

## Introduction

*"I have seen a lot of scenery in my life, but I have seen nothing so tempting as a home for man as this Oregon country... You have here the basis for civilization on its highest scale, and I am going to ask you a question which you may not like. Are you good enough to have this country in your possession? Have you got enough intelligence, imagination and cooperation among you to make the best use of these opportunities?" – Lewis Mumford, July 1938*



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### A Challenge to Us All

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Lewis Mumford, one of this country's most renowned planners, was speaking to a conference in Portland, Oregon when he spoke these words back in 1938. Well, if Lewis Mumford liked Oregon, he would **love** the Greater Hansville Area! And his challenge to Oregon is a suitable challenge to us.

It is one thing to simply live in an area and take advantage of its many wonderful features. It is another to take responsibility for its stewardship. That is what this Greater Hansville Futures process is all about – understanding our past and present and charting a course for our future.

We tend to understand ourselves from what has happened in the past. Having a sense of history is important in creating the character of a community. We act in the present as if things were the same as they have been in the past – but there can be two problems with this:

- First, we may only see a part of the area; our own subdivision or our own age group of friends.
- Second, every community changes with time, but sometimes the pace of change can accelerate and the community is not

like it was in the past. We often continue to think and act as if it was the same as before. In other words, with the best of intentions, we can make the wrong decisions because conditions have changed from what we believe them to be.

Often our understanding of our community is a lot like the old story of the blind people each feeling a different part of an elephant. To each one, an elephant was defined by the part they touched. It took each of them describing their part to the others for them to piece together a complete picture of an elephant.

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The same thing happens to us when we live in a community. In a city, we may know our own neighborhood best – indeed our own block. In Greater Hansville we may identify mostly with our subdivision or geographic area, i.e. Skunk Bay or Point No Point Road, for example. We may be part of the “old guard” or the “newbies.” We may be retired and grandparents or we may be young parents. We may be comfortable financially

or we may be struggling to make ends meet. In other words, we see the Greater Hansville Area of our own experience and, like the blind folks, we may not really understand the entire GHA community.

Likewise, while we may hang on to and cherish what happened in the past, that may

blind us to the future. The past may help us define what we value about living here. But if we don't have an idea of what is likely to happen in the future, then, like the person riding the back of the tiger, we will simply go where the tiger goes.

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## Knowledge is Power

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On the other hand, if we have an idea of the general direction of things, i.e., “trends” or where things are going, then we can decide whether we like that direction and what, if anything we need to do to see that the future is the best it can be. That's what this document and the Greater Hansville Futures process is all about. We want to recognize our past, get an idea of what we look like today, and see how current trends may shape our future.

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This Greater Hansville Profile is where we learn about the different parts of the elephant and build a picture of the whole animal. In 13 chapters – each covering a different topic that analyzes the GHA – we describe in considerable detail a comprehensive picture of the GHA and the people who live here. As we read it, we can test our assumptions about the things we think we know about the GHA. We can also learn about parts of the area that are simply outside our daily experience.

Volunteers from the community have invested hundreds and hundreds of hours in collecting information and writing these chapters. At the end, for a handful of people who really study

the entire profile document, it may be a case of “Never have so few learned so much about such a small area.”

Even if everyone doesn't study the entire document now, it serves as an incredible reference document and establishes a baseline of information about the Greater Hansville Area that can be used in future planning efforts.

But first, we need a refresher on the early history of the Greater Hansville Area. Following the general history section, each chapter will relate a bit of history of that topic and where we are today, and identify trends that will influence us in the future.

It has not been easy to collect information that is specific to the GHA. Since we are a small portion of the unincorporated area of the county, not much data has been collected specifically about the GHA. For example, census data is available by entire zip codes, but breakouts are not available for the areas of the GHA outside the 98340 zip code. As a result, we have to make “educated guesses” about the GHA based on the information we could gather.

