

2079

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey

Topographic

Field No.

Office No.

2079

LOCALITY

State

Washington

General locality

Port Townsend

Locality

Bay

1891

194

CHIEF OF PARTY

J. F. Pratt

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DATE



U. S. COAST AND GEODETIC SURVEY.

T. C. Mendenhall, Superintendent.

State: *Washington*.

DESCRIPTIVE REPORT.

Topographic Sheet No. *2079*.

LOCALITY:

Port Townsend
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CHIEF OF PARTY:

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U. S. Coast & Geodetic Survey.

T. C. Mendenhall, Supt.

Description

of

Topographical Resurvey

of
Port Townsend Bay, Washington

On a scale of $\frac{1}{10000}$

Showing

Improvements to May 1st 1891

by

J. F. Pratt, Assistant
Chief of party.

To accompany topographical sheet.

Resurvey of Port Townsend Bay 1891.

2079

In accordance with instructions dated March 10th 1891, directing me to "make a resurvey
"on a scale of $\frac{1}{10000}$ of the shoreline
"to the limits of accomplished
"and projected improvements indicating each class on your sheet.
" + + + This will be strictly a
"local survey and tape line
"distances will in many cases
"suffice". work was commenced
March 16th and carried on as
continuously as weather and circumstances would permit. until
May 1st when the field work was completed. During which time
topographical work was done on twenty five days. the weather was
unusually bad for field work:
besides the usual amount of rain at this season it was
exceedingly windy blowing a gale a great deal of the time.

Port Townsend is considered to be the windiest place on Puget Sound.

As no triangulation data was available a wire base of 975 metres was measured on the wharf and its, almost planked, street continuation of the Port Townsend Southern Rail Road, which was expanded, topographically by a triangle on each side sufficiently to determine objects on the opposite shore of the Bay, which constituted the basis of a planetable triangulation for the entire work.

With the exception of Kala Point, which had to be occupied in the planetable triangulation, no shore-line or interior was surveyed where there were no improvements; as it was taken for granted that the original survey would sufficiently

and satisfactorily cover all unimproved localities.

All signals and objects in existence shown on the tracing of the hydrographic executed in 1887-88 were determined by intersections and are called by the same names as on the hydrographic sheet, and are as follows.

"Flag" is the flagstaff in the centre of the parade ground of Fort Townsend

Staff is the only flagstaff at Brundage

"Head 2" is a whitewashed fir tree on which are nailed a few whitewashed boards. This tree stands on the top and edge of the bluff.

"Rock Bluff" is another whitewashed fir tree which stands at the foot of a steep incline and on the top of a rocky bluff

"Crane 2" is a hydrographic signal found standing on the end of Crane Point.

"Walen" is a Hydrographic signal which was found laying flat on the ground. the original triangulation station was recovered at this place.

"Fish" is a Hydrographic signal found standing on Long Spit.

All spires and cupolas of a permanent character which might be of service in future work have also been determined and shown on the sheet. the 10 pages of illustrations clipped from real estate and booming publications will illustrate their appearance.

Point Hudson, at the entrance to Port Townsend Bay, being near the turning point and dividing line between the Strait of Juan and Puget Sound, it was natural from its geographical position and convenience to good anchorage that a Customs Station should be located there as all of the maritime

commerce had to pass this point: such was the nucleus around which the present City of Port Townsend grew.

All the Indians on the North-West Coast of America are aquatic and although having a home or tribal locality they migrate backwards and forwards in large numbers according as the fishing, hunting, sealing, whaling and more recently Log-pucking is in season in the various localities: during these migrations they camped on certain spits and points that were geographically convenient: these camping places were also as a rule the abode of local tribes.

It is a peculiar fact that generally speaking the earlier white settlements were made at these Indian geographical centers. The spit at Point Hudson and where the business portion of Port Townsend

Now stands was in earlier days a great indian rendezvous and the earliest settlers are reported to have gained their support and revenue from selling whiskey to, and bartering with, the Indians, later when commerce increased they turned their attention to the sailor as well as their legitimate prey.

Port Townsend is the Port of Entry for all of the Puget Sound Basin although within the past year all the other more important towns within the district have been constituted Sub Ports. During the year ending May 31, 1890 the business was as follows

Clearances

American vessels for Foreign Ports Number 1029 Tons 793475			
"	"	" Coastwise "	" 181 " 168704
Foreign	"	" Foreign "	" 119 " 94433
"	"	" Coastwise "	" 1 " 1235
Total Clearances		" 1330	" 1057847

Entrances.

