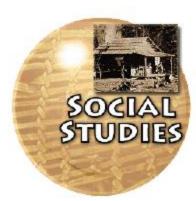# LESSON 4 - "LOCAL HISTORY"

ESSENTIAL QUESTION

What combination of factors both natural and manmade is necessary for healthy river restoration and how does this enhance the sustainability of natural and human communities?

GUIDING QUESTION:

What was the life of a homesteader like and what tools from today would make their lives simpler?

LESSON OVERVIEW:

During this lesson students will read three articles and create a time line by putting the events in chronological order using a graphic organizer. The time line can be used in future lessons to add later occurring events. The time line will allow students to see how events in one area can affect local, state, national and world history and visa versa.

TIME NEEDED:

One 45-50 minute class period

MATERIALS:

- Journal
- Articles
    - o Port Angeles - Thumbnail History
    - o Ceremony in Port Angeles marks arrival of electricity
    - o Clallam County-Thumbnail History
- Graphic Organizers
    - o "Countdown to the Elwha River Restoration"
    - o "Countdown to the Elwha River Restoration" teacher master

PROCEDURES:

1. Have the students read the three articles:

1 Port Angeles - Thumbnail History
2 Ceremony in Port Angeles marks arrival of electricity

2. Have the students highlight all dates then fill in the graphic organizer.

3. Discuss how to combine the information from the three articles and other information into one time line.

4. Assign a journal entry to discuss one national or world historical event that affected the local area. For example, the exploration of the Washington coast brought European diseases to the native tribes thereby reducing their populations.

ASSESSMENTS:

The graphic organizer should show events in chronological order. Events from other subjects and readings can be added to the time line if they have an effect on the local area or vice versa. For example, the building of the Spruce Railroad occurred because of the entrance of the US into WW1. The railroad then opened up more of the Olympic peninsula to logging. There are many examples found throughout the assigned background articles.

ADDITIONAL RESOURCES AND ENRICHMENT:

WASHINGTON STATE STANDARDS:

SOCIAL STUDIES:
1. **EALR 4: HISTORY** - The student understands and applies knowledge of historical thinking, chronology, eras, turning points, major ideas, individuals, and themes of local, Washington State, tribal, United States, and world history in order to evaluate how history shapes the present and future.
    a. **Component 4.1:** Understands historical chronology.
    b. **Component 4.2:** Understands and analyzes causal factors that have shaped major events in history.
    c. **Component 4.4:** Uses history to understand the present and plan for the future.

VOCABULARY:
- **Chronological:** arranged in order of time

PORT ANGELES -- THUMBNAIL HISTORY

Port Angeles, the county seat of Clallam County since 1890, is built on the site of two major Klallam villages, I'e'nis and Tse-whit-zen, on the north shore of the Olympic Peninsula. It sits on a natural harbor, named Puerto de Nuestra Señora de Los Angeles by Spanish mariners, that is protected by the long sand spit of Ediz Hook jutting into the Strait of Juan de Fuca. Founded in 1862, a few years after the first handful of American settlers took up residence among the Klallam villagers, Port Angeles grew slowly until the late 1880s, when the booming economy and the arrival of the utopian Puget Sound Co-operative Colony drew an influx of settlers. In 1890 the city incorporated and won the Clallam County seat, positioning it as the county's civic, commercial and industrial center. The primary industry was processing the harvest from the massive old growth forests that stretched south and west from Port Angeles in the foothills of the Olympic range. For most of the twentieth century large lumber, pulp, paper, and plywood mills along the city's waterfront powered the economy. In recent years the economy has diversified. With Olympic National Park's headquarters in the city and major attractions nearby, tourism is particularly important.

TSE-WHIT-ZEN AND I'E'NIS

Ediz Hook and the bay it protects are near the center of traditional Klallam territory, which extended along the Strait of Juan de Fuca from the Hoko River in the west to beyond Discovery Bay in the east. The sheltered harbor, a prime location, has been inhabited for more than 2,700 years. For at least 400 years, two major Klallam villages shared the harbor area. I'e'nis was located on the east side, at the mouth of a salmon stream now called Ennis Creek -- both the creek and Ediz Hook derive their names from "I'e'nis," reported to mean "good beach." In the mid to late 1800s, I'e'nis was fortified with a double stockade and was variously reported to have 200 to 1,500 residents.

Tse-whit-zen was farther west, near the lagoon at the base of Ediz Hook. Archeological investigation in 2004 documented six longhouses in the village, along with a stockade similar to that observed at I'e'nis. Near Tse-whit-zen was a large cemetery, probably the burial place for a number of villages. With burial canoes hung from trees or from scaffolds erected for the purpose and decorated with blankets and other possessions, the cemetery was a prominent feature into the late 1800s.

EXPLORERS AND SETTLERS

Like all villages in the area, Tse-whit-zen and I'e'nis were regularly visited by members of other tribal communities from Puget Sound, the Pacific coast, Vancouver Island, and even farther afield. The first non-Indians reached the villages in 1791. Spanish naval vessels *San Carlos* and the *Santa Saturnina*, on an exploring expedition headed by Francisco de Eliza, entered the deep harbor that Eliza named Puerto de Nuestra Señora de Los Angeles.

British Royal Navy Captain George Vancouver (1757-1798) followed the Spanish a year later. He shortened and anglicized the name Eliza gave the harbor to its present form. Even before the explorers reached them, the villagers had been decimated by European diseases. However, the Klallam remained the Port Angeles area's only inhabitants for another 60 years.

The first American settlers at Port Angeles were Angus Johnson, Alexander Sampson, Rufus Holmes and William Winsor, although accounts differ as to who arrived first and whether that first arrival came in 1856 or 1857. None brought families -- Sampson was separated from his wife and the others were bachelors. The men staked Donation Land Act claims near the Klallam villages. Sampson located his claim in the cemetery near Tse-whit-zen and residents resisted his intrusion until he worked out an agreement with a local leader that allowed him to build a home on the condition that he not disturb the graves.

