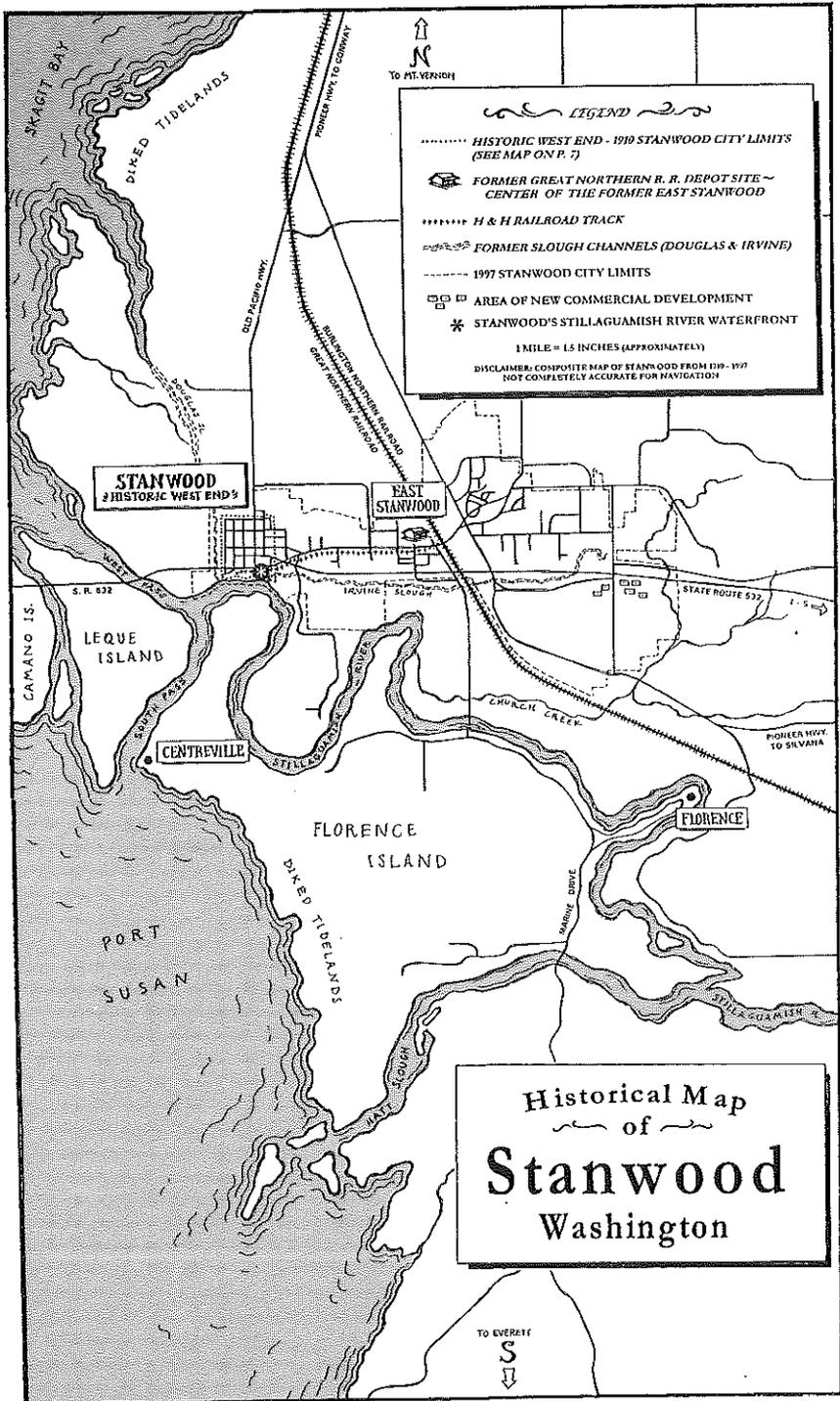


Stanwood's Historic West End Walking Tour

Stanwood, Washington





LEGEND

- HISTORIC WEST END - 1910 STANWOOD CITY LIMITS (SEE MAP ON P. 7)
- FORMER GREAT NORTHERN R. R. DEPOT SITE ~ CENTER OF THE FORMER EAST STANWOOD
- H & H RAILROAD TRACK
- FORMER SLOUGH CHANNELS (DOUGLAS & IRVINE)
- 1997 STANWOOD CITY LIMITS
- AREA OF NEW COMMERCIAL DEVELOPMENT
- * STANWOOD'S STILLAGUAMISH RIVER WATERFRONT

1 MILE = 1.5 INCHES (APPROXIMATELY)

DISCLAIMER: COMPOSITE MAP OF STANWOOD FROM 1910 - 1977
NOT COMPLETELY ACCURATE FOR NAVIGATION

Historical Map
of
Stanwood
Washington

Stanwood's Historic West End Walking Tour

Stanwood is located in northern Snohomish County, Washington. For years a quiet community, immune to the population pressures of southern Puget Sound, it has recently experienced rapid growth and accelerated change.