American vessels from Foreign Ports	N ^o 921	Mos 712.	864
" " " Customs	343	" 272.	623
Foreign " " Foreign	82	" 66.	064
" " " Customs	16	" 14.	623
Total entrances	1362	" 1,066.	174

The greatest growth that Port Townsend has experienced has been between 1888 and 1890 during which time its population ~~has~~ increased from about 2000 to about 5000. It has slightly depopulated during the past year, principally by laborers that were employed in ^{the construction of} the railroad and street-railway. Within the past year its corporate limits have been greatly increased and now include about nine square miles on shore besides about seven and one half square miles of water.

The boundary to the city is as follows and is shown by a blue line on the accompanying guide map.

" Beginning at a point one
 " mile east from Point Hudson,
 " in Port Townsend Bay. thence north-
 " erly to a point one mile north-
 " east from Point Wilson thence west-
 " erly to a point one mile north
 " from the north-west corner of Foulers
 " Park. thence south to the south east
 " corner of the south west quarter of the
 " south west of section nine township
 " thirty North Range One West. thence
 " east along the southerly boundaries
 " of sections nine and ten and on
 " same course to a point in the
 " middle of Port Townsend Bay. thence
 " north easterly to the place of be-
 " ginning.

The former city boundary exten-
 ded on the water front to only
 the low water line. consequently
 the end of the wharves extended
 beyond the city limits.

The chief means of commun-
 ication of all of the towns on

Port Townsend Bay is by water, although a railroad, the Port Townsend Southern, which is projected along the western shores of Hood Canal from Port Townsend to Olympia, then connecting with the Northern Pacific R.R. is being built and is in operation from Port Townsend as far as Quillcene a bay on the north end of Hood Canal and northward from Olympia to the south end of Hood Canal. this road is of standard gauge and appears to be thoroughly built, it belongs to the Oregon Railway and Navigation Co.

Little attention has been paid to the roads on Quimper Peninsula outside of the towns although by the wear of travel they are all fairly good and of easy grade. the accompanying guide map shows their general location. At low tide there is a good drive

along the beach to Point Wilson and a fairly good one on the beach to Fort Townsend.

Outside of its being the Port of Entry and the County seat of Jefferson County the business of Port Townsend is mostly of a local character although the smaller places along the south shore of the Strait of Juan de Fuca are dependent upon it for supplies that are bought in small quantities. its manufactures ^{are} for local purposes only and consist of one Saw Mill, two Lark. Doors and Planing mills, one small machine shop which has a small set of marine ways, and one ice factory.

Fort Townsend is a one company post, for infantry and from appearances has changed very little: this place is included in the work as it was not clear whether the regulations regarding

Justifications applied to it or not, and besides the officer can use its judgment in including it on the published Chart or not.

Iron Dale was so named when the Puget Sound Iron Company, which is now principally composed of San Francisco capitalists, built its Blast Furnace at this place. The Furnace was located at this point on account of a deposit of bog iron ore in the Chimicum Valley about two miles back which was at first used alone and then mixed with an ore that comes from Lephaden Island B.C. and subsequently Lephaden ore was used with little or none of the Chimicum ore. Charcoal, made from fir wood in the kilns just back from the wharf, and represented on the sheet by the small circles, is the only fuel that has been used thus far.

The works have a capacity of about thirty tons of pig iron per day, of a very superior quality. Owing to the fact that Scotch and English pig iron is brought to the Sound as ballast in ships coming for wheat from English and Scotch ports, this charcoal iron cannot compete in price with it, in consequence of which the furnace has been shut down for about a year, with no visible signs of starting up again, with a large stock of iron on hand which is used by the shops of the Coast for only the finest and strongest castings.

At Port Hadlock is located the Washington Mill Co's Saw Mill, as a mill site it is exceptionally good on account of good anchorage, being sheltered and having a lagoon which has been dammed up to half tide for a log boom. At this place is being con-

SYMBOLS

(RED) PORT TOWNSEND ELECTRIC RAILWAY

(BLACK) " " STEAM MOTOR

MOUNT OLYMPUS WALKER CO. PIPE LINE

RAILROADS

WAGON ROADS

SOUNDINGS ARE GIVEN IN FATHOMS FROM GOVT CHART,

SCALE OF $\frac{1}{4}$ IN. = 1 MILE

COMPLIMENTS OF _____ 

CAPE GEORGE

FORT

RANGE 1 WEST

RANGE LEAST

constructed a large floating dock of sufficient size to take out the largest class of vessels. At this writing it has not been decided exactly where on Port Townsend Bay it will be located after it is launched.

