Cape is about 2 1/2 miles long, north to south, and is a narrow sparsely wooded tableland, 50 feet high with rugged and broken cliffs and outlying rocks of the same height which formerly were a part of the lighthouse reservation. The lighthouse is sited 2 1/2 miles north of the cape on exposed rocky islet close to the mainland.

Approximately three miles from Charleston on Cape Arago Highway, the access road leading to the station is a narrow paved roadway lined with mature firs and low shrubs. A gravel parking area is located at the end of the road. A triplex and associated garages are east of the parking area (not in nominated area). A large open, grassy area extends from the parking area to the western edge of the mainland where the Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians have a burial ground. A wooden bridge, erected in 1938, connects the mainland with the lighthouse island.

Since 1866, the United States government has erected and razed a number of structures on the lands reserved for the Cape Arago Lighthouse. These structures have been located on the mainland, in the beach cove between the mainland and the island, and on the island. Photographs, lithographs, printed records, newspaper accounts, and recollections of local residents of the Coos Bay area provide documentation for the present and original physical appearance of the site. The following resources are no longer standing but are listed chronologically to provide an overview of the station's development throughout its history. Extant resources follow this section.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 2Resources No Longer Standing

A. *Lighthouse No. 1*, 1866 : This building stood at the western extremity of the island. The site has now largely fallen into the ocean. As first constructed in 1866, the lighthouse was an octagonal tower about 25 feet high. The base of the tower was open for the lower 10 feet. A spiral, iron staircase rose through the center of the building. The lighthouse has two viewing platforms with railings and possessed external ladders in addition to the interior staircase. The roof was metal and was topped with a round metal ball and lightning rod.

In 1896 the lighthouse was considerably altered. The tower was enclosed in brick and a brick fog signal room was added to the west of the lighthouse to the verge of the western tip of the island. This one story brick addition possessed a segmented entry bay with double doors. The fog signal room had a chimney. Both the brick light tower and fog signal room were covered with stucco. The lighthouse was painted white.

Abandoned in 1903, this lighthouse stood in disrepair until the 1930s. Demolished, ca. 1936.

B. *Storage Shed No. 1*, 1866: This building stood adjacent to the lighthouse No. 1 on its eastern elevation. This small, wood frame building possessed a low, gable roof. The west was covered with vertical board and batten siding. Photographs indicate that this building was probably razed by 1896.

C. *Storage Shed No. 2*, ca. 1866: This storage building stood near the tip of the lighthouse island and west; located just to the east of storage shed No.2. The wood frame building had a medium-pitch, gable roof with a small louvered bay for attic ventilation on both its east and west elevations. The exterior of the building was wide, shiplap siding. On its west elevation the building possessed a four-over-four, double hung sash window. The door was on the north (front) elevation. Demolished, ca. 1911.

D. *Plank Walkway and Railings*, ca. 1866: The plank walkways and railings ran the length of the island from the keeper's quarters to the Lighthouse No. 1. The plank walkways were constructed to provide safety for the lighthouse employees who crossed back and forth across the island under very adverse conditions. The railings sometimes kept these men from being blown into the sea during storms. Anna (Adamson) Beckham, whose father became Coos Bay's harbor light keeper in 1911, recalls that in her childhood a small, rail tramway had also been erected along the plank walkway to enable lighthouse employees to move coal, kerosene, and other supplies across the island. Demolished, ca. 1910.

E. *Tramway*, ca. 1876-1878; 1878-1886; 1902- ?:

The tramway was a vertical, lift incline which stood in the beach cove on the west side of the lighthouse island. The tramway was probably a wood framework, possibly with a stairway in

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its center, possessing rails so that a small cart loaded with supplies could be winched or lifted from the beach up the side of the island. The structure, located in the beach cove, was subject to regular buffeting by winter storms and high waves. It was repeatedly destroyed and reconstructed (see dates above).

F. *U.S. Life-Saving Service Boat House and Crew Quarters, 1880*: This building stood on pilings in the beach cove on the eastern side of the lighthouse island. The United States Life Saving Service Station, the first erected at Coos Bay, was a one and one-half story, wood frame building with traces of the "Stick Style" of Queen Anne architecture popular in the Pacific Northwest in the 1880s. This building possessed a foundation of wood timber piles and wood braces. Some concrete footings from the structure remain in the cove.

The building's east (front) elevation had a large, entry bay with double, wood doors on the first floor, a delicate balcony on the upper half story, and a doorway opening onto the balcony flanked by a four-over-four, double hung sash windows. The building had one, brick chimney and possessed a small gable on the north elevation to provide light in the crew quarters in the upper half story. A smaller building was attached on the structures west (rear) elevation and joined the building to the island. The building possessed a gable roof and had a flagpole attached on the roof on the front elevation.

This structure housed one member of the U.S.L.S.S. between 1880 and 1890. In that latter year the station was effectively abandoned and the enlarged crew took up new quarters two and one-half miles north of the bar at a station in the sand dunes on Coos Bay's north spit. In 1916 the Life-Saving crews moved again to a new station near Coos Head at Charleston to the present site of the University of Oregon Marine Biology Station. Demolished, ca. 1911.

G. *Boathouse, ca 1870s*: The small boat house was located at the north end of the beach cove on the east side of the lighthouse island. The boat house was a very small building standing on wood piling at the base of the tramway-stairway leading from the cove to the top of the island. It possessed a medium pitch, gable roof. The building was open at the bottom, possessing no floor. The surf boat used by the lighthouse crews and the United States Life Savings Service was suspended by cables or ropes and hooks underneath the roof of this building. Demolished, 1884 or after.

H. *Barn No.1, 1886*: The exact location of this barn is not clear from the literature and it is not visible in the photographs of the station. The structure was located on the mainland and was probably on the edge of the meadow where the Indian village middens cover the headland.

This barn was erected in 1886 and was a two story, wood frame building measuring twenty by thirty feet in size. It housed the livestock of the station, probably both horses and cows. The crews maintained a boat house at South Slough at Charleston four miles to the north on Coos Bay. They hauled supplies by team through the forest to the lighthouse reserve and thus had

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need for shelter for their livestock. It is likely that an earlier barn was erected in 1866 though no documentary evidence has been found relating to that building. Demolished, date unknown.

I. *Low Bridge*, 1876-1878; 1878-1886; 1886-1891: The first keeper's quarters stood on the northern end of the lighthouse island on the eastern edge of the island. This same site was later occupied by keeper's quarters No. 2 (1896-1957). The one and one-half story wood frame building possessed a low gable roof and had two one story attached buildings on its north (rear) elevation. The building faced south and had a simple, open front porch. The main structure had a single, brick chimney. As early as the 1890s much of the yard of this structure was surrounded by a wood, picket fence. Possibly this fencing was placed as early as 1866 to keep the keeper's children from falling into the ocean.

G. *Cable Tramway Island Terminal House*, 1891: The terminal house for the cable tramway between the mainland and the island stood on the most northeasterly corner of the island. The site had largely eroded into the sea by 1978. The one story, wood frame building possessed a low gable roof. The base of the building flared outward and a large open portal or bay to receive the tram car was situated on the southeast (front) elevation of the building. Demolished, ca. 1898.

K. *Storage Shed No. 3*, ca. 1896: The small, wood frame building probably replaced Storage Shed No. 1. It was located immediately adjacent to the east elevation of Lighthouse No. 1. The building had a steep, gable roof which was covered by 1900 with corrugated sheet metal. Demolished, date unknown.

L. *Fog Signal Tanks*, ca. 1896: These tanks, which may have been used for storage of water for the fog signal and for holding kerosene for the light, were located adjacent to lighthouse No. 1 on its southeast corner. The tanks stood on the edge of the island and, from a photograph taken about 1900, appear to have been constructed of sections of sheet iron. Close scrutiny of the 1900 photograph also suggests that one of the tanks may have been a redwood cistern, held together by metal bands. Demolished, date unknown.

M. *Keeper's Quarters No. 2*, 1896: The building stood on the eastern end of the island near the beach cove. It occupied nearly the same site as the quarters erected in 1866. The residence was a large, one and one-half story, wood frame building which was a duplex. The structure had a distinctive hip-on-gable roof with a projecting upper half story dormer on its east (front) elevation. The dormer had two pairs of four-over-four double hung sash windows with a pair of narrow windows for the attic "lights." The building had two brick chimneys. An open veranda ran across the entire front elevation. The first floor of the front elevation possessed

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entry doors at the north and south ends and each "apartment" had a pair of four-over-four, double hung sash windows facing east. Demolished, 1957.

The Keeper's Quarters No. 2 was burned in the spring of 1957 after construction of new crew quarters on the mainland. Much of the site of this building has dropped into the sea since 1957.

N. *Outhouse*, 1896: This small building was erected to the west of the rear elevation of the Keeper's Quarters No. 2. It was a few feet north of the main body of the quarters. Very likely two outhouses, one for each apartment, were erected in 1896 for the Keeper's Quarters No. 2. One of these outhouses is visible in an 1898 photograph of the station. The building had a steep, gable roof and an entry door on its east (front) elevation. This structure was razed by the 1930s and its site was covered over by a one story addition on the west (rear) elevation of the keeper's quarters. Demolished, date unknown.

O. *High Bridge*, 1898: The high bridge joined the mainland and the eastern edge of the lighthouse island. It crossed part of the ocean and met the island near its northeast corner. The bridge was erected in 1898 after the breaking of the cable on the aerial tramway and the dumping of the keeper and other occupants of the tram keeper onto the rocks into the beach cove. The accident resulted in the eventual amputation of the keeper's leg. Materials for the bridge were landed at the station on June 3, 1898. The Lighthouse Board reported that year: "The mainland side of the bluff was prepared to receive the approach. Four piers and iron cylinders filled with concrete were placed and braced, trestles were put on and braced, and are in readiness for erection of the first span. The holes are ready to receive another set of piers. Rubble stone was prepared for strengthening the piers." The bridge was completed on July 28, 1898. The bridge was replaced by a similar bridge in the same location in 1938.

P. *Oil House*, 1898: The location of this building is not clear from either the literature or the photographs. It was probably on the island. The oil house was a one story building with a galvanized metal exterior. It was set upon a brick foundation.

Q. *Lighthouse No. 2*, 1908: This building stood on the eastern end of the lighthouse island due east of the Lighthouse No. 3 which yet stands on the island. The one story, wood frame building was erected in 1908 to replace the lighthouse erected in 1866. The tower possessed some Italianate features, including decorative brackets supporting the octagonal walkway on the lighthouse tower. The tower was covered by an octagonal metal roof with a decorative metal ball and short spike. The building was covered with shingles. The main lighthouse structure had a hip roof surmounted by a centrally-located, louvered cupola with hip roof. The building possessed one brick chimney. Windows were a combination of two over two double hung wood sash and double pane windows. The lighthouse was identical in plan to the Ediz Hook Lighthouse in Washington.

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This lighthouse was probably moved about fifty feet west east when Lighthouse No.3 was erected in 1934. At that time the light tower was removed and the building became an office for the lighthouse keeper. It was last used as keeper's office by Arthur Shaeffer, the station's last keeper, until it was razed in 1960.

R. *Temporary Tent Platform, 1908*: The tent platform was located west of the Lighthouse No. 2. The site may have fallen into the ocean. Photographs of the lighthouse in 1908 show a tent platform of rectangular shape covered with canvas. This structure was probably used as the carpenter crews erected Lighthouse No. 2. Demolished, date unknown.

S. *Redwood Tank, 1908*: The tank was located adjacent to the south elevation of Lighthouse No. 2. and was constructed of redwood boards bound by iron hoops, held water collected from the roof of Lighthouse No.2. The water was probably used for the station's fog signal. Demolished, date unknown.

