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Nat. Register of Historic Places
National Park Service

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Little Mark Island Monument
Other names/site number: Little Mark Island Monument Light
Name of related multiple property listing: _____

2. Location

Street & number: N Casco Bay at mouth of Merriconeag Sound, 1.3 mi SW of Bailey Island
City or town: Harpswell State: Maine County: Cumberland
Not For Publication: [ ] Vicinity: [x]

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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. I recommend that this property be considered significant at the following level of significance:

___national ___statewide X local

Applicable National Register Criteria:

X A ___B X C ___D

FEB 04 2016

Signature of certifying official/Title: **Date**

United States Coast Guard

State or Federal agency/bureau or Tribal Government

In my opinion, the property X meets __ does not meet the National Register criteria.

2/11/16

Signature of commenting official: **Date**

SHPO

Title : **State or Federal agency/bureau or Tribal Government**

4. National Park Service Certification

I hereby certify that this property is:

✓ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

for Edson H. Beall 6.7.16

Signature of the Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private: ☐

Public – Local ☐

Public – State ☐

Public – Federal [X]

Category of Property

(Check only **one** box.)

Building(s) ☐

District ☐

Site ☐

Structure [X]

Object ☐

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

Contributing	Noncontributing	
		buildings
		sites
1		structures
		objects
1	0	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use
Historic Functions
(Enter categories from instructions.)
Transportation
Water-related

Current Functions
(Enter categories from instructions.)
Transportation
Water-related

7. Description

Architectural Classification
(Enter categories from instructions.)
No style

Materials: (enter categories from instructions.)
Principal exterior materials of the property: Stone

Narrative Description

Summary Paragraph

The Little Mark Island Monument is a pyramidal stone masonry tower constructed and established as a Federal aid to navigation and lifesaving facility on Little Mark Island in 1827. It is situated in the town of Harpswell, Cumberland County, Maine. This property consists of one contributing resource: the monument tower. Little Mark Island is located in northern Casco Bay, 1.3 miles southwest of Bailey Island, and is approximately one acre in area and uninhabited. The monument stands atop the island's highest terrain and was built to serve as a daybeacon landmark for mariners and place of refuge for shipwreck victims. It is 50 feet tall, rectangular in plan, and 18 feet wide at the base. The tower's interior is open and configured like a chimney flue with a 12-foot square room and entrance at the base. The exterior is painted white with a vertical black stripe centered on each of its four sides. The tower was capped with a concrete slab in 1927 and a beacon light was installed on top. The Little Mark Island Monument is owned by the U.S. Coast Guard and identified as number 6700 on the regional aids to navigation list. It is accessible by boat.

Description:

The Little Mark Island Monument property includes one contributing resource: the monument tower which is identified as number 6700 on the regional aids to navigation list. It is situated in the town of Harpswell, Cumberland County, Maine, and is accessible by boat.

The property's setting is Little Mark Island in northern Casco Bay. This island is situated at the southern end and mouth of Merriconeag Sound, an area of sheltered water bounded on the west by Harpswell Neck and Haskell Island, and on the east by Bailey Island and Orrs Island. It is also situated at the eastern end and mouth of Broad Sound which extends westward across a large portion of northwestern Casco Bay. Located 1.3 miles southeast of Bailey Island, Little Mark Island may be seen clearly from the southern end of State Road 24. It is accessible by boat.

Little Mark Island is approximately one acre and rises to an elevation approximately 40 feet above mean low water. It is oval-shaped with the long axis oriented northeast-southwest. The island's interior is vegetated with grasses; there are no trees. The rocky shoreline is rugged and best approached when surrounding waters are calm. Little Mark Island lacks a terrestrial source of fresh water and is uninhabited. It hosts a seasonal nesting colony of double-crested cormorants. The island was purchased by the Federal government in 1827 and is owned by the U.S. Coast Guard.

Contributing Resource (Little Mark Island Monument):

The Little Mark Island Monument was built in 1827 as a Federal daybeacon. (A daybeacon is an aid to navigation visible during daytime only; it is not equipped with a light.) Its design provided a prominent landmark for mariners and a place of refuge in the event shipwreck victims landed on the island.

This structure is a 50-foot tall stone masonry tower that is square in plan and steeply pyramidal in elevation. Each side is 18 feet wide at the base and approximately 4 feet, 6 inches wide at the top. The masonry includes rough-hewn, irregular rock rubble slabs that vary in size and shape. The rocks are fitted together tightly and bound with lime mortar. The rock resembles the native rock of Little Mark Island and appears to have been quarried there. The monument's exterior is painted with a distinguishing daymark so observers may determine its identity. It is white with a vertical black stripe approximately four feet wide extending from top to bottom on each side. The white paint is deteriorated; the black stripes are clearly visible. A non-original single-rung steel ladder affixed to the middle of the south side exterior rises to the tower top. The ladder's base is 10 feet above the ground. A rectangular concrete slab on the ground directly beneath the steel ladder provides a platform for placing a portable ladder to reach it. A non-original rectangular concrete slab caps the tower. It is approximately 5 feet, 6 inches square and six inches thick. A vertical two-foot tall steel pipe set into each corner of the slab provides four stanchions supporting a rectangular single-tier railing made with four segments of steel pipe.

A rectangular entrance approximately four feet tall by three feet wide pierces the tower's western side at ground level. There is no door at present. The tower's walls are three feet thick at this level. The entry provides access to a rectangular interior room that is approximately 12 feet long on each side. The room's overhead is open all the way to the tower's top and is pyramidal. It resembles a chimney flue. The interior room is empty except for a wooden cabinet sheathed in metal. This is approximately four feet tall by three feet wide by two feet deep. The cabinet's front door is marked "Griswold Signal Co." The Griswold Signal Company produced electric signal lights and signal control equipment. It was established in Minneapolis, Minnesota, during the early 1920s and continued in business until the late 1940s.

