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U. S. GEOLOGICAL SURVEY,
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Department of Commerce and Labor
COAST AND GEODETIC SURVEY

O. H. Littmann

Superintendent.

State: *Washington*

DESCRIPTIVE REPORT.

Topographic Sheet No. *1674 a b*
^{1671 a b}

LOCALITY:

Puget Sound

1909

CHIEF OF PARTY:

R. B. Serickson

Library and Archives.

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Assistant in Charge.

U. S. & G. SURVEY,
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Report to accompany tracings "K" "L" and "N"
showing revision work in Carrs Inlet, 1909-1910.
"K" scale 1:10000; "L" scale 1:10000; "N" scale 1:20000
Sheet "K" shows improvements in Von Geldern Cove,
Mayo Cove, and Lake Bay.
Sheet "L" shows improvements along shores at north
end of Carrs Inlet.
Sheet "N" shows improvements from Point Defiance
to Steilacoom including Hales Passage and south
end of Carrs Inlet.

R.B. Derickson, Asst., Comdg.
Chief of Party.

SEXTANT LOCATIONS (Sheet N.)

On the point northwest of Pitt Island on the mainland and at the north end of Pitts Passage is a frame farm house unpainted, located by the following sextant angles: on the right is $49^{\circ} 57'$ from the tangent to McNeils Island to tangent to the head north of Green Point on the opposite side of the inlet. On the left $9^{\circ} 16'$ measures the angle from tangent to head north of Green Point to tangent to South Head. Surrounding this house is a clearing of ten acres under cultivation.

Continuing up the Inlet toward South Head two more houses painted white were located by sextant angles. From the first one $51^{\circ} 27'$ measures the angle between the tangents at the north end of Pitt Island to the north side of McNeils Island. $52^{\circ} 56'$ measures the angle between the tangents to north side of McNeils Island and to the northwest end of Fox Island. The next house to the north was located 30 meters directly inshore from the point at which the following angles were taken: $53^{\circ} 40'$ between the tangents to the north end of Pitt Island and the north side of McNeils Island; $54^{\circ} 57'$ between the tangents to the north side of McNeils Island to the northwest end of Fox Island.

Between these two is a brown painted house 100 meters inshore, which was located by one cut from the plane table station on the north end of Pitt Island.

To the northward the next house is found on South Head, located by the following angles: $73^{\circ} 45'$ measures the angle between the tangents to the north shore of McNeils Island and the northwest end of Fox Island and to the left side of small island below Raft *Id.*

Island.

LAKE BAY. (Sheet K)

In the Cove North of South Head is a wharf with an approach 270 meters long 2 meters wide and in poor condition. It is the landing for the summer resort, Delono Beach, lying in this cove. A connected survey of this place, Lake Bay Post Office in Mayo Cove to the northward and Home Colony in Von Gelderns Cove was made starting at the wharf in Von Gelderns Cove. The first station on this wharf was located by tangents to the north and south heads of this cove and by the distance to the south head, read by telemeter.

The town of Home has recently been laid out on a rectangular basis and the accompanying survey gives the streets as laid off with the main lot divisions. Five stations were used here to cover the townsite. This colony is a group of advanced freethinkers of several nationalities. Some socialists are represented but the majority do not believe in socialism. The townpeople enjoy the privilege of following their own beliefs unhampered by municipal laws. There is no Post Office in the community at present, the people getting their mail from Lake Bay. From the fifth station near the head of the cove, a 100 meter bridge crossing the mouth of the creek, was located. Two smaller foot bridges, one of which is shown, lie farther up the creek. This creek is unnamed even by the local residents. The road to Lake Bay crosses this bridge, and eight stations were used here in traversing the road out to the wharf in Mayo Cove. Approximately 1200 meters from the end of the bridge in Von Geldern Cove, a road branches off to the right toward Long Branch in Titusi Bay. At the bend of the road, 300 meters above

the Post Office, the Lake Bay public school is situated. Houses are scattered all along the road, and surrounded by growing clearings.

Lake Bay is a small community with a substantial 114 meter wharf. They receive and send mail daily by means of the Str. Ticonda, which runs out of Tacoma. Families, 120 in number, are served by this post office thru the rural route to Home Colony. A small saw mill is located at the head of Mayo Cove. Their water power is obtained from the creek coming from Bay Lake, 300 meters to the southward.

On the north side of Mayo Cove two houses were located by the following sextant angles: $33^{\circ} 44'$ from tangents to South Head of Mayo Cove and Fox Island; $38^{\circ} 59'$ between tangents to Fox Island and the inner edge of Raft Island; $49^{\circ} 13'$ between tangents to the south entrance to Mayo Cove and to Fox Island; and $44^{\circ} 54'$ between tangents to Fox Island and to the left edge of Raft Island.

