NPS Form 10-900
(Rev. 8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name U. S. Coast Guard Station, Umpqua River, Administration and Equipment Buildings
other names/site number Coastal Visitor Center

2. Location

street & number Douglas County Road No. 87 N/A not for publication
city, town Winchester Bay [X] vicinity
state Oregon code OR county Douglas code 019 zip code 97467

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
[ ] private	[X] building(s)	2	____ buildings
[X] public-local	[ ] district	____	____ sites
[ ] public-State	[ ] site	____	____ structures
[ ] public-Federal	[ ] structure	____	____ objects
	[ ] object	2	0 Total

Name of related multiple property listing: N/A

Number of contributing resources previously listed in the National Register N/A

4. State/Federal Agency Certification

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

Signature of certifying official Deputy SHPO — April 20, 1992 (Date)
Oregon State Historic Preservation Office
State or Federal agency and bureau

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

Signature of commenting or other official — Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

[✓] entered in the National Register. [ ] 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:) ____

Entered in the National Register — 6/4/92

Signature of the Keeper — Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)	Current Functions (enter categories from instructions)
Transporation/water-related:	Recreation and Culture/park:
Coast Guard station	visitor center/museum

7. Description

Architectural Classification (enter categories from instructions)	Materials (enter categories from instructions)
20th Century Revivals:	foundation concrete
Colonial	walls wood shingles
	roof asphalt shingles
	other

Describe present and historic physical appearance.

☐ See continuation sheet

The Umpqua River Administration/Crew Quarters and Equipment Building were constructed in 1939, the year the United States Coast Guard superseded the United States Lighthouse Bureau. The buildings were designed by the Office of the Chief Civil Engineer in Washington, D.C. in a standard Coast Guard design and built by Lillebo Construction Company under the management of Pete Nelson. Designed in the Colonial style, the Administration/Crew Quarters features a gable roof with small gable dormers, multi-pane double hung windows framed by functional shutters, shingled exterior, bilateral symmetry, and a portico with balcony. The Equipment Building, south of the Administration/Crew Quarters, is also designed in the Colonial style and features small dormers with arched windows centered above five paneled garage doors. Owned and maintained by Douglas County Park Department since 1976, the building operates as a Coastal Visitor's Center and museum. The two former Coast Guard buildings are in good condition.

SETTING

The Umpqua River Administration building complex is located on the south bank of the Umpqua near the mouth of the river. Located in the Umpqua River State Park, the buildings are sited on a relatively flat parcel of land north of the Umpqua River Lighthouse tower and newer station buildings. A lookout building, constructed in the 1950s by the Coast Guard is southwest of the complex. County Road 87, the access road, is directly east and south of the buildings. Marie Creek and the base of the hillside are east of the complex. Lake Marie is to the south.

A paved driveway extends from the main beach access road to the complex, approximately 1600 feet in length. The access road gently slopes up towards the station buildings and is lined with rhododendrons, shore pines, and firs. The entrance road is on the east side of the Administration/Crew Quarters building and curves around complex to the west before assuming its southern alignment. The buildings are on a flat, open lot lined with wooden balusters and fencing which define the front edge of the property. A combination of shore pines, spruce, cedar, huckleberries, rhododendrons and ash/alder line the west and north edge of the property. A few scattered pines and spruce are planted in the open lawn area of the complex and azaleas and rhododendrons serve as foundation plantings.

A small pump house, constructed in 1979, is west of the Equipment Building and was designed in the same style as the other buildings. A paved driveway and a concrete slab, once a tennis court, are west of the buildings. The concrete slab is at a lower grade than the lawn area. A mobile home which houses the caretakers, is northwest of the buildings.

ADMINISTRATION BUILDING/CREW QUARTERS

Exterior

The rectangular shaped Colonial style building is two and one half stories high with one story wings. The main volume of the building measures approximately 32' (east-west) by 46 (north-south) with the side wings measuring approximately 17' square. The main building volume and wings are covered with gable roofs sheathed with wood shingles (painted red). The boxed eaves are returned on the gable ends. Gable dormers, clad with wood shingles, line the front and rear elevations of the roof. The dormers are embellished with arched, multi-pane windows as are the windows in the gable ends. A corbelled chimney caps the west face of the roof at the northern end.

The building is clad with wood shingles painted white. Simple, classically inspired cornerboards finish the building's edges. A watertable with a projecting lip extends around the perimeter of the building above the concrete foundation. The windows are six over six double hung wood sash with the exception of some narrower four over four windows in the side wings. All the first and second story windows are framed with functional shutters. Simple trim with a slightly projecting cornice molding surround the windows.

The prominent front porch and balcony extend over one half the front elevation. Paired Tuscan porch posts support the balcony; the corners are supported by a combination of boxed and Tuscan posts. The balcony balustrade is composed of thin square balusters dispersed between squat, boxed posts. The Coast Guard insignia was originally on the panel in the center of the balcony balustrade. A wrought-iron porch railing, designed in a circular motif, decorates the front porch. The floor of the porch is constructed of concrete, scored in a square pattern. Lattice work partially covers the concrete porch foundation.

The rear entrance (west elevation) is positioned slightly off center and is covered with a simple pedimented gable hood supported with brackets. A four light transom surmounts the door and oblong recessed panels frame the outside of the door. The rear door is composed of twelve lights above and two rectangular panels below. A new door as been installed on the south elevation of the main building volume which is currently used as the visitor's entrance door. A wheel chair access ramp has been constructed from this ingress. Another access ramp was built on the north elevation. This ramp extends to the basement door as do a flight of stairs. Wrought iron railings line the ramps.

Interior

First Floor

The Administration/Crew Quarters' building is formally arranged around a central entrance and stair hall. The front door has multi-pane glass on the upper portion and panels below. A simple balustrade lines the stairs which are on the east side of the hall. The balustrade is composed of

square balusters and a square newel post; the hand rail and newel post cap are unpainted exposing the original oak woodwork. A rubber runner lines the center of the wooden staircase.

The entrance hall extends to the west and has doorways leading to the original mess hall on the north (now a display room), a bedroom on the west (currently the office for the visitor's center) and a hallway on the south. The mess hall is a large open room measuring 20'4" (north-south) by 16'0" (east-west). Windows punctuate the two elevations of the room. A door on the north elevation leads to the Day Room (now used for display purposes) and an opening on the west wall leads to the kitchen. The Day Room is square in plan, measuring 17'0" by 17'0" and has multi-pane windows on three elevations. The west and east elevations are composed of a wide six over six double hung windows flanked by narrower four over four double hung wood sash windows. A four and one-half inch chair-rail extends around the perimeter of the room.

The kitchen (currently used as a kitchen/coffee room) measures approximately 12'0" (north-south) by 16'0" (east-west). Cabinets line the north, west and south elevations of the room. The cabinets and counter are not original. A door on the south elevation of the kitchen leads to the back hall which contains the staircase to the original back entrance door and the basement. A closet is on the south wall of the hall.

The rear (southwest corner) two bedrooms have been converted into an office space; the wall separating the two rooms has been removed to create a larger area. The closets, with louvred doors, in the northern most bedroom are still intact. The south bedroom on the rear elevation was originally the Officer in Command's bedroom. A door on the south wall of the bedroom lead to what was once the Officer's Bath, Living Quarters and Hall which composed the south wing. These areas were converted into women's and men's bathrooms during the late 1970s rehabilitation. The small ante rooms which were originally used as the hall and bath have been retained in the conversion; a wall currently separates the original Living Quarters which create the two bathrooms. The original Office, in the the southeast corner of the building, currently functions as a display room. The room measures 16'9" (north-south) by 13'2" (east-west). A door on the west elevation of the room leads to the hallway.

Second Floor

The stairway from the first floor entrance hall leads to the second floor hall which is L-shaped in plan. Four identical rooms, located in the four corners of second story, were used as crew quarters. Each room contained four closets which have built-in shelves and closets. The closet doors are louvred on the top two panels and the lower panels. A chair-rail extends around the perimeter of the rooms. The central east-west hall of the second floor contains the crew bathroom at one end and the stair hall to the third floor at the other end. The configuration of the bathroom remains intact. A six over six double hung window is at the east end of the stair hall.

Third Floor

The third floor functioned as additional living quarters for the crew. The central axis which contains a storage room and the stair hall is flanked by two large dormitory rooms. The arched multi-pane dormer windows are at the east and west ends of the long central axis. The ceilings in the sleeping quarters angle with the slope of the roof. Closets in the rooms flank the central arched gable end windows. A chair rail extends around all the rooms below the center line.

Basement

The basement is divided into several smaller rooms which center around the original Drill Room. The Drill Room measures approximately 15'2" (east-west) and 46'0" (north-south) and extends across the entire front elevation of the main building volume. The room has low ceiling and a concrete floor. Daylight windows are on the east, north and south elevations. The west half of the main volume is divided into four smaller rooms; the Boiler Room, Storm Clothes Storage Room, Provision Room and a Laundry Room. These room with the exception of the Boiler Room are currently used as storage rooms. A Shop was located at the north end of the basement and a storage room at the south end. The basement is virtually intact.

Finishes

The finishes throughout the building are simple in design. All the woodwork is painted with the exception of the staircase and the banister. The floors throughout the building are either carpeted or covered with linoleum. Simple board trim frames the windows and doors. The only articulation of the wall surface is the four and one-half inch chair rail which extends below the center line of each room. The majority of the original window and door hardware is intact. The ceilings on the first floor have been slightly lowered and texturized to accommodate a sprinkler system as is the second floor hall ceiling. The bedroom ceilings on the second and third floors remain intact.

EQUIPMENT BUILDING

The Equipment Building, located directly south of the Administration/Crew Quarters is rectangular in plan and measures approximately 30' (east-west) by 62' (north-south). Designed in the Colonial style, the building mimics the Administration/Crew Quarters in design. Gable dormers, on both the east and west elevations, embellish the wood shingled gable roof. The box eaves culminate at the gable ends with returns. The dormer windows have arched heads and are divided into multi-lights and are centered above the five garage doors on the west elevation. The garage doors have ten lights above and fifteen panels below.

An entrance door, sheltered by a small gable hood, is located on the north elevation of the building. Six over six double hung wood sash windows framed by functional shutters punctuate the north, east and south elevations. The top of the gable end windows are embellished with a fan-like pattern inset in a semi-circular arch. The Equipment building is clad with cedar shingles painted

white and finished with modest classical cornerboards. A watertable with a molded cap tops the concrete foundation.

The interior of the building is open in plan with the exception of two pole supports. Wood panels cover the interior walls and the floor is concrete. A storage room is located in the northeast corner of the building and the L-shaped stairs which lead to the attic ascend on the east elevation of the building. A metal pole railing lines the stairs. The upstairs of the Equipment building is divided into three rooms; two dormitories and a bathroom. The walls are unfinished and pipes from the sprinkler system are exposed on the ceiling. This area was used during World War II as additional crew quarters. The building is virtually intact with few modifications with the exception of the sprinkler system. The Equipment Building is currently used as a shop for the Douglas County Park Department.

Rehabilitation

The Administration/Crew Quarters and Equipment Building were used by the Coast Guard from 1939 until the 1960s. In 1971, the buildings were declared by the Federal Government as surplus buildings. The buildings were in deteriorated condition when the complex and surrounding 4.7 acres were transferred to Douglas County in 1976. The rehabilitation efforts started in 1976 when the buildings were painted and heat system in the buildings were refurbished. Between 1976 and 1980, the County continued their restoration/rehabilitation efforts. The complex was officially opened on June 19, 1980.

The exterior of the building remains intact with the exception of a door installation on the west side of the south elevation. This door now serves as the main visitor's entrance; the door replaced a window. A wheel chair access ramp was sensitively added at this entrance. The interior configuration remains intact with the exception of a few modifications constructed during the conversion into a visitor's center.

A wall separating the back (southwest) two bedrooms was removed to accommodate a visitors' information area and counter. Two closets were removed on the east wall of the southwest bedroom and the openings enclosed; the other two bedroom closets remain intact. The north-south hall on the first floor was extended by the removal of the original Office and Bedroom closets. A women's and men's bathrooms were installed in the southern wing which originally functioned as the Commanding Officer's Living Room, Hall and Bath. All the other rooms on the first, second and third stories retain their original configuration.

The ceilings on the main floor and the second floor hall were lowered slightly to accommodate a sprinkler system. Track lighting was installed ca. 1989 in the display rooms. The building was repainted in the Summer of 1991.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

☐ nationally ☐ statewide ☒ locally

Applicable National Register Criteria ☒ A ☐ B ☒ C ☐ D

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

Areas of Significance (enter categories from instructions)	Period of Significance	Significant Dates
Politics/Government	1939-1942	1939
Architecture	1939	1939
Maritime History	1894-1942	1895, 1939

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Lillebo Construction Company

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

☐ See continuation sheet

9. Major Bibliographical References

[X] See continuation sheet

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

Specify repository:
U.S. Coast Guard Thirteenth District
Douglas County Park Department

10. Geographical Data

Acreage of property 0.65 Winchester Bay, Oregon 1:24000

UTM References

	Zone	Easting	Northing
A	10	403500	4835020
B			
C			
D			

[ ] See continuation sheet

Verbal Boundary Description

The nominated area is located in SE¼ NW¼ Sec. 13, T22S, R13W, Willamette Meridian, in Douglas County, Oregon. It encompasses 0.65 acres of a 4.7-acre tract of Tax Lot 400 at said location that is owned in fee by Douglas County. The area is described as follows: Beginning at an iron pipe (elev. 119.2') at the SW corner of the nominated area (W side of south entrance drive), thence 300' N-NE along the west edge of said driveway to a point, thence 90' E-SE to the fence line, thence 275' S-SW [X] See continuation sheet to the corner of the fence, thence 95' to the point of beginning, containing in all 0.65 acres, more or less.

Boundary Justification

The bounds of the nominated area are drawn to include two historic buildings of the U.S. Coast Guard Station at the mouth of the Umpqua River, namely the Administration/Crew Quarters Building and Equipment Building and their immediate setting, including paved parking areas and walkways and the intervening flag pole lawn. The nominated area does not include accessory features on the west side of the south entrance drive, such as the trailer and the concrete slab/tennis court, which are non-[ ] See continuation sheet historic, nor does it include the compatibly-finished pump house, also located west of the south entrance drive.

11. Form Prepared By

name/title Sally Donovan and Marianne Kadas
organization Donovan and Associates date November 15, 1991
street & number 111.5 Third Street telephone 503/386-6755
city or town Hood River state OR zip code 97031

SUMMARY

The United States Coast Guard Station situated on the south shore of the entrance to the Umpqua River in Douglas County, Oregon was built in 1939 in complement to the Umpqua River Lighthouse, a development of 1894 that stands nearby to the south. The Coast Guard Station buildings are significant under National Register Criterion A as an illustration of the long continuum of federal government presence at the mouth of the Umpqua, one of two coastal rivers rising in the Cascade Range which figured importantly in early mining and trading activities which hastened Euro-American settlement of southern Oregon. The Coast Guard buildings, brisk, gable-roofed volumes finished in the Colonial style that was traditional for the agency's administrative complexes in the 1930s and '40s, are well preserved and convey the character and function they possessed in the years they were placed in service.