The Chimicum Valley three or four miles back of Port Hudlock is a fertile farming district devoted principally to dairying; its products are principally shipped from Port Hudlock to the various Sound Ports.

On the opposite shore from Port Hudlock is a sandstone quarry but only sufficiently developed to get out stone for rubble work.

Besides the Light-Houses at Point-Wilson and Admiralty Head the only aids to navigation in this vicinity are a red spar buoy on the outer end of Point-Hudson and a stake

Light on Point-Hudson fixed to
the outer corner of the Point-Hudson
Ice and Factory.

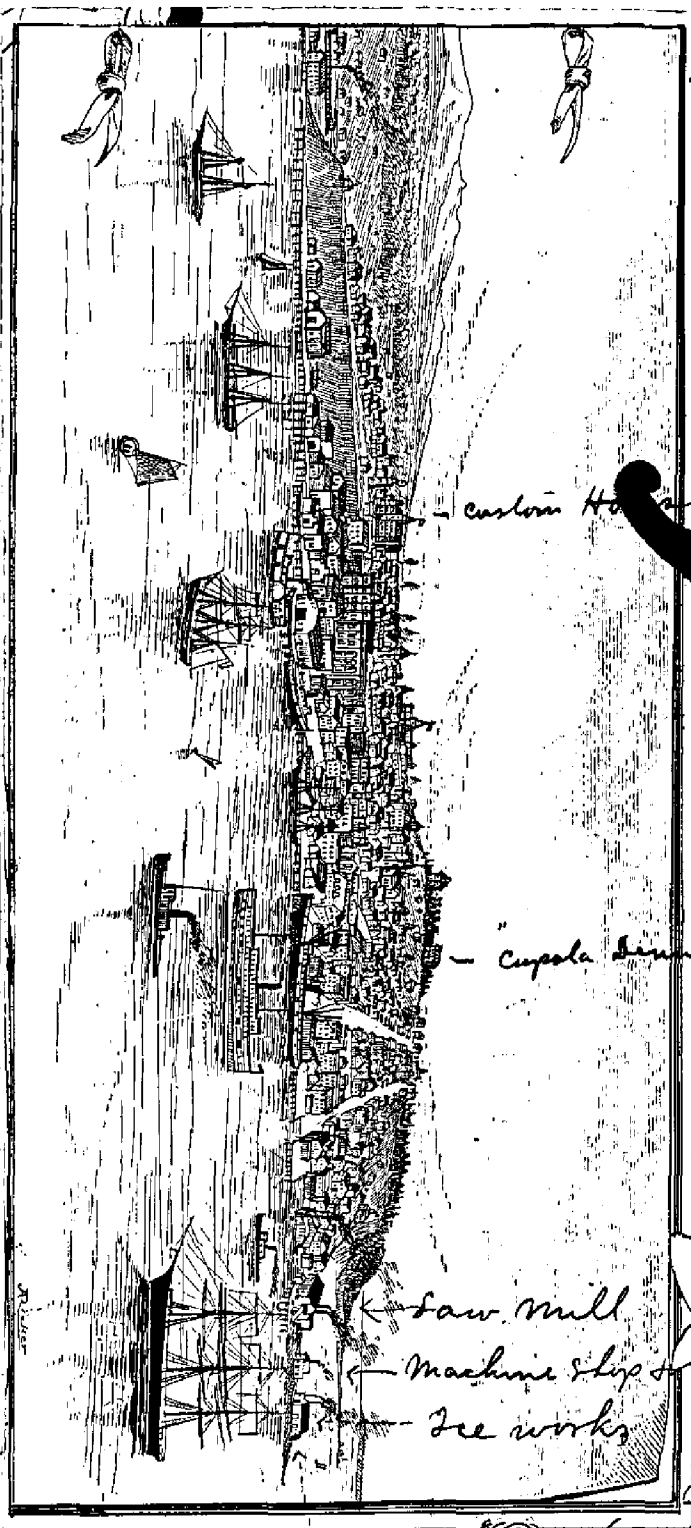
Very respectfully
Submitted

Seattle Wash.