THE CHERBOURG LAND COMPANY

A handful of additional settlers arrived over the next few years. In 1859 several of the newer arrivals joined with Sampson, Holmes, and Winsor to form the Cherbourg Land Company to plat a town site and sell lots, despite the fact that by law their donation land claims were only for settlement, not re-sale. The company's name was inspired by Isaac Stevens (1818-1862), former governor of Washington Territory and at the time its Congressional delegate, who foresaw Port Angeles harbor as an important American navy base, dubbing it a "Cherbourg of the Pacific" (Martin, 14). (Cherbourg was a French seaport where Louis XIV established a fortified naval base.)

Somehow the Cherbourg Land Company caught the attention of Victor Smith (1827-1865), a protégé of Secretary of the Treasury Salmon P. Chase (1808-1873). It appears that Smith, and perhaps Chase too, invested in the Cherbourg Land Company and land claims in Port Angeles before Smith first set foot in Washington Territory. As they were doing so, Chase appointed Smith Collector of Customs for the Puget Sound District.

From the time, in 1861, he arrived in Port Townsend, Jefferson County, then the Customs Port of Entry, Smith began agitating to move the Port of Entry to "Cherbourg" or Port

Angeles, where he continued to acquire interests in land. In 1862, he won passage of congressional legislation transferring the Port of Entry.

Smith's grandiose plans involved more than the Customs House. With Chase's support, he succeeded in getting President Abraham Lincoln (1809-1865) to designate 3,520 acres at Port Angeles as a federal reserve for lighthouse, military, and naval purposes. The U.S. Army Corps of Engineers platted a federal town site on the reserve land, laying out the street plan (patterned after Victor Smith's former home town of Cincinnati, Ohio) which still exists today. The fact that Washington, D.C., was the only other city officially laid out by the federal government led the U.S. Board of Trade in 1890 to dub Port Angeles the "Second National City."

Even before the town site was officially established, Smith, his wife Caroline, and their four children moved to Port Angeles, apparently the first non-Indian family to settle there. Numerous relatives came with them. Samuel Stork, married to one of Victor Smith's sisters, established a trading post at Port Angeles in 1861 along with Smith's brother Henry. Victor's father, George Smith, served as keeper at Tatoosh Lighthouse off Cape Flattery and became the first keeper of the Ediz Hook lighthouse when it opened in 1865.

Victor Smith died in the July 30, 1865, shipwreck of the *Brother Jonathan*, and for a while it looked like the city he founded would perish too. Even before his death, when federal town site lots were offered for sale in 1864 they found few takers. In 1866, Port Townsend interests reclaimed the Port of Entry. As the Custom House departed, so did many of the new settlers.

A CITY ARISES

Not until the mid 1880s -- a boom time throughout Washington Territory -- did Port Angeles see permanent commercial development. In 1883 and 1884 Eben Gay Morse built a hotel and his son-in-law David W. Morse, who had taken over Stork's trading post, expanded it into the first general store. David Morse also built the first wharf, at the location of the current ferry pier. These

Waterfront, Port Angeles, 1920s *Postcard*

developments began attracting newcomers to build homes nearby.

However, it was the Puget Sound Co-operative Colony that was most responsible for the subsequent expansion of Port Angeles. The Colony purchased land a short distance east of the existing Port Angeles settlement, on Ennis Creek opposite the village of I'e'nis. Colonists

began arriving in late 1886 and by the next summer the population of the Colony rivaled that of the existing town. Despite, or to some extent because of its success in attracting adherents, the Puget Sound Co-operative Colony did not last long as an experiment in collective living. Within a few years, it evolved into more of an entrepreneurial enterprise. The commercial ventures ultimately failed, factional disputes generated lawsuits, and the Colony was forced into receivership.

Even as the Colony faded, Port Angeles continued to flourish, due in no small part to the influx of idealistic and energetic settlers who arrived as Colonists. A village of a few hundred in 1886, Port Angeles had over 3,000 residents by 1890. In June of that year, voters held a town meeting and officially incorporated the City of Port Angeles. The following month, settlers frustrated that the bulk of the 3,520-acre federal reserve remained off limits, "jumped the Reserve." Squatters moved en masse onto the federal land, laid claim to two lots each, and mounted a lobbying campaign that paid off with 1891 legislation officially opening the reserve to homesteading.

With its growth spurt, Port Angeles had become the largest population center in Clallam County, outpacing the small community of New Dungeness (at the base of Dungeness Spit near present-day Sequim) that was then the county seat. Rival promoters of Port Angeles and Port Crescent, at the time a booming logging community located west of Port Angeles on Crescent Bay, succeeded in having the location of the county seat put to a vote in the November 1890 election. Port Angeles easily out-polled its two rivals, solidifying its position as the civic, commercial, and industrial center of Clallam County.

The city's growth slowed as a result of the nationwide depression dubbed the Panic of 1893. Some residents left as land and timber prices plummeted. A sawmill run by the Filion brothers, who were among a group of Civil War veterans who arrived in 1892, provided one of the few sources of income in town. Currency was scarce after the city's only bank failed in June 1893. Gregers M. Lauridsen, a leading businessman, filled the gap by issuing his own money. Technically good only for merchandise at Lauridsen's store, the "Lauridsen Money" or "Port Angeles Money" circulated all over the Olympic Peninsula as the equivalent of U.S. currency for 10 years, helping Port Angeles and the surrounding region through the economic hard times.

MAKING IMPROVEMENTS

The regional economy improved as logging of the Olympic Peninsula's massive conifer forests intensified in the early years of the twentieth century. By 1914, Port Angeles was in the midst of multiple civic improvement projects. Construction began on a permanent

County Courthouse to replace the succession of temporary quarters used since Port Angeles became the county seat a quarter century earlier.