Life-saving stations were an integral part of federally-sponsored support of coastal navigation which, in turn, was vitally important to Oregon shipping and economy. Aimed at cutting waste in government operations during the Depression, the Administrative Reorganization Act of 1939 provided for consolidation of the U.S. Lighthouse Bureau, Department of Commerce, with the United States Coast Guard in the Department of the Treasury. At the Coast Guard's Umpqua River Station day-to-day activities reflected the state of emergency that was in effect from the time of President Franklin Roosevelt's limited declaration in 1939 to the surrender of the Japanese in the Pacific in 1945. In addition to preserving life at sea and maintaining aids to navigation, Coast Guard personnel regularly patrolled the Pacific coastline and beachfront, alert to the threat of enemy attack. The main building of the Coast Guard compound at the mouth of the Umpqua River included a dormitory, kitchen and dining areas for a regular crew of 16 as well as administrative and operations rooms.

The area proposed for nomination is a fraction of a tract of slightly over 4.5 acres within the former U. S. Coast Guard Reservation now owned and operated by Douglas County as part of the Douglas County park system. The nominated area of slightly over half an acre encompasses two contributing features: the Administration and Crew Quarters Building and the Equipment Building, both constructed from standardized plans. The pair of buildings represents the second generation of life-saving

facilities at the mouth of the Umpqua, the first having been erected on the North Spit in 1891. The current operations headquarters was completed at Salmon Harbor in nearby Winchester Bay in 1962. The Depression era buildings were decommissioned in 1971 and transferred to Douglas County in 1976 for visitor center and museum purposes in connection with the local park system.

The buildings also meet National Register Criterion C for local significance as well-preserved examples of good-quality standardized design for Coast Guard operations that were universal in nature. It was both efficient and economical to consistently employ the Colonial style on the West Coast as much as the East Coast from the Depression to the Post War era. Briefly characterized, the old Coast Guard headquarters building is a two and a half-story, gable-roofed, rectangular box symmetrically composed in the classically-inspired Colonial tradition. Of frame construction and shingle-clad on a concrete basement, the building has its roof ridge parallel with the east-facing, five-bay facade. The roof slopes are broken by gabled dormers, three on either slope, having round-headed openings. Subordinate wings telescope from the end elevations. The central entrance is marked by a colonnaded porch with deck and railing. Shuttered window openings are regularly spaced and fitted with multi-paned, double-hung sash. The exterior is trimmed with corner pilasters that serve the function of modest cornice returns on end elevations.

The equipment building is a one and a half story building detailed in the image of the headquarters. Its long axis is similarly aligned, north to south, and its west face, fronting on a service apron and driveway, is distinguished by five bays with overhead doors and corresponding dormers on the roof slope above.

The federally surplused buildings may be seen as one element of a large-scale building program begun at the end of the Depression that was the result, in part, of governmental reorganization. The Umpqua River Station was one of five Coast Guard facilities carried out on the Oregon coast in the more-r=or-less uniform style between 1938 and 1950. The other projects were completed at Point Adams (Hammond) in 1938, on the Coquille River (Bandon) in 1939, on Tillamook Bay (Garibaldi) in 1945, and at Yaquina Bay (Newport) in 1950. Of these, the headquarters buildings at Hammond, Garibaldi, Newport and Umpqua River are in the Cape Cod vein and are very clearly based on the same or very similar plan with the exception

of central features above the eaves. The station buildings at Hammond and Garibaldi have square cupolas and outlooks; the headquarters building at Newport has an outsized central gabled dormer.

This nomination places the Coast Guard life-saving station in the context of maritime transportation on the Lower Umpqua generally, beginning with construction of the first lighthouse on the Oregon coast on North Spit in 1857. Discovery of gold in Jacksonville in 1852 promoted shipping on the Umpqua to the head of navigation at Scottsburg, from which point the route of supply was followed inland by pack train to the gold regions of the Siskiyou Mountains. Gardiner, inland from the bar, had been established as an official point of entry for customs collection as early as 1851. It was as a result of these developments the lighthouse was erected, the first one designated for Oregon in the initiative for federal aids to navigation following the earliest surveys of the Pacific Coast. The original light tower failed at the foundation in 1861 and was subsequently decommissioned. It was rebuilt on the south shore in 1894 and placed in service in 1895. Still standing, it is automated and surrounded by accessory buildings that are replacements of original construction. Commerce on the Umpqua was aided by river and harbor improvements under auspices of the U. S. Army Corps of Engineers carried out shortly after the First World War. The original life-saving station that was established on the North Spit near the sites of the original lighthouse and a military post known as Fort Umpqua, was operated from 1891 until it was decommissioned upon opening of the subject administrative unit in 1939.

The United States Coast Guard's Administration/Crew Quarters and Equipment Building, constructed in 1939 near the Umpqua River Lighthouse Tower, signify the period which marks the end of the United States Lighthouse Bureau and the beginning of United States Coast Guard superstructure as we know it today. The Administration/Crew Quarters and Equipment Building are historically significant as examples of building constructed immediately after the consolidation of the two governmental bodies to accommodate the agency's new organization. The buildings qualify for the National Register under Criterion A as historically significant structures symbolizing the continual presence of the Coast Guard (previously the Life-Saving Service, Lighthouse Bureau and Marine Revenue) at the mouth of the Umpqua River, an important estuary in the early development of the region. The construction of these buildings represent the Coast Guard's efforts to increase efficiency while continually serving the needs of mariners in the Umpqua River region.

The Administration/Crew Quarters and Equipment Building are also significant under Criterion C as excellent examples of late Depression era U.S. Coast Guard buildings. Constructed from a standardized government design, the Colonial style buildings are virtually intact and display salient features of the style. There are five stations from this era standing on the Oregon coast which signify.the consolidation and reorganization of the U.S. Coast Guard. These five stations were constructed along the coast from the late 1930s to 1950. This large scale building effort at the end of the Depression may have been an endeavor on the part of the Coast Guard to "raise its tone" and build the morale of the group much as the earlier issuing of lighthouse keeper's uniform was an attempt to standardize procedures and instill pride in the lighthouse tenders. The two buildings contribute to the sense of continuity and presence to the nearly century old lighthouse station. The old keepers' quarters were demolished within a few years after the construction of the new station buildings which demonstrates the centralization and consolidation of various functions of the United States Lighthouse Bureau and United States Coast Guard.

The Lower Umpqua River has played an important role in the development of the various coastal and inland valley communities in the region. The area was recognized as an early port of entry and the site of the first Lighthouse (1857) built in the present day state of Oregon. The Lower Umpqua estuary area has its own geographic characteristics which have contributed to its beauty and the present rather concentrated state of development. It is, however, the river itself, its navigability,

and its course to the interior valleys that led to the development of the very early lighthouse and the subsequent Coast Guard Station.

An important factor in the development of the Umpqua River area was timing. Since the overland migration to the Oregon Territory had started in the early 1840s, by the late 1840s the most desirable land in the Willamette Valley was occupied, forcing later immigrants who were looking for free land south into the Umpqua and Rogue Valleys. The discovery of gold in California in 1849 and in Jacksonville in 1852 forcibly opened the door to commerce and trade in the Umpqua region including the production and shipment of lumber and food products. The building of sailing ships to utilize the lumber and carry the products was an important sideline in the area. The energy and perseverance of these hardy pioneers were the catalyst for the development of the isolated and often treacherous Umpqua River bar and the subsequent lighthouse, life-saving, and Coast Guard stations.

NATIVE AMERICANS

Early Native Americans settlement groups near the mouth of the Umpqua River were members of the Kalawatsat group with cultural similarities to other coastal tribes to the north. The language spoken was a Penutian language called Siuslawan in common with the Indians to the north near the Siuslaw River.[1] At the time early settlement began in 1840, overland explorer Charles Wilkes estimated the number of Lower Umpqua Indians to be about 400.[2]

Small, autonomous, patrilineal bands made up the Indian population. Every head man had his own resource areas and there was a system of nobles, commoners, and slaves with an interest in rank and wealth.[3] The Lower Umpqua Indians utilized wood for their plank houses and dugout canoes. Their houses were built of cedar planks standing on end in a rectangular pit that had been dug in the ground; a sloping plank roof with a plank pushed aside near the top let smoke from cooking fires escape. The houses were typically about twelve by sixteen feet. The river and ocean provided much of the group's food; fish and shellfish along with deer and elk were much used as were acorns, camas roots, and manzanita berries. Much time was spent gathering and preserving food supplies for winter.[4] Tribal areas were divided by rivers, streams and other bodies of water and by mountain ranges and coastal headlands.[5]

The Lower Umpqua Indians lived in a world filled with spirits. Animals and nature in general were believed to have sacred qualities that fostered religious rites pertaining to adulthood, the vision quest ceremony for young boys and girls, and food gathering, for example at the beginning of salmon season.[6]

Because of the temperate climate and abundant food sources, the Umpqua Indians led lives of relative ease and comfort. Until the arrival of the Euro-Americans brought diseases to them, their world moved according to the seasons in pacific rhythms.

These rhythms were broken more and more often after the beginning of the nineteenth century when exploration became common. In 1828 when the Jedediah Smith party passed through the Lower Umpqua Region, two cultures clashed with tragic results. The Smith party lost eleven of its nineteen men after accusations and insults were traded by Indians and explorers. A diary kept by Harrison Rogers, a non-survivor of the massacre, documents the unspoken but very real misunderstandings that brought about this lamentable confrontation.[7]

Only thirty years later in the mid-1850s, the last of these Native Americans were held on a reservation near Fort Umpqua at the southern boundary of the Siletz Indian reservation. The very poor conditions there reduced their numbers from 700 in 1856 to 460 in 1859. At that time the remaining Indians walked north along the beach to a new reservation site at Yachats.[8]

MILITARY PRESENCE IN THE LOWER UMPQUA

With the establishment of the Siletz Indian Reservation in the mid-1850s, plans were formulated for military stations at or near each end of the reservation. The site finally chosen for the south fort was on the North Spit of the Umpqua River, just north of the platted but undeveloped townsite of Umpqua City and directly west of present-day Reedsport. The forty-acre Fort Umpqua site had a hospital, laundry, bakery, blockhouse, barracks and officer's quarters, and warehouses. It had a complement of 167 soldiers at the peak of its activities.[9]

Fort Umpqua was reportedly a boring and damp assignment with few activities. Some time was occupied by keeping weather records and scientific data regarding native plants and animals. As many as 700 Indians lived near the Fort; their language and customs were also the object of study. Construction activities also occupied the soldier's days.

As the threat of Indians leaving the reservations lessened, and with the Civil War looming, Fort Umpqua, along with Fort Hoskins in Benton County and Fort Yamhill were put into inactive status. [10] Fort Umpqua was officially abandoned in July of 1862; its buildings were sold or dismantled with the blockhouse going to Gardiner where it was utilized in mill construction.[11]

SETTLEMENT OF THE LOWER UMPQUA

In 1850 the Lower Umpqua waterway provided transportation routes for adventurous settlers from both east and west. The San Francisco stock company of Winchester, Paine and Company crossed the Umpqua bar in 1850 in the ship *Samuel Roberts* captained by Captain Albert Lyman. Captain Lyman kept extensive journals and artistic records of the trip.[12]

Coming downriver on the Umpqua were Donation Land Claimants Levi Scott and two others who had filed their Donation Land Claims (DLC) about 26 miles upriver.[13] Members of the development company aboard the *Samuel Roberts* were laying out townsites on the Umpqua River for future speculation; Umpqua City on the north spit was their most westerly choice and West

Umpqua was the name chosen for a site directly across the river. Traveling upriver together, Scott and the developers came to an agreement for a town site on his DLC to be named Scottsburg. Other townsites laid out by the land company were Elkton and Winchester.[14]

Even though the Umpqua River bar was exceedingly dangerous due to shifting channels and capricious winds, it soon became a busy port. Six shipwrecks between 1850 and 1857 spurred interest in building a lighthouse at the mouth. Joseph Lane, an early land claimant in the Umpqua region and first governor of the Oregon Territory, was instrumental in petitioning for a permanent aid to navigation at the mouth of the river. Lane was concerned about the increase in commerce and the number of shipwrecks at the mouth of the river.

An intensive survey of the mouth of the estuary was conducted in 1852 by Lt. Commander James Alden in an effort gather data needed in the production of hydrographic charts. These charts would depict the features of the bar and estuary and aid mariners through the area.[15] Alden and his crew were unsuccessful in their first attempt at documenting the river because they was unable to cross the bar. With in the next year another crew, also headed by Alden, was sent back to the river and was successful in mapping the Umpqua bar and lower estuary. The results were published in 1854 by the government in a document entitled "Preliminary Survey of the Entrance to Upmquah River, Oregon." [16] This early survey was important in the development of the Umpqua River as a port of entry. Mariners, by using these charts, could now identify certain dangers and intricacies of the river. Construction of the first Umpqua River lighthouse on the North Spit was started in 1855 and was completed in 1857; the lighthouse collapsed in 1861 due to its foundation of sand.[17]

Its position as a major transportation route between exterior markets and interior valleys kept the Umpqua River busy. The surveying of the Hooker Road, a U. S.Army project, began in 1856-57. This road traveled from Scottsburg through Elkton and Roseburg to Jacksonville and later to Yreka, California. Until the completion of the railroad to Roseburg in 1872, and later to Ashland in 1882, the Umpqua River served as a main access to the Umpqua and Rogue Valleys.

The local economy was fueled mainly by lumber mills and fish canneries and the shipping of their products; creameries were also a source of income. Some specialized industries such as boat building using local lumber were also active.

EARLY TOWNSITES

Scottsburg

The small settlement of Scottsburg, 26 miles upriver on the Umpqua, today gives few clues as to its early importance in Oregon history. It has been declining in population for approximately 130 years and now hangs on to its existence by the thread of a U. S. Post office and a few historic buildings.

Scottsburg is at the head of navigable water on the Umpqua River and as early as 1826 was the site of a Hudson's Bay base camp with Alexander McLoed in charge.[18] Early explorers Jedediah Smith and Ewing Young passed through here in 1828 and 1832 respectively.[19]

Levi Scott, who had traveled to Oregon in the mid-1840s with the Applegate party and helped blaze the Applegate trail, had settled in this area and taken out a DLC in 1850. Within a few months, with the encouragement of the Winchester, Paine, and Company Land Company, he had laid out a townsite called Scottsburg.[20]

Scottsburg soon became a busy port, thanks to the 1849 Gold Rush in California where lumber and other supplies were desperately needed, and in 1852, again thanks to a gold rush in Jacksonville, Oregon. A. G. Walling writes in 1884, "(In 1852) it was no unusual sight to see 500 pack animals in the street waiting for their loads of goods."[21] At this time there were 15 stores and businesses operating in Scottsburg.[22] In 1853 there was regular shipping service to and from San Francisco.[23]

As the gold rush subsided, so too did Scottsburg and by 1858 there were only two businesses. After the 1860-61 flood, only one remained, the Hedden store, which continued in family ownership until the 1970s.[24]

Until the construction of the Umpqua River highway from Scottsburg to Reedsport in the mid-1920s, Scottsburg served as the terminus for the stern wheeler *Eva* and other boats carrying goods and passengers from interior valleys to the coastal area. The *Eva* sailed from 1896 through 1916 and was a fixture on the lower Umpqua.[25]

Gardiner

The Lower Umpqua town of Gardiner got its start in 1850 when the schooner *Bostonian* wrecked on the Umpqua River bar. The *Bostonian* carried trading goods which were moved to the present-day site of Gardiner and formed the nucleus of a trading center.[26] The name Gardiner was the name of the Boston merchant who had hired the services of the *Bostonian*.[27]

Gardiner is located on the west side of the Umpqua River about seven miles upriver from the bar. Smith River flows into the Umpqua another 1/2 mile upstream.

