Description Report

Harbor of Anacortes, Wash.

Sheet No. 1, Registry No. = 2111
Sheet No. 2, = 2112
Sheet No. 3, = 2113

1892

J.J. Gilbert
Descriptive Report

Harbor of Anacortes, Wash

Sheets No. 1, No. 2, and No. 3
Recorded No. 2111, 2112 + 2113 - 1872

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Descriptive Report
Harbor of Anacortes, Wash
Sheets No 1, No. 2 & No. 3.
1892

The survey of the water front and harbor of
Anacortes was made for the Washington State
Fish and Game Commission.

The city of Anacortes, as incorporated, has a
larger stretch of water front than any other city in
the state. It includes all the shore line of Fidalgo Bay,
abutting part of Burrows Bay, and all between.

Amos Bowman was the first man who settled in
and worked for a city at this point. I am not
sure just when he settled here, but it was at
least in the Early Eighties.

When I camped at Anacortes, while surveying
the region in 1886, Amos Bowman was living here
with his family, also a brother kept a so called
hotel, and Dr. Childs, a brother-in-law of Mr.
Bowman had a store, maintained a rough wharf,
and was postmaster. There were several
'five farms a mile or two back, and it was
they brought their goods for shipment;

Mrs. Bowman, a bright-educated woman.
took great pride in the high rocky head on the Bowman Claim, and gave it its name "Capsaite". Mr. Bowman was a civil engineer and had long been employed on the Geological Survey of Canada; he was the engineer who laid out the town of Anacortes, and also gave its name. With the advent of "Boom" times the town was enlarged, streets were laid out, and graded, immense tracts were cleared of timber, the fine logs or timbers being burned and millions of feet of fine lumber destroyed in the mad haste to throw more lots upon the market. The Railroad Company took a hand and built fine wharves and warehouses, and a rail road was built to connect with the Seattle, Lake Shore and Eastern at Wooley, on the Skagit River.

The Shore-line, beginning near Marsh Point, is rather low, and extends around Fidalgo Bay. All around this bay the shores are rather low, and the entire head of the bay is bare at low tides. The bottom is muddy and sandy, soft but not sticky. On the West side, halfway up the bay is a long narrow wooded point extending nearly or quite halfway across the
bay. The railroad track follows a trestle, just
skirting this point on the south, while a bridge
extends along the north side of it and thence across,
accommodating trains and an electric car line.

From the point northward the shore is somewhat higher,
but the beach is very wide and the water very
shallow. The bright seaway from Capsaute runs bare
at low tide; it is chiefly used to store the logs
for the two mills located here.

Capsaute, the rocky head, is almost, and probably,
not so very long ago, was altogether an island.
It is sandstone, with a little soil here and there,
and some timber. The east face is nearly per-
pendicular, and the water is quite deep off it.

Leaving Capsaute the shore-line is low, gradually
rising toward Ship Harbor. The beach is gravel,
the water fairly bold, and the tidal currents
very strong. Shamanoos Point is high, with broader
beach, and the shore-line of Green Point, around to
Flounder Bay is rocky, with little or no beach.

Flounder Bay runs bare at extreme low tide,
it is separated from Burrowes Bay by a long
narrow gravel spit. A lobar is built on this spit, and a railroad
track extended to this point, from Anacortes,
Coming via Ship Harbor, and across the neck.
Neither the wharf nor the track will ever be
utilized. The shores of Burrows Bay are high.
The beach is wide and mostly sandy, with some
gravel or boulders near the shore-line.

Anacortes was a busy city of 500 or 600
people, during the brief boom days, brick stores,
and hotels were built, and some very good
residences witness the cordiality of the inhabitants.
It has dwindled away since then, and at present
(1907) - There is little aside from the Salmon Cannery,
located there in recent years, to keep the town alive.
The principal industries in 1892 were the Saw
Mills, three in number, a brick yard on Fidalgo
Bay, and the sale of real estate. But even at
that date all these enterprises were declining.

It was a good location for a great
City. No finer site could be desired. Enough
level ground for business, and the balance
gently rising ground. But I can see
nothing to warrant a large city here, and
have no doubt its glory departed forever,
with the Booms of 1890.

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