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NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

RECEIVED
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NATIONAL REGISTER

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 Cape Meares Lighthouse

other names/site number

2. Location

street & number Cape Meares, a headland five miles south of Tillamook Bay entrance N/A not for publication

city or town Tillamook ☒ vicinity

state Oregon code OR county Tillamook code 057 zip code 97141

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.)

Signature of certifying official/Title Deputy SHPO — Date August 21, 1992

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.)

Signature of certifying official/Title — Date March 31, 1993

Director, Oregon State Parks and Recreation Department/State Historic Preservation Officer
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 Beverly J. Lee — 4/21/93

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
		structures
		objects
1		Total

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

Lighthouse Statsion 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)

Park

7. Description

Architectural Classification
(Enter categories from instructions)

~~No style~~

Materials
(Enter categories from instructions)

foundation concrete
walls cast iron plate over brick
roof metal
other

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

Cape Meares Headland, located on the northern Oregon coast, is a high rocky finger approximately two miles in length. The northern extremity is higher, nearly 460 feet above the mean sea level at the western points. The westernmost finger is a narrow bench which gradually slopes downward, terminating at a steep cliff. The Cape Meares Lighthouse is located on the summit of the westernmost point approximately 217 feet above sea level. The tower is visible for 21 miles. Cape Meares light, sited between Yaquina Head, approximately 49 miles to the south, and Tillamook Rock, approximately 30 miles to the northwest, is on the highest point of all the Oregon coast lighthouses.

Cape Meares, leased by the Oregon State Parks and Recreation Department, is part of Cape Meares State Park and National Wildlife Refuge. After the lighthouse was decommissioned by the U.S. Coast Guard in 1963, it was leased by Tillamook County and later (1968) to the Oregon Parks and Recreation Department for use as a state park. Located approximately four miles northwest of Tillamook, Oregon along Bayshore and Cape Meares Loop roads, the Cape Meares Lighthouse marks the southern entrance to Tillamook Bay. The hillsides surrounding the lighthouse are characterized by dense vegetation including salal, salmonberry, and spruce.

The long entrance road, Lighthouse Road, is flanked by mature conifers and terminates at a large, open, paved parking lot. Restrooms, south of the parking lot, are sheltered by mature trees. A narrow, paved pathway, lined with salal and salmonberry, leads down to the lighthouse tower. New aids to navigation have been installed at the crest of the hill prior to the descent to the original illuminant. The lighthouse tower and attached workroom are located on a small, open bench enclosed with a chain link fence: the cliff face surrounds the tower on three sides. Salal and salmonberry cover the area outside the fence.

The lighthouse tower is the only intact structure remaining from the original lighthouse station. The attached workroom was reconstructed in 1978. Newer aids to navigation and park amenities have been constructed on the site during recent years. Several concrete pads mark the location of some original station buildings and structures.

The distinctive features of the lighthouse tower, including the original First Order Fresnel lens, are intact and retain a high degree of integrity, however, the tower is in fair condition and is suffering from structural deterioration.

Resources No Longer Standing

The following resources are no longer standing but were once an integral part of the Cape Meares Lighthouse station. The resources are listed chronologically to provide an overview of the station's development throughout its history:

A. *Oil Houses*, 1890: The two oil houses were located directly east of the light tower on the upper ledge of the cliff. Constructed of brick approximately 13 inches thick, the buildings measured 12 feet (north-south) by 16 feet 6 inches (east-west). A stair-step pattern in a

triangular shape was integrated into a decorative design on the gable ends. An iron door with a keystone above provide an access to the interior of the structure. Rows of shelves were constructed in the interior of the structure to hold the 240 five-gallon cans of kerosene. Demolished, 1934.

B. *Keeper's Dwelling*, 1890: Two identical keeper's dwellings were constructed approximately 1,000 feet east of the tower. The one and one-half story dwellings were covered with gable roofs. Lower one and one-half story ells, housing the kitchens, extended from the rear of the buildings. Wood sheds were attached to the kitchen ells. The units were clad with weatherboard siding and had two over two double-hung windows. Recessed porches extended across the front of the dwellings. A central corbelled chimney capped the peaks of the main dwellings. The quarters were painted white with gray trim and had brown roofs. Demolished, ca. 1968.

C. *Barn*, 1890: The T-shaped barn, measuring 20 feet (east-west) by 45 feet (north-south), was located southeast of the keepers' dwellings. The one and one-half story frame structure had a gable roof with an intersecting front gable. Weatherboard siding covered the exterior of the building which was punctuated by six over six double hung windows. Loading docks, with a hoist above, were on the north and south elevations. A hoist and freight doors were also located on the front elevation. Demolished, date unknown.

D. *Cisterns*, 1890: Two cisterns were constructed on site: one between the keeper's dwellings and the other at a spring head. The cistern associated with the dwellings was excavated in rocky ground: the rock was lined with a thin layer of concrete. It measured 15 feet in diameter and was approximately 7 feet high. The slightly convex top, constructed of brick, had a central over flow hole (approximately 2 feet in diameter). A supply pipe was positioned on the east face of the structure. The cistern at the spring head was similar in design but was constructed of brick, with a 13 inch thick wall. The structure measured approximately 16 feet 2 inches in diameter and was 9 feet high. Demolished, date unknown.

E. *Workroom*, 1895: The workroom was constructed five years after the light tower's completion and was attached to the east elevation of the tower. Measuring 17 feet 2 inches (east-west) by 12 feet 2 inches (north-south), the building was built of brick; the walls were 13 inches thick. The segmental arch door, on the north elevation, was capped with a lintel and skewbacks. A small multi-pane window lit the upper portion of the panelled door. The gable ends were decorated with a recessed pediment with a central geometric design. Stucco covered the prominent brick chimney which was designed with a recessed geometric design. The interior of the building consisted of a work bench, locker and closet against the east wall and a chimney with a stove pipe hole on the south wall. Vertical wainscotting covered the lower portions of the walls. Demolished, 1960: reconstructed, 1978.

F. *Steps to Tower*, 1895: Cast iron stairs, leading from the light tower to the upper bench (20 feet above) were constructed to provide better access to the tower. The treads were approximately 3 feet 6 inches long and 9 inches wide. A pipe railing flanked the steep stairway. These stairs replaced the original wooden stairs. Demolished, date unknown.

G. *Water Tank*, ca. 1898: Located directly east of the middle of the two keepers' dwellings. Demolished, date unknown.

H. *Chicken Coop*, constructed prior to 1902: There were three chicken houses associated with the station located east of the keepers' dwellings. Demolished, date unknown.

I. *Shop and Store House*, ca. 1913: The one story, rectangular building measured approximately 14 feet (east-west) by 34 feet (north-south). The gable roof projected over the double entrance doors creating a recessed porch. Chamfered porch posts supported the roof. Wood shingle sheathed the structure and four over four double-hung windows punctuated the side and rear elevations. The building was supported on a concrete foundation. The interior of the structure was divided into two rooms: a store room and a work room. An interior door connected the two rooms. Demolished, ca. 1968.

J. *Reservoir*, 1928: Located along the entrance road, northeast of the station buildings. A concrete pad, measuring approximately 18 feet by 24 feet, marks the location of the reservoir. The spring head is located adjacent the concrete pad. Demolished, date unknown.

K. *Garage*, ca. 1934: The one-story garage measured approximately 18 feet (east-west) by 20 feet (north-south). The wood frame building was clad with weatherboard and covered with a gable roof with exposed rafters. Two sets of double hinged garage doors were on the west elevation and multi-pane windows were on the east, north, and south elevations. Demolished, date unknown.

Resources Still Standing

Only one resource, the lighthouse tower, survives from the historic period. The tower is virtually intact and retains a high level of integrity. There is one contributing structure in the nominated area. The following is a discussion of the physical characteristics of the contributing resource:

1. Lighthouse Tower (1890) and attached workroom (1978) - Contributing Structure

Lighthouse Tower (1890): The squat, octagonal tower, sited on a ledge 217 feet above mean sea level, is visible from a distance of 21 1/2 nautical miles. The tower, the shortest of all the lighthouse towers along the Oregon coast, is 40 feet high. Constructed of concrete, the foundation supports the interior brick cylindrical lining of the tower. The interior of the tower is constructed of brick, two wyeths deep, and sheathed with an octagonal cast iron plate shell painted white. The cast iron base of the tower is articulated with a slightly projecting stringcourse One window, on the west elevation, punctuates the shaft of the tower. The

window has a deep cornice molding which projects from the surface of the shaft. A plexi-glass storm window protects the original four over four double hung window. Brackets on the south elevation of the shaft once accommodated an exterior stair leading to the gallery.

The cast iron gallery, painted black, projects over the shaft approximately one foot. Under the gallery, the shaft is defined by a narrow projecting beltcourse. A simple iron balustrade surmounts the gallery deck, encircling the lantern room. The lantern room is comprised of 72 panes of glass, tiered in threes: a metal frame holds the panes in place. Hand holds are located on the frame of the upper two tiers of the lantern room windows. The metal conical shaped roof with heavy cornice molding, caps the lantern room. A ball vent and lightening rod crowns the roof.

The interior of the structure is simple in design. The iron frame door to the workroom is on the east side of the tower. A semi-circular staircase, ascending from the west elevation of the room, extends from the ground level to the watchroom above. The lower room is approximately 12 feet in diameter by 10 feet 3 inches high. The watch room measures approximately 12 feet wide by 7 feet 7 1/2 inches high. The stairs to the lantern room are on the south elevation. Almost one-half the height of the entire tower, the lantern room has its original fixed First Order Fresnel lens intact. The lens, reportedly only one of two eight-sided lenses in the United States, was hand-ground in 1887 by Henry LaPaute in Paris. The lighthouse was decommissioned in 1963 when a new navigational aid located above the site of the original was constructed.

