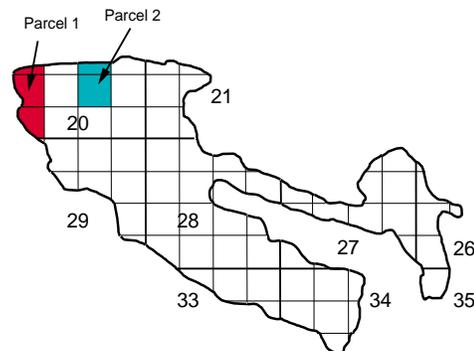


TURN POINT LIGHT HISTORY

After the “Pig War” was settled by Kaiser Wilhelm in 1871, Stuart Island was surveyed in 1874 by the U. S. Government and most of the lots were made available for homesteading. Two parcels were not made available as they were possible sites for a future lighthouse.

Parcel 1 (site of present lighthouse) - Lots 4 & 5 of Section 20, Township 37N, Range 4 West, W.M. (69.3 acres). This land was officially reserved by the U. S. Government for a lighthouse on 4/6/1891.

Parcel 2 (1/4th mile east of present lighthouse) - Lot 2 of Section 20, Township 37N, Range 4 West, W.M. (50 acres). This land was reserved by the U.S. Government on 4/6/1891. It was reinstated on 7/3/1911 and purchased by Olaf T. Johnson on 7/26/1912 for \$125. The final Patent was issued 12/6/1912.



The following are excerpts from the Annual Reports of the Lighthouse Board relating to Stuart Island (provided by the National Archive and Records Administration, Washington, D.C.):

1888 - Turn Point, west end of Stuart Island, Canal de Haro, Washington Territory - This point is opposite the only place where a change of course is necessary in passing through the San Juan Channel. With the proposed aids at the north entrance to the Canal de Haro and the present Canadian light on Discovery Island, the establishment of a light and fog-signal at Turn Point would complete the marking of this important channel. The Board recommends that the proper steps be taken for the establishment of a light and fog-signal here, which is estimated will cost \$15,000.

1889 - *Turn Point, west end of Stuart Island, Canal de Haro, Washington.* - The following recommendation, made in the Board's last annual report, is renewed:

This point is opposite (same as above)

1890 - *Turn Point, west end of Stuart Island, Canal de Haro, Washington.* - The following recommendation, made in the Board's last two annual reports, is renewed:

This point is opposite (same as above)

1891 - *Turn Point, west end of Stuart Island, Canal de Haro, Washington.* - By act of Congress, approved March 3, 1891, \$15,000 were appropriated to establish a light and fog signal here. An inspection of the ground was made and a site was selected.

1892 - *Turn Point, west end of Stuart Island, Canal de Haro, Washington.* - By act of Congress, approved March 3, 1891, \$15,000 were appropriated to establish a light and fog signal at this point. It is proposed to place a fixed white lens lantern near the end of the point upon a tripod platform about 10 or 12 feet above the ground. This will be plainly visible in fair weather from all adjacent shores and for a distance of at least 7 miles up and down the main channel. The station will be supplied with a Daboll trumpet fog signal. A survey of the ground was made, plans and specifications for the buildings necessary to the station have been prepared, and all work preliminary to advertising for bids for building them has been done.

1893 - *Turn Point, west end of Stuart Island, Canal de Haro, Washington.* - On December 27, 1892, contract was made for the construction of the dwelling, fog-signal building, barn, water tanks, etc., at this station. The work was commenced early in March, and was pushed as fast as the conditions of the weather would permit. The fog-signal building and barn were completed, and the dwelling is about finished. Part of the fog-signal machinery was delivered at the station. A suitable post was erected for the stake light, and the station is ready for the keepers.

1894 - *Turn Point, west end of Stuart Island, Canal de Haro, Washington.* - The contractors completed the dwellings, fog-signal buildings, etc., at this station in July 1893, and the fog-signal machinery was ready for operation in October. A suitable sailboat was built and delivered for the use of the keepers, a boathouse was built, foot walks were laid, and the station was put in good order. This station was put in operation November 30, 1893.

Personnel

The first keepers were selected. The first keeper was A. F. Allen and the first assistant keeper was Mr. Latta. Mr. Latta left Turn Point in June of 1894 and was replaced by Peder Nicholai "P. N." Christiansen, a Norwegian immigrant and merchant seaman.

P.N. Christiansen was living in Oakland, California, when he accepted the position with the Lighthouse Service. He took the oath on 6/12/1894. P. N. and his wife, Theodine, and daughter, Anna, arrived on Stuart Island in June 1894. Their son, Charlie, was the first white baby born on Stuart Island (8/15/1894). Two additional kids, Perry and Clara, were born while on Stuart.

A. F. Allen left Turn Point in October of 1895 for Point Wilson and was replaced by Edward Durgan, a native of New York and the assistant keeper at Patos Island. Durgan and Christiansen received a commendation for saving the crew of the tug Enterprise in 1897.

On January 15, 1898, P. N. was promoted to keeper when Ed Durgan left for the Coquille lighthouse in Oregon. In 1900 Durgan was at the New Dungeness light and in 1905 he went to Patos Island with his wife and 13 kids. A wonderful story of life on Patos Island was written by his daughter, Helene Glidden. While it is fiction, most of the accounts in her book really happened. The book was reissued in 2001 with additional information not in the original book.

Edward A. Brooks was appointed assistant keeper on January 24, 1898. The 1900 Census shows Brooks, wife Anna, and daughter Irene living at the lighthouse along with Anna's sister and the school teacher. Brooks and family left in 1902 and was replaced by Louis Borchers on May 1, 1902.

Borchers had been at Astoria and New Dungeness and arrived with his wife, Callie, and four kids; Louis Jr., Jeanette, Lawrence, and one month old Leila. Borchers was promoted to keeper on February 15, 1906, when Nicholai Christiansen left to be the first keeper at the just completed Mukilteo Lighthouse. Borchers was keeper until his death in September 1923.

After Borchers came keepers William Auld (1924 – 1930), E. N. Cadwell (1930 – 1933), Mr. Mabin (1933 – 1935), Wyman Albee (1935 – 1937), and A. J. "Shorty" Woods (1937 until the Coast Guard took over in 1939). Woods and Stith became members of the Coast Guard until they could be replaced by trained Coast Guard personnel.