This tour includes photographs of the period primarily between 1900 and 1920. Some current photographs are included as reference points. The subject focuses on the waterfront history because, as with many communities in the Puget Sound, the waterfront is the area of the first economic activity and the site of the first town plats.

Stanwood is the gateway to Camano Island and provides services for those seeking a small town & rural experience with great views while hiking, bicycling, bird-watching, kayaking or out on a Sunday drive. Winter outings through the farm fields provide glimpses of flocks of snow geese and swans. Pioneer Highway (S. R. 530) from I-5 to Stanwood along the Stillaguamish River flats provides one of the most beautiful historic and scenic river drives in the United States. Plus it is a community where it is still possible to escape city life, traffic and noise.

©1998 Snohomish County, Washington & the Stanwood Area Historical Society
Made possible with assistance from the Snohomish County Hotel-Motel Tax Funds, the Hamalainen Charitable Trust and Historical Society volunteers and donors.

Written by Karen Prasse with assistance from members of the Stanwood Area Historical Society, Ole Eide, David Eldridge, Katherine Lund, James Jones and members of the Board.
Map art by Renee Marquette



*Early Stanwood Waterfront – looking east
Photographer: unknown*

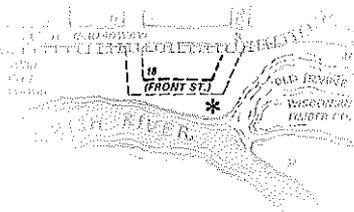
“Boats and canoes were the only mode of travel when settlers arrived in the 1800’s. There were no trails to speak of. The first horse to come up the river was a small yellow pony on a small scow to the Hans Larson place. About that time a small dike was built from Stanwood to approximately the present location of East Stanwood. This dike was used for a trail for some time. The grass grew tall along the dike, and if men traveled over it when it was raining and the grass was wet and there were ladies along, the men walked ahead, and it was unwritten law never to look back.”

–John B. Larson

The settlement of Stanwood

Stanwood began about 1865 as a cluster of roughly constructed shacks located near the mouth of the Stillaguamish River on what is now known as South Pass. There was a store for farmers who were staking claims upriver, a lodging house for logging camp workers, and probably a saloon. Early maps indicate that an Indian encampment had been located at this site.

In 1870, when the Post Office was established, the settlement was named Centreville. The mail arrived via Utsalady on a launch or canoe. The Post Office was moved in 1873 to another lodging house a mile north near the current Twin City Foods Company along the Stillaguamish River. In 1877, D. O. Pearson arrived with capital and goods for a store worth \$4,000 which seemed to stabilize this economically shaky community. As the sixth Postmaster in 7 years, Pearson also renamed the town to a less common name. He gave it his wife's maiden name, Stanwood.



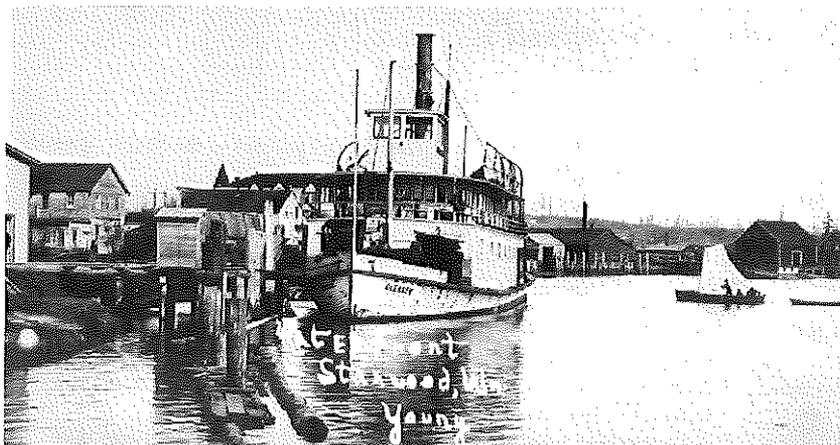
By the time of its incorporation in 1903, Stanwood had an active wharf where steamers docked at regular intervals and provided economical transportation for travel and commerce. Meanwhile, in 1891, the Seattle & Montana Railway (controlled by Great Northern interests) ran its tracks one mile east of Stanwood and

established a depot there. A creamery, cooperative mercantile and bank were started around the depot and this community became known as East Stanwood. In spite of the water access at Stanwood however, railroad was beginning to compete for commerce in Stanwood. To make use of the railroad, the H & H Railroad was established to connect Stanwood mills and passengers with the depot one mile east.

In 1922, East Stanwood was incorporated as a town. Over the years the two communities acquired the familiar name, the Twin Cities. Until the towns merged in 1960, when one was referring to Stanwood, they meant the area by the waterfront.

