

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**REGISTERED NATIONAL
HISTORIC LANDMARKS**

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DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Port Townsend Historic District

AND/OR COMMON

2 LOCATION

STREET & NUMBER Bounded by Scott, Walker, Taft, and

Blaine Streets and the Waterfront

NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

Port Townsend

VICINITY OF

3rd

STATE

Washington

CODE

53

COUNTY

Jefferson

CODE

031

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input checked="" type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input checked="" type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input checked="" type="checkbox"/> EDUCATIONAL	<input checked="" type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input checked="" type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input checked="" type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME

Multiple

STREET & NUMBER

CITY, TOWN

STATE

VICINITY OF

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Jefferson County Courthouse

STREET & NUMBER

CITY, TOWN

Port Townsend

STATE

Washington

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Washington State Inventory of Historic Places

DATE

1974

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Washington State Parks and Recreation Commission

CITY, TOWN

Olympia

STATE

Washington

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The following report was compiled by Jacob Thomas and Richard McCurdy from Elizabeth Potter's notes:

Location and Topography

Port Townsend is situated at the northeast corner of the Olympic Peninsula where Admiralty Inlet joins the Strait of Juan de Fuca. Admiralty Inlet forms the mouth of Puget Sound, which continues southward, and the strait runs west from Port Townsend to the Pacific Ocean. The city limits encompass the tip of Quimper Peninsula--a headland about seven miles in length and three to five miles wide separated from the mainland by Discovery Bay.

Port Townsend Bay on the opposite side of the peninsula along the southeastern shore is the first sheltered port inside Admiralty Inlet. It is protected from storms moving in from the ocean and from the action of strong, unpredictable currents produced by the tide flowing in and out of Puget Sound. This is a natural harbor deep enough to admit large ships and with excellent bottom characteristics for secure anchoring.

Surrounded on three sides by water, the townsite consists of a high bluff that diminishes toward the south. Around the bluff is a narrow strip of beach which widens near Point Hudson at the entrance to Port Townsend Bay, and also at Point Wilson where the strait meets Admiralty Inlet.

Early Settlement

Prior to the arrival of the first caucasians in 1851, the beach along Port Townsend Bay was occupied by an Indian settlement of the Clallam and Chimacum tribes with a population of approximately 500. They lived in long communal shelters built from split cedar planks. These were attached to vertical posts by ropes made from the roots of saplings. The floors were packed earth, and the roofing was cedar shakes provided with openings for ventilation and escaping smoke. Mats of woven marsh grass covered the entrances.

The first log cabin at Port Townsend was built in 1851 by Alfred Plummer and Charles Bachelder on the beach within the ten existing village. It was approximately 15 by 30 feet with rough log walls and rabbetted corner joints. The roof was of cedar shakes laid across poles that reached, apparently, from end wall to end wall. Squared planks were used for the flooring, and the cabin was equipped with a fireplace built from stones and clay.

(Continued)

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input checked="" type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input checked="" type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input checked="" type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The following report was compiled by Jacob Thomas and Richard McCurdy from Elizabeth Potter's notes.

The first European explorers to penetrate the Strait of Juan de Fuca to the vicinity of Port Townsend were Spaniards. The small peninsula at the tip of which Port Townsend is located is named Quimper Peninsula after Manuel Quimper, whose expedition reached at least within sight of it in 1790. In 1791 Francisco Eliza entered a bay which borders Quimper Peninsula on the west. This he named Port Quadra after Don Juan Francisco de la Bodega y Quadra, then Naval Commander of San Blas, Mexico, and California.

In early May 1792 explorers headed by British Naval Officer Captain George Vancouver reached what is now Port Townsen and looked into what was to become Puget Sound. Attending Vancouver's sloop of war, the Discovery, was the armed tender Chatham in command of Lieutenant W. R. Broughton.

Sailing east in the strait, these vessels on May 2, 1792 entered a long, secluded bay, which Vancouver named Discovery after his ship. The same bay Eliza had named Port Quadra the year before.

While the ships were undergoing repair off the mouth of a creek in Discovery Bay, Vancouver ordered the Discovery's yawl and launch and the Chatham's tender armed and provisioned for a five-day journey. On May 7 the small craft left the bay and proceeded eastward along the north edge of the peninsula, rounded Point Wilson and entered what Vancouver's log reveals as "a very safe and more capacious harbor than Port Discovery; and rendered more pleasant by the high land being at a greater distance from the waterside...To this port I gave the name of Port Townsend in honor of the noble Marquis of that name." To the entrance of the newly revealed vast inland waterway he gave the name Admiralty Inlet, and, farther south, Puget Sound.

Spending some weeks in completing his exploration of the vast inland waterway, Vancouver returned north and continued his survey up the northwest coast.

Townshend, after whom the harbor was named, was born February 28, 1724, a godson of King George I of England. He had a distinguished career and at the siege of Quebec he became commander of the British forces upon the death of Wolfe. He also served as Lord Lieutenant of Ireland and in other positions of prominence. As time passed the "h" would be dropped, leaving the name Port Townsend as a surviving namesake in the new world.

(Continued)

9 MAJOR BIBLIOGRAPHICAL REFERENCES

McCurdy, James G., By Juan de Fuca's Strait, Binfords & Mort, Portland, 1937.

Potter, Elisabeth Walton, Unpublished notes on Port Townsend architecture.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 200

UTM REFERENCES

A	10	518230	5329960	B	10	518780	5320180
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C	10	517360	5320260	D	10	516830	5329110

VERBAL BOUNDARY DESCRIPTION

(See continuation sheet.)

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Carolyn Pitts, Architectural Historian

ORGANIZATION

Historic Sites Survey Division, National Park Service

DATE

2/18/77

STREET & NUMBER

1100 L Street, NW.

TELEPHONE

202/523-5464

CITY OR TOWN

Washington,

STATE

D. C.

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

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In the spring of the following year, 1852, additional settlers arrived from Portland on a 60 foot pilot boat, the Mary Taylor, owned by Loren B. Hastings. Hastings brought with him his wife and children with the intention of remaining at Port Townsend. Including Plummer, Bachelder and the ship's passengers, the white population of the settlement then consisted of three families and fifteen single men although others arrived later that year.