June 30. 1891

J. J. Mott
chief of party

PORT TOWNSEND. WASHINGTON.



— custom House in course of construction

— "Capeola Dining Hotel" signal

← saw mill

← machine shop & marine works

← ice works

— Capeola light in corner of ice works

from Bell Signal

capitol Signal

Hopoff Marine Hospital Signal

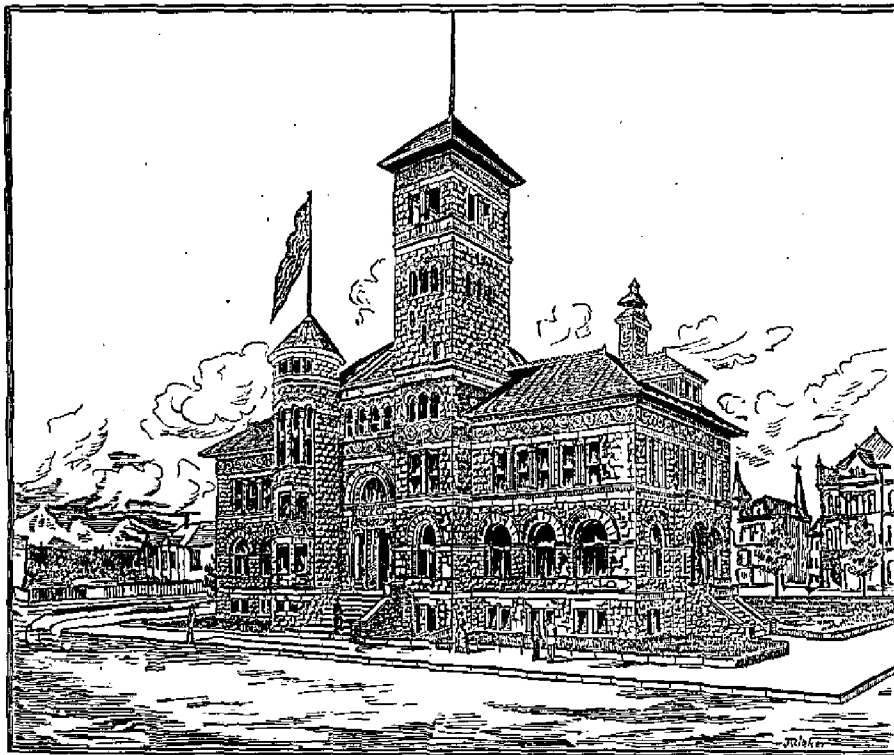


PORT TOWNSEND HARBOR.



WATER STREET LOOKING EAST.