From the mill the road runs into the brush toward Delano Beach. It winds around for about 400 meters, and then crosses a small bridge at the mouth of Lake Bay. This lake is approximately 600 by 300 meters, surrounded by swampy land. The shore line at the entrance, was traced on sheet by rod readings in the usual way, and remainder estimated. From here the road runs straight for 360 meters to a four corners. The road to the right runs to Long Beach; the one to the left, to a near farm house; and the main road from the lake turns slightly to the left at this junction point, and continues almost due east to Delano Beach, a distance of 1080 meters. This settlement is only a summer resort and during the winter is not even visited by outsiders. The approximate locations of the cultivated

land are shown at different points along the traverse by boundary fences.

The shoreline of sheet K. was obtained by enlarging the shoreline traced from chart 6460 to the scale desired 1:10000. The enlarging was done by drawing the coordinates dividing up the rectangles into equal small parts; the division was then laid out on the large scale.

GLEN COVE. (Sheet L.)

Next northward from Von Geldern Cove, on the same side of the inlet is Glen Cove Post Office, lying in the cove by that name. The old name of the cove was Balch, but when the Post Office was installed, the new name Glen was given. It is connected with Home by a fine wagon road. There is a short substantial wharf here with 20 feet of water at half tide. The entrance to the cove is not as deep as this, however. This post office has a daily mail service, by the Str. "Ticonda" from Tacoma. Two stations were used here; one was located by tangents to either side of the entrance of the cove, and by reading the known shoreline. No third point was obtainable for tangents. Nine houses, a school and one large barn were located here besides the store and Post Office. The road to Vaughn runs along the southwest shore of the cove and before crossing the small bridge at the head of the cove runs inshore, a distance of two miles, from Post Office to Post Office, and as above mentioned to Home Colony. A daily stage is maintained between Vaughn and this place.

North of Glen Arm a short distance a prominent house near the beach is located by the following sextant angles: $52^{\circ} 15'$ between tangents to shoreline to southward and to headland north of Horsehead

Bay; 45° 47' between tangents to headland north of Horsehead Bay and to north end of Raft Island.

HUGE CREEK. (Sheet L.)

One station was used here near the end of the sandspit and located by the following sextant angles: to the headland at the north side of the mouth of Huge Creek to headland above Raft Island on the opposite side of the Inlet; and to Green Point. From this point four houses and a small wharf just around the point to the northward were located. The end of a road running north was also shown. The channel between the end of the spit and north shore at the mouth of the creek is impassible for ordinary steamers; only launches at high water being safe in the passage.

WAUNA. (Sheet L.)

The next settlement on this side of Carrs Inlet to the northward is near the head at the base of the long sand spit extending across the entrance to Burley Lagoon. The Post Office of Wauna is located here with a substantial wharf 50 meters in length. The piling at the outer end has just been renewed on date of survey, January 26, 1910. Several years ago the Post Office was called Springfield but on account of the numerous post offices by that name in the country, the name was changed to Wauna. One hundred people get mail here, the Str. "Ticonda" calling daily from Tacoma. Fourteen houses including store and post office were located from this station. From this point a road has been built out over the sandspit and connected at its father end by a drawbridge to the east shore. This bridge is 260 meters long and the center spans clear the water 12 feet at half

tide.

BURLEY LAGOON. (Sheet L.)

In Burley Lagoon, one station was made located by tangents to either side of the mouth of the lagoon and by contiguous shoreline. Six houses were located in the vicinity and single cuts to five houses besides a store, Post Office and Hotel at the head of the lagoon. A logging road runs into the interior up the creek from the head of the lagoon, across country. The Post Office mentioned above is Burley. Daily mail is received from Gig Harbor. The settlement here is socialist, composed of a group of Englishmen. The land is quite rich surrounding the lagoon and is practically cleared. It is divided into small lots of four acres, each one is rented to settlers at \$1.00 per year, per acre. No title is given and accordingly the settlement is not very prosperous. At lowest low tide the lagoon above the island is simply a crooked creek quite shallow enough to wade. The passage thru here is not dredged and is quite perilous for any boat drawing over two feet even at high water. Outside of the socialist colony, chicken raising and small fruit farming is profitable at present.

PURDY. (Sheet L.)