Over the years, the river began to require dredging to be navigated safely and the waterfront declined as the steamers died out as viable transportation. The river's main flow had gradually diverted into Port Susan through the Hatt Slough channel. The river that was once deep enough for steamers to Florence is now considered little more than a tidal slough.

After 1960 when the towns merged, the waterfront had been all but forgotten and new development was occurring in East Stanwood and between the towns. In the 1990's, new commercial development is occurring with the annexation of land above the flood plain on the hill even farther east, beginning a third phase of Stanwood's history.



This view is of the Stanwood waterfront about 1910 looking east from the wharf where food processing company is now located. The steamer, the Gleaner, was built in Stanwood in 1907. The shipyard was located on the waterfront just east of Stockbridge's warehouse⁴.

"In the early days, the Stillaguamish River was a principal avenue of approach to Stanwood. The first river transportation was the Indian dugout canoe, hewn from a single cedar log. There followed the row boats, later the stern wheel steam boats, launches and tugs, with an occasional passenger sight-seeing vessel. ...At that time the channel through Stanwood ran 20 to 30 feet deep, and eventually sternwheelers established regular freight deliveries to the town. The town maintained a city dock and warehouse on the waterfront for vessels such as the Harvester, the Skagit Chief and the Skagit Belle. Their freight rates were cheaper than the railroad, so that most of the merchants and mills had their merchandise shipped by water, including Dad (W. B. Davis, Stanwood Hardware Co. owner.) The steamer Harvester made three calls a week in town, and one of my jobs as a youngster was to pick up the freight at the city dock. There were always boats and vessels tied up at the dock, a source of great interest to a growing kid."

– Quentin R. Davis

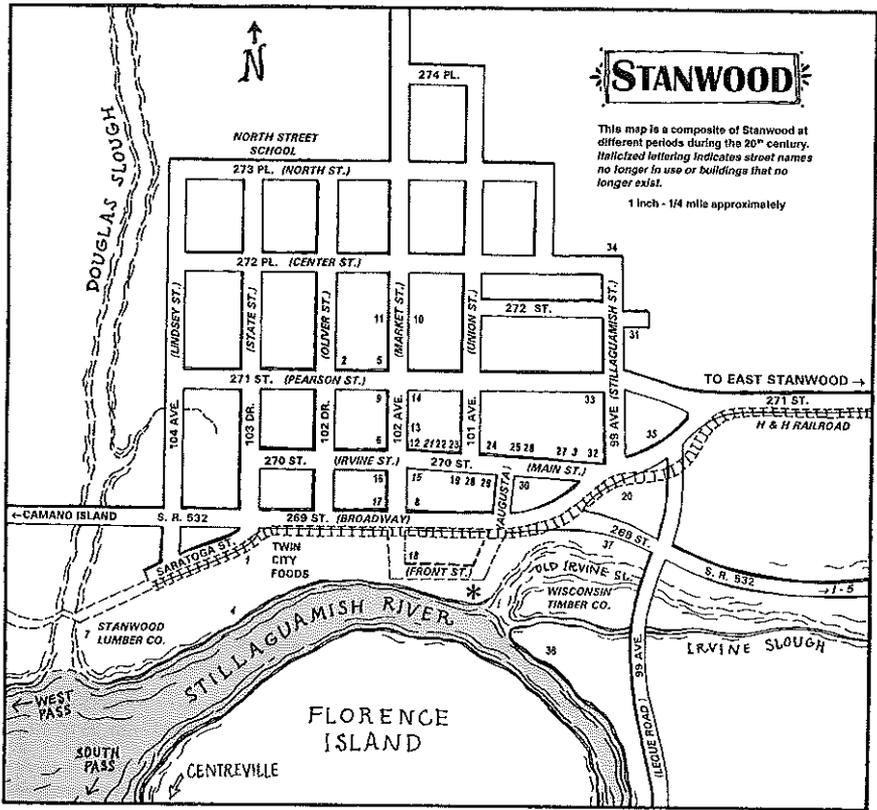


Stockbridge's warehouse and granery⁴ located on the Stanwood's Stillaguamish River waterfront.. Farmers stored grains, primarily oats, at the warehouse for steamers to pick up and deliver. The Stanwood Grain Company brokered the grains for the farmers as it was shipped out. The warehouse was also used to store merchandise dropped off by the steamers for the local businesses.