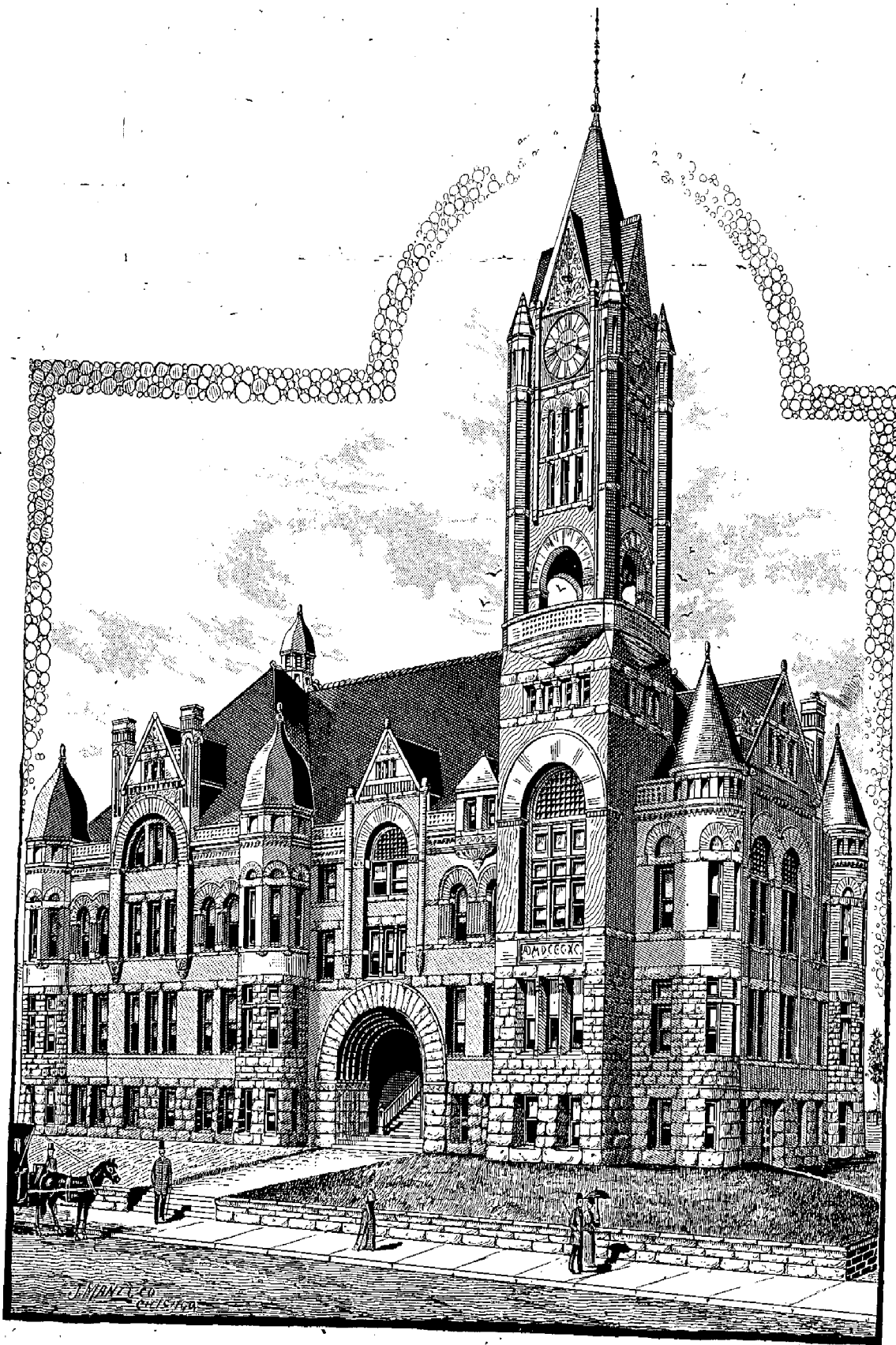
FIRST PRESIDENTIAL OFFICE



UNITED STATES CUSTOM HOUSE.