Inshore from the end of the bridge and extending along the east shore of the inlet southward for 1500 meters is spread the settlement of Purdy. There is no Post Office here, tho an application is being made January 1910. The road extending southward to the creek from the bridge follows the creek to the eastward and is the route of stage and mail from Gig Harbor. An old logging railroad to the northward beyond the bridge has been abandoned, its proximity to the

drawbridge making it undesirable. Midway along the stretch to the southward is a group of piling, an abandoned wharf, used for a plane table station. The station was located by tangents to entrance to Burley Lagoon, to the north head of Glen Cove and to the head north Raft Island. Some 20 meters south of the mouth of the creek, where the post road turns over to Gig Harbor, is a group of piling extending 85 meters out from the shore, used as a logging wharf. This is in line with and forms a continuation of a logging railroad up over the hill. Two donkey engines one here and one up on the hill, were busy dragging logs down to the water. The Ranier Logging Co., of Seattle delivers logs into the Sound at the point. The log booms were secured to several rows of piling, shown running westward from this point. At the west end of this group of piling and sand spit the third of three connected plane-table stations was occupied. This one was occupied first, the one on Wauna wharf, opposite, second; and the abandoned wharf third. Four houses and one barn was located from this first station. From the other two stations six houses were located by intersections on the next stretch of east and west shore on this side of the inlet to the southward. Continuing to southward of this east side of Carrs Inlet and in a small bight opposite Huge Creek, are numerous dwelling houses. One station was used in the bight and from it six houses and two barns were located. The land around here is practically cleared and is fairly fertile. The station was located by tangents to the west head of the bight, to the west entrance of Burley Lagoon across the sandspit and to the east head of the bight. A small float is in this bight, the small steamers using it as a landing.

Between this bight and the point north of Raft Island, are three

houses, one on the point itself. These three houses were located by single cuts from the station at Huge Creek on the opposite side of the Inlet and their estimated distances from the shore.

ROSEDALE. (Sheet I.)

In the bay back of Raft Island is situated the town and wharves of Rosedale. The first wharf is 80 meters long, well built, and lies at the end of the road from Gig Harbor. The first station on the end of this wharf, was located by tangents to the point north of Raft Island and to either side of Raft Island. Besides some dozen houses there is a store, church, school-house, hall, blacksmith's shop, and Post Office at this place. The second wharf 500 meters south of the first is near the end of the southern peninsula. This wharf is 64 meters long and the Post Office lies 30 meters south of the entrance. A road runs from this wharf southward along the shore and the creek down to Arletta, at the head of Hales Passage. A narrow gauge logging road runs up the creek into the timber from here. Two houses and a barn on Raft Island were located from this station as well as the house south of Raft Island on the mainland at the outer bend. A small float is marked lying along the shore at this point.

Continuing around the bend south, all along the shore, abreast of the small island, houses are scattered. A station was made at the southern end of this island located by tangents to the southward side of Raft Island, to Green Point and to the north entrance to Von Geldern Cove. Eight houses were located from this station on the mainland and single cuts were taken to two on Raft Island. One of these was located by rod reading in Rosedale Bay and the other

is within 20 meters of the beach. From this station also, one house south of Glen Cove and 30 meters approximately from the shore was cut in.

Sheet "L" was enlarged in the same manner as sheet "K", see page^A for method.

HORSEHEAD BAY. (Sheet N.) ✓

In the bay back of Green Point called Horsehead by the present inhabitants, a settlement of seven houses is situated. The land on the peninsula side of the bay is being cleared. A road runs from the head of the bay across the point to Arletta on Hales Passage one quarter of mile to the southward. One other house, a summer cottage, was cut in near the mouth of the bay. The surface of the water was alive with ducks but otherwise the prime^yal stillness was unbroken.

ARLETTA. (Sheet N.)

In Hales Passage the first settlement at the northeast end is about the Post Office of Arletta. Here the station was made at an old wharf that formerly had been quite pretentious but has since gone to decay. The warehouse here has a cement floor but is not used at this time February 1910. The station was located by tangents to the southwest point of McNeils Island to the west end of Fox Island and the point on Fox Island east of Grave Island.

The road running to this place from Rosedale is not better than a trail near Arletta and was not located. The Post Office lies in-shore from a salt water swamp just back of the plane table station.

Six hundred and ninety meters to the eastward along the passage on the mainland is Dobsons wharf; a good landing. A second station was made here and the surrounding houses located. The wharf is the

end of the county road to Rosedale and is shown on the tracing.

At the end of the wharf the road turns and runs to the eastward along the shore a distance of 3000 meters and then turns to the northward bound for Gig Harbor. There is no Post Office at Dobsons Wharf nearer than Arletta tho an application for one is in at present, February 1910. A bridge of 90 meters length crosses the narrow bight 170 meters east of the wharf. The road just mentioned binds these people together socially, particularly as it is used as a rural mail route from Gig Harbor.

From these two stations a number of houses were located by intersections on the northwest side of Fox Island across the passage. From the first station occupied a float is distant 95 meters. The wharf on which the second station was located was put up by the County, but is maintained by Dobson. The schoolhouse here, 376 meters from the wharf, is called Arletta school tho the main patronage is from the people at Dobson.

SYLVAN. (Sheet N.)

