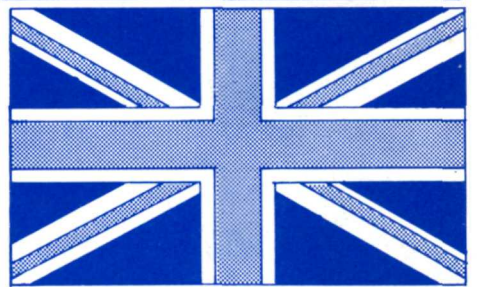
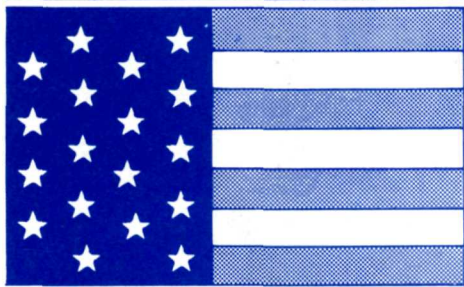


**SAN JUAN**



**ISLAND**

English Camp ; probably 1860.



# **SAN JUAN ISLAND**

**NATIONAL HISTORICAL PARK  
WASHINGTON**

**a master plan**



**U.S. DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE**



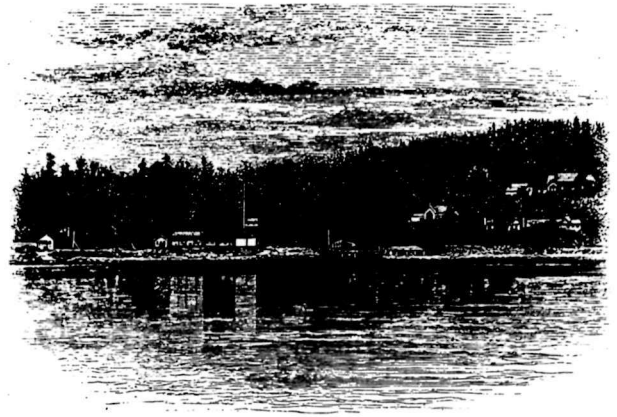
**JUNE 1968**



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<p><b>THE REGION</b> 4</p> <p style="padding-left: 20px;">Access</p> <p style="padding-left: 20px;">Population</p> <p style="padding-left: 20px;">Park and Recreation Facilities</p> <p style="padding-left: 20px;">Surrounding and Existing Use</p> <p style="padding-left: 20px;">Analysis</p>	
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Vancouver Island, British Columbia is visible from the west side of San Juan Island. The international boundary lies midway between the shore in the foreground and the island across the Straits of Haro. The peaceful settlement of the Oregon boundary dispute established this line in 1872.



# introduction

## PURPOSE

San Juan Island National Historical Park interprets and protects the sites of the American and English camps on the island and commemorates the historic events that occurred from 1853 to 1872 in connection with the final settlement of the Oregon Territory boundary dispute, including the "Pig War" of 1859.

**MANAGEMENT CATEGORY:** Historical

## OBJECTIVES

**Land Acquisition:** To acquire all the land in fee needed for interpretation, protection, and development of the area.

**Restoration:** To develop a program of restoration and stabilization at both American and English Camps to preserve the historic scene of 1859 to 1872.

**Interpretation:** To develop necessary facilities for the interpretation of the historic story.

**Protection:** To develop a program to maintain and protect the historic scene and structures.

**Recreation:** To utilize the recreational opportunities of the park, providing such use does not conflict with the basic purpose.

**Preservation:** To encourage and preserve through local interest and action the complementary stories and artifacts of the San Juan Islands in order to broaden the scope of material available for park interpretation and historical research.

**Museum Collection:** To limit the museum collection to those specimens which illustrate, typify, or are associated with the interpretive theme.

**Interpretive Theme:** To interpret the events leading to the conflict, the "Pig War" of 1859, the peaceful occupation of the island, and the final settlement of the boundary dispute.

**Architectural Theme:** To design all new structures in a simple, unobtrusive, and consistent style appropriate to the historic character of the park, using muted colors and native wood and stone which blend into the landscape.

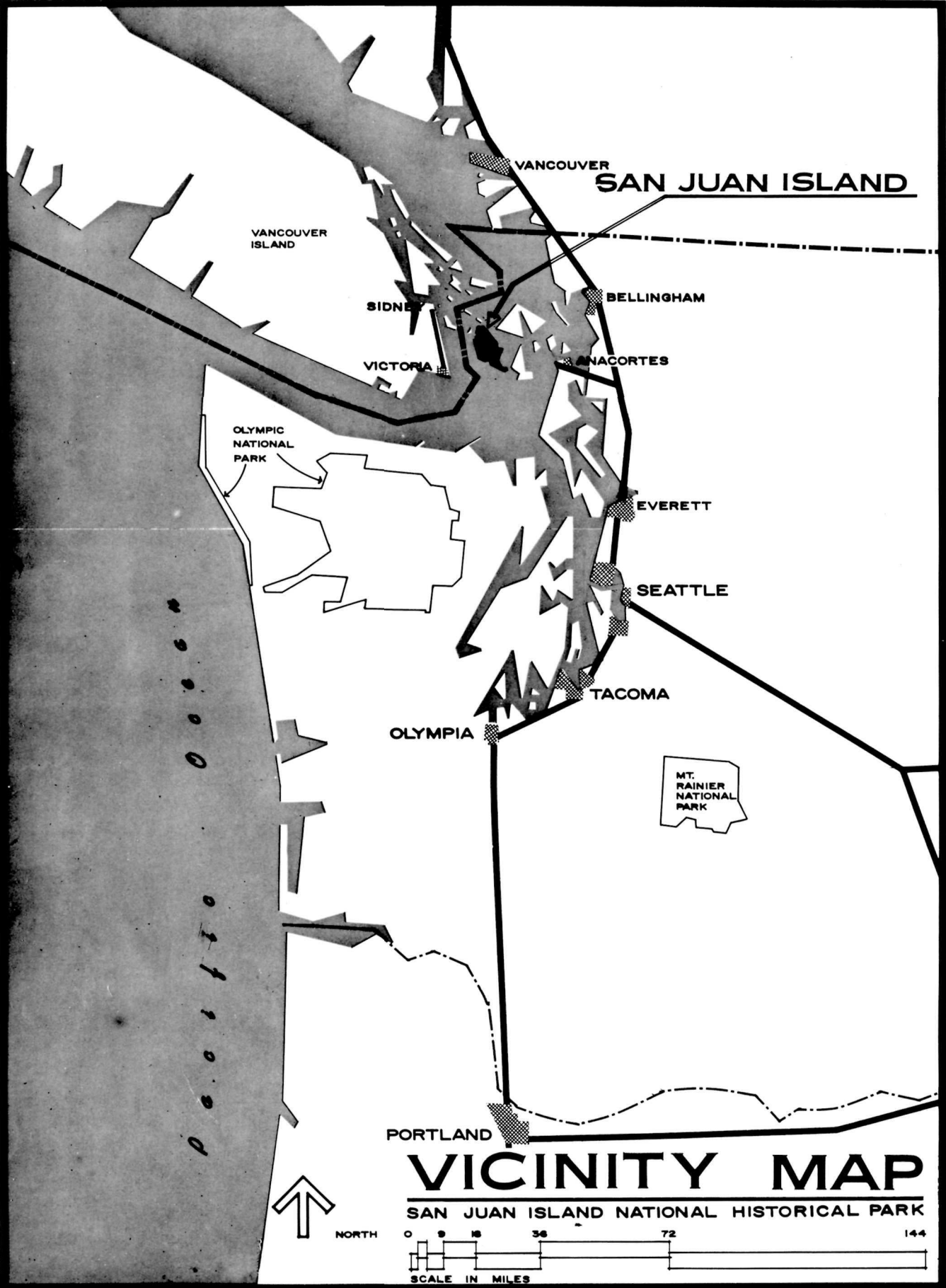
## SUMMARY

Establishment of the San Juan Island National Historical Park commemorates the peaceful settlement of boundary issues between the United States and Great Britain, marking the first time in our history that these two countries had no boundary dispute. The park will consist of two units—English Camp and American Camp—representing sites occupied by the respective military units between 1859 and 1872.

In addition to certain stabilization and limited restoration of the historic scene, development at both units will provide visitor access and parking, interpretation, and lunching and camping (boat and auto) facilities. For management and protection purposes, the National Park Service will require a small maintenance area and residential development at each unit.

Because Friday Harbor is the principal point of arrival for all visitors to the island, whether by ferry, plane, or private boat, it is essential that the Service provide an information contact point there, which would also be the administrative headquarters.

Minimum development should be completed by October 21, 1972. This is an especially appropriate establishment date, since it is also the 100th anniversary of the peaceful settlement of the boundary dispute.



**SAN JUAN ISLAND**

VANCOUVER ISLAND

SIDNEY

VICTORIA

OLYMPIC NATIONAL PARK

VANCOUVER

BELLINGHAM

ANACORTES

EVERETT

SEATTLE

TACOMA

OLYMPIA

MT. RAINIER NATIONAL PARK

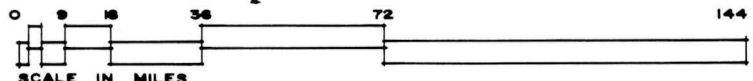
PORTLAND

**VICINITY MAP**

**SAN JUAN ISLAND NATIONAL HISTORICAL PARK**



NORTH



SCALE IN MILES

# the region

## ACCESS

San Juan Island can be reached only by water or air. The Washington State Ferry service from Anacortes, Washington to Sidney, British Columbia is the only automobile access to the island and takes two hours. Stops are made at Lopez, Shaw, and Orcas Islands before arriving at San Juan; an hour and forty minutes after leaving Friday Harbor the ferry arrives at Sidney, 17 miles from Victoria. Round-trip ferry fare from Anacortes to Friday Harbor for a family of five adults in a car is \$17.40; round trip trailer fare is \$10.20 for a 20-foot house trailer. Ferry capacity is 100 cars. During the summer there are 7 trips daily to and from Friday Harbor, except Friday and Sunday when there are 9. The winter schedule includes 2 trips daily with 3 on Friday and Sunday. There is an immigration officer at Friday Harbor, except Sundays and legal holidays and officials are at Roche Harbor and on the ferries during the summer.

Anacortes is approximately 80 highway miles north of Seattle and 35 miles south of Bellingham. Victoria, British Columbia is 92 miles by road around the north end of the Strait of Georgia; by ferry and highway it is 49 miles from Anacortes.