A non-original steel box and pedestal assembly sits centered atop the concrete slab. It is of recent vintage. The rectangular box is approximately 18 inches long by 18 inches tall, has welded seams, and is bolted to the slab's surface. It includes a latched access door and contains an electrical battery power supply. The pedestal is a steel pipe welded to the top of the box. It supports a modern automated marine beacon light. This optic's focal plane is 74 feet above water level. It signals a white flash every four seconds and is visible for five miles in clear weather. A solar array is attached to the pedestal's southeastern side. It is used to recharge the batteries.

Changes through time:

The Little Mark Island Monument retains substantial integrity and is largely unchanged from when it was constructed. The limited modifications that have been made are reversible.

The principal changes to the structure were made in 1927 when a beacon light was installed. This work included placing a rectangular concrete slab atop the tower. A steel pipe guardrail was installed on the slab and a 200 millimeter lens beacon light was mounted in the center. This light signaled a white flash every three seconds and was visible for seven miles in clear weather. It was unattended (automated) and illuminated by a lamp fueled with compressed acetylene gas. Equipment and materials for operating the light, including fuel tanks, were installed inside the room at the tower's base. Additional work in 1927 included attaching a steel ladder to the monument's south side exterior. It provides access to the beacon light on top.

Since 1927, the monument's beacon light has been changed out from time to time and replaced with newer and improved equipment. This included the 1940s installation of a battery-powered electric lamp controlled with Griswold Signal Company apparatus. The Griswold cabinet in the tower's interior room is associated with this upgrade. The most recent equipment replacement included installing the existing battery box-pedestal assembly and solarized beacon light.

Due to the slab capping the monument, it is unclear whether or not it was originally built with an opening at the top. Such an opening would have allowed smoke from a fire inside to escape, providing a signal to persons onshore that shipwreck survivors were there. The monument's interior room configuration and historic context suggest that it was meant to serve as a place of shelter for shipwreck victims. This is consistent with the late eighteenth century to early nineteenth century establishment of refuge huts on islands and at remote locations along the Maine and Massachusetts coast. These unmanned shelters were stocked with supplies such as food, candles, a tinderbox, kindling, fuel, and a wood stove.

The tower's early nineteenth century coloration was white with a black top and a perpendicular black stripe on the white portion of each side. During the late nineteenth century this was changed to painting the tower all white with a vertical black stripe on each of its four sides.

8. Statement of Significance

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

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

Criteria Considerations
(Mark "x" in all the boxes that apply.)

- [ ] A. Owned by a religious institution or used for religious purposes
- [ ] B. Removed from its original location
- [ ] C. A birthplace or grave
- [ ] D. A cemetery
- [ ] E. A reconstructed building, object, or structure
- [ ] F. A commemorative property
- [ ] G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance
Maritime History
Transportation

Period of Significance
1827 to 1966

Significant Dates
1827

Significant Person
N/A

Cultural Affiliation
N/A

Architect/Builder
Not determined

Statement of Significance Summary Paragraph:

The Little Mark Island Monument was built in 1827 and retains substantial integrity. It is an early nineteenth century monumental tower daybeacon structure and lifesaving facility. This property is one of two such structures in Maine and is historically significant in Cumberland County on the local level. Its period of historical significance begins in 1827 when it was built and ends in 1966, fifty years before the present. The Little Mark Island Monument qualifies for inclusion in the National Register under Criteria A and C. It meets Criterion A in the areas of transportation and maritime history by exemplifying the long-term Federal government program to improve navigational safety in the United States through constructing and maintaining aids to navigation and lifesaving facilities. It also qualifies under Criterion C for being a well-preserved example of New England architectural methods used in building early nineteenth century Federal lighthouses and daybeacons. It exemplifies regional stone masonry construction dating to that time period. The Little Mark Island Monument possesses the historical qualities of location, design, setting, materials, workmanship, feeling, and association. It is widely recognized as a landmark of Casco Bay's historic maritime landscape.

Narrative Statement of Significance

The Little Mark Island Monument is one of the oldest existing Federal daybeacon aids to navigation in the United States. Built in 1827, this property is a 50-foot tall stone masonry tower that sits atop the highest terrain of Little Mark Island in northern Casco Bay, Maine. It has been an important landmark for Casco Bay mariners for more than 188 years, and is significant in Cumberland County maritime and transportation history on the local level. The Little Mark Island Monument was constructed with an interior room where shipwreck victims could find refuge, and is one of just two such structures in Maine that remain intact. This property is currently classified by the U.S. Coast Guard as a minor aid to navigation and is operated as a lighted beacon. The monument's period of historical significance begins in 1827 when it was constructed and ends in 1966, fifty years before the present. This property retains substantial integrity and is largely unchanged from when it was built. It occupies its original location in a setting that remains essentially the same as during the historical significance period. The Little Mark Island Monument also possesses integrity in the historical qualities of design, materials, workmanship, feeling and association. It qualifies for inclusion in the National Register of Historic Places (NRHP) under Criteria A and C.

This property qualifies under Criterion A in the areas of transportation and maritime history for its association with the Federal government's nationwide programs for promoting maritime safety. These programs have included establishing and maintaining an integrated system of aids to navigation, and for providing facilities that promote nautical lifesaving. The Little Mark Island Monument is a rare, well-preserved early nineteenth century property where both programs are exemplified. It maintains its historical association with maritime safety by continuing to function as a Federal aid to navigation. A prominent Casco Bay landmark, the Little Mark Island Monument conveys feelings that recall the dedication to duty of Federal government personnel who have worked to advance the cause of maritime safety through the course of United States history.

The Little Mark Island Monument is also significant under Criterion C as representative of the architecture and engineering of early nineteenth century aid to navigation structures. Essentially unchanged since 1827, it exemplifies construction methods used in building stone masonry daybeacons and lighthouses in Maine and the New England region during that time period. This property is a 50-foot tall pyramidal tower constructed of tightly-fitted rock rubble bound with lime mortar. It has retained structural integrity despite being exposed to harsh environmental conditions for nearly two centuries. Its good state of structural preservation attests to the lasting value of its design and workmanship, as well as the high quality of its materials and construction.