T. *Storage Shed No. 4, 1908*: This small building was located east of Lighthouse No. 2 near the edge of the cliff above the beach cove. The building had a fairly steep, gable roof and, in old photographs, appears to have possessed vertical board siding. Two vent cupolas were located atop the roof. Demolished, 1962 or after.

U. *Derrick, ca.1920s*: Constructed of three poles, this crane was located on the cliff above the beach cove at its south end. Photographs show that this derrick was situated at the edge of the cliff near Storage Shed No. 4. It was probably used for lifting loads from the beach cove to the top of the island. Demolished, 1930s.

V. *Storage Shed No. 5, ca 1935*: The shed stood on the edge of the cliff east of shed No. 4 above the beach cove. This small building possessed a hip roof and had an open portal or bay, possibly containing a window, on its east elevation. Demolished, ca. 1960.

W. *Flagpole No. 1, ca. 1896*: The flagpole was located about twenty feet north of the north elevation of Keeper's Quarters No. 2. The pole was a single, wood pole supported at its base by a framework of timbers or boards placed at angles. Demolished, date unknown.

X. *Flagpole No. 2, ca. 1908*. This flagpole was located to the north of the Lighthouse No.2. Demolished, in the 1930s.

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Y. *Flagpole No. 3*, ca. 1940s: This flagpole was located to the north of Keeper's Quarters No. 2 near the location of Flagpole No. 1. It remained in use after the destruction of Keeper's Quarters No. 2 in 1958. Demolished, ca. 1960.

Z. *Garage No. 1*, ca. 1930s: The garage was located at the far western edge of the mainland above the bridge abutment. A one story, wood frame building, the garage had a hip roof surmounted by a centrally-located ventilator cupola. It possessed two bays with double wooden doors enclosing each bay. The concrete foundation for the garage remains. Demolished, late 1960s.

AA. *Gasoline Shed*, ca. 1930s: The small building had a very low, hip roof and was located to the south of the paved driveway leading to the garage. This wood frame building was used by station personnel for sheltering livestock. No detailed photograph of it has been located. Demolished, late 1960s.

BB. *Barn No. 2*, ca. 1930s: This barn was located to the south of Garage No. 2. It was on the mainland. This wood frame building was used by station personnel for sheltering livestock. No detailed photograph of it has been located. Demolished, 1950s.

CC. *Water Tank No. 1*, ca. 1934: The water tank stood near the edge of the cliff to the south of the cove south of Keeper's Quarters No. 3. It was on the mainland. The water tank was constructed of wood slats held by iron hoops. Demolished, 1950s.

DD. *Water Tank No. 2*, ca. 1930s: This water tank was located on the mainland to the south of Keeper's Quarters No. 3. It was east of Water Tank No. 1. Demolished, 1950s.

Standings Resources

The extant station buildings at Cape Arago (the lighthouse tower with its attached workroom and the high bridge) are excellent examples of 20th Century station structures. The resources are virtually intact and retain integrity of setting and materials. There are two contributing resources in the nominated area. The following is a discussion of the physical characteristics of these contributing features:

1. *Lighthouse No 3*, 1934 - Contributing Building

The lighthouse stands near the center of the south end of the lighthouse island. The one story, reinforced concrete building is supported on a concrete foundation and is covered with a concrete tile hip roof (re-roofed in 1986). The building is square in plan, measuring approximately 27 feet 10 inches by 28 feet and stands 13 feet high from the floor to the first

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floor ceiling. The majority of the windows are large four pane metal sash windows with a slightly raised sill and head. A dormer is located on the west elevation of the hip roof and provides attic lighting. Doors on the south and east elevations have been enclosed with a non-functioning metal door: double doors leading to the workroom are on the east elevation. A projecting beltcourse extends around the perimeter of the building above the foundation.

The tower is octagonal in plan and is integrated into the body of the workroom. A radio beacon equipment box is attached to the shaft of the structure. Four windows punctuate the tower on the south elevation: all but one (the top) has been enclosed. The metal gallery projects over the tower shaft and is enclosed with a metal pipe railing. The Fourth Order Fresnel Lens is enclosed in the lantern room which has diamond shaped window panes on the top portion and metal covering the lower portion. A NOAA weather package is attached to the east side of the lantern room. A metal, conical roof caps the tower: the roof is finished with a ball vent. The lightning rod is missing.

The interior of the lighthouse/workroom contains three main rooms on the first floor. The northern section of the main floor is a large open room with a concrete floor which support two concrete pads used for the engine and generator storage. A small room in the southeast corner contains the equipment for the radio beacon and is accessed by a door on the north wall of the room. A large multi-pane window is adjacent the door. Another smaller room in the southwest corner of the room is used for storage. A centralized door on the south wall leads to a small hallway containing a spiral, concrete staircase which leads to the lantern room. The lantern room is enclosed with a metal diamond shaped windows and houses the lens.

The building is in good condition with some rusting of the gallery deck. Alterations include the enclosure of some of the tower windows and workroom doors and attachment of new navigational aids to the exterior of the structure. The structure was re-roofed in 1986.

2. *High Bridge*, 1938 - Contributing Structure

The high bridge joins the mainland and the eastern edge of the lighthouse island. It meets the island near its northeast corner. The bridge was erected in 1938. The bridge replaced an earlier bridge of similar design. The earlier bridge was constructed after a cable on the aerial tramway broke, dumping the keeper and other occupants of the tram onto the rocks upon the beach cove below. The accident resulted in the construction of a permanent bridge. Materials for the bridge were landed at the station on June 3, 1898; the bridge was completed on July 28, 1898. Only remnants of the footings currently remain from the 1898 structure.

The current bridge is a trestle-type bridge. The bridge, approximately 389 feet long and eight feet wide, is supported on a high wooden superstructure with diagonal cross bracing. Six pairs of reinforced concrete footings make up three piers which support the structure. Larger reinforcing footings were placed adjacent to some of the older footings in 1959. The deck of the bridge consists of pressure treated wood planks laid in a diagonal pattern. The planks have

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been treated with creosote. Asphalt roofing shingles have been placed in the center of the bridge for traction. The deck is flanked by a 36" wood railing. The south end is closed off by a cyclone fence: access is limited to the bridge and islet.

Note: Several non-historic station buildings, located on the mainland, were associated with the U.S. Coast Guard and include: the Keeper's Quarters No. 3 (1957), crew quarters (1952) and the communication system tower (ca. 1950). These buildings are not included in the nominated area.

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Cape Arago Lighthouse, constructed in 1934, was the last lighthouse constructed along the Oregon coast. The lighthouse station meets the requirements for registration as defined by the multiple property submission "Lighthouse Stations of Oregon". The station's significance is evaluated in respect to its historic context; Maritime Transportation in Oregon, and its architectural significance. The station derives significance under Criterion A for association with Oregon's critical reliance on maritime transportation and the aids that made navigation possible during the states early development. The growth of commerce and subsequent settlements along the Oregon coast is also directly linked with the establishment of the lighthouse stations. The station is also significant under Criterion C as a good example of its resource type and method of construction. The lighthouse is the only tower constructed of reinforced concrete on the Oregon coast. It represents the introduction of modern building technology to a traditional building form.

The station meets registration requirements for its property type. The tower with its attached workroom and bridge are virtually intact. Although the remainder of the historic buildings have been demolished, the site still maintains integrity of setting. The lighthouse is the third in a series of lighthouses built on the islet. The present lighthouse has both visual and interpretive potentials. The site commands a stunning vista of the harbor entrance and is located immediately adjacent to popular Sunset Bay State Park.

The period of significance covers the period from 1934 to 1939. The year 1934 marks the date when the lighthouse was finished and the end date, 1939, reflects the date when the U.S. Lighthouse Bureau was superseded by the United States Coast Guard.

Native Americans Inhabitation of Gregory Point

Registration of the Cape Arago Lighthouse is not proposed on the basis of prehistoric archaeological values, either within or adjacent to boundaries of the nominated area. Archaeological features require evaluation under Criterion D. Because this is not an archaeological site nomination, and in accordance with instructions for completing nominations to the National Register of Historic Places, "cultural affiliation" is not specified among the descriptors for data entry above. Nevertheless, to make the overall context for Cape Arago Lighthouse complete, it is important to include a word about the Native American culture that is so deeply rooted at Gregory Point, a peninsular landform extending from Cape Arago.

Gregory Point is located in ancestral territory of the Milluk Coos, a main branch of the Penutian-speaking Coosan language group that inhabited the south side of the Coos River estuary. The tribe had villages on South Slough at Mussel Reef (Yoakam Point), Sunset Bay and Cape Arago, as well as Gregory Point.

The tip of Gregory Point was long ago separated from the mainland by wave erosion. According to tradition, the small island tip became the home of the chief of the village, which was called by the Hanis Coos people "Baldyasa," meaning "towards the west." The Hanis were neighbors of the Milluk on the north side of the estuary. The Milluk name for the village was lost over time. The

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people of Baldyasa lived in some isolation, confined between the sea and dense forest that crowded the coastline. Sunset Bay, a cove which borders Gregory Point on the southwest, provided a sheltered place where sea-going canoes that were indispensable to the hunting-gathering subsistence of the village could be launched and beached.

How long the Milluk Coos village at Gregory Point was occupied is uncertain, but the site is many hundreds of years old at least, possibly reaching as far back as 500 A.D. According to tradition, the village was largely decimated in a raid by the Rogue River Indians before the time of first contact by Euro-Americans locally and was never re-established. Other testimony suggests, to the contrary, that the village was occupied into the early historic period. Evidence of habitation on Chief's Island was disturbed to a degree in construction of the third light tower and other developments at the Cape Arago Light Station in the 1930s. It was at that time the island, scarcely more an acre in area, was denuded of its trees. Without the anchoring effect of large root systems, the island's rate of erosion has accelerated in the past 50 years. Sites associated with the Indian village (36 CS 11), including middens and burial grounds, occur on both island and mainland. Certain archaeological features on Chief's Island are intact. Those on the mainland are not included in the nominated area.

The discussion of Native American culture at Gregory Point is provided by the State Historic Preservation Office and is based on the following sources: Stephen Dow Beckham, "Historical and Archaeological Resources of the Oregon Coastal Zones: A Resource Inventory Report to the Oregon Coastal Conservation and Development Commission," September 1974; Jeff Zucker, ed., *Oregon Indians: Culture, History and Current Affairs; An Atlas and Introduction*, Portland: Oregon Historical Society Press, 1983; Patty Whereat, "Presentation of the Confederated Tribes of the Coos, Lower Umpqua and Siuslaw Indians at the First Oregonian Conference, Portland, Oregon", October 1990. The distribution of Native American language groups on the Oregon coast, as represented cartographically in Judith A. Farmer and Kenneth L. Holmes, *An Historical Atlas of Early Oregon*, Portland: Historical Cartographic Publications, 1973, was useful to the office in preparing statements for documents relating to this nomination.

Note: The following portion of Section 8 of this nomination is largely quoted from a preliminary National Register Nomination form that was submitted for state and federal review by the U.S. Coast Guard Thirteenth District in 1978. The earlier nomination form, based on separate historical and archaeological reports by Stephen Dow Beckham, and Glenn Hartmann, respectively, resulted in a Keeper's determination of eligibility. The narrative material of the earlier form was written by Stephen Dow Beckham and later published as a two-part article in the winter and spring 1984 issues of The Coos Historical Quarterly, the journal of the Coos County Historical Society Museum. The preparer of this application acknowledges here the earlier authorship.

