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Department of Commerce and Labor
COAST AND GEODETIC SURVEY

O. H. Tittmann

Superintendent.

State: *Oregon*

DESCRIPTIVE REPORT.

Topographic Sheet No. 1609^a

LOCALITY:

Shelton, Puget Sound

1909

CHIEF OF PARTY:

R. B. Derickson

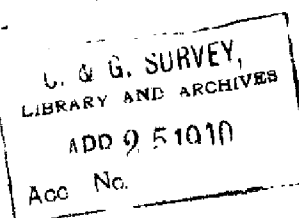
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Assistant in Charge.



Descriptive Report to accompany

Sheet "C" of *Topo 1609a*

Revised Topographic Survey

of

town of Shelton, Wash.

U.S.S. "GEDNEY"

1909.

R.B. Derickson,

Asst., Comdg.

Descriptive Report to accompany Revised Topographic
Survey of the town of Shelton, Washington.

Shelton is a town with a population of 1,500, situated at the western extremity of Hammersleys Inlet, Puget Sound, Washington. It is the county seat of Mason County and the largest logging center on the sound.

It is the terminus of the Peninsula R.R., the main line of which extends 30 miles inland and has numerous spurs branching to the logging camps along the route. It connects with the Northern Pacific via Blakely R.R. The road has twelve locomotives from forty to eighty tons each and about 250 logging trucks, box, and flat cars. The tracks are standard gauge. The machine and car shops of the road are located at Shelton. About 750 men are employed in the logging camps and on the railroad, handling about 125 million feet a year.

There are three railroad trestles extending into the bay on which the log trains are run and the logs unloaded into the booms. Piling for these booms occupies a large area, as shown on the chart.

The Kanaskat Lumber and Shingle Co., employing 30 men and cutting about 250,000 shingles daily, have their mill at the mouth of Goldsborough Creek, designated on the chart as Shelton Creek.

There is a good steamer wharf, having four feet off the face of it. The Str. "S.G. Simpson" lands at this wharf. The "Simpson" is owned by the Shelton Transportation Co., and is operated between Shelton and Olympia, making two trips daily.

Fresh water can be obtained at this wharf. There is a small dock north of the steamer dock, with a creamery and canning factory on it, and a float for launches and small boats at the end of it.

The streets of the town are laid out at right angles. In the central section the blocks are filled with stores and dwelling houses but outside of this section the houses are more scattered.

Besides the logging industry, which is the most important in this section, there are many farms, and fishing and oyster growing are carried on in the bay and adjacent waters.

The survey was executed by running a traverse line from a set-up on the approach to the steamer dock thru the town to the opposite shore of the bay. The shore line on either side of the entrance to the bay was carried far enough to establish a connection with the former survey of this bay and to assist in orienting the tracing, the adjacent coordinates intersections were put on the finished tracing from Chart No. 6460.

The work was done on a scale of 1:10000.

No permanent plane-table positions were established.

The soundings taken at the face of the steamer dock was reduced to the plane of reference for Puget Sound.

L. O. Colburn

Aid, C. & G. Survey

Topographer.

Approved,

R. B. Manning

Asst., Comdg.