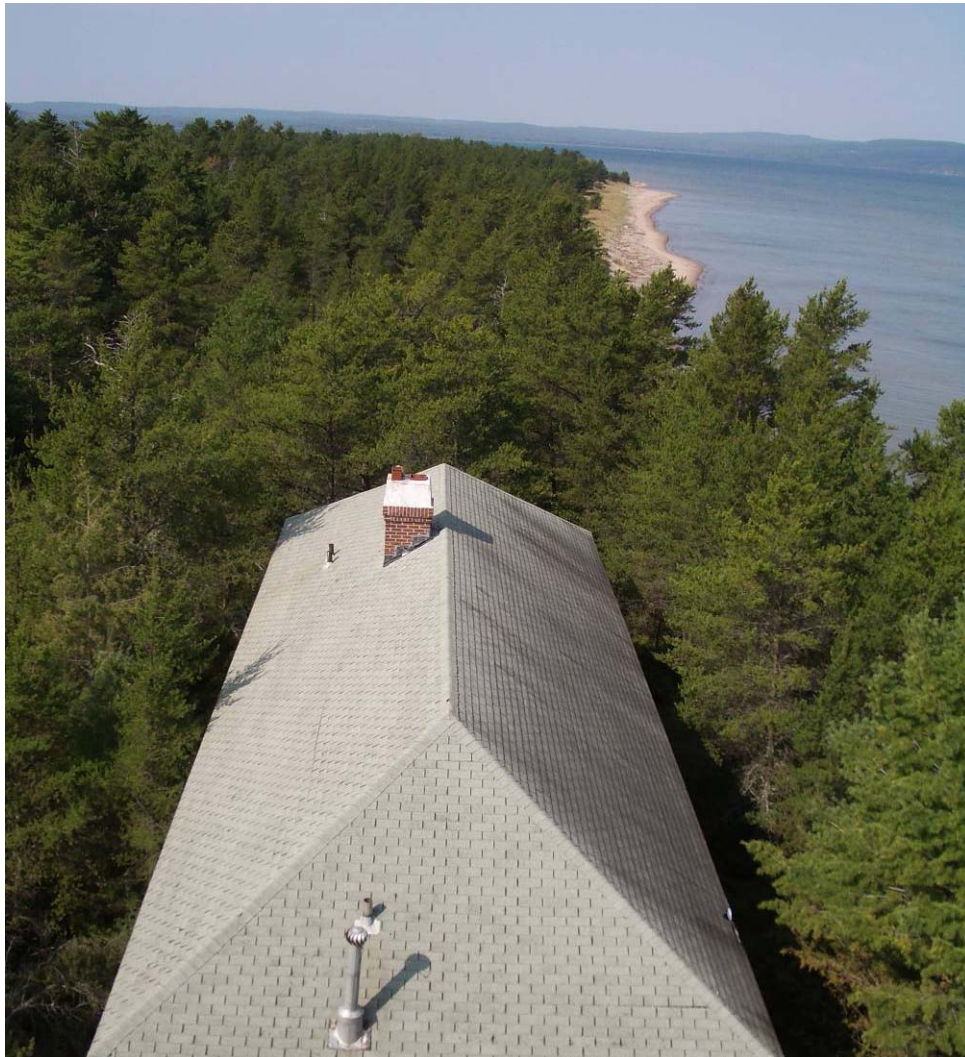


CULTURAL LANDSCAPE REPORT • HISTORIC STRUCTURE REPORT

APOSTLE ISLANDS NATIONAL LAKESHORE LIGHT STATIONS OF MICHIGAN ISLAND, OUTER ISLAND, DEVILS ISLAND, LONG ISLAND AND SAND ISLAND **VOLUME V**

100% DRAFT
MARCH 2011



Apostle Islands National Lakeshore – Bayfield, Wisconsin

VOLUME V OF VI: LONG ISLAND CLR/HSR

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CHAPTER 1: INTRODUCTION

ORGANIZATION OF THE VOLUME

This volume presents the overall Light Station History, the Cultural Landscape Report (CLR), and the Historic Structure Report (HSR) for the Long Island Light Station. This document is one of six volumes that present the comprehensive CLR/HSR for five of the six light stations in Apostle Islands National Lakeshore (park or APIS). The five light stations are Michigan Island, Outer Island, Devils Island, Long Island, and Sand Island. The light station at Raspberry Island was previously addressed separately.

This volume presents detailed documentation of the light station's physical evolution and historical development; an evaluation of existing condition of its associated buildings, structures, features and vegetation; an analysis of the cultural landscape and historic structures; and the recommended treatment for the Long Island Light Station. Supplemental information applicable to all of the light stations, including Long Island, is presented in Volume I, Introduction and Overall Development History.

The island history is presented first, followed by the CLR and finally the HSR. Together, the combined CLR/HSR will guide the treatment of the significant resources associated with the Long Island Light Station and provide guidance for the continued management of these resources consistent with the park's General Management Plan (GMP).

STUDY AREA

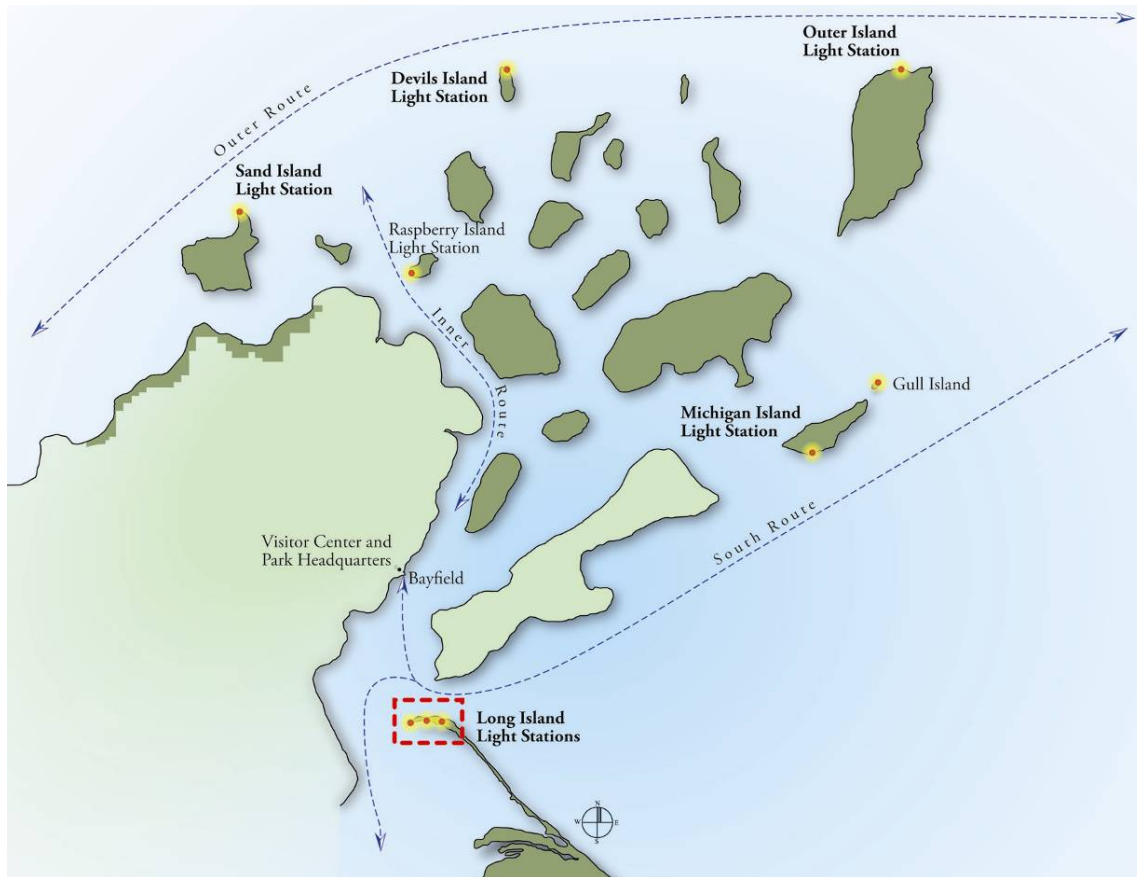
Long Island is one of seven islands within the park, the six light stations and Gull Island, that provide aids to navigation on Lake Superior. The study area encompasses the Long Island Light Station Reservation, and includes the LaPointe Light Tower site, the Original Lighthouse site and the Chequamegon Point site. The National Park Service (NPS) portion of Long Island is presently 2.1 miles-long, 0.23 wide, 297 acres, and is located at the southern edge of the park, approximately 6 miles from Bayfield, Wisconsin and 26 miles from Little Sand Bay. The island is a narrow barrier spit and faces Lake Superior to the north and Chequamegon Bay to the south. A barrier spit is an elongated sand ridge that extends generally parallel to the coast with a narrow connection to the mainland.¹ This means that what is referred to as Long Island is presently not an island, but has been part of a peninsula since the mid-1970s.

The Long Island Light Station Reservation occupies approximately 160 acres at the western end of the barrier spit. Long Island includes three sites; two of the sites are currently active with working navigational aids and one has been abandoned. The active sites are Chequamegon Point and LaPointe. Chequamegon Point is located at the west end of the island and marks the entry into Chequamegon Bay. LaPointe is located along the island's northern shore in the center of the barrier spit; and at the east end of the light station reservation. The abandoned site, known as the Original LaPointe Lighthouse is the location of the first lighthouse on the island, now a ruin, and is located approximately midway between Chequamegon Point and the LaPointe site. The navigational aids on Long Island are the southern-most navigational aids encountered when traveling south toward Ashland, marking the entrance to Chequamegon Bay.

The three sites are surrounded by red pine, hill's oak or jack pine forest; swales with sphagnum-sedge bogs; and areas of dune vegetation. The grounds consist of historic clearings, buildings, structures, features and vegetation. Seven structures are on the List of Classified Structures (LCS), the LaPointe Light Tower, Chequamegon Point Light Tower, Triplex, Oil Building, Fog Signal Building Foundation, Original LaPointe Lighthouse Oil Building, and Original LaPointe Lighthouse ruin.

¹ *APIS GMP*, page 169

Today, the island's land use is as the Apostle Islands National Lakeshore under the jurisdiction of the NPS. The LaPointe Light Tower and United States Coast Guard (USCG) Culvert Tower at Chequamegon Point continue to serve as aids to navigation with two automated lights and other aids maintained by the United States Coast Guard (USCG). The NPS maintains the site and buildings, and the light station is frequented by visitors and park staff for its cultural and natural resources.



Long Island Light Station Context Map (Source: MBD 2010)

SIGNIFICANCE OF LONG ISLAND

Long Island is important to the Apostle Islands system because of its role in the initiation of the light station development in the Apostle Islands and its essential location in guiding ships into Chequamegon Bay. The history of the Long Island Light Station is intertwined with the first light station in the Apostle Islands built on Michigan Island. The period of significance for the Long Island Light Station is 1858 to 1964, beginning with the initial development of the light station and continuing until the automation of both towers. The entire 160 acres of the Long Island Light Station Reservation comprises its cultural landscape. However, the majority of its contributing features are consolidated in three sites totaling approximately two acres.

Contributing buildings include the Chequamegon Point Light Tower, Triplex, LaPointe Light Tower, and Oil Buildings. Contributing features include the historic clearings, vegetation, organization of buildings and structures, concrete walks, small scale features, Original LaPointe Lighthouse ruin, and Fog Signal Building foundation.

With many of its original features intact and in good condition, the Long Light Station Reservation portrays the history of the light station as an aid to navigation. It continues to convey the development of navigational technology, the story of the people who resided at the light station, and the management of the station. Of the six Apostle Island light stations, Long Island best portrays the greatest breadth of history, range of technological advancements and various methods of light station operations and management. The Triplex building on the LaPointe site includes the only example of a 1930s Works Progress Administration (WPA) project on the Apostle Islands light stations.

TREATMENT RECOMMENDATIONS SUMMARY

The treatment recommendations for the Long Island Light Station are focused on revealing the role that the light station has had in the navigational history of the Apostle Islands, and in conveying the historical significance of the light station's cultural landscape and historic structures.

Rehabilitation has been identified as the general treatment approach for the Long Island Light Station, as it is a holistic approach that addresses the island's extant cultural resources and the relationships between those resources. This approach protects those characteristics and features that convey the island's full historical and cultural significance, while allowing for those repairs, alterations, and additions necessary for the compatible use of the light station.²

Rehabilitation also allows for noncontributing, compatible features to remain, and for the removal or relocation of noncontributing, noncompatible features. While the overall treatment intent of the cultural landscape is one of rehabilitation many individual treatment recommendations focus on preservation of extant features. Specific treatment recommendations include the following.³

- 1) Reestablish a portion of the historic cleared area at the three core areas;
- 2) Reestablish views from Lake Superior and Chequamegon Bay to the light station;
- 3) Repair circulation features, such as concrete walks;
- 4) Remove noncompatible features;
- 5) Rehabilitate the LaPointe Light Tower and Chequamegon Point Light Tower;
- 6) Preserve the Triplex and Oil Building.

The recommendations for treatment are comprehensive and are intended to address all aspects of the cultural landscape and historic structures. To achieve full implementation of these recommendations a phased approach for construction activities will be required. Initial actions may include basic preservation measures to protect and stabilize contributing features followed by more detailed repair measures as park resources allow.

In addition to recommendations for physical improvements, actions are proposed to provide for improved visitor access; improved efficiency of park operational and maintenance activities; and improved protection of the light station's natural systems.

² Page et al 1998

³ A glossary of terms used to describe treatment recommendations is included in the appendix of this volume.