Background information on U.S. programs concerning maritime lifesaving is contained in the National Register of Historic Places multiple property documentation form (MPDF) entitled *U.S. Government Lifesaving Stations, Houses of Refuge, and Pre-1950 U.S. Coast Guard Lifeboat Stations*. Two parts of this MPDF that relate to the Little Mark Island Monument's history are the historic context discussions entitled *Antecedents of American maritime lifesaving* and *Federal recognition of need and early efforts*.

Historical Context

The Little Mark Island Monument's historic context includes its relationship to Casco Bay's historic maritime landscape. This encompasses the bay's natural setting and the development of maritime activity and aids to navigation in the vicinity through time. The monumental daybeacon on Little Mark Island was constructed as an adaptive response to local environmental conditions and maritime cultural behavior. In turn, it influenced nautical activity in the area through time. Developments in the Casco Bay area's cultural activity led eventually to the monument being modified from its historical purpose to serve as a lighted navigational aid.

Casco Bay is a large semi-enclosed body of water along Maine's southeastern coast. It is bounded on the north by Cape Small and by Cape Elizabeth on the south. The bay extends north-south approximately 20 miles and 10 miles east-west. Open to the Atlantic Ocean on the east, Casco Bay consists mostly of open waters where depths are sufficient for vessels to navigate at will. The bay also contains more than a hundred islands of various sizes and a rocky and convoluted mainland shore that includes a number of peninsulas and coves. The long axes of these landforms are generally oriented northeast-southwest. This reflects the predominant orientation of glacial ice movements that sculpted Maine's landscape over the course of the Pleistocene epoch.

Another characteristic of Casco Bay is the presence of rocky ledges, reefs, and shoals. These include ones that remain submerged at all times and others exposed intermittently from tidal rise and fall. A number of these features, along with low-lying rocky islets, are hazards to navigation. One example is the Halfway Rock vicinity in eastern Casco Bay, midway between Cape Small and Cape Elizabeth. Surrounded by miles of open water, Halfway Rock lies along a route used frequently through history by vessels navigating to and from Portland harbor.

The Casco Bay vicinity was originally settled by prehistoric Native American peoples more than 10,000 years ago. When European explorers arrived on the Maine coast during the sixteenth century a number of American Indian groups including ones associated with the Abernaki tribe occupied the area.

Maine's indigenous peoples were substantially affected by the subsequent establishment and growth of European colonization. This included societal, political, and economic stresses. These aspects contributed to the occurrence of intermittent conflict including periods of widespread warfare from the early 1600s to the late eighteenth century. The resulting destructive effects contributed to substantial Native American population decline and out-migration during this era.

The maritime history of Maine begins with early sixteenth century exploration of its coast by Giovanni da Verrazano in 1524 and Estavan Gomez in 1524-1525. The area's enormously productive cod fishery and great numbers of whales soon attracted European fishermen and whalers to the region.

English and French mariners exploring Maine's coast during the late sixteenth to early seventeenth century established contact with the area's Native American inhabitants and attempted to establish colonial settlements. While the French occupied Saint Croix Island in 1604-1605 and the English founded a fortified settlement at Popham in 1607-1608, both attempts failed and were abandoned. Even though the Popham colony was unsuccessful, its occupants constructed a sailing vessel they named *Virginia*. It was the first ocean-going craft of thousands that would be built in Maine from then to the present.

English colonists established a permanent settlement at what is now Portland during the 1630s. They initially named their community "Casco." This along with other English settlements in present-day Maine became part of the Massachusetts Bay Colony in 1658. The Casco settlement's name was changed to "Falmouth" at that time.

While English colonization in Maine expanded through time, its development was inhibited by episodes of warfare. European relations between France and England during the seventeenth and eighteenth centuries were characterized by economic rivalry and wars. This was replicated in North America until Britain defeated France in Canada and achieved victory in the Seven Years' War which ended in 1763. Large-scale fighting between Native Americans and English settlers in Maine did not occur from then until conflict flared again during the American Revolution. Warfare involving American colonists versus British forces aided by Native American allies spread across much of Maine and included a British attack that destroyed Falmouth. The Revolutionary War was finally concluded with the 1783 Treaty of Paris.

The peacetime years following the American Revolution were characterized by expansion in Maine's population and economy. Maritime-related aspects including vessel transportation, fishing, and shipbuilding played a major role in this. They were generally dominant factors on the local level and especially essential in the areas of national and international commerce.

In 1786 the *Humane Society of the Commonwealth of Massachusetts* (*HSCM*) was established in Boston. Its purpose was to prevent deaths from drowning and shipwrecks in Massachusetts, which then included Maine. The *HSCM*'s activities included a program beginning in 1787 to establish and maintain "huts of refuge" on offshore islands and in remote areas along the coast. These refuge huts were unmanned and stocked with food, candles, a tinderbox, kindling, fuel, and a wood stove. Their purpose was to provide shelter and sustenance for shipwreck victims stranded away from settlements. A refuge hut's availability could save people from perishing due to harsh environmental conditions or remote location. *HSCM* refuges were generally around eight feet long by 10 to 12 feet wide (amounting to approximately 80 to 100 square feet).

In 1786 a portion of Cumberland County's Falmouth settlement separated from the community and was organized as the town of Portland. This new town was situated in a location highly favorable to maritime commerce and its importance as a seaport increased substantially in subsequent years. Portland grew to become the sixth busiest United States port by the 1790s. Appeals to Congress from the town's commercial and shipping interests led to the Federal decision that a lighthouse was needed at the entry to Portland harbor. A 1790 Congressional appropriation provided sufficient funds for the U.S. Lighthouse Establishment (USLHE) to undertake the project. At that time the USLHE was part of the U.S. Treasury Department and administered by the department's Fifth Auditor.