In 1851, in recognition of its position as a port, Gardiner was chosen as the site for the United States Custom's House. The first customs collector was Colin Wilson with Addison Gibbs following shortly. Other factors adding to Gardiner's potential were the abundance of timber and fish, and the rich shoreline lands which were ideal for dairying.

When Fort Umpqua on the North Spit was dismantled in 1863, the blockhouse was moved to East Gardiner and used to frame a saw mill; that was the beginning of a lumber industry that has

sustained the town to the present day. Through several owners including North Bend lumberman and shipbuilder Asa Simpson and Captain Josiah B. Leeds, in 1877 ownership of the mill had evolved to G. S. Hinsdale and Wilson F. Jewett and encompassed a new mill site in West Gardiner.[28]

In 1881 after a major fire destroyed 39 buildings, Gardiner was rebuilt; mill workers who chose to stay were given free lumber to rebuild their houses.[29] In 1885 W. F. Jewett bought out the other mill partners and became principal owner of the Gardiner Mill. At that time the Gardiner Mill was the largest lumber producer in Douglas County.[30] This was a company town with a regulation "Mill Store" and a patriarchal social system with W. F. Jewett at its head.

Early Gardiner travel was by boat with traffic going up and down Smith River and the Umpqua carrying mail, milk, school students and the general population. Logs traveled on the rivers with logging camps situated on the river in float houses that could be moved as the timber supply in one area ran low. Lumbering and fishing were the main industries with a creamery also operating.[31]

According to the June 16, 1904 edition of the Roseburg newspaper *The Plaindealer*, "Gardiner ... is the metropolis of a large and prosperous ranching, dairying, lumbering and fishing district, and has a population of 400; daily mail; by stage from Drain, tri-weekly stages and mail from Florence, regular line of schooners plying between it and San Pedro, California."[32]

In common with other coastal towns, Gardiner expanded its land area by filling in low-lying areas, for instance the main street of Gardiner, now the site of Highway 101, was enlarged and expanded with fill consisting of bricks and other rubble from the San Francisco earthquake and carried there as ballast by schooners bringing trading goods. The Jewett home was located in that area with the Gardiner Mill store located on the water's edge and extending over the water on pilings. The Jewett Yacht "The Manana" was docked just to the south of the store. [33]

Gardiner suffered another major fire in 1911 when several buildings in the business section of town burned. A major blow to the fortunes of Gardiner occurred when in 1912 the railroad from Eugene to Coos Bay by-passed Gardiner and crossed the river to make its depot at Reedsport. The Gardiner sawmill burned in 1916 further depressing the community.[34]

With the completion of the Coast Highway 101 and the bridge over the Umpqua in 1936, Gardiner again became part of the mainstream coastal travel, this time by car and highway travel rather than as in earlier days by boat and river travel.[35] Gardiner has again become a mill town with the International Paper sawmill and paper mill in the 1950s and 1960s, but remains at a stable population level of around 400. Gardiner is unincorporated.

Reedsport

In keeping with the transportation-linked development of other coastal towns, Reedsport also came into its own through the development of another transportation route, the railroad. South coast beach towns had long lobbied for rail service and in 1912 crews from the Eugene-Coos Bay branch line of the Pacific Great Western Railway Corporation began construction of the line near the Gardiner-Reedsport area.[36]

Quoting from "Waterfront Interpretation: A Community Planning Guide": "Reedsport was a village built on the marsh along Rainbow Slough-a water highway."[37] Boat travel was the usual transportation with buildings on poles or pilings. The Reed family had lived on Rainbow Slough for many years; Warren P. Reed owned large amounts of land in the area and also had business interests in Gardiner.[38]

Reedsport was platted in 1900 by the pioneer Reed family and in 1902 had a Post Office.[39] The town grew slowly in the first part of the century; a salmon cannery operated there in 1910 along with other small businesses along the "water highway".[40] When in 1916 the railroad from Eugene was completed to Reedsport, by-passing Gardiner, and later that year completed to Coos Bay, it signaled future stability and progress for the area.[41] The first bank in Reedsport opened in 1917 and the town was incorporated in 1919.[42] Further growth occurred with the completion of the highway along the Umpqua River from Scottsburg to Reedsport in the mid-1920s. Also during the 1920s, massive amounts of fill were used to raise Reedsport's commercial area and build a street and road system. Much of the fill came from the sandy clay banks of the hills behind the town and the remainder from dredging in the Umpqua River.[43]

Reedsport's industrial growth followed that of other coastal towns; lumbering, fish canneries, dairies, and later tourism, particularly with the completion of the Highway 101 bridge over the Umpqua River in 1936. In 1959 *The Port Umpqua Courier* announced: "Reedsport is the hub of the entire Oregon Coast". The present population of Reedsport is now around 5,000.

Winchester Bay

The small settlement of Winchester Bay is the commercial area nearest to the Umpqua lighthouse complex. This townsite was platted in 1915, but saw little growth until the Coast Highway 101 was completed in the mid-1920s.[44] After a devastating storm in 1950 destroyed part of the bay shoreline, the Port of Umpqua and Douglas County embarked on a large-scale restructuring of the marina area; the development is called Salmon Harbor.[45] It is now an anchorage for sport and commercial fishing boats with approximately 900 slips; an average of 250 commercial and 350 sport fishing boats are moored there. Salmon Harbor is managed jointly by Douglas County and the Port of Umpqua.[46] A large county park, Windy Cove, is situated near Winchester Bay. The Coast Guard Station Headquarters is also located in Winchester Bay.[47] Winchester Bay is an unincorporated town; it has a Post Office and a population of around 600.

Army Corps of Engineers/Jetty Construction

The Army Corps of Engineers, formally the Office of Chief Engineer, played an important role in the development of commerce along the Umpqua River. Due to the bad wagon road conditions between Roseburg and Scottsburg, the Army Corps of Engineers started a reconnaissance survey of the Umpqua River in 1870.[48] This survey was instigated by local merchants and concerned citizens wanting better market transport. The engineers determined that there were five major obstructions to the river between Scottsburg and Roseburg and if the river were cleared it would greatly ease commerce along the river and interior region.[49] Money was appropriated by Congress for river improvement after a report was issued by the engineers concerning the condition of the river. In 1871, a contractor was hired to start the removal of boulders blocking the river; the project was completed two months later. Upon inspection, the Army Corps of Engineers determined that a channel existed but the current was too swift for profitable navigation. The government suspended all work on the river until 1879 when Congress authorized a new survey of the estuary.[50]

In 1885, Congress appropriated funds for deepening the channel from Gardiner to Scottsburg. During the following fourteen years, river improvements in this section were adequate for shallow draft vessels. A channel was opened from Gardiner to the tidewaters so the sternwheeler, *Eva*, could ascend the river.[51] This greatly improved the accessibility to the towns along the lower Umpqua.

In 1896 another survey of the bar and mouth of the river was undertaken by government surveyors. The surveyor concluded that the expenditure of funds to build a jetty could not be justified at this time. The issue was reopened in 1902 when another survey was done. The engineer recommended a feasibility study be completed for the construction of a jetty at the mouth of the Umpqua. Commerce had increased substantially since the first survey of 1896 and now the expense of the jetty could be justified. In 1916, the Secretary of War issued a permit to construct a wharf, tramway and jetty at the mouth.[52] This project was funded by the government and the Port of Umpqua.

The construction of a jetty on the north side of the river was started in ca. 1923 and was once again funded by the port and the United States Government. The majority of the jetty was completed in 1927. Plans were formulating for construction of a jetty on the south side of the river in 1930 and a full length jetty was started in 1935. Subsequent improvements including the dredging the various channels in the river were undertaken in 1938, 1945, and 1948. By 1952 expenditures for improvements in navigation of the Umpqua River were 2.6 million for construction and 3.4 million for maintenance.[53] The Army Corps of Engineers contributed to the improvement of the river's navigation, helping commerce and stimulating the local economy by creating jobs for local citizens.

THE UMPQUA RIVER LIGHTHOUSE STATION

In the late 1840s, the United States government sent survey teams from the Coast Survey to the Pacific coast in an effort to map the coastline as well as locate sites for possible construction of permanent aids to navigation. Because of the increase in commerce and the dangerous bar crossing, the mouth of the Columbia River was targeted for construction of a lighthouse. Cape Disappointment headland, on the north side of the river, was cited as a prime location. Before appropriations were allotted for the construction of the Cape Disappointment lighthouse, the California Gold Rush of 1849 shifted attention from the Columbia River to the San Francisco area. Commerce drastically increased because of the Gold Rush fervor. New recommendations were made by the Coast Survey which reflected this need and specified sites for permanent aids to navigation.

In 1852 Congress authorized and appropriated funds for the construction of sixteen lighthouses along the Pacific coast. Ten of the lighthouses were commissioned in what is presently the State of California; six in the Oregon Territory (five in the present day State of Washington and one in the present State of Oregon). The Umpqua River was the only site recommended in the present day State of Oregon.

In the early 1850s, the lower Umpqua River provided a needed transportation route for the first settlers in the area. The San Francisco land company of Winchester, Paine and Company crossed the Umpqua bar in 1850 in the ship *Samuel Roberts*. The area was extensively documented by Albert Lyman, the ship's captain, in journals and sketches. The same year, Levi Scott, along with two other early settlers, took out Donation Land Claims in the region. With the encouragement of the land company, Scott platted the town of Scottsburg, 26 miles up river. Scottsburg became a thriving port as supplies for the California Gold Rush were badly needed. After the Gold Rush subsided so did the activity of the small river town. Other communities developed along the Lower Umpqua region in the 1850s further necessitating the construction of a permanent aid to navigation.

The construction of the Umpqua River Lighthouse on the North Spit of the Umpqua River was started in 1855 and, due to a series of setbacks, was not completed until October 1857. According to architectural plans of the lighthouse dated 1857, the lighthouse and keeper's quarters were built as integral parts of one another.[54] The rectangular base of the building measured approximately 40' x 28'6" and the tower rose approximately 86'7" from the foundation to the focal plane of the lens.[55] The base of the structure was one and one half stories high with four rooms and an entrance hall on each story. A spiral staircase lead to the watchroom and lantern room of the tower. This design was similar in plan to the first lighthouses on the Pacific coast.

Due to its construction on a foundation of sand, the Umpqua River Lighthouse was undermined by erosion in 1861 and subsequently fell into the river. The lighthouse was decommissioned in December 1863. An article in the Salem *Statesman* on February 29, 1864 states, "The Light House, at the mouth of the Umpqua River, fell about three weeks ago, from being gradually

undermined by action of the water upon its sandy foundation. The lamps, lenses, and apparatus had been previously removed." The mouth of the Umpqua remained without a light until interest in constructing a second lighthouse was instigated in the late 1880s by local citizens.

On October 2, 1888 Congress appropriated $50,000 for the purchase and construction of a second lighthouse on the headlands near the mouth of the Umpqua River on 190.4 acres of the Lighthouse Reservation. By 1890 the site for the lighthouse had been chosen as stated in the 1891 *Annual Report of the Lighthouse Board,* "The site for the station was selected on land belonging to the Government, near the mouth of the Umpquah River, and a minute survey of it was made. The detailed drawings and specifications for the buildings necessary to the station are in an advanced state of preparation." The following year, bids were solicited for the construction of the lighthouse. All the bids, with the exception of the metal work for the complex, were rejected because they exceeded the funds available for the project.

A contract for the metal work was subsequently signed for a sum of $5,020. Bids for the construction of the remainder of the station buildings were re-advertised on August 11, 1891 and the lowest bid of $12,000 for the construction of the tower was accepted on October 5, 1891. The lowest bid for the construction of the dwellings, barn, oil house and cisterns was accepted on September 17, 1891 for a cost of $17,879. In February, the contractors, Smith and Burton, withdrew their bid for the project so advertisements for bids were again reopened on April 5, 1892. The lowest bid of $20,250 was accepted on April 20, 1892 and work immediately started. [56]

Materials for the metal work for the station buildings were delivered to the site by the tender ship, *The Manzanita.* According to the original 1891 *Specifications for the Erection of the Tower for Umpqua River Light-Station, Oregon,* the metal work was to be "painted two good coats after being set, of the following colors, viz: Black for the lantern and gallery-railing; brown for the parapet and gallery castings on the outside, and white for the interior of lantern and watchroom; black for the interior stairs and railing; lead-colored for the lantern, watchroom and serviceroom floors."[57]

The tower was completed on January 14, 1893 and the other station buildings, including a barn, double keeper's quarters, single keeper's dwelling and four cisterns was completed on January 30, 1893. By June 1893, the lens and carriage were at the site. The Lighthouse Board, however, was unable to put the station on active duty. Soon after the lens was delivered to the site it was discovered that the base of the lens would need to be elevated an additional 15 inches to raise the lens to its appropriate height.[58] Additional funds were needed to raise the lens to its proper height and complete miscellaneous finish work.

Due to the failure of the the first contractors to fulfill their contract and the subsequent reletting of the work at a higher figure, there were insufficient funds to complete the lighthouse station buildings. The station remained unfinished and a guard was stationed at the complex until monies could be raised for its completion. On August 18, 1894, the additional appropriation was released and all the station buildings were completed June, 1895. The furnace for the dwellings and a

fence surrounding the complex were among the last work completed. Two galvanized iron oil houses were also erected in 1895. An early photograph of the station shows the lighthouse tower and attached workroom, two keeper's quarters, two oil houses, a water tower, an outhouse and a flag pole.[59] A barn and blacksmithing building were also part of the early complex. A board fence surrounded the complex. According to the 1906 *Annual Report to the Lighthouse Board*, a new 1,600 feet access road was built from the station buildings to the beach at the main landing during the previous year (this alignment is approximately the same alignment as the present day access road).

In 1939 approximately 110 acres of the original Lighthouse Reservation was turned over to the State of Oregon for use a State Park. In the deed, the Coast Guard reserved the option to reclaim the land if the State wanted to sell the property. The Coast Guard maintained the right to ingress and egress across the state land.

The lighthouse ceased operations only on two occasions; in 1958 when an over-heated oil stove caused a fire in the structure, and in 1983 when the carriage which rotates the lens malfunctioned. The 1958 fire shut down the light for only two hours compared to the two year period the original light was shut down starting in 1983. A small auxiliary light which was attached to the outside of the tower, temporarily took the place of the original Fresnel lens. Due to public outcry by local citizens, the original lens was reactivated after the carriage was repaired on January 14, 1985 at a cost of over $8,000.[60] Completely automated in the 1960s, the Umpqua River Lighthouse remains an active aid to navigation.

