<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>Topographic</th>
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<td>Field No.</td>
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<td>General locality</td>
<td>Port Townsend</td>
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<tr>
<td>Locality</td>
<td>Bay</td>
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<tr>
<td></td>
<td>1891</td>
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<td></td>
<td>1941</td>
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<tr>
<td>CHIEF OF PARTY</td>
<td>J. F. Pratt</td>
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<td>LIBRARY &amp; ARCHIVES</td>
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U. S. COAST AND GEODETIC SURVEY.

T. O. Mendenhall, Superintendent.

State: Washington.

DESCRIPTIVE REPORT.

Topographic Sheet No. 2079.

LOCALITY:

Port Townsend

Bay.

1891.

CHIEF OF PARTY:

J. F. Pratt.
U. S. Coast & Geodetic Survey.
J. C. Mendenhall, Supt.

Description

of

Topographical Resurvey

of

Port Townsend Bay, Washington

On a scale of $\frac{1}{10,000}$

Showing

Improvements to May 1st, 1891

by

J. F. Pratt, Assistant
Chief of Party,

To accompany topographical sheet.
Resurvey of Port Townsend Bay, 1891.
In accordance with instructions dated March 10th 1891, directing one to "make a resurvey on a scale of 1/10,000 of the shoreline to the limits of accomplished and projected improvements indicating such class on your sheet."

"+ + + This will be strictly a local survey and true 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 in Puget Sound.

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

With the exception of Kala Point, which had to be occupied in the plane-table triangulation, no shore-line or intercoastal survey 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 intersecting 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 Furnace.

"Staff" is the only flagstaff at F ordale.

"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 stand at the foot of a steep incline and on the top of a rocky bluff.

"Conne 2" is a hydrographic signal found standing on the end of Conne Point.
"Wales" is a Hydrographic signal which was found lying flat on the ground. The original triangulation station was recovered at this place.

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

All copies and cut-outs 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 back and forth in large numbers according as the fishing, hunting, sealing, whaling and, more recently, log-picking is in season in the various localities. During these migrations they camped in certain spots 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 standing on earlier days a great Indian rendezvous, and the earliest settlers are reported to have gained their support and revenue from selling whiskey to, and furnishing with, the Indians, later, when commerce increased, they turned their attention to the sailors as well, as their legitimate prey.

Port Townsend is the Port of Entry for all of Puget Sound Baras which 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 79,3475

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<th>Type</th>
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<tr>
<td>Container</td>
<td>181</td>
<td>168,704</td>
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<tr>
<td>Foreign</td>
<td>119</td>
<td>94,433</td>
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<tr>
<td>Container</td>
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Total Clearances 13,30 tons 1,057,847
Entrances
American vessels from Joseph Port N° 921 740 71 2.864

    " " " Guatemal 243 " 272.823
Joseph " " Joseph " 82 " 66.064
    " " " Guatmal " 16 " 14.623

Total entrances " 1862 " 1,066,174

The greatest growth that Port Townsend has experienced has been between 1888 and 1890 during which time its population increased from about 2,000 to about 5,000. It has slightly depopulated during the past year, principally by laborers that were employed on 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-ery to a point one mile north-east from Point Wilson; thence west-ery to a point one mile south from the northwest corner of Soules Park; thence south to the southern shore of the south west corner of the south west of section nine, third section 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 south easterly to the place of beginning.

The former city boundary extended on the water front to only the low water line, consequently the ends of the wharves extended beyond the city limits.

The chief means of communication 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 shore of Hood's 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 Quilcene, a bay on the north end of Hood's Canal and Whidbey Island from Olympia to the south end of Hood's 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 Quinault Peninsula outside of the towns although 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. It manufactures for local purposes only and consists of one saw mill, two lath doors and planing mills, one small machine shop which has a small set of marine snug 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
Fortification applied to it or not, and besides the officer can use it's judgment in including it in the published chart or not.

Forsdale was so named when the Puget Sound Iron Company, which is now principally composed of San Francisco capitalists, built its first furnace at this place. The furnace was located at this point on account of a deposit of bog iron ore in the Chimineum Valley about two miles back which was at first used alone and then mixed with an ore that comes from Leathada Island B.C. and subsequently Leathada ore was used with little or none of the Chimineum ore. Charsouf, made from fir wood in the kiln, just back from the wharf, and represented on the chart 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 ore in hand which is used to the slopes 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-
structured 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 Chimacum Valley three or four miles back of Port Hadlock is a fertile farming district devoted principally to dairying; its products are principally shipped from Port Hadlock to the various Sound Ports.

On the opposite shore from Port Hadlock 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 slate
Light on Point-Hudson fixed to the outer corner of the Point-Hudson Ice Co. Factory.

Very respectfully,

Submitted

Seattle, Wash.

June 30, 1891

Chief of Eng.
UNITED STATES CUSTOM HOUSE.

Port Lavrunc

In course of construction
JEFFERSON COUNTY COURT HOUSE.

In Course of Construction.
CONGREGATIONAL CHURCH AND RESIDENCE OF THE PASTOR, W. W. FERRIER.