



**JEFFERSON COUNTY HISTORICAL SOCIETY
RESEARCH CENTER**

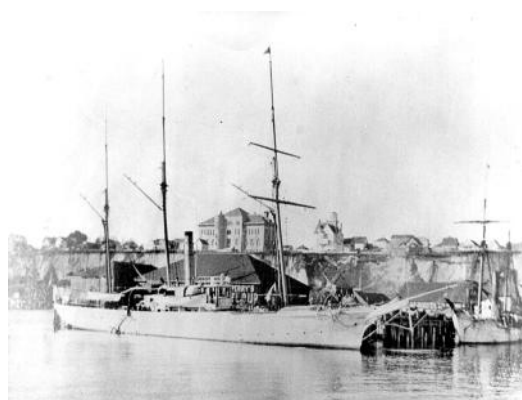
13692 AIRPORT CUTOFF ROAD, PORT TOWNSEND
 OPEN TUESDAY-SATURDAY, 11:00 TO 4:00
 WWW.JCHSMUSEUM.ORG
 SEARCH THE COLLECTION ONLINE AT WWW.JCHSWA.ORG

A treasure trove awaits your discovery at the Jefferson County Historical Society Research Center. Thousands of log books, personal letters, diaries, scrapbooks, ledgers, registers, invoices, bills of sale, business correspondence, oral histories, maps, charts, directories, newspapers and photographs literally document our community's long relationship with the sea.

Explore the many maritime-related enterprises that fueled a booming economy.

Customs: The U.S. government moved the Puget Sound Customs Collection District to Port Townsend in 1854, just three years after the town was founded. All ships from foreign ports cleared Customs here, paying tariffs on controlled goods.

Smuggling: To avoid tariffs, smuggling was rampant. Swift revenue cutters (later, the U.S. Coast Guard) pursued smugglers.



The revenue cutters *Grant* and *Corwin* in 1894.

Seamen's Services:

Meeting the diverse needs (and emptying the pockets) of sailors, waterfront boarding houses, saloons, brothels, and theaters packed the Port Townsend waterfront.



Rainier Saloon.



Shipping Agents: Outbound ships acquired their crews and supplies through agents who managed all the details for them. They often served as shipwreck salvage agents for insurance companies as well.



Tugboat Companies:
 Becalmed sailing ships engaged tug boats to pull them through the placid waters of Puget Sound.



Yacht racing has been a part of Port Townsend's heritage from its earliest days. This is the 1901 Key City Cup race.



The *Iroquois* dockside in Port Townsend.

Ferry Companies: People, mail and everything else moved between coastal towns aboard a "Mosquito Fleet" of ships, large and small.

Port Townsend, Irondale, Hadlock and Whidbey Island Route.

Steamer Wildwood.

DAILY.

Leave Union wharf for Irondale and Hadlock at.....	7:00 A. M.
Leaves Hadlock at.....	7:45 A. M.
" Union wharf at.....	9:30 A. M.
" Hadlock at.....	10:45 A. M.
" Union wharf for Whidbey Island	12:00 M.
" Whidbey Island at.....	1:00 P. M.
" Union Wharf for Irondale and Hadlock at.....	3:30 P. M.
Leaves Hadlock at.....	5:30 P. M.

SUNDAY.

Leaves Union Wharf for Hadlock and Irondale at.....	7:00 A. M.
" Hadlock at.....	8:00 A. M.
" Union Wharf at.....	3:30 P. M.
" Hadlock at.....	5:00 P. M.

Hastings Steamboat Co.,
 1ez2tf L. B. HASTINGS, Owner.

Port Townsend-Port Angeles ROUTE
Steamer Angeles

HARRY LOTT, Master.

Mondays and Thursdays.

Leave Port Angeles.....	6:00 A. M.
" New Dungeness	9:00 A. M.
" Sequim.....	11:30 A. M.
" Port Townsend.....	2:00 P. M.
" Seattle.....	6:00 P. M.

Tuesdays and Fridays.

Leave Seattle.....	Noon.
Arrive Port Townsend.....	6:00 P. M.

Wednesdays and Saturdays.

Leave Port Townsend.....	8:00 A. M.
" Sequim.....	10:30 A. M.
" New Dungeness.....	1:00 P. M.
Arrive Port Angeles.....	4:00 P. M.

The only steamer direct for New Dungeness. Freight carefully handled. Rate apply H. F. Beecher, agent, Commercial wharf. L. B. Hastings, manager. augdt

Shipwrights: Still going strong today, boatbuilding and repair operations supported mariners.



McCurdy boatyard across the street from City Hall, c1915.

Marine Hospital:

Doctors and nurses from the U.S. Marine Hospital Service provided medical assistance to thousands of sailors who worked in the marine trades in the Pacific Northwest. The hospital was moved to Seattle in 1933; the building was razed in April 1972.



U.S. Marine Hospital (built 1896) was the third and last hospital of this kind in Port Townsend.