Circa 1934, the original oil houses were demolished and replaced by a new rectangular, concrete Power and Oil House (extant). The Administration/Crew Quarters and Equipment buildings were constructed north of the lighthouse tower in 1939; the old keeper's dwellings were demolished in 1945. The barn and blacksmithing building were demolished in 1954. Two duplexes were constructed south of the lighthouse tower and one four bedroom unit built north of the tower ca. 1967-68. Other single and multi-family units were built directly north of the tower in the 1980s. Only the Lighthouse Tower (1894), the Power and Oil House (1934) and the Crew Quarters/Administration and Equipment buildings are extant from the historic period (1855-1939). The Umpqua River Lighthouse station was important because the site of the first lighthouse in what is now the state of Oregon. The lighthouse was instrumental in the development of commerce in the lower Umpqua region as it safely guided ships past the bar at the river's mouth. The lighthouse tower was listed in the National Register of Historic Places in 1978.

ADMINISTRATION/CREW QUARTERS AND EQUIPMENT BUILDING

Authorization for construction of a Life-Saving Station at the mouth of the Umpqua River was granted in 1888. The station was built in 1891 on the North Spit of the river. The numerous shipwrecks created the impetus for the construction of the station. One such wreck occurred in 1883 when the ship *Tacoma* grounded on the Umpqua bar. The life saving crew had to be called

from Cape Arago Station, 25 miles south.[61] This delay ultimately caused the demise of the ship; a life saving station was badly needed at the mouth of the Umpqua.

A boat house and crew quarters were constructed south of the site of Fort Umpqua and north of the location of the first Umpqua River lighthouse; this land was owned by the United States government since the 1850s. The sandy beach afforded the crew a good dock to launch their boats in times of distress. The life saving station remained on the North Spit until ca. 1939 when the crew was moved to their new quarters adjacent the Umpqua River Lighthouse; the Administration/Crew Quarters and Equipment buildings. The boathouse (razed) was moved to the South Spit at the end of a lengthy dock (now used as crabbing dock). This marks the same year in which the Lighthouse Bureau was superseded by the Coast Guard (previously the Life-Saving Service and the Marine Cutter Service).

The Administration/Crew Quarters and Equipment Building was designed by a government architect/engineers in a standard plan. The building was constructed by Lillebo Construction Company, a local contractor with Pete Nelson acting as foreman. members of the Coast Guard crew also helped with some phases of the construction. Designed in the Colonial style, the building is identical to other Coast Guard building built during this period across the United States. The building housed the Commanding Officer's quarters, mess hall, day room, and kitchen on the first floor, crew quarters on the second and third floors, and storage room, boiler room and drill room in the basement. The building was a self contained unit: all the operations of the station were under one roof. A tennis court (concrete pad still intact) was constructed directly west of the Administration/Crew Quarters during World War II.

There were four other stations built during this era in Oregon which signifies the consolidation and reorganization of the Coast Guard. The U.S. Coast Guard Station at Hammond near Point Adams was constructed in 1938 and designed in the Colonial Style. The Coquille River Station, designed in the similar Colonial style, was placed on the National Register of Historic Places in 1983. This building, constructed in 1939, served as a Life-Saving Station with the boat works underneath the building. The Coast Guard Administration building at Garibaldi, constructed in ca. 1945, is identical in design as the Umpqua River Administration building with the exception of a cupola/lookout tower capping the roof. The Garibaldi station was used as an administration building, crew quarters and operations headquarters. A five stall garage is still intact at the station. Yaquina Station was constructed in 1950 is the Colonial Style. The original station burned in the 1930s and the area was without a station with the exception of a boat dock, from 1938 to 1950 when the present building was constructed.[62]

WORLD WAR II AT UMPQUA RIVER STATION

During World War II, the Umpqua River Station took on new duties and greater importance. Under a declaration of war, the Coast Guard comes under the jurisdiction of the United States Navy. After a Japanese shelling of Fort Stevens near Astoria in the early war years, the threat of

more bombs or perhaps a Japanese invasion were considered possibilities. Rescue and coast protection were the responsibilities of the Coast Guard officers and crew.

Throughout the course of the war years, the Coast Guard crew at Umpqua River Station doubled. The new building had six dormitory rooms to house sixteen Coast Guard crewmen; additional crew members for beach patrols and other wartime duties brought the number of crewmen up to 25 to 35. The galley, dining room and dayroom in the new building served all the crewmen. Supplementary sleeping quarters were put together over the garage to accommodate the additional numbers. In addition to the garage sleeping quarters, there were a few cabins at the bottom of the hill that were assigned to married crewmen. These cabins were equipped with a buzzer and all crewmen were assigned a Morse code ring; a continuous ring indicated attention for all hands. After the war the number of crewmen returned to sixteen who were all housed in the dormitory rooms of the Administration Building.

Beach patrols were an important part of the crew's workday. When beach patrols began in the early part of the war two men, one with a trained dog and one with a radio were taken to Tenmile Lake south of the Lighthouse Station. The two men walked to the beach and then back to the station, a distance of nine to ten miles, along the beach reporting any suspicious activity. Six hours were allowed for the patrol at which time another two crewmen with a dog and a radio were deposited at Tenmile Creek to begin the walk again. A 24-hour patrol was maintained. A beach patrol was also maintained between the North Spit and the outlet of Lake Tahkenitch.

In 1943 the Coast Guard acquired some horses from Fort Robinson, Nebraska for horse patrols. According to the crew's recollections, about this time the two light-keeper's houses were torn down; the house site nearest Lake Marie was used for a horse barn, a temporary structure covered with tar paper; the site nearer the lighthouse was set up with a practice breeches buoy. After the horse patrols consisting of two horses and two crewmen began, the distance covered was increased and the patrols started from the north jetty at Coos Bay ending at the lighthouse as before.

In addition to the beach patrol, portable cannons were set up at the mouth of the river for a short time; these were not part of the Coast Guard patrol, but were the responsibility of the Army. Three life boats were ready for launch in the boathouse; one was a 36' motor surf boat, one was a 36' motor life boat and later, about 1943, the station acquired a 37' Higgins boat that could go about 20 knots per hour. The boathouse has since burned, but the pier where the boat carriage ran remains and is used as a tourist crabbing facility.

Lookouts were built and manned by Coast Guard crewmen. The Umpqua River Station lookout it still standing; the schedule for this lookout was 4 hours on and 2 hours off for 3 days at a time. Another lookout was built at Hauser; this lookout was staffed by two men in 48-hour shifts. All airplane, sea, and beach activity was reported.

Another regular duty of the crewmen was to polish the lenses of the lighthouse light; this was done on a weekly basis. After the Coast Guard merged with the Lighthouse Bureau, lighthouse keepers had the option of joining the Coast Guard, retiring or being hired by the guard. By 1945 the keeper's duties at the Umpqua Station were taken over by the personnel living in the new crew quarters as the original keeper's quarters were demolished ca. 1945. This was another effort to centralize the duties of the newly Coast Guard.

During the war, all up and down the Oregon coast, some other restrictions were in order including "dim-out" lights on vehicles, a shading device put on the headlights to restrict visible light and "black-out" curtains, heavy curtains covering all windows to prevent house lights from begin seen outside. Civilian patrols equipped with sirens covered local highways to report suspicious conditions. The Umpqua River Station played a vital role in the protection of the Oregon coast during World War II.

After the war, the number of crew members dropped to its pre-war status and the daily routines returned. Daily activities at the stations included colors, maintenance assistance, boat drills, rifle practice, and equipment drills and checks. A rotating 24 hour watch was keep with each crew member being responsible for a four-hour shift. Weekends were usually free-time with the exception of watch.

Decommissioning

The original Umpqua River life-saving dock and boat storage was approximately one mile north of the Umpqua River Station buildings. As the area gained popularity for its sport fishing thus causing more boating activity in the area, the proximity of the boats to the crew quarters became an issue. Much time was lost in the crew's travel from the quarters to the boat house. About 1962 new Administration/Living Quarters were constructed in Winchester Bay at Salmon Harbor; the Life-Saving station was placed adjacent to the living quarters, quickening the response time of the crew in cases of emergency. The old Administration/Crew Quarters and Equipment Building were decommissioned in 1971 and subsequently transferred to the county for use as a museum/visitor's center in 1976.

FEDERAL AGENCIES INVOLVED IN DEVELOPMENT OF LIGHTHOUSE AND LIFE-SAVING STATIONS

There were many federal agencies involved in the development of the Lower Umpqua River region and the Coast Guard Station. Historically, the region was important in the development of the southern Oregon Coast and the interior valleys. The area was recognized for its port potential and was the only site recommended for the installation of a lighthouse in the present day state of Oregon by the Coast Survey in one of their initial surveys of the Pacific coast. The following agencies were instrumental in the development of the region as well as the Coast Guard's involvement in the area.

The Lighthouse Establishment

In the beginning of the 18th century, local merchants petitioned colonial governments for funding to construct aids to navigation to protect shipping which was so important to the merchant's livelihood. Subsequently the first American lighthouse was constructed on Brewster Island in 1716, illuminating the entrance to Boston Harbor. Twelve other lighthouses were constructed during the colonial period prior to the Revolutionary War (only Sandy Hook Light is extant at the entrance to the port of New York).

Other early navigational aids employed by the colonists were fog signals and buoys. A cannon placed by the Boston Light in 1719 marked the first recorded use of a fog signal in the United States. The cannon warned ships of dangers when, due to thick fog, the lighthouse illuminates were rendered useless. Buoys, an important navigational aid for coastal waters and inlet waterways alike, were first used in the Delaware Bay in 1767. The early barrel type-buoys were made of wood and painted to maintain their visibility in the sea.

After the establishment of the new federal government in 1789, the administration and maintenance of the lighthouses was transferred from the individual colonies to the federal government. Navigational aids were then placed within the jurisdiction of the Treasury Department. During this period, contracts and decisions were personally attended to by Presidents Washington, Jefferson, and Adams.

Lighthouses were important to the economic development of the fledgling eastern states as they would later be for the western coast. It was not until the early 1800s that navigational aids were recommended for the Pacific coast. Lamps suspended from trees and bonfires were perhaps the only navigational aids employed on the west coast during this period.

The United States Lighthouse Establishment

Leadership of the United States Lighthouse Establishment bounced back and forth five times within the Federal government from 1789 until 1820 until the fifth auditor of the Treasury Department, Stephen Pleasanton, became the lighthouse administrator. Pleasanton, with no maritime background, hired Winslow Lewis, an unemployed ship captain who had designed a lighting apparatus, to aid in the duties of the Lighthouse Establishment. Lewis was to supply and repair the lighting equipment for the nation's light stations.

There were 55 lighthouses on the east coast when Pleasanton took over the duties of the Lighthouse Establishment. At that time new types of aids, such as the fog bell and the light ship, were being added to the Establishment's lists of navigational aids. First mention of a fog bell installation was in 1820 at West Quoddy Head Lighthouse in Maine. Fog bells were originally operated by hand and later by machines powered by a clock-work system. The first lightship was also put into commission in 1820 at the entrance to the Elizabeth River in Chesapeake Bay. At that

time there were also 1,000 buoys marking the hazards of various bays and rivers. By 1838 the number of lighthouses had increased to 204 and the number of light ships to 28.

The need for navigational aids along the Oregon coast and inland waterways was seen as critical for the development of coastal shipping and commerce. During the late 1840s when exploration and settlement of the Oregon Territory grew more intense, the United States Government accumulated information in support for locating various sites in need of navigational aids. The Columbia River was one of the most crucial locations sited for construction of a lighthouse.

Natural hazards at the mouth of the Columbia River, the number of previous shipwrecks, shifting shoals, and increased river traffic made the Columbia a natural target for navigational aids. Increase in trade with the early ports established on the Oregon Coast was hampered by the lack of aids to navigation. Less sophisticated aids to navigation were employed during this early settlement era such as the *range* system. The *range* system consisted of white rags tied to two or more trees which were aligned with the channel to be traversed. The captain aligned the rag-tied trees so one was behind the other, creating a line of sight upon which to direct the ship. At night the *range* was created by the use of two or more bonfires. The range was easily relocated with the frequently changing channels.

During the 1840s another type of navigational aid was officially used: the bar-pilot. Bar-pilots led ships through the dangerous mouth of the Columbia. In 1846, the first pilotage law was enacted by Provisional Government due to the increase in traffic on the Columbia River. The law required licenses for pilots guiding ships across the dangerous Columbia sand bar. The need for navigational aids grew as sea commerce rapidly increased in the Pacific Northwest after the Territory was secured by the United States in 1846.

The Organization of the United States Lighthouse Board

America Lighthouse technology lagged behind that of other nations until the early 1850s. After years of public complaint about the superior quality of lights in other countries, a committee was organized by Congress to investigate the Lighthouse Establishment. The resulting report, published in 1852, outlined the poor construction techniques and inferior materials used in the American lighthouses. Also cited was the lack of instructions the keepers had for tending the lights. The most important element cited in the investigation was the inferior lighting equipment in the towers.

Subsequently, in 1852, a new lighthouse organization was formed: the United States Lighthouse Board. Congress charged the Lighthouse Board with the administration of the nation's aids to navigation. Since the members of the Board were essentially the same as the Congressional Committee that investigated the Lighthouse Establishment under auditor Pleasanton, the members realized the first and most important defect to correct was the lighthouse lighting systems. They ordered Fresnel lenses from France to replace the previously used Winslow Lewis lamps. By the

time the Civil War began, all the lighthouses in the United States had Fresnel lenses in the lantern rooms.

The Board divided the country into twelve lighthouse districts. An inspector was appointed for each district, he was charged with overseeing lighthouse construction and repairs. A National Depot on Staten Island was established to ship supplies to each district depot which, in turn, supplied individual light stations with coal, oil, tools, and other goods necessary for light keeping.

Under the United States Lighthouse Board conditions for navigation in the nation's waters improved steadily. Many lighthouses, fog signals, buoys and lightships were added to the inventory of aids to navigation during this period. An inventory was published and made available to mariners in the form of annual light lists. The Lighthouse Board began printing changes made in aids to navigation in a Notice to Mariners. Keepers were issued uniforms, and a classification system for buoys was established.

Several advances in the technology of navigational aids were made during the 1850s. In 1851, an experimental air fog whistle and reed horn were installed at Beavertail Lighthouse at the entrance to Narragansett Bay in Rhode Island. This first installation of this sound signal was powered by a horse and later by a internal combustion steam engine. Around 1851, mechanically-rung fog bells were introduced. The striking mechanism was governed by a weight attached to a flywheel, and later internally run by clockworks. The strokes of the fog signals were timed deliberately to afford each signal a unique sound characteristic.

Prior to this time, fog bells were generally small and had to be rung by hand. Mrs. Juliet E. Nichols, light keeper on Angel Island in San Francisco Bay, rang the fog bell continually by hand with a household hammer for 20 hours and 35 minutes on July 2, 1906 due to a failure of the mechanical striking mechanism. Two days later the mechanism again failed and Nichols again tolled the bell by hand throughout the night.