A massive regrading project used water to wash away hills that impeded downtown streets. The dirt was used to raise Front Street, along the waterfront, and nearby streets some 12 feet to lift them above the tides that often used to inundate them with salt water (and city sewage). Storeowners raised their buildings well above the foundations to meet the new street level.

Three more developments celebrated at a February 1914 banquet -- construction of a large sawmill and arrival of a railroad and hydropower -- were key to solidifying Port Angeles's position as the industrial center where products from the surrounding forests were processed. Hydroelectric power from a dam on the Elwha River, the brainchild of real-estate developer Thomas T. Aldwell (1868-1954), who spent 20 years acquiring the land and arranging for financing and construction of the dam, first arrived in Port Angeles in December 1913.

From at least the 1880s, citizens of Port Angeles, like those of virtually every settlement in Washington, had sought a railroad connection, and for more than 30 years numerous promoters had promised a line without anything getting built. Finally in 1912 two Seattle-based businessmen, logging baron Michael Earles (d. 1919) and contractor C. J. Erickson, toured the immense timber stands west of Port Angeles and came to an agreement: Earles would build a major sawmill at Port Angeles if Erickson would build a railroad from the city to the timber. By the summer of 1914, Earles had completed the "Big Mill" at the base of Ediz Hook and the rail line Erickson constructed was supplying the mill with logs. The Big Mill was the city's largest industrial plant until it closed during the Great Depression of the 1930s.

THE PULP INDUSTRY

After World War I, during which electricity from Thomas Aldwell's dam powered the Puget Sound Navy Yard at Bremerton, the Elwha hydropower put Port Angeles at the forefront of the pulp and paper industry, which grew rapidly in the 1920s as forestry research chemists developed techniques for processing western hemlock and other pulpwoods into paper or cellulose. Aldwell played a leading role in enticing mills to the city to use the Elwha electricity. He convinced A. H. Dougall to locate a boxboard mill producing cartons and paper packaging on a portion of Alexander Sampson's former land claim where Tse-whit-zen and its cemetery had been located. The mill began production in 1918 as the Crescent Boxboard Company and was later named Fibreboard Products.

In 1919, Aldwell invited the Zellerbach Paper Company of San Francisco to invest in a planned pulp mill at Ediz Hook next to the Crescent Boxboard site. Operating first under the name Washington Pulp and Paper Corporation, and later for many years as Crown Zellerbach, the company began production newsprint and paper at the Port Angeles pulp mill in 1921. During construction of the mill in 1920, "hundreds of Indian bones were disturbed" (Lewarch, 21), a fact widely reported at the time but largely forgotten over the years.

A third major Port Angeles pulp mill began production in 1930. It was located at the Ennis Creek site that had belonged to the Puget Sound Co-operative Colony. During World War I, the U.S. Army Spruce Production Division built a spruce mill there but the war ended before the mill was put to use. In 1929, the Olympic Forest Products Company dismantled most of the spruce mill and reconstructed in its place a pulp mill, which was subsequently operated for many years by Rayonier.

THE DEPRESSION AND THE NEW DEAL

Coming just as the country plunged into the Great Depression, the large demolition and construction project for the Olympic Forest Products mill helped Port Angeles stave off the effects of the Depression for more than a year by keeping many local workers employed. But by the early 1930s, jobs and money were scarce in Port Angeles as they were everywhere.

New Deal agencies and programs established by President Franklin D. Roosevelt (1881-1945) to combat the economic hard times provided much-needed jobs and helped to build institutions that continue to play important roles in the economic and civic life of Port Angeles. Beginning in 1934, the Works Progress Administration (WPA), working with the Army and Navy, developed an airport just west of downtown. Home to a fighter squadron during World War II, after the war, the airport became the Clallam County Municipal Landing Field. The Port of Port Angeles took over operations in 1951 and the facility was later named the William R. Fairchild International Airport.

The WPA also built the headquarters for the Coast Guard Air Station -- the first on the Pacific Coast -- commissioned at Ediz Hook in 1935. The Coast Guard base forced a second relocation of Klallam families originally from Tse-whit-zen who had moved out onto the spit as mills were built over their old village location. The federal government moved them to land along the Elwha River west of the city, which later became the Lower Elwha Klallam Reservation. Congress created Olympic National Park in the mountains south of Port Angeles in 1938, and park headquarters were built on Peabody Heights in Port Angeles, in the first time a national park headquarters was located outside park boundaries.

Although the New Deal programs helped, it was the economic stimulus of World War II that finally ended the Depression. Even before the U.S. entered the war, demand for all kinds of forestry products was soaring, among them plywood. In the first decades of the twentieth century, researchers developed improved glues (first from skim milk, then from soybeans) to hold separate wood sheets together and devised ways to make the resulting plywood waterproof. Many plywood mills using the new techniques were built as cooperatives, with workers investing together to own the plant. In 1941, 272 members opened the cooperative Peninsula Plywood Company on the center of the Port Angeles waterfront to help meet the wartime demand for plywood.

MILLS AND MORE

The four major mills built along the Port Angeles waterfront between 1920 and 1941-- Crown Zellerbach, Fibreboard, Peninsula Plywood, and Rayonier -- remained the backbone of the city's economy in the post-war years. Tourism became increasingly important as the growing national affluence, and especially the 1961 opening of the Hood Canal Bridge that cut driving time from the populated central Puget Sound region, brought more visitors drawn by the mountains, rivers, and rainforest of Olympic National Park and by fishing and boating along the Strait of Juan de Fuca.

Rising freight costs, both for bringing raw materials ever-increasing distances and for shipping the finished product, led the Fibreboard mill to close permanently on the last day of 1970. Logging declined rapidly in Clallam County after the 1980s, with most of the large timber gone and stricter environmental regulations in place. The Rayonier mill closed in 1997.