From here on up to, and including the mouth of Whollochot Bay, a continuous survey of improvements along the passage was carried out. Eight connected stations were used and from the third one occupied the village of Sylvan was located. This last named station was on the wharf 40 meters in length on Fox Island and just east of the south end of Grave Island. The village includes a church, schoolhouse, and several dwelling houses besides the Post Office. It is a very small village but the post office is the only one on Fox Island and serves 100 families on the island and on the mainland across the passage. Several years ago, Pierce, the present owner of the store here and husband to the Postmistress delivered mail and freight

in his launch to McNeils and Anderson Islands as well as Fox Island. From the wharf a road runs around the beach past the schoolhouse and back to Grave Island.

One house is found on Grave Island and with the exception of its front yard the whole island is cleared and planted to fruit trees. The name of the island comes from it having been used in the past as a burial ground for Indians. At the time of a small-pox epidemic several years ago Indian bodies were buried here in large numbers. The owner of the Str. "Ticonda", the daily mail and freight boat running up Carrs Inlet, has his home on this island.

The first station occupied in this series was on the mainland in the center of a group of some fifteen houses. The station was located by tangents to Green Point, north side of Grave Island and to Point Fosdick. A float is shown 60 meters off shore. There are some other floats along the shores of this passage which are not shown for the reason none are securely anchored and all have to be renewed yearly or oftener.

To the eastward on the mainland beyond this group of houses, another scattered settlement is spread and at the eastern end of this is the Post Office of Cromwell. All these houses were located by intersections from three visible stations. The road turning northward to Gig Harbor was located and also the dwelling houses on the ridge at the center of the northwest end of Fox Island were cut in.

Two stations were located rather close together from the end of the point at the center of Fox Island, and from the second one of these ~~the~~ traverse continued across to the west entrance of Whollocet Bay. The station here, as a check on the traverse, was relocated by tangents to the mainland to the westward, the east end of Fox Island

and the east entrance to Whollocet Bay. From this station and the last one used, the houses from the middle point of Fox Island for 3000 meters eastward along the shore were cut in. These intersections were checked by the following station on the wharf on the opposite side of the entrance to Whollocet Bay. One of these houses shown on the tracing was marked Viking Point.

WHOLLOCET BAY. (Sheet N.)

At the west entrance of Whollocet Bay a group of houses and a store are situated. The store used to house the Post Office of Cromwell but in changing hands the Post Office was transferred. Within a year, 1910, these people expect to have a wharf and then get the Post Office back. From the store a road is shown running up over the hill. This joins the county road 300 meters to the westward.

Across the Bay from this station is Uhlman wharf marked "private property" but not valuable enough in its present condition to be claimed by anyone. From its end a road runs eastward, a quarter of a mile, and then turns towards Gig Harbor. A station was made on this, Uhlmans, wharf and a second one 240 meters away on the bank from which base three houses across the bay invisible from previous stations, were located. A group of eight houses were in sight from these two stations scattered from the point at the entrance to the Bay inshore along the east side of the Bay.

Continuing along this same side of the bay, five more houses were located by intersections.

Inside of Whollocet on the point projecting from the west shore a station was located by tangents to north shore, to south shore and

to the point directly northwest. These tangents inclose very small angles but were taken to the only points in sight. A fourth approximate tangent was taken to the bend on the west shore of the entrance to the bay, thru the intervening trees. From this station seven houses, two barns, and a four corners, with the directions of the intersecting roads, were visible. Also the wharf from the projection on the opposite side and near the head of the bay was visible. One house back of this wharf was located the other houses being given on the old chart. This place at the end of the bay is called Artondale, but has no post office, these people getting their mail by rural delivery from Gig Harbor. From the station made in this bay, a float is located and the owner of the house and land near the point owns and operates the Str. "Audrey", a small steamboat plying between here and Tacoma. The road turning to the northward from the four corners passes thru the settlement of Artondale.

POINT FOSDICK. (Sheet N.)

Near Point Fosdick on the old chart, a few houses are situated and these were taken by their direction and distance from shore from one station across the Passage on Fox Island. This station is near the northeast corner of the island on the sand spit, and located by tangents to Point Fosdick in the Narrows, to the eastern entrance to Whollocet Bay and to Fox Island to the northwestward. From it, on the island, six houses were located ^{the} and three southern ones being little better than shacks. One float is also shown.

At Point Fosdick three houses are shown and a pier that perhaps is intended for a future dock. One house further to the westward along the mainland is also marked.

Passing around Fox Island to the southeast end, nine houses

were located with the adjoining clearings from a station whose position tangents were to the shoreline south of Point Evans and to either end of Day Island at the high water line. The position was checked by a cut to south head of Chambers Creek.

SOUTHWEST SHORE OF FOX ISLAND. (Sheet N.)