The tower is in fair condition and retains a high degree of integrity with virtually all the character-defining features intact. The exterior cast iron plates are in fair-good condition however the gallery components are deteriorating and rusting. The rust from the gallery has stained the shaft of the tower. The interior masonry is in fair condition. A restoration plan currently has been completed for the lighthouse tower.

Workroom (1978): The original workroom (see description of demolished station buildings) was demolished in 1960 and a reconstruction built in 1978. The workroom is modeled after the original building with the exception of the entrance door. The original workroom door was on the north elevation; the reconstructed building has the entrance on the south side to facilitate access by the public. The concrete building has a low-pitched, metal-covered gable roof with triangular windows in the gable ends. A raised keystone and archway embellish the entrance door. The workroom is attached to the east elevation of the lighthouse tower and is considered a non-contributing addition to the lighthouse tower.

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.
- [ ] **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

1890

Significant Dates

1890

Significant Person
(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Charles B. Duhrkoop, builder

Major C.F. Powell, U.S. Army Corps of Engineers

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
- [X] 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
- [X] Federal agency
- [ ] Local government
- [ ] University
- [ ] Other

Name of repository:

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

Cape Meares Lighthouse
Name of Property

Tillamook County, Oregon
County and State

10. Geographical Data

Acreage of Property less than one acre (c. 0.5) Netarts, Oregon 1:24000

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

	Zone	Easting	Northing
1	10	423650	5037250
2			
3			
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

organization Donovan and Associates date August 1991

street & number 111.5 Third Street telephone (503) 386-6461

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 Oregon State Parks and Recreation Department
c/o Cape Lookout District Manager

street & number 1300 Whiskey Creek Road West telephone (503) 842-3182

city or town Tillamook state Oregon zip code 97141

Cape Meares Lighthouse, constructed in 1889-90, is the located on the northern Oregon coast and marks the southern approach to Tillamook Bay. The tower.is the fifth oldest lighthouse on the Oregon coast. The station meet the requirements for registration as defined by the multiple property submission "Lighthouse Stations of Oregon". The station's significance is evaluated in respect to the historic context, Maritime Transportation in Oregon, and its architecture. The station derives significance under Criterion A for association with Oregon's critical reliance on maritime transportation and the aids that made the navigation possible during the state's early development. The growth of commerce by sea and subsequent settlements along the Oregon coast were directly linked with the establishment of the lighthouse stations.

The Cape Meares Lighthouse is also significant under Criterion C, as an excellent example of its type and method of construction. The lighthouse is the only tower on the Oregon coast that is constructed of brick clad with iron plates. Standing only 40 feet high, the tower is the shortest of all the extant Oregon lighthouses. The station also meets registration requirements for its property type as defined by the multiple property submission. The tower is intact and retains integrity of materials and crafting. Although the remainder of the historic station buildings have been demolished, the tower maintains integrity of setting. The reconstructed workroom is the only non-contributing building in the nominated area: the new aids to navigation are located on the bench above the nominated area.

The period of significance covers the years from 1890 to 1939. The year, 1890, marks when the lighthouse was illuminated; the end date, 1939, reflects when the U.S. Lighthouse Bureau was superseded by the U.S. Coast Guard.

Native Americans

Registration of the Cape Meares 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 Meares Lighthouse complete, it is important to identify the Native American culture so long associated with the cape.

Cape Meares, which juts into the Pacific at the south end of the spit fronting Tillamook Bay, is located in ancestral territory of the Tillamook Indians, the main branch of a Salish-speaking tribal group that claimed the northern coastal plain from the Necanicum River on the north to the Siletz River on the south. Other branches of the Tillamook family include the Nehalem, Nestucca and Siletz. Area held by the main branch reached far inland to the Coast Range.

The time depth of Tillamook occupation of Cape Meares is unknown. While there are archaeological features on the cape (35 TI 50), no intact sites are included in the nominated area.

The discussion of Native American culture at Cape Meares is provided by the State Historic Preservation Office and is based on the following sources: Judith A. Farmer and Kenneth L. Holmes, *An Historical Atlas of Early Oregon*, Portland: Historical Cartographic Publications, 1973; 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.

Cape Meares and Tillamook Bay

Cape Meares was named after the ex-British naval officer, John Meares. Meares made his initial voyage to the Pacific Northwest in the mid-1870s on a fur trading and exploratory mission. He was an eminent geographer and fur trader, and is credited with building the first sailing vessel on the Pacific Northwest coast. The ship, used on fur trading expeditions, was constructed in 1788 on Vancouver Island using native lumber sealed with tree pitch. Soon after its launching, Meares sailed for China, carrying a load of ship mast on deck; perhaps the first forest products exported from the Pacific Northwest.

Meares returned to the Pacific Northwest in 1788 and, with his newly built ship, began exploration of the coast south of Vancouver Island. He is credited with naming many of the prominent topographic features on the coast, including the Strait of Juan de Fuca, Mount Olympus, and Cape Disappointment near the mouth of the Columbia River (his name for the Point reflected his feelings of frustration on not locating the sought after Northwest Passage). Meares travelled farther south and also named Quicksand Bay, the present day Tillamook Bay.

Captain George Vancouver sighted Cape Meares in 1792 on an exploratory mission. Vancouver describes Cape Lookout, Cape Meares and the area north of the capes to Tillamook Head in his logs which state:

> *The cape (Cape Lookout) forms only a small projecting point, yet it is remarkable for the four rocks that lie off from it, one of which is perforated, as described by Mr. Meares.* He further describes Cape Meares and area north as, *"considerably elevated; the mountains stretch towards the sea and at a distance seem to form many inlets and projecting points; but the sandy beach that continued along the coast renders it a compact shore, now and then interrupted by perpendicular rocky cliffs, on which the surf violently breaks...This mountainous inland country extends about ten leagues to the north from Cape Lookout, where it descends suddenly to a moderate height: and, had it been destitute of its timber, which seemed of considerable magnitude and to compose an entire forest, it might be deemed low lands* (Carey, 1922: p. 120).

Vancouver seemed to have overlooked Tillamook Bay on his voyage; however, later explorers cited the bay for its excellent harbor opportunities. The area developed in the late 1840s and 1850s as gold seekers from California returned from the gold fields and pioneers crossed the Coast Range to settle in the rich agricultural lands of the Tillamook Valley. Tillamook County was established

on December 15, 1853 and was named for the Native American tribes that inhabited the area. The first Tillamook City post office was established in 1866 with George Webster Miller as postmaster. An early trail used as a mail route was completed from Portland over the Coast Range to Tillamook further stimulating settlement in the area. Other small communities developed around Tillamook Bay such as Garibaldi, at the north end of the bay, and Bay City. An early U.S. Life-Saving was established at Garibaldi (extant) to aid mariners in distress.

Tillamook City was the site of early salmon canneries and later became known for its dairy farms, cheese-making and large stands of timber. Agricultural products and timber were shipped from the area to distribution points via California. As commerce grew around Tillamook Bay, shipping by sea increased substantially, thus necessitating the installation of navigational aids to mark the dangers of that area. This increase in shipping also prompted local citizens to petition the government for improvements to Tillamook Bay; the Army Corps of Engineers were solicited to survey the waterway.

Although surveys indicated a need for some work on the bay, only minor improvements were made by the Army Corps of Engineers to Tillamook Bay in the 1890s (Willingham, 1983: 88). By the turn of the century, local citizens were pressuring the Army Corps of Engineers to construct more substantial jetties so the vast stands of timber could be readily exploited (Willingham, 1983:88). In 1912, the River and Harbor Act allocated funds for the construction of a jetty on the north side of the entrance to the bay. One-half of the project was funded by local interests. The jetty was completed in 1917 at a cost of $800,00 (Willingham, 1983: 88). The Corps contributed substantially to the development of commerce around Tillamook Bay through their harbor improvement projects and their role in the construction of Cape Meares Lighthouse.

Cape Meares Lighthouse

The site for Cape Meares Lighthouse was chosen after an official survey was conducted of both Cape Meares and Cape Lookout headlands in 1886 by Army Corps of Engineer civil engineer, James S. Polhemus. Polhemus spent two days surveying Cape Meares, documenting the topography and geology as well as the native vegetation. The headland was divided into two fingers; the southern finger was noted as a more suitable site for the construction of a lighthouse because of its lack of vegetation and promontory which projected seaward two to three hundred feet further than the Cape Lookout headland. The Cape Meares point was covered with salmonberry, salal, wild grass and ferns, and was elevated above sea level approximately 225 feet. Polhemus noted further that if the site were chosen:

> *A wagon road would have to be built from the beach near Sampson's place on the north side of the Cape to its end. There is no beach or convenient landing place on the Cape where construction materials could be landed* (Jensen & Fairfield, unpublished manuscript on Cape Meares, p. 21).