In 1850, the United States Lighthouse Board prescribed color schemes for the buoys, as wells as range lights and day markers; the buoy system was standardized. Classification systems were also developed to mark the nation's waterways. Iron buoys were also introduced at this time as noted in an appropriation specifying an iron can buoy installed at Little Egg Harbor, New Jersey. In 1855, the new bell buoy was introduced.

Lighthouse illuminates were further refined and experiments in other aids to navigation persisted throughout the decades of the 1860s, 70s and 80s. The members of the Lighthouse Board realized the first and most important defect to correct in the current aids to navigation division were the lighthouse lighting systems. They ordered Fresnel lenses from France to replace the inferior Winslow Lewis lamps used in lighthouses already constructed. All the lighthouses built on the west coast had Fresnel lenses in the lantern rooms from their initial illumination because of their relatively late building date. By the turn of the century, all the lighthouses in the United States had Fresnel lenses in the lantern rooms.

In the 1870s great improvements in the technology of fog signals were especially helpful on the northeastern and western coasts. The bell signal were gradually replaced by three variations of the instrument. The first was a ordinary locomotive whistle, enlarged and modified and blown by steam from a high-pressured tubular boiler, the second, a reed-trumpet, and the third, a siren-trumpet. Although the bell signal was still used for warning vessels in short distances, these fog signals started to supersede the smaller bell signal. Whistling buoys were invented by J.M. Courtenay during this period and were first in use in 1876 as was the first gas-lighted buoy installed in 1882. The number of light ships increased substantially and by 1882 all the lightships were constructed of iron or steel.

The United States Lighthouse Bureau

Many changes in the Secretary of Treasury's Aids to Navigation Department occurred during last two decades of the 19th century and the first decade of the 20th century. The United States Lighthouse Board was continually trying to improve navigational aid technology from fog signal quality and dependability to lighthouse illuminants. Prior to this period whale oil and kerosene were both used to fuel the lights. By 1885 kerosene became the principal illuminant for the lighthouses as whale oil became more expensive when production of it decreased. Due to the volatile nature of kerosene, a series of small appropriations from Congress were issued for the construction of separate fireproof oil houses at each lighthouse. Installation of these structures was finally completed circa 1917.

In 1886 a new technology was being tested in the light illuminating the Statue of Liberty: electricity. The illumination of the statute, under the Lighthouse Board's care from 1886 to 1902, marks the beginning of the "modern age" in lighthouse illumination. In 1900 the Lighthouse Board began converting lighthouses to electric service; however, due to the lack of direct access to power lines, the conversion went slowly.

In 1889 the "first wireless messages" were sent and received between ship and shore on the east coast. This exchange occurred between operators aboard the S. S. Ponce and the Navesink Tower (New Jersey). The New World's wireless premier was staged earlier at San Francisco lightship when one message was sent repeatedly from ship to shore.[63] The advent of the telegraph ushered in a new type of navigational aid which would greatly improve communication in time of need between ship and lighthouse stations.

The Lighthouse Board started providing guidelines for lighthouse keepers as stated in a United States Lighthouse Report of 1885, "It is believed that uniforming the personnel of the service, some 1,600 in number, will aid in maintaining its discipline, increase its efficiency, raise its tone and all to its esprit de corps." Uniforms were introduced in 1884, and by 1885 all lighthouse personnel wore standardized uniforms.

The United States Lighthouse Board was once again reorganized in 1910 as the Lighthouse Bureau. The resulting bureau was arranged by a pyramid management structure with a single bureau chief in charge. The assignment of military officers as engineers and inspectors of lighthouse districts for short terms of duty under the Lighthouse Board created a loss of continuity. The appointment of civilian inspectors for each district who would serve terms for many years provided additional continuity for the lighthouse administration. The first Commissioner of the new Bureau was George Putnam, distinguished member of the United States Coast and Geodetic Survey.

On July 1, 1910, George R. Putnam took office as the first Commissioner of Lighthouses under the new Lighthouse Bureau. He was Commissioner until 1935, during which time he instituted many technological advances into the lighthouse service, among them the radio beacon, which enabled safe navigation in fog with the use of an electronic direction finder.

A monthly newsletter called the *Lighthouse Service Bulletin* was begun under Putman's leadership in 1912. It was circulated to Lighthouse Bureau employees and contained events of interest and importance, as well as occasional anecdotes and recipes. Also in 1912 a system of efficiency stars and pennants was established to promote friendly rivalry among lighthouse keepers.

There were several advances which attributed to the automation of lighthouses and rendered human occupancy of the light stations unnecessary during the period during and after the World War I. A device for automatically replacing burned-out electric lamps in lighthouses was developed and placed in several lighthouses in 1916 (light bulbs). A bell alarm warning keepers of fluctuations of the burning efficiency of oil vapor lamps was developed in 1917. In the same year, the first experimental radio beacon was installed in a lighthouse and, subsequently, the first automatic radio beacon in the United States commenced service in 1928. Radio beacons are still in use today, although several on the Pacific Coast have recently been decommissioned as improved electronic navigational aids have become available. An automatic time clock for operating electric range lights came into use in 1926, and by 1933, a photo electric-controlled alarm device had been developed to check the operation of an unwatched electric light. A lightship staffed by remote control was equipped by the Lighthouse Bureau in 1934. It included a light, fog signal, and radio beacon, all controlled by radio signals. A battery-powered buoy which gradually replaced the older acetylene buoys, was also introduced in 1935.

Improvements in the road and highway systems provided a better and more rapid means of transportation during the 1920s and 1930s. As a result of the improved roadways, The Lighthouse Bureau was able to better maintain the aids to navigation which caused some economic benefits. The ongoing extension of electric lines into remote sections of the country provided a reliable power source for the operation of aids to navigation at an increasing number of lighthouses. By the 1920s/1930s the majority of light stations were provided with electric service, reducing the number of staff necessary to operate the station. The make up of the light station began to change as auxiliary buildings in the stations were rendered useless. In the 1960s, this change facilitated the eventual automation of all light stations. This caused the surplusing of outdated lighthouse buildings or their demolition.

United States Life-Saving Service

In the early 1840s, the Massachusetts Humane Society organized a group of volunteers to assist mariners in distress and establish shore based Life-Saving stations along the eastern seaboard. The first of these stations was constructed at Cohassett, Massachusetts and subsequent stations were built adjacent busy sea ports. Used mainly as a holding repository for rescue equipment, these small structures were staffed by local volunteers.

In 1848, upon the recommendation of William A. Newell, a congressperson from New Jersey, the United States Government appropriated $10,000 to provide life-saving equipment and boats for the preservation of life along the coast of New Jersey.[64] Massachusetts soon followed suit and received appropriations for their stations. These early stations were managed under the Revenue Marine (established in 1790), a part of the Treasury Department, and were staffed by volunteers. The service maintained its 'no employee status' until 1854 when a disastrous storm hit the eastern seaboard, killing many mariners. This prompted Congress to appropriate additional funds for the construction of more stations and to hire a full-time keeper at the stations. Even through additional stations were constructed and keepers hired, much time was still lost in gathering the needed volunteer crew from the nearby communities. This lapse in time often resulted in the demise of the ship and crew.

In 1870 another disastrous storm hit the east coast, once again killing many people. Due to public outcry for bettering life-saving systems along the eastern seaboard, Sumner Kimball was appointed Chief of the Treasury Department's Revenue Marine Division: this marks a substantial turning point in the history of life saving in the United States.

Kimball first ordered inspections of all the stations and, then, after reviewing the results decided to revamp the entire system. With an additional $200,000 in funds appropriated by congress, Kimball employed a six-person boat crew at all stations, built new stations, set station routines and outlined performance standards.[65] The service separated from the Revenue Marine in 1878 and became the United States Life-Saving Service, with Kimball maintained as Superintendent.

These stations usually employed two methods of rescue: by boat and by line. The life-saving boats were staffed by six crew members and propelled by long oars. The heavy boats were generally pulled by horses to a site near the wrecked shipped and launched from the shore. The other method of rescue involved propelling a line to the stranded ship. Once the line was secured, a small car could be pulled back and forth, carrying people and, often, goods from the shipwreck safely to shore. These cars were later replaced by breeches buoy which resembled a life preserver ring.[66]

A typical week for the crew involved intensive drilling with rescue equipment, patrol and lookout duties and station maintenance. Practicing first aid, signaling, and launching boats were also apart of the weekly routine. Drill practice was often a favorite of nearby residence and visitors alike.

The first Life-Saving Station in Oregon, consisting of a boat house and crew quarters, was constructed four miles north of Cape Arago in 1878. Other Life-Saving Stations were subsequently built along the Oregon coast including the Umpqua River Life-Saving Station, 1891 (destroyed), Point Adams (extant), Yaquina Bay, 1895 (destroyed), Coquille River, 1891 (destroyed), Coos Bay (extant), the Siuslaw River, Garibaldi (extant) and Charleston (1916). In 1915, the Life-Saving Service merged with the Revenue Cutter Service (formally the Revenue Marine) to form the United States Coast Guard. The reliance on the Life-Saving stations and crew remained strong until the late 1950s/60s when technological advances, particularly in the use of helicopters and motor boats in rescue missions, helped the stations run more efficiently. These advancements ultimately decreased the need for the number of stations along the coast.

The United States Coast Guard

The present day Coast Guard is made up of several distinct governmental agencies which merged over a 201 year period. As a result of these mergers, the Coast Guard has a diversified background and purpose which includes the promoting of safe and efficient maritime transportation, the collections of national revenues, promoting measures to enhance national security and to preserve life at sea.[67]

One of the earliest agencies overseeing the collection and protection of national revenue was the Revenue Marine service. The service was created in 1790 by Congress. A bill, the Revenue Cutter Bill, was passed on August 4, 1790 and resulted in the construction of ten boats or 'cutters' for the sole purpose of protection and collection of the United State's revenue. For the first eight years, this small band of ships acted as the country's only navy. The date, 1790, marks the official founding of the United States Coast Guard.

In the following years, the role of the Revenue Marine or the United States Revenue Cutter service expanded as the cutters were used in rescue missions as well. Their new role included rescuing shipwrecked vessels.[68] As steamship travel in the early part of the 19th century became more common so did accidents and explosions at sea. Due to a rash of accidents in the 1830s, Congress subsequently enacted a steamship inspection law to help ensure the safety of the passengers and crew. This inspection position, along with investigating boat accidents, was yet another new role for the Revenue Cutter Service.

As demands increased on the Marine Cutter Service in the second decade of the 19th century due to increase in commerce, the United States Life-Saving Service was formed with the sole purpose of search and rescue at sea. The two agencies functioned separately until 1915 when the United States Marine Cutter Service and the United States Life-Saving Service merged to form the United States Coast Guard. This was part of a reorganization effort within the government to centralize and consolidate the efforts of the agencies.

The Coast Guard was active in World War I. Approximately 280 lifeboat were active in the wartime effort and cutters patrolled the coasts of the United States as well as overseas. It was during this time that the aviation section of the Coast Guard was formed to meet the demands of the war. The Coast Guard had a higher percentage of people killed than any other branch of the service. After World War I ended, the Coast Guard was charged with enforcing Prohibition Laws by air and by sea. Additional ships and aircraft were needed for this purpose which caused the expansion of the guard.

The Coast Guard was once again reorganized when the United States Lighthouse Bureau was superseded by the United States Coast Guard on July 1, 1939. President Roosevelt's Reorganization Order No. 11 read, "The Bureau of Lighthouses in the Department of Commerce and its functions are hereby transferred to and shall be consolidated with the administration of the Coast Guard in the Department of Treasury." Civilian employees of the Lighthouse Service were given the choice of retirement, joining the Coast Guard at an equitable rank and rate of pay, or remaining with the civilian Lighthouse Service. The Coast Guard was now in charge of maintenance of the lighthouses as well as assisting mariners in distress.

Over the years, the United States Coast Guard has served in many capacities acting as "the main agent for the promotion of a whole range of national purposes in the maritime arena".[69] Currently the Coast Guard has several missions or objectives which have filtered down through merging of the various federal agencies. Currently, the Coast Guard's objectives can be broken down into several missions or programs which include the following: Merchant Marine Safety, Aid to Navigation, Search and Rescue, Maritime Law Enforcement, Military Readiness, Boating Safety, Port Safety and Marine Environmental Protection. The Coast Guard today is a multi-faceted agency important to the country in times of peace as well as war.

The Army Corps of Engineers

Organized in 1802, the Army Corps of Engineers, played an important role in the construction of Oregon lighthouses and the development of commerce along the Pacific Northwest coast. The Corps provided the technical assistance necessary in the construction of the country's lighthouses. Although the Corps had been active in the engineering and designing of the lighthouses since 1831, the Corps took on a more active role in 1852.[70] At this time, the Lighthouse Establishment was reorganized into the Lighthouse Board. Two Corps engineers served on the Lighthouse Board along with Navy officers, scientists and civilians. Members of the board drew on each other's expertise, often working together to engineer the lighthouses. The plans for the early Oregon lighthouses were usually signed and inspected by the regional Corps office. When the Lighthouse Board was reorganized into the Lighthouse Bureau in 1910, the role of the Corps diminished. The military personnel on the board were replaced by civilians with engineering backgrounds.[71]

The role of the Army Corps of Engineers in the pre-Civil War development of Oregon included topographic and railroad surveys, construction of military wagon roads, and the engineering of the early West Coast lighthouses. The first West Coast Corps office, the Pacific Wagon Road Office, was established in San Francisco in 1855.[72] Early Corps road building projects in Oregon during the 1850s included roads extending from the Rogue River Valley to Myrtle Creek, from Myrtle Creek to Scottsburg in southern Oregon, from Fort Dalles to Fort Vancouver, and from Astoria to Salem.[73]

The Umpqua River Lighthouse, built in 1857, was another early Corps project in Oregon. It was one of the original sixteen West Coast lighthouses recommended for construction by the Lighthouse Board. In the early 1850s, the Umpqua River became a major shipping route for goods and supplies being sent to the gold fields of California. Other Corps activities during these early years included topographic surveys of the region. These were often accomplished in conjunction with attempts by the military to quell Native Americans uprisings in the area. Often an engineer accompanied Army personnel, recording the best routes, topographic features, climate and botany.[74] Early railroad lines were surveyed by Corps engineers before the Civil War. The preoccupation with the Civil War preempted and redirected most Corps activity in Oregon until the mid-1860s.