Passing to the northwest end of Fox Island the first noticeable improvement is the brick yard. A very good quality of brick is manufactured here during the summer, the market not warranting a continuous run. A group of five houses east of the brickyard, along the shore, was the scene of the plane-table station used. The station is located by tangents to Green Point and to either side of the McNeil. The land along this side of the island is not fertile but is adapted to small fruit raising in localities. Most money is made however, in chicken or pigeon raising and in running greenhouses. One large greenhouse is shown at this place. The mail to this point is supplied daily or every other day by merchant at Sylvan on the other side of the island. No charge is made but some 75 families on the island are supplied with mail by this free delivery launch.

The next station to the eastward along the island was located by tangents to Green Point and to either side of McNeils Island. From this station three houses and one barn was visible, also a house close to the beach marked "Springdale" and was used as a boarding house in the summer for tourists. Back of this is the dwelling house of the owners. Two wrecked greenhouses show the former occupation of these people.

The last station on this side was located by tangents to Green

Point and to either side of McNeils Island. From it three houses on the island were visible. It was used to get cuts to two houses on McNeil which could not be located conveniently by setups on that island. A small clearing surrounds one house here.

MCNEILS ISLAND. (Sheet N.)

On the western side of McNeils Island near the southern end of Pitts Passage, is Pitts Wharf and Parrs Sawmill; the wharf is substantial with 25 foot face. A station was made on the wharf here and located by tangents to the north head Titusi Bay, to the mainland inside of Pitt Island and to the northwest point of McNeils Island. From this station four houses were located by rod readings and one house by direction only. To the northward along the island a float was located from this station for a second station. The next morning a tide running thru the passage prevented occupation of this second station, and the houses near were taken from a new station on the northern end of Pitt Island.

This station was located by tangents to the northwest point of McNeils Island, South Head on the mainland and to the immediate shore line of Pitt Island. Six houses were located from this station one of these is the post office of Meridian. The last named house is inshore from the float in the small bight. Floyd, the postmaster, states that the mail is received from Tacoma by the Str. "Tyrus" three times a week, and this post office serves all the people of this end of McNeils Island.

Proceeding around the island in a clockwise direction the next settlement is in the broad bight on the north side. One station was made inshore here, located by tangents to the island on either hand and to South Head. Four houses and one barn were read from

this station. Immediately back of the station is a small salt marsh, shown on the tracing. The post office described above is used by these people.

STILL HARBOR. (Sheet N.)

Proceeding around the island to the northeast corner and into Still Harbor, back of Gertrude's Island, the settlement and Post Office of Gertrude is found. Still Harbor is the local name given on account of the quiet water found here at all times. Two stations were used here, the first one at the point at the west side of the harbor and the second on the end of the wharf. This second station was located by tangents to the eastern side of the Harbor south of Gertrude's Island, the northwest corner of Gertrude's Island and the western end of Fox Island. At this place eight houses and the Mill were located by rod readings the remainder of the buildings by intersections. The Post Office of Gertrude is directly inshore from the end of the wharf. They receive mail here daily from Taoma by the Str. "Ticonda". The wharf at this place is quite substantial, about 15 meters square with a 5 meter approach. A small shed for storing freight is shown on this wharf. Thirty families get mail at this place and two school-houses are within one and half miles; neither in sight from the water. One of these is located on the hill along the road shown running directly south from the head of the Harbor towards the Penitentiary. The Penitentiary is not directly south from this part as there is a right angled jog of a quarter of a mile or more in the road up on the island. There is quite a little cultivated land about the settlement and one fruit orchard.

At the northeast point of McNeil the house on the bluff was

located by sextant angles: $95^{\circ} 10'$ measures the angle between the tangents to the two ends of Fox Island; $38^{\circ} 14'$ measures the angle from the tangent at the west end of Fox Island to the point on Mc Neils Island at the west side of Still Harbor. A small clearing surrounds this place. South of this are two more houses surrounded by very large clearings. They are too well hidden by trees to be located by sextant, so were cut in from the station opposite, on the south shore of Fox Island. On the east side of the island just north of Hyde Point is a prominent house situated close to the beach. The sextant angles here were: $54^{\circ} 47'$ from the tangent to the north end of Ketron Island to the tangent to the northern head at the mouth of Chambers Creek, and $52^{\circ} 27'$ from the tangent to the north head of Chambers Creek to the east end of Fox Island. Continuing on across to the east shore of Puget Sound the first description is Chambers Creek.

CHAMBERS CREEK. (Sheet N.)

Two stations were used at the mouth of Chambers Creek to locate a brickyard on the southern side and a couple of shacks on the narrow sand spit. From the station nearest the town a third float (the other two being shown on chart No. 6460) and adjoining warehouse along the water front of Steilacoom, were located. From the first station tangents were taken to the shore to the northward, to the north end of Ketron Island and to Gordon Point to the southward.