CHAPTER 2: LIGHT STATION HISTORY

LIGHT STATION HISTORY

Hastily constructed at minimal cost, the first light station at Long Island was completed in 1858 to aid navigation in the South Channel through the Apostle Islands, particularly in the waters around Madeline Island. In 1851, Wisconsin Senator Orasmus Cole, lobbied for a light house at La Pointe on Madeline Island. Lighthouse District Engineer Captain Lorenzo Sitgreaves recommended a site on Long Island, where the light would be visible to ships as they approached the South Channel from the lake. Congress appropriated the requested \$5,000 and the Lighthouse Board secured a 152-acre lighthouse reservation for the station on April 28, 1853.⁴

The selected contractors, Sweet, Ransom and Smith of Milwaukee, prepared to build the lighthouse on Long Island. When their work crew arrived, it was redirected by local lighthouse board representative, Abraham Smolk, to Michigan Island. The crew built a lighthouse on Michigan Island, only to find out later that the Michigan Island location had not been authorized by Captain Sitgreaves.

The contractors protested the Captain's rejection of the Michigan Island Lighthouse. The contractors resisted the Captain's insistence that they build on Long Island, but they eventually acquiesced and hastily constructed a wood framed, one-and-a-half story lighthouse on Long Island. The building had a 35-foot tall square wood tower that rose from the roof of the lighthouse. The light was fitted with a fourth order Fresnel lens manufactured by Sautter and Company. Although cheaply constructed with a minimal foundation, the lighthouse survived 38 years as an active lighthouse and 41 years as a dwelling.

The Lighthouse Board made various attempts to improve the building. After only five years the exposed foundation had been compromised by the Island's shifting sands, requiring additional foundation work. In 1869, crushed stone from Raspberry Island was placed around the building foundation. A much more ambitious project in 1896 lifted the entire building onto a new first story of brick and reconfigured the residence into a duplex. A permanent assistant keeper was hired thereafter. Amazingly, the light remained lit throughout the project.

Upon a request in 1887 from the influential Cleveland Vessel Owner's Association, the Lighthouse Board obtained an appropriation from Congress to install a fog signal on Long Island. The Fog Signal Building was constructed in 1890. It was located about three-quarters of a mile to the east of the Lighthouse. The Fog Signal Building measured 22' x 40'. It had a brick foundation, a 40' tall brick chimney and corrugated metal walls and roof. The building had two ten-inch steam whistles powered by coal fired boilers. The whistle first blew on January 3, 1891.

The Lighthouse Board quickly followed the fog signal project with requests for new light towers. Changing shipping routes and increasing traffic required a taller light and additional navigational aids. The Board made plans to replace the diminutive tower with lights to the east and at the west end of the island. (In this text, the eastern light is called the LaPointe Tower LCS ID 101643 and the west end light is called the Chequamegon Point Tower LCS ID 101656.)

The Lighthouse Board's first request for \$10,000 for the two new lights in 1890 was unsuccessful. The Board annually repeated this request until Congress finally authorized the expenses on March 2, 1895. Since the western tower was not within the previously established lighthouse reservation, the United States purchased Chequamegon Point at the west end of the island in 1895. Joseph LeBel received \$600 for 1.8

⁴ Copy of map from a Lighthouse Board Report on file at Apostle Islands National Lakeshore offices.

1 acres of his land on the point and for a ten-foot wide right-of-way to install a walk between Chequamegon
2 Point and the existing lighthouse.

3
4 Construction began in 1896. Joseph Sexton was the keeper on Long Island from 1889 to 1921. His
5 lighthouse keepers log entry states that a construction foreman arrived on July 15, 1896, with a work party.⁵
6 Work ensued throughout the summer on the two new towers and on remodeling the old station until the
7 project ran out of money, and construction ended for that year. Congress appropriated an additional \$1,500
8 on July 14, 1897, and the newly funded work crew returned in August. In the meantime, the keeper had
9 been very busy building wood walks, presumably from the house to the fog signal building and the two
10 towers.

11
12 The keeper also helped with construction. On August 31, 1897, he expanded on an earlier comment in the
13 log about what hard work it was to build the towers. On that day he had helped hoist two of the cast iron
14 lantern deck plates from the ground to the top of the LaPointe Tower. He wrote that each deck piece
15 weighed 1,100 pounds.

16
17 The 67-foot tall LaPointe Tower was very similar in design to other skeletal iron towers on Lake Superior,
18 such as the Duluth Harbor South Breakwater Inner Light (constructed 1891), the Manitou Harbor Light
19 (1861) and the Plum Island Rear Range Light (1897) on Lake Michigan. The LaPointe Tower cylinder is a
20 set of cast iron sections bolted together. It is supported by a skeletal framework made of cast iron with bell
21 and spigot or pinned connections.⁶ The tower parts were cast by Chamblin S. Scott of Richmond, Virginia
22 and cost \$3,912.⁷ The skeleton was erected on four concrete anchoring pads. A fourth order Fresnel lens
23 made by the Henri Le Paute Company of France shone from the tower. A metal Oil Building (LCS ID
24 101648) is located close to the LaPointe Tower and was constructed during the 1896-1897 work seasons.

25
26 The Chequamegon Point Tower, a 42-foot tall pyramidal skeletal tower, was placed on concrete piers. A
27 central shaft encased weights that originally drove the clock mechanism to turn the lens. Most of the tower
28 is steel. The tower and the shaft were cast by the Fulton Iron and Engine Works of Detroit, Michigan for
29 \$862. The Chequamegon Point Tower also had a “Stevens Improved Bronze Fog Bell Striking Machine”
30 that struck a fog bell once every 20 seconds. The bell measured 30” x 40” and weighed 1,200 pounds. (The
31 bell is now on the grounds of the Madeline Island Historical Museum.) The Chequamegon Light was
32 visible for 16 miles, a major improvement over the old lighthouse that at best could be seen 12 miles away.
33 It is similar to the Grand Marais Harbor Inner Range Light built in 1898, and the Grand Marais Light (built
34 1922 to replace an 1885 light).

35
36 The work on both towers was finally completed in October. On October 11, 1897, the construction
37 superintendent moved the Fresnel lens from the original lighthouse to the Chequamegon Point Tower and
38 lit both towers for the first time.

39
40 While the light towers were under construction, workers remodeled the old lighthouse into a duplex and
41 constructed a new boat dock on the north side of the island. Apparently the results at the house were not
42 quite so efficient or satisfactory as they were for the two light towers. The masonry work was finished by
43 October 31, but as the keeper went about finishing the interior, he noted in his log on November 5, “What a
44 house. No closets or a good pantry...” Later comments described holes in the floor that you could lose a
45 cat through and new plaster falling from the ceiling. The demands of operating two towers and a fog signal

⁵ The log refers to the foreman, who also oversaw construction of the fog signal building in 1890, with a variety of creative spellings. The first name might have been Morris or Maurice and the surname was some version of Lozo, Logo, Lauzon, Louson or Louzon.

⁶ Tower construction data provided by Martin and Martin Structural Engineers, Lakewood. November 2009.

⁷ Williams, Judith B. “The Cultural History of Long Island, Wisconsin.” Manuscript on file at the Apostle Islands National Lakeshore. 1995. Page 41.

1 led to a new position for a second assistant keeper. The duplex was remodeled into a triplex in 1909 and
2 subsequent changes were made in 1914.

3
4 Numerous outbuildings were built around the old house. Many were removed, including a barn and chicken
5 coop that were torn down in 1899, sheds, a smoke house, an ice house, two privies, a root cellar and a coal
6 shed.⁸ Docks were located on the south side of the island, but no evidence of them remains. A brick oil
7 storage house remains intact.

8
9 With the completion of the two towers, the Light Station stretched more than a mile across Long Island.
10 The two light towers were a little more than a mile apart and the keepers quarters were located in between.
11 The route of the walk was realigned to provide a more direct route and the property owner, Joseph LeBel,
12 again agreed to a new right of way for the walks. In 1909, the Lighthouse Board approved use of concrete
13 slab walks.

14
15 The keepers used many contrivances to overcome the distance between the lights. Dick Carrier, a former
16 light keeper now residing in Bayfield, remembered there was a telephone system signal that would be sent
17 from the Triplex to Chequamegon Point Tower to turn on the Fog Signal at one point in time. Carrier also
18 reported that bicycles were used on the concrete paths.⁹

19
20 The walkways may have been the most formal landscaping features of the Long Island Light Station.
21 Lighthouse Keeper Joseph Sexton planted a garden with potatoes and kept a cow and chickens, although he
22 had to build cribs to protect his garden from the shifting shoreline. Other keepers did not have Sexton's
23 green thumb. Lighthouse keeper, Ben Hudak, who served at Long Island in the 1930s, recalled in an oral
24 history interview that they could not have a garden or plant anything on the island, mostly because of the
25 sandy soil. He noted that wild blueberries and cranberries grew there.¹⁰ The light keepers left other marks
26 on the area. In the July 1897 log the keeper reported he chopped the timber down across the point to get the
27 wind to drive the flies away "...for they are very bad".

28
29 The dynamic shoreline caused problems for the station. In 1902 the dock was repaired and extended and
30 the water supply intake for the fog signal was rebuilt to reduce silt build up. In 1911 work crews installed
31 three 32-foot long log cribs filled with crushed stone along the northwest side of the point to protect the
32 Chequamegon Point Tower footings.

33
34 New technologies came to Long Island in the 1920s and the 1930s. A diesel engine-driven air diaphone
35 system replaced the old steam powered fog signal whistle in 1925.¹¹ This was the first air diaphone to be
36 installed in the Apostle Islands. A radio beacon went into commission in October of 1927. The fog signal
37 and beacon were synchronized in 1931. An electric battery-operated lamp (bulb) was installed in the
38 LaPointe Tower in time for the winter of 1934-35. A radio system was installed in September, 1936.¹²
39 Electric lamps were put into commission on both towers on August 3, 1937.

40
41 Even with conversions to electricity in the 1930s, the idea of an unmanned station had not taken root by
42 1938, when a new triplex was constructed to replace the old keepers quarters. A New Deal Public Works
43 Administration Project, the Triplex (LCS ID 101647) was located next to the LaPointe Tower. The plans on
44 file at the Apostle Islands National Lakeshore offices illustrate that the triplex was constructed true to the

⁸ Williams, Judith B. "The Cultural History of Long Island, Wisconsin." Manuscript on file at the Apostle Islands National Lakeshore. 1995. Page 46.

⁹ Personal communication from Doug Pratt of the Apostle Islands National Lakeshore staff, February 2010.

¹⁰ Hudak, Ben. Oral History transcription. Interviewed on July 24, 1979.

¹¹ New compressors replaced the old equipment in 1948.

¹² Williams, Judith B. "The Cultural History of Long Island, Wisconsin." Manuscript on file at the Apostle Islands National Lakeshore. 1995. Page 58.

original design and included central water and a water purification system. Each unit had central plumbing and heating.

The keeper's log indicates that a Mr. Ellwell and his helpers arrived on August 9, 1938, and surveyed the building site for the Triplex. On August 31, concrete blocks and cement sacks were unloaded from the lighthouse tender and the crew sank a well. By October 29 there were shingles on the roof. A Mr. Murphy was the contractor. The crews returned in May of 1939 and worked all summer on the project. In the Triplex, Unit C was located at the west end of the building and was the keeper's quarters, while the other two units were for the assistant keepers. On September 1 the keeper moved his furniture into the building, but it does not appear he took up full residence there until the next year when they moved supplies from the old to the new building in June. The Triplex was constructed for about \$22,000.

The United States Coast Guard (USCG) assumed responsibility for the lighthouses in 1939. They inherited the almost-completed Triplex project. A boathouse and dock located to the north of the new Triplex were also shown in the 1938 drawings. It appears the boathouse was not completed until 1941.¹³ The Light Station was manned until 1964, when the USCG installed automated lights in both towers. A 300 millimeter optic airport beacon replaced the lens in the LaPointe Tower.

Sometime after 1984 the USCG tore down the Fog Signal Building. The foundation remains. The USCG may also have taken down the radio beacon that year.

A 1986 act of Congress added Long Island to the Apostle Islands National Lakeshore. The act also transferred any federal property located within the boundaries of the lakeshore from the USCG to the administrative jurisdiction of the Secretary of the Interior.

In 1987 the USCG attempted to move the Chequamegon Point Tower back from the eroding shoreline. The USCG employed a helicopter with the plan to lift and move the tower back. In the process, the Lighthouse was dragged across the ground, damaging its legs, struts and walkway. The new location has protected the Lighthouse from shoreline erosion. The damage to the structure has been partially repaired. Between 2006 and 2008 the National Park Service hired Nelson Construction of La Pointe, Wisconsin, to straighten and repair the bent legs and to place the tower on new concrete footings. The NPS Historic Structure Preservation Team installed new glass in the Lantern Room.

More work is anticipated as funding becomes available. Future plans include working with the USCG to have the navigation light removed from modern USCG Tower and placed back in the Chequamegon Point Tower, and removing the USCG modern tube/upright culvert tower.

Today's visitor to Long Island sees the two standing lighthouses, an Oil Building, the foundation of the Fog Signal Building and the existing Triplex. With a little exploring the remains of the old residence and associated buildings are also visible. A large amount of data about the original wood lighthouse exists in what are now considered historical archeological remains on Long Island. As the archeological survey of Long Island determined in 1988, and the archives further substantiate, the original wood lighthouse located between the LaPointe Tower and the Chequamegon Point Tower offers unique and potentially very productive opportunities for archeological research that would complement the historical information and interpretation provided in the extant structures. The standing structures and the archeological remains combine to tell the whole story.

¹³ Williams, Judith B. "The Cultural History of Long Island, Wisconsin." Manuscript on file at the Apostle Islands National Lakeshore. 1995. Page 61.