The new residents built log cabins at scattered locations in the surrounding area. The topography and dense forestation of the townside presented many difficulties that influenced early patterns of development. The lagoon at Point Hudson was essentially a depression produced by shifting sand and the remaining beach was susceptible to flooding because of its elevation. What little land that remained in front of the bluff was cut off at high water from the beach farther down the bay which, although the bluff tapered off, was useless as it was a continually flooded marshland. On top of the bluff, the plateau was impenetrable; a dense undergrowth everywhere except along the edge. The land where the forest was thinnest, and where the ground was at a secure elevation above the tide, was located in a valley inland from the marsh. Although this was somewhat isolated from the harbor, it became a more attractive location for early settlement.

The plat of Port Townsend was filed August 2, 1856. Apparently the harbor was soon recognized as a greater attraction to development than the valley. The original grid of streets was established along the beach and the plateau directly behind it. "Happy Valley" was not included in the townsite. The plat is a simple pattern of square blocks without alleys layed out parallel and perpendicular to the waterfront. Along the beach for most of its length there was only enough room for a single street between the bluff and the bay. A second right-of-way known as Front Street was platted on land that was generally under water except at low tide. Blocks along Front Street were sold and later developed with wharves and buildings that stood on piling. Water Street, the one road on dry land, became the main commercial avenue. It continued only a short distance from the lagoon at Point Hudson to a place where erosion of the beach and the face of the bluff prevented extending it. Most of the townside was platted on the plateau above the beach--an area generally four by ten blocks. This land sloped up gently away from the bluff toward the northwest, and down toward the valley and Admiralty Inlet on either side. When cleared, the plateau afforded hundreds of ideal building sites with natural drainage--many of these with spectacular views of the bay, the islands and the Cascade Mountains beyond.

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The buildings were generally one to two and a half story frame structures with a false front or with a gable to the street and occasionally a wooden porch and connecting boardwalks. Prior to 1880, if these structures were ornamented at all, it was with simple Greek Revival details. Double hung windows with six over six lights were almost universal.

Port Townsend's first brick building was constructed at the corner of Water and Quincy Streets in 1861--two stories in height with a gable roof. This remained a rarity for many years. A stone building was built in 1873 of Scow Bay sandstone and measuring 27-1/2 by 70 feet. This was followed in 1874 by the E.S. Fowler Building, a two-story, flat-roofed sandstone structure on Adams Street which is still standing without substantial exterior alteration. Listed in the National Register, it is thought to be the oldest surviving two-story sandstone building in the state of Washington.

Until Captain Enoch S. Fowler constructed a deep water wharf in 1859 there was no dock in Port Townsend large enough to berth a sailing vessel. Although numerous buildings were constructed on pilings and provided with limited dock facilities, the next major wharf was not built until 1867. This was the Union Dock at the foot of Taylor Street--at the same location Alfred Plummer had chosen to build the town's first log cabin.

As the settlement grew most of the log cabins were gradually replaced with frame houses on the plateau. The oldest standing residence in Port Townsend (the Fowler House, listed in the National Register) was built in 1858. It is a fairly substantial two-story building, and it is reasonable to assume that it was preceded by a number of other simpler structures also of frame construction. A few primitive sawmills were operating on Puget Sound in the early 1850's, and an increasing supply of lumber would have been available at Port Townsend toward the middle part of that decade.

A typical house from the early period of development was one to two stories with a gable roof of medium pitch and with a one-story porch along the side or across one end. On the exterior, these were very similar to the earliest commercial structures using the simplest possible Greek Revival details and six over six sash double hung windows. They included a wide frieze, cornice returns and corner boards--sometimes treated as pilasters. Although this archetype persisted in one form or another until the turn of the century, it was eventually eclipsed by more decorative styles, such as the Gothic Revival, that began to appear toward the late 1860's.

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Fresh water was hard to obtain in Port Townsend before the 1870's. Rainwater had to be collected in cisterns and during the dry summers water was sold by vendors with horse-drawn casks. Wells were later drilled for many of the homes, and an enclosed two or three-story tank tower and windmill were built in backyards to provide gravity water to the residents. These became quite common and were essentially a standard outbuilding by the late 1880's "so numerous as to be suggestive of Holland."

As the townsite was developed, the forest was logged off leaving only a few trees within the platted acreage and fields of stumps in outlying areas. The more wealthy families owned entire blocks and beyond the immediate yard these were planted in orchards and vegetable gardens.

Commercial Activities

Agriculture, fishing and timber cutting were the earliest sources of income for the community in the years immediately following the arrival of the Hastings party in 1852. The farms were primarily subsistence at first, but soon they provided meat and produce for ships that would drop anchor at Port Townsend to replenish their supplies. One of the town's first industries was a cracker factory established in 1858 by Charles Eisenbeis. This manufactured hard tack, an essential provision for any overland or ocean-going expedition that was not available north of Portland. Some years later, on a similar premise, Eisenbeis established a brewery near the present site of Chetsemoka Park. In 1885 the cracker factory was relocated in a surviving three-story brick structure (25 by 35 feet) abutting the rear of 224 Taylor Street.

In 1885 Doctor Samuel McCurdy founded the Marine Hospital at Port Townsend. This was an important facility partially subsidized by the Public Health Service that provided medical care for stricken seamen and to the townspeople. The hospital was originally located near the edge of the bluff between Adams and Quincy Streets. It was considerably expanded in 1876 to include a complex of several buildings and a separate orchard located on block 102 of the original townsite. In the 1890's the federal government took over operation of the hospital and built an even larger facility on the orchard property with two - three-story wings flanking a central, octagonal plan pavillion. This building which extended nearly the full length of the block was recently demolished.