One mile and half north of Chambers Creek are two gravel bunkers which were located from one station. At this station tangents were taken to the northeast corner of Fox Island, the east side of Anderson and the east side of Ketron Island. The northern bunker has two

piers from which can be loaded. The southern one has three piers for unloading gravel and one pier for unloading stores. These wharves will accomodate steamers of 800 tons. The approximate boundary of the two cuts inshore are shown. A third cut and old bunker is shown but the work of the teredos on the piling has caused it to be abandoned. Six small houses in this vicinity are marked.

BELMARIOW BEACH. (Sheet N.)

One of the late suburbs of Tacoma is the Belmarlow addition including Day Island and vicinity. Here seven stations were used. From the first one tangents were taken to the west side of Ketron Island, Point Fosdick and the west side of Day Island. Theoretically this station is located in University Place addition but actually the street and lot divisions as given on the city maps are not visible. Eight houses and one barn are seen from this station. The beginning of a road or parkway and another street were also visible from here.

A second station was made on the south end of Day Island at the juncture of two boulevards. A traverse was run down the western of these and three stations were used from which five houses were located. The two boulevards are not parallel and the thirty-five lots which front on to these streets from either side are therefore of unequal size. Near the north end of the island where one station was located the western street turns at right angles and runs eastward across the end of the island and here a bridge connects with the mainland. This is built on piling and as shown on the tracing does not run straight across. The center of the bridge is of draw-bridge style, hand manipulation. The sixth station was situated near the center of this bridge and from here a wharf 530 meters distant along the shore farther north was located. This wharf is at the end

of a new street which runs up to and connects with an extension of Sixth Avenue in the city of Tacoma. At this wharf the Audrey from Whollochét Bay calls daily on her way to Tacoma. A warehouse approximately 40'x 40' is on the end of the wharf and is very prominent from mid channel.

At the east end of the bridge from the island to the mainland, the county road started on the Island continues directly east to the Steilacoom - Tacoma car line, a distance of one and one half miles. One station was made on this road and several houses were located. Two branch roads are shown on the tracing. It is reported that a large railroad station on the proposed extension of the Coast Line from Tacoma to Portland is to be located on Day Island. The railroad survey runs along the coast following the beach from the Narrows to Dupont.

THE NARROWS. (Sheet N.)

On the eastern shore of the narrows, abreast of Point Evans is a string of sixty four shacks scattered along the shore over a space of 2500 meters. These shacks are owned and occupied by squatters in large numbers during the summer. A few stay thruout the winter. These shacks are built just below the high water level so the line of houses represent quite accurately the present high water line. At the bend in the Narrows or the southern end of this string, the bank is continually wearing away to the amount of almost two feet per year according to the statement of one of the settlers. The people here obtain a livelihood by fishing, the presence of many seal off Point Evans indicating a good fishing grounds.

A small group of piling, close to the low water line, and five houses were located on the opposite or west shore of the Narrows.

From the first station tangents to Point Defiance, Point Fosdick and the eastern end of Fox Island were taken, and the survey continued along the line of shacks. In front of this station, a small float was situated, the only float along this shore.

GIG HARBOR. (Sheet N.)

At the north end of the Narrows, opposite, and to the northward of Point Defiance is Gig Harbor. The entrance is very narrow and is almost closed by a sand spit 200 yards long projecting from the north side to the southeast. The entrance channel is quite narrow, and from several soundings taken the shallowest point reduces to 10.8 feet above the Puget Sound Datum Plane. Inside the harbor deeper water is found in the center. The muddy bottom provides an excellent anchorage for all boats less than 10 feet draft. Two wharves in the bay are in use, and besides these is a float; all of which were located in the plane-table survey. The "Crest" of Tacoma makes three or four round trips daily, with mail twice a day. These people have telephone connections with Tacoma by cable.

Ten stations were used in the survey here. The first one on the sand-spit was located by tangents to Neill Point, Point Defiance, and Point Evans. The scale is 1:20000 as this harbor is shown on the tracing number 1671 and the revision work appears on Sheet N. which is a copy of this tracing. The second station, fifty-four meters to the northwest of the is on the "City Wharf" locally called. From the entrance to this wharf on shore, a road runs south for a mile and a half, and then turns to the westward running to Artondale, on Whollochot Bay. Out 1420 meters on this road a branch road runs down to the beach passing two houses shown on sheet N. A road runs to the westward along the beach and around to the wharf at the head

of the bay. One hundred and sixty meters out on this road, a branch road runs directly west 550 meters, and thence turns southward for Rosedale. The first road running to the southwestward intersects this upon the hill. A shore cross-road 250 meters in length runs from the western branch of the beach road, and intersects the beach road running out to the waterfront. The main settlement and best land in Gig Harbor is on the knoll cut thru by this short road last mentioned. Near the south head of the bay is a brick plant, and at the south head is a saw-mill. A small bridge is shown here, and from the north end of this a road runs northeastward to a group of houses and a church.