The surveyor also noted that cut stone, brick, lime and other building material would have to be shipped to Tillamook Bay, and sand and gravel hauled from the beach if the lighthouse were to be

constructed at Cape Meares. Cape Lookout was also surveyed during the same year and Polhemus stated in his survey notes that the cape was heavily timbered, hard to get to and lacked a fresh water source. A bill was introduced in the January 1886 Senate by Oregon State Senator John H. Mitchell requesting appropriations for the construction of a lighthouse station at Cape Meares. The bill read as follows:

> *S. 1216: in the State Senate of the United States, January 25, 1886. A bill making an appropriation for the purchase of a site and the construction of a light-house at Cape Meares, Tillamook Bay, Oregon. Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, that the sum of sixty thousand dollars be, and the same is hereby, appropriated, out of any moneys in the Treasury not otherwise appropriated, for the purchase of a site and the construction of a first-order coast light-house at Cape Meares, Tillamook Bay, Oregon* (Senate Bill, S. 1216, January 25, 1886).

In 1887, Cape Meares was recommended for the site of the new lighthouse station over Cape Lookout. Money was subsequently appropriated for the purchase of the land by the government and specifications and plans for the lighthouse were promptly drawn by United States Army Corps of Engineer, C.F. Powell. The plans were approved in January 1888. Bids for the construction of the lighthouse were advertised. Charles B. Duhrkoop, from Portland, was selected as the contractor for the lighthouse tower. Duhrkoop received $2,900 for the construction work. The brick specified for use in the inner lining of the tower was made from clay found in the area: a special kiln was erected for the purpose of firing the bricks. Local Native Americans were hired to dig the clay and cut timber for the project. A road, four miles long, was proposed in 1888; this road would facilitate the portage of supplies and materials to the lighthouse reservation. The road extended from the nearest beach landing north of the reservation to the construction site.

The metal work for the outer shell of the lighthouse tower was contracted to the Willamette Iron Works of Portland. The materials were delivered to the site on March 1, 1889 at a cost of $7,800. A local logger was contracted to haul materials from the bay to the site. They were shipped from Portland to Tillamook and then transported by scow to the beach north of the site.

The First Order Fresnel Light was manufactured in Paris, hand-ground by Henry LaPaute. The eight-sided 2000 pound lens was reportedly a rare lens design. The light beam shined 217 feet above sea level and could be seen for a distance of 21.5 miles. The signal alternated between a two second red flash and 60 second white flash. Transported around Cape Horn to the Pacific Ocean, the massive lens was hoisted up the cliff over 200 feet from the ship deck below to the lighthouse site. A hand-made and hand-operated crane, constructed of spruce trees, lifted the lens to the lantern room. The lens was so massive that the keeper could walk around in the lens to conduct daily cleaning. A five wick kerosene lantern illuminated the lens until 1910, when an incandescent oil-vapor lamp replaced the original lamp. The clockworks in the watchroom beneath the lantern room rotated the lens. A series of gears and weights were employed in the clockwork system. The lens was illuminated on January 1, 1890 as stated in the 1889 *Notice to Mariners*.

Notice to Mariners, No. 71 of 1889. United States of America-Oregon. Light at Cape Meares. Notice is hereby given that, on or about January 1, 1890, a fixed white light of the first order, varied by a red flash every minute, will be shown from the structure recently erected on the extreme westerly end of Cape Meares, Oregon. The light will illuminate the entire horizon. The focal plane is 223 feet above the mean sea-level, and the light may be seen, in clear weather, from the deck of a vessel 15 feet above the sea, 21.5 nautical miles. The light is shown from a black lantern surmounting a low white tower in form of a frustum of an octagonal pyramid. Two brown oil-houses (distant 65 feet) and a keeper's dwelling, painted white with lead-colored trimming and brown roofs (distant 1,000 feet), stand to the eastward of the tower.

The approximate geographical position of the light-house, as taken from the charts of the United States Coast and Geodetic Survey, is as follows: Latitude, 45 28' (52") North, Longitude, 123 58' (30") West. Magnetic bearings and distances of prominent objects are approximately as follows: Tillamook Rock Light-House, N.N. W. 1/4 W., 27 1/2 nautical miles. Cape Lookout, S. by E., 9 nautical miles. Cape Foulweather Light is the next light to the southward, distant 49 miles.

By order of the Light-House Board: David B. Harmony, Rear-Admiral United States Navy, Chairman, Office of the Light-House Board, Washington, D.C., December 2, 1889 (*Notice to Mariners*, December 2, 1889).

Other station buildings were subsequently constructed including two brick oil houses, two keepers' dwellings, a barn, and cisterns. These structures were built by Richard Seaman, a Portland contractor; the buildings were finished at a cost of $26,000. A pipe from the spring on the bluff east of the cape was installed as a source of supplying fresh water to the complex. In 1891, a picket fence was constructed around the keepers' dwellings and the garden: a barbed-wire fence was built enclosing the adjacent clearing. The light tower and the residences were connected at this time by a board walkway.

A roadway was needed to connect the station with the town of Tillamook, approximately 10 miles to the east. Construction cost of the road was estimated at $5,000. The appropriation for the roadway was made on August 5, 1892 and bids were requested from local contractors. Only two bids were received and were subsequently rejected because they exceeded the allotted appropriation. A bid was finally accepted and work began on the wagon road in 1894. The road led from the station to the Tillamook River, where it connected with a ferry landing and a road which led to the town of Tillamook. By November 20, 1892, one and one-half miles of the new road had been completed to the Tillamook River. The road also connected with the Netarts Bay Road; the station was now accessible by wagon from Tillamook. The road, however, was in constant need of repair, due to the coastal weather.

In 1895, the workroom was constructed adjacent the light tower. The two structures were connected with a simple gable passageway. At this time a flight of iron stairs leading from the base

of the tower to the crown of the bank were also built. The stairway replaced the original wooden stairs to the lighthouse tower.

In 1898, a new water tank was built to house the station's water. Three chicken coops were constructed by 1902 east of the keepers' dwellings. The chickens were used as a primary food source for the station. Other buildings constructed in the later periods in the history of the station included a shop and store house (1913), a reservoir (1928) and a garage (1934).

The first keepers of the light, Anthony W. Miller (Head Keeper), Andrew Hold (First Assistant Keeper) and Henry York (Second Assistant Keeper), were appointed on November 26, 1889. The three keepers watched the lamp 24 hours a day on rotating, eight hour shifts. To ensure the proper function of the light, the lamp had to be tended constantly and the clockworks wound every two and one-half hours. When the clockworks malfunctioned, the keeper manually turned the lens until the clockworks could be repaired in the daylight hours. Polishing the lens, repair work, cleaning and painting were daily activities of the keepers. Other early keepers included Daniel Hurlbut (appointed 1891/1894), George Hunt (1892), Edward Brooks (1894), George Boyington (1898); Hermann Grossheim (1900), George Higgins (1901/1903/1907), Andrew Jackson (1902), Samuel Morris (1903), Mrs. Augusta Hunt (acting keeper, 1903), Harry Mahler (1903), Patrick Murphy (1906), Jacob Ericksen (1906), Gus Jansen (1907), Thomas Ford (1909) and John Matela (1910).

In 1910, the original kerosene lamp was replaced by an incandescent oil lamp. The lamp was again changed in 1934 when the entire station was electrified by the installation of two generators; one at the base of the tower and the other near the workshop building. The incandescent lamp was replaced by an electric lamp. This reduced some of the monotonous work of the keepers and reduced the number of staff needed to tend the station. A new, fully automated 'tower' was constructed in 1963 on the bench above the original Cape Meares tower and the old light was thereafter decommissioned. Prior to decommissioning the light, the adjacent workroom was removed in 1960. The new beacon is a square, 17 feet high structure, constructed of concrete. The illuminant surmounts the structure and is flanked by an emergency light. A NOOA and a Loran station (radio stations) are also located in the vicinity of the new beacon. After the new beacon was in place, the two keepers at Cape Meares were assigned duties elsewhere, bringing an end to the station's 73 years of service.

Tillamook County was granted a lease to use a portion of the lighthouse reservation as a park in 1964. In 1968, the Oregon State Parks and Recreation Department took over the lease from the Coast Guard (with the exception of the new aids to navigation on site) for historical and park purposes. The lighthouse was rehabilitated and the workroom reconstructed in 1978. The park is managed in conjunction with the United States Fish and Wildlife Service which maintains the Cape Meares National Wildlife Refuge. The new beacon is maintained by the Coast Guard.