Cape Arago and Coos Bay

On January 3, 1852, a maritime disaster near the entrance to Coos Bay brought the first Euro-American residents to the estuary. The *Captain Lincoln*, a coastal steamer carrying United States

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Army personnel to the newly established Fort Orford on Oregon's southwest coast, foundered in a storm and beached on the North Spit of Coos Bay. Although the castaways from this ship camped for nearly five months near their lonely wreck, they eventually left the region. Not until 1853 did settlers come to make permanent homes in the land of the Coos Indians (Beckham 1973: 1-7).

In the 1850s Coos Bay eventually became an important harbor on Oregon's coast. Its sheltered roadstead and extensive timber and coal resources drew settlers and coastal commerce. The region's river valleys appealed to farmers and eventually to stock raisers. On May 19, 1855, the first cargo of coal, a load of 300 tons, passed out over the Coos Bay bar. For the next sixty years, coal was a staple export of the harbor (Beckham 1973: 18; Dodge 1898). Henry H. Luse and Asa M. Simpson developed both mills and shipyards on Coos Bay in the 1850s. Their exports of piling, lumber, and shingles added to the region's commerce. The steam tugs produced in their yards provided pilot service on the bar and bay for mariners braving the harbor entrance (Beckham 1971; Peterson and Powers 1952).

The entrance to the bay, its shifting channels and shoals, and the evident need for aids to navigation did not receive the attention of the United States Government until September, 1861. That fall James S. Lawson of the United States Coast Survey, wrote to his superiors in Washington D.C.:

With the slightest information which we had been able to pick up, before sailing from San Francisco, I declined to risk the vessel by entering Koose bay until some examination had been made of the bar and channel.

Between 1861 and 1865 the Coast Survey carried out a careful study and hydrography of the harbor. The crews from the Fautleroy made 14,094 soundings in the bay, observed 1,506 angles, and covered an estimated 154 square miles of the bay's surface (U.S. Congress, *House Exec. Doc. No. 11; House Exec. Doc. No. 75*).

While the Coast Survey was carrying out its investigations of Coos Bay, Congress acted to provide permanent aids to navigation at the harbor entrance. On July 2, 1864, it passed an act for erecting a lighthouse on Cape Arago and funded the measure with an appropriation of \$15,000. This project was carried out in 1866 and the light was first illuminated on November 1 of that year. Writing about the station in the *Coast Pilot* of 1869, George Davidson remarked:

This structure is on the narrow island northwest of the extremity of the mainland of Cape Gregory, and consists of an octagonal wrought iron tower and lantern, painted white, with the dome of the lantern painted red. As seen from seaward, the tower is projected against the dark spruce foliage, and is readily recognized in day-time. The keeper's dwelling is a one-and-a-half story wooden building situated on the southern extremity of the island, about three hundred and fifty yards from the tower.

The light, as first illuminated, was a Fourth Order Fresnel beacon with a focal plane seventy-five feet above the sea (Davidson 1869: 12; U.S. Congress, *Senate Exec. Doc. No. 196*).

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Shortly after its reconstruction, the lighthouse at Cape Gregory (known as the Cape Arago Lighthouse), became a popular destination for local tourists. One of the earliest recorded outings occurred in July, 1874, when several residents of Empire City on the bay set out for the lighthouse. One of the party wrote:

At last we arrived at the cape and were met by Messrs. Roberts and Langlois, keepers of the light-house, and Mr. Bailey, of Empire, who had preceded us the day before. Suffice it to say, we were cordially welcomed by these gentlemen, whose characteristic kindness and hospitality were too well known to need comment. Most of the party were willing to rest upon arriving at the house; but it was not long before Mr. Bailey, who seemed to be chief of the culinary department, announced dinner. Some visited the lighthouse; others strolled along the rocky shore in search of shells, and other quaint specimens of the sea; while others took a row out to sea.

Eloquent in his praise of the "lighthouse boys," this anonymous writer concluded: "Strong had been my desire to visit the light-house, but never had I conceived the beauty and grandeur of the scenes, presented to the eye, as I saw at Cape Arago" (Anonymous, 1874).

In spite of the construction of the lighthouse, the volume of traffic over the Coos Bay bar and the lack of jetties meant that numbers of vessels were lost in the nineteenth century. Many of the local residents looked to the keeper and his assistants at the Cape Arago Lighthouse to provide life-saving service for those in distress at the harbor entrance. On several occasions in the 1860s and early 1870s the personnel of the station did provide that aid. By 1876, local residents knew that often in stormy weather the crews at the lighthouse found it impossible to launch their open boat in the wave-tossed inlet vessel. On February 5 of that year the *Coos Bay News* proposed that a life-saving station should be constructed at Charleston at the junction of South Slough and Coos Bay and that a telegraph wire be laid from there to the lighthouse. The writer suggested that the lighthouse keepers, seeing a vessel in distress, could telegraph a message to a life-saving crew on the lower bay and those men, in turn, could launch their boat and go to the rescue (Anonymous 1876a).

While the telegraph connections were not developed, the lighthouse service made substantial improvements to the station in 1876. Crews constructed a low bridge between the mainland and the island so that the low tide and in fair weather the station personnel could more easily come to the shore. The crews painted the dwelling, replaced the building's roof, renewed the kitchen floor, poured concrete in the cellar floor, constructed a plank walk from the keeper's dwelling to the lighthouse, built a new cistern, and replaced the Franklin Lamp in the lighthouse with a double-wick Funck Lamp (Anonymous 1876b).

Within two years, however, high seas tore out the low bridge, carried away the boathouse in the cove, and broke loose part of the tramway on the island which was used for hoisting supplies from the cove to the dwelling and store houses (Anonymous 1878: 64). In 1878 the government commissioned the U.S. Life Saving Service station for Coos Bay and located it at the Cape Arago

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Lighthouse. The service erected a one and one-half story, wood frame crew station on piling in the beach cove on the east side of the lighthouse island. The station had a keeper but had to rely upon volunteer crews to man the life boat kept at the station. This meant that men from Empire City on Coos Bay had to row down the bay to Charleston, run through the forest over the trail to the lighthouse, cross to the island, then launch the life boat and row to the assistance of those wrecked or in danger on the Coos Bay bar (Beckham 1963; Dodge 1898: 450-51).

The United States Life Saving Service station remained at the lighthouse island from 1878 until 1891. During that period the following men served as station keepers: C. Nelson (1878-81), Thomas Brown (1881), James Desmond (1881-83), William Abbot (1883-86), R. E. Menning (1886-87), John H. Calvin, (1887-89), and James Hodgson (1889-92).

In 1891, the station moved to new quarters two and one-half miles north of the bar on the east side of the harbor's North Spit. For the first time in the station's service, a full crew was recruited and hired in 1891. The new site qualified as a first class life boat station, with other equipment for assisting mariners in distress. Among the last duties of the men at Cape Arago Lighthouse in official life-saving activities was the rescue of fifteen passengers and part of the crew of the steamer Arago which wrecked on the south side of the harbor entrance on October 3, 1891 (Dodge 1898: 450-51). In the spring of 1916 the life saving crews moved to yet another station, the site near Coos Head at Charleston, Oregon, occupied in 1978 by the University of Oregon's Institute of Marine Biology. The former boat house of the service is presently the university's lecture hall. Laboratories and offices occupy the former crew quarters (Adamson 1976).

Many trials confronted the men serving at the Cape Arago Lighthouse. One of the most harrowing misadventures befell keeper C. F. Smart in late October, 1881. Hoping to travel to the station in short time from a visit to Empire City, Smart went in his small boat out over the bar and attempted to sail directly south to the lighthouse island. Instead the keeper found his boat caught in a storm. He was swept an estimated ninety miles north and out to sea along the coast before he was at last able to return to his station (Anonymous 1881).

Perhaps Smart's harrowing experience contributed to this renewed efforts to improve the road from South Slough or Charleston to the lighthouse in 1883. That year the road was improved over much of its length by the construction of culverts and ditches and the grading of steep sections. The crews also cleared nearly an acre of the lighthouse reserve and sowed the field for pasture. They erected a new shed, measuring ten by twenty feet, and placed an estimated 400 feet of picket fence (Anonymous 1883: 90).

Further improvements on the mainland were made during the summer of 1886. Crews continued clearing the forest for pasture and burned enormous piles of logs and brush. They sowed more than fifty pounds of grass seed and erected a new barn. High tides in November, 1885, destroyed the bridge between the island and the mainland, tore out the boat house and ways in the cove, and severely damaged the station's boat house on South Slough. In February, 1886, the men built a new boat house near Charleston, including in it a room for stabling their horses. Also in 1886 crews rebuilt the foot bridge to the island. The Lighthouse Board Annual Report noted:

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A temporary foot-bridge about 40 feet long was built across the lowest part of the opening between the island and the mainland, where the bridge as stated above had been. The foot-bridge enables the keepers to cross at stages below half tide, while before a boat was used for all crossings. The tramway for raising supplies from the beach to the bluff was entirely rebuilt (Anonymous 1886a: 90-91).

The clearing of forest for pasture and other improvements led in June, 1886, to a decision that brought great public outcry in the Coos Bay area. From the mid-1850s until the summer of 1886, Gregory Point and nearby Sunset Bay had been the area's most popular beach, camp ground, and picnic area. Capt. Littlefield, of the U.S. Army Corps of Engineers, had made the unpopular decision to fence the lighthouse reserve and prohibit any public trespass on the property (Anonymous 1886b).

Littlefield, pursuing the interests of national security, had in January, 1884, secured the withdrawal from public domain of 240 acres at Coos Head at the south side of the harbor entrance. The local press reported that the decision to reserve those lands was to provide rock for jetty purposes and to be the site of fortifications in case of war (Anonymous 1884). Not until the late 1950s did the U.S. Navy finally occupy the property and erect a submarine detection station on the reserved acreage.

Littlefield's actions at the Cape Arago Lighthouse reserve were especially unpopular because the lighthouse lands then encompassed approximately thirty-five acres, including Sunset Bay and the mouth of Big Creek (present Sunset Bay State Park). The *Coos Bay News* of August 25, 1886, carried the story:

We have been informed that Mr. Smart, the Cape Arago light keeper, has received positive instructions not to allow any unauthorized persons to camp on the United States reservation. Smart is left no discretion in the matter, as he is threatened with discharge in the event of his failing to carry out these instructions. As the best camping places at the mouth of Big Creek are on the mouth of the reservation, this will be very annoying to people in Coos and Douglas counties, who desire to avail themselves of the sea breeze and a dip in the ocean during the hot weather. Fortunately there is room for a number of camps on the claim of Henry Nicholls immediately south of the reservation, and we trust that Mr. Nicholls will not be quite so particular as the United States. Before next year steps should be taken to secure this portion of the reservation for the use of campers, as it is one of the most desirable summer resorts in the state (Anonymous 1886c).

In spite of local discontent the fencing and securing of the station was carried out in 1886. Barbed-wire fences were placed on the north, west, and south sides of the reservation and joined the fence which ran along the eastern boundary (Anonymous 1887).

Throughout the decade of the 1880s, as in previous years, the low bridge to the island created considerable difficulties for the crews and families at the station. Finally, in 1889, the government

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began accepting bids for the construction of a high bridge across the inlet to the station. The Light House Board reported, however, that all were so exorbitant that none was accepted (Anonymous 1889: 165).

In 1891 the Light House Board secured funding for the construction of a cable tramway from the mainland to the island. The project was carried out during the summer and was completed on September 13, 1891. A cable 400 feet long of one inch diameter ran between framed towers or tram houses on the island and the mainland. The cable was anchored in concrete footings. The Light House Board report for 1892 noted: "Upon the cable a trolley is operated by means of half-inch wire ropes passing over sheaves on each tower. Power is imparted from a winch worked by hand on the island" (Anonymous 1892).

A vivid description of the station in this era was recorded by George Davidson in the *Pacific Coast Pilot* of 1889.