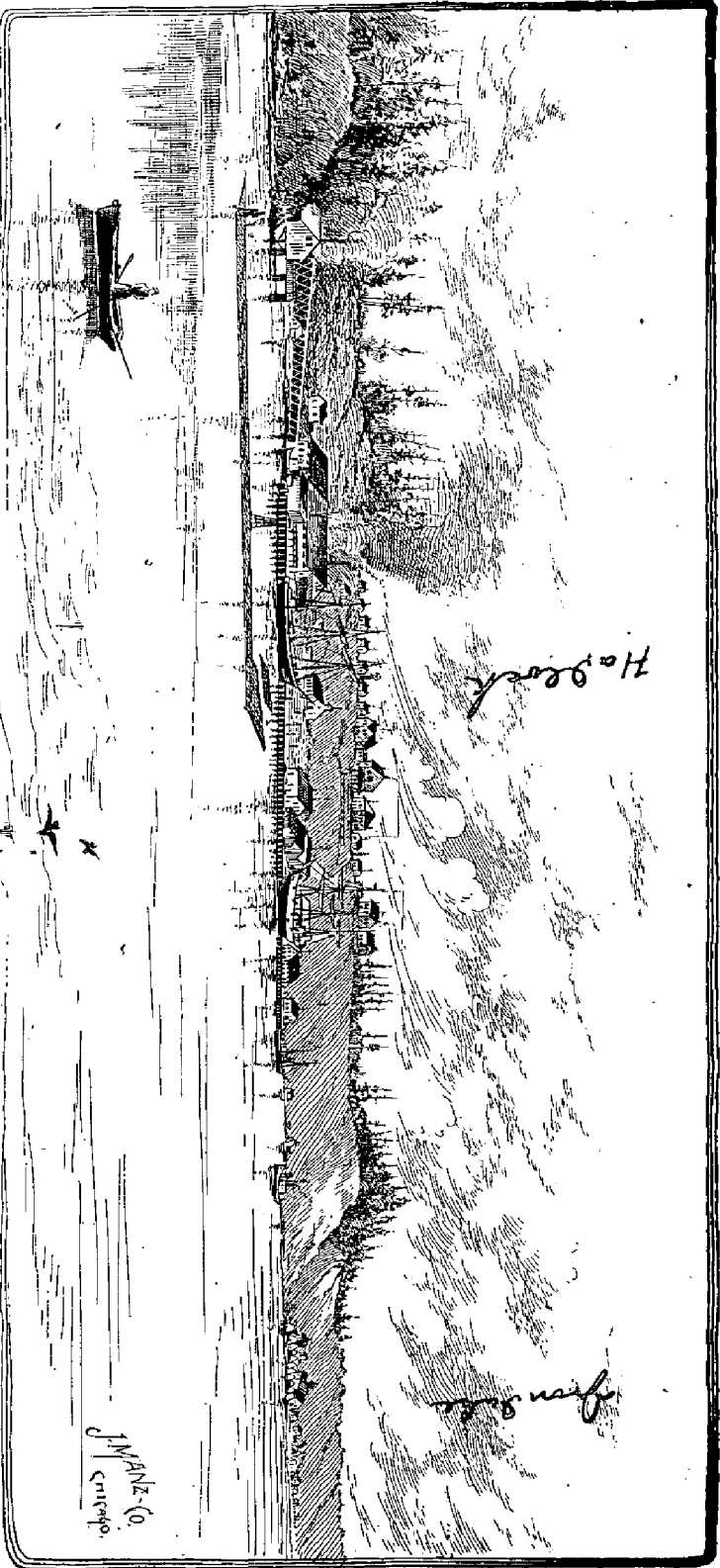
19

*Port Townsend**In course of construction*



JEFFERSON COUNTY COURT HOUSE.

