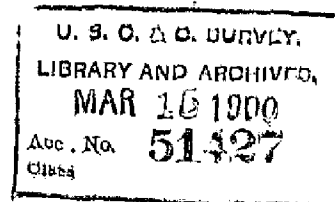


2069



Descriptive Report

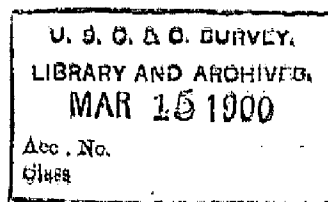
Whatecom Harbor, Wash

Registry No. 2069

1891

J. J. Gilbert

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Descriptive Report
Whaleton Harbor. Wash
Sheet Registered 2069
1891

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Descriptive Report
Whatecum Harbor, Wash

1891.

The Topographic and Hydrographic Survey of Whatecum Harbor, was made for the State Tide Land Commission, and includes the location of the Shore-line, the City Streets - especially those bordering on the shores, the location of the old meander lines, and the Hydrography.

The survey is on the Scale of 1-5000.

Beginning at Whatecum Creek, which is the outlet of Lake Whatecum, the shore-line gradually rises to the N.E., and is a continuous bluff, much of it broken, to the end of the sheet. Except at the mouth of Squallicum Creek, at the mouth of which is a narrow gravel spit. On the other side of the Bay, S. W. from Whatecum Creek the bluff is also broken and quite high, Clay at first, but changing to Sandstone toward Fairhaven.

The beach is gravel close to high water mark, and outside it is sand. The head of the Bay, in front of the city ruins bare at low tide, and is a hard sand. Two long wharves from the city front reach out to where a depth of 16 to 18 feet of water, at low tide, is found.

There is a Rail Road trasse, belonging to the Great Northern Railway Co. across the flats, in front of the city. from the flat at mouth of Squallicum Creek to the base of the Scheme wharf. - Thence the track is along the shore to Fairhaven.

The town is largely built on the flat bluff North and East from Whateam Creek, and also S. E. from the Creek for about one mile.

Half a mile S. E. from the Creek are the old Bellingham Bay Coal mines, which were extensively operated from 1860 to 1879. - when the mines took fire, and have since been abandoned. The Coal was of an inferior quality.

At the present time the Blue Canon Coal Mine on Lake Whateam is in operation. The bunkers are on the Bay. S. E. from the old mines.

The principal industry is in lumber. - besides some small Saw mills and Shingle mills along the City front. are two large Lumber Mills, one at Scheme, just S. E. from landing, and the other at Bellingham rather more than half way to Fairhaven. At the time of the Fanny the last-named mill was closed, receiving a subsidy for not running.

Historical

In 1852, William Pattle, while looking for

Spar Timber landed in Bellingham Bay.

Noticing some fragments of Coal on the beach, he searched and discovered a ledge, nearby.

Pattie posted the usual notice of a claim, and went away to arrange for opening his mine.

During his Absence, Henry Roder, looking for a saw mill site, arrived on the Schooner "William Allen," from San Francisco; with him came R.V. Peabody, Edward Eldridge and five others. These men took up claims around the head of the Bay, and formed the "Whatecom Milling Co." - The name was the Indian name of the locality.

More Coal was discovered on the claim next to Pattie's.

During the Indian War of 1855-6, a fort and Stockade was built on the bluff about one mile N.E. of Squallicum Creek, and a company of U.S. Troops ^{under Capt. Pickins, - afterwards Confederate General.} stationed there. The old block houses and part of the Stockade still exist.

This whole region was surveyed by me in 1887. but that was before the day of Descriptive reports.

As these sheets were made originally for the State of Washington, I did not understand that Descriptive Reports were required, and none were prepared. Now (1900) after nearly

nine years, with not even the original tracings at hand to consult. I am compelled to trust to my memory, aided by a look at the published Charts.

The hydrography was done by Steam launch and row boat. The only danger discovered was Star Rock, on which there is about 5 feet at low tide, it is a small rock, and was never suspected, although in the direct line of Steamers landing at or leaving Bellingham Wharf, until struck, within a short time before the survey, by the Steamer "Geo. E. Starr". It is between 300 and 400 ^{N.} yards of the Bellingham Mill Wharf.

The Bay is not a perfect harbor. The best protection is along the Sehome shore.

While the Bay becomes rough in S. E. and S. W. Storms, for the small craft usually found in these waters, it would scarcely be considered rough for deep seagoing ships anchored there.

J. J. Gilbert
Asst. B. G. Survey