The new lighthouse was built on a point of land named Portland Head and officially established in January 1791. It provided a prominent visual landmark during daylight and a lighted beacon at night. The Portland Head Light has been operated continuously as Federal aid to navigation from 1791 to the present day. It is listed in the National Register (number 73000121). Also during the 1790s, the USLHE purchased and maintained a number of buoys marking the southern Casco Bay approach to Portland harbor. These marked the navigation channel between there and Cape Elizabeth.

The second Federal lighthouse in Maine was the Sequin Light on Sequin Island, located south of the Kennebec River mouth and approximately six miles east of Casco Bay. This light station was established in 1796. Its light tower was rebuilt in 1857. Sequin Light continues to operate and has been included in the NRHP (number 77000084).

The Portland Observatory, built in 1807, was another important advancement in the development of Maine's maritime commerce. The Observatory provided a lookout place to discern and identify vessels approaching the harbor. Its operators developed a complex system of visual signals to communicate shipping-related information to Portland's merchants and mariners. This enhanced the efficiency of Portland's maritime commerce and contributed to its prosperity. The Portland Observatory is also listed in the National Register (number 73000122).

In 1811, the U.S. Congress appropriated $1,800 to construct a daybeacon column on Cape Elizabeth at the southern end of Casco Bay. It was built as a 50-foot tall pyramidal, stone masonry tower. The Cape Elizabeth Monument was painted with a distinguishing daymark to help mariners determine its identity. Its upper half was black and lower half white. This structure provided a prominent landmark for vessels approaching Portland harbor from the south and southeast. It was demolished in 1828 when the eastern tower of Cape Elizabeth's Two Lights lighthouses was built.

The Two Lights (Cape Elizabeth East and Cape Elizabeth West lighthouses) have been important Casco Bay aids to navigation from 1828 to the present. The Cape Elizabeth Light's two original towers were replaced with newly-built ones in 1874. These 1870s lighthouses remain today and are included in the NRHP (number 74000167).

The number of vessels navigating the Maine coast grew substantially during the early nineteenth century as settlement, population, and economic activity expanded in this part of Massachusetts. Although growth was inhibited temporarily by British naval and military activity during the War of 1812, that relatively short-lived conflict was resolved by the 1814 Treaty of Ghent. As shipping activity increased, so did the need for aids to navigation. This led the USLHE to build lighthouses at Franklin Island (1805), Pond Island (1821) and elsewhere, and to emplace other aids to navigation including buoys, stakes, and spindles.

Maine remained part of the Commonwealth of Massachusetts until the close of the nineteenth century's second decade. By then various geographical, social, economic, and political factors favored separation. This led to Maine being admitted to the Union as a state in 1820.

In 1823 a group of Maine businessmen and mariners petitioned Congress to build a structure similar to the Cape Elizabeth Monument on Stage Island in Maine's York County. This resulted in a March 1825 Congressional appropriation of $1,500 to fund its construction. The contract for this tower specified a conical masonry structure 60 feet tall having a basal diameter of 20 feet, top diameter of four feet, and a circular granite capstone 5 feet, 8 inches in diameter. The contract also required that there be a basal interior room 12 feet in diameter and a doorway providing entry to the room from outside.

Although an accidental collapse during its construction delayed the work, the Stage Island Monument was completed in late 1825 at a final cost was $1,422.42. It continues to stand today as a Federal aid to navigation designated the "Stage Island Daybeacon." Designated as number 7960 in the regional aids to navigation list, its stated description is "conical stone tower." The Coast Guard has identified this property for future consideration regarding National Register nomination.

The USLHE considered masonry daybeacons of limited height and size to be effective aids to navigation in certain circumstances. A number were built in Maine and elsewhere in New England during the early nineteenth century to mark offshore hazards such as islands and ledges along shipping lanes. It appears that only three daybeacons of monumental height were constructed (Cape Elizabeth, Stage Island, and Little Mark Island - all in Maine), of which at least two could provide shelter to shipwreck victims. The origin of this dual-purpose design concept combining a monumental tower with place of refuge is unclear. Also unclear is their actual effectiveness in terms of lives saved compared to the expense of construction and maintenance. The small number of these structures suggests they were found to not be as cost-effective as lighthouses and refuge huts, and that subsequent Congressional appropriation decisions did not provide funding for others to be built. Maine's monumental daybeacons, however, were precursors to later nineteenth century Federal actions to establish lifesaving stations and ultimately the U.S. Life-Saving Service.

The year 1825 included actions that led to constructing Little Mark Island's monumental daybeacon. In that year, Federal communications with the legislatures of Maine and Massachusetts led them both to pass resolutions supporting transferring Little Mark Island to the U.S. government. The Maine legislature's "resolve" (resolution) is dated 26 February 1825. The corresponding resolve from the Massachusetts legislature is dated 11 June 1825. The reason for both legislatures taking action is unclear, but apparently related to Maine having been part of Massachusetts until 1820.

On 2 March 1827, the U.S. Congress authorized construction of a column on Little Mark Island at the entrance to Harpswell (Merriconeag) Sound, and appropriated $1,200 to pay for it. This structure was intended to serve as an unlighted daybeacon marking the entries to Harpswell Sound and Broad Sound in northern Casco Bay.

Land agents James Irish for Maine and George W. Coffin for Massachusetts met in Boston with U.S. agent Issac Isley, Superintendent of Lighthouses in Maine, to complete the transaction. Both Coffin and Irish signed the deed dated 9 May 1827 that transferred Little Mark Island to the United States of America for the price of twenty dollars.

The Little Mark Island Monument's design resembled that of the Cape Elizabeth Monument. Its construction specifications called for a 50-foot tall, four-sided pyramidal tower constructed of rock rubble masonry. The Little Mark Island Monument was built with an entry and an interior room having approximately 140 square feet of floor space, and an open interior similar to a chimney flue.

The monument on Little Mark Island was completed in late 1827 at a final cost of $1,065.54. The difference between this and the $1,200 appropriation resulted in $134.46 being returned to the U.S. Treasury's surplus fund.