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Shipbuilding on a limited scale was one of Port Townsend's earliest manufacturing activities. In 1868 the 140 ton fore-and-after Alaska was constructed at the Point Hudson shipyard. Built for Captain Rufus Calhoun, the Alaska traded in the Sandwich Islands.

Shipwrights, notably Horace Tucker and William A. McCurdy, were also active carpenter-builders responsible for a number of the town's earliest frame buildings. Tucker is credited with having built Rothschild House (National Register, 1868) and Saint Paul's Episcopal Church (National Register, 1865) both with exceptional quality of design and craftsmanship.

Although an undershot turbine powered sawmill and gristmill was built in 1859 at the mouth of Chimacum Creek to the south of Port Townsend Bay, and other nearby sawmills were established in the surrounding area, Port Townsend's first sawmill was not built until after 1881. It was erected at Point Hudson and operated by George W. Downs.

In 1878 a local brickyard on the S. M. Eskildsen farm (in Happy Valley at the edge of town) supplied materials for the Hiram Parrish house, Port Townsend's first brick residence. This is a small one and a half story rectangular plan building roughly 20 feet wide and 35 feet long with a simple gable roof and no porches or other projections. It survives in excellent condition on the original site at the corner of Lawrence and Calhoun Streets.

In addition to the waterfront stores and warehouses, hotels and saloons prospered on Water Street patronized by an increasing number of sailors and travelers. The first hotel, the Caines House, was established in 1853 on the beach two years after Plummer and Bachelder built the town's first log cabin. This was followed by the Cosmopolitan Hotel in 1858, the Pioneer Hotel in 1860, the Washington Hotel in 1864, the Franklin House in 1868, and the Central Hotel in 1875. Most of these hostelries included a saloon as an essential attraction.

The most notorious saloons were located a short distance from town down the shoreline beyond Point Hudson. When these were eventually torn down it was reported that several were provided with trap doors opening onto the beach under the building. Some of the townspeople have speculated that these were used to "shanghai" sailors, although McCurdy's explanation is that they were probably a convenient method of dumping a penniless drunkard on the beach.

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Economics and the Expanding Settlement

Port Townsend's population growth and real estate development responded to wild fluctuations in regional prosperity superimposed over variations in the national and international economy. The first boom-bust cycle was produced by the Fraser River gold rush of 1858. Overnight Puget Sound was swarming with men trying to secure provisions and equipment enroute to the Canadian strike area. This attracted to Port Townsend its first real merchant-entrepreneurs. D. C. H. Rothschild founded his "Kentucky Store" in 1858 where he stocked general merchandise, hardware, ship's fittings and hard to get necessities. At first Rothschild lived in an apartment above his store, an altered portion of which still exists at 821 Water Street, and in 1868 he built the residence, mentioned above, at a site overlooking his store from the bluff.

The Fraser River gold rush was short lived, and a number of disappointed prospectors returned to Port Townsend where they remained. The town's population in 1860 was 264 although this is a deceptively small figure reflecting the beginning of a depression brought about by the Civil War and the effect of the uncertainty it caused on West Coast shipping and commodity markets.

Following the war, economic conditions improved considerably. The town's population had increased to 593 by 1870, but a period of inflation followed the new prosperity producing a second depression that continued through 1878. This classic cycle was exaggerated in the Puget Sound vicinity and Port Townsend particularly. During the initial surge of confidence the Northern Pacific Railroad was making tentative plans to construct a line northward from Portland and the Columbia River with Port Townsend as the possible terminus. When the Eastern banking firm arranging financing for this project collapsed in 1873 Port Townsend's population influx and a period of brisk real estate speculation abruptly ceased.

When economic circumstances started to improve five years later, the town began a period of slow but more-or-less steady expansion. By 1880 the population was 917 and growing.

The dream of a transcontinental railroad connection persisted. An abortive attempt to start a locally sponsored railroad, the Port Townsend Southern, only resulted in the incomplete acquisition of a right of way. However, in 1889 there was renewed speculation over the possibility that rail service would soon reach Puget Sound.

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In 1890 the Oregon Improvement Company, a subsidiary of the Union Pacific, acquired the Port Townsend Southern right-of-way with an agreement to complete 25 miles of trackage that year. The land boom, however, was already underway.

In 1889 55 feet on Water Street sold for \$27,500. The population had risen from about 2,500 in 1887 to 6,500, and numerous major buildings were under construction. A portion of swamp was filled southwest of town where the railroad built a depot, roundhouse and switchyard. Charles Eisenbeis built an immense frame hotel for a cost of \$90,000. Other pioneers sold tracts of land often investing their profits in an elaborate residence.

Additions to the townsite were platted in every practical direction and lots were sold in increasingly remote locations. Newcomers built shacks and mansions frequently in mixed neighborhoods where modest houses stood next door to ornate homes of the very wealthy.

The uptown business district also expanded. Centered at Lawrence and Tyler Streets it was established some years earlier to provide a shopping district for ladies separate from the nefarious waterfront. At the height of its prosperity the uptown commercial center occupied portions of four blocks fronting on Lawrence Street with several one and two-story frame buildings, some with false fronts, and a substantial two-story stuccoed brick structure with five arcaded bays, strip pilasters and a cornice and parapet. Built in 1889 and still standing this was known as the Dennis-Haltzman Block.

A portion of this sub-district was destroyed by fire in 1902 and other buildings were torn down for construction of an elementary school although the remainder is largely intact and little altered on the exterior. Additional period commercial buildings were later moved onto some of the lots left vacant by the fire (at the southwest corner of Lawrence and Taylor Streets) partially restoring the original relationship of storefronts facing each other across the right-of-way.

The result of Port Townsend's rapid expansion was the development of an urban infrastructure suitable for a population of 20,000. Most of the speculative new construction took place in the vicinity of Water Street, the residential neighborhoods keeping pace with actual population increases. At the height of the boom in 1890 the city had among other things, six banks, six dry goods stores, six hardware stores, ten hotels and 28 real estate offices. Manufacturing in the immediate vicinity included an extensive sawmill, a sash and door factory, machine

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shops, a foundry, boiler works, ship yards, a brick yard, tile and cement works, a brewery, and two cigar factories. Gas and electricity were available, and the town was serviced by three street railways.