After the Civil War, attention was refocused on the Pacific Northwest. In 1866, Congress established a Corps office in San Francisco, naming it the authority for "Rivers and Harbors of the Pacific Coast".[75] Major Robert Williamson, the first engineer for the region, was assigned the task of improving navigation on the Willamette and Columbia rivers.[76] In 1866, Congress appropriated funds for the Columbia River system project. The projects included widening the channels by dredging and removing snags which made navigation dangerous. In 1867, attention was directed at surveying and improving stretches of the Columbia River to the mouth of the Snake River. This was accomplished by successful lobbying by the Oregon Steam Navigation Company, which monopolized river transport during this period. Rapids at Umatilla, Homely and John Day were examined. The survey revealed that the rapids at John Day were obstructing passage; their removal was completed in 1873.[77]

The Willamette River and slough, and the upper part of the river from Oregon City to Corvallis was the target of the Corps in the 1870s. Congressional funds were appropriated for the improvement of hazardous bars on the river. This was accomplished by the construction of wing dams, designed to force the current to wash out bars, maintaining adequate river depths.[78] By 1875 snags, rocks, bars and rapids had been successfully removed from the Columbia and Willamette rivers. Wing dams had been built and banks reinforced. Because of the increased activity in commerce and shipping around the Columbia River, a Portland District Office was established in Portland in 1871. In a ten year period from 1866 to 1876, river traffic increased nearly tenfold in the region, demonstrating the success of the early Army Corps of Engineers river improvement projects in Oregon.[79]

In 1876, another massive undertaking was begun to once again help improve navigation of the Columbia River: the construction of Cascade locks and canal. Due to delays by contractors, design modifications, and because of the difficulty of the project, the canal and locks were not opened until 1896. The next undertaking on the eastern end of the Columbia was the improvement of the passage of the cascades between Celilo and The Dalles. In 1893, a portage railroad was built to bypass the rapids. Construction, however, was not completed until 1905. In 1915, the Corps finally finished the canal and locks.[80] This marked the removal of the last major obstacle on the upper portion of the Columbia in Oregon.

The mouth of the Columbia River was known for its dangerous bar crossing. Formal plans for improving the entrance to the great river were started in 1878. At this time Congress authorized a survey of the mouth to determine what improvements were necessary. In 1880, under the direction of Major Gillespie (engineer officer from 1878 to 1881 in Portland), a survey was completed of the mouth and recommendations were made for the construction of a jetty on the south side of the entrance to the river.[81] The jetty was started in 1884 and completed in 1895. The result was the construction of a thirty foot channel over the bar. This stimulated shipping once again. Other work at the mouth included additional clearing of the river to reduce shoaling in 1902, extending the channel over the bar by dredging in 1913, and the completion of a north jetty at the mouth of the Columbia in 1917.[82]

In 1907 a channel of adequate depth was dredged from Portland to the sea. This effort was undertaken in cooperation with the Port of Portland and with funds appropriated from Congress through the 1902 Rivers and Harbor Act. Improvements to the channels of the Columbia and Willamette River continued in later years (1923, 1927, 1933) through projects undertaken by the Corps and the Port of Portland.[83] Several smaller projects were completed at the lower end of the Columbia between 1933 and 1954. The 1960s brought improvements and reconstruction of the jetties at the mouth of the river. Although the Columbia River was the major estuary and inland transportation route, the Corps was active in the improvements of many other estuaries along the coast.

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Interviews

Abbott, Everett and Teresa. Mr. and Mrs. Abbott are lifelong residents of the Gardiner-Smith River area. They are 91 and 85 years old, respectively. Interview by M. Kadas, October 1991.

Clardy, Hugh. Mr. Clardy was a member of the Coast Guard and was stationed at the Umpqua Light Station during World War II. Interview by M. Kadas, October 1991.

DeVilbiss, M. R. Mr. DeVilbiss was a member of the Coast Guard and was stationed at the Umpqua Light Station in the late 1950s. Interview by M. Kadas, October 1991.

Fleming, Marilyn. Resident Winchester Bay. Phone interview S. Donovan, October 1991.

Fullhart, Donna. Mrs. Fullhart is Mr. and Mrs. Abbott's daughter and has resided in Gardiner for many years. Interview by M. Kadas, October 1991.

Harrington, Charles. Mr. Harrington was a member of the Coast Guard and was stationed at the Umpqua Light Station in the mid-1950s. Interview by M. Kadas, October 1991.

McCann, Doug Lt. Engineering Division, U.S. Coast Guard, Oakland, Ca. Phone interview by S. Donovan, January 1991: Personal interview, Oakland California, April 1991.

Metsger, Herb. Aids to Navigation Division-13th District, Coast Guard, Seattle, Wash. Interview by B. Kachel and S. Donovan. February 1991.

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Runyan, Grace. Eugene, Oregon. Past caretaker at Coastal Visitor's Center. Interview by S. Donovan, October 1991.

Taylor, Charles. Mr. Taylor was a member of the Coast Guard and was stationed at the Umpqua Light Station during World War II. Interview by M. Kadas, October 1991.

Tippey, Kenneth. Mr. Tippey was a member of the Coast Guard and was stationed at the Umpqua Light Station during World War II. Interview by M. Kadas, October 1991.

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Historic Photo Index

1 Umpqua River Lighthouse Station-Admin/Crew Quarters
Umpqua River Coast Guard Station
Winchester Bay, Douglas County, Oregon

Front (east) Elevation, ca. 1943
Collection of Jim and Marilyn Fleming
Winchester Bay, Oregon

1 of 17

2 Umpqua River Lighthouse Station-Admin/Crew Quarters
Umpqua River Coast Guard Station
Winchester Bay, Douglas County, Oregon

Side (south) Elevation, ca. 1943
Collection of Jim and Marilyn Fleming
Winchester Bay, Oregon

2 of 17
Drill Session during WWII

3 Umpqua River Lighthouse Station-Admin/Crew Quarters
Umpqua River Coast Guard Station
Winchester Bay, Douglas County, Oregon

Lighthouse Station, ca. 1943
Collection of Jim and Marilyn Fleming
Winchester Bay, Oregon

3 of 17
Lighthouse Station
Looking south on Crew Quaters

4 Umpqua River Lighthouse Station-Admin/Crew Quarters
Umpqua River Coast Guard Station
Winchester Bay, Douglas County, Oregon

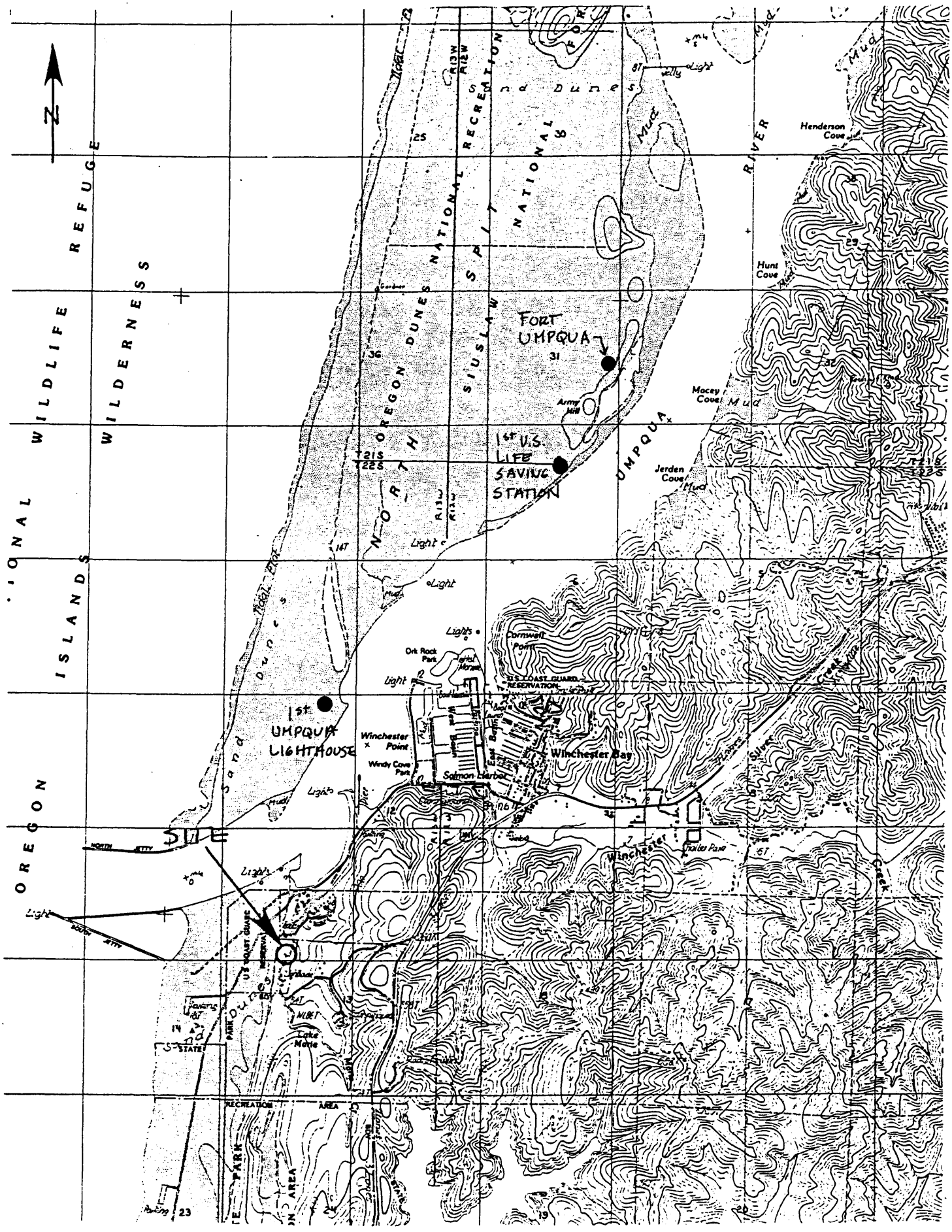
Beach Patrol, ca. 1943
Collection of Jim and Marilyn Fleming
Winchester Bay, Oregon

4 of 17
Umpqua River Lighthouse Station

5 Umpqua River Lighthouse Station-Admin/Crew Quarters
Umpqua River Coast Guard Station
Winchester Bay, Douglas County, Oregon

Horse Patrol, ca. 1945
Collection of Jim and Marilyn Fleming
Winchester Bay, Oregon