Photographer: John T. Wagner

Chronology of Stanwood's "Historic West End"

- 1855... Stillaguamish River delta was inhabited by peoples of the Skagit (Kikiallus), Snohomish and Stillaguamish Tribes.
- 1855-90 A lumber mill, spar camp and small community were located at Utsalady on Camano Island.
- 1864 Telegraph lines were strung over the Stillaguamish River between two spruce trees high enough to allow steamers to sail beneath. First settlers established claims in lower Stillaguamish River Valley.
- 1865 One of several logging camps in the area started near the future site of the East Stanwood railroad depot.
- 1866 A trading post was established by Robert Fulton which included a store, saloon, lodging house on South Pass.
- 1870 After successive owners of the businesses at this location, a Post Office known as Centerville was established by George Kyle.
- 1872-3 Post Office was taken over by Robert Freeman who moved it north to his claim near the fork of the main channel of Stillaguamish River. Henry Oliver had established a claim along the waterfront just east of Freeman's claim.
- 1875-6 James Caldon who had started the Pioneer Hotel & Saloon¹ with Freeman took over the Post Office.
- 1876 First Lutheran church services held in Northwest took place in Centreville during a visit from a missionary pastor from San Francisco.
- 1877 D. O. Pearson started a general merchandise store on the waterfront. He took over the Post Office when Caldon died and, as Postmaster, changed name of town to Stanwood. Methodist Church² was organized.
- 1879 J. H. Irvine established second general store³, sold to S. A. Thompson in 1900.
- 1888 Stockbridge built warehouse which was also used as granary⁴.
- 1889 After selling a few lots on his claim, Oliver sold his claim to William & Augusta Stockbridge and it became a large portion of the original Stanwood townsite. The narrow streets he planned were a subject of controversy as soon as they were built.
- 1890 The D. O. Pearson House⁵ was built on Market St.
- 1891 Great Northern Railroad ran its line one mile east of Stanwood, isolating Stanwood from this new form of transportation.
- 1892 Fire destroys 13 buildings including the Lutheran Church⁶
- 1898 Many townspeople risked trips to the Klondike Gold Rush. Several were successful enough to invest their earnings in Stanwood. Among those was H. C. (Klondike) Anderson who started (along with others) the Bank of Stanwood. The Friday Fish Co. cannery was established on waterfront.
- 1899 Dr. O. R. Allen arrives and starts hospital in 1905. A. S. Howard arrives and takes over mill that he later named the Stanwood Lumber Co.
- 1903 Stanwood incorporated as a town.
- 1904 The Bank of Stanwood⁸ was established and the H & H Railroad tracks were laid to connect Stanwood to the Great Northern Railroad.



||||| H & H RAILROAD
1904 - 1930

--- OLD SLOUGH CHANNELS

--- FORMER STREETS - FRONT ST. ALSO KNOWN AS COMMERCIAL ST.

- | | | | |
|----|---|----|---|
| 1 | Gas station - <i>Pioneer Hotel & Saloon</i> | 22 | Carpet store - <i>Hartney's</i> |
| 2 | Parking Lot - <i>original Methodist Church</i> | 23 | Antique store - <i>First National Bank of Stanwood</i> |
| 3 | Empty lot - <i>S. A. Thompson Store</i> | 24 | Unoccupied - <i>former grocery, drug store & restaurant</i> |
| 4 | Food processing plant - <i>Stockbridge's warehouse and ganary</i> | 25 | 10017 270th St. - <i>former butcher shop</i> |
| 5 | D. O. Pearson's House | 26 | 10011 270th St. - <i>former Post Office</i> |
| 6 | Pawn Shop - <i>Ketchum Store</i> | 27 | Clothing store - <i>former millinery & antique shop</i> |
| 7 | Auto part store - <i>Stanwood Lumber Co.</i> | 28 | 10020 270th St. - <i>former telephone</i> |
| 8 | Bank - <i>Bank of Stanwood</i> | 29 | 10018 270th St. - <i>former dentist office & bank</i> |
| 9 | Hardware store - <i>Melby House</i> | 30 | Furniture Store - <i>Stanwood Hardware Co.</i> |
| 10 | Masonic Hall | 31 | Our Savior's Lutheran Church |
| 11 | Storage - <i>former Oddfellow's Hall</i> | 32 | Unoccupied - <i>former S. A. Thompson Residence</i> |
| 12 | Offices - <i>former Folly Theater, Central Tavern</i> | 33 | Youth Center - <i>former People's Telephone</i> |
| 13 | Restaurant - <i>Pearson's (3rd) General Store</i> | 34 | Josephine Sunset Home |
| 14 | Farm implements lot - <i>Captain Durgan's residence</i> | 35 | Apartments - <i>former Lien Home</i> |
| 15 | Bank - <i>Knudson Bldg.</i> | 36 | "Hamilton Stack" |
| 16 | Hotel Stanwood | 37 | Bank - <i>electric power company</i> |
| 17 | Stanwood Feed & Livery | * | Stanwood's Stillaguamish River Waterfront |
| 18 | Food processing offices - <i>Palace Hotel</i> | | |
| 19 | Camwood Plaza - <i>former Stanwood Auto Co.</i> | | |
| 20 | Son's of Norway Hall | | |
| 21 | Parking lot - <i>Stanwood Bakery</i> | | |