In Course of Construction

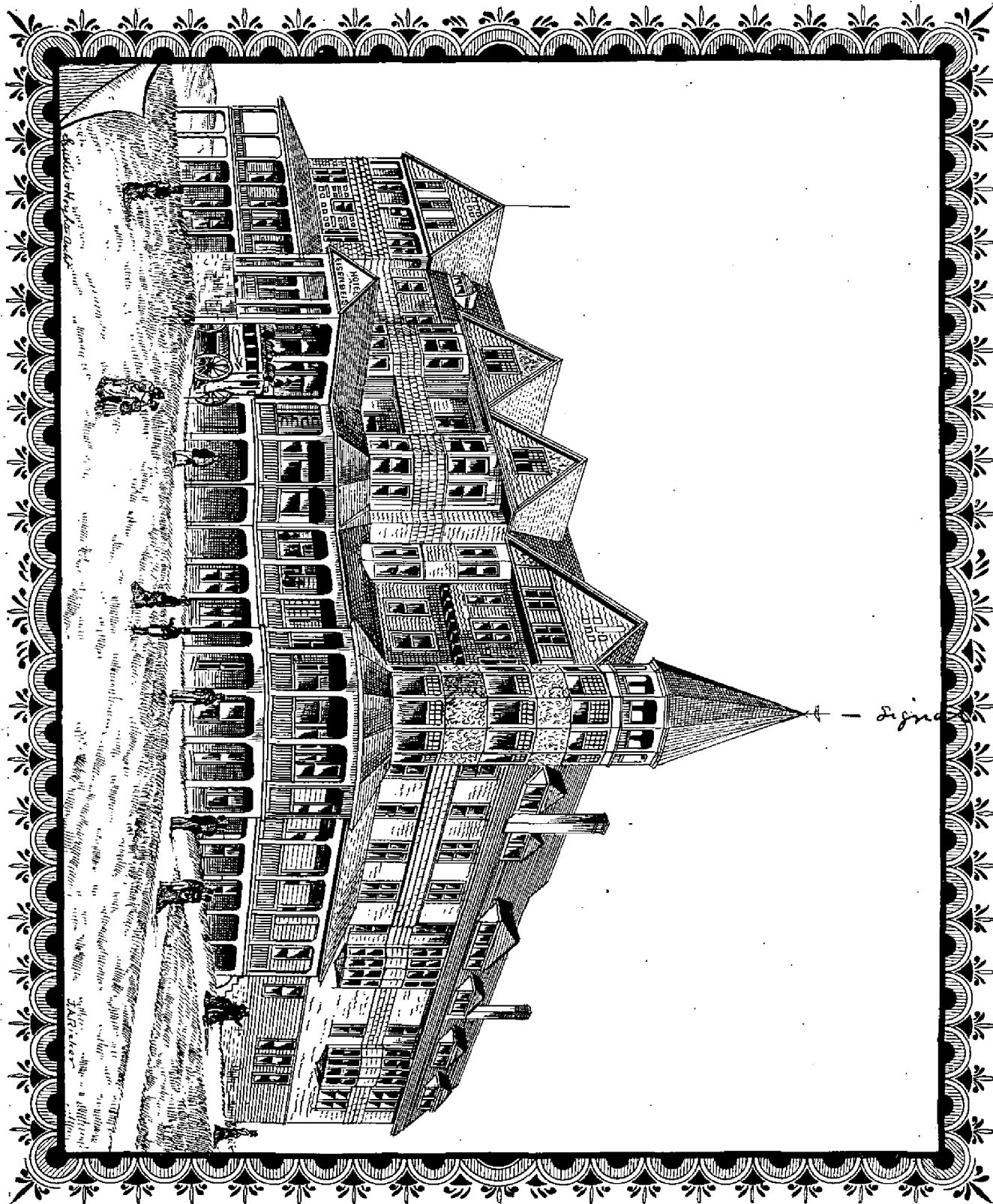


Hadlock

Iron Dale

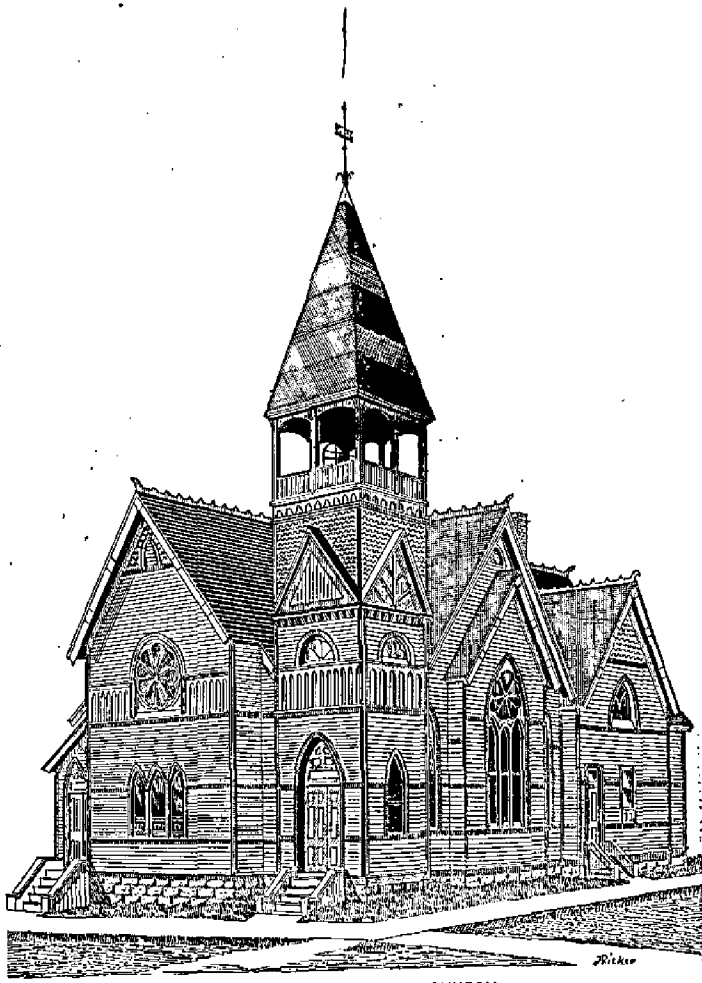
J. M. ANZ-CO.
CHICAGO

VIEW OF IRONDALE AND PORT HADLOCK.