HISTORIC EVIDENCE

The historic photos date back to before 1895 and show the original LaPointe tower and quarters, the duplex quarters and an assumed second assistant keepers quarters, the fog signal building, and a dock. For more detailed descriptions of the photos, see the CLR and each building's Chronology of Alterations and Use in the HSR.

There are original construction drawings of the existing LaPointe Light Tower, the Chequamegon Point Tower, and the Triplex. The 1895 LaPointe Light Tower drawing shows a detail of the skeletal supports. (HSR Historic Drawing LI-01) The 1896 drawing of the overall and the drawing of the details of the Chequamegon Point Tower fog signal bell show how and what the bell looked like at the time of installation. (HSR Historic Drawing LI-02 and 03) The 1938 construction set for the Triplex show the details, materials, and overall proposed appearance and layout for the building. (HSR Historic Drawings LI-04 to 12) Other historic drawings depict a wood shed that was built in 1914 (concrete piers with 2x10 wood flooring, two double-hung windows each with two- over two-lites, and a wood five panel, raised, door) (HSR Historic Drawing LI-13) and a coal house that was built in 1927 (HSR Historic Drawing LI-14); both buildings are no longer extant.

OVERVIEW OF DEVELOPMENT AND USE

Date	Work Described
1852	Congress authorizes construction of 1 st lighthouse in the Apostle Islands originally to be built at LaPointe Harbor on Madeline Island; the proposed location was then moved to Long Island (J. Busch, 2008)
1853	The Lighthouse Board secured a 152-acre lighthouse reservation from Joseph LeBel on Long Island (1853 Drawing with Reservation Boundary)
1858	Original LaPointe Lighthouse was constructed on Long Island and placed into service, wood frame construction with a 35' tower (Historic Photo, 1908, APIS IID4g) One outbuilding was initially constructed, set to the south behind the Lighthouse. Areas to the west of the building were cleared and fenced (Historic Photo, pre-1896, APIS IID4g) Additional outbuildings were added during this period including two privies, an oil house, coal shed, and root cellar; a dock and boathouse were constructed on the south side of the island with a walk/path that led to the Lighthouse (1887 Drawing, Updated in 1931)
Annual Report of 1867	" <i>La Pointe</i> . – At this station the shifting of the sand, under the action of the wind, has caused great annoyance, and in order to protect the foundation of the buildings considerable expense has been incurred. The effectual remedy is to cover the surface for a little distance on each side of the buildings with stone, which must be carried there from Raspberry island. This will be done during the next season." ("1867 Annual Report of the Lighthouse Board," La Pointe Light Station in Lighthouse Establishment Annual Reports 1850-1920)
Annual Report of 1869	" <i>La Pointe</i> . – The stone for preventing the shifting of the sand around the light-house has been broken up and distributed, and has, thus far, proved effectual. Simultaneously with relighting Michigan Island, the light at La Pointe was changed from white to red." ("1869 Annual Report of the Lighthouse Board," La Pointe Light Station in Lighthouse Establishment Annual Reports 1850-1920)
1875, June 13	"Mr. Charles Dobson arrived with his party to make repairs at this station 6 men in all." Unknown what repairs were made. (John D. Angus, LI (LaPointe) Log, 1872-1943)
Annual Report of 1890	" <i>Chequamegon light and fog-signal. Lake Superior, Wisconsin</i> . – A light on the east side of the entrance to Chequamegon Bay has been in service since 1858, and the act of October 1, 1888, authorized a fog-signal at a cost of \$5,000, and on March 2, 1889, an appropriation was made therefor. This additional aid is much needed. In order, however, to fully meet the requirements of this situation, further improvements are needed. The present light is not clear enough to the inner point to serve as a good guide to clear it, and it is too far from the course of vessels outside to be of the best advantage. The fog-signal should be on the outer beach, about 1-mile east of the present light, and if so established the light also should be

Date	Work Described
	<p>moved to the same location. To mark the inner point towards Houghton a small harbor light and fog bell struck by machinery will meet all requirements.</p> <p>The expenditures necessary are estimated as follows: For removing and rebuilding the main light =\$7,500 For the harbor light and bell =2,500 Total estimated cost =10,000</p> <p>The Board recommends that an appropriation of \$10,000 be made therefor.”</p> <p>Request repeated for the next two annual reports. (“1890 Annual Report of the Lighthouse Board,” La Pointe Light Station in Lighthouse Establishment Annual Reports 1850-1920)</p>
1891	<p>Fog Signal Building, landing crib and water supply well-constructed at a site east of original Lighthouse and placed into service in 1891 (J. Busch, 2008)</p> <p>“La Pointe, Lake Superior, Wisconsin. - The building of this steam fog signal was begun early in October and completed in January 1891. The signal stands about three-fourths of a mile eastward of the light.” (“1891 Annual Report of the Lighthouse Board,” La Pointe Light Station in Lighthouse Establishment Annual Reports 1850-1920)</p>
Annual Report of 1893 (Chequamegon Point)	<p>“<i>Chequamegon Light and Fog Signal, Lake Superior, Wisconsin.</i> - The removing and rebuilding of the main light and the establishment of a harbor light and bell, at a cost not to exceed \$10,000, were authorized by the act approved February 15, 1893, but no appropriation therefor has yet been made. The Board recommends that the amount named be appropriated.” (“1893 Annual Report of the Lighthouse Board,” La Pointe Light Station in Lighthouse Establishment Annual Reports 1850-1920)</p>
1895	<p>Land purchased from LaBel for Light Tower at Chequamegon Point (J. Busch, 2008)</p> <p>“<i>Chequamegon light and fog signal, Lake Superior, Wisconsin.</i> - The act approved March 2, 1895, provided \$10,000 for moving and rebuilding the main La Pointe light and establishing a harbor bell and light at or near Chequamegon Point. Negotiations for the purchase of a site at the extreme point are in progress.” (“1895 Annual Report of the Lighthouse Board,” La Pointe Light Station in Lighthouse Establishment Annual Reports 1850-1920)</p>
1896	<p>July 16: “Commenced to raise house.” This is the original tower and quarters that were renovated into the duplex structure.</p> <p>Oct 31: “The towers and house is incomplete and lots of work to be done yet. Brought the lens for beacon from Bayfield.” (Joseph Sexton, LI (LaPointe) Log, 1872-1943)</p>
1897	<p>Original Lighthouse, now used for Keepers Quarters, lifted to a 1-story brick foundation, remodeled to serve as duplex quarters for Keeper and Assistant (Historic Photo, 1904, APIS IID4g)</p> <p>-Towers under construction:</p> <p>Oct 7: “Cleaned bell works at point and put up curtains crossways.”</p> <p>Oct 10: Moved lens from “house to point tower,” “The lens is badly scratched with emery paper the plate glass is the same.”</p> <p>Oct 11: “Lit light in both tower October 11th 1897...” Oct 25: “Boated iron to the signal and boated shingles from signal to house.” Easier to transport materials via water than land.</p> <p>Nov 8: “Moved out of the wood shed and cleaned it out for the men to go into for winter quarters. Built a storm shed in front of the tower.” Work men stayed on island through winter. (Joseph Sexton, LI (LaPointe) Log, 1872-1943)</p> <p>-Outbuildings built, including sheds, coal shed, ice house, two privies and a root cellar (J. Williams, 1995)</p>
Annual Report of 1897	<p>“La Pointe, Lake Superior, Wisconsin. - The house was enlarged sufficiently for the accommodation of two keepers by raising the building and placing under it a brick basement. The rooms were rearranged to make two separate dwellings. A 60-foot skeleton metal tower was purchased under contract. Concrete foundations were placed, and the tower was erected as far as the level of the main deck. A brick oil house was built. Various repairs were made.” (“1897 Annual Report of the Lighthouse Board,” La Pointe Light Station in Lighthouse Establishment Annual Reports 1850-1920)</p>
1897-1942	<p>Documented painting of the exterior of buildings 26 times; including at times the following buildings: LaPointe Light Tower, specifically mentioned regularly as being painted white</p>

Date	Work Described
	with black trim, railings, and decks (in 1931, it was mentioned that six gallons of white paint were used to paint the Tower); Chequamegon Point Lighthouse, specifically mentioned regularly as painted black on the Watch Room and Lantern sections and white on the legs (in 1900, it was mentioned that the windows were painted white and brown); Oil Building, specifically mentioned that it was first painted, not whitewashed, in 1931, when the whitewash was removed and trim was applied (in 1938, it was mentioned that the building was trimmed with white); and the Triplex's window frames, window screens and door frames were painted in 1938 and 1939. (LI (LaPointe) Log, 1872-1943)
1898, Oct 7	"Put up storm house in front of tower." Annual occurrence for both the LaPointe Tower and Chequamegon Point Tower (Joseph Sexton, LI (LaPointe) Log, 1872-1943)
Annual Report of 1898	"La Pointe, Lake Superior, Wisconsin. – In October the light was moved from the old tower to the new one at Chequamegon Point. The old lantern and tower were taken down and the roof was boarded and shingled where the tower was removed. Sewers from both sides of the dwelling to the lake were laid, a drive well was put down in the rear of the dwelling, and walk were laid down from the dock to and around three sides of the dwelling. The old shop was removed to the rear of the house and converted into a wood shed. The boathouse was moved from the south to the north side, two cribs were constructed for the boat and landing, and were sunk in position and filled with ballast stone, and boat ways were built. The fourth-order light shown from the tower of the keeper's dwelling, was discontinued on October 11, 1897, and the light was established in the skeleton iron structure built near the fog signal house." ("1898 Annual Report of the Lighthouse Board," La Pointe Light Station in Lighthouse Establishment Annual Reports 1850-1920)
Annual Report of 1899 (Chequamegon Point)	" <i>Chequamegon Point, Lake Superior.</i> – The work of moving and rebuilding the main La Pointe tower, and establishing a harbor light and fog bell at Chequamegon Point was finished. A fixed red fourth-order light as a fog bell were on October 11, 1897, established in the structure erected at the extreme end of Chequamegon Point." ("1899 Annual Report of the Lighthouse Board," La Pointe Light Station in Lighthouse Establishment Annual Reports 1850-1920)
1901, June 27	"Worked at fog & tower putting on collar on one of the cracked legs." LaPointe Tower has cracked leg. (Joseph Sexton, LI (LaPointe) Log, 1872-1943)
1906-1932	Documented whitewash of Oil Building two times (1906 and 1932); in 1931, whitewash was removed from the building. (LI (LaPointe) Log, 1872-1943)
1909	May 27: "Lightning struck the tower at the fog signal & put out the light 9:10 P.M. & tore up the slab walk some for about 300 feet and run around the signal." Oct 24: "Steamer 'Amaranth' arrived 8:30 A.M. & landed lightning rod for tower." Nov 22: "Worked at the white light putting on the lightning rod on the tower. Sunk in 8 feet in the sand." (Joseph Sexton, LI (LaPointe) Log, 1872-1943) -LaPointe duplex remodeled into three apartments (J. Busch, 2008)
1910-1942	Documented painting of the interior of buildings 16 times; including at times the following buildings: LaPointe Light Tower, specifically mentioned the stair, floors, and Lantern (in 1936, painted "metallic brown" in Tower); Chequamegon Point Lighthouse, specifically mentioned floors, Lantern, and Watch Room; Oil Building's floor; and the Triplex's Unit C's cellar stair. (LI (LaPointe) Log, 1872-1943)
1913, July 26	"At 11:45 A.M. had a heavy thunder shower & lightning struck the house and tore up the cement walk and went in the cellar and broke some fruit jars & upset some." (Keeper, LI (LaPointe) Log, 1872-1943)
1918, July 27	"There has been landed today a fog bell outfit to be installed soon." This is an electric bell, as seen in references made in September and November in regards to making space for its equipment in the Fog Signal Building as well as "stringing" wires for electrician. (Keeper, LI (LaPointe) Log, 1872-1943)
1923-1938	Documented painting of the roof of the Oil Building five times. (LI (LaPointe) Log, 1872-1943)
1925	First air diaphone in the Apostle Islands installed (J. Busch, 2008) May 18: "Tested out the new air diaphone installed at this station today." (Keeper, LI (LaPointe) Log, 1872-1943)
1927	Radio beacon installed (<i>Bayfield County Press</i> , Oct 20, 1927)

Date	Work Described
	Oct 26: “Assisting Millar in installing radio beacon apparatus, etc.” (Keeper, LI (LaPointe) Log, 1872-1943)
1929, July 5	“... filling in sand at bottom, Chequamegon Point Light Tower.” (Keeper, LI (LaPointe) Log, 1872-1943)
1931	Radio beacon synchronized with fog signal at LaPointe Light Tower, Oct 15: “Testing out the new device for synchronizing radio & sound signals.” (Keeper, LI (LaPointe) Log, 1872-1943)
1934	Winter Light installed in LaPointe Light Tower, Sept 20: “Received from the Keeper of Devils Island Lightstation, parts for the winter light to be installed at this station.” (Keeper, LI (LaPointe) Log, 1872-1943)
1936	Radio system installed at LaPointe Light Tower (N. Howk, Jan 2010)
1937	Chequamegon Point Tower and LaPointe Light Tower converted to electricity, Aug 3: “The electric lights at La Pointe & Chequamegon Point in commission at sunset this evening.” (Keeper, LI (LaPointe) Log, 1872-1943)
1938	Triplex constructed, replacing previous quarters (LCS, 2009) June 29: “Made excavation on point directed in Letter for Office west of fog signal building. An offset stake was driven in the ground 10 feet from the east corner of proposed first dwelling to be erected.” Oct 29: “Took pictures of new dwelling to show shingles laid on roof, etc.”
1939	June 6: “Made out final report on new dwelling, P.W.A. project No. 101.” June 30: “Last day of the Light House Service today. Will join the U.S. Coast Guard tomorrow.” Documented varnishing of floors one time in the Triplex, soon after it was constructed. (Keeper, LI (LaPointe) Log, 1872-1943)
c. 1940	LaBel Fish Camp Building on southwest portion of Island still in place (Historic Photo, APIS Archives, IID4g, 1468 #16, DSC01227.JPG)
1941, August	Aug 19: “Repaired windows in old dwelling.” Both quarters still remain and are being kept up. Aug 29: “Dwelling leaks in all quarters around windows, doors and vent pipes.” Triplex had early moisture infiltration problems. (Keeper, LI (LaPointe) Log, 1872-1943)
1964	Fourth Order Fresnel lens replaced with 300mm optic in LaPointe Light Tower (J. Busch, 2008)
1965	Light stations unmanned
1970	Apostle Islands National Lakeshore authorized
c. 1984	USCG removes Fog Signal Building from LaPointe Light Station (Historic Photos, APIS Archives, 1987 Photos)
1986	Congress authorizes addition of Long Island to the Apostle Islands National Lakeshore (N. Howk, Jan 2010)
1987	Chequamegon Point Tower light replaced by navigational beacon, bell removed, and the Tower was moved 100’ from original site by the USCG (LCS, 2009)
1988	Triplex ReRoofed with Asphalt Shingles (HSPT Reports, 2009)

CHAPTER 3: CULTURAL LANDSCAPE REPORT

LONG ISLAND EXISTING CONDITIONS

Introduction

The cultural landscape of the Long Island Light Station is a composition of features that remain from its development over the last 150 years as a light station and aid to navigation. As one of six light stations in the Apostle Islands, the Long Island Light Station played an important role in the initiation and development of the system. The intent of the Cultural Landscape Report (CLR), in conjunction with the Historic Structures Report (HSR) is to guide treatment and use of the aboveground resources associated with the light station. The CLR provides park managers with a comprehensive understanding of the physical evolution of the cultural landscape and provides guidance for its management.