The D. O. Pearson House⁵

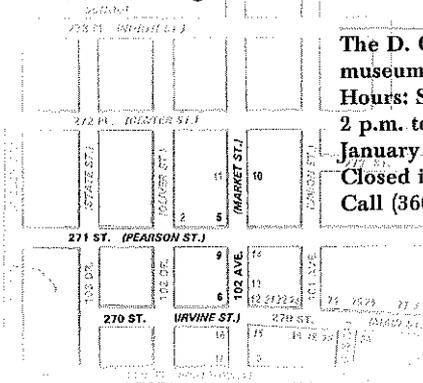
At the northwest corner of the intersection of 102nd Avenue N. W. (Market St.) & 271st Ave. N. W. (Pearson St.) is the home built by Daniel Orlando Pearson. Pearson was the first mayor and an early store owner. His wife, Clara B. (Stanwood) Pearson, was also an active community member, instrumental in the building of the North Street School and promoting other community improvements



“Mr. Pearson was a leading merchant and running one of the very few stores on Puget Sound that did not have a bar attachment ... if your wife sent you to town for a pound of real arbuckle’s coffee and you found that you were flat broke, then there was only one store where your credit would be good - and Mr. Pearson was always kind enough to let you have it.”

– Gustav Joergenson

The house was built in 1890 in a Second Empire Victorian style which was unusual for the west coast. It has a mansard roof and intricate diamond patterned shake siding. The roof cresting or widow’s walk is reminiscent of the type of seaside homes in New England where his family was from. The D. O Pearson House was placed on the National and State Registers of Historic Places in 1973.



The D. O. Pearson House is a period house museum open for tours.

Hours: Sundays

2 p.m. to 5 p.m.

January to November

Closed in December except by appointment

Call (360) 629-6110 for appointment

Market Street (102nd Ave. N. W.) looking north

The top photograph is one of Stanwood's earliest views; it was marked by the photographer as "Norwegian Independence Day, the 17th of May, 1900."

The general store on the far left was Ketchum's store⁶. The Lutheran Church was located

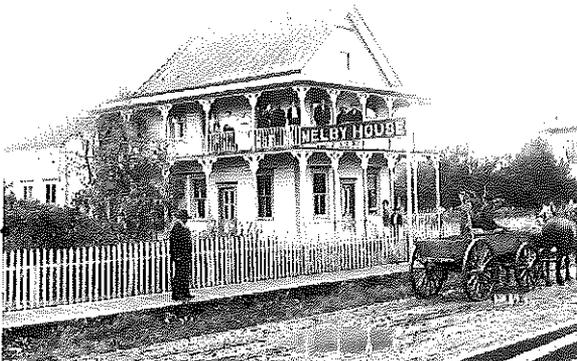


on this site before the 1892 fire. This was the third general store after Pearson's and Irvine's and was established originally by L. H. Smith in 1898 on Broadway Street. George J. Ketchum took it over after working for D. O. Pearson for 8 years. He moved the business to his new building on Market (102nd Ave. N. W.) & Irvine (270th St. N. W.) in 1900. Lake Ketchum, north of Stanwood, is named for him and was where he also operated a sawmill. In 1915, the store was taken over by D. W. Alverson, again later by Rosser's Dry Goods. Current residents may remember it as Anderson's Grocery. Several more businesses have been located there since, and it is currently a pawn shop.

Beyond is the Melby Boarding House⁹ (also in picture below), the D. O. Pearson House⁵ and the Masonic Hall¹⁰.

The Melby House⁹ was built in 1888 as a restaurant and boarding house. Mrs. Melby was of Danish royalty and it was said she corresponded with Abraham Lincoln. The Melby House was one of few that survived the 1892 fire. In comparing this view with the image above it,

note the front porch and roof overhang have been added. In about 1912 the house was purchased by Herman Hafstad. It was eventually torn down to use to expand the hardware store. The corner is still occupied by a hardware store.



Market Street (102nd Ave. N. W.) looking north

On the left in the image below is a later view of the building once known as the Ketchum Store⁶ or Anderson's Grocery about 1909.



The next buildings are Wagness's photograph shop, Hafstad's Hardware, the Melby Lodging House⁹, the Pearson House⁵, a residence and the two large two story building known as the International Order of Oddfellows (I. O. O. F.) Hall¹¹.

The I. O. O. F. Hall¹¹, built some time between 1900 and 1905, was a popular gathering place for public meetings, school events, dances, plays, boxing matches (called "smokers") and ceremonies of all kinds. It was sometimes referred to as the Stanwood Opera House. According to Quentin R. Davis:

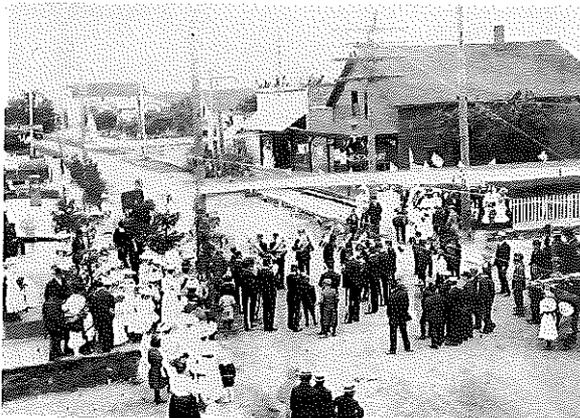
"On Saturday nights there was usually a public dance at the Oddfellow's Hall, music by more or less pick-up orchestras which specialized in one and two steps, fox trots, interspersed with plenty of waltzes. Its patronage was principally the town's younger marrieds and singles, plus loggers and mill workers, while on the deck at the front door the drunks assembled, caging for drinks."