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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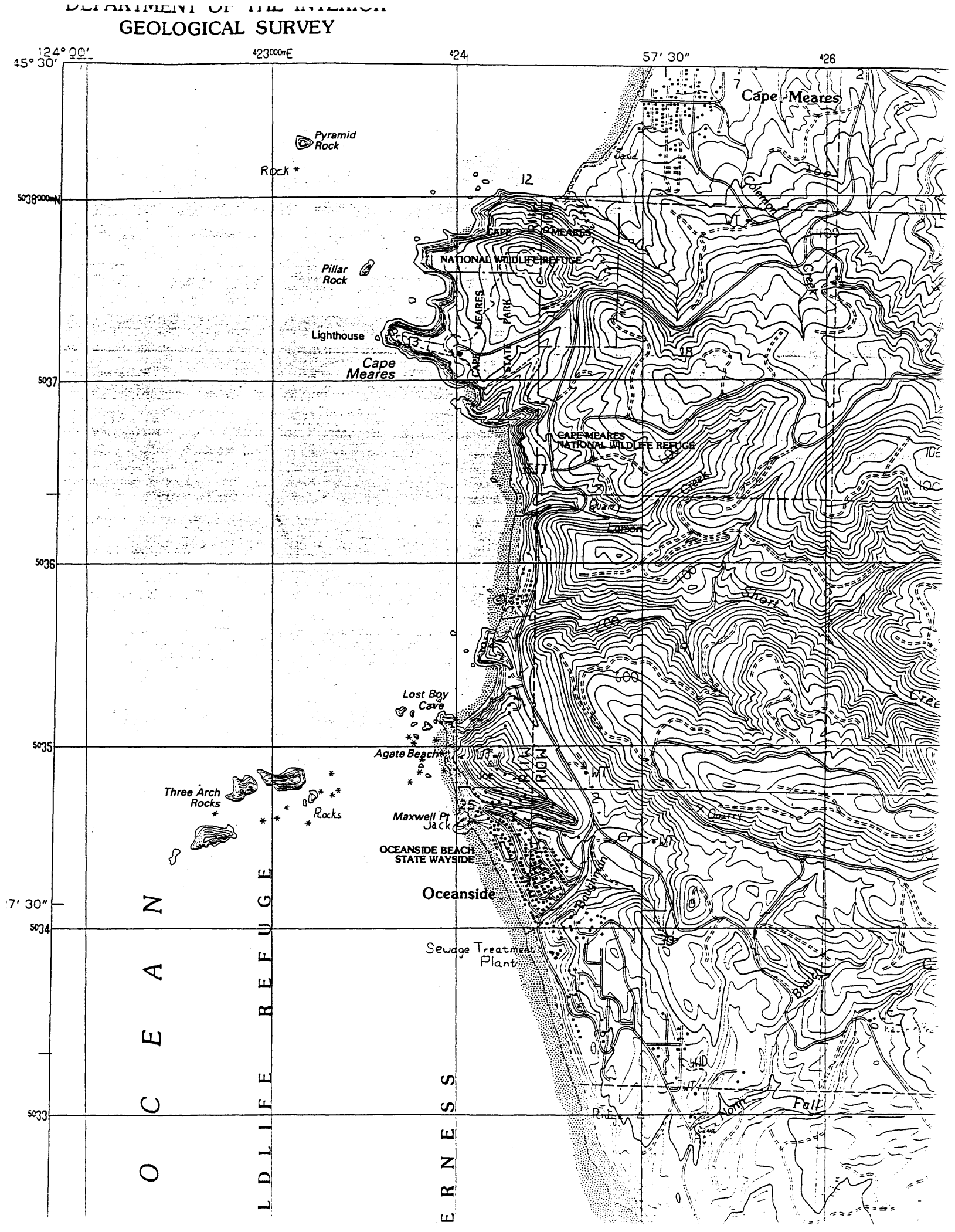
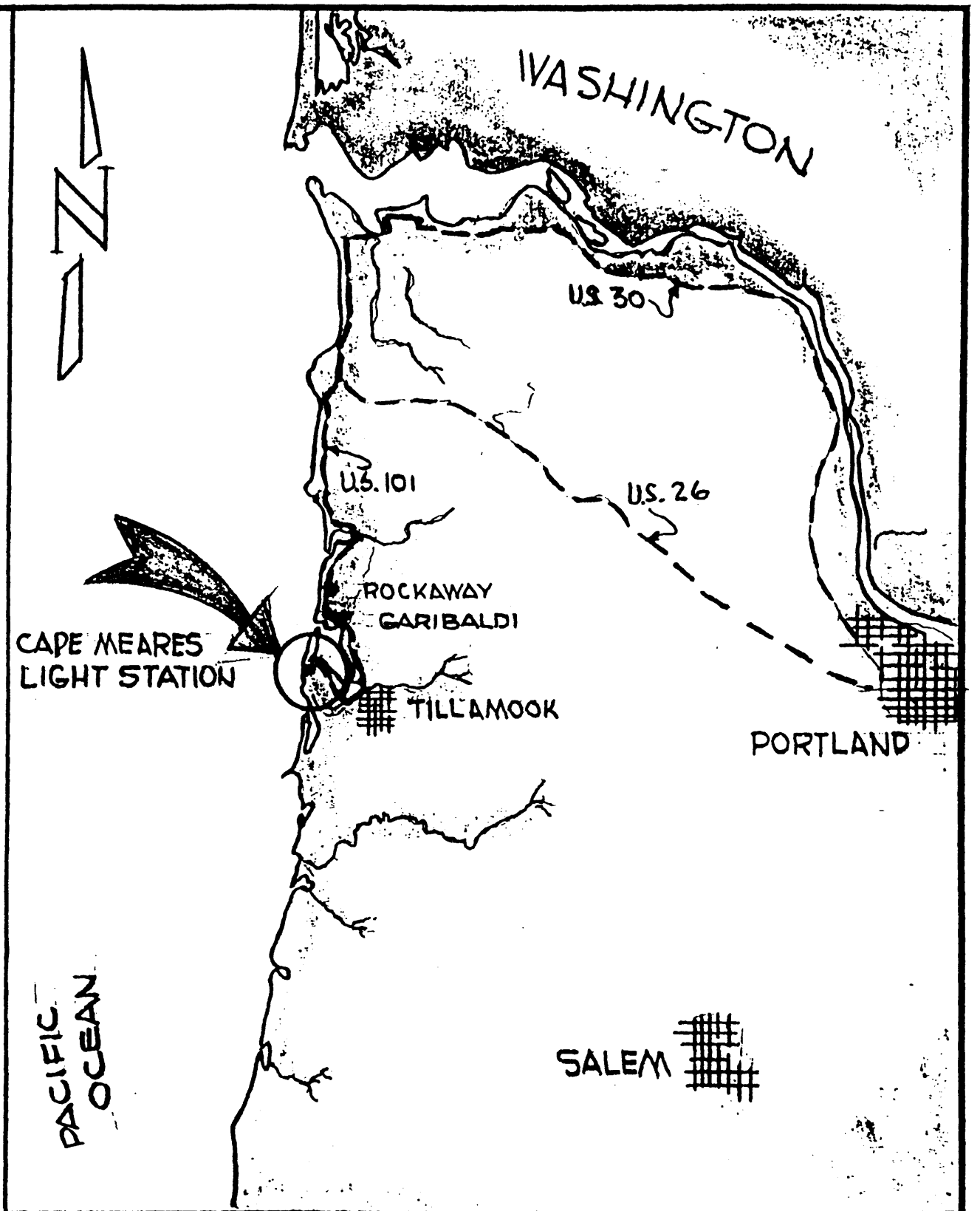
VERBAL BOUNDARY DESCRIPTION

The nominated area encompasses approximately .5 acre on the westernmost tip of Cape Meares. The lighthouse tower is located on a lower bench at latitude 45 degrees 29.2 minutes North and longitude 123 degrees 58.6 minutes West. The nominated area is part of Cape Meares State Park.

BOUNDARY JUSTIFICATION

The nominated area encompasses the lower bench of Cape Meares, the site of the lighthouse tower and attached workroom. The lighthouse tower is the only extant feature from the historic period. The attached workroom is a reconstruction of the original workroom and is a non-contributing addition to the lighthouse tower.


DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY
124° 00'
45° 30'
423000mE
424
57' 30"
426
5038000mN
5037
5036
5035
5034
5033
17' 30"
Cape Meares
Pyramid Rock
Rock *
Pillar Rock
Lighthouse
Cape Meares
CAPE MEARES NATIONAL WILDLIFE REFUGE
CAPE MEARES STATE PARK
Lost Bay Cave
Agate Beach
Three Arch Rocks
Rocks
Maxwell Pt
Jack
OCEANSIDE BEACH STATE WAYSIDE
Oceanside
Sewage Treatment Plant
Short
Creek
Larson
Quarry
Coleman
Creek
Tillamook
Bay
Bayshore
Blvd
North
Fall
Ridge
OCEAN
WILDLIFE REFUGE
TERNESS