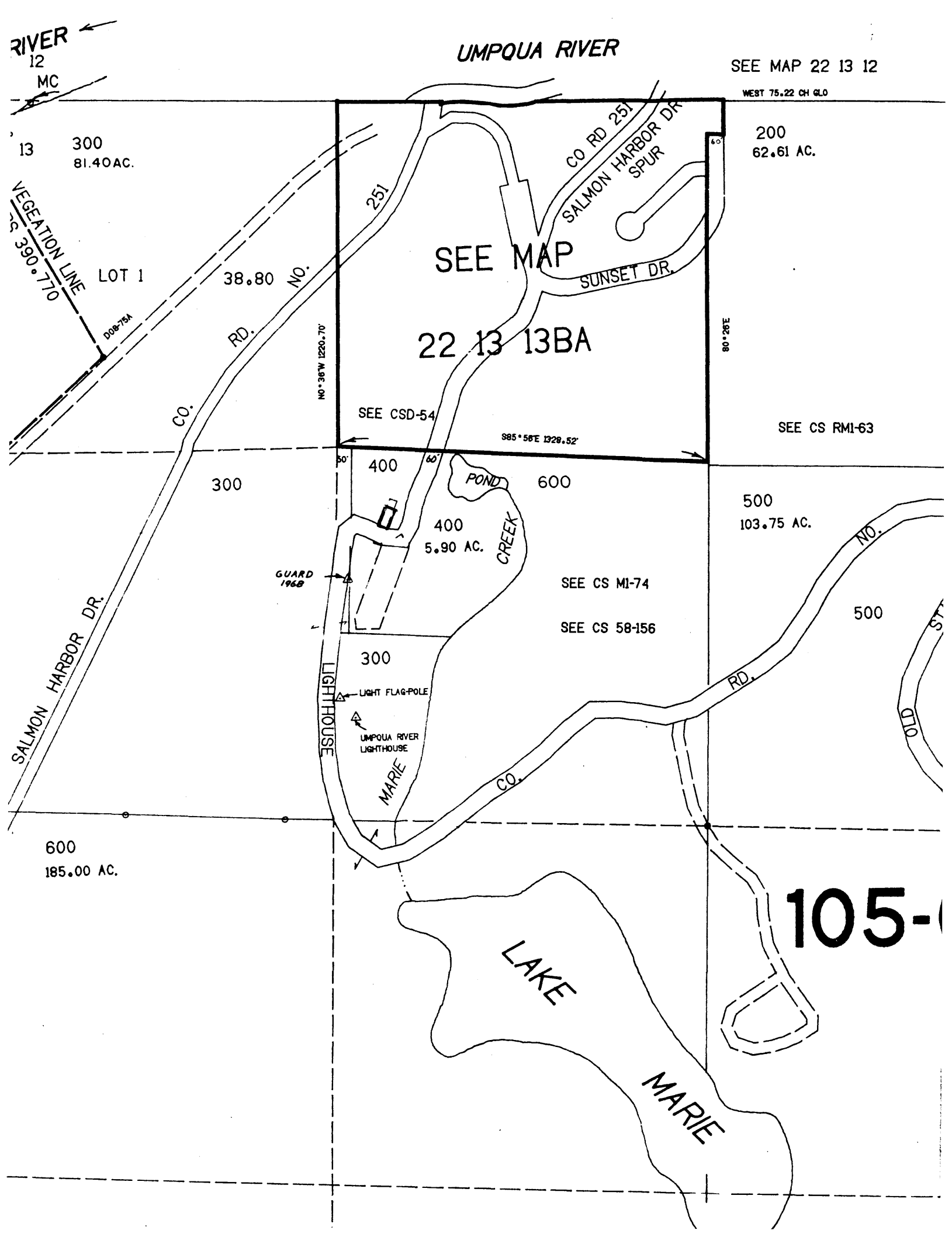
5 of 17
Umpqua River Lighthouse Station

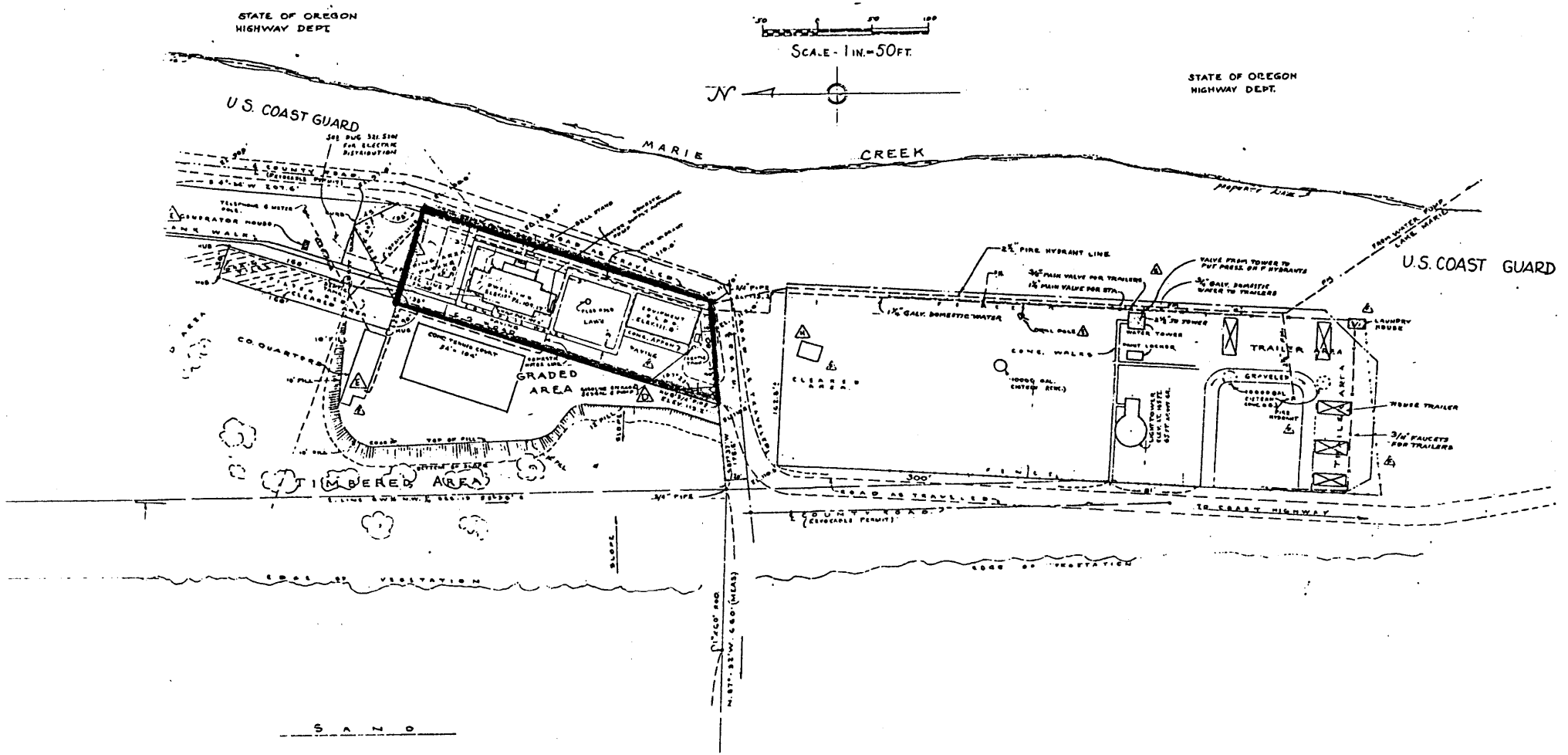


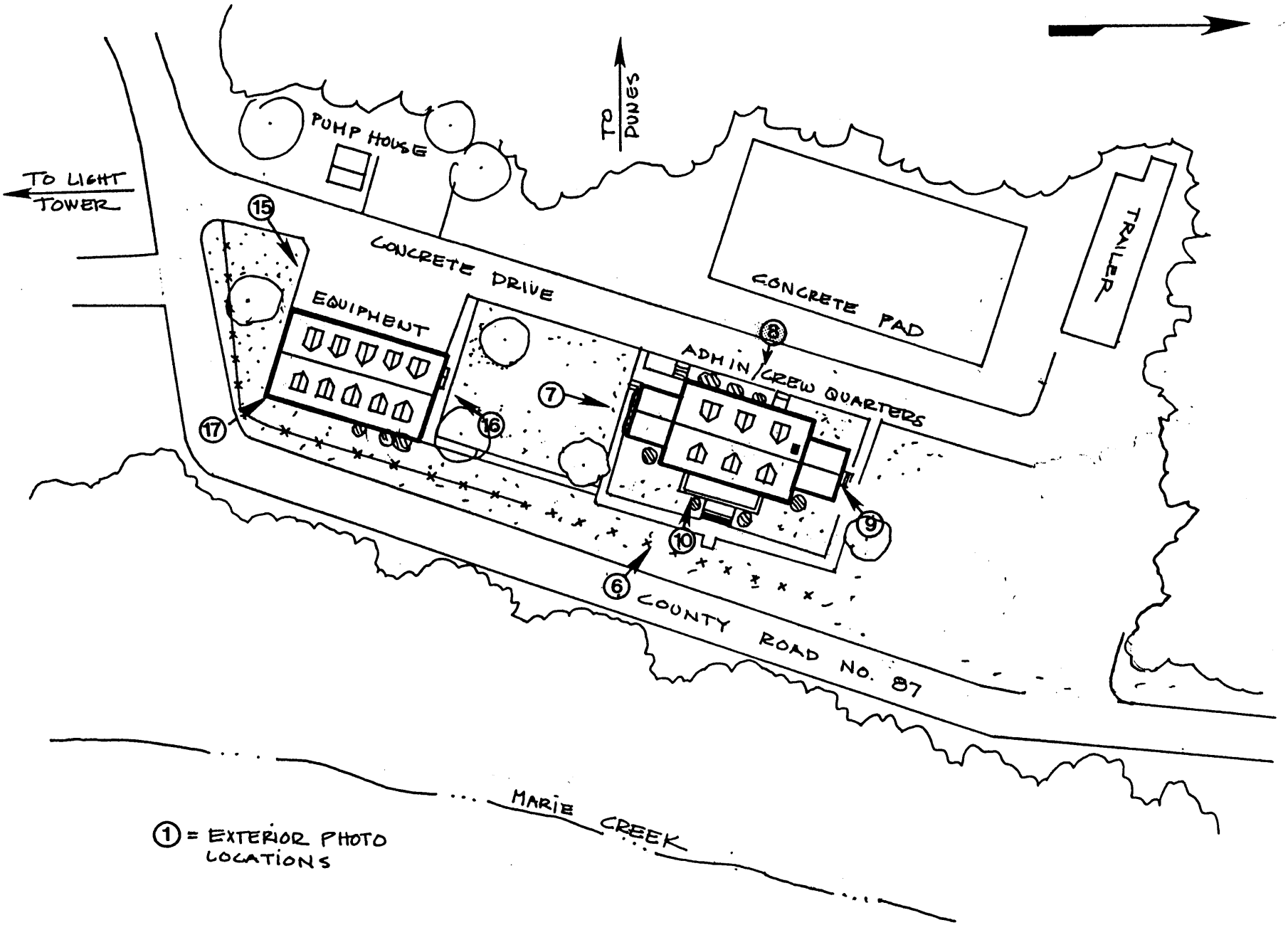
U.S.G.S Topographic Map, Winchester Bay Quadrangle

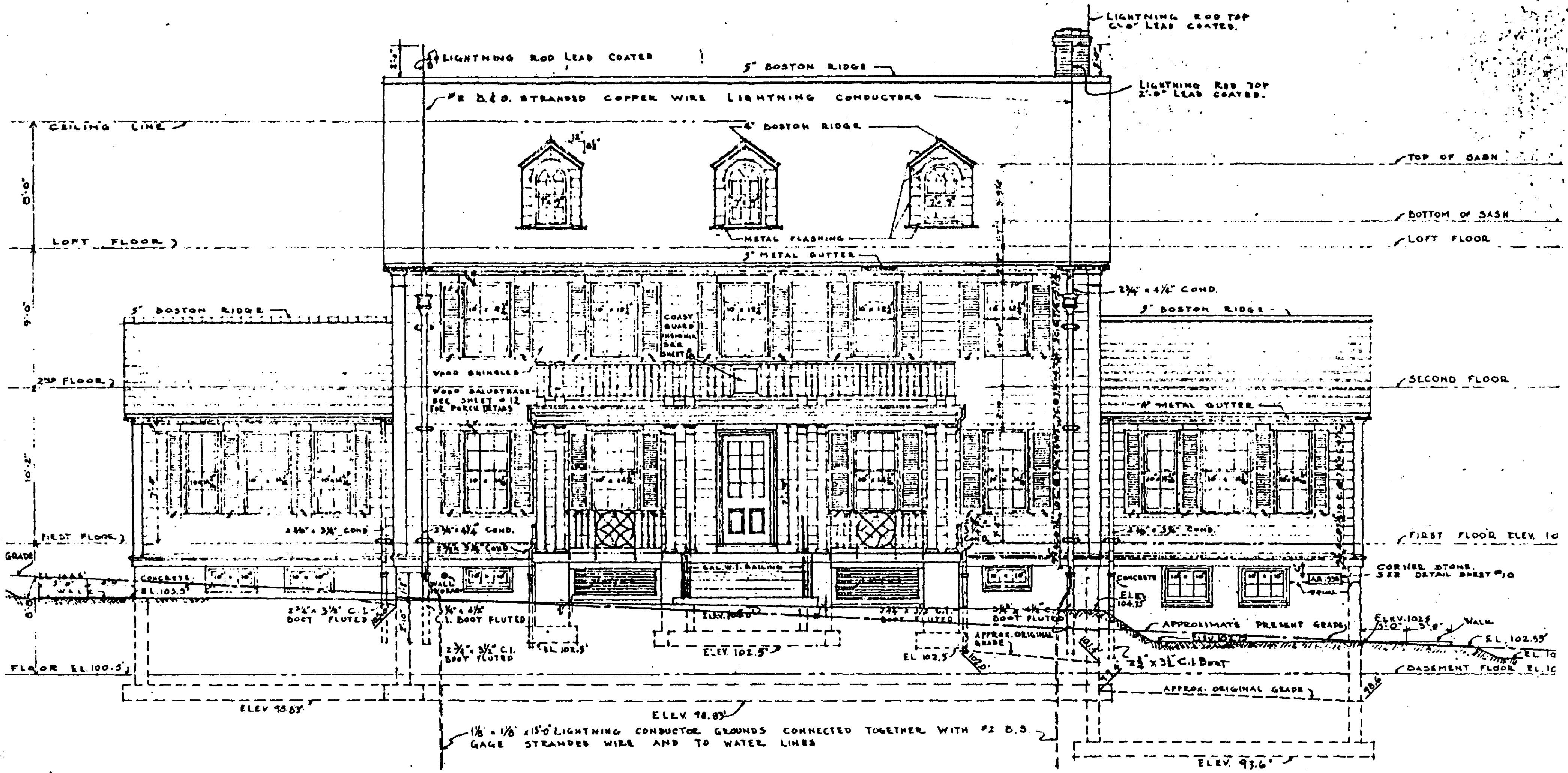

PACIFIC OCEAN
UMPQUA RIVER
SITE
WINCHESTER BAY
REEDSPORT
GARDINER
WILLARD
TRIARP

METZGER MAP


RIVER
12
MC
UMPQUA RIVER
SEE MAP 22 13 12
WEST 75.22 CH GLO
13
300
81.40AC.
200
62.61 AC.
CO RD 251
SALMON HARBOR DR
SPUR
VEGEATION LINE
S 390.770
LOT 1
38.80 NO.
251
SEE MAP
SUNSET DR.
22 13 13BA
D08-75A
RD.
CO.
NO°36'W 1220.70'
S0°26'E
SEE CSD-54
S85°58'E 1328.52'
SEE CS RM1-63
60'
60'
300
400
POND
600
500
103.75 AC.
400
5.90 AC.
CREEK
NO.
GUARD
1968
SEE CS M1-74
SEE CS 58-156
500
SALMON HARBOR DR.
300
LIGHTHOUSE
LIGHT FLAG-POLE
UMPQUA RIVER
LIGHTHOUSE
MARIE
RD.
CO.
OLD
600
185.00 AC.
105-
LAKE
MARIE


STATE OF OREGON
HIGHWAY DEPT.
SCALE - 1 IN. = 50 FT.
N
STATE OF OREGON
HIGHWAY DEPT.
U.S. COAST GUARD
MARIE
CREEK
U.S. COAST GUARD
GRADED
AREA
TIMBERED AREA
TRAILER
AREA
GRAVELED
LAUNDRY
HOUSE
HOUSE TRAILER
3/4" FAUCETS
FOR TRAILERS
2½" FIRE HYDRANT LINE
1½" GALV. DOMESTIC WATER
CONC. WALKS
TO COAST HIGHWAY
EDGE OF VEGETATION
SAND


TO LIGHT TOWER
PUMP HOUSE
TO DUNES
CONCRETE DRIVE
CONCRETE PAD
TRAILER
EQUIPMENT
ADMIN/CREW QUARTERS
15
16
17
7
8
9
10
6
COUNTY ROAD NO. 87
MARIE CREEK
1 = EXTERIOR PHOTO LOCATIONS



EAST ELEVATION

NOTE
ELEVATIONS UNDERLINED ARE APPROX. ORIGINAL GRADES

U.S. COAST GUARD
OFFICE OF CHIEF CIVIL ENGINEER - WASHINGTON, D

UMPQUA RIVER STATIO

DWELLING

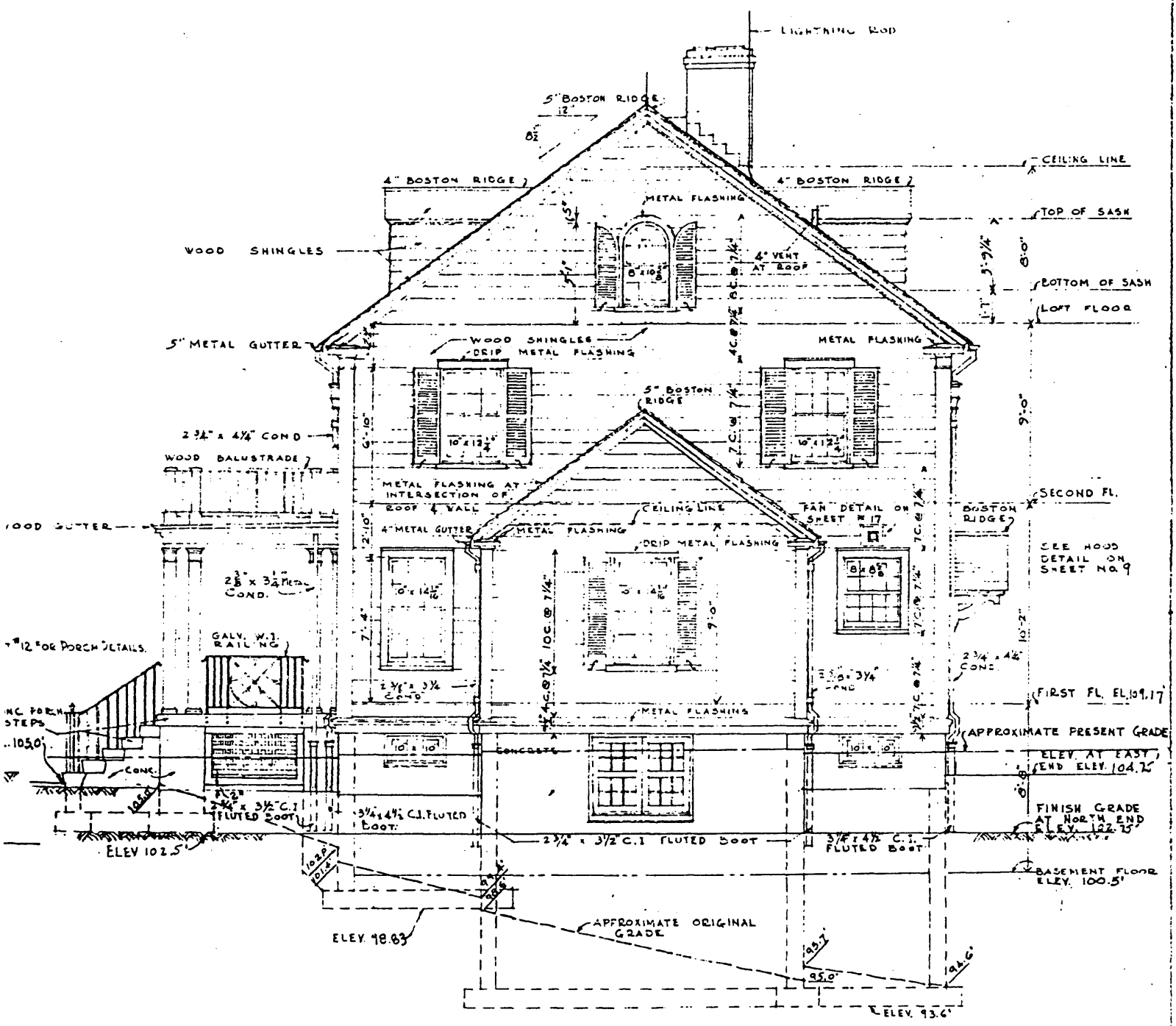
13TH DISTRICT - ORE

SCALE: ¼" = 1'-0"