Another water access is by individual pleasure boats. The town of Friday Harbor has public docking facilities and Roche Harbor, on the north end of the island 2 miles north of English Camp, is a large boat harbor marina catering to private pleasure boats. It has all services for boats, a boatel, and restaurant. Other private docks are Jensen Boat Dock, Friday Harbor, and Snug Harbor near English Camp.

Air access is limited to small single and two-engined light aircraft. Three airstrips are surfaced for all-weather operation. The strip at Friday Harbor is a commercial facility and has lights for night use; a second strip at Roche Harbor is intended for those staying at the Roche Harbor develop-

ment. A third strip has been constructed immediately north of False Bay for the Kings Lair development. Sea planes are able to land in the protected waters around the island.

At the Friday Harbor airport, the Island Sky Ferries Company provides the only scheduled commercial air access to the island. Scheduled flights operate between Bellingham and Seattle and Friday Harbor. Passenger fares are \$5.50 from Bellingham and \$12.00 from Seattle to Friday Harbor. Rental cars are available only at Friday Harbor, which also has a small facility for pontoon planes.

Circulation on San Juan Island is on county roads; there are no State or federally maintained roads on the island. Some 37 miles are categorized as arterial; these are paved with asphalt and are 18 to 20 feet wide. The 52.3 miles of collector roads that feed the arterials are not surfaced with asphalt but have a good gravel surface that affords all-weather use. Both English and American Camps are reached by gravel-surfaced roads.

## POPULATION

Anacortes, Washington, departure point for the State ferry to San Juan, is the largest town close to the site and had a population of 8,500 in 1960. Seattle, 78 miles south, has over 550,000 residents; Bellingham, 35 miles north, has 35,000. The State of Washington's population was more than 2,850,000 in 1960, an increase of 20 percent from 1950. The 1961 population of British Columbia was 1,629,000, an increase of 40 percent over 1951. The population of Victoria is 55,000.

Until 1950, the county population was increasing slowly at approximately 3 percent each year. That year, with 3,245 residents within the county, the limestone quarries on San Juan Island closed, forcing 470 workers to migrate. The current county population of 2,895 reflects a recovery and increase in the population trend. Summer residents on the





island have increased from 334 in 1960 to 556 in 1965. By 1985 there will be an estimated 4,000 permanent and 32,000 summer residents in San Juan County.

### PARK AND RECREATION FACILITIES

Olympic National Park is 40 air miles southwest of San Juan and Mount Rainier is 120 miles southeast. These are the only two National Park Service areas within this region. There are numerous national forests near Puget Sound, Olympic National Park, and north of Mount Rainier.

Adjacent State park development is quite extensive. Moran State Park, on Orcas Island in the San Juan group, has 4,800 acres and 180 campsites. The small San Juan County Park is about 4 miles south of English Camp at Smallpox Bay on the west side of the island. It has picnic tables and fireplaces, though paved roads or developed campsites have not been constructed. Within a 20-mile radius of Friday Harbor there are 35 campsites accessible only by boat and 560 campsites accessible by boat and car. Moran, Bayview, and Deception Pass State Parks are accessible by car, and Moran also by ferry.

Popularity of pleasure boating and fishing in the Puget Sound area is increasing rapidly; there were 56,000 registered pleasure boats in the area in 1965. Docking facilities for these boats will be in great demand in the future. Roche Harbor development, 2 miles north of English Camp, has public small-boat docking for a large number of boats, supplies, and boat services. The town of Friday Harbor has some public docking facilities. Miscellaneous docks on private lands throughout the islands are not for public use.

Fishing, especially for salmon, is extensive both for sport and commercially. There is some clamming on the beaches and mud flats; the cold water and limited amount of public beach discourage swimming.

### SURROUNDING AND EXISTING USE

In the Puget Sound, midway between Seattle, Washington and Victoria, British Columbia, are the San Juan Archipelagoes—172 widely scattered islands created by the exposed tops of ancient submerged mountains. They vary from lonely rocky knolls, submerged at high tide, to picturesque isles more than 50 square miles in size and rising 2,450 feet above the sea.

Typical of most mountain tops, the topography includes barren outcrop of bedrock, timbered slopes, and meadows which in recent years have been farmed. These islands are unique in their natural beauty and remain virtually unspoiled.

For many years, agriculture, dairying, logging, lime quarrying, and commercial fishing provided year-round employment. Today, the timber has been logged, farming and fishing have seriously declined, and the lime quarry has been closed for nearly two decades; all of which caused a shift in the economy of the island.

Recently, Washington residents, particularly the recreation enthusiasts near Seattle-Tacoma, and visitors from Oregon, California, and the nation discovered a new summer playground. The same natural beauty, solitude, and pleasant weather which attracted recreationists also encouraged retirement living. With them came a seasonal economy with its inherent problem of realizing enough revenue during the short season (60 to 90 days) to make seasonal services and accommodations feasible on a year-round basis.

This revived interest in the islands also prompted a very active real estate market; farms are being subdivided, waterfront and view property is being snapped up, and homes are being built. Irregardless of property price, many houses are mere driftwood and tar-paper week-end cabins, and are in sharp contrast to the many expensive retirement homes.

Friday Harbor, accessible only by air or sea, is the commercial center of the island and provides most day-to-day goods, services, and accommodations. Sports hunting and fishing opportunities are excellent on the island; however, charter fish trips are not generally available and hunting is discouraged except by 2 or 3 resorts that cater to this clientele.

The only commercial shipping of any significance is a sand and gravel company which ships to its parent company on Vancouver Island.

### ANALYSIS

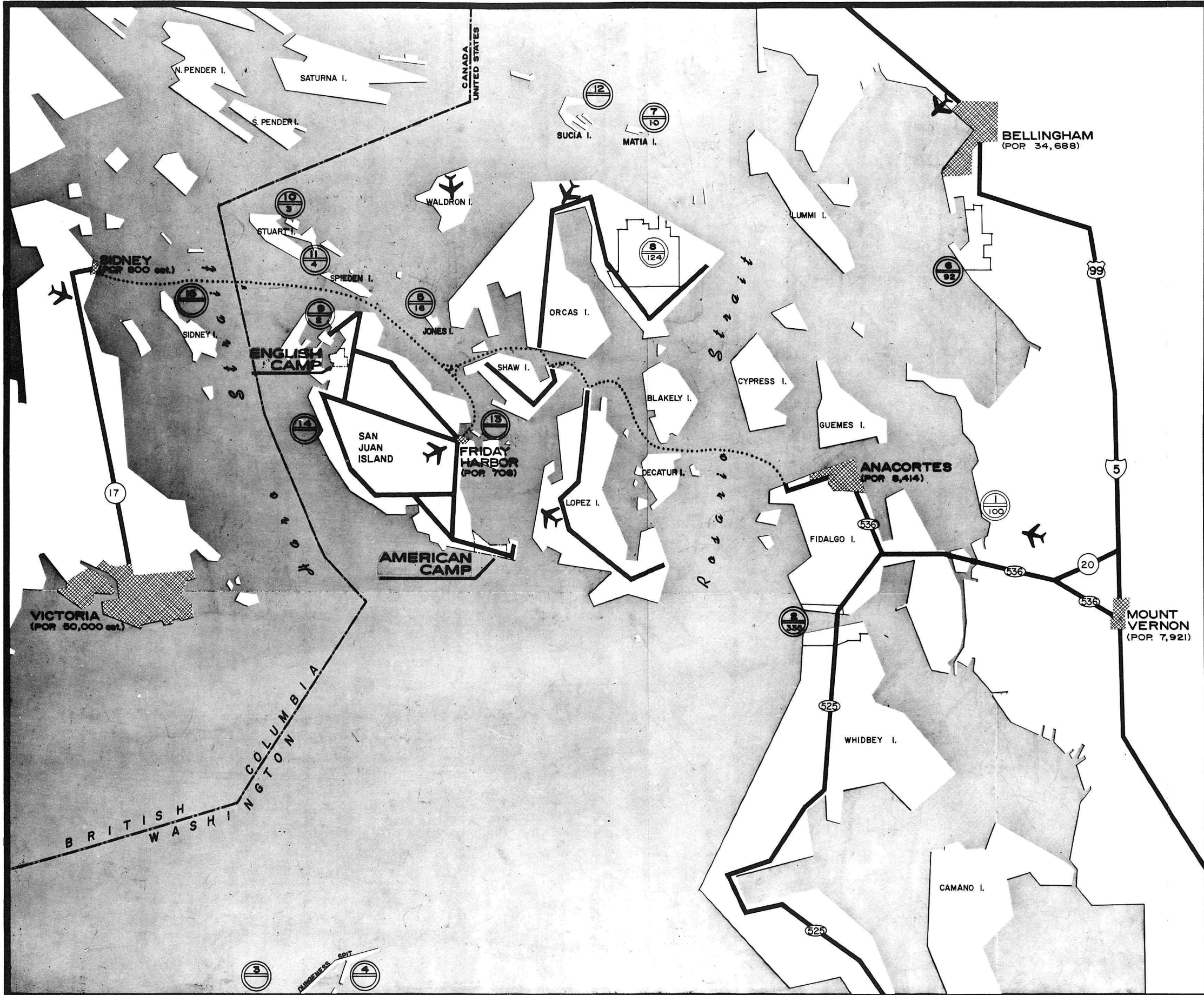
The lack of easy access to the island limits the number of visitors to the park, though the State of Washington has indicated that larger and faster ferries will be added and there will be flexible schedules based on demands. The recreational use of the entire region has been expanding rapidly and continued growth is likely. The State and county populations will also affect the use of the park. The relative ruralism and remoteness of San Juan will soon be a thing of the past, and future generations will find their visit to San Juan Island made much easier.



Blockhouse at English Camp looking southeast along the shore of Garrison Bay. The best preserved of historic structures on the island, it served the British during their 13-year occupation of San Juan Island.

Slope south from American Camp to Strait of Juan de Fuca. Slope in foreground and middle distance, including beach, is in American Camp area.