The CLR was conducted at a thorough level of research, investigation and documentation. This level of research uses select documentation of known and presumed relevance, including primary and secondary sources that are readily available. The periods of landscape change are described using narrative text, historic photographs and annotated historic drawings and maps. Archeological investigations are not included.¹⁴ A more detailed description of the CLR methodology is presented in Volume I, Chapter 2: Methodology.

The light station reservation is the land initially set aside for development of the light station. On Long Island three sites have been developed for navigational aids. These three sites are referred to in the CLR as the LaPointe site, the Original LaPointe Lighthouse site and the Chequamegon Point site. In total these are referred to as the Long Island Light Station.

The CLR begins with a description of the site development of the Long Island Light Station that documents the physical changes that have occurred on the light station reservation and light station sites. The site development is presented by the six periods of landscape change.

The second section presents the existing condition and analysis of the cultural landscape. This section is organized by cultural landscape characteristics. In September 2009, field investigations were conducted to document the existing condition of the cultural landscape characteristics: spatial organization, topography, views and vistas, circulation, buildings, structures, small scale features and vegetation. The documentation of the island's existing condition is illustrated by existing condition plans, diagrams and photographs that document its cultural landscape.

The analysis compares the island's history with its existing condition, and identifies those landscape characteristics that retain integrity and contribute to the significance and integrity of the Long Island Light Station.

The existing condition and period plans were created in AutoCAD using a variety of sources including: historic and current maps and photographs provided by the NPS APIS Archives; field investigations conducted in September 2009; and additional information provided by park staff.

¹⁴ Page et al. 1998.

SITE DEVELOPMENT

A period of significance of 1852 to 1972 is recommended for the light stations of the Apostle Islands as a whole, to recognize the role of the light stations at each island and as a connected system of navigational aids for Lake Superior. The beginning date is the first act of Congress authorizing construction of the first lighthouse in the Apostle Islands in 1852. The period of significance for the Long Island Light Station begins with the construction of the Original LaPointe Lighthouse in 1858, and ends when the LaPointe Light Tower was automated in 1964. Six periods of landscape change document the evolution of the Long Island Light Station cultural landscape. Of these, three periods are within the Long Island Light Station's period of significance; these periods are noted by italics.

- Pre-Lighthouse (1852 – 1857)
- *Original LaPointe Lighthouse (1858 – 1889)*
- *Light Towers (1890 – 1938)*
- *Triplex/Coast Guard (1939 – 1964)*
- Automated Light (1965 – 1985)
- National Park Service Period (1986 to present)

The beginning and end of each period of landscape change corresponds to major physical changes related to either the site's use, technological advances, and/or governmental control of the island. The periods consider the social history of the island, however there are instances where the social history differs since physical change in the cultural landscape is the primary rationale in defining the beginning and end of each period.

Brief narrative text, a graphic illustrations (where applicable), and historic maps and photographs where available, describe each period of landscape change. Additional information regarding the period of significance for the Apostle Islands light stations is presented in Volume I, Chapter 3: Context, Current Designations, and Park Significance.

Pre-Lighthouse (1852 – 1857)

In 1852 Congress authorized the construction of the first lighthouse in the Apostle Islands, intended to be built at La Pointe Harbor on Madeline Island.¹⁵ In 1853, the location was revised to Long Island and the Lighthouse Board secured a 152 acre lighthouse reservation tract, purchasing the land from Joseph LeBel.¹⁶ Before construction began the location was again revised, and the first lighthouse was eventually built on Michigan Island in 1856. There were no physical improvements related to the Long Island light stations during this period.

Original LaPointe Lighthouse (1858 – 1889)

This period (Site Image LI-01) began with the establishment of the light station reservation and the construction of the LaPointe Lighthouse on Long Island in 1858.¹⁷ All of the light station improvements during this period were concentrated in the area immediately surrounding the lighthouse. Joseph LeBel continued to own the remainder of the land on the island (outside the reservation boundary), and operated a seasonal fish camp on the island's western end, near Chequamegon Point. The buildings labeled "fish shanties" can be seen on Site Image LI-02.

³ Busch, Jane C. "People and Places: A Human History of the Apostle Islands; Historic Resource Study of Apostle Islands National Lakeshore" Bayfield: Apostle Islands National Lakeshore. 2008. Page 124

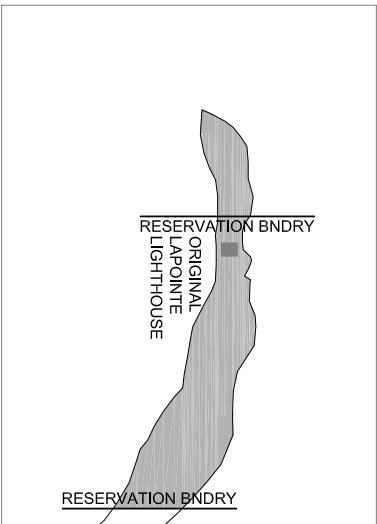
⁴ Ibid, page 126

⁵ Ibid, page 126

1
2 The LaPointe Lighthouse was placed into service in 1858. The building was wood frame construction with
3 a 35' tower located on the northern shore of the barrier spit. A small complex initially included at least one
4 outbuilding, set to the south behind the lighthouse, and the area to the west was cleared and fenced for farm
5 animals. The grounds were expanded during this period with additional outbuildings including privies, an
6 oil building, coal shed, and root cellar. A boathouse was built on the Chequamegon Bay side of the island
7 and was connected to the lighthouse grounds by a footpath (Site Image LI-02).¹⁸
8

⁶ Gillman, Henry; United States Light House Engineer, *LaPointe Light Station, Wisconsin*, .Drawing No. RHL 1025520, 11-2L-16, c1887

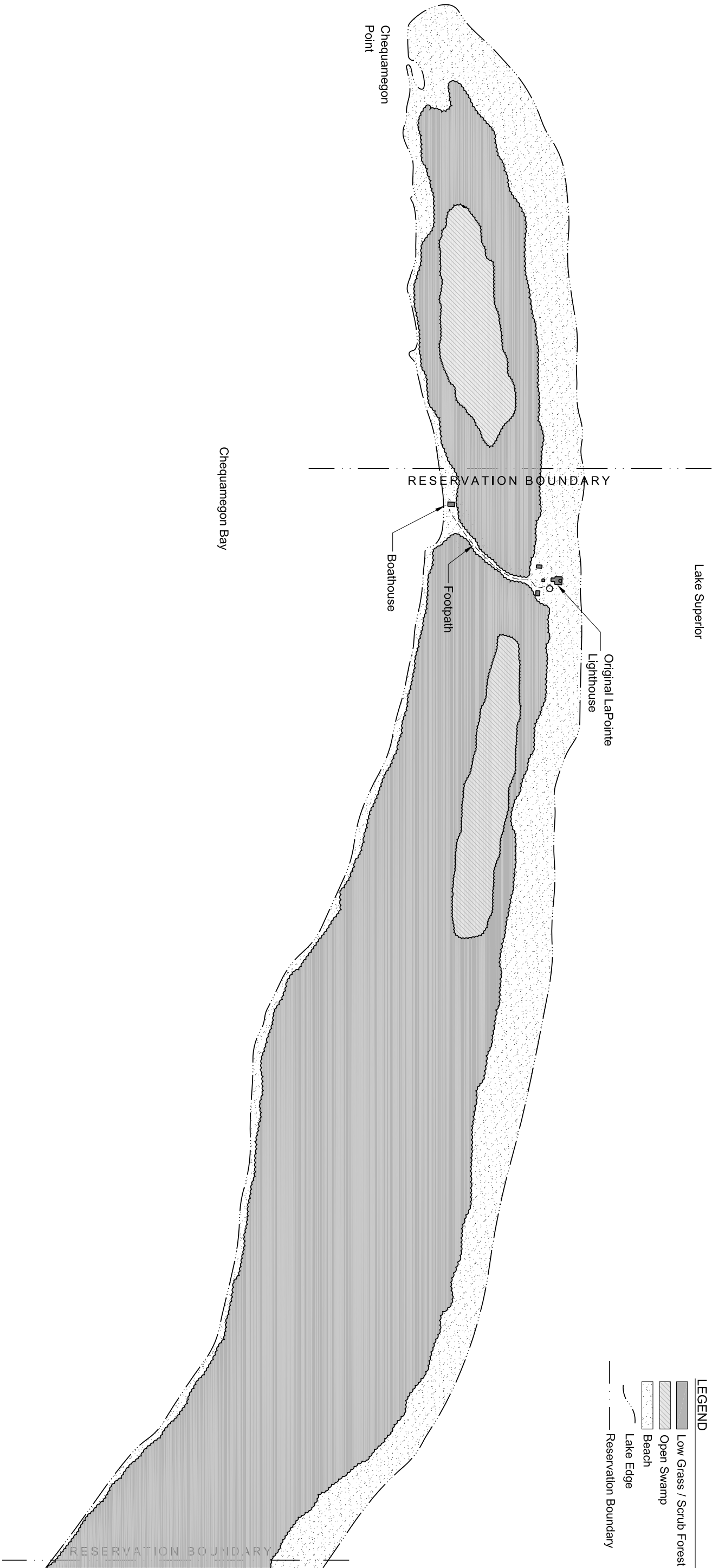
1
2



LONG ISLAND

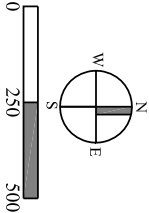
LEGEND

- Low Grass / Scrub Forest
- Open Swamp
- Beach
- Lake Edge
- Reservation Boundary

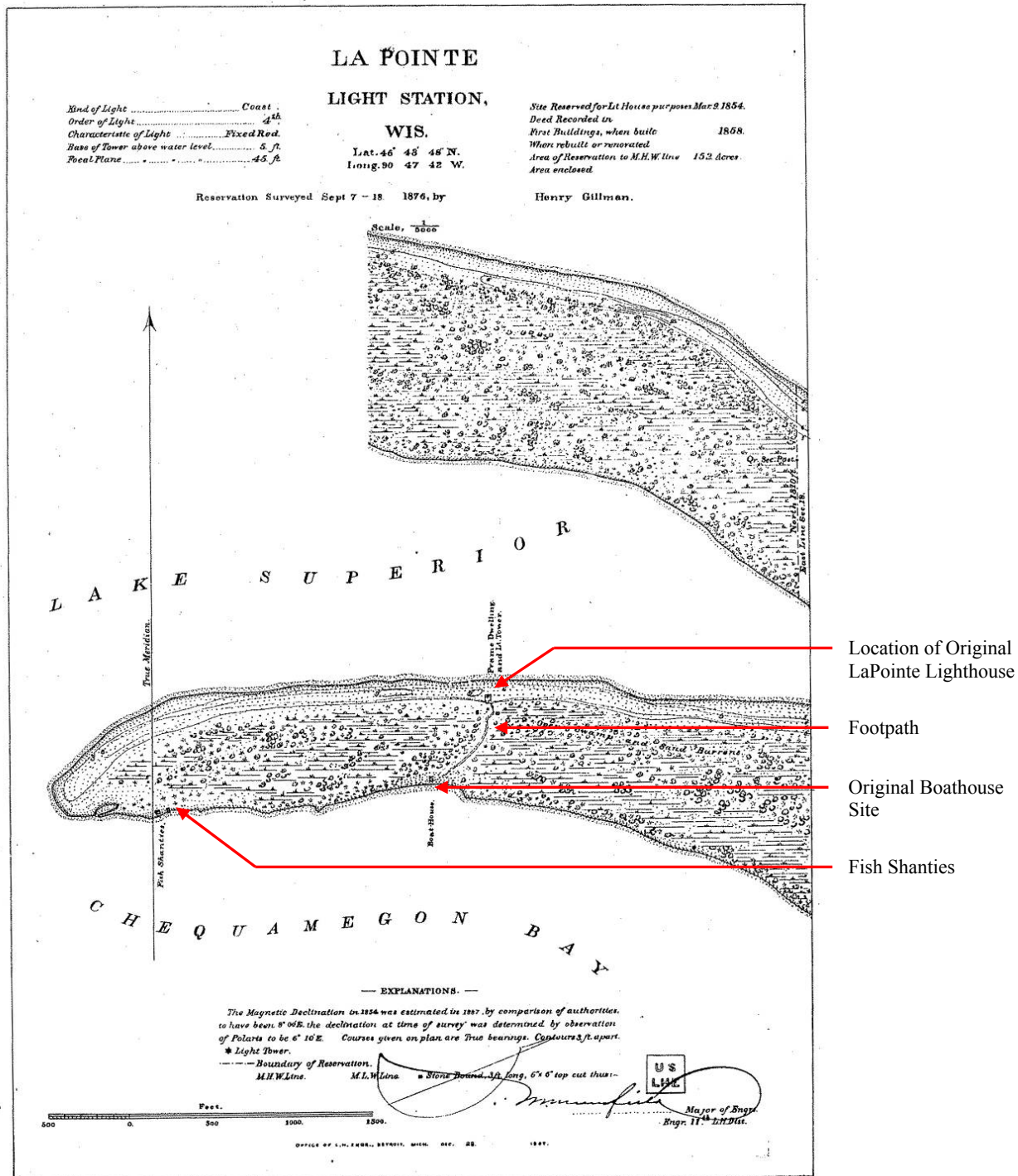


SITE IMAGE LI-01

TITLE OF PROJECT		CULTURAL LANDSCAPE REPORT	
HISTORIC PERIODS		TITLE OF DRAWING	
UNITED STATES DEPARTMENT OF THE INTERIOR APOSTLE ISLANDS NATIONAL LAKESHORE		LONG ISLAND LIGHT STATION ORIGINAL LAPOINTE LIGHTHOUSE PERIOD: 1858-1889 APOSTLE ISLANDS NATIONAL LAKESHORE NAME OF PARK	
REGION MIDWEST		COUNTY ASHLAND	
STATE WISCONSIN			