The structure consists of an octagonal wrought-iron truncated skeleton tower twenty-five feet high from the base to the focal plane. It is painted white and surmounted by lantern and dome painted black. As seen from seaward the tower is projected against the dark foliage and is not readily recognized in daytime at a distance of ten miles. The keeper's dwelling is a wood building of one and one-half stories, painted white with green shutters to the windows, and is situated on the southern extremity of the islet at the edge of the trees, about three hundred and fifty yards southeastward from the tower. . .

The light is of the fourth order of the system of Fresnel and was first exhibited November 1, 1866. It shows from sunset to sunrise a fixed white light varied by a white flash every two minutes. . .

On the lighthouse at Cape Gregory is located a life-saving station with all the usual apparatus in charge of a keeper. It has no permanent crew but depends on the services of volunteers to man the boat when it is needed.

This station is situated on the southeast side of the narrow, rocky islet upon which the light house is built; it bears southeast half east (SE. 1/2E.), distant three hundred and sixty yards from the light tower. This islet is separated from the main land by a channel about one hundred yards in width at high water, but more than twenty yards wide at low water. This passage appears to be filled with sunken rocks, and it looks a very bad place from which to launch a boat in heavy weather (Davidson 1889: 395-96).

By 1893 the mounting coal and timber shipping over the Coos Bay bar had led to increased pressure for adequate jetties. In 1879-80 William A. Luse, under government contract, placed 1,384 feet of jetty at Rock Point inside the bar on lower Coos Bay. The massive wood cribs filled with brush and rock were ineffective in creating a scouring action to deepen the harbor entrance. Although the jetty stabilized the entrance to the channel, new plans for deepening the channel were

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underway. Two jetties were planned which would replace the old one, a north and south jetty. The north jetty was constructed first, attaining the required depth of twenty feet before its completion in 1894 (Willingham, 1983: 83-84). Because of the blowing and shifting sand, the channel had to be dredged regularly to maintain the project depth. To help minimize the blowing sand on the North Spit, the Corps planted a hardy variety of grass which helped stabilize the sands. Nearly 1,000 acres of the spit had been planted by 1915, almost entirely preventing the sand from blowing into the channel (Willingham, 1983: 84). The south jetty, planned in 1890, was begun in 1922 and finished in 1928. These early harbor improvements helped stimulate commerce in the Tillamook Bay region.

The needs of coastal vessels included a first class fog signal for the Cape Arago Lighthouse. In 1893 the Light House Board estimated that one could be installed at the lighthouse for \$5,500. The Board also reviewed the condition of the keeper's quarters erected in 1866.

It was poorly built and ill adapted to accommodate the two keepers with their families; it is old and decayed and on the verge of collapse. If a fog signal is erected here, still another keeper will be needed and his family will need quarters."

The Light House Board noted that on March 3, 1891, Congress had authorized the expenditure of \$50,000 to establish a lighthouse at the mouth of the Coquille River eighteen miles to the south of the Cape Arago station. Since the Coquille Station would not cost anywhere that amount, the Board sought permission to take \$15,500 to build new keeper's quarters and a fog signal at Cape Arago (Anonymous 1893: 173).

On August 18, 1894, Congress permitted the expenditure of the \$15,500 for varied improvements at Cape Arago lighthouse. The money enabled the Light House Board to obtain plans for anew light tower, a fog-signal building, a duplex dwelling, a cistern, tramway, and fences (Anonymous 1895: 173). Work on the station was carried out in 1896 but was delayed for four months when a schooner carrying materials wrecked on the coast. The alterations at the station were the most significant since its construction in 1866. They included:

- *enclosing the iron lighthouse tower in brick and covering its exterior with stucco.*
- *building a fog horn signal room of brick on the west or seaward side of the lighthouse on the tip of the island.*
- *erecting a one and one-half story, wood frame duplex as quarters for several keepers and families.*
- *constructing new plank walkways and picket fences.*

Also in 1896 the Board built a new boat house at Charleston for the lighthouse crew, and made many improvements in the road to the station. The latter changes involved laying 224 feet of corduroy road, draining pools of water, and erecting two bridges (Anonymous 1896: 167).

Through much of the nineteenth century the keepers at the lighthouse burned coal rather than wood to heat their quarters. In his geological reconnaissance of Oregon in the 1890s, Joseph S. Diller visited the station and noted:

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There is, however, one locality that should be mentioned on account of its geological rather than its economic importance. On the coast, about three-fourths of a mile east of Cape Arago, is a thin bed of coal, from which a number of tons were obtained for the use of the Arago lighthouse. It is interstratified with a highly tilted series of shales and thin-bedded sandstones (U.S. Congress, House Exec. Doc. No. 5).

Through the history of the station in the nineteenth century the difficult access to the island had threatened the lives of those who lived and worked at the lighthouse. On the morning of June 4, 1898, Thomas C. Wyman, his daughter, Joseph Younkers (of the United States Life-Saving Service), and a Mr. Caldwell started across the inlet in the cage hanging on the cable tramway. When about half way across, the cable broke, plunging the four onto the rocks and into the surf sixty feet below. Wyman suffered extensive injury to his legs and later had to have one leg amputated. The tender *Columbine*, carrying supplies for the station, was lying off the station at the time and picked up the injured and carried them to a doctor in Empire City (Anonymous 1898).

The accident at last led to the construction of a high foot bridge between the island and the mainland. the bridge was completed on July 28, 1898, and has served as access to the island to the present. It has, of course, had several major repairs, including the pouring of additional concrete footings to support the piers and iron cylinders filled with concrete for the first high bridge of 1898 (Anonymous 1899: 187).

The keepers of the Cape Arago Lighthouse in the nineteenth century were as follows:

David Morse	Appointed June 19, 1867
William P. Roberts	Appointed Dec. 17, 1870
Stephen Davis	Appointed Aug. 19, 1874
Fayette S. Crosby	Appointed Nov. 11, 1875
C. F. Smart	Appointed July 23, 1880
William E. Gregory	Appointed Nov. 6, 1886
William Savage	Appointed Dec. 22, 1886
Frank Carlson	Appointed Jan. 11, 1889
George H. Stillwell	Appointed May 31, 1892
Charles W. Sheldon	Appointed June 10, 1890
Hans P. Score	Appointed Dec. 17, 1898

Thomas Wyman served for more than fifteen years as the first assistant at the station in the 1880s and 1890s. Wyman's daughter, Lucy Etta, married Ira A. Albee at the lighthouse on April 13, 1892 (Anonymous 1892). The complete roster of keepers and assistants is preserved in the Light House Board files in the National Archives, Washington D.C. (Lighthouse Appointments, 1843-1880, No. 2; Records of Lighthouse Keepers, Vol. 2, No. 92; Records of Lighthouse Keepers, Vol. 18, No. 92, RG 26, National Archives, Washington, D.C.).

Twice in the twentieth century the government has erected new lighthouses at the station. In 1908 the second Cape Arago lighthouse, a wood frame building, was completed on the eastern end of

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the island near the keeper's quarters. This building with an octagonal tower, necessitated first the topping and eventually the removal of heavy thickets of spruce trees atop of the island. Undoubtedly the clearing of the island hastened its erosion. In 1934 the third lighthouse, a concrete building, was completed as per the plans drawn the Lighthouse Bureau. The construction of the lighthouse was completed by Coos Bay contractor Jake Hillstrom. Located on the site of the second lighthouse, this building served the station to the present. The second lighthouse had its tower removed and was re-sited on the eastern edge of the island where it served as the keeper's office until 1960 when it was razed. The first lighthouse was blown up with dynamite about 1936 (Kohler 1977).

Four keepers served long terms at the station in the twentieth century. These men were William Denning, who was keeper in the 1910s and early 1920s; Ralph Barker, keeper from 1923 to 1939; Al Harris, keeper from 1939 until about 1953; and Art Shaeffer, keeper from the mid 1950s until the station was placed on automatic beacon in the early 1960s. Denning settled on lower Coos Bay at Empire and died in the mid-1940s. Barker and his wife homesteaded just south of Sunset Bay about a mile from the station following his retirement in 1939. Harris also retired and settled at Coos Bay and died at age 80 in the spring of 1978. Shaeffer is the only surviving keeper of the Cape Arago Lighthouse. He resides in Roseburg, Oregon.

Above all else, the Cape Arago Lighthouse is a visible part of the government aid to transportation and commerce established along the Pacific Coast in the mid-nineteenth century. Among the earliest stations of the Oregon coast, antedating the lighthouses at Cape Meares, Point Adams, Cape Foulweather, Heceta Head, Yaquina Bay, and the Coquille River, the station has long been an important aid to navigation. Although most of the structures at the site have been razed, the scenic qualities of the location and its commanding view of the Coos Bay bar contribute to its potential for interpretation and enjoyment. As the anonymous tourist wrote in 1891:

In its varied beauty, the many items of interest, and in the abundant opportunities it affords for healthful recreation and amusement, Cape Arago, as a pleasure resort, will compare favorably with any other point on the coast or Oregon (Anonymous 1891).

Note: For more detailed descriptions of the historic context, the various governmental agencies involved in the siting, construction and management of the lighthouse stations, please see the National Register of Historic Places Multiple Property nomination entitled, "Lighthouse Stations of Oregon" completed in August 1991.

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- 1973 *Coos Bay: The Pioneer Period, 1851-1890*. Arago Books, Coos Bay, Ore.
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Putman, George R.

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U.S. Congress

- n.d. House Exec. Doc. No. 5, 53 Cong., 2 Sess.
- n.d. House Exec. Doc. No. 11, 38 Cong., 1 Sess.
- n.d. House Exec. Doc. No. 75, 39 Cong., 1 Sess.
- n.d. House Exec. Doc. No. 196, 47 Cong., 1 Sess.

U.S. Light House Service

- n.d. Records of Lighthouse Keepers, Vol. 18, No. 92. RG 26, National Archives, Washington, D.C.
 - n.d. Records of Lighthouse Keepers, Vol. 6, No. 92. RG 26, National Archives, Washington, D.C.
 - n.d. Records of Lighthouse Keepers, Vol. 2, No. 92. RG 26, National Archives, Washington, D.C.
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VERBAL BOUNDARY DESCRIPTION

The nominated area is located in SW 1/4 SW 1/4 Sec. 4, Township 26 S., Range 14 W., Willamette Meridian, in Coos County, Oregon. Its bounds are confined to the whole of an island approximately one acre in size off the tip of Gregory Point. The island, traditionally known among the Milluk Coos people as "Chief's Island," is portrayed on 1970 editions of the Charleston, Oregon and Cape Arago, Oregon U.S.G.S. Topographical Quadrangles, as used in combination.