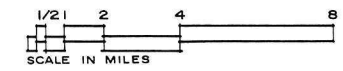
### KEY TO SYMBOLS AND AREAS

- ROADS
- WASH. STATE FERRY
- AIRPORTS AND STRIPS
- CITIES AND TOWNS
- STATE PARK BOUNDARY
- NATIONAL PARK BOUNDARY
- WASHINGTON STATE AND COUNTY PARKS
  - ① BAY VIEW S.P.
  - ② DECEPTION PASS S.P.
  - ③ DUNGENESS SPIT S.P.
  - ④ GRAVEYARD SPIT S.P.
  - ⑤ JONES ISLAND S.P.
  - ⑥ LARRABEE S.P.
  - ⑦ MATIA S.P.
  - ⑧ MORAN S.P.
  - ⑨ POSEY ISLAND S.P.
  - ⑩ PROVOST ISLAND S.P.
  - ⑪ REID HARBOR S.P.
  - ⑫ SUCIA ISLAND S.P.
  - ⑬ TURN ISLAND S.P.
  - ⑭ SAN JUAN C.P.
- BRITISH COLUMBIA
- ⑮ SIDNEY SPIT

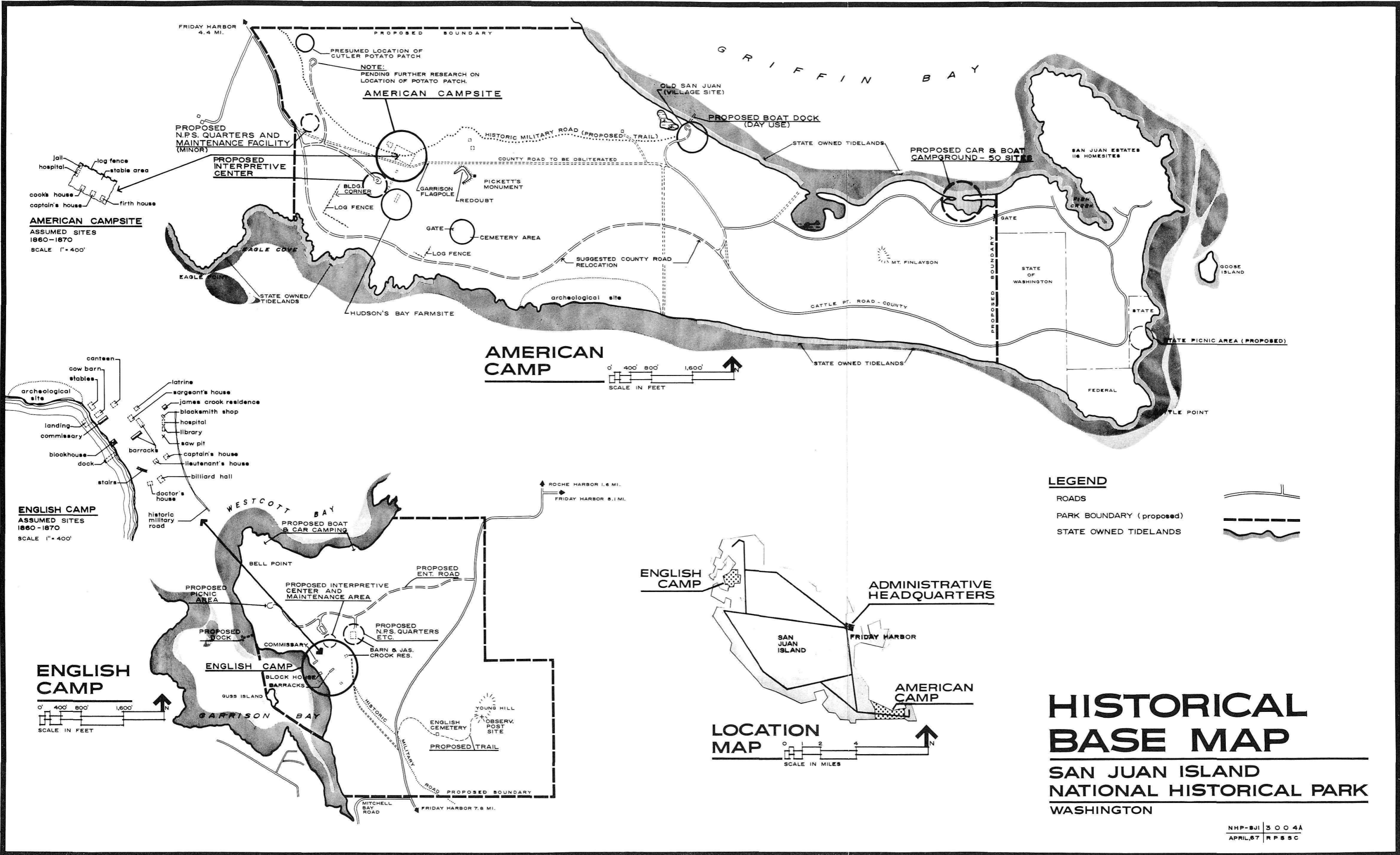
## REGIONAL MAP

### SAN JUAN ISLAND NATIONAL HISTORICAL PARK

#### WASHINGTON



north  
 NHP-SJI 3003A  
 4-67 RPSSC



# the resource

## RESOURCE DESCRIPTION

### History

San Juan Island National Historical Park commemorates a period in history when the United States and Great Britain, in dispute over boundaries, militarily occupied the same island in Puget Sound. Here, the site of the "Pig War" of 1859 and sites related to the conflict will be preserved and interpreted. This exciting period in our diplomatic history and the resulting arbitration has been called by historians ". . . an event of cardinal importance in the history of the relations of the two English-speaking powers." The significant theme is classified under Theme Study XIII, *Political and Military Affairs (1830-1860)* in the List of Themes and Criteria (1959), National Survey of Historic Sites and Buildings.

The Oregon Treaty of June 15, 1846 settled part of the international boundary question, but the conflict concerning the water boundary between Vancouver Island, Canada and the Oregon Territory of the United States continued. This was due largely to the inaccurate and incomplete geographical knowledge available to the treaty-making parties and the subsequently appointed boundary commission. As a result, the status of several islands was left uncertain. The most important of these was San Juan, lying between the continental United States and Vancouver Island.

From 1853 to 1859, there were various disputes on San Juan involving the Hudson's Bay Company, Canadian citizens of the United States, all of whom had property or claims on the island. The situation climaxed in 1859 in an absurd incident. One of the 29 American settlers on the island, a Mr. Cutler, shot and killed a hog belonging to a Hudson's Bay Company officer because it was routing in his garden.

When Canadian authorities from Victoria attempted to arrest Mr. Cutler for shooting the hog, American citizens drew up a memorial requesting United States military protection against British warships and ground forces who threatened to make the arrest and seize San Juan Island. A company of the 9th United States Infantry, under the command of George E. Pickett (later of Civil War fame), was sent to the island and a British man-of-war appeared on the scene and assumed a threatening posture. Reinforcements with cannon were dispatched to the aid of Pickett. In the worsening situation, General Winfield Scott went to the scene and met British Admiral Bayne.

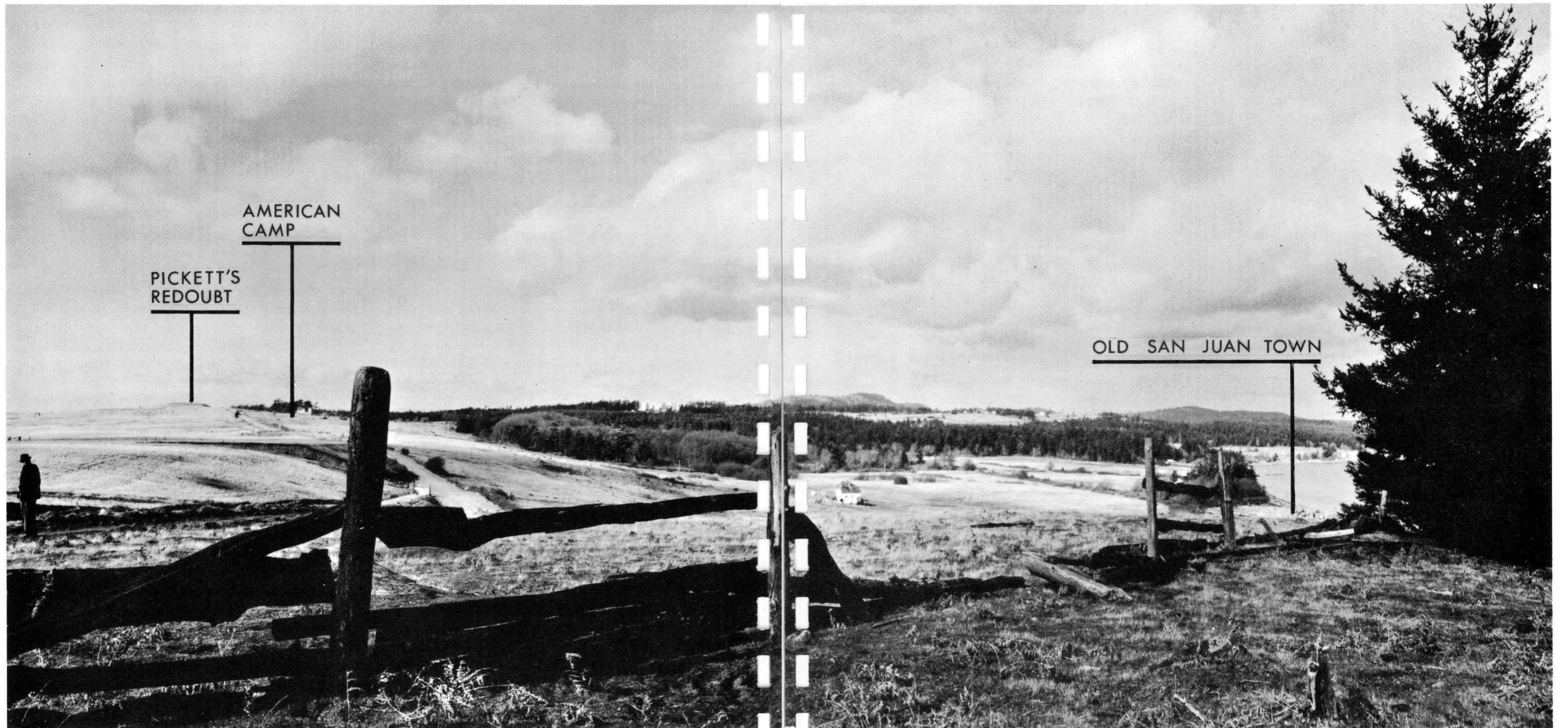
In 1860, the two men reached an agreement to prevent hostilities until the issue could be negotiated. Under this agreement, 100 men of the British Royal Marine Light Infantry landed on the island, raised the British flag, and built a blockhouse and quarters. A few miles south of them 100 American soldiers raised the American flag, built barracks, and remained as a garrison.

The Treaty of Washington in 1871 finally paved the way for the settlement of the controversy. It referred the issue to the German Emperor Wilhelm I for arbitration, who placed the San Juan Archipelago within the possessions of the United States. The British troops withdrew immediately and peaceably from the island. Then, for the first time in the history of the United States, the Republic had no boundary dispute with Great Britain.

### Physical Remains

The sites of both military establishments have been firmly identified, were marked by the Washington State Historical Society in 1904, and accorded Registered National Landmark Status in 1961.

American Camp.