The other two mills remained among the top private employers in Port Angeles as of 2007, although both had seen changes in ownership. The pulp mill at Ediz Hook passed from Crown Zellerbach to Daishowa America and then to Nippon Paper Industries. The cooperative plywood mill was worker-run for 30 years until the owners sold it to ITT in 1971. It was bought by Klukwan, Inc., an Alaskan Native village corporation in 1989, and is now known as K Ply.

Other industrial jobs replaced some of those lost as mills closed, including at Westport Shipyard building motor yachts and at Angeles Composite Technologies manufacturing airplane parts, but service jobs climbed as a percentage of private sector employment. The largest payrolls in the city belonged to government institutions, including not just the city and county, but also to hospitals, schools, and federal agencies such as the National Park Service and Coast Guard. Port Angeles continued to grow at a steady rate, with its 2005 population estimated at 18,640.

By the start of the twenty-first century, Port Angeles may have appeared to retain virtually no trace of the Klallam villages that had occupied the harbor little more than 150 years earlier, but such appearances were deceiving. The cultural and human remains of Tse-whit-zen, which were well-known but disregarded when mills were built over them in the 1920s, were apparently unknown but soon very much regarded when the state Department of Transportation chose Port Angeles in 2002 as the site of a graving dock project. Construction stopped shortly after it began in 2003 when it human remains and artifacts were unearthed. Subsequent archeological investigation revealed virtually the entire village of Tse-whit-zen and multiple burials, leading to relocation of the graving dock and new insight into life on Port Angeles harbor in the hundreds of years before Victor Smith plotted a town site there.

SOURCES:

Thomas T. Aldwell, *Conquering the Last Frontier* (Seattle: Artcraft Engraving and Electrotype Company, 1950); G. M. Lauridsen and A. A. Smith, *The Story of Port Angeles, Clallam County, Washington* (Seattle: Lowman and Hanford, 1937); Dennis E. Lewarch, Lynn L. Larson, and Laura S. Phillips, *Daishowa America Port Angeles Mill Shell Midden, 45CA415, Clallam County, Washington* (Seattle: Larson Anthropological/ Archaeological Services, 1992); Charles Pierce LeWarne, *Utopias on Puget Sound*, 1885-1915 (Seattle: University of Washington Press, 1975), 15-54; Paul J. Martin, *Port Angeles, Washington: A History* (Port Angeles: Peninsula Publishing, 1983); Murray Morgan, *The Last Wilderness* (New York: Viking Press, 1955); *Jimmy Come Lately, History of Clallam County*, ed. by Jervis Russell (Port Angeles: Clallam County Historical Society, 1971); William D. Welch, *A Brief History of Port Angeles* (Port Angeles: Crown Zellerbach Corporation, 1968); "Historic Sites,"Washington Department of Archeology and Historic Preservation website accessed June 20, 2007 (www.dahp.wa.gov); "Washington Place Names," Tacoma Public Library website accessed June 20, 2007 (http://search.tpl.lib.wa.us/wanames/); "Comprehensive Plan for the City of Port Angeles," City of Port Angeles website accessed July 3, 2007 (http://www.cityofpa.us/comDevCompPlan.htm); "2006 Community Profile," Clallam County Economic Development Council website accessed July 3, 2007 (http://www.clallam.org/documents/2006CommunityProfile.pdf); "Airport Facts," Port of Port Angeles website accessed July 2, 2003 (http://www.portofpa.com/airports/fairchild/airport-facts.html); Brian Gawley, "Early 1990s Archaeology Reports Tell of Presence of Tse-whit-zen," Peninsula Daily News, March 6, 2005 (http://www.peninsuladailynews.com/sited/ story/html/200606); Lynda V. Mapes, "Buried Past Comes Alive" and "From Tools, Shells and Bones, A Culture Emerges," *The Seattle Times*, May 22, 2005 (http://archives.seattletimes.nwsource.com). By Kit Oldham, July 08, 2007

CEREMONY IN PORT ANGELES MARKS ARRIVAL OF ELECTRICITY FROM ELWHA RIVER HYDROELECTRIC PROJECT ON FEBRUARY 12, 1914.

On February 12, 1914, Governor Ernest Lister (1870-1919) and other dignitaries from around the state attend a banquet and grand ball in Port Angeles to celebrate the beginning of electric power service from the Elwha River dam. The hydroelectric project is the brainchild of Port Angeles real estate developer Thomas T. Aldwell (1868-1954), who spent 20 years acquiring the necessary land and arranging for financing and building the dam. The Elwha electricity will power much of the Olympic Peninsula and the Puget Sound Navy Yard at Bremerton. It will propel development of a thriving pulp mill industry at Port Angeles, the centerpiece of Clallam County's economy for many years. The original dam and a second one upriver at Glines Canyon also block the Elwha's once huge salmon runs, which many years later will lead to a negotiated decision to remove the dams beginning in 2008.

Originally from Canada, Thomas Aldwell gave up a job as a bank clerk at age 22 to seek his fortune in the American west. He arrived in Port Angeles in 1890, when it was just beginning to boom. He worked at many different jobs, but always concentrated on acquiring land. Soon after his arrival, he was captivated by a homestead claim located on the Elwha River, about seven miles west of the young city. Aldwell paid top dollar for rights to the claim, located about five miles from the river's mouth above "a canyon through which the Elwha River thundered" (Aldwell, 68).

Aldwell was already aware of the hydroelectric potential of his canyon in 1894 when he met R. M. Brayne, an Oregon pulp mill owner looking for power sources on the Olympic Peninsula. The two formed a partnership to develop the site. Brayne provided money to acquire the land along the Elwha above the canyon that a dam would flood. Aldwell worked secretly over the next 12 years to buy the necessary property without revealing their plans, which would have driven the price up.