No. 101403

6/23

54



NOTE
GRADES UNDERLINED
ARE APPROX. ORIGINAL GRADES

NORTH ELEVATION

1/4" = 1'-0"

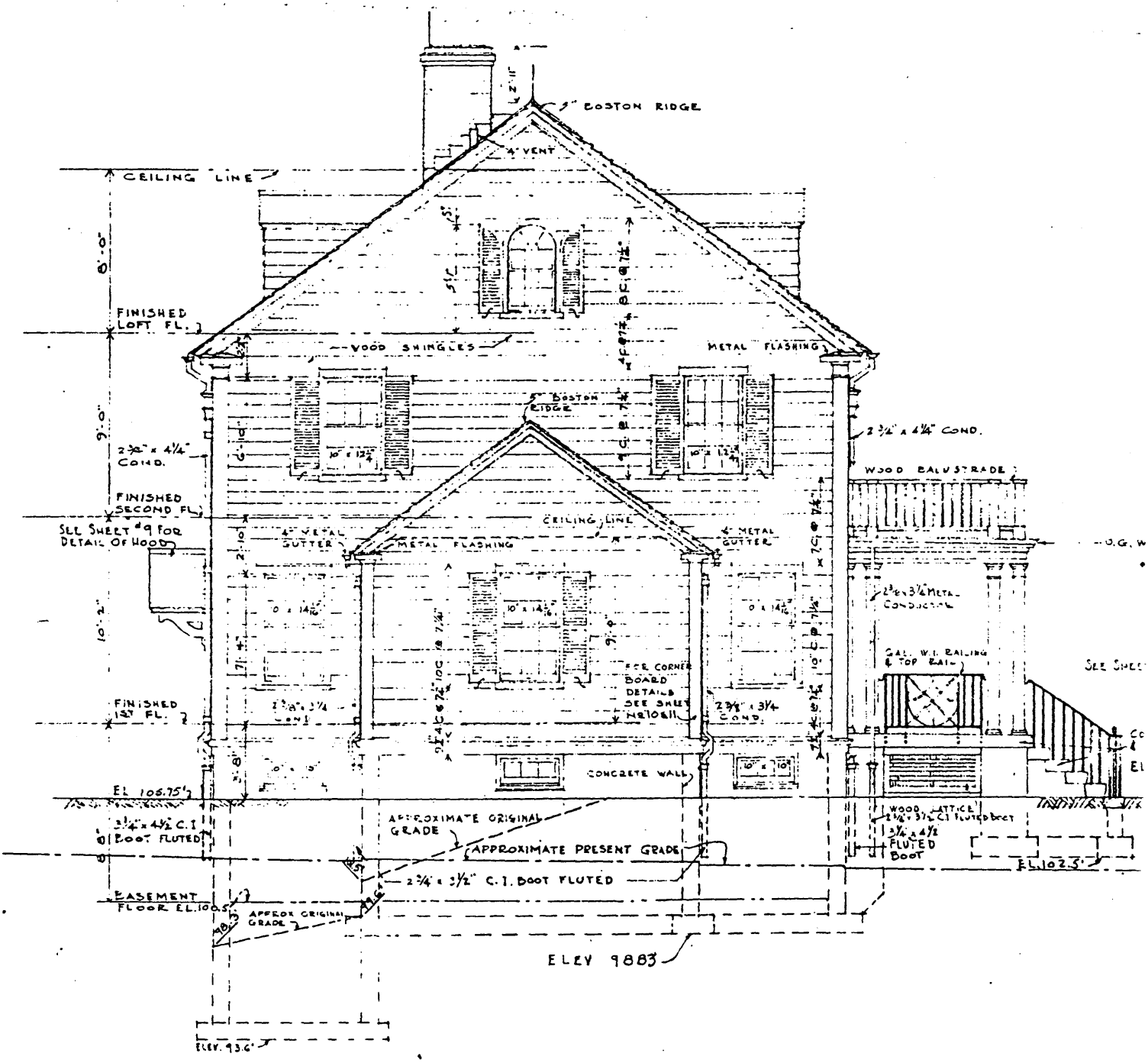
U.S.C.G.

U.S. COAST GUARD
OFFICE OF CHIEF CIVIL ENGINEER-WASHINGTON D.C.

UMPQUA RIVER STATION
DWELLING

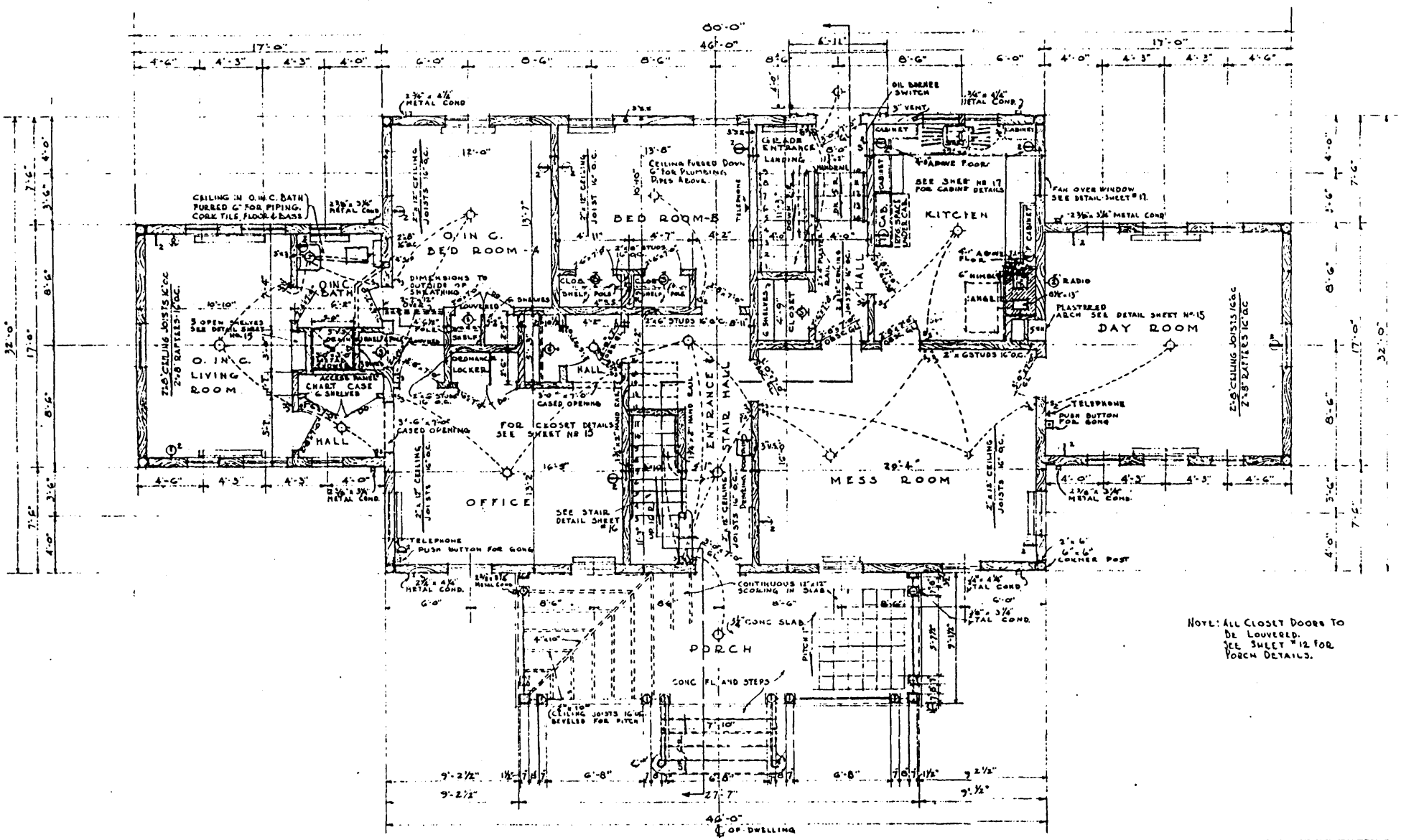
DESIGNED
DRAWN
TRACED
CHECKED

17 TH DISTRICT ORE



SOUTH ELEVATION

1/4" = 1'-0"



FIRST FLOOR PLAN

NOTE: ALL CLOSET DOORS TO BE LOUVERED. SEE SHEET No 12 FOR PORCH DETAILS.

U.S.
OFFICE OF CHIEF
UMPG
DESIGNED
DRAWN
TRACED

LIGHT-HOUSE FOR UMPQUA RIVER LIGHT-STATION, OREGON.

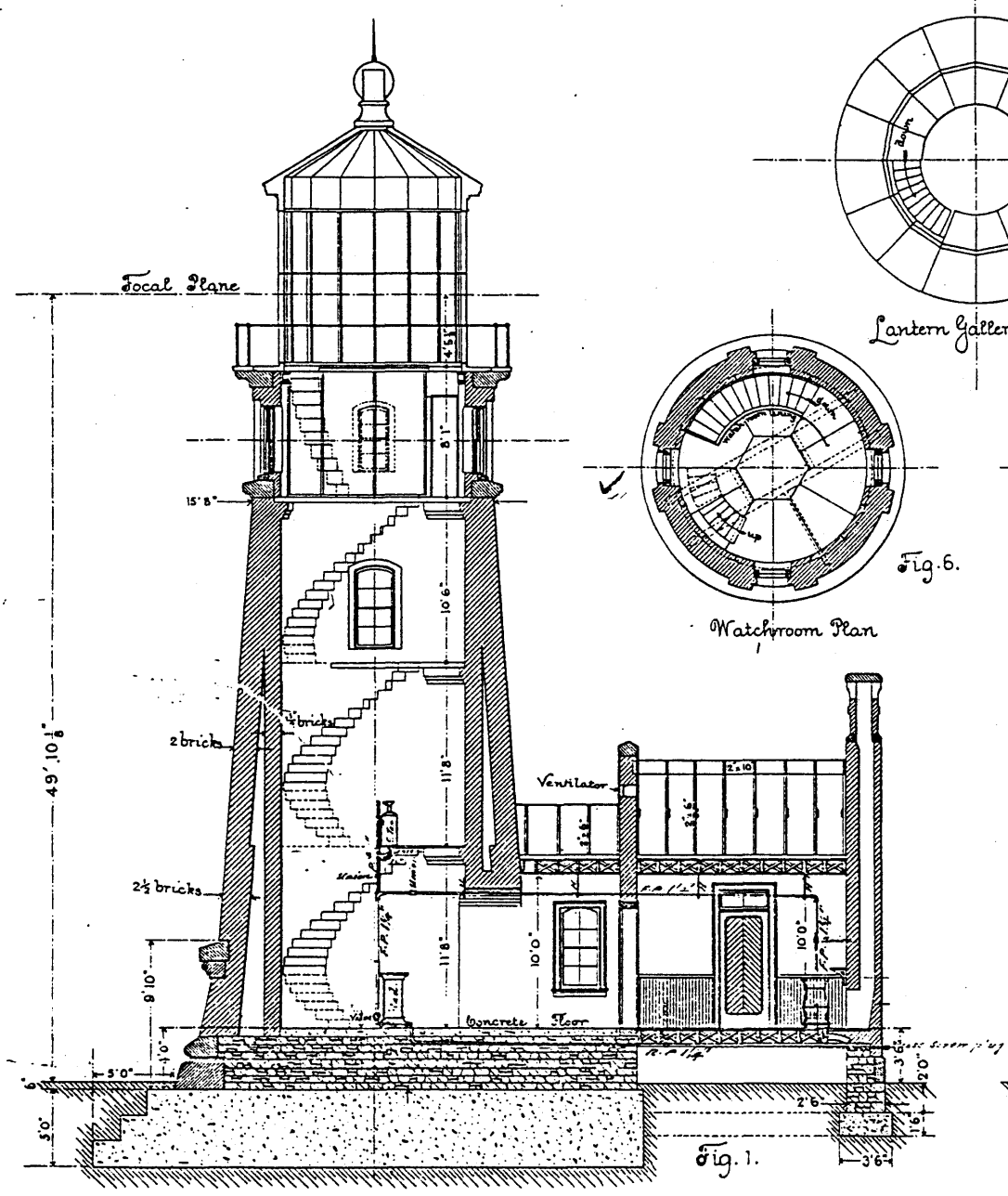


Fig. 1.

Sectional Elevation.

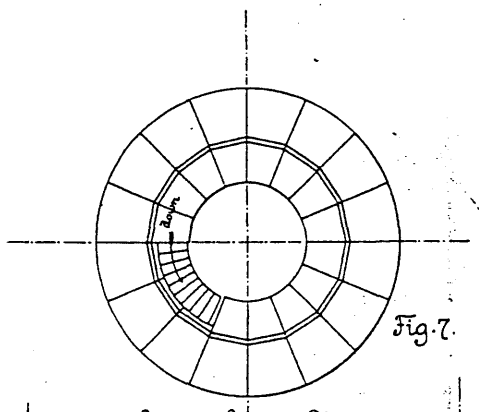


Fig. 7.

Lantern Gallery Plan

Fig. 6.

Watchroom Plan

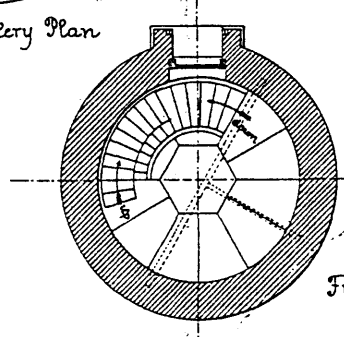


Fig. 5.

Service-room Plan

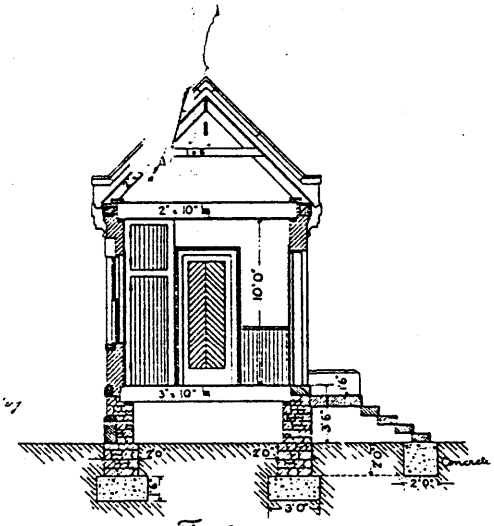


Fig. 3.

Section through Work-room.