*AMERICAN CAMP*, on the barren and windswept southeast tip of the island 5½ miles from Friday Harbor, contains no structures but the locations of period structures are fairly well known.

*American Campsite* is located near Cattle Point Road and Pickett's Redoubt, west of the State of Washington marker. Foundations and several blackened posts are reputed to be the location of a hospital and a row of officers' quarters. Also a cemetery is alleged to be near this area.

*Pickett's Redoubt* is a well-preserved remain of the American fortifications. These earthworks sheltered gun platforms and heavy cannon and were constructed to cover a field of fire across Griffin Bay to the Strait of Juan de Fuca. Today, the distinctness of the redoubt is obvious.

*Old Military Road* stretched from Old San Juan Town past American Camp. There is little physical evidence of the road today, but period maps indicate clearly the actual location of the road.

*Old San Juan Town* was just to the east of a small tidal pool on the Griffin Bay side of American Camp. Legend has it that Old San Juan Town was a notorious and lively community, but a fire in 1890 totally destroyed the site, leaving only a few cellar depressions which may still be seen today.

*Hudson's Bay Company Farmsite "Bellevue,"* a short distance south of American Camp, was a successful sheep and livestock farm employing some 20 people. The location of the farm and its buildings have been fairly well-documented on period maps and sketches of the time. There are apparently few remains which could be positively identified as those of the farmsite.

*Cutler's Potato Patch* was the beginning scene of the "Pig War" and is unfortunately not located at this time. Local traditional accounts suggest two possible sites but neither agree with Cutler's court deposition. If the potato patch is found to be outside the park boundaries, the boundaries should be extended to include this important site.

*Hudson's Bay Company Wharf* site at Old San Juan Town seems firmly fixed by a period map and a contemporary painting. A pile of rocks in the bay is reputed to be the actual location of the wharf.



Fog and windblown trees on southwest slopes of Mount Finlayson, east of American Camp.

South tip of earthwork fortifications, American Camp.





English Camp showing ornamental walkways and garden adjacent to parade ground; about 1871.

*ENGLISH CAMP*. 8 miles from Friday Harbor, has existing physical evidence of the British garrison. The camp is located on the tree-sheltered cove, Garrison Bay, where three remaining structures built during the British occupation still stand.

*The Blockhouse* is a two-story log structure on the eastern shore of Garrison Bay. The second story is set diagonally across the lower room. At high tide the water laps over the first few timbers which support the building, with no apparent foundation. The structure is in fair condition.

*The Commissary*, a one-story gabled structure northwest of the blockhouse, is in poor condition, having been used as a barn and a chicken coop.

*The Barracks* are directly across from the commissary and in just as poor condition.

*The Blacksmith Shop* is known to have been in this vicinity. also. On a rise next to the Crook house, overlooking the three remaining structures, is what appears to have been the hearth of the blacksmith shop—crumbled, but resembling a chimney.

*Officers' Quarters* are on a bench overlooking the barracks. All that remains of three houses are the foundations which are moss-covered and nestled under large trees.

*British Cemetery*, beyond the officers' quarters on Young Hill, is a small, fenced plot in which six Royal Marines are buried. A Royal Canadian Navy marker designating the site was placed there in 1964. The stones marking the graves are in fair condition but an unreadable wooden maltese cross is in poor condition.

*The Lookout* was a log structure at the crest of the 650-foot Young Hill, from which the British could see Garrison Bay and most of the Haro Strait. There is no evidence of the structure today.

*The Military Road*, tree-lined, is evident as it passes north of the blockhouse and barracks, the officers' quarters and the county road. It is reputed to have been built by the Marines and connect with other parts of the island.

Other areas of historic interest outside the park boundaries:

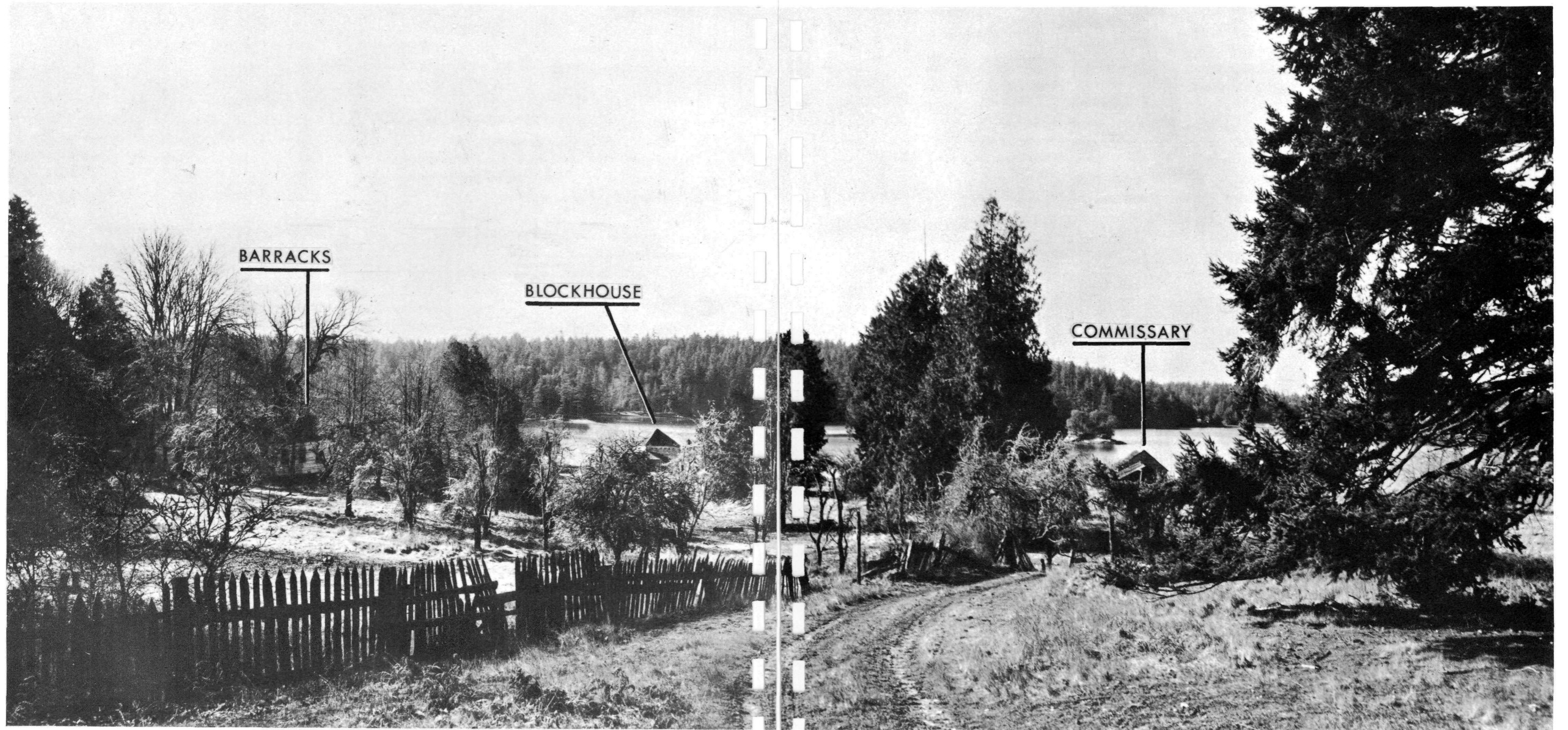
*The Pickett House* is an altered structure in the town of Friday Harbor, reputed to be the one Pickett lived in during the occupation. It was moved from American Camp and additions made which altered its appearance. Until further research can be made, the actual designation of the Pickett House is speculative.

*Eagle Cove*, southwest of American Camp and on the border of the park boundary, served as a landing area for the troops and artillery of Lieutenant Colonel Silas Casey, U.S. Army.

Although most of the structures associated with the British and American camps of 1859 to 1872 have disappeared, the few which remain and the prevalent rural character of the landscape still reflect the essence of the scene at the time when conflict threatened San Juan Island. Both sites possess a high degree of integrity and association with the events that occurred on the island and are of great historical interest. The blockhouse is extremely well-preserved, considering its age and exposure to weather. During the occupation, both the American and British camps were mapped, photographed, and sketched; this material is available from the Archives of the United States and those of British Columbia.



English Camp.



**FACTORS AFFECTING RESOURCES AND THEIR USE**

**Legal**

On September 9, 1966 the 89th Congress passed Public Law 89-565, 80 Stat. 737, an act to authorize the establishment of San Juan Island National Historical Park. Under the provisions of this law, the total amount appropriated—\$3,542,000—will be used for the acquisition of lands and interests therein, and for the development of the park. The type of jurisdiction at the two sites will be proprietary with cooperative agreements with governmental or private individuals for the protection of any other sites not included in the park boundaries.

At the Congressional hearings in April 1965, the National Park Service made certain commitments which are legally binding. These include:

Endorsement of life tenure for Mr. James Crook's sister and sole heir, Mrs. Rhoda Anderson.

Limit recreational facilities to picnicking, lunching, and auto and boat campgrounds.

Restoration and preservation of the blockhouse, the barracks, and the commissary at English Camp. Also, the grounds and earthworks at American Camp will be defined and restored.

**Climate**

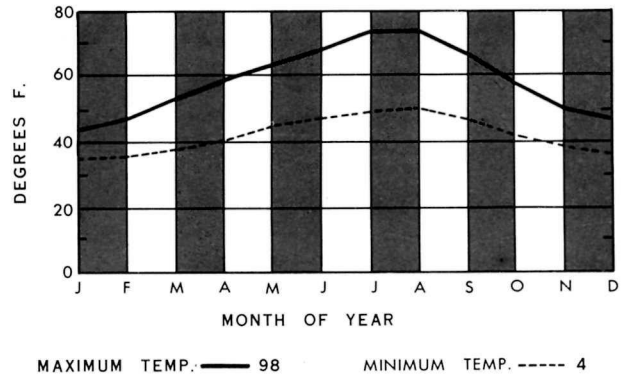
Puget Sound, in northwestern Washington, has a reputation for heavy rainfall. However, San Juan Island, in the "rain shadow" of the Olympic Mountains, does not get a great amount of rain. It averages 27.4 inches per year and less than 5 inches of snow. Temperatures during July average between 35°F and 72°F.

Relative humidity at Bellingham varies from 57 percent in July to 80 percent in December during the day and 76 percent in January to 91 percent in August during the night.