In February 1828 the Maine legislature passed "An Act to cede to the United States the jurisdiction of several tracts of land." It was approved by Maine's Governor, Enoch Lincoln, on 15 February 1828. This act included various land parcels, shores and piers where aids to navigation were located in Maine, along with "Little Mark Island, at the entrance of Harpswell Sound, in the County of Cumberland, containing about one acre." This act also contains a provision that the State of Maine would have concurrent jurisdiction with the U.S. government in the ceded properties for civil and criminal processes.

The Little Mark Island Monument is described in the 1847 edition of Blunt's *American Coast Pilot* as follows:

> "LITTLE MARK ISLAND. — On Little Mark Island a stone column is erected, as a land-mark for vessels running into, or passing either Harpswell or Broad Sound. It is also a conspicuous mark for the mariner, standing in from the sea, in any direction between Cape Elizabeth and Cape Small Point. This island, at the entrance to Harpswell Sound (half way between Portland and the entrance to the River Kennebeck) is one-fourth of a mile in length, without trees, its elevation forty feet above the level of the sea; the column

is placed near the centre of the island, fifty feet high, painted perpendicularly in black and white stripes, except near the top, which is black on each side. Course up Harpswell Sound N.E. ½N.

Bearing by compass, and distance in statute miles from the column
To the column on Cape Elizabeth..... S.W. ½W.....13 miles
" the outer Green Island..... S.W. by W.....6 do.
" Half-way Rock..... S. by W. ¼W.....4 do.
" Drunkard's Ledge..... S. ¼W. to S. ½W.....1½ do.
" Mark Island Ledge.....E. ¼ S.....¾ do.
" South Pilot of Jaquish.....E. ½ S.....1½ do.
" Turnip Island..... E. ½ N.....1¼ do.
" Cape Small Point..... E. by S.....10 do.
" Whale Rock (out of water).....S.W. by W.....½ do.
" Haddock Rock or Island (N. point).....N.W. ½ W.....½ do.
" S.W. point of Haskill's Island.....N.N.W.....⅛ do.
" Middle of Eagle Island.....W.N.W. ½ W.....1¼ do.
" Mackerel Cove.....E.N.E.....2 do.

"...Mark Island is a small bare island, and has a stone monument erected on it as a guide for vessels running into Broad Sound. Eagle Island is a small high island, covered with trees, at the entrance to said sound. Mark Island and Eagle Island form the eastern side of the entrance to Broad Sound." (Blunt 1847).

Maine's maritime industry continued to expand during the second quarter of the nineteenth century. Shipping activity in Casco Bay and at Portland grew in a corresponding fashion.

By the late 1840s, management issues concerning USLHE administration by the Treasury Department's Fifth Auditor led to calls for reform from the American maritime community. Problems included lighthouse construction quality control and reticence to adopt technological innovations. In 1852 Congress responded by authorizing the Treasury Department to establish the U.S. Lighthouse Board. This was an important development in the history of America's lighthouses. The Lighthouse Board improved the USLHE through oversight by professional naval, military, and civilian persons with practical maritime and engineering experience. This provided well-qualified direction and resulted in significant changes including better overall management, improved construction practices, and on-going investigation and adoption of technological advancements.

One of the Lighthouse Board's early accomplishments was to better coordinate lighthouse construction with Federally-funded harbor improvement projects undertaken by the U.S. Army Corps of Engineers (USACE). One example of this is the Portland Breakwater Light, established in 1855. The Lighthouse Board ensured that it was built soon after the USACE completed its work at the Portland breakwater. The original Portland Breakwater Light was subsequently rebuilt in 1875. This 1870s lighthouse is listed in the NRHP (number 73000238).

The U.S. Lighthouse Board administered a number of other improvements to maritime safety in Casco Bay during the second half of the nineteenth century. These included establishing a lighthouse on Halfway Rock, which alleviated that vicinity's hazardous character. The Halfway Rock Light Station began operating in 1871 and has been listed in the NRHP (number 88000150).

Another Casco Bay improvement was made in 1897 when the Spring Point Ledge Light Station was established to mark an offshore hazard near the entry to Portland harbor (NRHP number 87002279). A similar navigational hazard was marked in 1905 when the Ram Island Ledge Light was established (NRHP number 88000157). Altogether, seven lighthouses and light stations in the Casco Bay vicinity have been included in the National Register of Historic Places.

During the late nineteenth century, the Little Mark Island Monument continued to serve as a prominent Casco Bay daybeacon. The 1882 *List of beacons, buoys, stakes, and other day-marks in the First Light-House District* describes it as follows:

> *Name*: Little Mark Island. *Color*: Black and white perpendicular stripes. *Description*: Monument, a square stone tower, 50 feet high, painted in stripes, except near the top which is black on each side. *Compass-bearings and distances of prominent objects from the aid*: Half-way Rock light-house, S. by W. ½ W., 3⅛ miles. *General remarks*: A bare islet, one-fourth mile in extent and 40 feet above sea-level, at the entrance of Harpswell sound, half-way between Portland and the entrance to Kennebec river. The monument, on the top and near the centre of the islet, is a guide for vessels passing through Casco Bay or bound to Harpswell. It is a conspicuous mark when standing in from sea anywhere between Cape Elizabeth and Small Point.

The monument on Little Mark Island is illustrated in *The illustrated coast pilot with sailing directions, the Atlantic and Gulf Coasts of the United States, including bays and harbors* by N. L. Stebbins. This privately-published 1896 navigation publication includes photographs of important aids to navigation from Maine to Texas. The Little Mark Island Monument is shown as having the same daybeacon markings as today, although it is misnamed as the "Mark Island Monument."

The 1909 *List of lights, buoys, and daymarks in the First Light-House District* describes the Little Mark Island Monument as follows:

> *Name*: Little Mark Island Monument. *Color*: Black and white perpendicular stripes; black top. *Description*: Square stone tower, 50 feet high. *True bearings and distances of prominent objects from aid*: Jaquish Island, SW end, 81° 45'. Halfway Rock Light-House, 184° 45', 3⅛ miles. *General remarks*: On bare islet, ¼ mile in extent and 40 feet above sea level; halfway between entrance to Kennebec River and Portland. Guide for Casco Bay and to Harpswell. Conspicuous mark from points at sea between Cape Elizabeth and Small Point.