In terms of architecture, the result of this optimistic expansion was the construction of literally hundreds of substantial buildings during a stylistic period almost unrivaled in its flamboyance and license for individual expression, and because the city more than tripled in population during these years, it produced a remarkable continuity in the cityscape, much of which persists to the present. The most popular residential styles included Italian Villa, "Stick Style," Eastlake, and Queen Anne; while the commercial styles represented were generally Italianate, Queen Anne, and Richardsonian Romanesque--often freely interpreted in both types of structures.

Most of Water Street was redeveloped with three and four-story brick or sandstone buildings, but the vast majority of homes continued to be built with balloon frame construction. The building boom stopped unceremoniously when the Oregon Improvement Company collapsed in 1890 and it became apparent that Port Townsend would not be a railroad terminus. In a matter of a few months people were leaving the city in droves. By the depression of 1893 the population was reduced nearly two-thirds. The upper stories of many business blocks were left unfinished on the interior.

Post Depression Development

In 1896 the federal government purchased Point Wilson in preparation for the construction of a system of coastal defense fortifications. When work on the gun emplacements for Fort Worden began some years later, the construction activities and the presence of military personnel strengthened Port Townsend's damaged economy. Some new houses were built in town, and business improved. During the First World War, the expanded military operations at Fort Worden again stimulated local prosperity. After the armistice the military manpower cutbacks produced another recession in Port Townsend and employment further suffered with the failure of the sawmill and cannary. In 1928 the Crown Zellerback Corporation established a paper mill near the southwest city limits. This thriving operation has since served as a stabilizing influence on Port Townsend's economy. Fishing, boat building and, in recent times, increased tourism have also contributed.

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In the years since the boom of 1889-90 there has been surprisingly little new construction in Port Townsend. This is particularly true in the Water Street commercial district with the exception of the establishment of a Quarantine Station at Point Hudson during the 1930's (now a marina and resort) although a few other isolated intrusions have been built in recent years. Some of the commercial buildings have been seriously altered such as the Kuhn Block where major architectural details have been removed including roofs and whole upper stories. Generally major exterior alterations have been confined to ground floor store fronts with the upper floors left virtually intact except for deterioration by weathering. A fire in 1959 destroyed several Water Street buildings between Adams and Quincy Streets and recently a supermarket shopping center was constructed at the southwest edge of the historic district. Water Street was extended around the bluff in 1914 and this road, the principle present access to town, has been built up in strip development. ✓

The uptown residential area has seen more or less random redevelopment with the greatest attrition among modest working class homes. A number of these fell into disrepair and were town down and sometimes replaced. A reasonably intact working class neighborhood does exist, however, in the valley northeast of Central High School.

The limited amount of new construction since the boom period does not seem to represent any one decade or dominant architectural style although many homes were built in the late 1920's. With certain conspicuous exceptions, the newer buildings are anonymous single family housing quite compatible with the adjacent historic structures. When demolition of the landmark Marine Hospital was completed in 1973 a sprawling federally financed retirement apartment project was built in its place. Other significant intrusions in the uptown area include the one-story brick elementary school mentioned above, a cinderblock garage for the local dairy, a small branch of the First American National Bank and the police and fire station--all built within the last 20 years without consideration for the surrounding historic architecture.

Most surprising is the lack of destructive alterations or additions to the majority of the older houses in the district. Recently the sympathetic rehabilitation of these homes has become a very popular activity greatly increasing property values and the likelihood of their continued preservation. In the case of the Water Street

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structures there has been a similar renaissance although the work is made more difficult by the extent of exterior alterations and economic factors affecting commercial properties.

At present the greatest threat to Port Townsend's historic architecture other than progressive deterioration and naive if well intentioned remodeling is out-of-character new development on the periphery of the district. Recent additions include a Kentucky Fried Chicken stand (given a shake roof rather than the usual orange sheet metal in an attempt at architectural compatibility, assorted pre-fabricated gas stations and a tilt-up concrete funeral home with a mansard roof and painted pastel pink. These are all in conspicuous locations on the main highway into town.

Survey and Inventory

There are over 700 residences and 60 commercial structures within the Port Townsend Historic District. An exhaustive listing of individual buildings with detailed descriptions is beyond the scope of this nomination, however, a block-by-block survey has been conducted and a tremendous volume of data is on file. The survey was basically an architectural and historic resources inventory with standard information gathered on every building in the district using forms prepared specifically for the purpose. Separate forms were used for residential and commercial neighborhoods because of the quite different characteristics of these types of structures. The forms were designed as check lists for use by volunteers with a minimum of training; as a consequence the terminology had to be limited to a layman's vocabulary to avoid confusion--a system with obvious limitations. The end product, however, is regarded as extensive, useful and accurate.

Architectural Styles

An analysis of the architectural styles represented in Port Townsend has been prepared to supplement the preceding descriptive information in lieu of detailed written descriptions of individual structures. The analysis was developed using numerous historic photographs in addition to a survey of existing structures. It is organized into residential and commercial categories and, in addition to a listing of typical distinguishing details, a prime example of each style is cited wherever there is surviving representation.

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For purposes of this analysis the Port Townsend Historic District has been divided into a residential sub-district and a commercial sub-district.

RESIDENTIAL SUB-DISTRICT

1. Classic Revival - span of use in Pacific Northwest 1840-1865

There appear to be about a half dozen extant examples dating ca. 1858 to 1870. These are not full-blown expressions of the style, but plain frame dwellings with the simplest of trim derived from the Classic Revival. Nearly vestigial in character, the typical trim: corner boards, frieze boards, boxed cornices with returns, porch post with capitals or simple cushion blocks.

Prime examples: Fowler House (1858--map key 1)

Rothschild House (1868--map key 2)

2. Rural Gothic or Carpenter Gothic - span of use in Pacific Northwest 1855-1875

There appear to be no extant examples of small urban residences in this style, at least none in a good state of preservation. The only remaining example of the style is a church, and a first rate example it is.

