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*Descriptive Report*

*Harbor of Port Angeles, Wash.*

*Sheet No. 1. - Registry No = 2109.*

*Sheet " 2 " " " = 2110*

*1892*

*J. J. Gilbert*

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*Descriptive Report*

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<i>Sheet-no 1.</i>	<i>Registered</i>	<i>2109</i>
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*1892*

*J. J. Gilbert*

Descriptive Report  
Port Angeles, Wash.  
1892

Sheets No. 1. and No. 2.

These sheets were executed under the direction of the Washington State Tide Land Commission, and while temporarily relieved from duty in the Coast and Geodetic Survey. No descriptive reports were made, and now, March, 1900, having no data, or tracings to refer to, this report is made from memory, assisted by reference to the published chart.

During the Civil war, Congress enacted a law authorizing the General Land Office to lay out town-sites, and sell by lots or blocks, to actual settlers, and Port Angeles was one of the two or three towns in the United States thus laid out. This site was selected by Victor Smith, then Collector of Customs at Port Townsend, and, upon his recommendation, the Custom House was removed to Port Angeles, where it remained until after the death of Victor Smith, after which it was again located at Port Townsend.

During the stay of the Custom House at

Port Angeles, occurred a frochet. - It seems that somewhere up the ravine, at the mouth of which the few buildings were located, a natural dam, had grown, with drift and land slides until a large lake had been formed, and one quiet night, without any warning to the sleeping inhabitants, the dam gave way, and a torrent came down the ravine, sweeping the houses out into the harbor. The little settlement was annihilated, most of the furniture and other property lost, but I believe, no lives were lost.

With the removal of the Custom House, went most of the people, - they were chiefly those attached to the Customs Service.

As the Territory grew, and prosperous times came, the sons of Victor Smith, who, when the town site was set apart and surveyed by the Government, had taken a homestead claim adjoining it, laid out an addition to the city of Port Angeles, and put the lots on the market.

Hundreds of Squatters located on the lots laid out by the Government, and during the "Boom" of 1890-92, land was cleared, streets opened and graded, wharves built, and quite

high prices obtained, for lots and blocks.

This survey begins under the high bluff shore about one mile East of Emis Creek.

The high ridge extends the whole length of the sheets, - broken here and there by ravines through which flow streams, and off the mouths or at the mouths of these streams are broad gravel spits, or plateaus. One of these is at Emis creek another along the whole water front of the city, and the third forms the base of Ediz Hook.

The beach throughout is of gravel, mixed with sand, around the head of the harbor it is somewhat muddy - The beach is quite broad, at low tide, until you reach Ediz Hook, when it becomes narrow. The water along the main shore deepens gradually, beyond low water mark but along Ediz Hook it is very bold.

Ediz Hook is a remarkable spit, of gravel and sand, and only two or three feet above the highest tides it reaches out three miles from the high bluff at its base, forming one of the finest harbors in these waters, where good harbors abound. The entrance is broad and unobstructed, and open only to the N. E. or East, - quarters from which storms

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Seldom come. The bay is seldom rough, although the swell from the Straits is often noticeable.

The entire Spit is a Light-House reserve, otherwise it is probable that considerable of the business, wharves &c. might have gone to the base of the Spit, where the wharves would be shortest, and the water the quietest.

The best anchorage is up the middle of the Harbor, in 12 to 16 fathoms of water.

There is little business besides merchandising. At the time of this Survey (1892) the Shingle Mill at the head of the Harbor was doing a large business. - It had a tramway to the top of the hill at the base of the Spit, which brought the Shingle bolts from the forest and sent daily a large shipment of Shingles to Seattle. A Cannery on the flats west of the City was in active operation, and a sawmill was running, just north of Eunis Creek, operated by members of a Colony which had settled near.

At present (1899+1900) I hear a good deal about a railroad from Port Angeles, to connect with Eastern roads via Olympia. Much Surveying and some grading has been done.

The hydrography was done from a row boat. The topographical survey was based on a small scheme of Triangulation, depending on a short base line measured by steel tape on the Spit - near the Light House. The Light Ho. and the fog bell are shown on these sheets, - the fog bell near the beach 150 metres or so. N.W. from the light. The published chart, however is misleading in that it would seem to place the fog bell on the inner side of the Spit, and S.W. from the light.

The residences are mostly on the Hill - extending from Race St. to Cedar Street, while the business houses are on the low land, on Front, Second and First streets, from Chase St. to Valley St.

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

Topographic Sheet 2109.

This sheet, in addition to its topography, contains soundings for Port Angeles, Juan de Fuca Strait, Washington, in 1892, by J. J. Gilbert, Assistant.

The plane of reference used for the reduction of soundings was the mean of a few selected lowest low waters, corresponding to a reading of 5.7 feet on the tide staff. In order to reduce the soundings to the plane of mean lower low water, add 2.5 feet.

*G. Wade*

March 3, 1927.