1 **LaPointe Lighthouse Historic Survey and Photographs**



2
3 Site Image LI-02: Survey of Original LaPointe Lighthouse site, 1876; (Source: NPS APIS Archives)
4



Site Image LI-03: View of first LaPointe Lighthouse from east, 1889 (Source: NPS APIS Archives)



Site Image LI-04: View of Lighthouse from west, c. 1889 (Source: NPS APIS Archives)

Light Towers (1890 – 1938)

The Light Towers period was a time of substantial change for the Long Island Light Station. New structures and improvements changed the composition of the light station from a single lighthouse site to three separate sites spread across the island. The new arrangement of navigational aids was directly related to technological advances in equipment and operations.

In 1890, the addition of the Fog Signal Building at a new site at the eastern edge of the reservation significantly expanded the light station. The Fog Signal was placed into operation in early 1891.¹⁹ The name, LaPointe, now referred to both sites: the Original LaPointe Lighthouse, and the site of the new Fog Signal Building. Improvements associated with the Fog Signal Building included a landing crib, water supply cistern and related water piping. A pipe box was built in 1901, to improve the water supply operation for the fog signal (Site Image LI-09).²⁰ In 1902, the dock at the eastern LaPointe site was repaired and extended further into Lake Superior.

An additional site was added to the Long Island Light Station during this period at Chequamegon Point, the western tip of the island. The land was purchased in 1895 from Joseph LeBel. This completed the full expansion of the light station sites.

In 1896, construction began on a new cast iron light tower, 67' in height, at the east LaPointe site. The LaPointe Light Tower was located just to the west of the Fog Signal Building and placed into service in 1897.²¹ At the western tip of the island the Chequamegon Point Light Tower, was built and placed into service in 1897.²² In 1911, work crews installed three 32' long log cribs filled with stone along the northwest side of the point to protect the Chequamegon Point Light Tower footings. Remnants of the cribs are extant in the water.

While the new light towers were being erected on the island, the Original LaPointe Lighthouse was improved to serve as a more expansive keeper's quarters. A brick, one-story foundation was built and the original building was raised and set on top of this new foundation. The building was converted into a duplex to provide living quarters for the keeper and assistant keeper. The lighthouse keepers for the two new light towers lived in the rehabilitated Original LaPointe Lighthouse throughout this period, beginning about 1896. Numerous outbuildings were built and removed on the Original LaPointe Lighthouse site. They included a barn and chicken coop that were demolished in 1899, a coal shed, an ice house, two privies, a root cellar and several wooden sheds. A brick Oil Building was built during this period and is extant today. A new boat dock was built near the duplex on the Lake Superior shore of the island, replacing the boat dock on the Chequamegon Bay shore.

The sandy soils on the island made landscaping and gardening difficult but at least one of the keepers, Joseph Sexton (keeper from 1889-1921), was known to have grown vegetables and raised farm animals. Sexton built cribs to protect his garden from the shifting sand dunes. Lighthouse keeper Ben Hudak (keeper in the 1930s), noted in an oral history interview that sandy soil prevented him from gardening, but blueberries and cranberries grew wild on the island.

In 1909, a narrow concrete sidewalk was built to connect the keepers quarters (centrally located in the Original LaPointe Lighthouse) to the LaPointe Light Tower to the east. That was soon followed by a similar concrete walk to the Chequamegon Point site. The right-of-way for the walk was purchased from

¹⁹ Busch, Jane C. "People and Places: A Human History of the Apostle Islands; Historic Resource Study of Apostle Islands National Lakeshore" Bayfield: Apostle Islands National Lakeshore. 2008. page 132

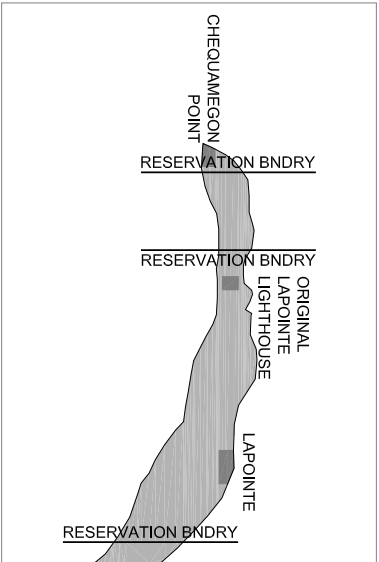
²⁰ T.H.M.; Location of LaPointe Fog Signal Landing Crib and Well, APIS Archives, Drawing No. RHL 1025511, 1896

²¹ Busch, page 131

²² Ibid

1 Joseph LeBel. The sidewalk linked the three light stations and allowed the lighthouse keepers to travel
2 more efficiently between the three sites.
3

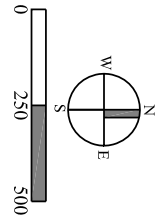
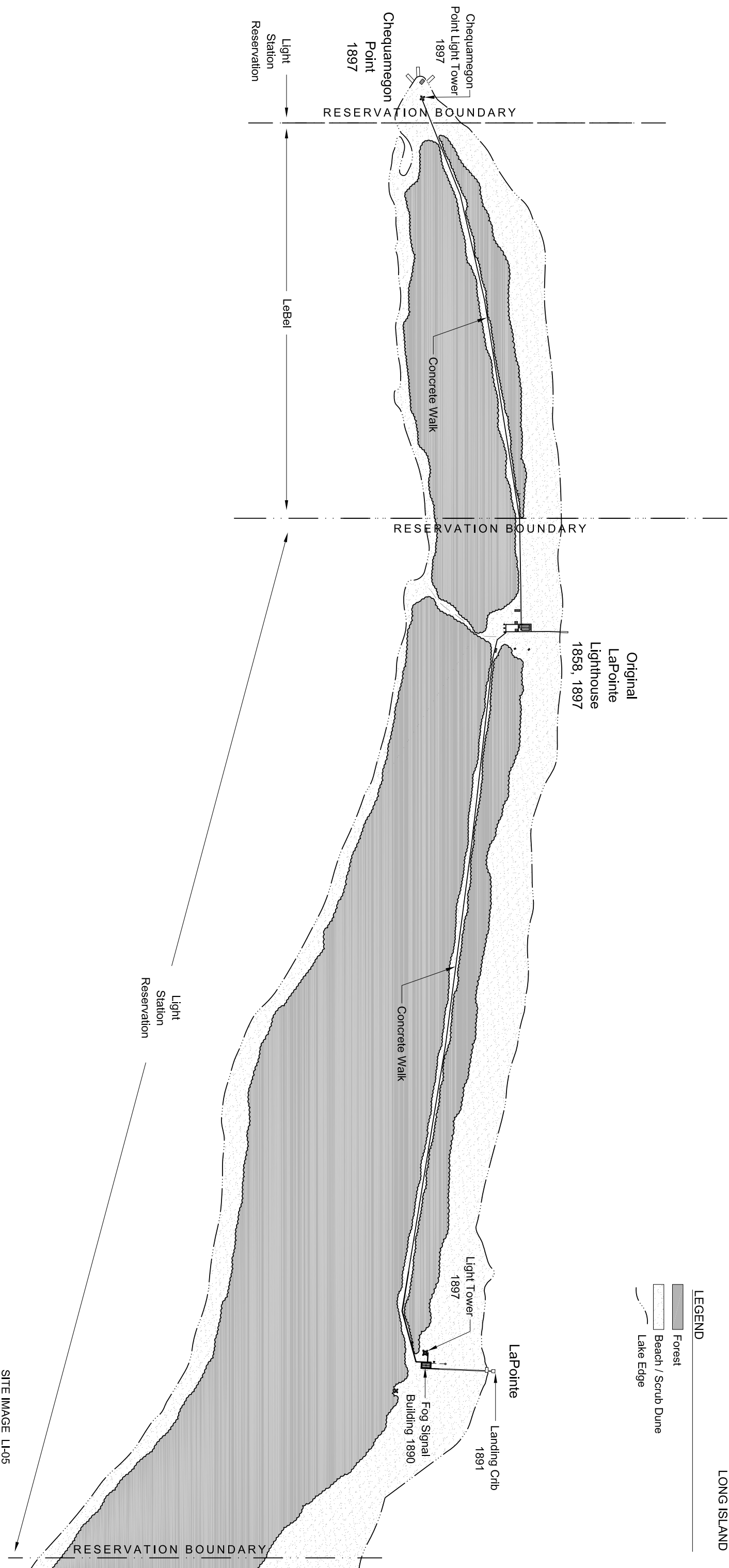
4 By 1927, a steel framed radio beacon tower was built at the east LaPointe site, southeast of the Fog Signal
5 Building. This tower brought a new technology to the light station and added a second tall, vertical element
6 to the LaPointe site. In 1936, a steel framed radio antenna tower was built north of the Fog Signal Building,
7 adding a third vertical element to the LaPointe site. The footings for both towers are extant today.
8



LONG ISLAND

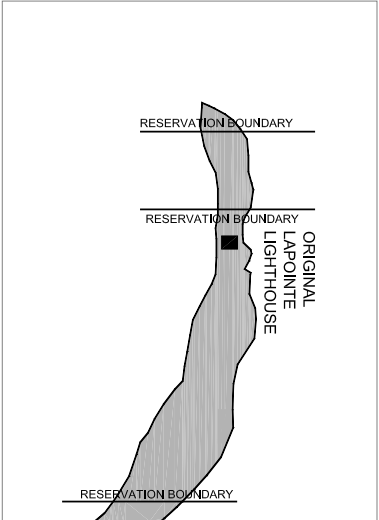
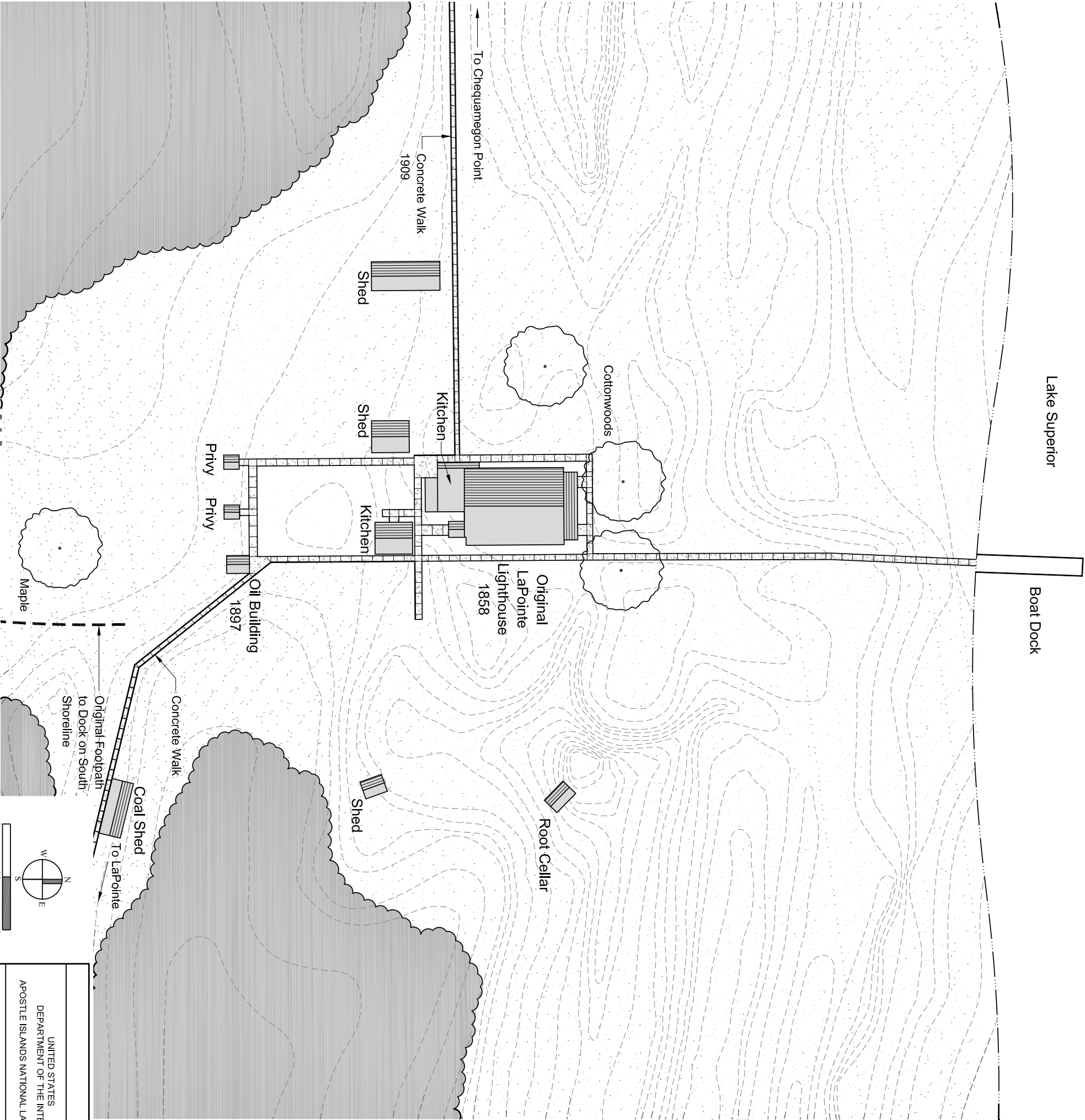
LEGEND