The GHA is an interesting area to study. It doesn't have the clearly defined legal boundaries of a city or even an Urban Growth Area like Kingston. It does not have the density of population or the economic activity

of a more urban community. There are no major highways that bisect the area and, other than construction workers, little outsider impact compared to other places, except for the areas of public access to beaches.

Given the very limited commercial land, the GHA is mostly residential and semi-rural in nature. This means that, while many of the social and economic issues that would exist in more urban areas may exist here, the degree of such issues may be low. That may narrow the range of issues that the community thinks are important to tackle in creating a future that we all want.

So what can we actually influence? Each community is able to influence its environment. The amount of that influence

may result from how local or close an issue is, how well organized a community is and how intractable the condition to be changed may be. As an example:

- Items that are wholly within the GHA – creating a newsletter for the entire GHA, for example – is entirely within the power of the GHA.
- Putting speed bumps on Hansville highway to reduce speeding would be harder because it would involve several external agencies.
- Eliminating the Endangered Species Act just for the GHA so Driftwood Key dredging and Point No Point restoration could proceed without interference would be virtually impossible.

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## An Opportunity to Affect Our Future

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GHA influence could be increased by being well organized or by concerted lobbying of external agencies. In short, the community will need to evaluate things it wants changed in terms of our ability to actually change them. For example, it is unlikely that future growth could be stopped simply because we don't want any more development. But could we influence the type of development that occurs in order to minimize the impact on us?

The GHA Futures process is a unique opportunity for all of us to know our community, be clear about its values, define the kind of future we'd like to see, and then chart a course of action to achieve that future.

The GHA has historically been known as an area where people "owned" their community

and got involved in making it work day by day. As our early visionaries and pioneers, who literally created "community" both in their neighborhoods and in the entire GHA age and look to pass on the torch, who will be there to accept it and what dream and vision will the new "torchbearers" pursue for the future of our "home"?

**Ultimately, the question for residents of the GHA is, as Lewis Mumford put it:**

*Are we "...good enough to have this country in your (our) possession?"*

*Do we have "... enough intelligence, imagination and cooperation among..." us to create a dream, and then the energy and commitment to make it real?*

***Only time and, maybe this Greater Hansville Area Futures process, will tell.***

## The Early History



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### Long Before We Arrived...

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Before European exploration and settlement forever changed their lifeways, the S'Klallam people exercised a socially complex way of life with each other, other tribes, and the landscape. White settlers arrived to claim land even before the Treaty of Point No Point was ratified by Congress in 1859, transferring ownership from the S'Klallam to the federal government.

One of these settlers, Captain Josiah P. Keller, arrived in Port Gamble to start the Puget Sound Mill Company in 1853. Keller was part of a San Francisco firm consisting of W.C. Talbot, A.J. Pope, and Charles Foster. The S'Klallam, Skokomish, and Chemakum ceded or surrendered approximately 750,000 acres of land to the federal government under the treaty, but reserved their aboriginal right to fish, hunt, and gather. Testimonials from tribal elders convey emotional stories that included being forcibly moved to the reservation, watching their villages being burned to the ground, and having no land to call their own.

Under the provisions of the Indian Reorganization Act of 1934, the federal government purchased 1,234 acres of land from the mill company in 1938 for the

reservation. New homes were built, the Port Gamble S'Klallam adopted a constitution, and the S'Klallam received payment for their claims against the United States in 1977. The effect of the judgment was that the tribe paid for its own reservation and received less than one dollar per acre for some of the most valuable waterfront real estate in the country.

Today the Port Gamble S'Klallam Tribe is a sovereign nation directly adjoining the southeastern boundary of the GHA. The tribe has embarked on an ambitious resurrection of tribal culture through the building of the "House of Knowledge" complex. As described in more detail in Chapter 5 of this document, it is clear that the S'Klallam tribe has a significant direct and indirect impact on the GHA and can be an important partner in deciding the future of the area.