Singular example: St. Paul's Episcopal Church (1865--map key 3)

(See Whiffen under "Stick Style." St. Paul's could be classified as an example of the Stick Style, but, for churches, the Carpenter Gothic designation is perhaps more appropriate.)

3. Italian Villa - span of use in Pacific Northwest 1860-1885

This is a residential style concurrent with the Commercial Italianate, or High Victorian Italianate Style. Marcus Whiffen uses High Victorian Italianate to cover both commercial and domestic types, and this may be particularly appropriate for Port Townsend since there are no "classic" villas. Either designation would be suitable.

Prime examples: Downs House (1886--map key 4)
High Style

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DeLion House (1883--map key 5)

John Fuge Houses (1879--map key 6, 7, 8)
Row of three "identical" residences more
simple in style.

4. Second Empire Baroque - span of use in Pacific Northwest 1865-1885

Surprisingly, there appear to be no extant examples of this style. It appears that the style was not popular in Port Townsend, possibly because it reached the peak of its popularity here between 1870 and 1880, somewhat before the boom began in Port Townsend. On the basis of available historic views, the closest approximation of this style known to date was St. John Hospital (1890), no longer extant. It was a large frame building with a long gable roof and three towers or pavilions with modified mansard roofs with iron crestings which are the hallmarks of the style. That the pavilions, or towers, emulated Baroque Revival models is made clear by the use of oiel de boeuf louvered ventilating windows in the roofs.

5. High Victorian Gothic - span of use in Pacific Northwest 1870-1890

There appear to be no examples of residences in this style. It seems that there are a few churches which, except for use of the pointed arch, otherwise might be classified as examples of the multi-phased Queen Anne Style.

6. Stick Style - span of use in Pacific Northwest 1870-1890

This style, according to Whiffen, is based on pointed, Gothic forms. Asymmetrical composition is another key, as are strapwork or half-timbered patterns of wood applied to the surface. The style was introduced as early as 1850, but in the 1870's it had become closely related to the Queen Anne. Some, in fact, prefer to think of the "Stick Style" as an early or premonitory phase of the Queen Anne.

7. Eastlake Style - span of use in Pacific Northwest 1875-1895

Another style closely related to the Queen Anne and to the Stick Style, the essential difference being a profusion of incised and

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turned ornament. Typical details include elaborate jig sawn brackets, bosses separate or in rows, spindle-work decoration, drop ornaments and turned porch posts.

It would appear that the largest number of extant residences in Port Townsend are examples of this style, or perhaps a fusion of Eastlake and Stick Styles.

Prime example: Starrett House (1889--map key 9)

8. Queen Anne - span of use in Pacific Northwest 1880-1900

The Queen Anne Style, in general, is characterized by asymmetrical composition, Renaissance-derived details, and variegation of patterns and materials. It was introduced to the U.S. via the Centennial of 1876.

The classic Queen Anne building is manorial in spirit and typically russet in color, owing to use of brick and hung tiles. Although eclectic and imaginatively combined, ornament is less abstract than that of the foregoing phases. Details such as parquetry (exterior plaster decoration) and stepped gables, etc., are derived from Elizabethan and Jacobean models. Clustered flues and flare-top chimneys are typical, as are rounded, or oblong bays and corner towers.

It is interesting that two of the most important public buildings in Port Townsend, the Jefferson County Courthouse (1892--map key 10) and the City Hall (1891--map key 11) were carried out in style which, despite certain Richardsonian features, may be classified as Queen Anne. The courthouse is a first rate example of the style, and it is clearly the most monumental edifice in town. (The tower is patterned after H. H. Richardson's oft-imitated "Romanesque" tower for Trinity Church in Boston of 1877 and others.)

The "Shingle Style" is the later phase of the Queen Anne Revival. It is a sophisticated suburban style. The keys are predominant use of shingle siding, elongated, rambling plans which taper into the landscape, wrap-around verandas, and other horizontal elements such as ribbon windows. There appear to be no proper examples of this style

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in the district. The James House (1889--map key 12), though shingle-sided, is a better example of the classic phase of the Queen Anne Revival.

9. Colonial Revival - span of use in Pacific Northwest 1895-1910

An outgrowth of the Queen Anne influenced by the work of McKim, Mead and White. It is characterized by a return to classic details, but not ponderously rendered. Some typical details: many small panes in window sash, Palladian or half-round windows (lunettes) in gable ends, elongated keystones used decoratively without reference to voussoirs. There seem to be no prime examples of this style represented in Port Townsend

10. Bungalow - span of use in Pacific Northwest 1905-1920

A style of residential architecture based on a type widespread in California and popularized by the Craftsman magazine. Well represented in the district. Characterized by low roof pitch, broad overhangs, exposed rafter trails, dormers and squat, sometimes pyramidal porch parts.

WATER STREET COMMERCIAL SUB-DISTRICT

1. Renaissance Revival - span of use in Pacific Northwest 1855-1885

a. Romano-Tuscan Mode

This is characterized by symmetry, plain, stone-faced wall surfaces, and trabeated windows which may vary in size according to the importance of the story. Also: bold cornices. The singular example of the style in Port Townsend, the C. C. Bartlett Building (1881--map key 13) would appear to be unusual in the Pacific Northwest. Two stories, 7 bays.

b. North Italian Mode

Characterized by symmetry, round-arched openings, bold bracketed cornices, and wall surfaces broken with superimposed orders and

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belt cornices. Simpler renderings of the mode in the West, however, are just as likely to have trabeated openings and plain wall surfaces. Examples of the mode might be indistinguishable from High Victorian Italianate buildings except for consistent use of the round arch (in the high style) and except that pedimental forms are not generally used. There does not appear to be clear-cut example of this style in the district.

2. High Victorian Italianate - span of use in Pacific Northwest 1870-1890

The style is characterized by variform openings (use of the stilted segmental, round and flat-topped arches in combination), pedimental forms; small-scale ornamentation, both stylized and naturalistic; and overscaled brackets which are often carried upwards into pediments.