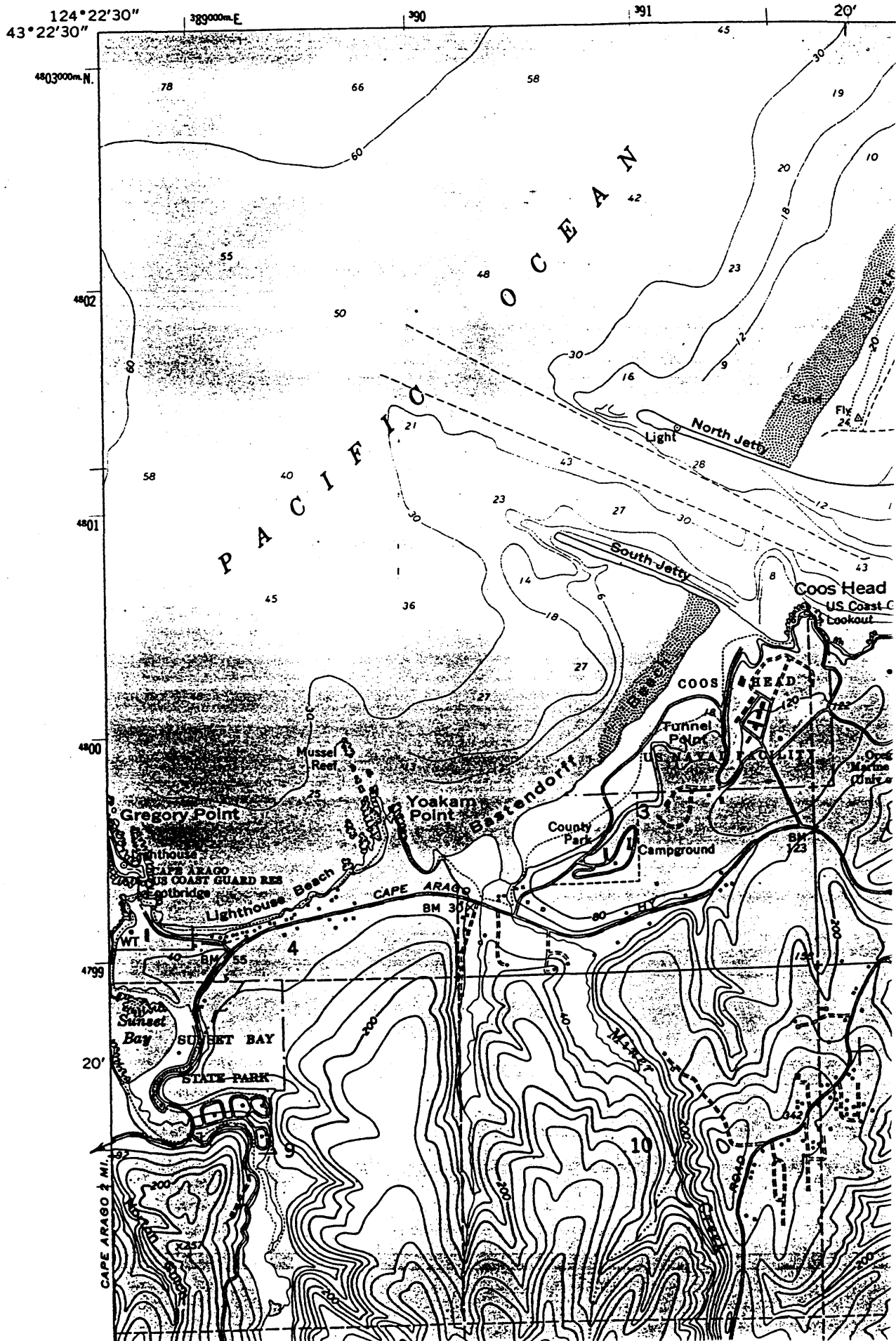
Simply and fully described, the nominated area consists of the Gregory Point offshore island known as "Chief's Island" and the full length of the access bridge between abutments (389 feet) plus 20 feet of approach on the mainland. With the exception of the south bridge abutment and its 20 feet of approach for the width of the bridge (8 feet), no part of the Gregory Point mainland is included in nominated area. The location of the bridge is fixed on the 1970 edition of the Charleston, Oregon U.S.G.S. Topographic Quadrangle.

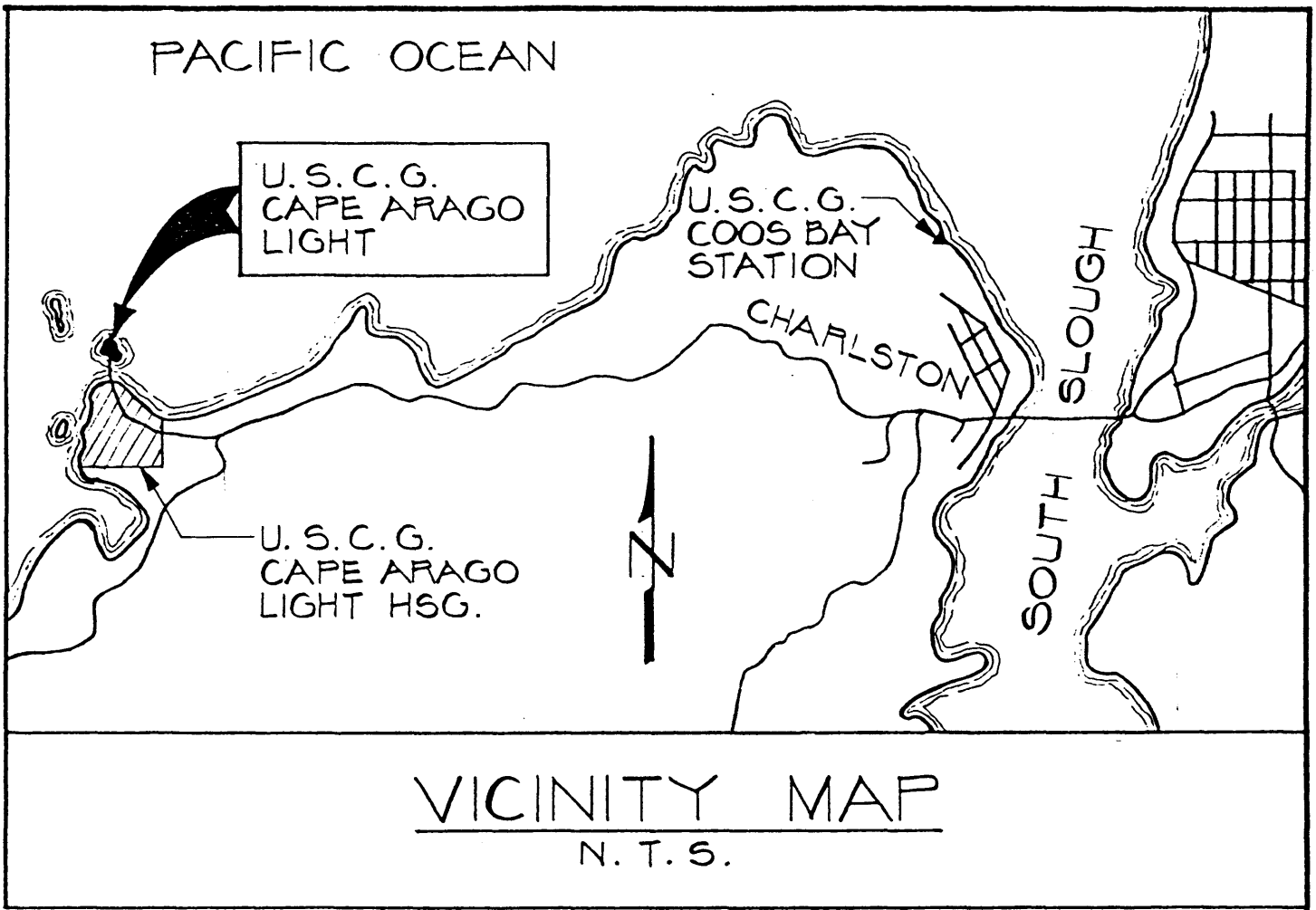
BOUNDARY JUSTIFICATION

The nominated area encompasses the present Cape Arago Lighthouse of 1934 and historic locations on the island that are associated with the operation and maintenance of the light station since its establishment in 1866. The nominated area also contains archaeological evidence of a house pit believed to have been traditional habitation site of the Milluk Coos chief. Under the criterion (A) selected for this nomination, the probable house pit site is not counted as a feature contributing to the property's significance, however. The house pit site and other archaeological values present on the island would be appropriately evaluated under Criterion D.

The nominated area also includes the only remaining historic feature that was an essential accessory to the aid to navigation function of the island, namely, the high bridge of 1938 that joins the island to the mainland of Gregory Point.

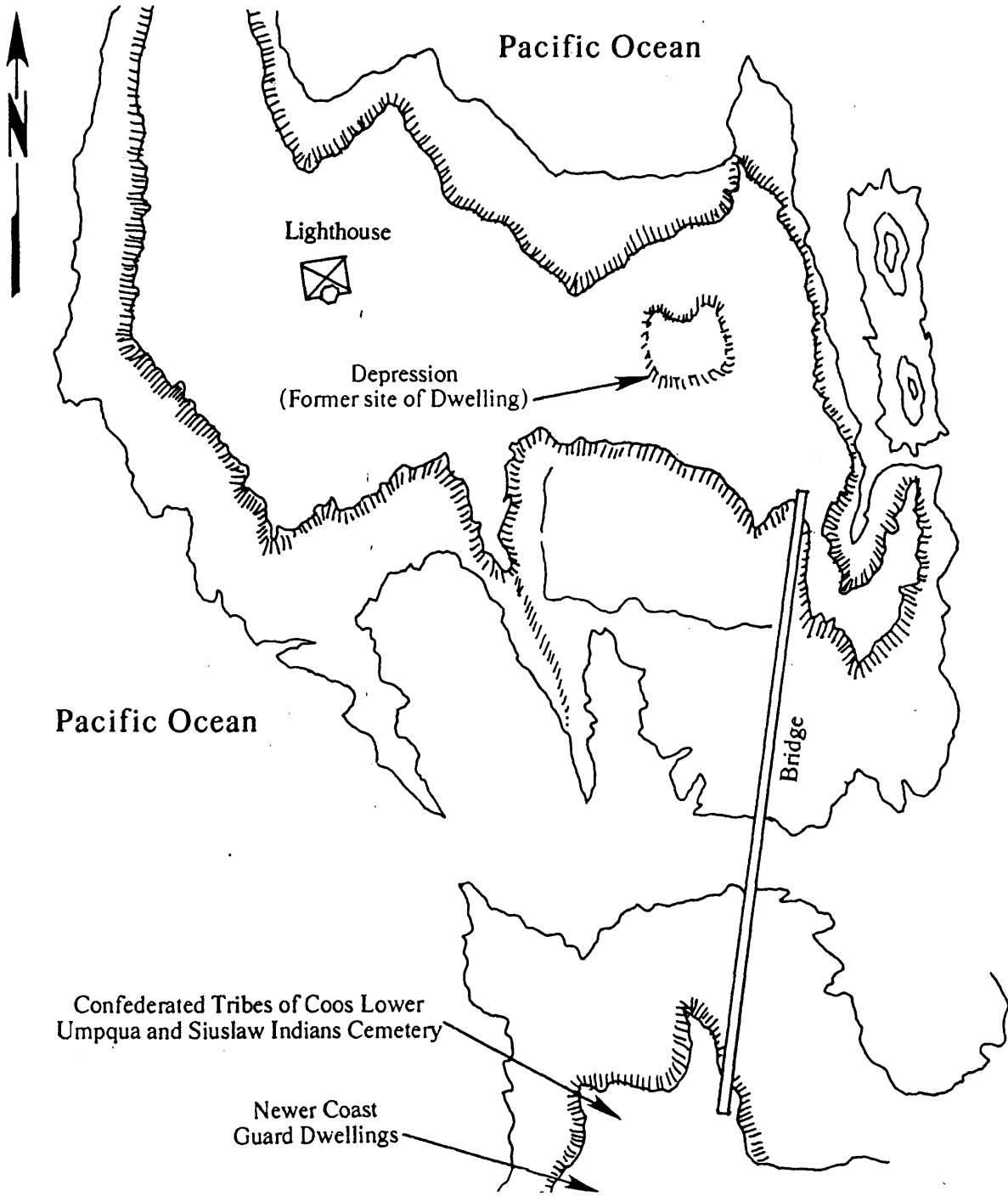
UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY





CAPES ARAGO LIGHTHOUSE

GRAPHIC SOURCE: Site Plan; S. Donovan
Hood River, Oregon

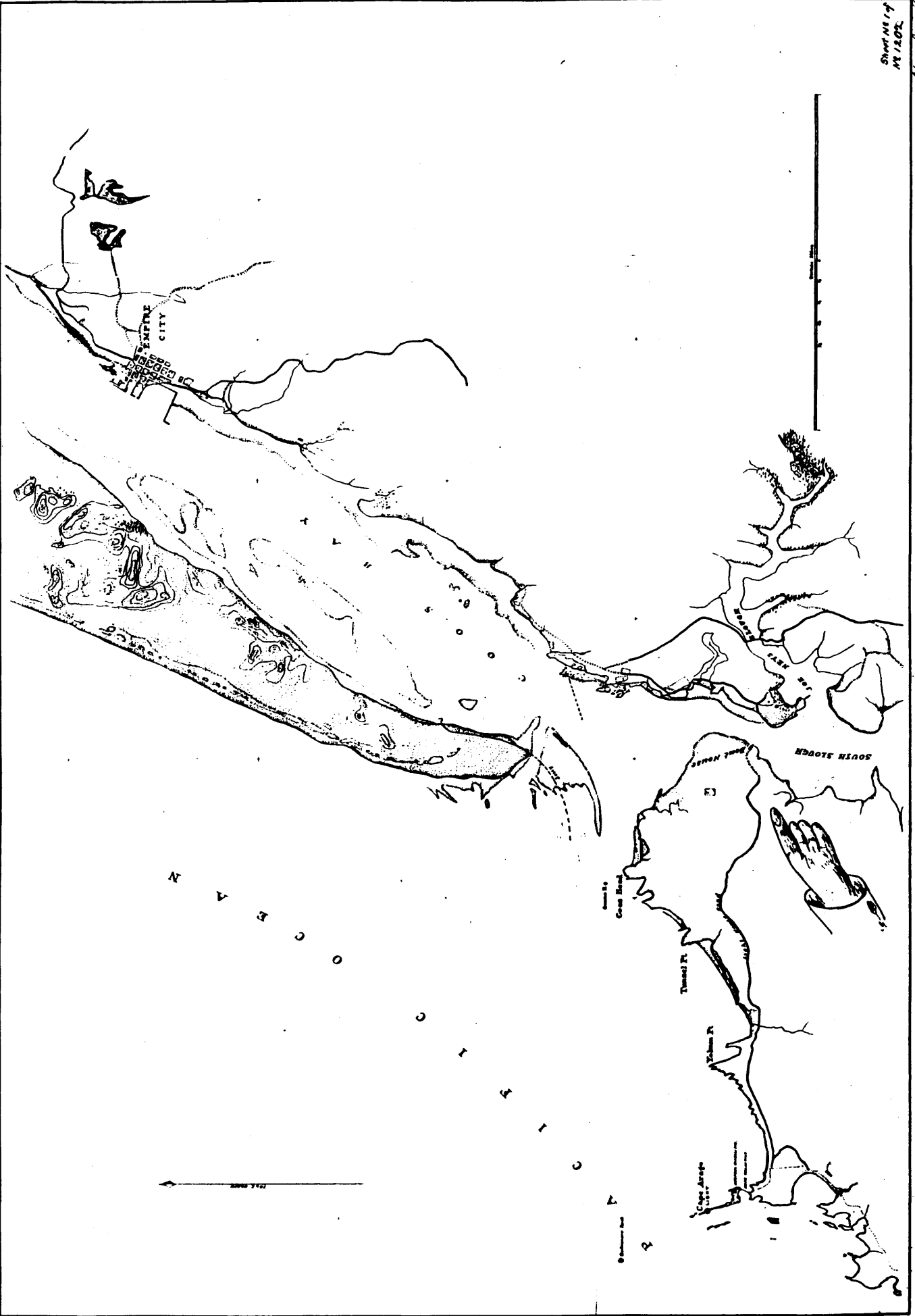


← CAPE ARAGO, OREGON, LIGHT STATION. →

Plate 1

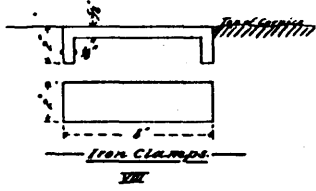
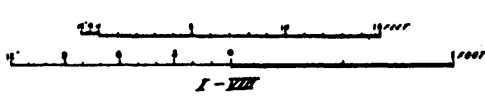
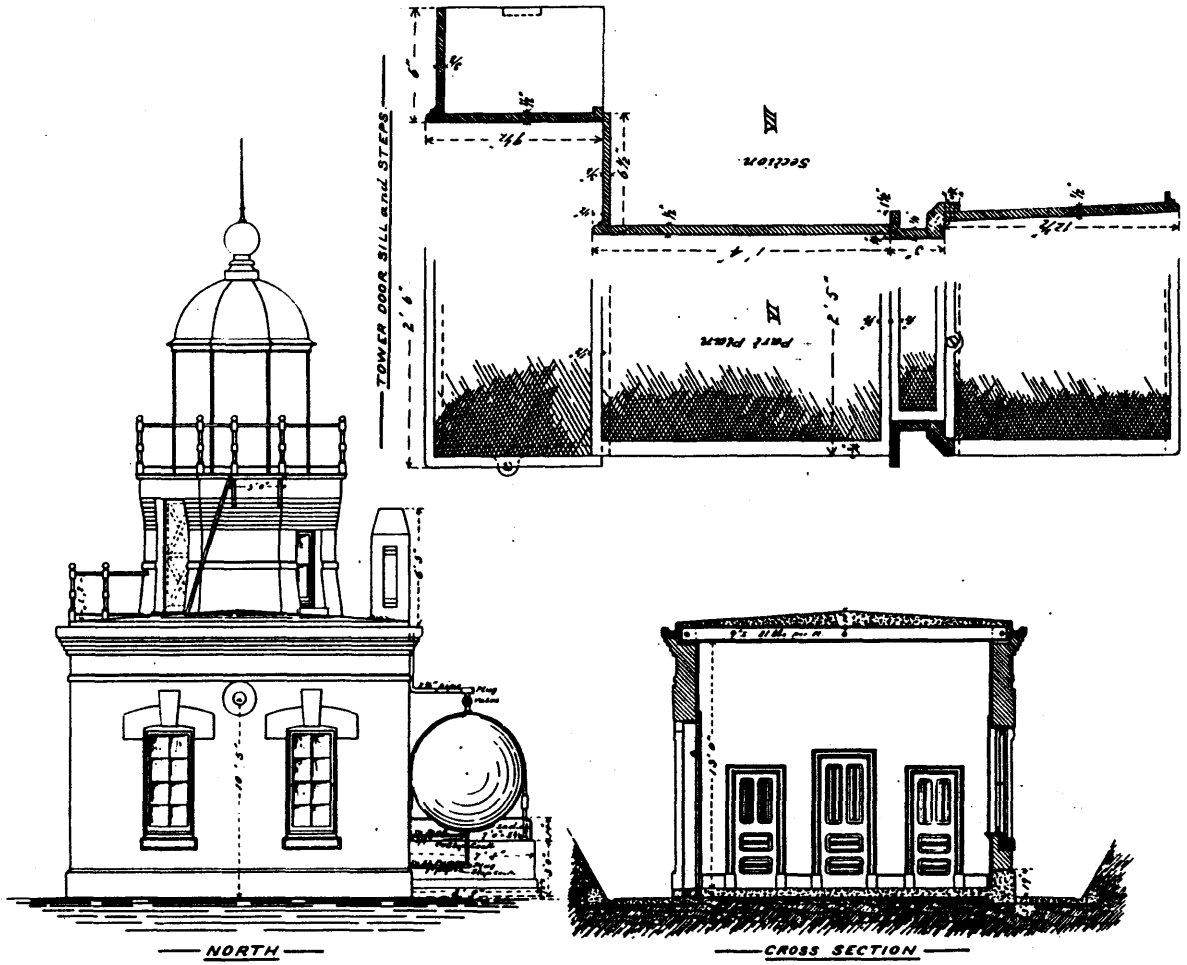
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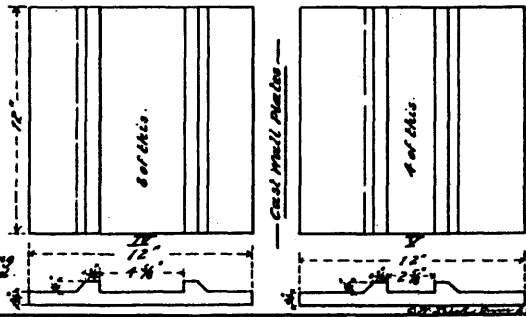
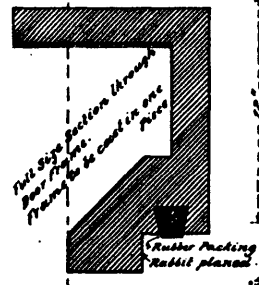
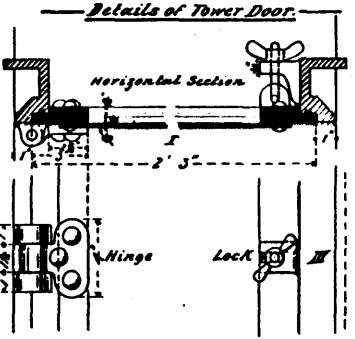
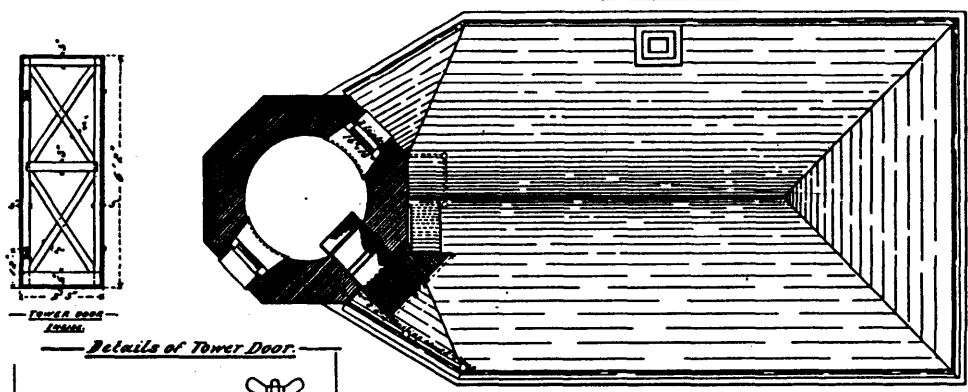


CAPE ARAO, OREGON, LIGHT STATION.

Plate 4.