In 1910 the U.S. Congress administratively abolished the Lighthouse Board and the U.S. Lighthouse Establishment and reorganized the Federal lighthouse program as the Bureau of Lighthouses and U.S. Lighthouse Service (USLHS). This action also transferred the program from the Treasury Department to the U.S. Department of Commerce and Labor (later, the Department of Commerce).

Maritime activity in Casco Bay during the late nineteenth century to early twentieth century included the development of scheduled ferryboat service between Portland and a number of the bay's islands. This began on a commercial scale circa 1870-1871. In 1878 the Casco Bay Steamboat Company began permanent year-round service between Portland and islands in southwestern Casco Bay. In 1881 another operator, the Harpswell Line, initiated service on a regular schedule between Portland and northern Casco Bay's Merriconeag Sound. The Harpswell Line's ferry service to Bailey Island and Orrs Island in the town of Harpswell navigated a route that passed nearby Little Mark Island.

The Casco Bay Steamboat Company and Harpswell Line merged in 1907 to form the Casco Bay and Harpswell Steamboat Company. This ferry operation continued until 1919 when it went out of business. A successor venture named the Casco Bay Lines was established in the winter of 1919-1920. It operated several ferries navigating to a variety of places including Merriconeag Sound. The Casco Bay Lines continued in business until 1981 when its bankruptcy led to formation of the Casco Bay Island Transit District (CBITD), a quasi-municipal non-profit corporation. The CBITD's present-day Portland to Bailey Island ferry service consists of scenic excursions that operate intermittently on a seasonal basis.

In 1927 the U.S. Lighthouse Service (USLHS) decided to install a beacon light atop the Little Mark Island Monument. This may relate to Maine's 1920s economic expansion and its influence on the volume of maritime traffic in the vicinity, including ferry service between Portland and Merriconeag Sound. Establishing the lighted beacon was accomplished by placing a rectangular concrete slab atop the tower and mounting a 200 millimeter optic on it. This optic was illuminated with a gas lamp fueled by compressed acetylene gas.

The 1932 *Light list, including fog signals, for the Atlantic and Gulf coasts of the United States* describes the Little Mark Island light as follows:

> *Number:* 79. *Name, character and period of light:* Little Mark Island Monument, U. (unattended), flashing white, 3 seconds. *Location:* On bare islet, on west side of entrance to Mericoneag (sic) Sound. *Light above high water:* 74 (feet). *Miles seen:* 7. *Candlepower, apparatus, illuminant:* 70, 200 mm, a (compressed acetylene gas). *Light characteristic:* Flash 0.3 second. *Structure:* Black and white square stone pyramid.

The 1939 light list describes the Little Mark Island Monument light in the same manner, except for the light's characteristic (i.e., signal cycle). It had been changed to a white flash of 0.4 second duration every four seconds. This publication also notes that the beacon light was established in 1927.

A governmental reorganization in 1939 abolished the Bureau of Lighthouses and assigned the U.S. Lighthouse Service to the U.S. Coast Guard (USCG), which was part of the Treasury Department. The USLHS thus became the Coast Guard's aids to navigation program, which has since been a legislated USCG mission. The U.S. Coast Guard had been established in 1915 by merging the Treasury Department's U.S. Revenue Cutter Service and the U.S. Life-Saving Service. It was transferred to U.S. Navy control when the United States entered World War I, and then back to the Treasury Department after the war ended. In 1941 on the eve of U.S. entry into World War II, the Coast Guard was transferred to the U.S. Navy yet again. It was returned to U.S. Treasury Department control in 1946 where it remained until 1967 when it was reassigned to the newly-formed U.S. Department of Transportation. In 2003 the USCG was transferred to the U.S. Department of Homeland Security.

The Coast Guard's 1957 regional light list describes the Little Mark Island Monument as follows:

> *Number:* 192. *Name, character and period of light (duration):* Little Mark Island Monument Light, flashing white, 4 seconds (0.4 second flash).
> *Location:* On bare islet, on west side of entrance to Merriconeag Sound.
> *Height of day-beacon above water:* 74 (feet). *Candlepower (miles seen):* 90 (7).
> *Structure, year established:* Black and white square stone pyramid, 1927.

The beacon light's intensity increase to 90 candlepower indicates that its illumination apparatus had been upgraded subsequent to 1939 when it was 70 candlepower. This is consistent with the presence today inside the Little Mark Island Monument's ground-floor room of a metal-sheathed wooden cabinet marked "Griswold Signal Co." The Griswold Signal Company of Minneapolis, Minnesota, was a manufacturer of electric signal lights and control systems from the 1920s to the late 1940s. The Griswold cabinet indicates that the Little Mark Island Monument Light's 1927 acetylene lamp was replaced in the 1940s with an electric lamp apparatus.

The Griswold Signal Company apparatus was changed out for a more powerful light between 1957 and 1960. This is indicated by the Little Mark Island Monument Light's description in the 1960 light list. That information is the same as presented in 1957 except for the optic's illumination intensity and visible range. These were described in 1960 as 150 candlepower and eight miles visibility.

The 2015 light list describes the Little Mark Island Monument as follows:

> *Number:* 6700. *Name and location:* Little Mark Island Monument Light.
> *Position:* 43-42-32.100N, 070-01-51.900W. *Characteristic:* Flashing white, 4 seconds.
> *Height:* 74 (feet). *Range:* 5 (miles). *Structure:* Black and white square stone pyramid.

The Little Mark Island Monument continues to serve as a Federal aid to navigation. It is maintained by the USCG Aids to Navigation Team (ANT) based at Coast Guard Station South Portland. The monument's existing optic is a modern automated marine beacon powered by batteries recharged using a solar array. This beacon light is not associated with the structure's period of historical significance.