BUILDING THE DAM

In 1908, George A. Glines, a real estate investor from Winnipeg, replaced Brayne as Aldwell's partner. The first directors of the company they formed were, in Aldwell's words, "names that are part of Washington's history of industrial development" (Aldwell, 83), including Joshua Green (1869-1975), then head of the Puget Sound Navigation Company and later a prominent Seattle banker, R. D. Merrill, principal owner of Merrill and Ring, one

of the major logging firms on the Peninsula, and Michael Earles (d. 1919), a major Peninsula timber baron and mill builder.

Dam construction began in 1910 and was nearly complete in October 1912 when the almost-finished dam burst as water backed up behind it, destroying two years of work and causing considerable damage (but no casualties) downstream. The dam had not been firmly anchored to the bedrock in the canyon bottom. It took another year of work to repair the damage and complete the project.

Electricity from the Elwha project first reached Port Angeles and Port Townsend in December 1913, while construction and testing of transmission lines and transformer stations was still under way. Power lines reached the Navy Yard in Bremerton in January 1914, and the Olympic Power Company inaugurated regular service by February.

The arrival of hydroelectric service was celebrated in Port Angeles on February 12, 1914, with a banquet and grand ball that attracted visitors from across the Peninsula and notables from around the state, headed by Governor Lister.

NO PASSAGE

Lost in the celebration of electric power from the Elwha was the effect of the dam on what had been the river's most important resource for centuries -- its massive, multiple runs of salmon and steelhead. Klallam Indians, who lived and fished all along the Elwha, depended heavily on the 10 separate yearly runs, some of which numbered in the hundreds of thousands of fish. Even after non-Indians settled the area, the Elwha was noted as one of the Peninsula's major salmon and steelhead fisheries. Although the state fish commissioner stressed the need to provide passage for the fish, the Elwha dam, like others of its era, was constructed without a fish ladder or other passage. A fish hatchery was constructed as a substitute but proved unsuccessful and was soon abandoned. Barely five miles from the Elwha's mouth, the dam blocked anadromous (ocean-going, like salmon) fish from more than 70 miles of the river and its tributaries, devastating all 10 runs and virtually eliminating some.

The Elwha electricity soon boosted Port Angeles development. The Olympic Peninsula's first pulp mills were constructed there over the next 15 years to process the abundant pulpwoods into newsprint and other paper products. California's Zellerbach family built one of the major mills, operating initially as Washington Pulp and Paper and later as a division of Crown Zellerbach. Washington Pulp and Paper purchased the Elwha hydroelectric plant from Aldwell, Glines, and their investors.

PLANS FOR REMOVAL

In 1926 a second hydroelectric project was constructed on the Elwha at Glines Canyon, eight miles upstream from the first dam. Like its predecessor, it failed to provide for fish passage. Located on Forest Service land, the Glines Canyon dam received a 50-year federal license, which was acquired by Washington Pulp and Paper and then its successor, Crown Zellerbach. In 1940, two years after Olympic National Park was created, the area around the Glines Canyon dam and Lake Mills (formed by the dam) became part of the park, as did most of the upper Elwha and its tributaries. Crown Zellerbach continued to own and operate the facility.

Expiration of the original Glines Canyon dam license touched off a lengthy debate over the future of both dams. By the 1980s, environmental groups, including the Seattle Audubon Society, Friends of the Earth, Olympic Park Associates, and the Sierra Club were calling for the dams to be removed to restore the salmon runs and park ecosystems that they disrupted. With other sources of power available for the pulp mill, then operated by Daishowa America, Congress authorized removal in the 1992 Elwha River Ecosystem and Fisheries Restoration Act. The federal government acquired the dams in 2000 and, following more studies and negotiations, prepared a plan that calls for removal to begin in 2008.

Sources:

Thomas T. Aldwell, *Conquering the Last Frontier* (Seattle: Superior Publishing, 1950); "Elwha River Restoration," Olympic National Park website accessed December 9, 2005 (http://www.nps.gov/olym/elwha/home.htm); G. M. Lauridsen and A. A. Smith, *The Story of Port Angeles, Clallam County, Washington* (Seattle: Lowman and Hanford, 1937), 204-07. By Kit Oldham, December 29, 2005

Elwha River Dam, 1914
Photo by Asahel Curtis, Courtesy UW Special Collections (Neg. No. A. Curtis 28529)

Elwha River Dam and electric power plant, 1914
Photo by Asahel Curtis, Courtesy UW Special Collections (Neg. No. A. Curtis 28530)

Elwha River, Clallam County, 1920s *Postcard*

CLALLAM COUNTY -- THUMBNAIL HISTORY

Clallam County occupies the northern portion of the Olympic Peninsula, extending nearly 100 miles along the Strait of Juan de Fuca on its north and more than 35 miles along the Pacific Coast on its west. On the east and the south it borders Jefferson County, out of which it was created in 1854. The county is composed of the traditional lands of the Klallam (for whom it is named), Makah, and Quileute peoples, who continue to play significant roles in county history. It was one of the first parts of Washington contacted by European explorers in the late 1700s, but did not see permanent settlement until after 1850. Seemingly endless stands of Douglas fir, red cedar, western hemlock, Sitka spruce, and other giant conifers made timber the county's economic mainstay for most of its history. As techniques for felling, transporting, and processing the massive trees improved, much of the forest was cut, although the central wilderness is preserved in Olympic National Park. Forestry remains important, but government and service industries are now the leading employers. Port Angeles has been the county seat since 1890, the year it incorporated. Sequim (1913) and Forks (1945) are the other two incorporated cities in the county, whose total population in 2005 is 66,800.

KLALLAM, MAKAH, AND QUILEUTE

The Klallam or S'Klallam ("the strong people") occupied the largest portion of what is now the county bearing their name. Their territory stretched along the Strait of Juan de Fuca from the Hoko River east beyond Discovery Bay, with as many as 30 villages at river mouths or sheltered harbors. The populous and powerful Klallams had seasonal camps as far away as Vancouver Island, the San Juans, and Whidbey Island. Klallams, like most Puget Sound area tribes, are Coast Salish speakers, but their western neighbors are from language families otherwise unrepresented in Washington.