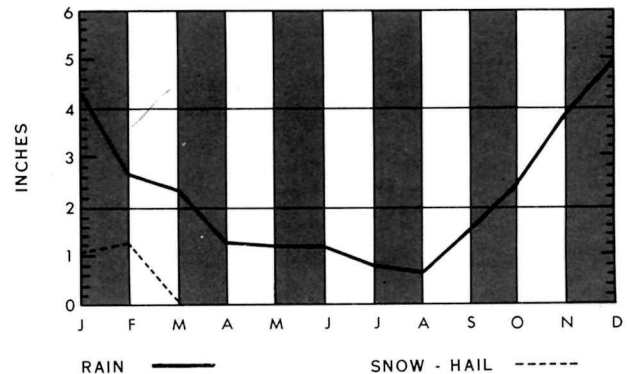
The construction season will be unrestricted. Limitations may occur during short periods of cold or intense rainfall.

Winter wind is from the south to southeast and in summer from west to northwest. During winter, low pressure off the coast and cold air from the Fraser River Canyon produce occasional strong northeasterly winds across the islands and through the Strait of Juan de Fuca. Wind velocity as high as 55 miles per hour occurs only once or twice in two years.

**AVERAGE MAXIMUM & MINIMUM TEMPERATURE**



**MONTHLY MEAN PRECIPITATION**





Commandant's residence at English Camp; Captain Delacombe and family; about 1872.

**Terrain**

The landscape of the two camps is quite different, though the transition between them is gradual. The high point of American Camp is 290-foot Mount Finlayson at the south end of the reserve. Except for the heavily wooded east side of this hill and a few small clumps of trees along Griffin Bay shoreline, the reserve is devoid of vegetation from past grazing and the present rabbit population. The low rolling pastures at one time had been cleared and cultivated, but there has been no commercial farming on the lands for quite some time.

English Camp is heavily wooded, except for a few areas once cleared for farming. One orchard remains, though the rest of the cleared areas have not been cultivated in recent years. Only a minimum number of trees have ever been logged. Young Hill, on the east side of the reserve, is 650 feet above the water. The shore at the historic site rises gradually from the water except along Bell Point and Wescott Bay, where the shore rises 20 feet on rocky outcrops before it levels out to woodlands.

**Soils**

Both areas have rock outcroppings, with more in evidence on English Camp's steeper slopes. Most soil on the island is loam, varying from rocky and gravelly to a silt. The longer beaches are at American Camp; English Camp has some short ones, but the remainder of its shoreline is quite rocky. Both areas have minor marshlands.

**Land Status**

Land ownership acreages within the boundaries of the park (as of October 1967):

Ownership	American Camp	English Camp
Federal	5.31*	110.21*
Private	1,217.27**	419.20***
Totals:	1,222.58	529.41

\*Formerly a State historical park.

\*\*Owned by 34 individuals.

\*\*\*Owned by 5 individuals.

The existing land use by acreage is:

USE	AMERICAN CAMP	ENGLISH CAMP
Year-round Residence	(2) 49.46 acres 5.00 acres	(2) 1.40 acres 184.98 acres (Crook)
Vacation Residence	(3) 77.75 acres 2.32 acres .92 acres	None
Commercial	(1) Furniture upholstery	(1) Sign painting shop
Agricultural	None	20 acres hay crop (Crook) 2 acres orchards (Crook)
Pastoral	None	73.90 acres shooting preserve (Ingoldsby)
Fallow Lands	Majority of acreage	30 to 40 percent of Crook's land
Utilities	Power only	Power only
Highway	Country road—gravel	Country road—gravel



<i>AMERICAN CAMP</i>		<i>Acres</i>
Kenneth Dougherty . . . . .	)	75.00
George J. Frank (1/3 interest each)	)	440.79
Richard N. Frank . . . . .	)	
Frederick W. Whitridge (improved)	)	77.75
F. V. Landahl . . . . .	)	1.20
Harold J. Jones . . . . .	)	49.46
Leslie M. Bitner (improved) . . . . .	)	20.00
Roland F. Gray (improved) . . . . .	)	2.32
Randall V. Green . . . . .	)	1.70
Orville R. Clary . . . . .	)	1.95
T.J.R. Corp. (improved) . . . . .	)	281.62
Maynard Mongette . . . . .	)	26.00
Clifford L. Dightman . . . . .	)	81.08
Floyd L. Foreman (improved) . . . . .	)	5.00
James F. Bolster . . . . .	)	3.37
Jack D. Havens . . . . .	)	4.30
Alfred Kallicot . . . . .	)	1.38
Colby Crabtree . . . . .	)	2.76
F. H. Golm . . . . .	)	1.38
D. C. Walker . . . . .	)	3.45
Elizabeth McCain . . . . .	)	3.62
R. K. Smith . . . . .	)	1.50
L. L. Kelly . . . . .	)	3.00
Brian Griffin . . . . .	)	2.76
Edward O'Conner . . . . .	)	3.00
Charles Schmidt . . . . .	)	2.50
Leith Wade . . . . .	)	2.70
Harold J. Rogers (improved) . . . . .	)	60.00
C. Turick . . . . .	)	20.00
Raynold V. Dickhaus . . . . .	)	1.51
Alton R. Boyce . . . . .	)	2.01
Norris Bartley (improved) . . . . .	)	.92
William V. Catlaw . . . . .	)	1.48
John Y. Fleming . . . . .	)	31.76
Total (private property) . . . . .		1,217.27
Total (NPS property) . . . . .		5.31
TOTAL (all lands) . . . . .		1,222.58
<i>ENGLISH CAMP</i>		
James Crook (improved) . . . . .	)	184.98
Harly S. Jones . . . . .	)	78.92
Agnes Jamison (improved) . . . . .	)	1.40
Roche Harbor Lime & Cement Co. . . . .	)	80.00
Fern Nicoll Ingoldsby . . . . .	)	73.90
Total (private property) . . . . .		419.20
Total (NPS property) . . . . .		110.21
TOTAL (all lands) . . . . .		529.41
GRAND TOTAL (within park boundaries)		1,751.99

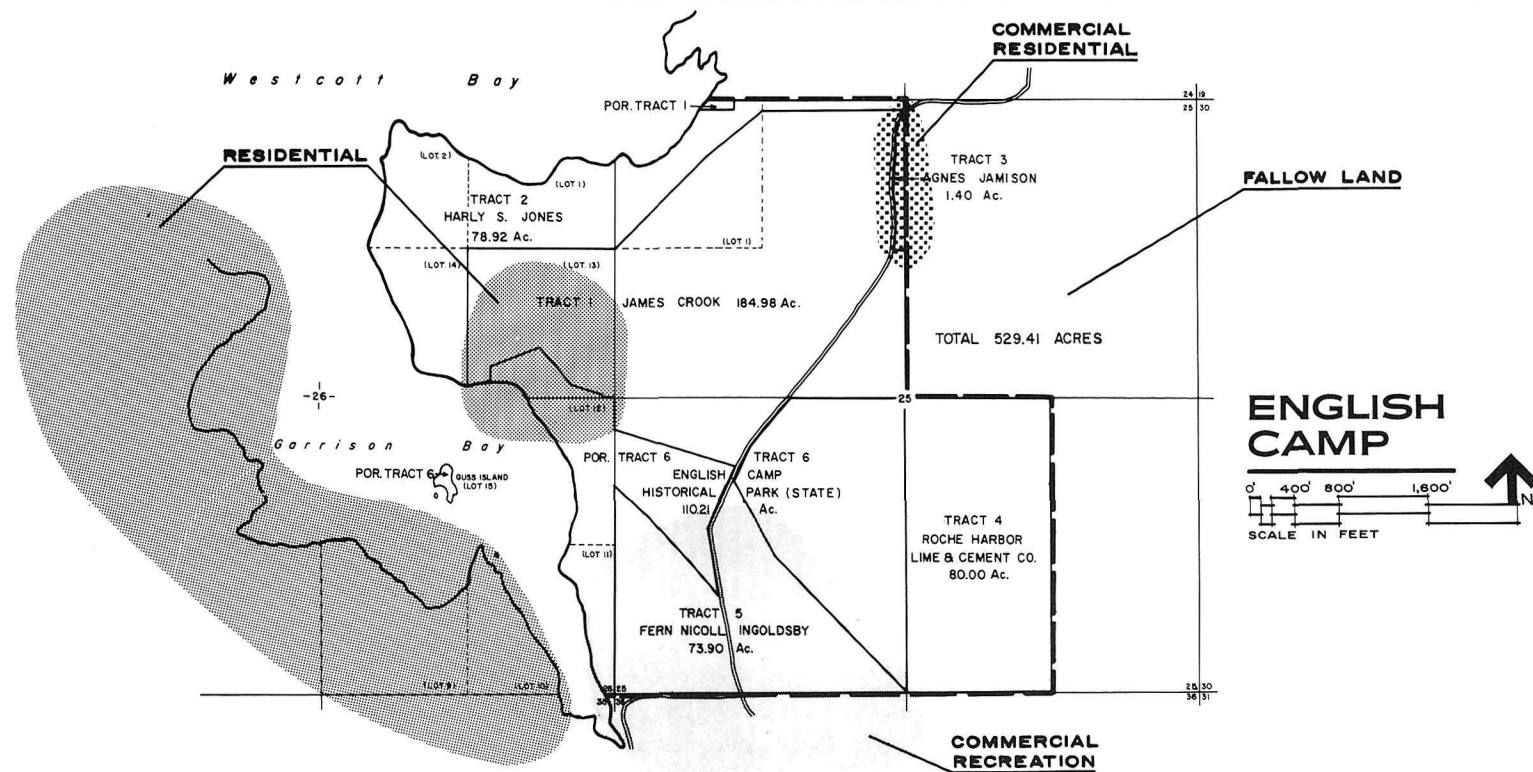
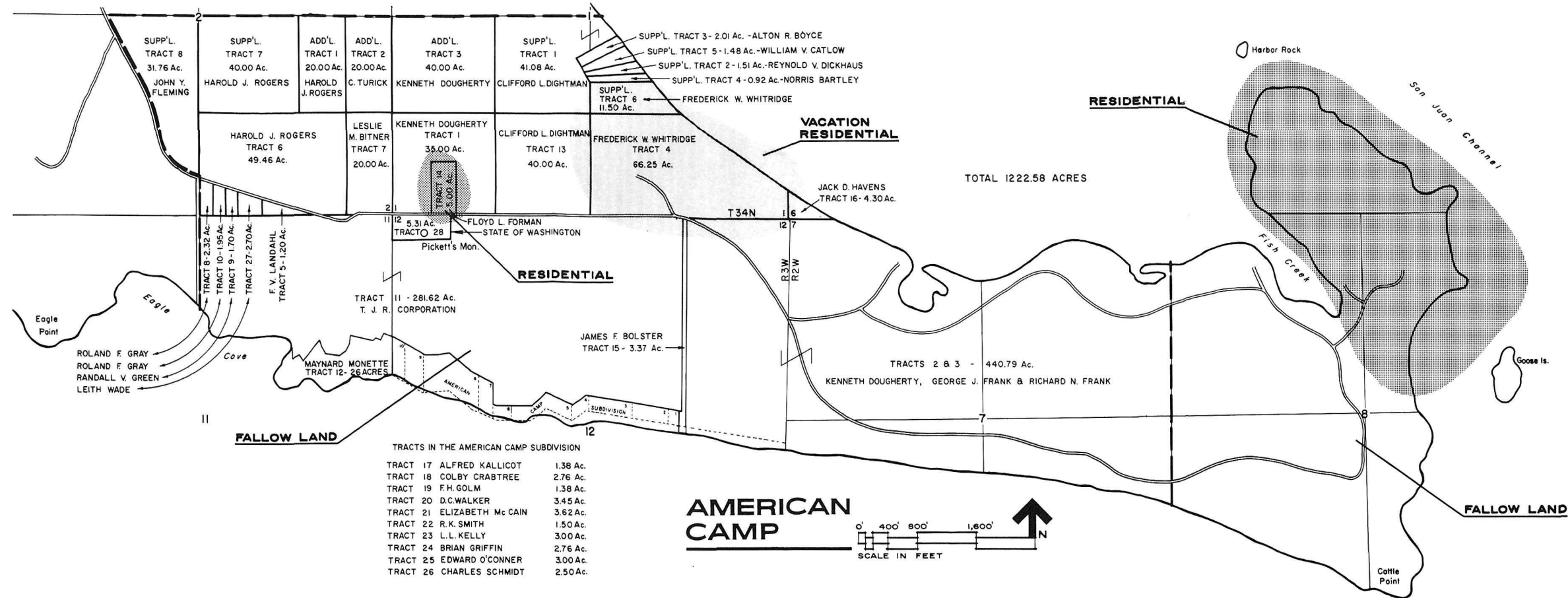
Land near the park is primarily undeveloped and already subdivided; there is almost no farming or logging. The State-owned tidal lands at both American and English Camps are used for hunting and fishing (in conformance with State laws), sand and gravel operations, and the construction of improvements upon approval of lease application by the State.