The Little Mark Island Monument occupies its original offshore location in a natural setting that remains essentially unchanged from its 1827 to 1966 period of historical significance. It retains integrity in design, materials, and workmanship. Their quality and appropriateness for the property's designated purpose are reflected in the structure's good state of preservation. The Little Mark Island Monument maintains its association with the U.S. government's long-term program for promoting maritime safety. It also evokes feelings that recall the dedication to duty characteristic of Federal aids to navigation personnel through the course of United States history. This property exemplifies the spirit of integrity, pride in high quality workmanship, and focus on lasting results that has characterized generations of builders who constructed U.S. lighthouses and navigational aids. The Little Mark Island Monument is widely recognized today as a prominent landmark in the Casco Bay region. It serves as a lasting reminder of the importance of maritime commerce in Maine and United States history.

9. Bibliography

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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 # _____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

____ State Historic Preservation Office
____ Other State agency
_X__ Federal agency
____ Local government
____ University
____ Other
Name of repository: _U.S. Coast Guard Historian's Office_____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property Approximately one acre.

Latitude/Longitude Coordinates

1. Latitude: 43 – 34 – 28.110000 North Longitude: 087 – 22 – 28.180000 West

Verbal Boundary Description (Describe the boundaries of the property.)

The property's boundary is the mean low water sea level perimeter of Little Mark Island where it marks the limit of property owned by the U.S. government. This island is approximately one acre in area.

Boundary Justification (Explain why the boundaries were selected.)

This boundary encompasses the entirety of the property owned by the U.S. Government at Little Mark Island including the Little Mark Island Monument.

11. Form Prepared By

name/title: Daniel Koski-Karell, Ph.D., USCG Office of Environmental Management
organization: Office of Environmental Management (COMDT CG-47), USCG Headquarters
street & number: US Coast Guard Stop 7714, 2703 Martin Luther King Jr Avenue SE
city or town: Washington state: DC zip code: 20593-7714
e-mail Daniel.A.Koski-Karell@uscg.mil
telephone: 202-475-5683
date: 20 January 2016

Additional Documentation:

- **Map:** Figure 1. Location Map: USGS map (7.5' series) indicating property's location.
- **Photographs:** Name of Property: Little Mark Island Monument
  City or Vicinity: Harpswell
  County and State: Cumberland County, ME
  Photographer Name and Photo Date: Varies (see list below)
  Location of Original Digital Files: U.S. Coast Guard Historian's Office, U.S. Coast Guard Headquarters, 2703 Martin Luther King Jr. Ave. SE, Washington, DC 20593
  Number of Photographs: 7

  Photo # 1. Little Mark Island Monument east elevation, camera facing west, erroneously labeled "Mark Island Monument" (photographer: N. L. Stebbins, circa 1896).
  < ME_Cumberland County_Little Mark Island Monument_0001 >

  Photo # 2. Distant view of Little Mark Island Monument from south end of Bailey Island, camera facing southwest (photographer: Daniel Koski-Karell, 2015).
  < ME_Cumberland County_Little Mark Island Monument_0002 >

  Photo # 3. Monument north elevation, camera facing south (photographer: Bethany McNelly-Davis, 2014). < ME_Cumberland County_Little Mark Island Monument_0003 >

  Photo # 4. Monument north façade, camera facing upward (photographer: Bethany McNelly-Davis, 2014). < ME_Cumberland County_Little Mark Island Monument_0004 >

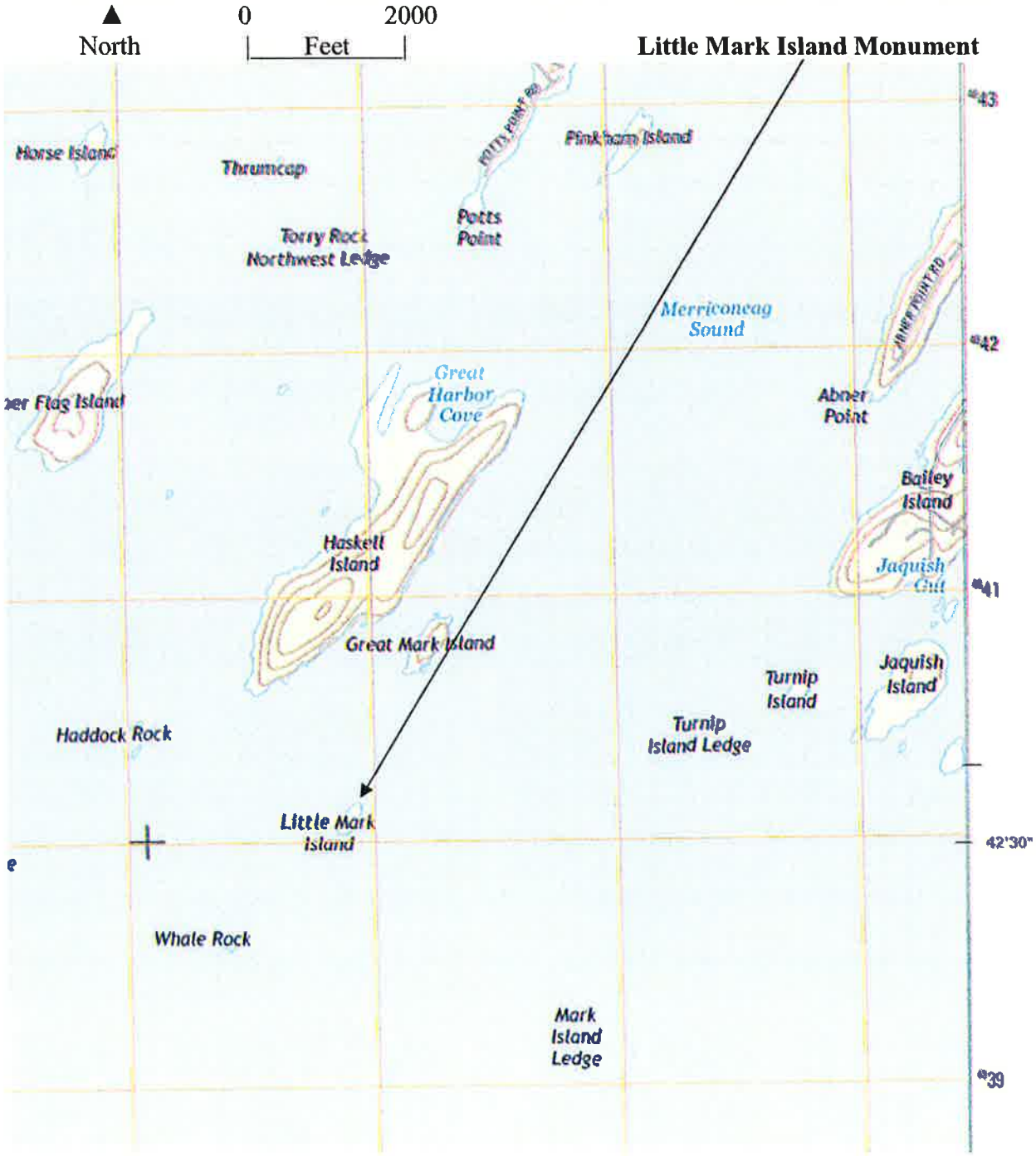
  Photo # 5. Monument interior room showing cabinet (left) and entrance, camera facing west (photographer: Bethany McNelly-Davis, 2014).
  < ME_Cumberland County_Little Mark Island Monument_0005 >