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### Early Beginnings – The Point No Point Light Station

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The Point No Point Lighthouse, built in 1879 by the U. S. Lighthouse Service, is considered to be the oldest lighthouse on Puget Sound. It marks the hazardous Point No Point shoal and north entrance to Puget Sound. The Point No Point Light Station, located in Kitsap County's Point No Point County Park near Hansville, is on the Washington State Heritage Register and the National Register of Historic Places. The beacon and fog-signal

continue to be key navigational aids and the light station, with its 90-foot radar tower, is vital to the Coast Guard's Vessel Traffic Service that monitors and guides vessel traffic in Puget Sound.

#### **A Low, Sandy Spit**

Point No Point is situated on the northeastern most point of Kitsap County, one and a half mile east of Hansville. This low sandy spit,

which extends over a quarter of a mile into the water, marks the entrance to Puget Sound from Admiralty Inlet. Point No Point was named in May 1841 by Lieutenant Charles Wilkes (1798-1877), commander of the U. S. Exploring Expedition, for a similarly named landmark in New York's Hudson River. Mariners thought the name highly appropriate because the point was hard to see from the deck of a ship and was too shallow and muddy for anchorage.

The local Indians referred to this point as Hahd-skus, meaning "long nose." This was the site of the Point No Point Treaty between Washington Territorial Governor Isaac Ingalls Stevens (1818-1862) and the S' Klallam, Chimacum and Skokomish tribes on January 26, 1855. The meeting was attended by 1,200 Indians. In exchange for ceding "the land lying from the crest of the Olympic Mountains to Puget Sound" to the U.S. Government, the Indians were paid \$60,000 in annuities, plus \$6,000 for moving expenses, and assigned to a 4,987-acre reservation on the Skokomish River at the head of Hood Canal in Mason County. In 1955, the Kitsap Historical Society affixed a bronze plaque to a large boulder near the lighthouse, commemorating the Point No Point Treaty centennial.

### **A Shoal Known for Shipwrecks**

In 1872, the Lighthouse Board, expecting vessel traffic to increase around Puget sound when the Northern Pacific Railroad reached Tacoma, recommended that Point No Point be marked with a light and fog signal. The bark *Iconium* had run aground in the fog in 1868 and the bark *Windward*, trying to avoid the shoal, was wrecked on Whidbey Island in December 1875. A beacon and fog signal were considered essential to maritime safety.

In 1877 Congress finally appropriated \$25,000 for the project, but construction was delayed by a disagreement over the best location for the facility. The Lighthouse Service believed that Foulweather Bluff, 3.5 miles northwest of Point No Point was the best location. The Lighthouse Board thought that the Point No Point spit was more appropriate for a lighthouse; the board won. A further delay occurred because the point's owners were asking an exorbitant price for the land.

Francis James of Port Townsend owned Point No Point. James, a town councilman and store owner, had been a lighthouse keeper at Cape Flattery but was removed in 1859 for not keeping a "proper light." Perhaps because of animosity toward the Lighthouse Board, James was reluctant to sell the property. But in April 1879, he finally gave in, and sold 40 acres of land to the Lighthouse Service for \$1,800. The side-wheeler S. S. *Shubrick*, a 140-foot lighthouse tender, delivered building materials to the point and construction of the light station began immediately.

### **First Keepers**

The first lighthouse keepers, Dr. John S. Maggs, a Seattle dentist, and his assistant, Henry H. Edwards, arrived at the Point No Point Light Station in mid-December 1879. But construction of the buildings had not been completed, and neither the glass storm panes for the lantern room nor the Fresnel lens for the beacon had been delivered. In the interim, Maggs marked the point with a "post lantern," used at many locations until a permanent lighthouse could be built. The lighthouse was supposed to be commissioned on January 1, 1880, and Maggs was determined there would be a light burning in the 30-foot tower.

Hanging canvas over the south window frames to keep out the wind, Maggs placed a

common kerosene lantern on the lens pedestal in the lantern room. Maggs and Edwards battled the wind and cold to maintain the light until the storm panes and the fifth-order Fresnel lens arrived. Meanwhile, the carpenters, with the assistance of Maggs and Edwards, hurried to finish the incomplete buildings in anticipation of the arrival of Maggs's pregnant wife Caroline.