At the head of the Harbor 1380 meters from the first wharf is the landing for the hotel and post office. The wharf is 54 meters from high water mark with 10 feet of water and 20 foot face. The road runs along the beach to the north end of the head of the harbor, and after crossing the bridge mentioned above, runs straight east. At the east end of the bridge a steam logging road from the interior crosses and runs out onto a dumping pier as shown on the sheet. Another road continues along the beach to the southward from the bridge and 96 meters to the eastward a straight north and south road (a continuation of the road on the other side from the "City Wharf") runs down to the beach and inshore for a mile to Crescent Lake. Two stations were made on this road, locating the houses in the vicinity.

Another station was made on a small hill 100 meters east of the north shore end of the above mentioned road. From this point and this station only, the most of the settlement of Gig Harbor is visible. Southeastward of this station 225 meters is a house on

the edge of a clearing. Southward from here to a sand spit there is no clearing the land being held in reservation.

The Post Office has 168 boxes on the various rural routes to Rosedale, Burley, Purdey, Artendale, and to much of the settlement along the northern shore of Hales Passage. Seventy-six families receive mail at Gig Harbor. The land about the harbor is fairly fertile, but the principal occupation is logging and lumbering. A gang of men is kept constantly busy, working the individual logs, dumped from the logging pier into the rafts to be towed to the mill. Two rows of piling southward of this pier are used to fence in the floating logs to prevent their being swept out by the tide. The mouth of the creek and the creek itself is unnavigable even at high water on account of floating logs.

The shoreline of Sheet "N" was traced from tracing No. 1671 and is shown broken. On any of the tracings where the shoreline is shown solid, this was determined by the revision plane-table survey and differs from the traced or enlarged shoreline.

Report compiled by,

Errett E. Mumaw

Aid, C. & G. Survey,

Topographer.

Revised and approved,

R. B. Benson

Asst., Comdg.

Library and Archives.

1671^b

APR 21 1910

Assistant in Charge.

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Sheet "P" *270 E 1671*

Descriptive Report to accompany
Revised Topographic Survey
of

Anderson Island, Wash.

U.S.S. "GEDNEY" 1910.

scale 1:10000

R.B. Derickson,

Asst., Comdg.

Description to accompany Plane Table survey of
wharves, towns and houses on Anderson Island.

Sheet "P"

Amsterdam.

On the western side of Anderson Island is a bay, unnamed on the chart and about which has grown up a small settlement locally known as Amsterdam. The bay has deep water approaches and at the southern side of the mouth is a small float, anchored. Farther down on the same side a narrow sand spit makes out about half way across running in an almost easterly direction. Right across the bay from the spit is a group of six houses rather close together surrounded by cultivated fields and orchards. There are two prominent houses near the head of the bay, one on the northern corner and the other near the center of the head. From the latter one a road runs southward to a small farm-house with a large barn adjoining and both near the edge of the clearing. Coming around the bay to the south side are two more dwellings houses with several small out-buildings, chicken houses, sheds, etc. surrounding each. On account of their being small temporary structures they were not located. Between this part of the shore and the sand spit is uncleared rough country. At the head of the long spit and sheltered by a shorter one is a narrow ravine which has a deep ditch as tributary running 200 meters back inshore. West of this is an orchard surrounding a large dwelling house.

The station used in this orchard was located by tangents to Devil's Head, the north shore of Andersons Island and between them to the point on the southern entrance to Titusi Bay.

From this station the house at the head of, and across, the bay on the opposite point, was located. It is probably the oldest house located here as along the shore abreast of it by the point is an old dilapidated wharf which in times past has been used as a landing.

Going around the Island to the northward and eastward the next small bay has a house situated at its inner end. A saw-mill has been located here, The entrance to the bay is entirely dry at low water.

Eagle Landing.

At the north side of the island across from Eagle Island light is a wharf called Eagle Landing. The station made on this landing was located by tangents to Otso Point and the shoreline to the eastward along the Island. The distance to Eagle Landing light is 240 meters.

The Owner Johnson lives close inshore and about 200 feet from the County road which starts over the island at this point. West from the wharf about half way to Otso Point is another dwelling house with a small grocery store at the waterfront adjoining. A steam boat from Puget City and other small towns calls at the wharf once a week thru the year. The Str. "Multanoma" stops on signal.

The Post Office of Vega used to be located at this place but a few years since (1909) was transferred to the eastern side of the Island.

Yoman.