**Existing Land Use Analysis**

The lands affected by the recent population increase were mostly agricultural, which were subdivided into homesites. Farming on the island has constantly been decreasing as owners are now realizing a profit from the sale of real estate. Land values have doubled in the past five years and are expected to continue to increase. Many of the new residents are buying and building retirement homes; this creates an additional demand for land suitable for homesites.

**Compatible Uses:** At American Camp, grazing by animals historically associated with the scene would be compatible. The residential use of the land at English Camp is not compatible, but the Service granted life tenure to Mrs. Rhoda Anderson, the sister and sole heir of the past land owner, Mr. Crook. Since American Camp is very open and exposed, major developments are more appropriate at English Camp, where they would be screened by the wooded terrain.

**Non-compatible Uses:** All current land uses—agricultural, commercial, residential, and hunting—are non-compatible uses in the historical park.

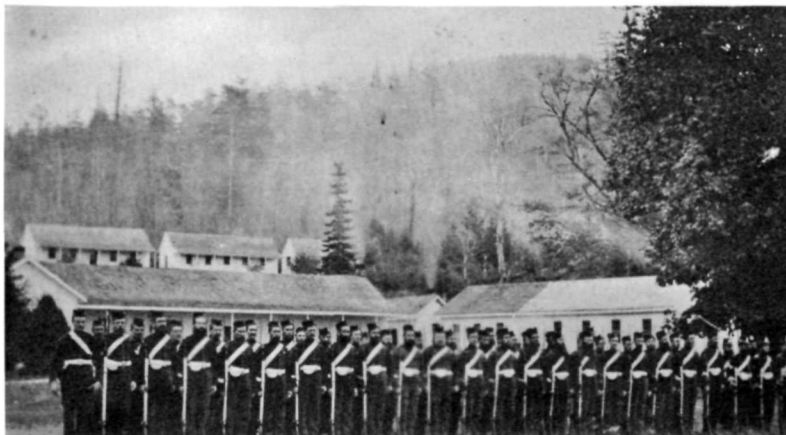


# LAND OWNERSHIP AND USE PLAN

SAN JUAN ISLAND NATIONAL HISTORICAL PARK  
WASHINGTON

NHP-SJI 3006A  
APRIL 67 RPSSC

Royal Marine Light Infantry Troops on parade grounds, English Camp; late 1860's.



**Visitor Use:** The following activities are considered compatible with the resources of the park based upon the park's objectives and National Park Service policy for management of an historic area:

USE	CONFORMING		NON-CONFORMING
	Present	Future	
<i>American Camp</i>			
Interpretation	X	X	O
Information	O	X	O
Picnicking*	O	O	X
Lunching*	O	X	O
Hunting	O	O	X
Camping	O	X	O
Sightseeing	X	X	O
Shellfishing	X	X	O
Boat Moorage	O	X	O
<i>English Camp</i>			
Interpretation	X	X	O
Information	O	X	O
Picnicking*	O	X	O
Lunching*	X	X	O
Hunting	O	O	X
Camping	O	X	O
Sightseeing	X	X	O
Shellfishing	X	X	O
Boat Moorage	X	X	(out of Class VI area)

(\*see PLAN)

There are few motels or restaurants and even fewer places of entertainment on the island; most of these cater to residents. The ferry service forces either an overnight stay on the island or a rushed visit in order to be on board the last ferry back to the mainland. Long lines of cars waiting for

the ferry are common on busy weekends. One weekend, during the summer of 1966, more than 300 cars waited to board a ferry with a capacity of approximately 100 cars. The only campground on the island is a small one operated by San Juan County.

Recreationists often explore the island, looking for quiet, out-of-the-way places. There has been a history of trailer and pickup camping along the highways on the island. Little has been done to discourage this practice and there are no county ordinances forbidding it.

Rabbit hunters, who need no license and either net the rabbits from fast-moving pickup trucks or shoot them, cause problems by irresponsibly shooting near residences and other vandalistic acts. These are mostly younger residents and non-residents, who are creating a law-enforcement problem of concern to officials and property owners.

Many visitors want to see the sites of historical significance. Here, in the generally unimpaired scenes of the two camps, they can recreate and appreciate the history of the entire island. At present, visitors may drive into the two camps and walk through the lands owned by the National Park Service. At English Camp, Mrs. Rhoda Anderson, who lives on the site, occasionally greets the park visitors and discusses and interprets the area in a very pleasant manner.

**Projected Visitation:** The annual number of visitors to the park within the first year of operation, after development, is an estimated 50,000 and within 5 years visitation may rise to 75,000 annually. This projection is not only realistic, but may prove to be modest, since visits to historic areas within the State of Washington are increasing rapidly, often faster than many of the estimates. Fort Vancouver National Historic Site's annual visits have risen from 8,000 in 1957 to 80,000 in 1966. Whitman Mission National Historic Site's increase was from 34,000 in 1957 to 98,300 in 1966.

# the plan

Today, the unspoiled, relatively virgin land of the two historic sites lies dormant; a few buildings, a few turf-covered indentations in the landscape marking the scars and impregnations of its tale. Tomorrow, the Park Service's realized goals will unfold and unravel the tattered remembrances of this futile past and lay bare the stoical and not-so-stoical recollections which mark its passing as a part of destiny and a token of man's strengths and weaknesses. The Park Service plan is to shed some light—to spark some rekindling of attitudes of the past which may guide our future. How did the Pig War figure in our heritage and how does it affect our ever-present moment? This is the answer which the plan seeks to resolve.



American Camp from south shoulder of Mount Finlayson looking west.

Blockhouse at English Camp with corner of Commissary Building in the foreground, view south along east shore of Garrison Bay.



## ACQUISITION

The park will consist of two distinct and widely separated historic segments and an administrative area. These historic lands encompassing and surrounding the American and English encampments should be acquired to provide protection and interpretation for the historic structures, sites, and setting and to provide space for outdoor recreation activities.

There will be a small administrative site in Friday Harbor for a park headquarters building and an information office. It should be readily accessible to visitors arriving on the State ferry.

*English Camp*—There are approximately 529 acres within the English Camp boundary, consisting mainly of uncleared forest land extending from the sheltered Garrison Bay to the top of Young Hill. This entire parcel should be acquired in fee to protect and interpret the site and the setting, and to provide ample space for camping and picnicking.

*American Camp*—The approximately 1,223 acres at American Camp are on the windswept southeastern tip of the island—a predominantly open grassland dotted with an occasional niche of shrub and Douglas-fir. That part of Mount Finlayson which faces Griffin Bay provides northern exposure and thus protection from the prevailing southwesterly winds necessary to support lush vegetation typical of the Pacific Northwest.

Fee acquisition is proposed for all of American Camp to interpret and protect the historic site and setting and to provide adequate space for outdoor recreation proposed along the Griffin Bay side of Mount Finlayson.

If Cutler's Potato Patch is found to be outside the park boundaries, the boundaries should be extended to include this important site.

## DEVELOPMENT

Acquisition of sufficient land at each site is the first step necessary for protection of the area's historic integrity. However, for complete interpretation and authenticity, both sites must be returned as nearly as possible to their appearance during the Pig War and then managed to perpetuate these settings. To help restore the historic scene, sheep and cattle grazing will be allowed wherever it is compatible with visitor use.

Boundary fences will be constructed at American and English Camps to delineate the boundary for ease of park management.

All marine facilities should be designed to withstand severe windstorms or removed for storage during these months.

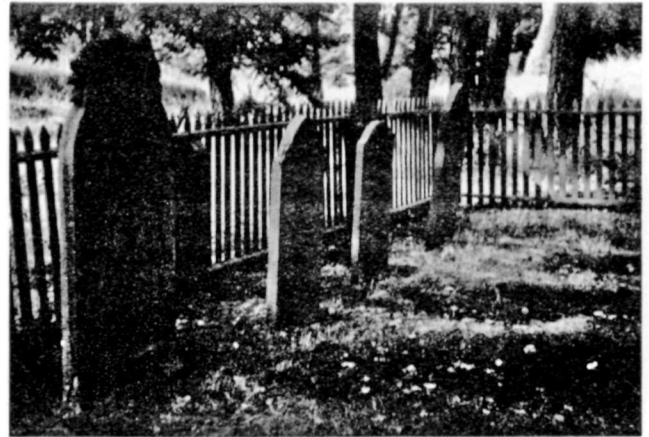
*English Camp*—There are several non-historic buildings within the historic scene which must be removed at the most propitious time.

Boating in the immediate English Camp foreground on Garrison Bay between Guss Island and the Blockhouse is undesirable and incompatible and should be restricted. The waters must be managed through cooperative agreement with the State of Washington, since the tideland remains in their ownership, and with the U.S. Coast Guard, who is responsible for policing these waters.