- Forest
- Beach / Scrub Dune
- Lake Edge



TITLE OF PROJECT		CULTURAL LANDSCAPE REPORT	
HISTORIC PERIODS		TITLE OF DRAWING	
UNITED STATES DEPARTMENT OF THE INTERIOR APOSTLE ISLANDS NATIONAL LAKESHORE		LONG ISLAND LIGHT TOWERS PERIOD: 1890-1938 NAME OF PARK	
REGION MIDWEST		COUNTY ASHLAND	
		STATE WISCONSIN	

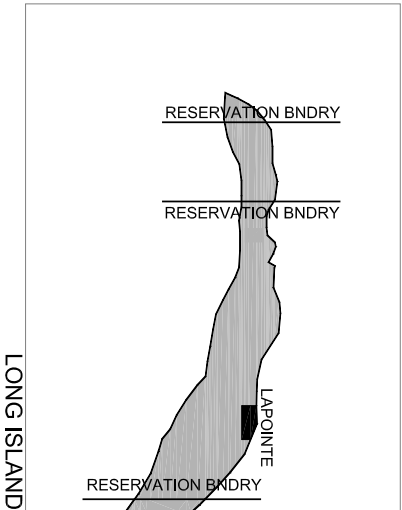
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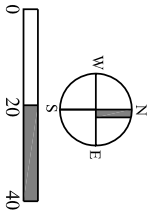
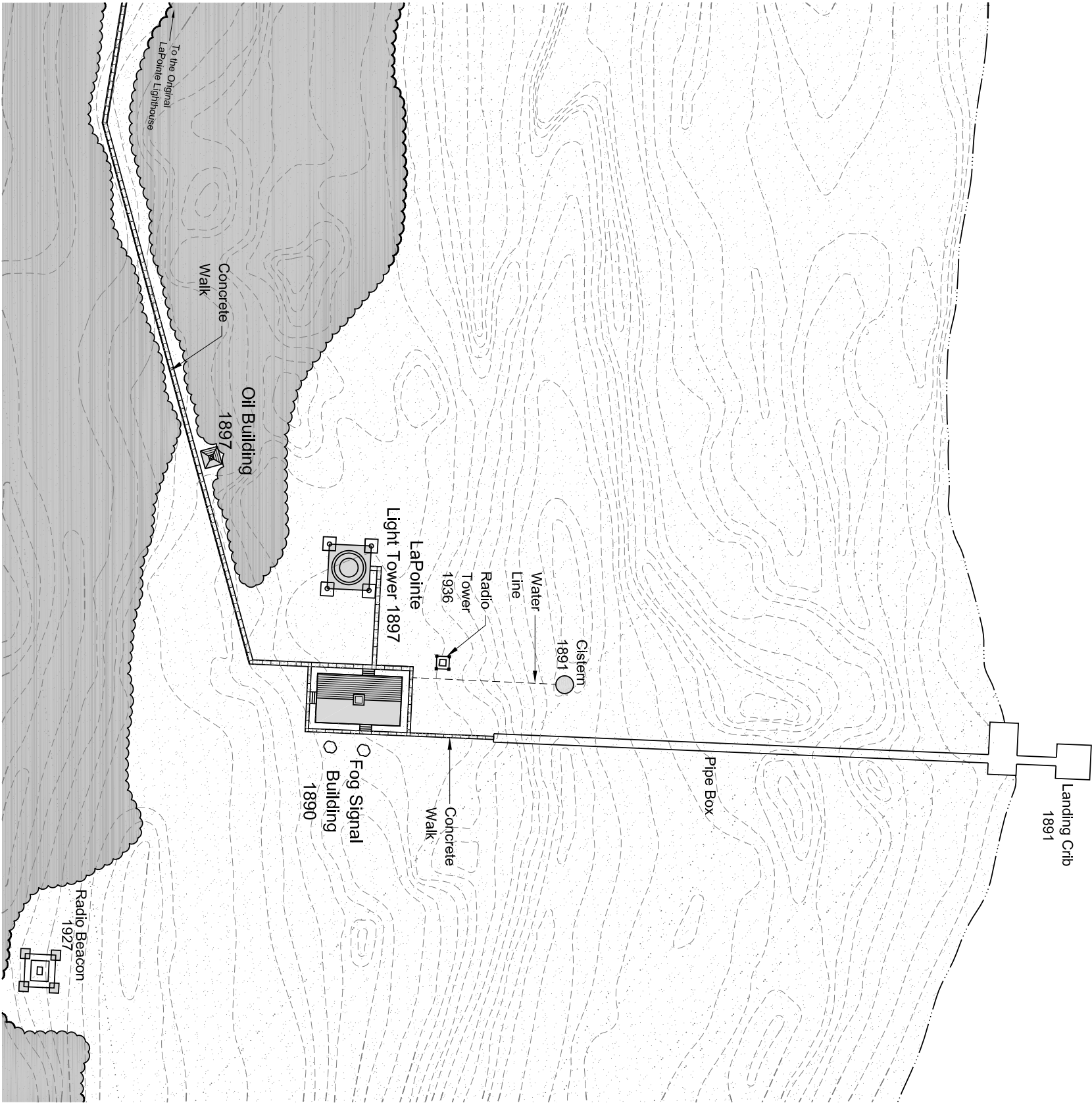
- LEGEND
- Forest
 - Beach / Scrub Dune
 - Lake Edge

UNITED STATES DEPARTMENT OF THE INTERIOR APOSTLE ISLANDS NATIONAL LAKESHORE		CULTURAL LANDSCAPE REPORT TITLE OF PROJECT TITLE OF DRAWING LONG ISLAND - ORIGINAL LAPointe LIGHTHOUSE NAME OF PARK APOSTLE ISLANDS NATIONAL LAKESHORE	
		REGION MIDWEST	STATE WISCONSIN
		COUNTY ASHLAND	

SITE IMAGE LI-06

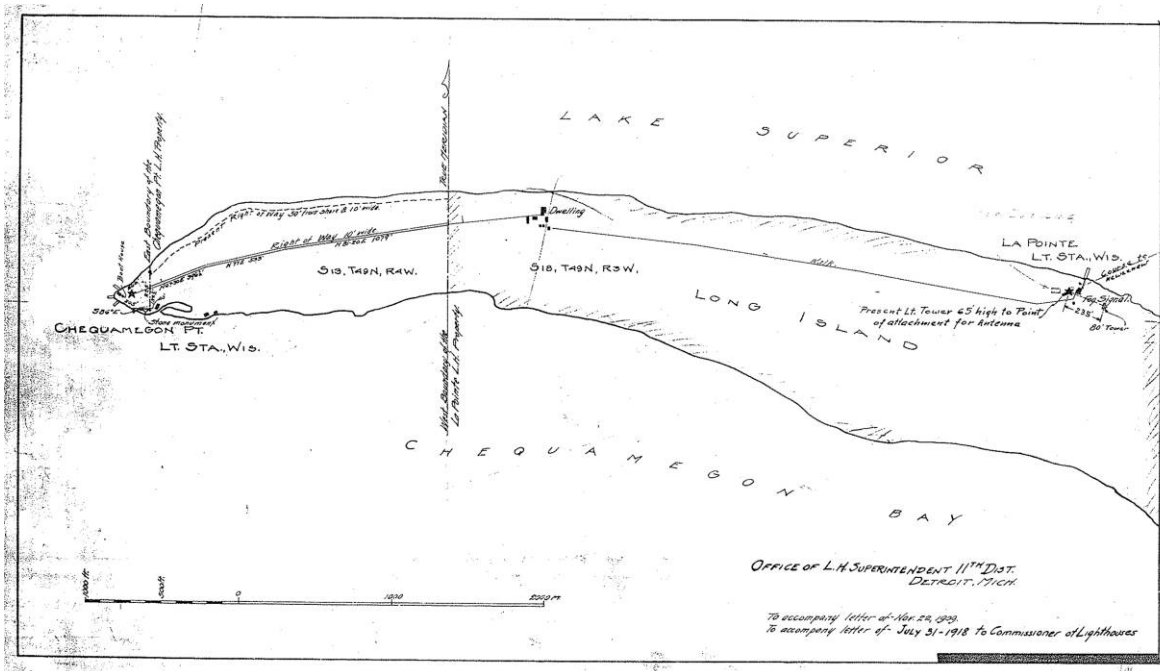


- LEGEND
- Forest
 - Beach / Scrub Dune
 - Lake Edge

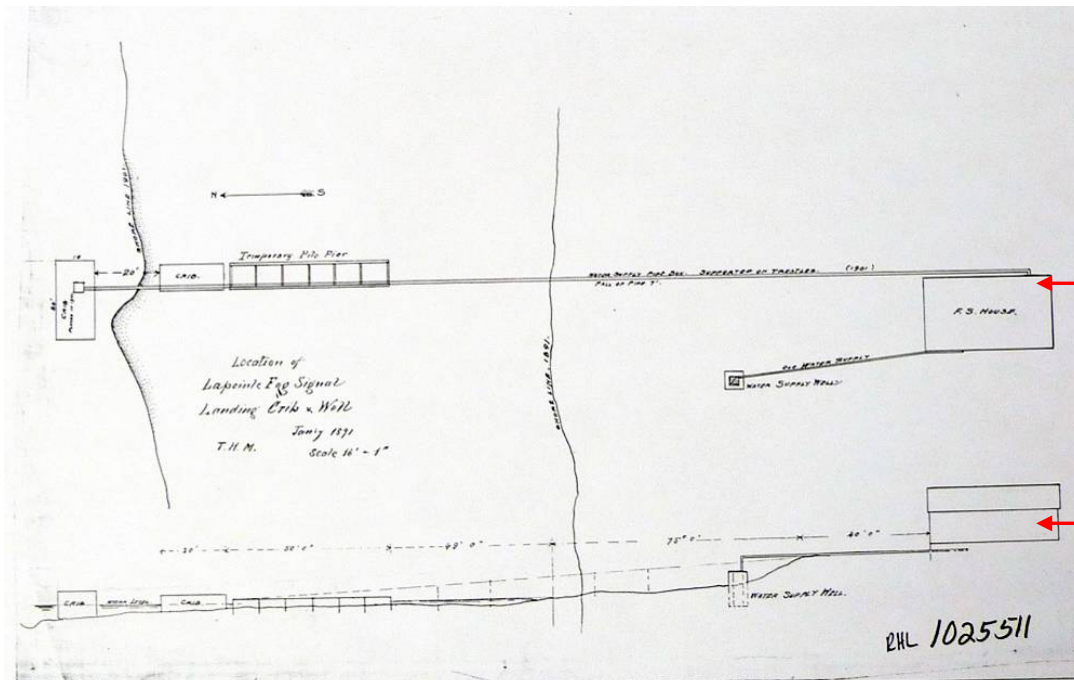


UNITED STATES DEPARTMENT OF THE INTERIOR APOSTLE ISLANDS NATIONAL LAKESHORE		TITLE OF PROJECT CULTURAL LANDSCAPE REPORT HISTORIC PERIODS TITLE OF DRAWING LONG ISLAND - LAPOINTE LIGHT TOWERS PERIOD: 1890-1938 NAME OF PARK APOSTLE ISLANDS NATIONAL LAKESHORE	
		REGION MIDWEST	STATE WISCONSIN
		COUNTY ASHLAND	

1 **Light Towers Historic Surveys and Photographs**



2
3 Site Image LI-08: Survey of Long Island showing the three sites and connecting walk, c. 1909-1918 (Source: NPS APIS
4 Archives)
5



6
7 Site Image LI-09: From right to left: Fog Signal Building, cistern, pipe box, and landing crib, c. 1896, 1901 (Source: NPS
8 APIS Archives)
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10