On January 10, 1880, the fifth-order Fresnel lens arrived and was installed in the Point No Point Lighthouse. Fresnel lenses capture and direct light by prismatic rings to a central bull's-eye where it emerges as a single concentrated beam of light. A fifth-order Fresnel lens, used mainly for shoals, reefs, and harbor entrance lights, is one foot, eight inches high, has an inside diameter of one foot, three inches, and weighs approximately 300 pounds. The light at Point No Point, illuminated by a kerosene lamp and 27 feet above grade, was visible for about 10 miles.

On February 1, 1880, storm panes for the lantern room finally arrived and were installed, making the lighthouse fully operational. Shortly thereafter, the keeper's house, a duplex, was completed, and Mrs. Caroline Maggs arrived at the station. By April, a fog bell, previously used at the New Dungeness Lighthouse, was also in place. The 1,200-pound bronze bell, cast in 1855 at the J. Bernhard Foundry in Philadelphia, used a large clockwork mechanism with descending weights, called a Gamewell Fog Bell Striking Apparatus, to activate the striker. During fog, the mechanism had to be rewound every 45 minutes and when the machinery broke down, as it often did, the lighthouse keepers had to strike the bell manually with a large hammer.

On April 1, 1880, the lighthouse tender *Shubrick* arrived at the new Point No Point Light Station with inspectors Captain George Reiter and H. S. Wheeler aboard to make the

Lighthouse Service's final inspection. The station consisted of the square 30-foot light tower and attached office constructed of brick and stucco, a metal oil house, a wooden structure housing the fog bell's clockwork mechanism, and a large, two-story station keeper's house.

### **Access by Sea**

There were no roads to the Point No Point Light Station for the first 40 years. Virtually everyone and everything arrived and departed by boat. A trip to Port Ludlow to pick up mail was nine miles by rowboat over water that was sometimes dangerous to cross. The light station had to be as self-sufficient as possible. Additional outbuildings at the isolated station included a barn, a poultry shed, and a boathouse with a landing for visitors and supplies.

Maggs purchased a cow so that his family could have milk. It was delivered in mid-April 1880 by the schooner *Granger*. The cow was lowered over the side of the vessel in a sling and had to swim ashore. On July 21, 1880, Mrs. Maggs gave birth to the first baby at the light station, a girl.

In 1884, W. H. Jankins replaced John Maggs as the Point No Point station keeper. Jankins left Point No Point in 1888, replaced by Irish-born Edward Scannell who stayed at the station for the next 26 years. Scannell was paid an annual salary of \$800 to run the light station with one assistant lighthouse keeper.

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## Hansville Begins to Emerge

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Several years after the Point No Point Light Station had been established, loggers and fishermen began to settle in the area. One of the first was a Norwegian herring fisherman who settled nearby in 1893. Other Norwegians soon followed, including Hans Zachariassen, for whom the nearby town of Hansville was named.

The Point No Point Light Station was important to the new Hansville community. The first schoolhouse was built nearby, and the station opened a post office in 1893. Mary Scannell, the lightkeeper's wife, became the first postmistress, a position she held for 21 years.

The first road in the area, other than logging roads, was built in 1908. It extended one mile, from Hansville toward Point No Point, but didn't reach that extra half-mile to the light station until 1919. One enterprising resident brought an automobile over to Hansville on a fishing boat, just so he and his friends could have the pleasure of driving up and down the empty road.

When Edward Scannell left Point No Point in 1914, his assistant William H. Cary became the lighthouse keeper. The post office was moved from the light station to Hansville where William's wife Cora Cary owned and operated the general store. In 1922, she sold the store to the Hansville Grange.

### **Tragedy at Point No Point**

On August 26, 1914, Point No Point was the scene of a tragic accident when the passenger liner S. S. *Admiral Sampson*, owned by the Alaska Pacific Company and the passenger liner *Princess Victoria*, owned by the

Canadian Pacific Railroad Company, collided in dense fog. Although both ships had been moving at crawl speed of 3 knots, the *Admiral Sampson* was almost sliced in two amidships by the sharp bow of the *Princess Victoria*.