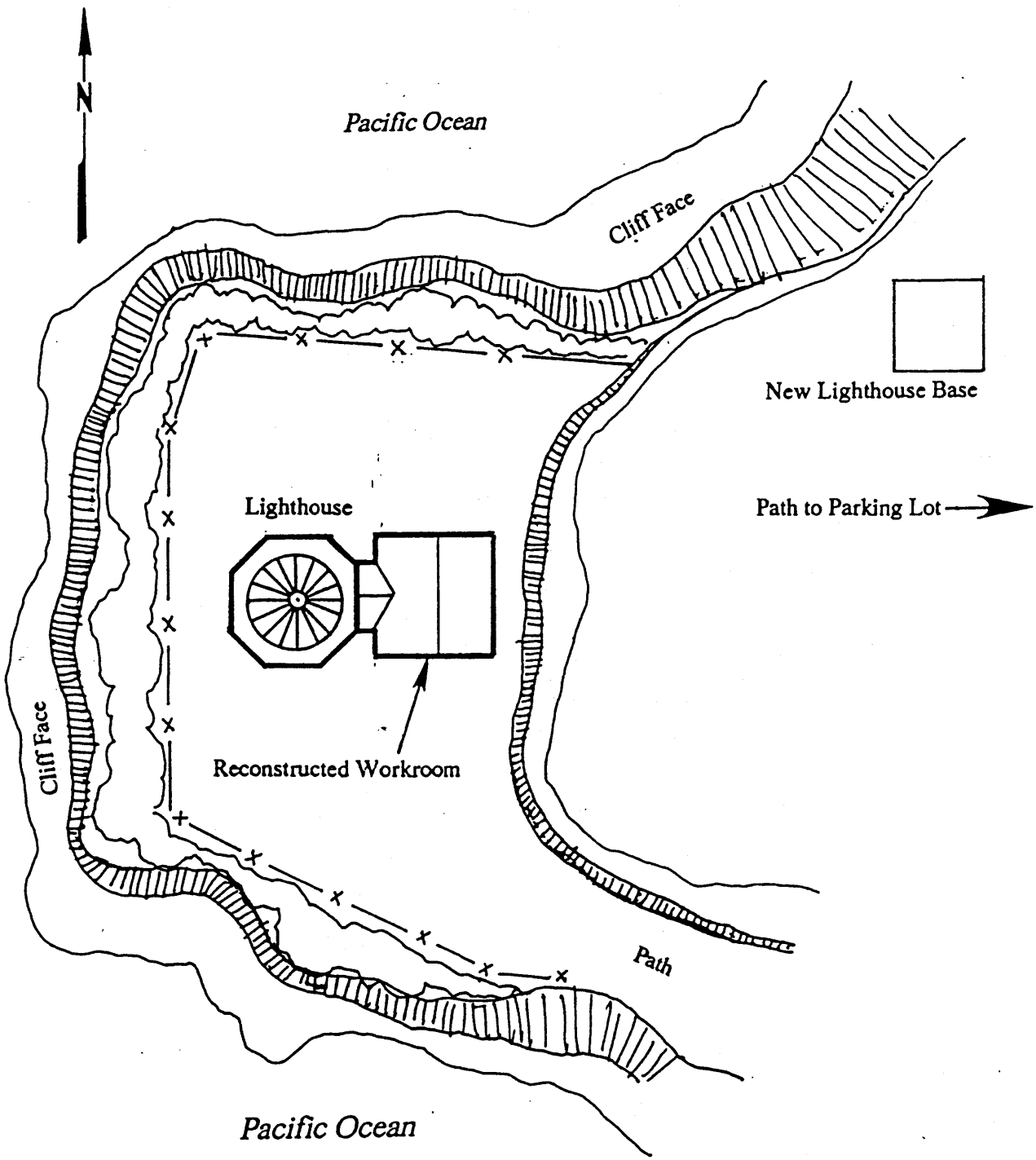


SCALE · 1" = 20 MI.

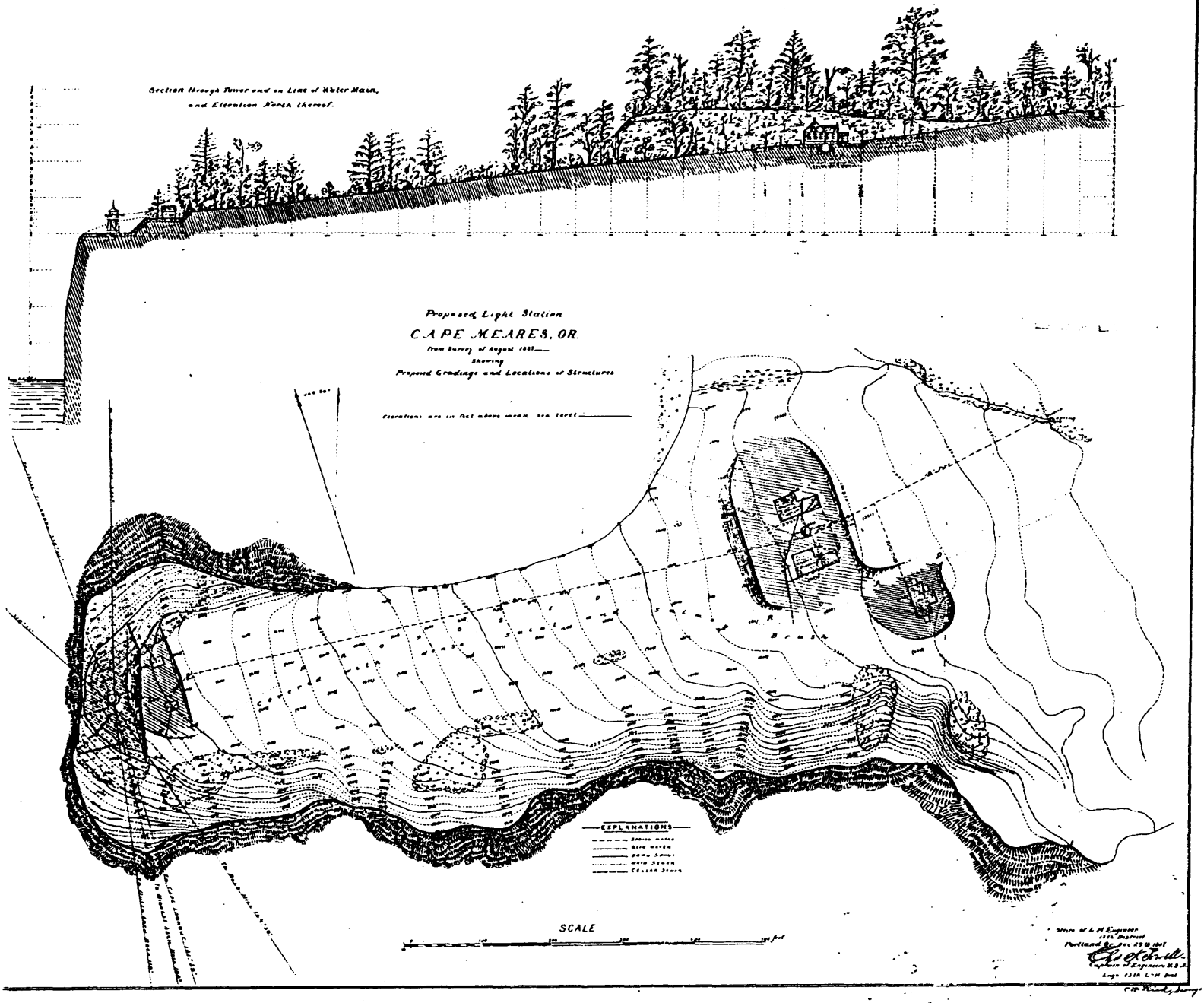
▲ VICINITY MAP ▲

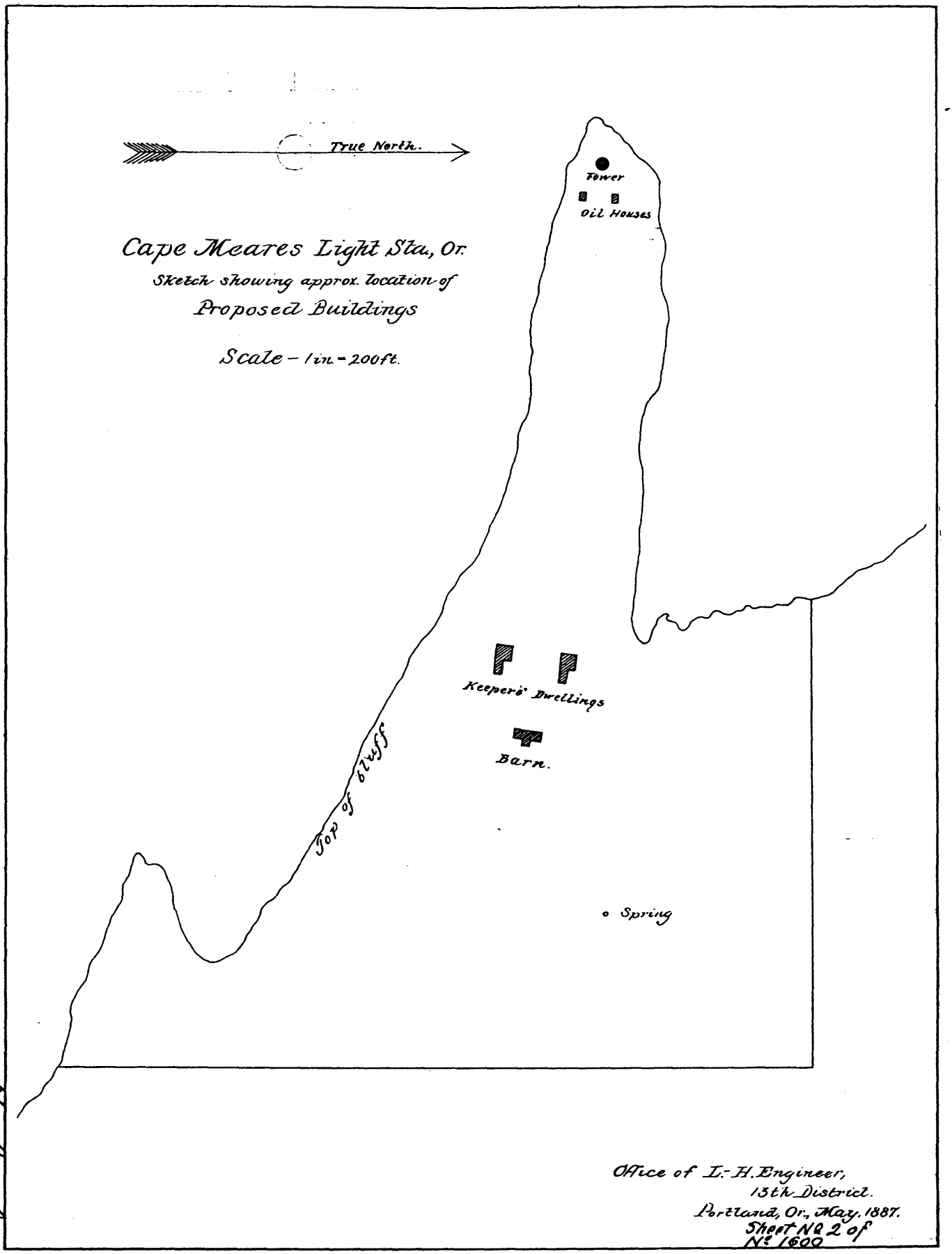
CAPES MEARES LIGHTHOUSE

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



CAPE MEARES LIGHT-STATION, OR. No. 1.