On the northeastern corner of Anderson Island is a group of five houses near Yoman Point. The fourth house from the point is the Post Office of Yoman. Further west towards Eagle Island are two more houses shown. These last two were located by sextant angles. For the eastern one of the two angles; 31 43' (corrected for index) tangent to northern head of mouth of Chambers Creek and to eastern tangent to McNeils Island and 103 26' from tangent to eastern side of McNeils Island to tangent to the northeastern side of Eagle Island. From the location of the other house to the westward on the opposite side of the small bight protected by a projecting sand spit, the angles were: 29 10' on the right with the same objects as before, and 103 37' on the left, also with the same objects.

All these houses are surrounded by small clearings where fruit is raised and garden truck farming is carried on. On one of these farms the several chicken sheds indicate another remunerative occupations. These sheds are whitewashed and very conspicuous from the shoreline at Steilacoom.

Oro Bay.

Proceeding around to the southeast side of Anderson Island there is a large irregular indentation called Oro Bay. One set-up was made on the northern side of the Bay to locate three houses and two large barns. the station was located by tangents to the head south of Cole Point, Lyle Point and to the peninsula at the center of the Bay. One of these houses is a large new house, and both are surrounded by moderate sized clearings. Good soil here but no fruit orchards.

The houses located on the original chart on the peninsula mentioned above seem to have disappeared only ruins showing their original location.

In the arm of the bay on the south side of this peninsula is a string of five houses along the western shore near the head. The southeast house which is the nearest the entrance of the arm than the others, is the site of the Post Office of Vega. The station inshore from a small float at the mouth of the bay was located by tangents to the headland south of Oro Bay and to the western side of the peninsula in Oro Bay. From this station the adjacent shoreline was roddeed in to give more exact location. With the exception of the Post Office these houses and out-buildings were located by single cuts and their estimated distance from the shoreline, the latter being checked on the ground by the rodman.

Just at the entrance to Oro Bay at Lyle Point the one lone house was located by the following sextant angles: Tangent to north head of Signalichew Creek to tangent to south end of Ketron Island, $57^{\circ} 18'$; tangent to south end of Ketron Island to tangent to Cole Point, $21^{\circ} 24'$. This house till the date of the survey January 24, 1910. has been the location of the Vega Post Office.

Around Lyle Point in Thompson Cove the houses located on the old chart are still intact and no additions are present; one orchard south of the houses covering five acres is the only visible improvement.

The dotted shoreline shown on this sheet was enlarged
from chart No.6460.

The scale of this tracing of Anderson Island is 1:10000.

Everett E. Mumaw

Aid, C. & G. Survey,

Topographer.

Revised and approved,

R. B. Anderson

Asst., Comdg.

Lithograph and Archival.

COAST AND
GEODETIC SURVEY
1 APR 21 1910
1674^C
Assistant in Charge.

C. & G. SURVEY,
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Descriptive Report to accompany
Sheet "J" *Top 1674^C*
Showing Revised Topographic Survey of
Filuce Bay, Puget Sound, Wash.
U.S.S. "GEDNEY"
1909.

Descriptive Report to accompany Revised Topographic
Sheet "J" of Filuce Bay, Puget Sound, Washington.

Filuce Bay indents the southeastern shore line of the peninsula between Case's and Carrs Inlet, and is two and three quarters miles north of Devils Head, the southern extremity of this peninsula. It is named Titusi Bay on the chart, but this name is unknown locally, the natives insisting that Filuce Bay is the only name it has ever had.

On the southern shore of the bay is the town of Longbranch, which has a church and post-office. Ranches are scattered around the shores of the bay. There are two small saw-mills here. There is a good wharf at which the steamer "Tyros" from Tacoma stops three times a week bringing mail, passengers and freight. The steamer stops in on the return trip to Tacoma on the following day.

The town has a population of 250 and is the distributing point for the ranches in the surrounding country.

A traverse was carried along the northern shore and across to the southern shore, many of the houses were cut in by intersections.

No permanent plane-table positions were established. No projection was made but to assist in orienting the sheet, intersections were transferred on the finished tracing from chart No. 6460. The scale of the tracing is 1:10000

L. O. Colbert.

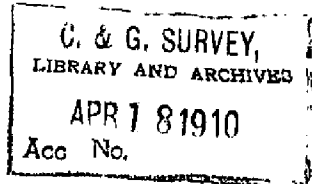
Aid, C. & G. Survey,

Topographer.

Approved,

W. B. Stevenson
Asst., Comdg.

1671^a



T. 1671a

Tracing of Improvements
on McNeil Island, Fox Island and
Mainland adjoining
Puget Sound, Washington
U. S. S. Gedney
1910
Scale, 1/20,000

R. B. Derickson
Ass't., Com'd'g.

E. E. Mumaw, Aid
Topographer

1671b

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T. 1671b

Tracing of Improvements

on Anderson Island

Puget Sound, Washington

U. S. S. Gedney

1910

Scale, 1/10,000

R. B. Derickson

Ass't., Com'd'g.

E. E. Mumaw, Aid

Topographer