"Makah" is the Klallam name for the Qwiqwidicciat ("people of the cape") who live around Cape Flattery, the northwestern tip of the Olympic Peninsula. For many generations, their lands extended along the Strait from the Hoko River to Cape Flattery and south along the Pacific to Cape Alava. The Makah language is related to many spoken on Vancouver Island, and the Qwiqwidicciat regularly visited and traded with relatives there. While all Northwest coast peoples were skilled sailors, the Makahs were especially renowned as canoeists and whale hunters.

The Quileutes, living along the Pacific coast south of the Makahs, also depended primarily on the ocean. They hunted whales, but were noted as seal hunters. The major Quileute town (now named La Push) was and is located at the mouth of the Quillayute River. Quileute lands extended along the coast from Cape Alava south to the Hoh River (in present-day Jefferson County), and up the Quillayute and Hoh drainages. The Quileutes' only linguistic relatives were the Chimakum, who lived near Port Townsend until the 1860s, when the few to survive European diseases and tribal war were absorbed into the Klallams.

EUROPEAN EXPLORATION

Clallam County was one of the first areas in the future Washington reached by Europeans. Cape Flattery, named by British Royal Navy Captain James Cook (1728-1779) on March 22, 1778, is the oldest non-Indian place name still used on Washington maps. A decade after Cook, British fur traders Charles William Barkley and John Meares (1756?-1809) located and entered the Strait of Juan de Fuca (which they named for the Greek sailor whose purported voyage to the region in 1592 is probably apocryphal). Within a few years fur traders were regularly visiting Makah villages at Neah Bay.

Between 1790 and 1792, several Spanish naval expeditions explored the Strait. Port Angeles, named for the sheltered bay that Captain Francisco Eliza called Puerto de Nuestra Señora de Los Angeles, is one of the few names from Spanish maps to survive in Clallam County. In 1792, Spanish forces under Salvador Fidalgo built a fort at Neah Bay, which Manuel Quimper had named Núñez Gaona when he claimed it for Spain two years earlier. Núñez Gaona was the first non-Indian settlement in the future Washington, but it lasted only a few months before the Spanish departed due to conflicts with Makahs and lack of secure winter anchorage. The 1792 British expedition under Captain George Vancouver (1757-1798) also visited the region, bestowing names that include Discovery Bay and Dungeness Spit.

AMERICAN SETTLEMENT

The explorers brought European diseases that devastated Klallam, Makah, and Quileute populations, as they did all Northwest peoples. However, 60 years passed after the short-lived settlement at Neah Bay before non-Indians made further attempts to settle the northern Olympic Peninsula. The settlers who began arriving in the 1850s were Americans -- Great Britain ceded its claims south of the 49th Parallel to the United States in 1846.

Beginning around 1851, the first settlers in the future Clallam County staked claims at New Dungeness, west of the Dungeness River on the harbor created by Dungeness Spit. They

raised potatoes in the fertile soil and cut trees to make cedar shakes, ship masts, and pilings. Within a year or two, some moved five miles south to the extensive prairie where the city of Sequim is now located.

When Washington Territory was separated from Oregon in 1853, all of the northern Olympic Peninsula was part of Jefferson County. Clallam County was carved out of Jefferson effective April 26, 1854, and the county seat was established at New Dungeness, where it remained until 1890.

INDIAN TREATIES

Having promised land to white homesteaders, the federal government set out to obtain legal title from the Indian peoples who occupied it. In Washington, this task was assigned to Isaac Stevens (1818-1862), the new Territory's first governor and Superintendent of Indian Affairs. Klallam, Quileute, and Makah leaders were willing to open most of their land to American settlement, but made it clear that they wanted to continue living in their traditional homelands.

Nevertheless, in keeping with Stevens' policy of consolidating tribes, the Treaty of Point No Point, which gave the U.S. legal title to the bulk of Clallam County, along with much more Klallam, Chimakum, and Skokomish territory, called for the Klallams to move to the Skokomish reservation on Hood Canal. Similarly, the Quinault Treaty ceded Quileute as well as Quinault lands and provided that those tribes would have a single reservation in Quinault territory (in today's Grays Harbor County). In practice few Klallams or Quileutes moved to the designated reservations in foreign territory. Makah leaders ceded a large swath of Clallam County in the Treaty of Neah Bay, but retained the land around Cape Flattery.

GROWING SLOWLY

Clallam County saw only limited growth in its first few decades. Settlement was largely confined to a scattering of small outposts on or near the shore, frequently around existing Indian villages. The only practical transportation was along the beach at low tide or by water, at first in Indian canoes and sailing schooners, later in freight and passenger steamers.

Henry R. Webster and others succeeded in establishing a trading post at Neah Bay in 1857, the same year the first settlers arrived at Port Angeles harbor, sheltered by Ediz Spit and site of the major Klallam villages Tse-whit-zen and I'e'nis. The future city of Port Angeles had its origins five years later when Victor Smith (1827-1865) was named Collector of

Customs for the Puget Sound district. Smith managed to have the Customs port of entry temporarily moved from Port Townsend to the nascent settlement at Port Angeles, which, at Smith's urging President Abraham Lincoln (1809-1865) designated a federal government town site reserve.

Despite Smith's machinations, New Dungeness remained Clallam County's leading community. In 1865, early settlers Elliott and Margaret Cline platted a town site there and deeded lots to the county for a courthouse and jail. Farther west, the shore of Crescent Bay was first settled in 1863 by three former Hudson's Bay Company trappers and their families. Fed by the area's rich timber stands, the thriving logging community of Port Crescent grew over the next several decades. On Clallam Bay the communities that would become Clallam Bay and Sekiu began developing in the 1870s.

