2073 2074
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Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Topographic

Field No. T-2073, T-2074(2074) Office No. T-2074a

LOCALITY

State Washington

General locality Puget Sound

Locality Olympia Harbor

1891

CHIEF OF PARTY

J. J. Gilbert

LIBRARY & ARCHIVES

DATE March 15, 1900

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Descriptive Reports.

TAPE.

Olympia Harbor, Wash. Sheet No. 1
" " " " No. 2.

1891

J. J. Gilbert

2073 2074 2074a

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Description Report

Olympia Harbor Sheet No. 1
Olympia Harbor " No 2.
which are
Registered 2073. and 2074
1891.

Note. March 5. 1900, Not having tracings of these sheets to refer to. and as they in truth form but one sheet. they are not referred to separately. but as a whole. in this report.

J. J. Gilbert
Assist. C. & G. Survey

Descriptive Report
Survey of Olympia Harbor.
Wash.
Sheets. No 1. and 2
1891

This survey was made, under direction of the Washington State Tide Land Commission, for which work I was detailed in 1891.

These surveys were made in order to lay out the Harbor lines along the water front of incorporated cities in the State, and were limited to a survey of the Shore-line, the locating of streets extending to the Shore-line, and the hydrography, at least enough to include the harbor lines.

The survey is on a scale of 1-4800.

The Shore-line surveyed extends from the mouth of the Des Chutes river, at Tumwater, along both shores of Budd's Inlet to a point beyond the City limits, something like five miles north of the mouth of the Des Chutes.

Leaving the Des Chutes, the Shore line is a high unbroken bluff until the point under the Capitol hill is reached, when the bluff from point into bight is more or less broken, from the bight the height of bluff lessens all the way to

the foot of 5th Street. Olympia. From the foot of 5th Street around the water front of the City the land is low. up to and around the lagoon Separating Olympia from East-Olympia. On the East-Side of the Lagoon the land is higher, and going north the land, a little way back from Shore-line becomes high. but unbroken bluff.

About one mile below the lagoon is a small Creek, into which the tide flows. and beyond ~~the~~ Ellis Creek a conspicuous bluff point. Called Priest Point. Name derived from the old Catholic Mission which was located ¼ mile ~~just~~ South of the mouth of the Creek, in 1848. and which has been abandoned for some years.

From Priest-Point North, the Shore-line is mostly a high bluff. to the end of the Sheet.

On the West-Side of the bay, the shores are high, with much broken bluff. all the way to the end of the Sheets. Except at the following points, - There is a deep bight or bay. just West of Capitol Point. into which empties a small Creek Known as Percivals Creek.

About 1½ Miles North of Percivals is a Second Small Creek, Known as Schneiders Creek, and

two miles further North a third creek empties into Butler's Cove. North of Butler's cove, the shore-line continues high, with one or two small creeks.

All the head of the Inlet above 4th Street, Olympia, is an extensive mud flat. a narrow crooked channel affords outlet for the water from the Deschutes at low tide, it will barely float a shallow skiff at lowest tides.

At 4th St. a bridge has been thrown across the flats to West Olympia.

The beach all around the city front is mud. North of the bridge on the west side the beach is gravel near the high water mark but is mud beyond. Beyond Schneiders creek the gravel beach is wider.

At Butler's cove, under the high bluff on South side of cove, is a sand beach about 200 yards in length. This beach is much used, in summer, for bathing.

The beach on the East side is mud for some distance beyond the lagoon, then there is a narrow patch of gravel & sand at high water mark, with mud outside, as far as Priest Pt.

Beyond Priest Pt. the gravel strip is wider, and the mud gives place gradually, to sand.

From the foot of Main Street, a long wharf, about one mile (not quite) has been built at which the ordinary steamers can land except at extremest low water.

Hydrography was executed, using a steam launch where practicable, and a row-boat in water too shallow for the launch.

The entire head of the bay is shallow with muddy bottom, the water begins to deepen about the end of the long wharf. The deepest water is along the west side. The only danger in the inlet is a shoal a short distance N.E. from Butters cove, there is deep water all around it; - this shoal is bare only at lowest tides.

There is no rocky shore-line on this sheet, nor any rocky bottom, all bottom either mud or sand.

Historical: In the Summer of 1845, a company of Seven men, of whom Michael J. Simmons was leader, settled at and near the mouth of the Des Chutes river. Simmons selected his claim at the mouth of the river, because of the fine water power; - the other six men took up claims within a radius of six miles, their names were James McAllister, David

Kindred. Gabriel Jones. Geo. W. Bush. Jesse Ferguson and Samuel B. Crockett. all except the last two brought families. - They were 16 days blazing a way. & bringing their oxteams from the Cowlitz river to the Sound. - a distance of sixty miles. Simmons called his settlement "Newmarket" but subsequently it was known by the Indian name "Tumwater".