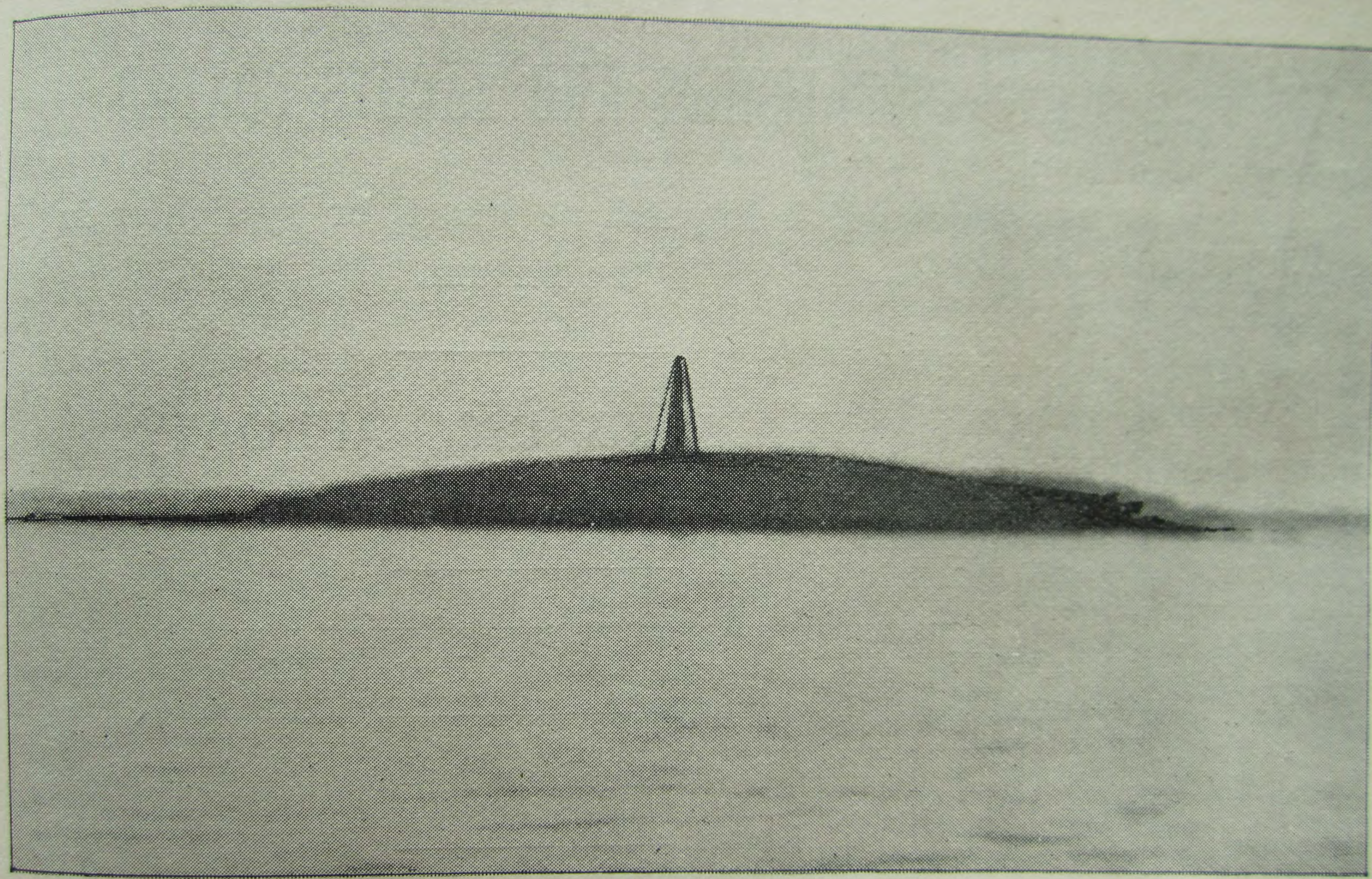
  Photo # 6. Monument interior room wall (right) and cabinet (left), camera facing north (photographer: Bethany McNelly-Davis, 2014).
  < ME_Cumberland County_Little Mark Island Monument_0006 >

  Photo # 7. Monument interior shaft, camera facing upward from the interior room (photographer: Bethany McNelly-Davis, 2014).
  < ME_Cumberland County_Little Mark Island Monument_0007 >

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Figure 1. Location Map. This is a portion of the "South Harpswell Quadrangle, Maine-Cumberland Co." 7.5 minute series, map scale 1:24,000 (United States Geological Survey 2014).





West. MARK ISLAND MONUMENT. Half Tide.