This style seems to typify the commercial district as seen today. The extant examples date between 1885 and 1889, and they fall into the following categories.

- a. Smaller commercial buildings two stories in height and having less than four bays.

Characteristics: brick masonry; sheet metal bracketed cornices, straight or with pedimental forms; both stilted segmental arched and trabeated window openings; cast iron decoration; sometimes projecting bays are used.

Prime examples: C. F. Clapp Building (1885--map key 14) 3 bays, two either side of a central coupled bay; stilted segmental arches; straight cornice.

Terry Building (1889--map key 15) 2 bays, projecting; wood turned columns with carved capitals; cast iron steps and corner upright; pedimented cornice.

Sterming Block (1885--map key 16) Corbeled frieze; straight cornice, projecting bays.

- b. Larger commercial buildings two and three stories in height and having more than four bays; typically, by dint of site, only one articulated face.

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Characteristics: brick masonry; bracketed metal cornices; typically, central pedimental forms, either as part of cornice or above it; cast iron fronts on ground story.

Prime examples: Clarendon Hotel or Caines and Fowler Building (1889--map key 17)

3 stories; equivalent of 6 bays; pressed facing brick; trabeated openings in which wide and narrow windows are used in combination and many small panes are used in upper sashes. Some stone or cast stone trim. Has an almost Queen Anne feeling to it.

Waterman and Katz Department Store (1889--map key 18)
3 stories; 6 bays corbeled brick segmental arched window hoods; quoining; pedimented cornice. Note-worthy because iron cresting or balustrade is intact. North elevation is similarly detailed. Occupies corner site.

Franklin House or David Spoor Building (1886--map key 19)

3 stories; 5 bays; stilted segmental arched openings with corbeled brick hoods; straight cornice.

- c. Very large commercial blocks three stories in height, occupying corner sites, and, typically, dated 1889.

Characteristics: brick masonry; two street elevations; liberal use of sheet metal and cast iron ornament; trabeated second story window openings; round arched third story openings; corner entries; sheet metal belt and top cornices.

Prime examples: N. D. Hill Block (1889--map key 20)

Segmental and pointed pedimental forms used in combination; superimposed "Ionic" order (pilasters).

Hastings Block (1890--map key 21)

Suggestion of mansard roof; projecting bays; etc. The round corner bay originally was a tower form terminating in a conical spire on drum. This disparate element was perhaps intended to be a fashionable "Chateausque" touch.

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James and Hastings Block (1889--map key 22)
Stip pilasters without capitals; some stucco
or cast stone trim which is in sympathy with the
Richardsonian Romanesque neighbors to the south.

3. Queen Anne - span of use in Pacific Northwest 1880-1895

Characteristics: asymmetrical composition, Renaissance-derived details
and variegated patterns and materials.

The singular example of this style in the commercial sub-district is
City Hall (described above). It is, however, a tentative expression
of the Queen Anne, much impaired by the removal of a third story.
There are certain Richardsonian Romanesque features as well, such as
the original tower forms, perhaps, and bold round-arched windows with
mullions, interlace carved capitals, etc.

4. Richardsonian Romanesque - span of use in Pacific Northwest 1880-1895

Characteristics: Liberal, though not exclusive use of round-arched
openings, including portals and arcades; rock-faced masonry. The
extant examples date 1889-1890 and are of brick masonry construction
with sandstone veneer and trim; also greystone or cast stone veneer
and trim. Tower forms above the roofline included pyramidal roofs
and turret-like posts. Sculptural panels used, both cast stone and
carved brick. Typically, these are large buildings. Two of them
occupy corner sites and present two elevations, thus increasing the
feeling of massiveness.

It is noteworthy that all but one of the surviving examples of this
style form a contiguous block of Richardsonian Romanesque architecture.

Prime examples: Kuhn Block (1889--map key 23)
Rock-faced sandstone veneer. Originally four
stories. Round-arched portal with column and
interlace carved capital.

Pioneer Block or F. W. Pettygrove Building
(1889--map key 24)
3 stories.

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Captain H. L. Tibals Block (1889--map key 25)
3 stories; two-story arcades trimmed with slender engaged columns.

Miller and Burkett (1889--map key 26)
3 stories.

Mount Baker Block (1890--map key 27)
4 stories; greystone veneer; openings trabeated, segmental and bold round-arched with mullions. Compare with plate 4 in Whiffen's discussion of this style.

Boundary Conditions

The Port Townsend Historic District is bounded on two sides by topographic features (Port Townsend Bay, Admiralty Inlet and the bluff along Water Street) however, the extent of the district inland is less well defined. There exists a high concentration of historic structures throughout most of the area encompassed although there is no abrupt edge beyond which significant buildings are completely superseded by more recent construction. A gradual dilution exists at the periphery which necessitates a fairly arbitrary approach in establishing the limits of the district. The boundaries have been drawn to include as many of Port Townsend's historic buildings as possible without taking in large areas of unrelated modern development.

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Although sailing ships, traders and others visited the Port Townsend area into the middle 1800's, it was not until 1851 that the first permanent settlement came into being. It is numbered among the State of Washington's oldest and most historically prominent communities.

The first permanent settler was Alfred A. Plummer, a New Englander who had been attracted to the Pacific Coast by the discovery of gold in California and came north to Puget Sound by sea in 1850, residing for a time at Fort Steilacoom. In company with Charles Bachelder he reached Port Townsend by Indian canoe and filed a land claim April 24, 1851. Bachelder never completed a filing and later left the area.

Henry C. Wilson, of Steilacoom, had selected a claim at Port Townsend in August 1850, but continued to reside and work at Steilacoom until after Plummer had settled in Port Townsend. His claim was not recorded at Olympia until April 19, 1852.

In October 1851, Francis W. Pettygrove and Loren Brown Hastings arrived by Indian canoe after reaching Puget Sound overland from Portland, Oregon. They selected homesites and returned to Portland for their families. They became permanent Port Townsend residents early in 1852 filing their claims on April 25 of that year.