Cape Meares Light Sta., Or.

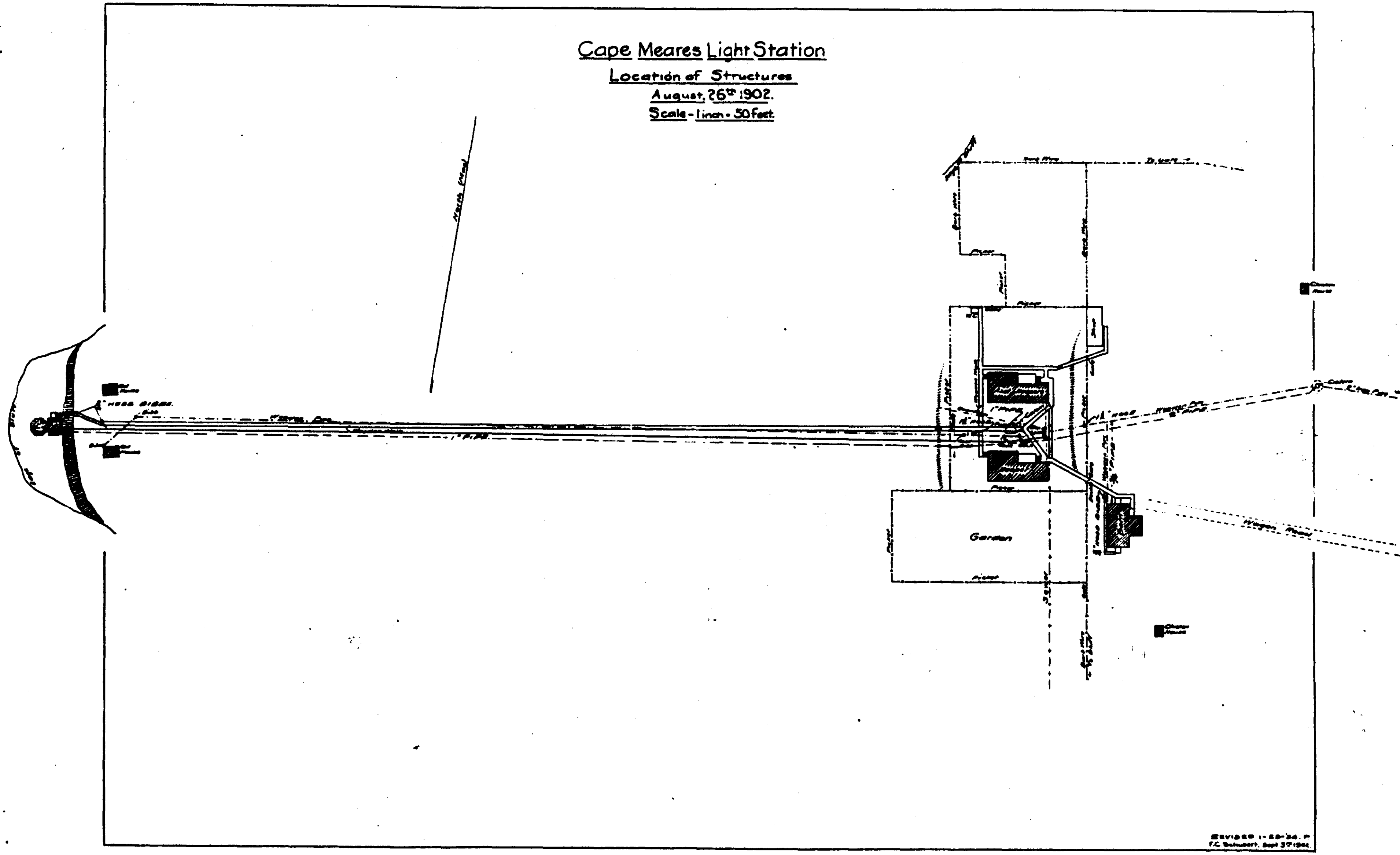
Sketch showing approx. location of Proposed Buildings

Scale – 1 in. = 200 ft.

Office of U. S. H. Engineer,
13th District.
Portland, Or., May. 1887.
Sheet No 2 of
No 1600

No. H7-A2

CT 2

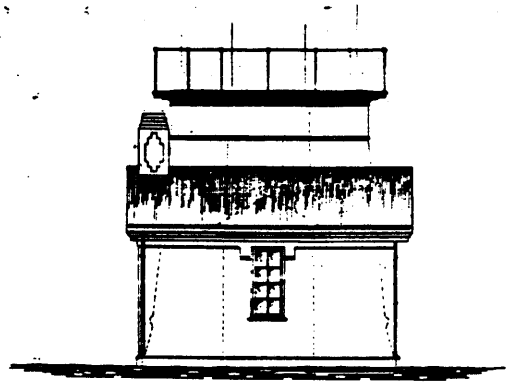


Cape Meares Light Station
Location of Structures
August, 26th 1902.
Scale - 1 inch - 50 feet.
Garden
Wagon Road
North (Mag)

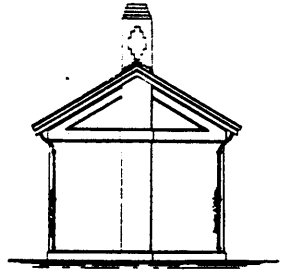
No. A7-B35

PROPOSED

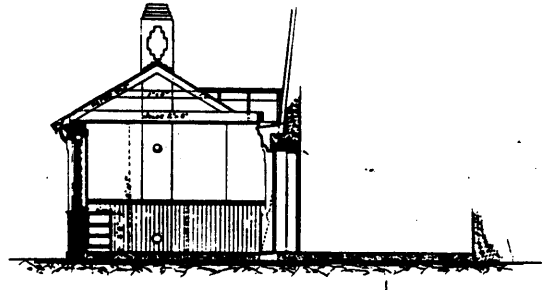
WORK ROOM FOR TOWER AND IRON STEPS TO TOP OF BANK.



SIDE ELEVATION.

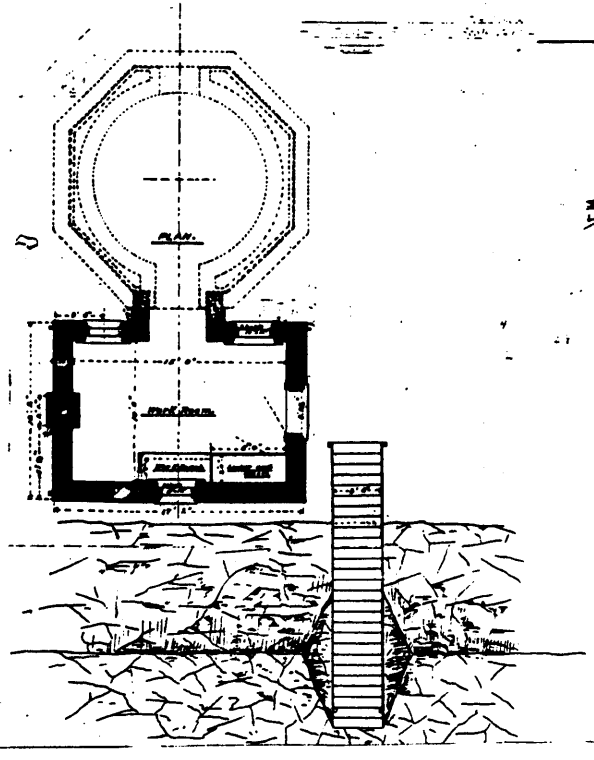


REAR ELEVATION.

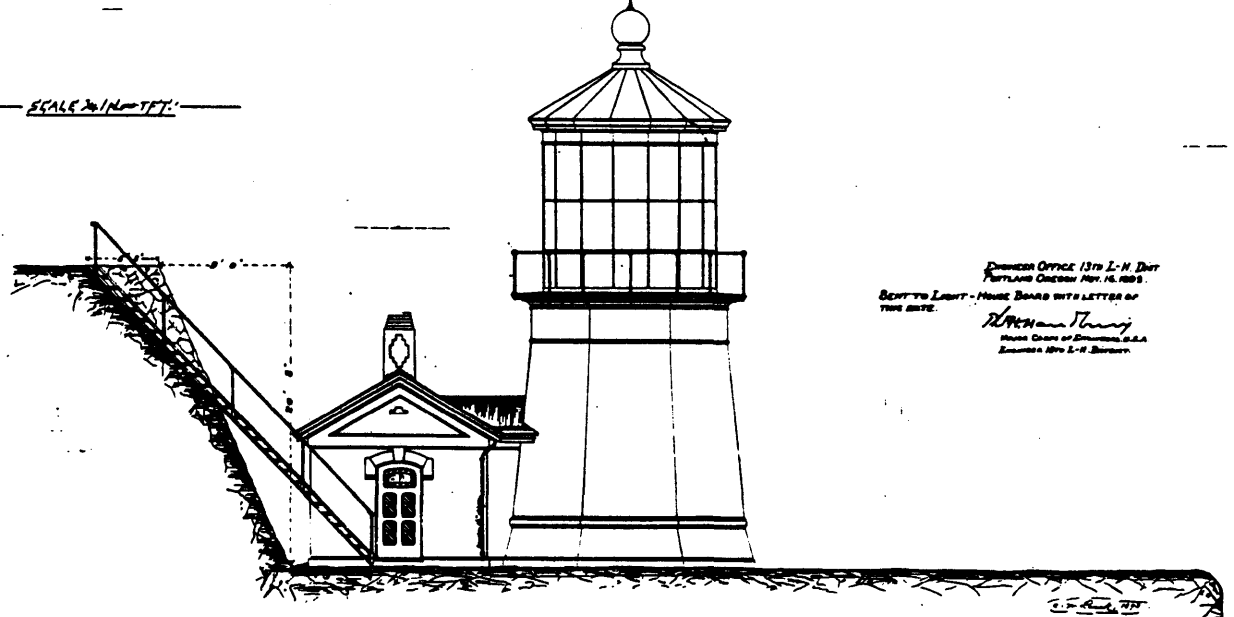


SECTION.