In 1846 the first American was born on Puget Sound a son to the McAlister family.

In 1846 Edmund Sylvester, of Maine, and C. C. Smith jointly took up a claim north of Tumwater, where the City of Olympia has since been built.

Late in 1847 a sawmill was completed at Tumwater, owned by the "Puget Sound Milling Co." of which M. T. Simmons was principal owner and Manager, and Sylvester one of the Members. - In 1847 a trail was blazed from Tumwater to Sylvester and Smith's Claim, which by the law of the tides, was at the head of Navigation, and was then known as Smithville.

In 1848 a Catholic Mission was established, - one mile below Smithville by Rev. Pascal Ricard.

Early in 1850 the brig Orient arrived, was purchased by M. T. Simmons, and loaded with piles for the San Francisco Market. - She returned with a

cargo of general Merchandise. and Simmons opened the first store on the Sound controlled by Americans, heretofore supplies had obtained from the old Hudson Bay Company's post at Fort Steilacoom. At this date, 1850. Simmons had sold his claim at Tumwater to Capt Clanrick Crosby. and through the death of L. L. Smith. Sylvester had become sole owner of ~~fallen heir to~~ the claim at Smithville, ~~or rather~~ succeeding to his partners share in it.

The town of Olympia was laid out in 1850. by Mr. Sylvester. and named from the range of Mountains always in sight. Simmons store was built at the corner of Main and First Streets. near the beach.

In 1850 John. M. Swan took up a claim immediately East of Olympia, which long ago became a part of the City and has been known as Swantown. and later as East Olympia.

In 1851. Olympia was made the Port of Entry for Puget Sound. and between Nov. 1. 1851. and June 1852 there were 38 entries and departures of Vessels from this port. At this time the town had about one dozen frame cabins.

In 1853 a small steam packet was brought to the Sound. and ran between the various ports. or settlements.

When the Territory of Washington was set apart from Oregon in 1853, Olympia was made the Capital of the New territory. ~~and~~ In Nov. 1853 the New Governor, I. I. Stevens, arrived, and the machinery of government set in operation.

Tumwater is an incorporated town, it was incorporated in 1869, and has never been a part of Olympia.

Olympia was incorporated in 1859.-

Weekly Mail service with the Columbia river was established in 1851.

First school was opened in 1852.

First Newspaper published in September 1852, and called the "Columbian".

<u>Foot Note</u> 1900.- Since the maps were made, the Government has dredged a channel* to the wharves at Olympia, and a large basin at the head of the channel dredged.- The Bowers dredger was used and the material was utilized to fill up, beneath the 4th Street bridge, which is now a solid roadway, except for a short distance over the west channel.

A few water lots have been filled, and the balance of the material was deposited

* This channel should be represented on charts of Budds Inlet

along the line of the old long wharf.- This old wharf has been abandoned, and the planking and timbers removed.- the old bents still stand.

The Population of Olympia is probably not far from 5000 at this time. 1900.- but was greater at the time of the Survey.

Olympia depends largely on the State Government for its Support; but there are some Manufactures, chief among which is wooden - water-pipes, which are exported, even to Alaska. Lumber and Shingles are also an important industry. A flouring Mill, and a Brewery are located at Tumwater.

A basement for a fine new Capitol building was constructed four or five years ago, but no provision has been made for completing the Structure, which was, as originally designed, to cost - $1.000.000.-

The only public building of any interest is the fine Thurston County Court House, built of Sandstone, and in course of construction when this Survey was made.

J. J. Gilbert
Assist. C&G Survey

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Assistant in Charge.
C. & G. SURVEY,
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Descriptive Report to accompany

Sheet "A" of Hp-2074a

Revised Survey of Waterfront of Olympia

and inprovements in Budd Inlet,

Puget Sound, Washington.

scale 1:10000

1909.

U.S.S."GEDNEY"

R.B.Derickson,

Asst.,Comdg.

Descriptive Report to accompany Sheet "A"
of Revised survey of waterfront of Olympia.

In this survey the two post lights were plotted on the sheet from their position on the chart and using these positions as a base a traverse was run around the shoreline from Priest Point to a point on the beach on the opposite side of the Inlet.

On the west side of the Inlet opposite the post light, bearing west (true) from there from, is a sawmill with a wharf and line of piling enclosing a pen for logs. The face of the wharf is in good condition, but many surface planks are missing as the millhas mot been running for sometime and repairs are not kept up.

North of this mill the shoreline continues as shown on the chart with no changes, so that the survey was not carried beyond in that direction. Note is made of the fact that the railroad trestle, shown on the old chart along the shoreline to the northward, has been removed. It was located 1800 meters W.x N.1/2 N.(mag.) from the outer post-light. There is no trace of it at present.