The first settlers ventured out to Quileute lands on the rugged, rain-soaked Pacific coast in the late 1860s. Tensions rose between the newcomers, who expected Indians to vacate lands "ceded" by treaty and move south to the Quinault reservation, and the Quileutes, who had no intention of abandoning their homeland. Finding county and federal officials insufficiently supportive of their claims, white settlers along the Pacific Coast succeeded in getting the legislature to approve a new "Quillayute County" carved from the western halves of Clallam and Jefferson counties, but the prospective county was never organized.

At Clallam County's east end, Klallam inhabitants also felt pressure from settlers, who claimed legal title, to leave their traditional homes and lands. In 1874 one band, led by Lord James Balch, responded by paying $500 in gold coin for title to 210 acres at Nuxia'antc ("white firs") on the shore east of Dungeness and north of Sequim. There they established the community of Jamestown, which helped the group preserve its identity and independence over the next century.

MOVING INLAND

In 1878, Luther and Esther Ford and their children settled 15 miles inland from La Push on the fertile open ground known as Indian Prairie, which the Quileutes maintained by regular burning. The community that grew up around the Ford homestead became Forks, named for the rivers that joined nearby. Luther Ford initiated the Forks dairy industry when he shipped a herd to Neah Bay and drove it down the beach to La Push and up to the homestead.

A scattering of additional interior settlements joined Forks, but the formidable heart of the Olympic Range remained wilderness. An 1885 army reconnaissance expedition headed by Lieutenant Joseph P. O'Neil (1862-1938), which started from Port Angeles, was the first

well documented exploration of the Olympics. Other expeditions followed and explorers like O'Neil and Judge James Wickersham (1857-1939) called for preserving the interior of the range as a national park.

Port Angeles received an unlikely boost in the late 1880s when it was chosen as the site of the Puget Sound Cooperative Colony, the first of a number of utopian communities that sprang up in Washington over the next 30 years. Planned as "a city beautiful with cooperative homes, cooperative hotels and all industries upon a cooperative system" (LeWarne, 17), the Colony purchased land just east of the Port Angeles town site, on Ennis Creek opposite the Klallam village. Hundreds of colonists arrived in 1887, swelling Port Angeles's population. As a utopian experiment the Puget Sound Cooperative Colony did not last long. But it attracted many idealistic and energetic settlers to Port Angeles. Colonists built the area's first sawmill, first office building, homes, schools, churches, and the ornate Opera House, long-time center of civic life.

The federal government eventually acknowledged that the Quileutes would not leave their homeland. On February 19, 1889 -- 10 months before signing the bill that made Washington the 42nd state -- President Benjamin Harrison (1833-1901) created the Quiluete Reservation at La Push by executive order. Dan Pullen, an early settler who argued that his homestead claim to the Quileute town took legal precedence, challenged the reservation. Pullen ultimately lost a long court battle, but in the fall of 1889 he burned down the Quileute longhouses, destroying the tribe's last pre-contact equipment, baskets, carvings, and sacred regalia.

A NEW COUNTY SEAT

A year after statehood, residents of Port Angeles and Port Crescent, two booming towns that expected railroads to arrive at any moment, engineered an election to move the county seat from New Dungeness. Port Angeles won and has been the county seat and commercial center since 1890, while Port Crescent and New Dungeness all but disappeared.

Most east end growth occurred inland on Sequim Prairie, where pioneer farmers established one of the state's early irrigation areas in the dry rain shadow of the Olympics. The first irrigation ditch brought Dungeness River water to the prairie in 1896. Eight more followed, making Sequim a major dairy and agriculture center.

While farmers brought water to Sequim, promoters invited the U.S. Navy to Port Angeles as part of an October 1895 celebration (forerunner of the Clallam County Fair) designed to promote the county during the hard times following the Panic of 1893. Somewhat to their surprise, Rear Admiral Lester A. Beardslee (1836-1903) accepted, beginning a tradition of

annual Pacific Fleet visits to Port Angeles that lasted almost 40 years. Locals took Admiral Beardslee, a noted angler, fishing at Lake Crescent, and he popularized the lake's unique variety of rainbow trout now known as Beardslee Trout.

In 1897, President Grover Cleveland (1837-1908) heeded conservationist calls and proclaimed nearly two thirds of the Olympic Peninsula as the Olympic Forest Reserve. Many in Clallam County and elsewhere on the Peninsula, where logging was the dominant industry, objected to the size of the reserve, and within a few years it was substantially reduced.

"GLORY DAYS" OF LOGGING

Logging expanded dramatically in the opening decades of the twentieth century, as did recreation and tourism. With steamboats providing transportation, multiple resorts sprang up around the shores of Lake Crescent. Resorts were also established at the warm mineral waters of Olympic and Sol Duc Hot Springs.

Through the end of the 1800s, Peninsula loggers had generally used ox teams to drag the giant logs down skid roads to waterways where they could be floated to mills, limiting major operations to within a mile or so of water. The advent of the steam donkey engine and then logging railroads allowed logging to reach much farther into the forest. In the years preceding World War I, timber companies Puget Sound Mills and Timber, Merrill and Ring, and Goodyear Logging constructed large logging camps at Twin Rivers, Pysht, and Sekiu to cut the huge conifer stands of western Clallam County.

Hydroelectric power from the Elwha River dam promoted by Thomas Aldwell (1868-1954) reached Port Angeles in 1914, the same year that Michael Earles opened the city's first large sawmill at the base of Ediz Spit where Tse-whit-zen stood not long before. The "Big Mill" was the county's largest employer for the next quarter-century. C. J. Erickson built a rail line from the mill to the rich timberlands farther west. A year later the Milwaukee Road took over operations and instituted service between Port Angeles and Port Townsend.

American entry into World War I in 1917 and the arrival of the U.S. Army Spruce Production Division further fueled Clallam County's growth. Light, strong, and resilient, spruce was an essential component of early airplanes. Spruce Division soldiers built the "Spruce Road" rail line from the existing Milwaukee Road tracks, at a junction named for Division commander Lieutenant Colonel Brice P. Disque, to Lake Pleasant north of Forks where there were vast spruce reserves. They also began constructing a major spruce mill in Port Angeles on the site of the Puget Sound Colony's sawmill. The war ended before the

railroad was used or the mill completed, but both were important in later timber operations.