Most of the 160 passengers scrambled over the railings from the mortally wounded *Admiral Sampson* onto the *Princess Victoria's* decks. She limped to Seattle with a 14-foot rip through her bow. The *Admiral Sampson* sank quickly, stern first, taking with her 11 passengers, 4 crew members, and her Captain, Zimro Moore.

### **Weather Service Added**

In the 1930s, Point No Point became an observation station for the National Weather Service. Weather instruments were installed at the station keeper's house and monitored by Cora Cary. She took readings from the instruments three times a day, phoning the information to the weather service at Boeing Field in Seattle. The Cary's left Point No Point in 1937, after William had served 27 years as lighthouse keeper.

In 1939, the Coast Guard merged with the Lighthouse Service, and assumed responsibility the Point No Point Light Station. During World War II (1941-1945), Point No Point was staffed with extra Coast Guard personnel to help protect vital war industries around Puget Sound by keeping watch for submarines and patrolling 236 miles of shoreline on the Kitsap Peninsula.

In 1975, the Coast Guard constructed two modular auxiliary buildings and a 90-foot radar/radio signal tower on Point No Point, enabling the Puget Sound Vessel Traffic

Service to monitor and guide ships in north Puget Sound and Admiralty Inlet. In August 1977, the Coast Guard automated the lighthouse and fog signal and a radio-beacon, transmitting a radio signal used in locating a mariner's position, installed. Now only one person was required for the station's general maintenance, while Coast Guard personnel from Seattle maintained the optic and navigational aids.

On August 10, 1978, the Point No Point Light Station was officially designated by the

Washington State Advisory Council on Historic Preservation as an historic place and listed on the Washington Heritage Register (listing No. EO 01) This same year, the light station was also placed on the National Register of Historic Places (listing No. 78002758) maintained by the National Parks Service.

In 1997, the last Coast Guardsman assigned to maintain the Point No Point Light Station, was reassigned to the icebreaker *Polar Sea* (WAGB11) and the station stood vacant.

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## A Working Lighthouse, Museum and Park

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Kitsap County Parks and Recreation Department first showed interest in acquiring the Point No Point Light Station for a park in 1992. Their goal was to open the beaches to public access. But it wasn't until 1998 that the Coast Guard declared the property as surplus, and offered Kitsap County a free long-term lease of the buildings and grounds for the recreation and enjoyment of the public. In return for assuming responsibility for the general maintenance of the three-acre light station, the Coast Guard gave permission to use the lighthouse as a museum.

Today, the Point No Point Lighthouse, using the fourth-order Fresnel lens installed in 1898, operates 24 hours a day. The lens, 27 feet above grade, is illuminated by a 1000-watt quartz lamp that produces a 200,000 candle power beam visible for 17 miles. The beacon's signal is characterized by three white flashes every 10 seconds. Burnt out bulbs are replaced automatically, and in the event of a power failure, there is an

emergency light located on the outside of the tower, powered by 12-volt batteries.

The exterior of the Point No Point Light Station remains essentially the same as when it was first built in 1879. The lighthouse is painted the traditional white with green trim and has a red roof. Kitsap County Parks and Recreation has refurbished the lighthouse keeper's quarters and it serves as a private dwelling. The proceeds from the rental go toward the restoration and maintenance of the buildings.

Through land acquisitions over the past several years, Kitsap County has been able to consolidate and expand Point No Point County Park from 35 acres to more than 60 acres which includes indirect access to the lighthouse more than one mile of beach front. The Point No Point Lighthouse is one of eight lighthouses on or near Puget Sound open to visitors.

(Sources: *Native Peoples of the Olympic Peninsula: Who We Are*, by Jacilee Wray, <http://www.historylink.org/essays>. Port Gamble S'Klallam web site, <http://www.pgst.nsn.us>)