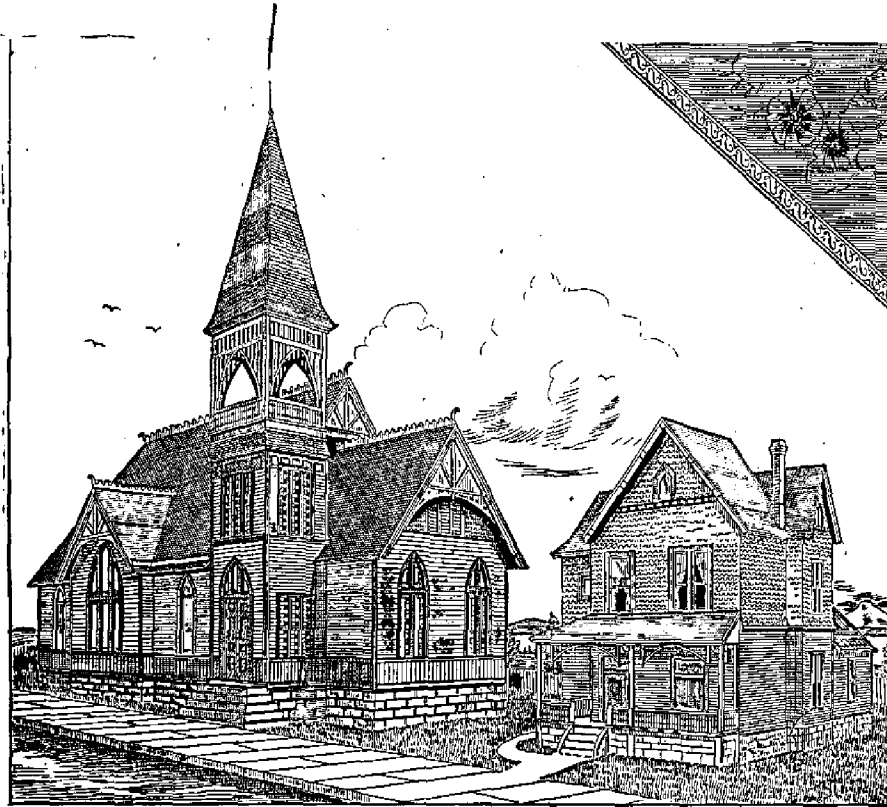
HOTEL EISENBEIS.

Signal



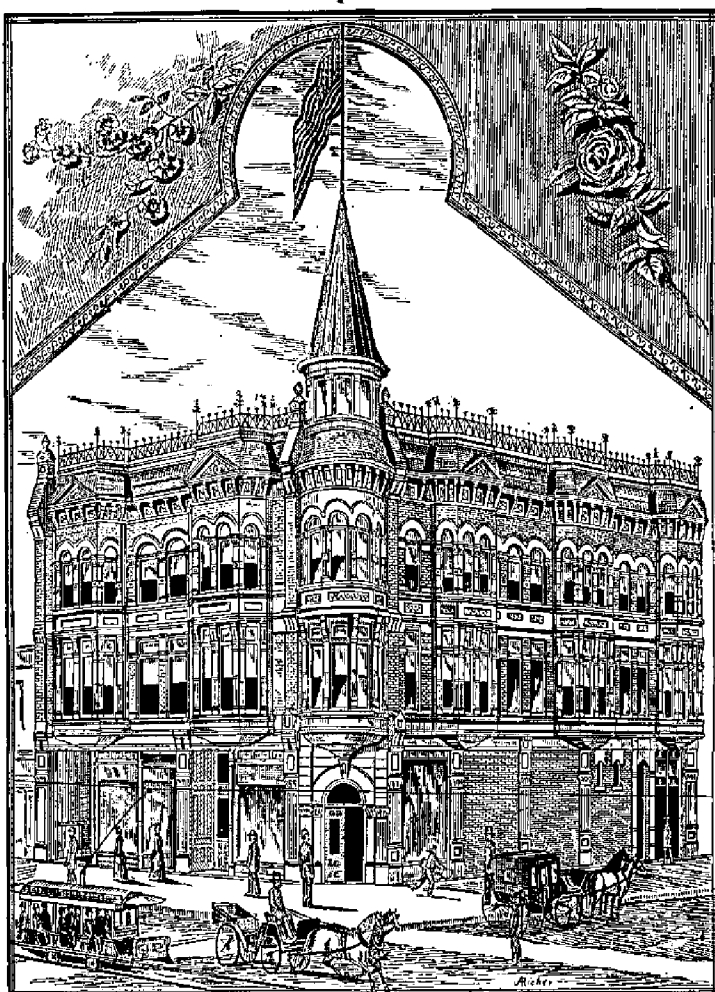
FIRST PRESBYTERIAN CHURCH

Signal



CONGREGATIONAL CHURCH AND RESIDENCE OF THE PASTOR, W. W. FERRIER.

"Cupola" Signal



THE HASTINGS BLOCK.