Note Extent of
Clearing

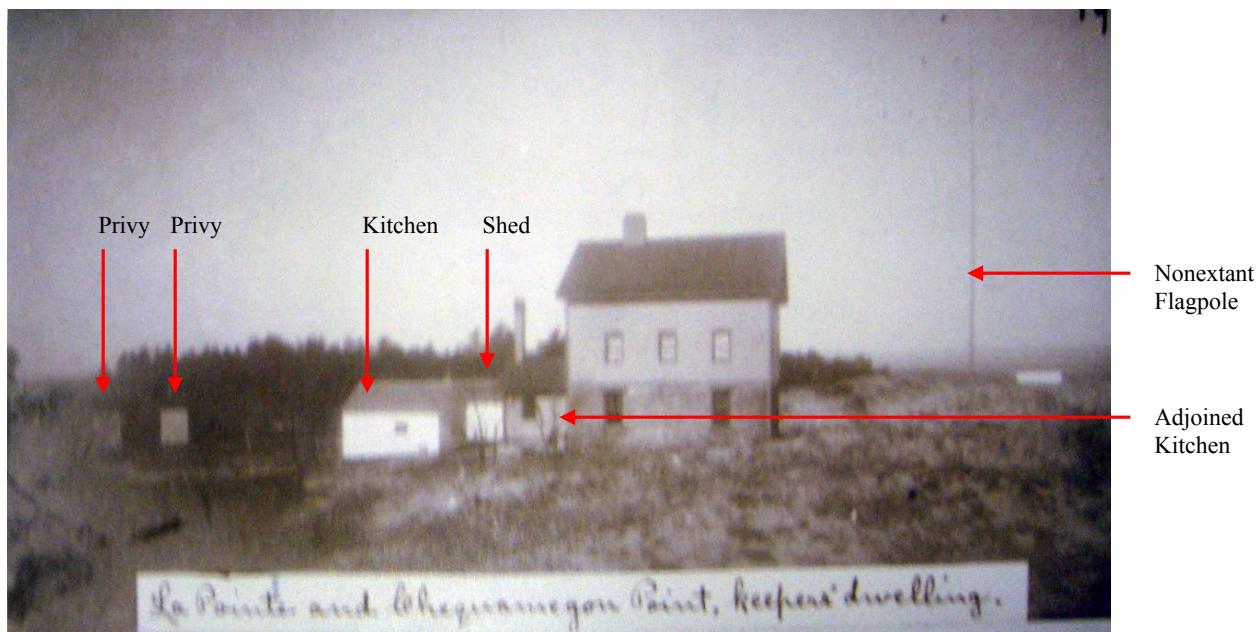
Site Image LI-10: LaPointe Light Tower, Fog Signal Building, pipe box and landing crib from west, c. 1904 (Source: NPS APIS Archives)



Note Extent of
Clearing

Note Elevated
Boardwalk

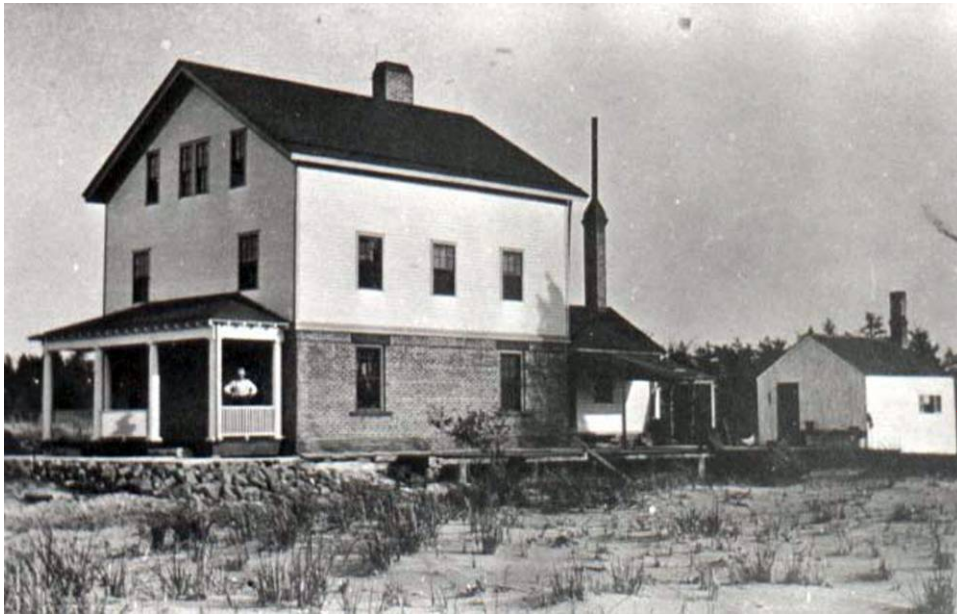
Site Image LI-11: LaPointe Light Tower, Fog Signal Building and pipe box from north; cistern at right, c. 1913 (Source: NPS APIS Archives)



Site Image LI-12: Keepers Quarters (Original LaPointe Lighthouse) raised on a one story brick foundation with kitchens and privies at left, c. 1904 (Source: NPS APIS Archives)

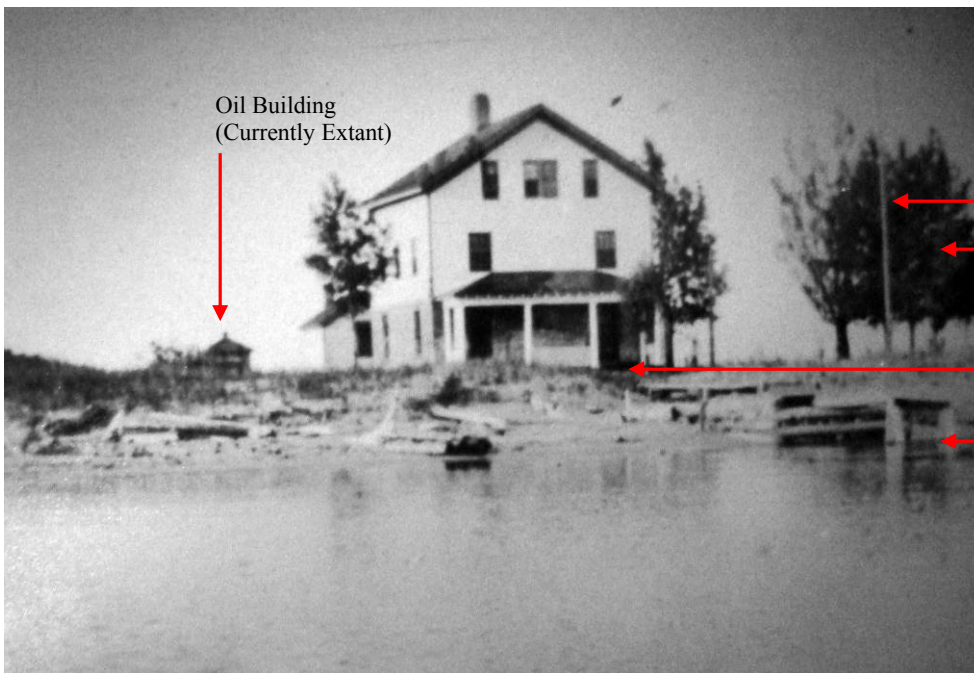


Site Image LI-13: Concrete walk linking the light stations, c. 1910 (Source: NPS APIS Archives)



Shed

Site Image LI-14: View of Keepers Quarters (Original LaPointe Lighthouse) from west, c. 1910 (Source: NPS APIS Archives)



Oil Building
(Currently Extant)

Nonextant Flagpole

Cottonwood Trees

Note Proximity to
Shoreline

Nonextant Dock

Site Image LI-15: View of Keepers Quarters (Original LaPointe Lighthouse) from Lake Superior with front porch, boat dock and tree plantings, c. 1920 (Source: NPS APIS Archives)



1
2 Site Image LI-16: View of Chequamegon Point from Lake Superior with Chequamegon Point Light and three nonextant
3 structures, date unknown (Source: NPS APIS Archives)
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Triplex/Coast Guard (1939 – 1964)

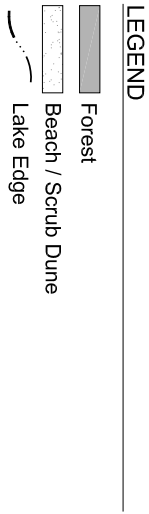
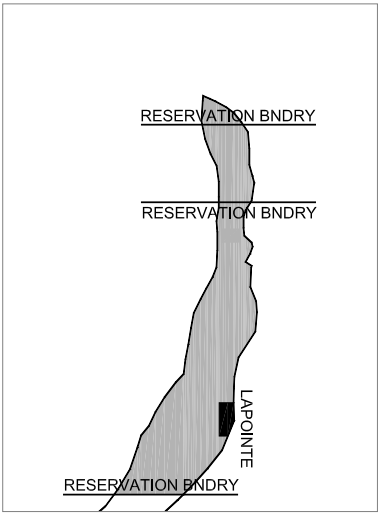
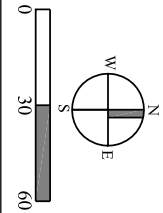
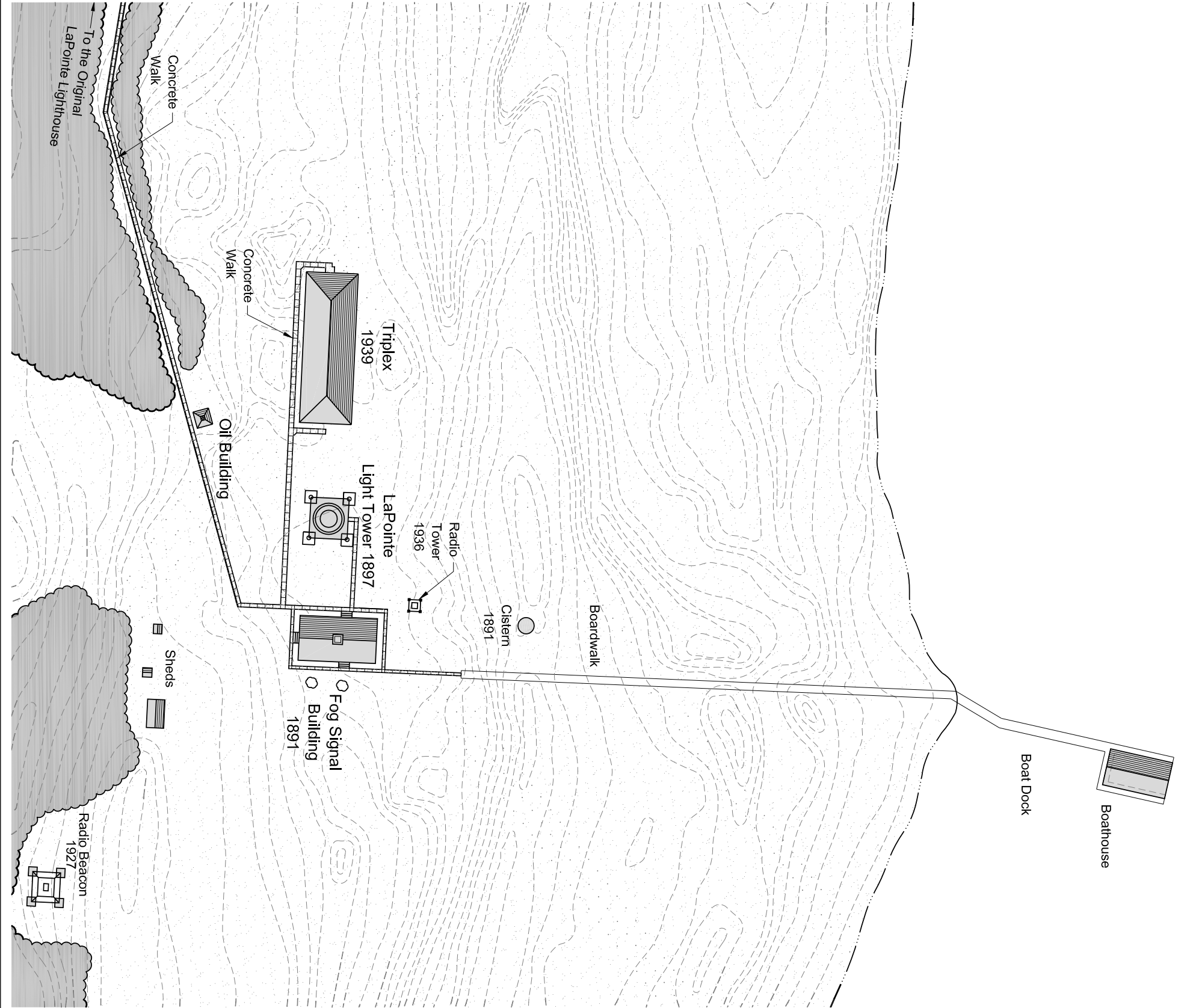
This period began with the construction of the Triplex residential building on the LaPointe site. After its completion in 1939, the residences for the lighthouse keepers were moved from the Original LaPointe Lighthouse to the Triplex. At this same time, the United States Coast Guard (USCG) took over management of the lighthouses in the Apostle Islands including the Long Island Light Station. The period continued until 1964 when both light stations (Chequamegon Point and LaPointe) were automated and the need for a manned presence was no longer required.²³

The residential Triplex was a New Deal Public Works Administration project, initiated in 1938 and completed in 1939. The Triplex provided housing for three families and brought a residential use to the LaPointe site. A new boat dock was also constructed during this period. It extended further out into Lake Superior than the previous landing and a boathouse was built on the dock over the water.

The construction of the Triplex made the eastern LaPointe site the center of light station activities as it became the primary residence, housing three families of lighthouse keepers. Additional structures and features were constructed at the LaPointe site during this time. Many of the small scale features were built after the USCG took over management of the station and remain today.

After the completion of the Triplex the Original LaPointe Lighthouse was abandoned. The building and its surrounding features fell into disrepair as they were no required for light station operations.

²³ Busch, Jane C. "People and Places: A Human History of the Apostle Islands; Historic Resource Study of Apostle Islands National Lakeshore" Bayfield: Apostle Islands National Lakeshore. 2008, page 149.