Pettygrove wished to call it Portland, having himself come from Maine, and his friend, Lovejoy, insisted on naming it Boston. A coin was flipped to settle the issue and Pettygrove won. He sold his claim in what is now downtown Portland for a few thousand dollars when he decided to move to Port Townsend. On his grave-stone in Laurel Grove Cemetery, Port Townsend, is the inscription "Founder of Portland, Oregon."

Soon after arriving in Port Townsend, Pettygrove and Hastings joined with Plummer and Bachelder in organizing the first business of that settlement, a fishery.

By May 1852, three families and 15 bachelors comprised the total population of Port Townsend. They built cabins and planted gardens but trade was becoming important. California was booming and demanding timber and the first several shipments left by sailing ships in the fall and winter of 1852-1853. Trees growing close to the water's edge were felled, rolled into the bay, rafted and hoisted aboard the vessels. This marked the beginning of the logging and forest products industry which to this day is an important livelihood of the area.

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In 1852 a plat was drafted for a townsite comprising 144 blocks, each 220 feet square, with streets 73 feet wide. Plummer, Hastings and Pettygrove provided land from their claims. Application was made that year for a post office; Jefferson County, Washington Territory, was formed, with Port Townsend the county seat. Because of its advantageous location at the confluence of the Strait of Juan de Fuca and Admiralty Inlet, the town was touted as the "Key City of Puget Sound," a designation persisting today.

In 1854 the federal government sanctioned the relocation of the Puget Sound Customs Headquarters from Olympia to Port Townsend. This marked the beginning of the town's colorful seaport era, as ships from many nations anchored in the bay. After a succession of customs inspectors, the notorious Victor Smith was appointed by President Lincoln. Smith favored Port Angeles and moved the headquarters there, but not without a fight. City fathers of Port Townsend for a time refused to give up the records, so Smith ordered the surrender within an hour or he would have the government vessel Shubrick bombard the town with its 12 pound cannon. The records were reluctantly turned over to Smith, but by July 25, 1866, Port Townsend had regained the headquarters. While headquarters were moved to Seattle in 1913 a customs office is still maintained in Port Townsend. The Federal Building, with the Customs House, Post Office, a federal courtroom and other facilities, was completed and occupied in early 1893 and remains as one of the town's most imposing buildings.

Vessels entering or leaving Puget Sound had to stop and clear at the Port of Entry and as sea traffic through Admiralty Inlet increased Port Townsend became known world-wide as a colorful seaport. Its waterfront was known as one of the "wildest" in the country. Brothels, saloons (of which there were reputed to have been 21 on the main street alone), sailors' boarding houses, ship's chandleries and other marine-oriented businesses flourished.

Flags of many of the world's nations flew from ships at anchor and numerous foreign nations established consular facilities to assist in affairs of their nationals. A newspaper account tells of the flag-raising at the home of the new Chilean consul, with guests including local consular agents of Great Britain, Hawaii, France, Peru, Costa Rica and Nicaragua. Norway and Germany were among other nations with consular offices, and a number of homes existing today are referred to as former consulates.

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The first road spanning the Quimper Peninsula from Port Townsend to Discovery Bay followed the establishment of a sawmill at Port Discovery in 1858. George W. Downs, who had been associated with the Port Discovery mill, later had charge of a sawmill built in 1881 at Point Hudson in Port Townsend. Downs is credited with building a number of houses still standing today including the Downs' mansion at 538 Fillmore Street.

An important event in 1878 was the establishment, by election, of a corporate form ✓ of government in Port Townsend, replacing the former municipal trustees. Charles Eisenbeis was elected first mayor.

In 1859 the Port Townsend "Register" was established as the first newspaper by Travers Daniels and Dr. Samuel McCurdy. It was followed by more than a dozen other newspapers published over the years, all but one of which went out of business. Lone survivor is the "Leader," established October 1, 1889, published in the old E. S. Fowler Building (1874, National Register) which served as the county courthouse prior to 1893.

Noteworthy events of the 1880's included the visit of President Rutherford B. Hayes, who in September, 1880 spoke from the balcony of the Central Hotel, which had been built at Water and Taylor Streets--the main intersection of the business district then and now. Three original permanent settlers died in that decade--Loren B Hastings, in 1881, age 67; Alfred A. Plummer, in 1883, age 61; and Francis W. Pettygrove, in 1887, age 75.

The first bank in Port Townsend was the First National, organized by Colonel Henry Landes in 1883. Its building still stands near the intersection of Water and Adams Streets with the "First National Bank--1883" inscription on the rear of the stone structure.

A railroad terminus for Port Townsend had been sought, without success, as early as the 1870's. In 1887, businessmen of the area incorporated the Port Townsend and Southern Railway with intention of linking the growing community with Portland. Outside financing was sought. By 1889 a wave of speculative prosperity was in full swing over the Northwest, and almost overnight a well defined building boom was under way in Port Townsend, spurred by the optimistic hope a railroad would be built.

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Port Townsend and Southern Railroad trustees decided to go ahead with plans to construct a short stretch of track leading out of town, with hopes of attracting outside financing. A groundbreaking ceremony was held March 23, 1889.

Tremendous real estate sales activity and building construction was under way. Pioneers and other landowners sold at least portions of their holdings at inflated prices, and many erected large homes and business blocks. The city became a hive of industry. Before the year ended the population had increased to an estimated 7,000 to 8,000 persons, three street car lines were in operation and six banks were doing business.

True population figures for the high period of the boom have never been certified. Official federal census showed Port Townsend's population at 4,559 in 1890, compared to only 917 ten years earlier. Estimates of 7,000 to 8,000 are based on the large number of residents including construction workers, speculators, and others who lived here a short time before their good fortune ran out.