The Spruce Road helped open the vast western forests and make the 1920s the county's "Glory Days of Logging" (Russell, 579). Merrill and Ring, Bloedel Donovan Mills, and Crescent Logging Company were the major operators of the era. Between 1926 and 1936, the Bloedel Donovan camps alone harvested an average of one million board feet each working day.

PULP PRODUCTION

Much of the harvest produced not lumber but pulp for newsprint and other paper products. The abundant western hemlock and other pulpwoods in the Clallam rainforest, previously ignored for the most part by loggers cutting Douglas fir, became important in the 1920s when forestry research chemists perfected techniques for turning hemlock wood into newsprint and cellulose. The Peninsula's first pulp and paper mills were built in Port Angeles, where they became the backbone of the economy for many years.

The Crescent Boxboard Company, later Fibreboard Corporation, opened a pulp and boxboard mill in 1918. Three years later the Washington Pulp and Paper Corporation mill began production; it was taken over by the Crown Zellerbach Corporation, which ran it for many years. Like the earlier "Big Mill," these facilities were built over the Tse-whit-zen site and graves, with ramifications felt eight decades later. The spruce mill on Ennis Creek at the other end of town stood empty until 1929, when portions were incorporated into a pulp mill built by Olympic Forests Product Company, which became Rayonier.

A second hydroelectric project on the Elwha, Glines Canyon Dam, came on line in 1927. Neither Glines Canyon nor the original Elwha dam provided passage for migrating salmon, and the dams, while powering industrial development, devastated the river's once-massive fish runs.

Despite the railroad's belated arrival in 1915, Clallam County freight and passengers continued to travel largely by water through the 1920s. All the larger towns and many tiny settlements along the Strait of Juan de Fuca had docks where "mosquito fleet" steamers provided regular service to ports throughout Puget Sound and across the Strait to Vancouver Island. The opening of the 330-mile Olympic Loop Highway (U.S. 101) in 1931 brought easy automobile access to large areas of the Peninsula for the first time.

The first Coast Guard Air Station on the Pacific was commissioned at Ediz Spit in 1935. Fourteen Klallam families, who had moved onto the Spit as mills expanded over Tse-whit-

zen, had to relocate. The federal government purchased 327 acres near the mouth of the Elwha River west of Port Angeles. The land was officially proclaimed the Lower Elwha Klallam Reservation in 1968.

WORLD WAR II AND BEYOND

During the 1930s, support grew for creating an Olympic National Park, although controversy raged over how much land to include. In 1937, President Franklin D. Roosevelt (1882-1945) announced his support for a large park, which Congress approved the next year. Subsequent proclamations by Roosevelt and his successor Harry Truman (1884-1972), who in 1953 added all the Pacific coastline of Clallam and Jefferson counties outside Indian reservations, enlarged the park to nearly 900,000 acres.

Like World War I, World War II brought an influx of military personnel and installations to Clallam County. As the railhead for the northern Olympic Peninsula, Sequim bustled with troops from around the country. The small Port Angeles airport was expanded and housed a fighter squadron. Fort Hayden was constructed at Tongue Point on Crescent Bay; after the war it became a county park.

The post-war era saw continued growth in the dominant timber and agriculture industries. Commercial fishing was also important. Neah Bay, the leading fishing port, was home to as many as 600 fishing boats in the 1950s and 1960s. Sport fishing in both salt and fresh water was equally popular, one of many attractions for the ever-increasing number of tourists. Around Sequim, the mild climate and sunny weather attracted retirees. The 1961 opening of the Hood Canal Floating Bridge brought even more visitors and residents to Clallam County by substantially shortening the driving time between the Olympic Peninsula and greater Seattle.

Beginning in the 1960s, Clallam County tribes joined others in reclaiming traditions and reasserting treaty rights to a substantial portion of fish harvests. Makah cultural revival was further spurred with the 1970 discovery at Ozette of thousands of artifacts from homes buried in a mudslide 500 years earlier. The Jamestown S'Klallam tribe, which earlier declined government recognition in favor of remaining on the land it purchased in the 1870s, won recognition in 1981, receiving trust land at Blyn on Sequim Bay where it built a tribal center and casino.

PAST AND FUTURE

After peaking in the 1980s in advance of stricter environmental regulations, Clallam County logging declined sharply. Most of the big timber had been cut and environmental protection

measures put much of what remained off limits. Mills large and small closed, unemployment increased and many, particularly in the western county, voiced resentment of environmentalists and the northern spotted owl, an "indicator species" for old-growth forests and a potent symbol in the environmental debates.

Despite declines from historic levels, resource industries like timber, wood products, and agriculture remain important in Clallam County although service industries have grown faster in recent decades. Government (cities, the county, state and federal agencies, tribes, and educational institutions) was by far the largest employment category in 2004, especially in the west end, where two prisons, a hospital, and the school district were the top four employers. Visitors drawn by Olympic National Park and the county's many other natural attractions continue to increase, making tourism an important sector.

While Clallam County has changed almost unimaginably over its first 150 years, aspects of its once buried (figuratively and literally) past are poised to play significant roles in its future. Makah whalers recently revived the tribe's longstanding whaling tradition, although litigation following the 1999 hunt put the revival on hold at least temporarily. Following years of debate and negotiation, the federal government, which acquired the Elwha River dams in 2000, plans to begin removing them in 2008 to restore historic salmon runs. The 2003 discovery of Tse-whit-zen village and burials, largely intact beneath industrial rubble and fill, forced relocation of a graving dock for renovating the Hood Canal Bridge while offering new insights into the lives of the people for whom Clallam County is named.

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