<div> <div> UNITED STATES DEPARTMENT OF THE INTERIOR APOSTLE ISLANDS NATIONAL LAKESHORE </div> <div> <div> <div> CULTURAL LANDSCAPE REPORT </div> <div> <div> <div> TITLE OF PROJECT</div> <div> LONG ISLAND - LAPointe</div> <div> TRIPLEX / COAST GUARD PERIOD: 1939-1965 </div> </div> <div> <div> <div> NAME OF PARK</div> <div> APOSTLE ISLANDS NATIONAL LAKESHORE </div> </div> <div> <div> <div>REGION</div> <div> MIDWEST </div> </div> <div> <div> <div>COUNTY</div> <div> ASHLAND </div> </div> <div> <div>STATE</div> <div> WISCONSIN </div> </div> </div> </div> </div> </div> </div></div></div>	
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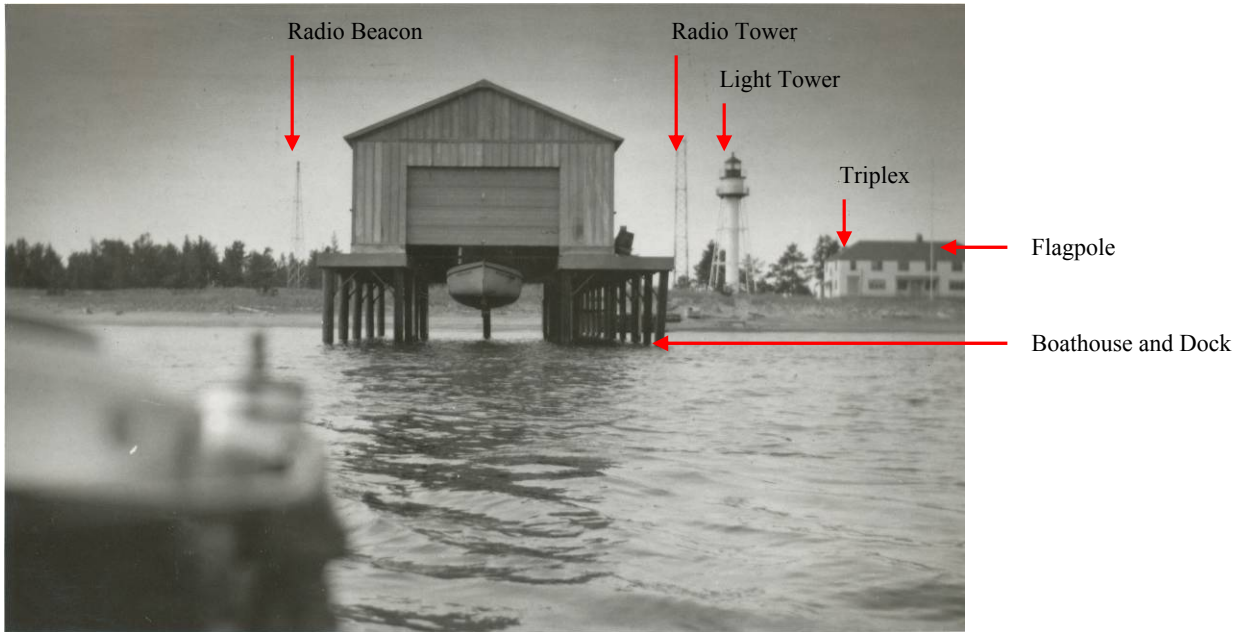
1 **Triplex/Coast Guard Photographs**



2
3 Site Image LI-18: View of LaPointe grounds from Lake Superior, showing from left, the Fog Signal Building, Radio Tower,
4 Light Tower, and Triplex, c. 1943-1945 (Source: NPS APIS Archives)
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6
7 Site Image LI-19: Triplex with Light Tower on left, c. 1942 (Source: NPS APIS Archives)
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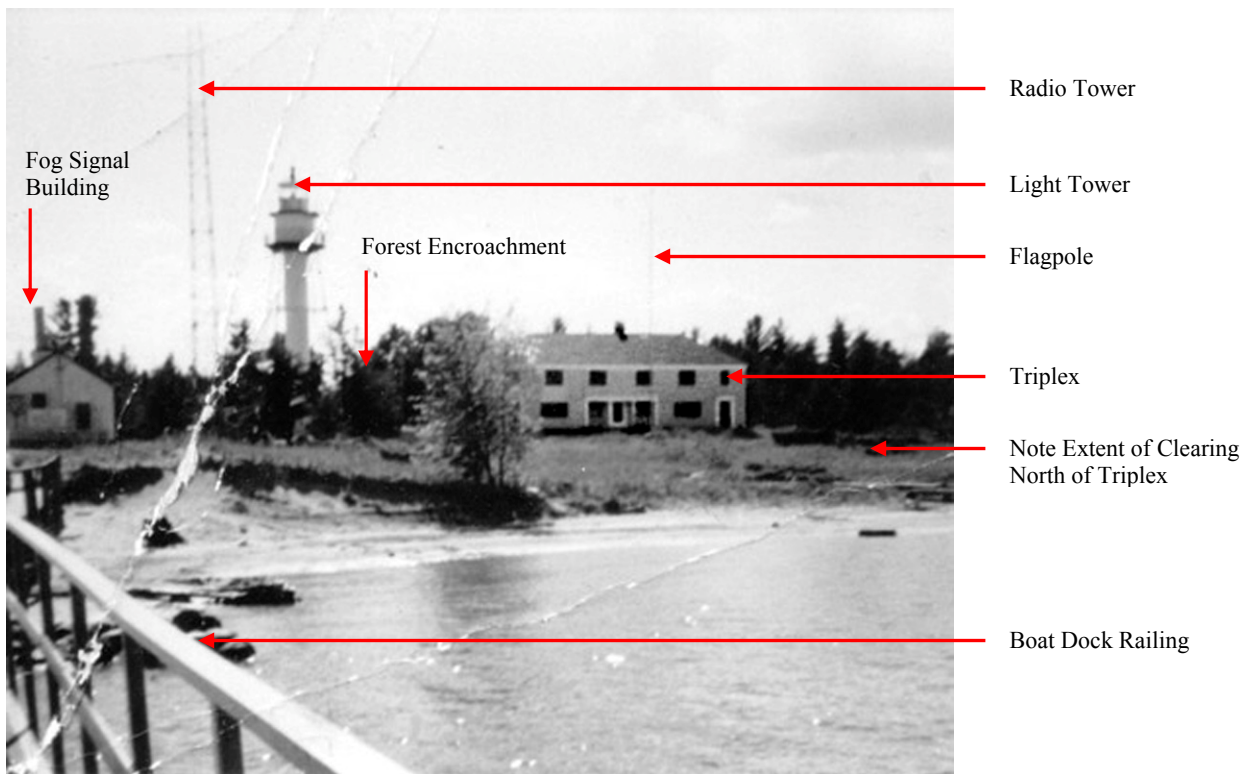


Site Image LI-20: View of LaPointe boat dock and grounds from Lake Superior, c. 1943 (Source: NPS APIS Archives)

Automated Light Period (1965 – 1985)

This period began with the automation of the LaPointe Light Tower and the Chequamegon Point Light Tower, eliminating the need for light keepers on the island. During this period only a few improvements were added to the LaPointe and Chequamegon Point sites and no improvements were added to the Original LaPointe Lighthouse site as it was previously abandoned. The primary physical changes during this period were associated with the degradation and loss of features. The Fog Signal Building was demolished by the USCG in 1984 and the steel radio tower was also removed in the 1980s. The foundations of both of these elements are extant today. During this period the open, cleared areas of the reservation were gradually reduced as the adjacent forest encroached into the grounds of the three sites. The forces of nature continued to affect the light station with wave action constantly reshaping the sandy shoreline.

Automated Light Photographs



Site Image LI-21: View of LaPointe grounds from boat dock, c. 1969 (Source: NPS APIS Archives)

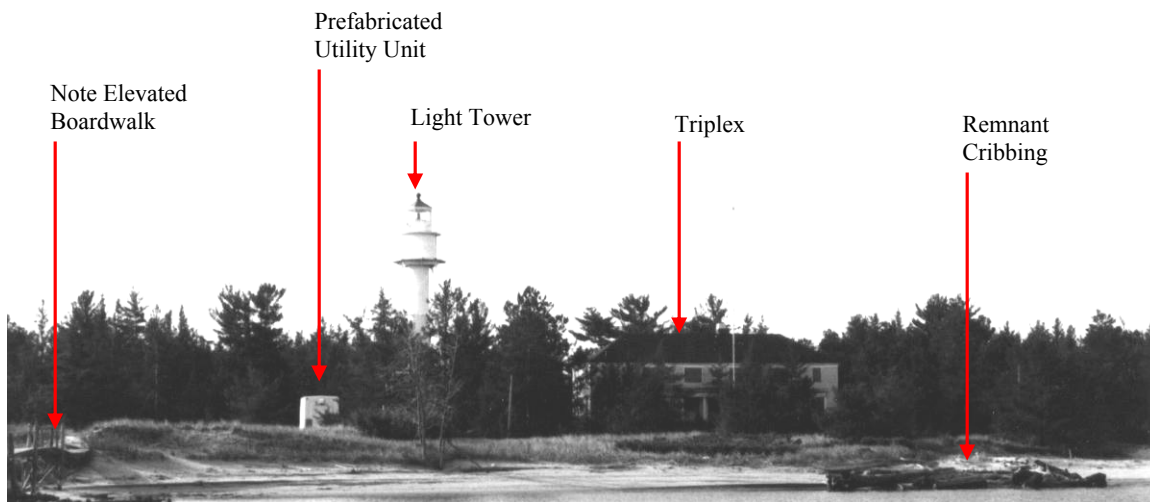
National Park Service Period (1986 to present)

Long Island was not included in the Apostle Islands National Lakeshore when it was originally established in 1970. In 1986, Long Island was added to the National Lakeshore, beginning the NPS period that continues to present day. This period brought about changes in the landscape that were primarily related to island access, resource protection and visitor use.

The most significant changes were in 1987, when the USCG relocated the Chequamegon Point Light Tower approximately 100' inland to protect it from the shifting shoreline. The tower was damaged in the move. That same year, the light was transferred to a second steel light tower at Chequamegon Point, the USCG Culvert Tower, located approximately 60' west of the Chequamegon Point Light Tower. In 2006, the Chequamegon Point Light Tower was reset on new concrete foundations constructed with the exact dimensions of the original concrete foundations. The original footings are extant in the Tower's original location but partially submerged in Lake Superior.

The current boat dock at the LaPointe site was built in 2000, on the steel pipe framing of the previous dock from the Triplex/Coast Guard period.

Park Service Photograph



Site Image LI-22: View of LaPointe site from Lake Superior, c. 1987 (Source: NPS APIS Archives)

ENVIRONMENTAL CONTEXT

The Long Island Light Station is located on the western end of a barrier spit. It is 2.1 miles-long, 0.23 miles wide and 297 acres in size. The maximum elevation above the lake is 10'.²⁴ Because Long Island is a barrier spit, it has vegetation communities typical of a sandscape unlike the other light stations in this study. Sandscapes typically include a beach without vegetation, active dunes, intertidal hollows (sometimes with ephemeral ponds or pools), stabilized dunes or beach ridges (often covered by pine forest), and often a filled-in lake basin with either bog or alder thicket vegetation.²⁵ Plant communities in sand dune areas are dominated by dune vegetation such as beach grass, beach pea, speckled alder (*Alnus rugosa*), quaking aspen, and white birch.²⁶ Presettlement forests on Long Island were dominated by red pine (*Pinus resinosa*), white pine, white birch, and quaking aspen on the ridges.²⁷ The island was extensively logged for timber in the late 19th and early 20th centuries. The present forest is dominated mostly by red pine (*Pinus resinosa*), jack pine (*Pinus banksiana*), and oak (*Quercus* sp.). The area around LaPointe site (the eastern light tower) has been cleared periodically. Nearby plant communities include jack pine forest and pine barrens.²⁸ The area around Chequamegon Point site (the western light tower) is a mixture of dunes with junipers and jack pine forest.²⁹

Because Long Island is presently connected to the mainland as part of a peninsula, its wildlife is fairly representative of what is present on the mainland.³⁰ Common mammal species include red squirrel (*Tamiasciurus vulgaris*), snowshoe hare (*Lepus americanus*), deer mouse (*Peromyscus maniculatus*), masked shrew (*Sorex cinereus*), boreal redback vole (*Clethrionomys gapperi*), beaver (*Castor canadensis*), raccoons (*Procyon lotor*), white-tailed deer (*Odocoileus virginianus*), coyotes (*Canis latrans*), bobcats (*Lynx rufus*), and black bear (*Ursus americanus*). A variety of migratory birds use the island for foraging, nesting, and as a stop-over during migration. Long Island is particularly important for waterfowl, passerines, and shorebirds, including the piping plover (*Charadrius melodus*), which is a federally and state endangered species.³¹ The U.S. Fish and Wildlife Service has designated a large portion of Long Island as critical habitat for piping plover.

²⁴ National Park Service (NPS). 2006. Apostle Islands National Lakeshore Website. Island Statistics. Last updated August 23, 2006. Available at <http://www.nps.gov/apis/parkmgmt/upload/island%20statistics.PDF>. Accessed December 7, 2009.

²⁵ Nuhfer and Dales 1987 as cited in Judziewicz and Koch 1993

²⁶ National Park Service (NPS). 2009.

²⁷ Judziewicz and Koch 1993

²⁸ National Park Service (NPS). 2009.

²⁹ National Park Service (NPS). 2009.

³⁰ *ibid*

³¹ National Park Service (NPS). 2006. Apostle Islands National Lakeshore Website. Island Statistics. Last updated August 23, 2006. Available at <http://www.nps.gov/apis/parkmgmt/upload/island%20statistics.PDF>. Accessed December 7, 2009.