The wharf and saw-mills of the Olympia Lumber Co. are the next feature along this shore to the southward. The wharf is a large one, in good condition, and is usually covered with lumber for shipping. The face of the wharf is 100 meters long. A basin has been dredged off the face of the dock to a depth of three fathoms at low water. Lumber schooners come into the basin at high water, load about two thirds of their cargo and then return to the stream and finish loading from barges.

Fresh water is piped to the dock.

There is a small saw-mill and wharf 300 meters further on to the southward along the beach. This mill has not been in operation for some time. The next wharf has two buildings on it. These are the buildings of a door and sash factory. The factory was not in operation while the ship lay in the harbor. There are no buildings or wharves between this factory and the bridge on Fourth Street. A road runs along the bluff above the beach from this street to Butler Cove. There is a single track standard gauge railroad trestle from Fourth Street to the Olympia Co's wharf. This trestle and the old depot are shown on the former survey. The depot is not in use at present. Off the trestle is a large area of driven piles forming log booms.

There is a draw-bridge over the channel from the Des Chutes River which enters the waterway above the bridge. On the north side of Fourth Street which runs almost due east and west there are, in order; (1) a dwelling house on piles, (2) a small T shaped private wharf with a shed on it and a float at the outer end, (3) another dwelling house, (4) an oyster canning factory, (5) a saw mill and (6) a hay shed. The saw-mill is owned by the West Side Mill Co. and there are two buildings in the plant. The hay shed is on Hoar dock and at the outer end of this wharf is the City Dock. Here there is a float for small steamers and launches. The float is moored to piles driven off the dock.

Percival Dock is the next wharf, steamers from Seattle, Tacoma and Shelton tie up here, and there is a warehouse and freight depot on the dock. The channel into the wharf from the

Inlet is marked by outer and inner red post lights and by a line of piles. The lights are hungs from an arm attached to an upright which in turn is secured to a dolphin consisting of three piles lashed together. This channel and a basin extending off the Percival and the City Docks were formerly dredged to 12 feet, but both are reported to have less water at present on account of deposits of silt carried into them from the river. At times quite a little current was noticed in the channel near the inner light diminishing to a lesser amount at the outer light. The shoalest part of the channel is reported to exist in the vicinity of the outer light. The later information was obtained from the Captain of the "Greyhound", which makes two daily trips between Olympia and Tacoma.

Between City and Percival Docks the waterway extends to Fourth Street. There are several private floats for pleasure launches with approaches from the street.

At the foot of Main Street an old wharf in very bad condition extends out beyond the Percival Dock. East of this wharf a trestle extends out from the wharf of the Olympia Door Co. There is a single railroad track, standard gauge, running thru the yards onto this trestle, and piles are driven on both sides and for a distance beyond the front of it. East of this lumber yard and mill the waterway is filled with driven piles leaving a small channel only open. On the other side of Fourth Street this waterway opens into a large lagoon covering an area of about seven blocks.

A small bight makes in on the east side near the Pacific Lutheran Seminary. A wooden trestle carries Plum Street over the entrance of it.

On the east side the harbor there is one pier which bears east of the post light. This extends out from the City Park and has a float moored by piles at its outer end. On the bluff above this pier is the Pavilion. It is a large yellow building and stands out very prominently. There is also a large white house on the hill but outside of the Park grounds. A road follows the beach from the park to the trestle on Plum Street mentioned above. There are a number of dwelling houses along the road between it and the beach, which were all roded in.

In this survey the streets of the city were carried back from the waterfront sufficiently to locate the new state capitol, which is situated in the block bounded by Washington, Franklin, Sixth and Seventh Streets.

The scale of the sheet is 1:10000

No permanent plane-table positions were established.

No projection was made for the work, and the intersections of the meridians and parallels were traced afterwards from the old chart.

L. O. Colbert,

Aid, C.& G.Survey,

Topographer.

Approved,

Asst.,Comdg.

Improvements in Budd Inlet. Tracing #1

About a mile north of Priest Point and on the east side of Budd Inlet is a pier 90 meters long with a float on the outer end. This float is moored by piles driven at the corners and along the face of it. There is a road leading back into the woods from the pier. There are three houses and a shack in this vicinity.

The float was located by plane-table cuts while working in Olympia Harbor.

L. O. Colbert,

Aid, C.& G.Survey,

Topographer.

Approved,

R. B. Derrison

Asst.,Comdg.

TOPOGRAPHIC SHEETS 2073 and 2074

Puget Sound, Washington, Olympia Harbor, by Asst. J. J. Gilbert in July and August, 1891.

	Olympia
Plane of reference used on staff	3.2 ft.
mean lower low water " "	7.6 ft
Difference	4.4 ft.

To refer platted soundings to mean lower low water as derived from 5 years of tidal observations at Olympia, add 4.4 ft.

G Rude

Chief, Division of Tides and Currents.