ROOF PLAN



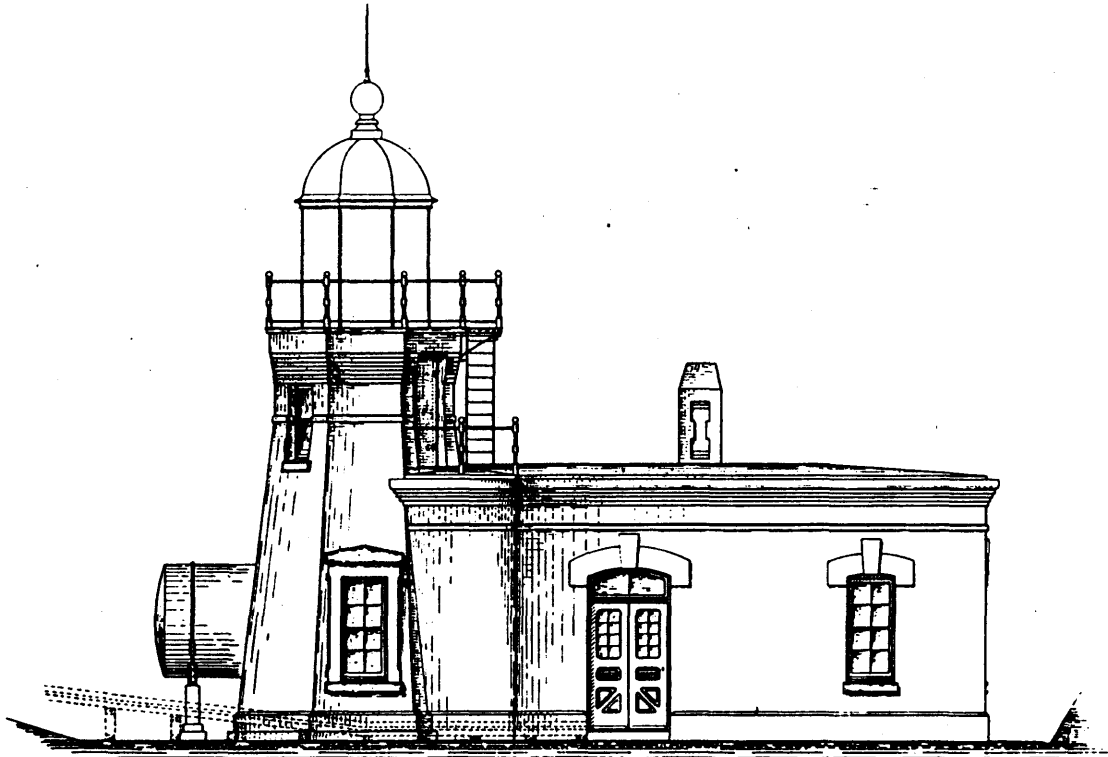
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 SHANNON &
 N. S. 10

CAPE ARAGO, OREGON, LIGHT STATION.

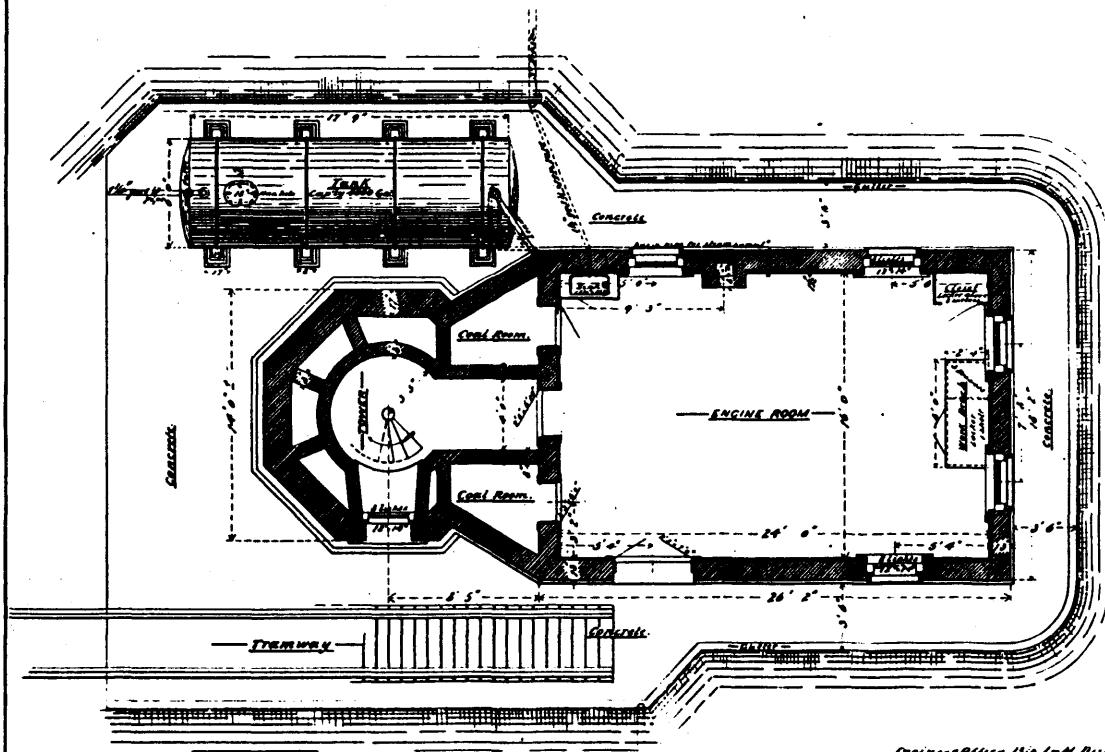
Plate 2

→ LIGHT AND FOG SIGNAL BUILDING ←

1907



EAST ELEVATION.



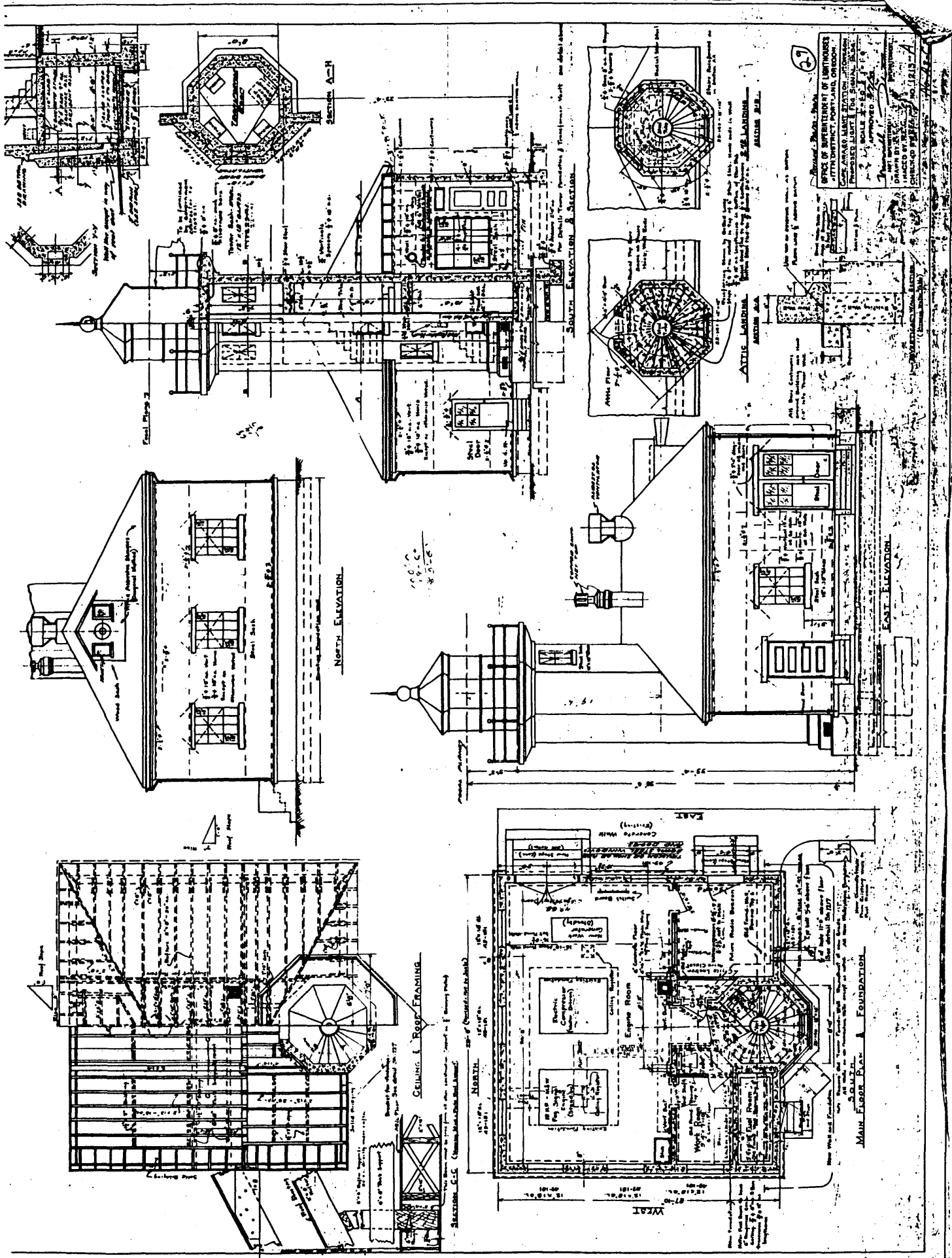
PLAN.

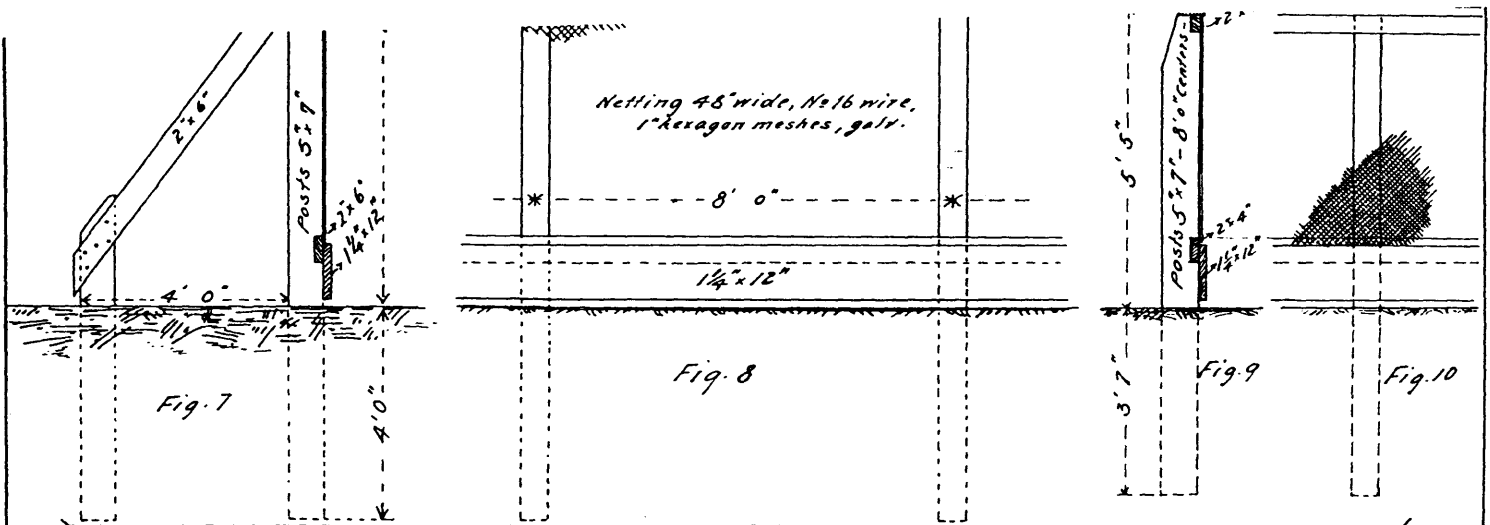
Engineer Office, 13th L. M. District
 Portland, Oregon June 26th 1895.
 Plans sent to Light-House Board with letter of
 this date.