SCALE 3/4 INCH TO THE FOOT.



PLAN.



FRONT ELEVATION.

ENGINEER OFFICE 13TH L. H. DIST
PORTLAND OREGON NOV. 16, 1895.

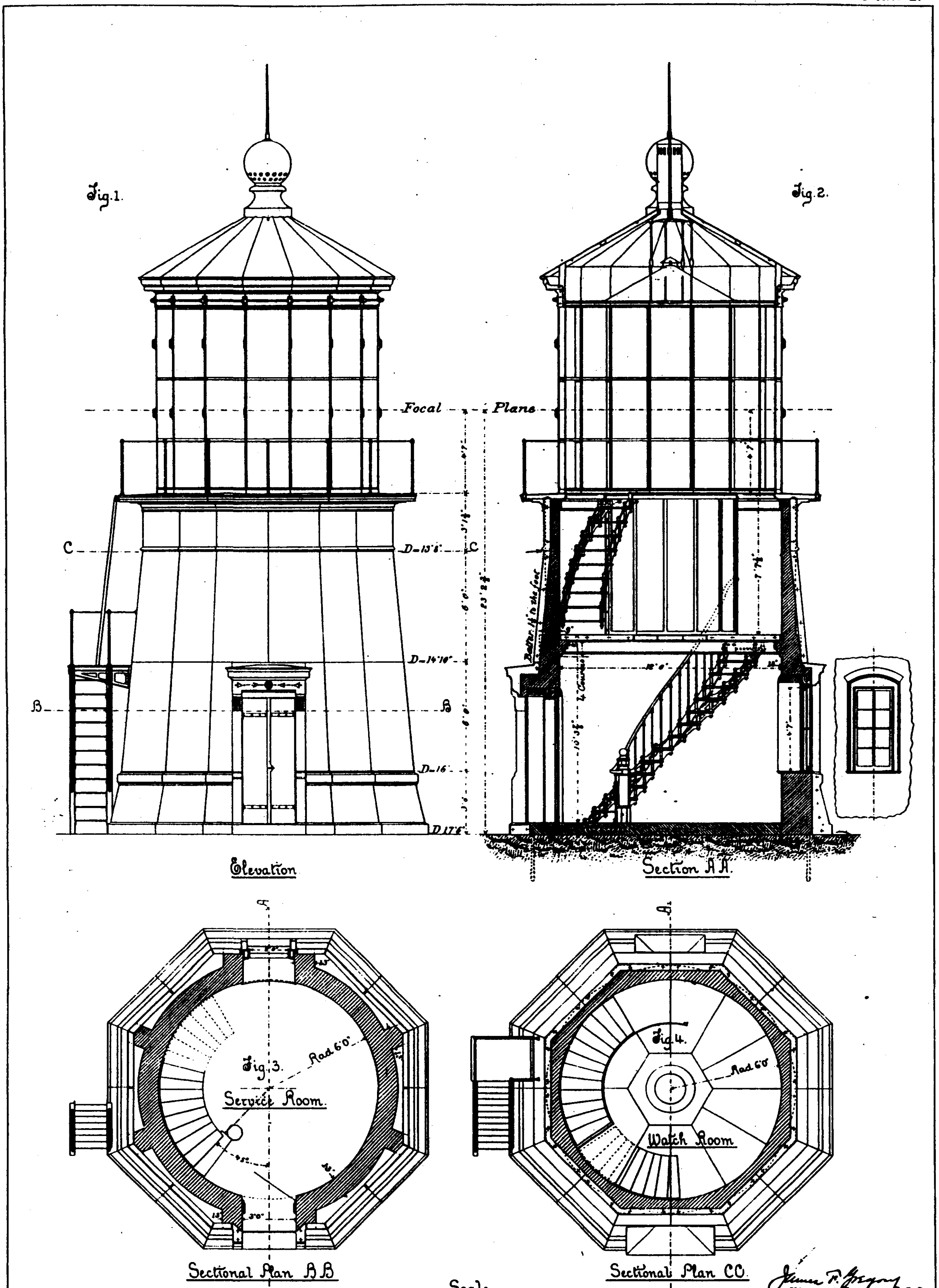
SENT TO LIGHT-HOUSE BOARD WITH LETTER OF THIS DATE.

WILLIAM STRONG
MAJOR CORPS OF ENGINEERS, U.S.A.
ENGINEER 13TH L. H. DISTRICT.

CAPE MENDOCINO

FIRST ORDER LIGHT-HOUSE, CAPE MEARES, OR.

Plate 1.

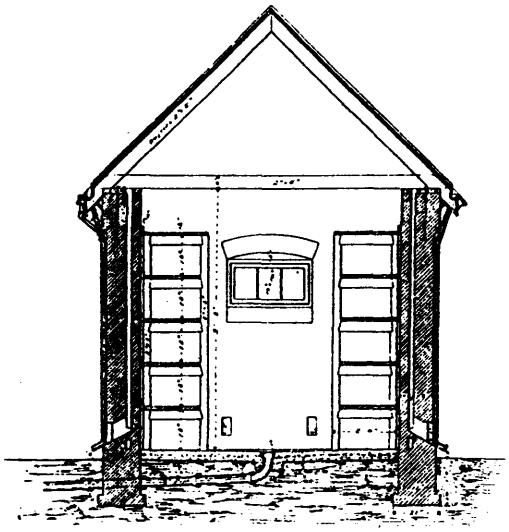


Office of the Light-House Board. May. 1888.

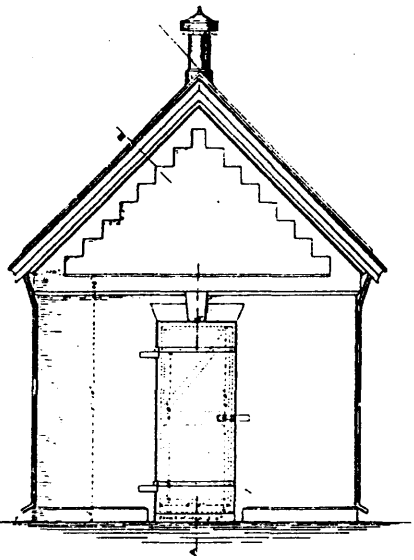
James F. Gregory
Major of Engineers U.S.A.
Engineer Secretary.

CAPE MEARES LIGHT-STATION, OR.

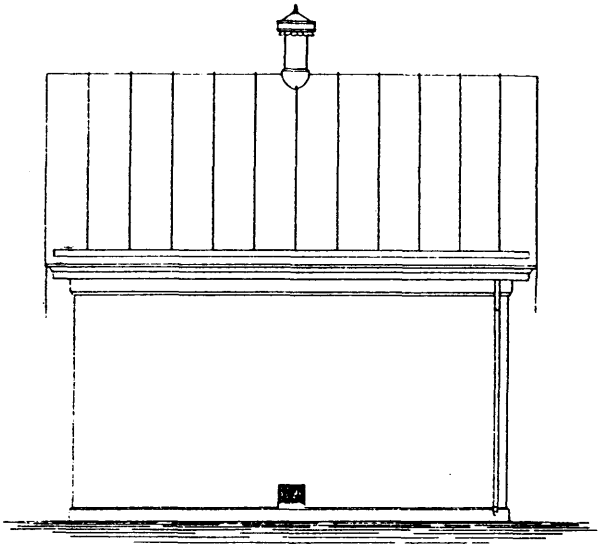
STORE HOUSE FOR MINERAL OIL



SECTION

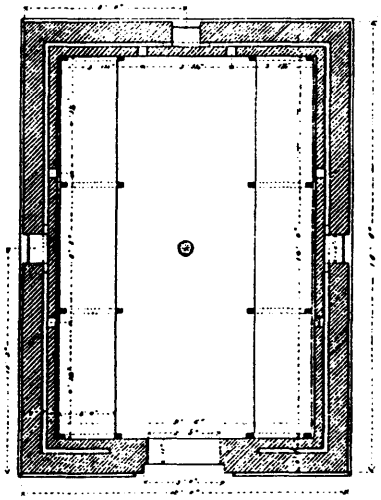


FRONT ELEVATION

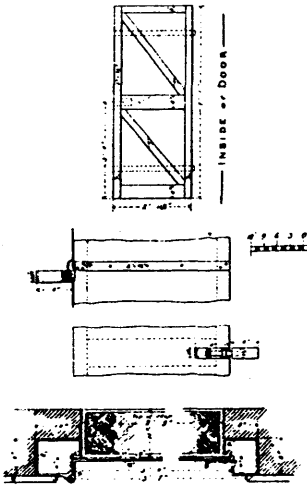


SIDE ELEVATION

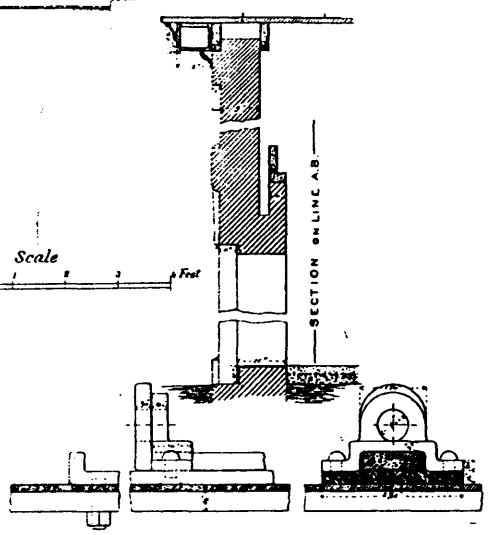
Scale 0 1 2 3 4 5 6 7 Feet



PLAN.