In the distance on the right of the street, is the Masonic Hall¹⁰ once two stories high. This Lodge was established in Utsalady on Camano Island in 1872. The Lodge moved its activities to Stanwood in 1890; the hall was built in 1895.

*Main St. & Market St. (270th & 102nd Ave. N. W.)
looking northeast*

The two views below look northeast down on the intersection of Main St. & Market St. (270th & 102nd Ave. N. W.) probably taken from the second floor of the Stanwood Hotel¹⁶.

The picture on top shows an empty lot where the Folly Theater¹² was built in 1912.



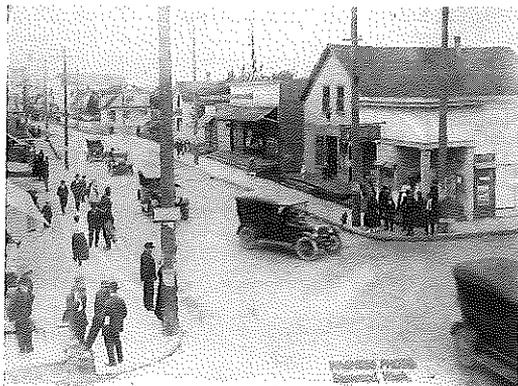
The building with the awning was D. O. Pearson's third General Store¹³. D. O. Pearson ran his store until he died in 1929 at the age of 83 when his son, Fred, continued to keep it open. In 1953, after a few years of vacancy, it became Ferris Furniture &

Upholstery. It is currently a popular restaurant.
Photographer: John T. Wagness

"The Folly Theater was operated by Bill Connors and played one and two reels, and the fair was a nickel for kids and a dime for adults. There was only one projector, so while the operator changed film, he slipped in slides advertising the various merchants's wares"
—*Quentin R. Davis*

Later, the Folly¹² became the Central Tavern and is currently local timber company and investment offices.

North of Pearson's store was Art Knudson's bicycle shop and then the home of C. R. Durgan¹⁴, Captain of the steamer, the LILY.



Photographer: John T. Wagness

"In the earlier days the sidewalks in the town were planked, and had to be staked to keep them from floating off. Many people kept a rowboat in the backyards... While most of the older people cursed the floods that caused additional work fighting breaks in the dikes, and cleaning up the trash, drift wood and silt, that same silt enriched the fields of the lowland farmers. For most kids, a flood was a lot of fun. We made rafts out of the driftwood, cut boats out of shingles and equipped them with newspaper sails, waded everywhere feeling carefully for holes. I learned to tow a boat in an old mortar box, about 5 or 6 feet long, with oars cut from a couple of old shakes with oarlocks of nails driven in the sides of the box."

—Quentin R. Davis

Market Street – looking south toward the Stillaguamish River

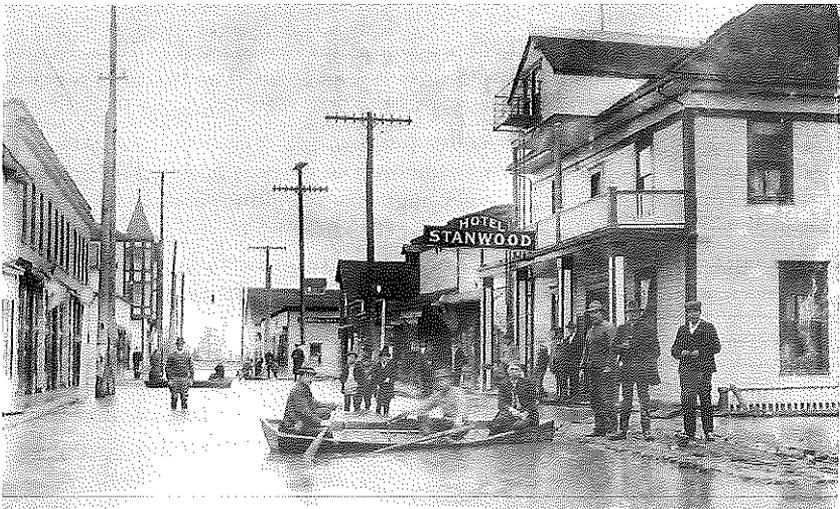
The Hotel Stanwood¹⁶, in the picture below, is a landmark that remains today. The Hotel is one of the oldest buildings in Stanwood, and, although it has been changed and added to, it is essentially the same structure that housed loggers, mill workers, hunters and tourists for many years. The mill workers purchased meal cards to eat there. It became a tavern with a card room after prohibition.