J. M. ...
 Major Corps of Engineers U.S.A.,
 Engineer, 13th L. M. District

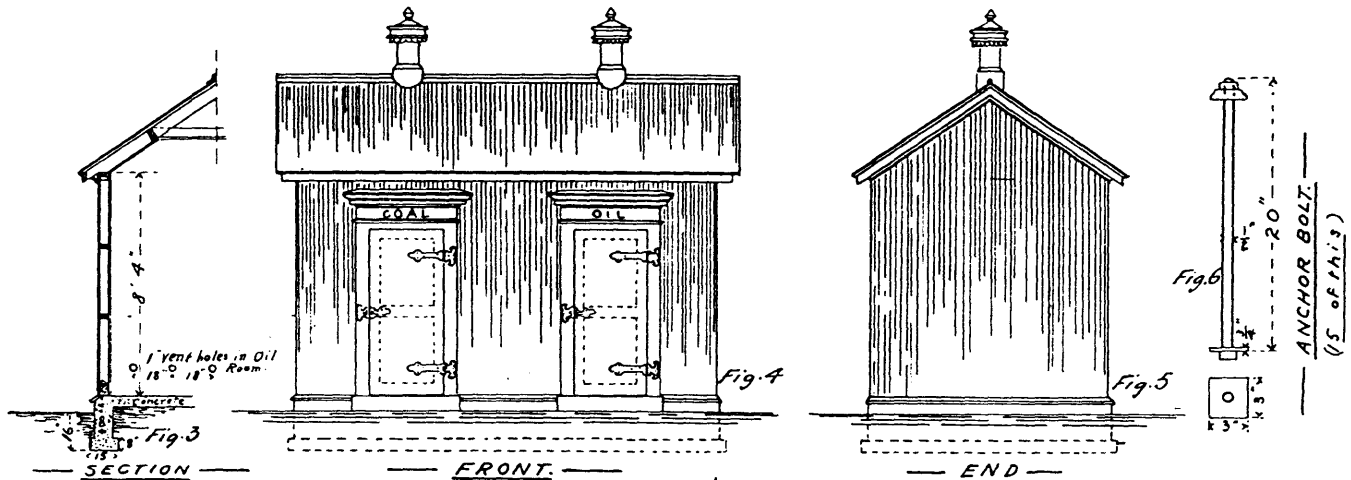
No. 33-81
 SHEET NO. 1210

(1/20 1/2)

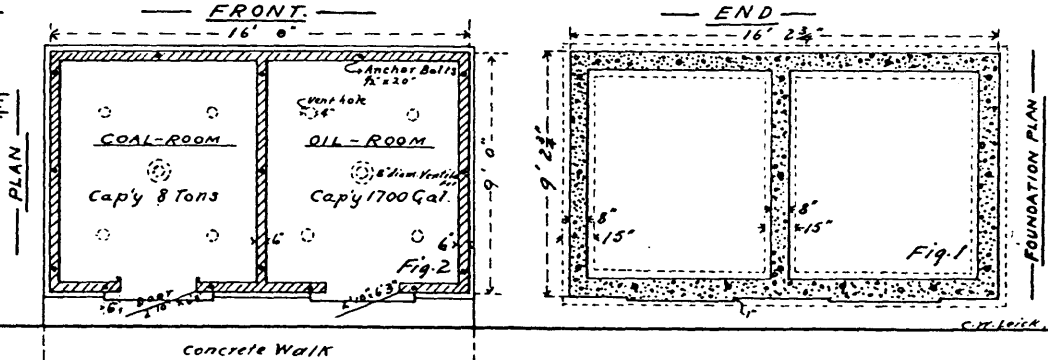




FENCES.
SCALE: 1/2 inch = 1 foot.

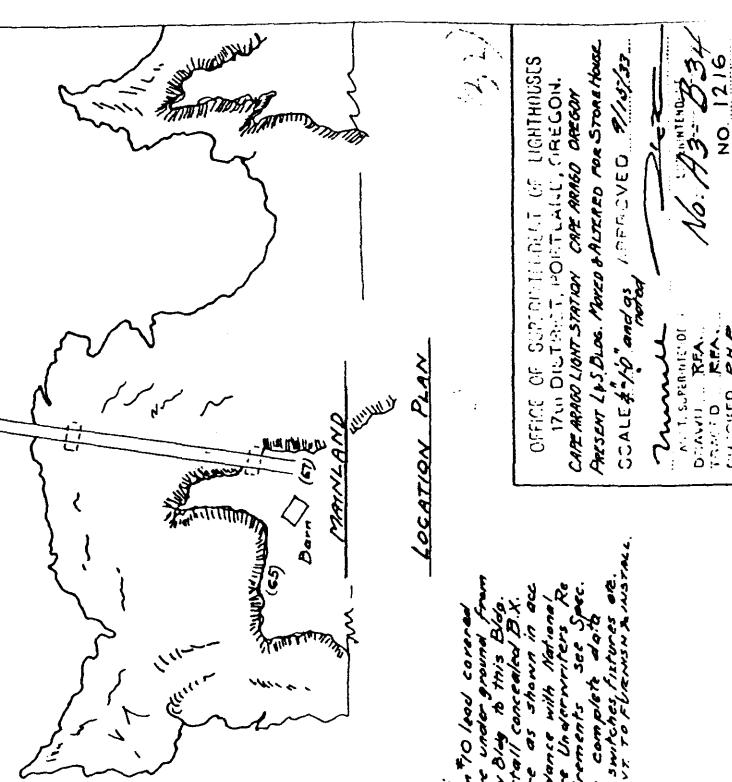
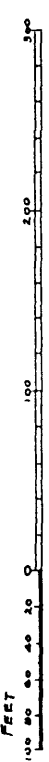
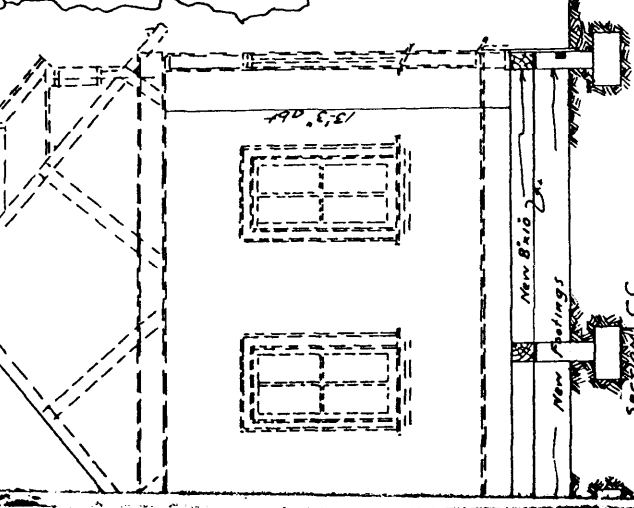
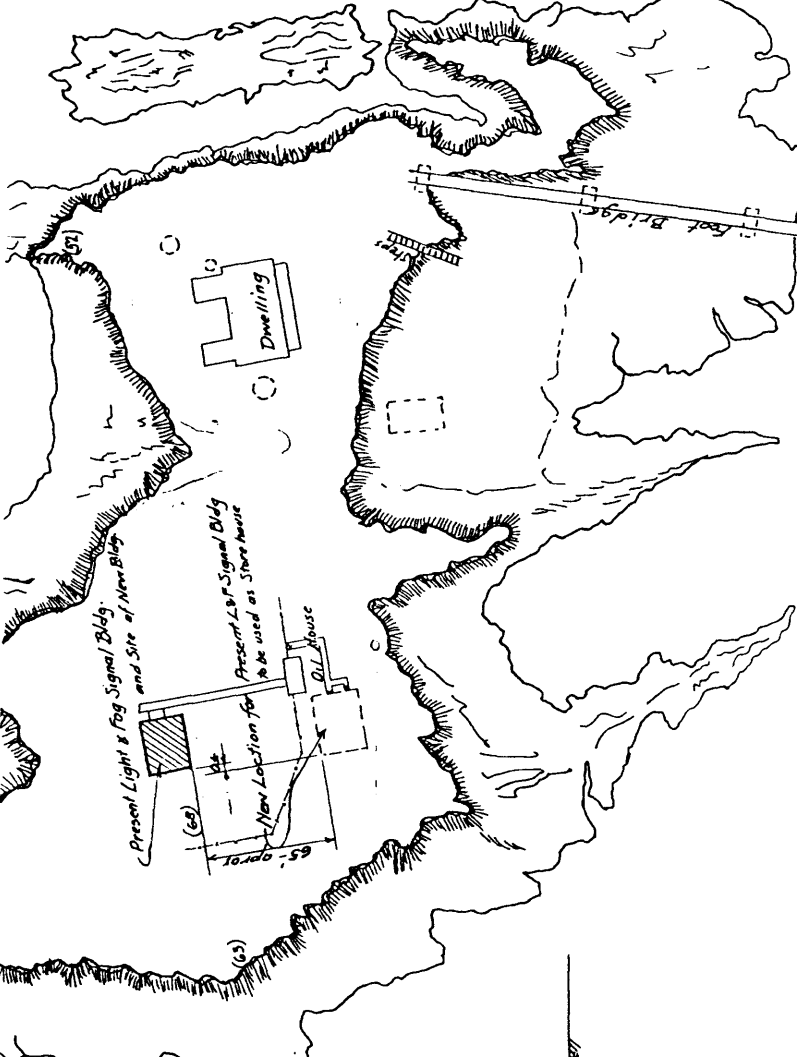


OIL AND COAL HOUSE
Scale: 1/4" = 1'



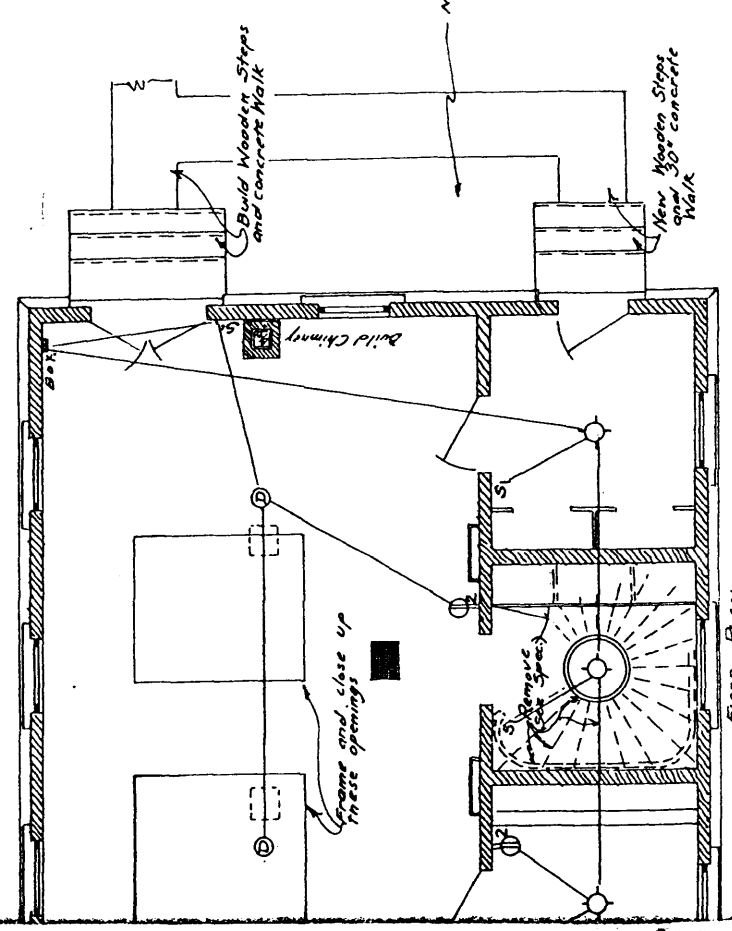
CAPE ARAGO

C. H. LITTLE, DEC. 1904



LOCATION PLAN

NOTE: Run #10 lead covered wire underground from New Bldg to this Bldg. Install concealed D.X. wire as shown in accordance with National Fire Underwriters Requirements. See Spec. for complete details on switches, fuses etc. GOVT TO FURNISH & INSTALL.



OFFICE OF SUPERINTENDENT OF LIGHTHOUSES
 17th DISTRICT, PORTLAND, OREGON.
 CAPT. ARAGO LIGHT STATION, CAPE ARAGO, OREGON.
 PRESENT LIGHT SIGNAL BLDG. TO BE ALTERED FOR STORE HOUSE.
 SCALE 1/4" = 10' and as APPROVED 11/15/37
 DRAWN BY: [Signature]
 CHECKED: P.M.P.
 NO. 1216