Visitor and staff facilities and related developments should be sensitively placed to avoid intrusion upon the historic scene.

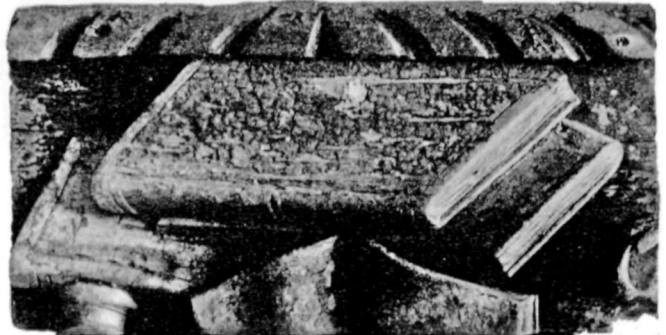
*American Camp*—Several non-historic buildings, fences, and roads within the historic scene at American Camp must be removed.

The existing county road which bisects the heart of the historic setting should be rerouted along a sheltered shelf



Graves of English soldiers, English Camp. Cemetery is on northwest slope of Young Hill.

Carved lintel from English occupation period.

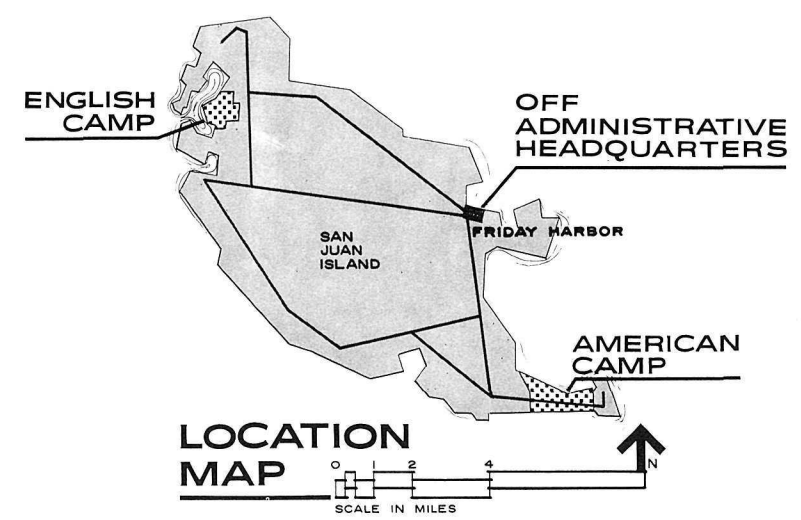
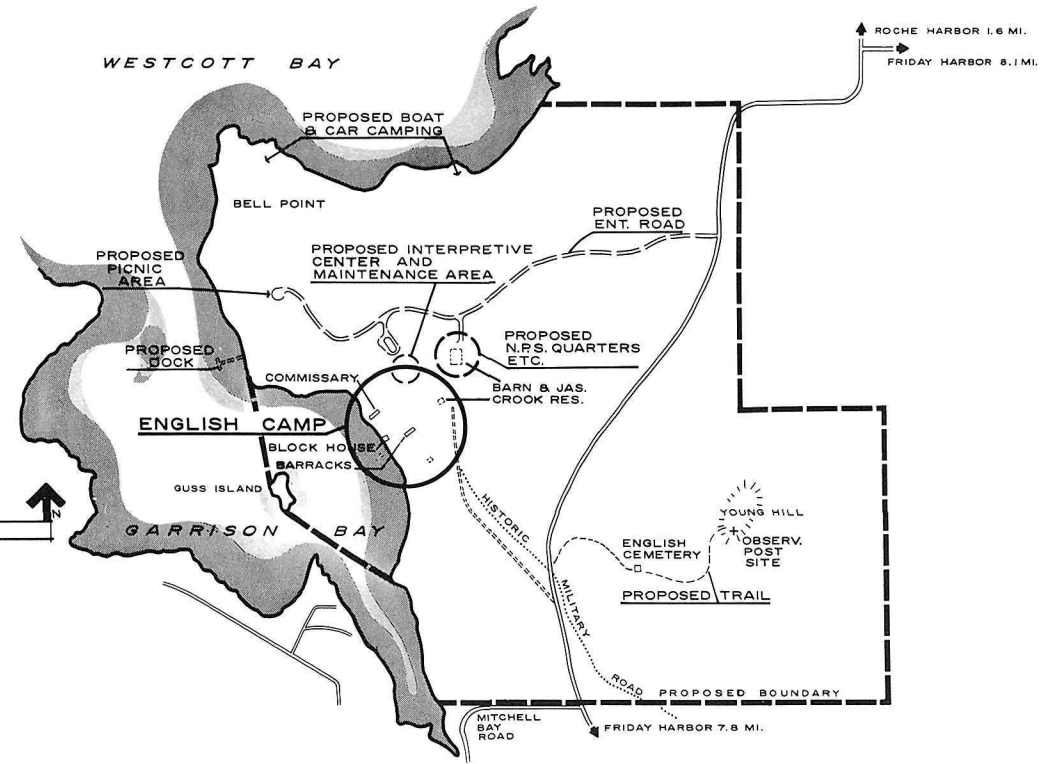
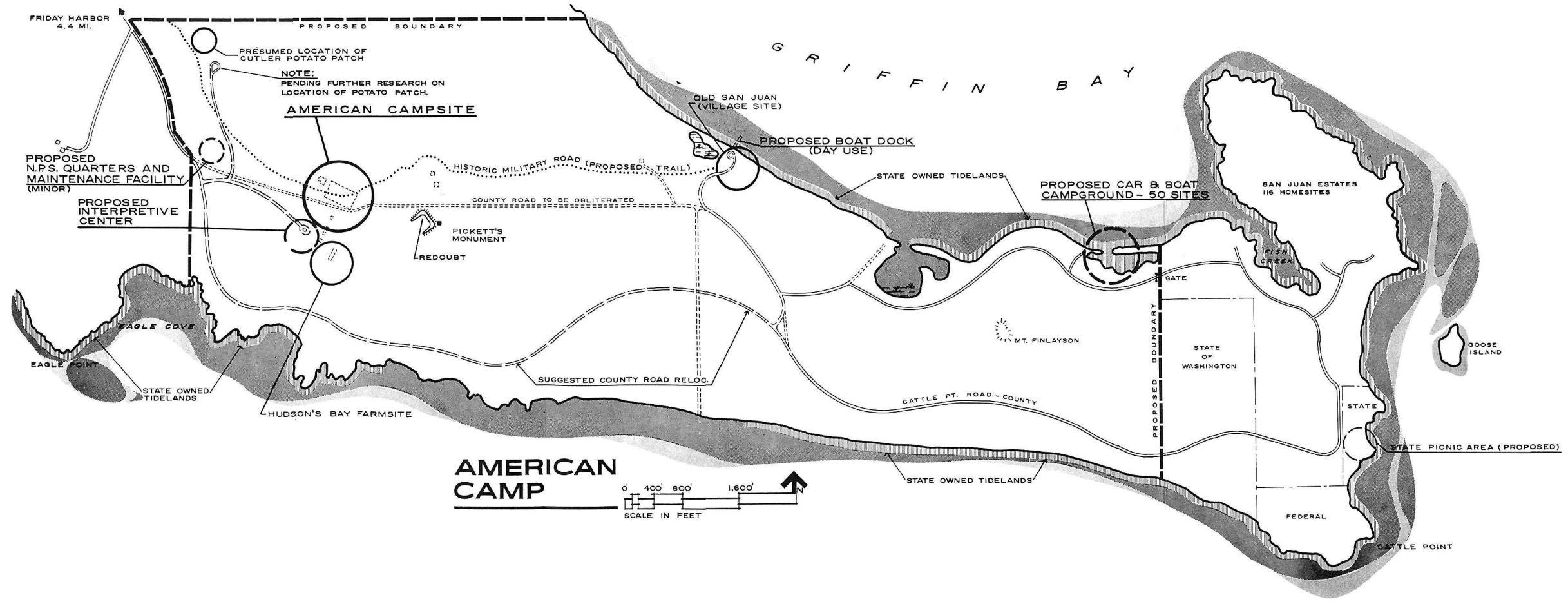


near the Strait of Juan de Fuca. The existing roadbed, along with all other roads in the area not needed for the park, are to be obliterated and the land restored to its natural state.

The service road connecting the Old San Juan Town day use area and the campground with the rerouted county road through the park must be sensitively placed along the northwest side of Mt. Finlayson so it will not intrude upon the sweeping historic setting.

Powerlines which traverse the area should be placed underground or otherwise out of sight of visitors.