On the waterfront in the distance, were the stage depot (early bus transportation) and an assortment of saloons. One of the most elaborate saloons was in the Palace Hotel¹⁸, (in the distance in the top pictures) a three-story turreted, quasi-Tudor style hotel built sometime before 1903. In its early years, the Palace catered to "commercial men" and hunters. As the waterfront declined in later years it acquired a somewhat seedy reputation. Long-time residents remember as children they were not allowed to go down to Front Street near the Palace and other saloons in those days.

In the above picture, beyond the Hotel on the west side on the street towards the river, was a meat market and Hall's Stanwood Feed & Livery¹⁷.

Hall also ran the Hall & Hall Railroad.

Photographer: John T. Wagness



Main Street (270th Ave. N. W.) looking east

The view below looks east down Main Street probably from the second floor of the Ketchum Store⁶. The Folly Theater¹² is on the left.

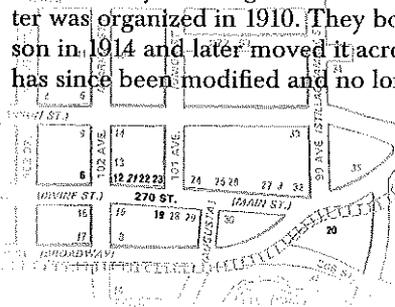


This photograph is of a 1916 May Day School parade. School Board members and students are in the cars. For a while, this end of Stanwood supported two drug stores and two movie theaters and this street was on the bus route between Seattle and Bellingham. For a few years, the all-night Regis Café (not pictured) was a busy place.

Beyond on the right is the Stanwood Auto Co¹⁹ started in 1916. In 1932 a new building was built in its place by Alfred Ryan. The building remained an auto dealership for many years and is now the Camwood Plaza.

Barely visible in distance in this photograph but worth noting, is the two story building known as the Sons of Norway Hall²⁰. The local chapter was organized in 1910. They bought their building from S. A. Thompson in 1914 and later moved it across the street to its present location. It has since been modified and no longer has two stories. Built in 1879, it is probably the oldest building in Stanwood.

The streets were paved in 1914 with brick by the highway construction company where Henry J. Kaiser, the industrialist, managed street paving contracts early in his career.



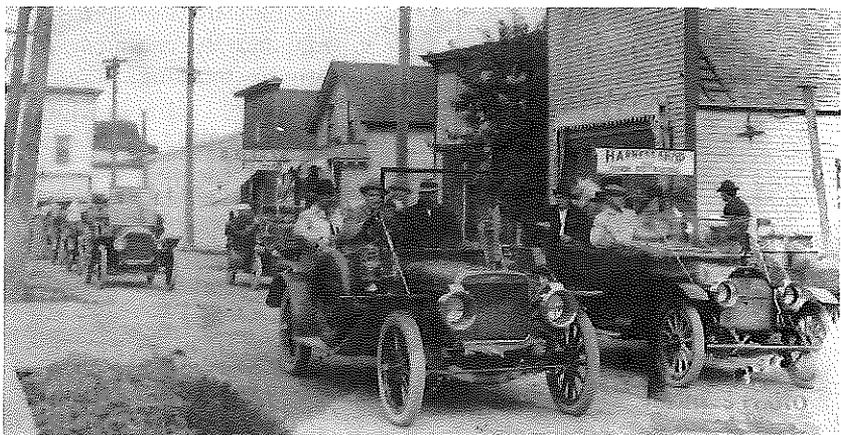
Main Street (270th Ave. N. W.) looking west

On the northeast side of Main Street was a well-remembered Stanwood institution, the Stanwood Bakery²¹, (located just east of the Folly Theatre). A confectionery, ice cream parlor, soda fountain and cigar store were oper-



ated in connection with the bakery. This block saw many changes over the years. The Stanwood News, the Central Café, the Cozy Sandwich Shop, a cigar store and the Meadowmoor Dairy Store, among many others also occupied buildings on this block.

In the lower picture, a few years later, east of the bakery on the corner of Union & Main, was a harness & shoe shop (see bottom image) operated by Mr. Tackstrom and later Andrew Simonson. The Ketchum Store⁶ is in the distance. In 1924, Hartney's²² built it's brick & tile building. In 1930, the First National Bank of Stanwood built the brick building²³ on this corner.