All under construction simultaneously, or within a short time of each other, most in brick or stone, were the City Hall, Jefferson County Courthouse, Federal Building, Lincoln School, Northwestern Normal College, St. John Hospital, Clarendon Hotel, N. D. Hill Building, Waterman and Katz Block, Bishop Block, Tucker Building, Hastings Building, Eisenbeis Building, Mount Baker Block (also by Eisenbeis), Eisenbeis Hotel (later Northwestern Sanitarium), James and Hastings Building, Miller and Burkett Block (now B.P.O. Elks), Pontius-Haller Building, "new" Presbyterian Church, Learned's Opera House, Tibbals Block, F. W. Pettygrove, Joseph A. Kuhn Block and Dennis-Haltzman Block, not to mention literally hundreds of residential structures. Their construction followed a number of important buildings completed earlier in the decade, such as the Bartlett Building, First National Bank, C. F. Clapp Building, McCurdy Building, Sterming Block and others. Most of the buildings mentioned remain standing.

In 1890 the Oregon Improvement Company, subsidiary of the Union Pacific, agreed to build and operate a railroad from Port Townsend to Portland. Port Townsend and Southern trustees transferred their franchise and in addition raised a \$100,000 bonus in subscriptions ranging from \$50 up to \$5,00. On March 12, the deal was consummated and by May there were 1,500 men at work on the railroad. Land values increased at a phenomenal rate. By fall trains were running as far as Lake Leland, 20 miles south.

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But the promised construction from the Portland end never got seriously underway and it became apparent the Oregon Improvement Company was becoming more interested in land speculation than in railroading. It began transferring activities to a new boom getting underway in Anacortes.

A recession brought a tumble in real estate prices. News came from New York that the Oregon Improvement Company could not sell its bonds. On November 16, 1890, the old banking firm of Baring Brothers in London, which had been financing railroad building contracts, had closed its doors.

Although the proposed line down Hood Canal eventually was built as far as Quilcene, the depression saw no end for Port Townsend. As fortunes declined, four of the six banks closed, the street cars quit running, businesses collapsed and an estimated 60 percent of the population departed.

Not long afterward the Oregon Improvement Company was declared dead by the courts, leaving as evidence of its prior existence the 26 miles of railroad between Port Townsend and Quilcene. Only 12 miles are still in use, owned by the Milwaukee Road and connecting with its track west from the head of Discovery Bay.

Port Townsend probably suffered more by the collapse of the great land speculation and building boom of 1889-1890 than any other town its size in the Northwest. At the height of its prosperity it had developed facilities for a city of 20,000. The collapse came so suddenly many property owners lost all they possessed. Total deposits of the First National Bank, representative of the debacle affecting all financial institutions of the community, fell from near a half million dollars at the end of 1889 to only \$48,000.

The population dwindled to less than 2,000 as the situation worsened with the nation-wide panic of 1893. A great boneyard fleet collected in the harbor as shipowners found it cheaper to lay up their vessels than to run them. The DeLion drydock was towed away, the Port Townsend Nail Works failed, sawmills, foundries, canneries and other enterprises were written off as total losses.

Following such despair, Port Townsend saw new hopes with the government's acquisition of sites on Point Wilson, Admiralty Head and Marrowstone Point for coast defense fortifications late in the 1890's. Construction of Forts Worden, Casey and Flagler at the three sites covered a period of several years and

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Port Townsend profited materially. Army engineers preparing plans for the fortifications commented sagely that the government work was expected to be the salvation of the town.

The town became crowded again because of military activity during World War I, but with demobilization came another slump sharply reducing the population which continued to decline until 1927 when it is estimated there were approximately 2,000 residents.

There was renewed growth following the establishment of a pulp and paper mill on Port Townsend Bay by Crown Zellerback Corporation in 1927-1928. War related military activity also contributed to the expanding population which peaked at 6,888 in 1950. With the decommissioning of Fort Worden the population again dropped to approximately 5,000 where it has since remained, slowly increasing over the past 25 years.

The Port Townsend Historic District is significant to the state and to the nation as a sizable, intact example of a late nineteenth century seaport community. Within its boundaries are homes, churches, commercial and public buildings representative of nearly every major architectural style current in the American West between 1860 and 1900. Because the town's boom period, or years of sudden, dramatic growth occurred between 1886 and 1893, examples of High Victorian Italianate, Queen Anne, and Richardsonian Romanesque Styles predominate

While the most important homes and commercial blocks of the boom period, and public buildings such as the U.S. Custom House and the Jefferson County Courthouse, were designed by professional architects, much of Port Townsend's architectural character reflects the industry and occasionally repetitive ingenuity of carpenter-builders. As in most late nineteenth century towns in the West, brick masonry construction with cast iron and sheet metal ornament typifies the commercial sub-district, whereas wood frame construction is typical of the residential area. There are few stylistic enclaves, however. Classic Revival cottages are neighbors to more imposing dwellings in the Stick Style; the quiet surface of a Romano-Tuscan palazzo is juxtaposed with an elaborately decorated cast iron front in the High Victorian Italianate Style; and the general effect is one of picturesque variety. The town is also spectacularly sited at the entrance to Puget Sound, a great inland sea. Because of these factors, and because of its size and state of preservation, Port Townsend is rated among the primary historic seaside communities in the country.

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Beginning at Port Townsend Bay in a northwesterly direction co-linear with Polk Street and continuing to the edge of the bluff along Water Street, then following the bluff toward the southwest to the vacated Scott Street right-of-way, along that right-of-way to its intersection with Jefferson Street, southwest along Jefferson one-half block then 90 degrees to the northwest along a line parallel to Scott Street continuing to Lawrence Street, northeast along Lawrence to Walker Street, northwest along Walker to Blaine Street, northeast along Blaine to VanBuren Street, southeast along VanBuren to Garfield Street, northeast along Garfield to Harrison Street, northwest along Harrison to Chestnut Street, north along Chestnut to F Street, east along F to Oak Street north along Oak to Taft Street, along Taft to a point mid-block between Adams and Quincy Streets, then 90 degrees to the northwest along a line parallel to Quincy and Taft Streets, returning along Quincy to Taft and continuing along Taft Street northeast to Admiralty Inlet.