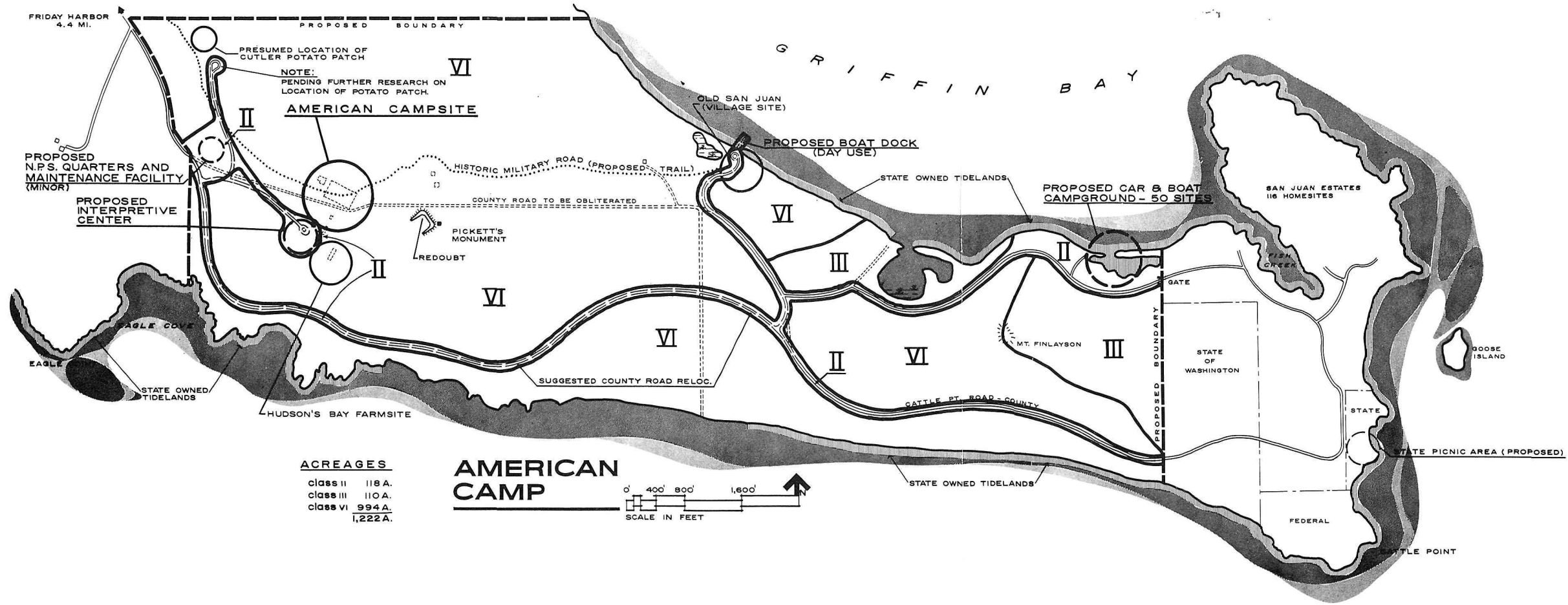




**LEGEND**

ROADS	
PARK BOUNDARY (proposed)	
STATE OWNED TIDELANDS	

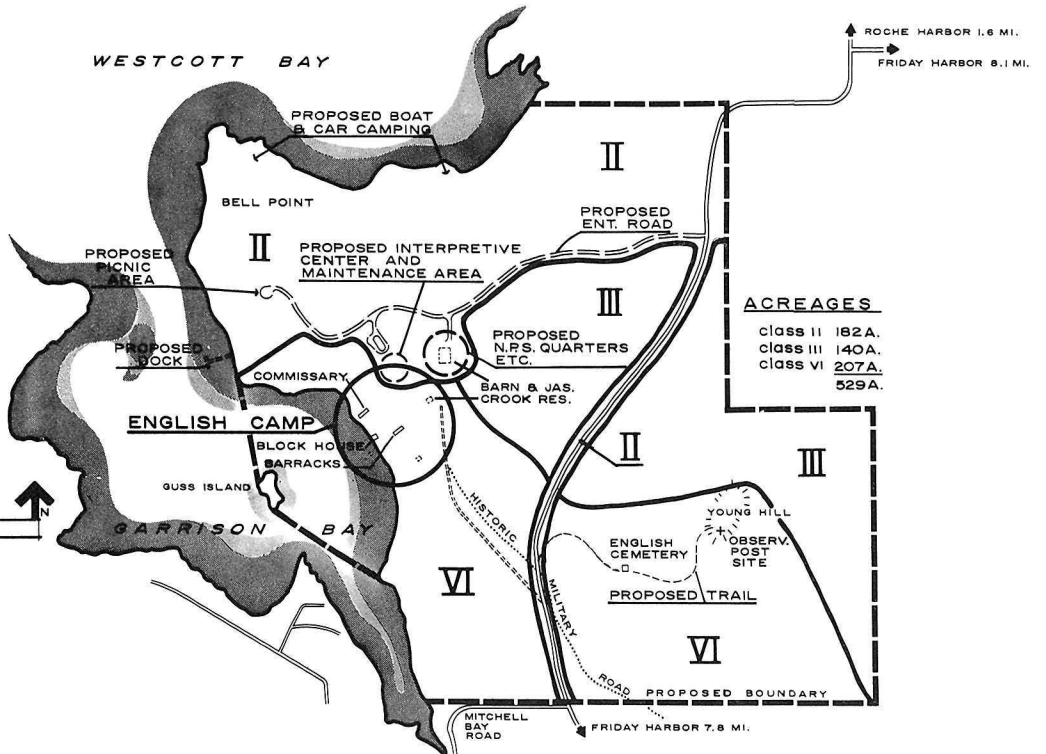
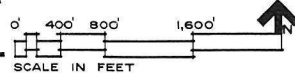
**GENERAL DEVELOPMENT**  
**SAN JUAN ISLAND**  
**NATIONAL HISTORICAL PARK**  
 WASHINGTON



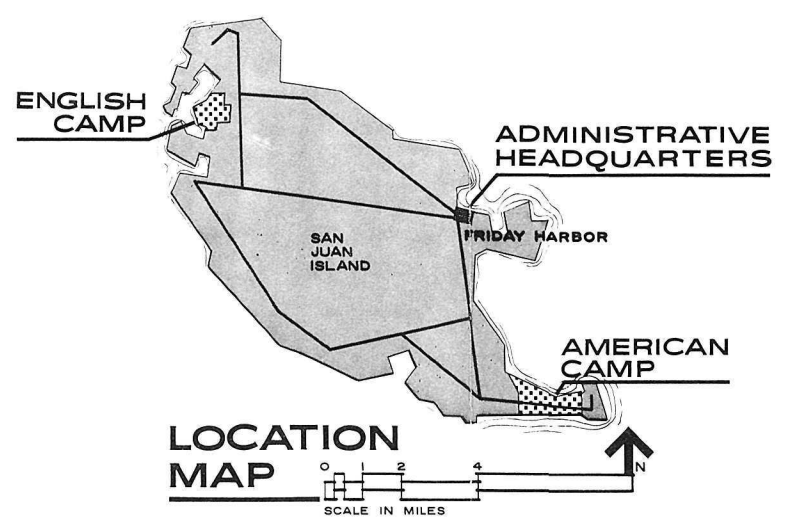
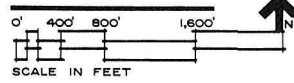
**ACREAGES**

class II	118 A.
class III	110 A.
class VI	994 A.
	1,222 A.

**AMERICAN CAMP**



**ENGLISH CAMP**



**LEGEND**

ROADS	
PARK BOUNDARY (proposed)	
STATE OWNED TIDELANDS	
<b>LAND CLASSES</b>	
HIGH DENSITY RECREATION	NONE I
GENERAL OUTDOOR RECREATION	300 II
NATURAL ENVIRONMENT	250 III
OUTSTANDING NATURAL FEATURES	NONE IV
PRIMITIVE AREAS	NONE V
HISTORIC AND CULTURAL SITES	1,201 VI
TOTAL	1,751

**LAND CLASSIFICATION**

**SAN JUAN ISLAND NATIONAL HISTORICAL PARK**  
WASHINGTON



View of southern extreme of English Camp, undated. Garrison Bay is in foreground; Young Hill on horizon.

## INTERPRETATION AND INFORMATION

*Friday Harbor*—A small information office will be maintained in the park headquarters building located in Friday Harbor. The building in which the office is to be located should be readily accessible from the State ferry.

*English Camp* will provide year-round information and interpretation. The interpretive facility should be built to command a view of the historic scene for effective interpretation, yet not intrude. It will house interpretive audiovisual equipment, exhibits, a sales desk, and public restrooms.

Trails will be constructed to serve an interpretive function as well as connect visitor facilities and development with historic places and structures.

The three existing historic structures—blockhouse, commissary, and barracks—will be restored. Sites of former historic buildings which have been removed or destroyed will be identified and the lands cleared and landscaped. These sites will be included in the self-guided trail system.

This same trail system will extend to the crest of Young Hill and will provide access to the historic British cemetery and to an overlook site once used by the British Royal Marines. The overlook itself must be rebuilt.

*American Camp*—An interpretive facility, providing manned interpretation during the travel season and unmanned interpretation during the off-season, will be constructed at American Camp. It should be near Pickett's Redoubt, though not in view from the top of the redoubt.

The redoubt will be refurbished and furnished with cannon and other appropriate military appurtenances.

Sites associated with the period will be located, identified, and made accessible by road or trail.

Self-guiding trails will connect visitor facilities with historic features.

## CAMPING

Access to the island is unusual and difficult since it is almost entirely by State ferry or private watercraft. This necessitates an overnight stay for most visitors. Since only one small campground exists on the island, the Service proposes to provide campgrounds at both English and American Camps.

*English Camp*—A 100-site campground will be constructed at Bell Point. This area is sufficiently removed from the historic portion of English Camp for camping to be compatible with other park uses.

The campground should be placed to protect the natural view from Garrison and Westcott Bays; headland and shore protection should have special consideration. The campground will be accessible by both automobile and boat.

A spur from the main park access road will connect with the campground for automobile access; floats and docks will admit boaters. The marine facilities must not jeopardize the historical scene, yet they must provide boaters with easy access to the interpretive facilities. Dredging will be necessary for proper moorage.

*American Camp*—A 50-site expandable campground will be built on the shores of Griffin Bay, in a location where it will be reasonably protected from storms. It should be placed to preserve the natural beauty of the shorelands viewed from Griffin Bay and should not intrude upon the historic scene. Also, it should be sufficiently removed from private summer home developments that camping will be acceptable to both campers and private land owners. Access roads will connect the campground with the Cattle Point Road for automobile access and docks and floats will be provided for boaters.

Permission for dredging, which will be necessary for proper moorage, or construction of marine facilities must be granted by the Friday Harbor Port Authority, Friday Harbor Laboratories, and Corps of Engineers through an agreement.

### PICNICKING

*English Camp*—Picnicking will be a separate and distinct part of the Bell Point recreational development. A 50-site picnic area will be provided and will be accessible from both autos and boats.

*American Camp*—Since the State park system intends to develop a picnic area on Cattle Point, park facilities will be limited to a simple lunching area near the Old San Juan Town site. A wharf similar to the one which once stood here will be reconstructed to accommodate boaters.

### RESEARCH

Historic resource studies should identify all buildings and sites associated with the dispute within and outside the proposed boundary. The study should provide information to guide the restoration of the structures, sites, and the historic scene.

Research on the day-to-day life of the soldiers of that era, and a study of the English diplomatic side of the story are also necessary.

The habitat at American Camp is particularly suitable to the Belgian hare, which has increased until his presence and activities have become dangerous and destructive. Rabbit hunters shoot at them from automobile windows while driving through American Camp; this will become increasingly dangerous as visitation increases. Also the rabbits destroy the vegetation and their burrows wreck the landscape. A rabbit control study is needed in the immediate future.

### STAFF

Though park headquarters will be in Friday Harbor, office space will be maintained in the interpretive facility at English Camp for the Historian. Maintenance facilities will be provided at both sites.

Housing for permanent and seasonal personnel will be provided at both English and American Camps.

### UTILITIES

Power and telephone service is available at both sites.

Water must be developed by the Service; there are presumably adequate sources at both sites for all proposed developments.

Sewage disposal must be provided at development sites. Garbage disposal is rapidly becoming a problem on the island and it is unrealistic to believe that the park will be able to use existing city facilities. Therefore disposal incinerators should be provided.

Remains of stone work at Blacksmith Shop, English Camp.



English Camp, approximately 1859.