SECTIONAL PLAN SHOWING HINGES AND BOLT



FULL SIZE DETAIL of BOLT

Office of U.S. Engineer
13th District
Portland Or. Dec 28 1887
Chas. E. Smith
Captain of Engineers U.S.A.

Sheet No 1 of
No 1640
16

CAPE MEARES LIGHT-STATION, OR.

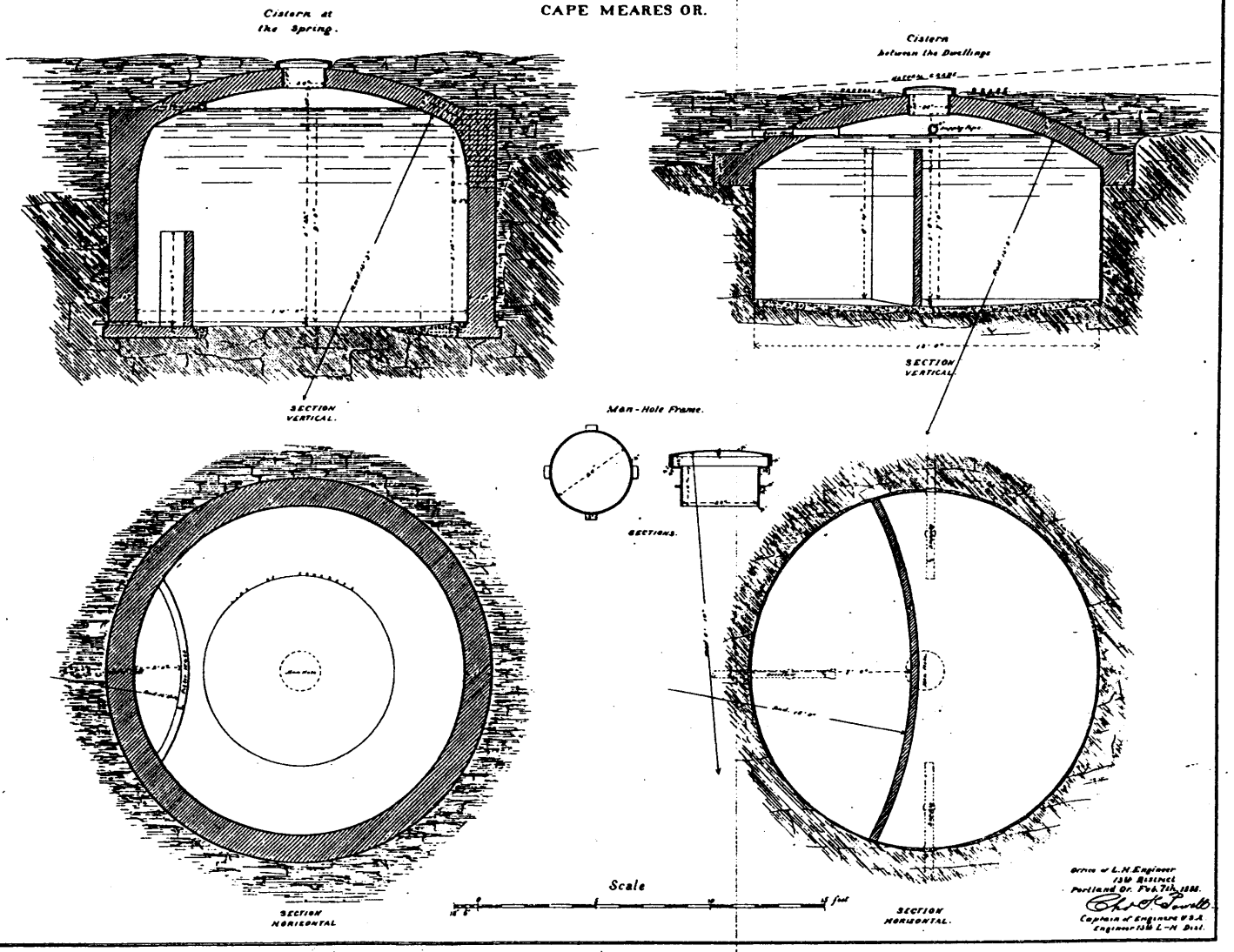
№ 5.

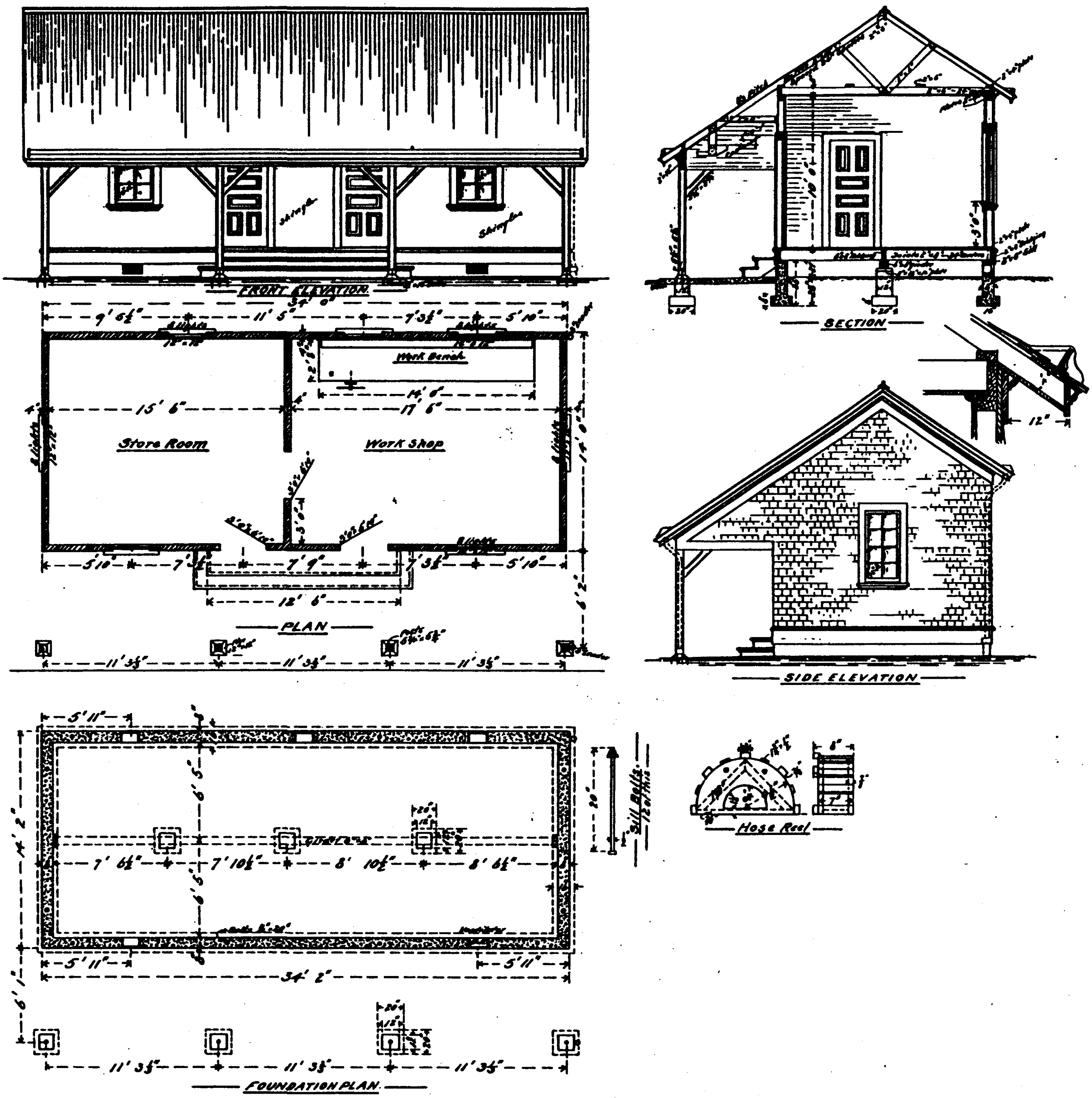
BARN

Front Elevation.

CAPE MEARES LIGHT-STATION, OR. No 3.

CISTERNS,
Proposed for
CAPE MEARES OR.





OFFICE OF THE LIGHTHOUSE INSPECTOR
SEVENTEENTH DISTRICT, PORTLAND, ORE.

SHOP AND STORE HOUSE

CAPE MEARES, ORE.

SCALE: 1/8"=1'0"

APPROVED FEB. 14, 1913

SUPERINTENDENT | INSPECTOR

DRAWN
TRACED
CHECKED

SHEET NO. 1 of

NO. 1650

No. A7-B29