Main Street (270th Ave. N. W.) north side of the street

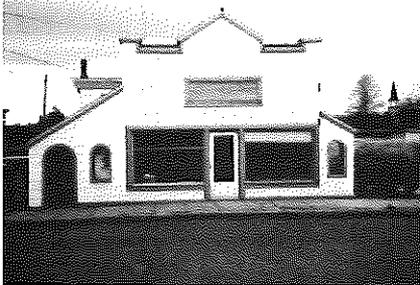
Twenty five years after the first Bank of Stanwood¹⁵ was established, it had merged with Citizen's State Bank and built its second brick building as the *First National Bank of Stanwood*²³. Its solid edifice again



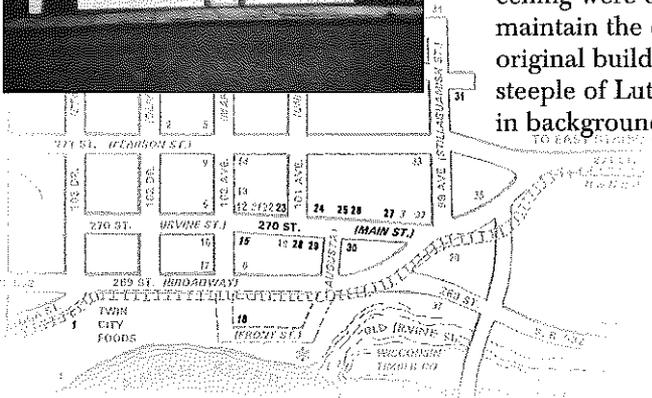
lent a sense of stability to the town. John Hutchison was in charge of the bricklaying. Its current owner has maintained its original wood windows and unique character.

Across Union (east) was a blacksmith's shop. Later, Carlson's Grocery building was built, and later used as a drug store. It is currently unoccupied²⁴ but was also a popular restaurant for many years.

Farther east is the site that was once a butcher shop, later the current building was built as a jewelry shop (10017 270th St.)²⁵. The building at 10011 270th St. had been an early site of the Post Office²⁶.

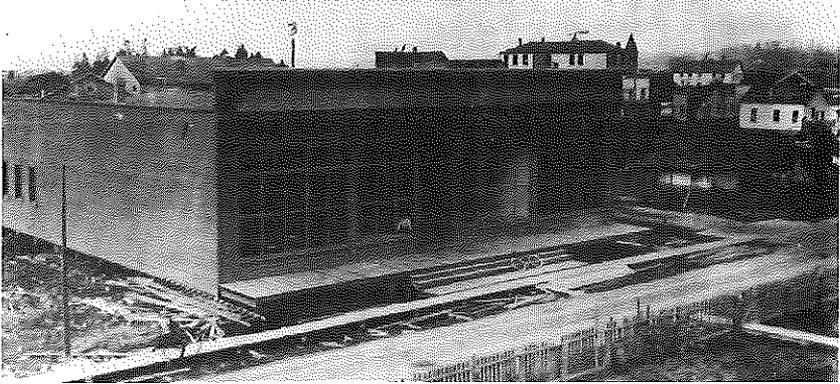


Once the millinery shop²⁷, later used as an antique shop, is the newly enlarged and remodeled storefront, currently occupied by a clothing store. The original flooring and ceiling were used to help maintain the character of the original building. Note steeple of Lutheran Church³¹ in background



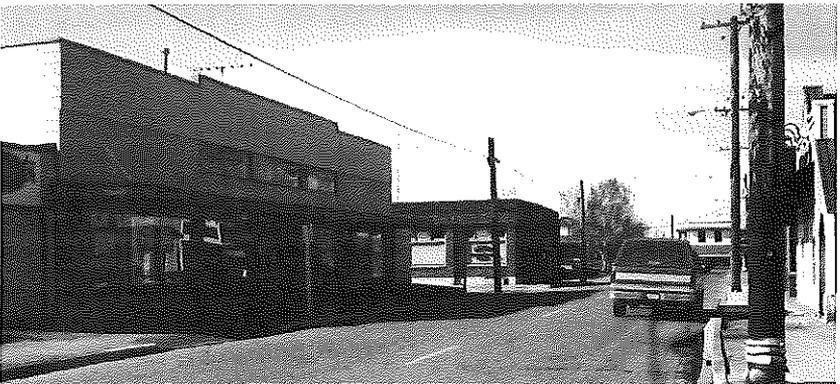
*Main Street (270th Ave. N. W.)
south side of the street*

The top photograph is of the Stanwood Hardware³⁰ under construction. It was started in 1902 by local businessmen investors. Many of the same fellows invested in the bank and in the H & H R. R. In 1906 the hardware store was taken over by W. B. Davis. In 1926, Mt. Vernon hardware company, Rafter's, took it over. It was purchased by Dick Pusey in 1939. It is now a furniture store.



Note the three story Palace Hotel¹⁸ in the distance beyond the new hardware. The Pioneer Hotel¹ is the two-story building to its right.

Just west of the hardware store in the current day picture below, is the Peterson Building²⁹ (10018 270th St.) It was built in 1919 originally as the Citizen's State Bank. West of it is the building with hearing services²⁸ (10020 270th). It was the home of the West Coast Telephone Co. for many years. These buildings are two of only a few brick buildings built in Stanwood that remain.



*Main Street (270th Ave. N. W.)
north side of the street*

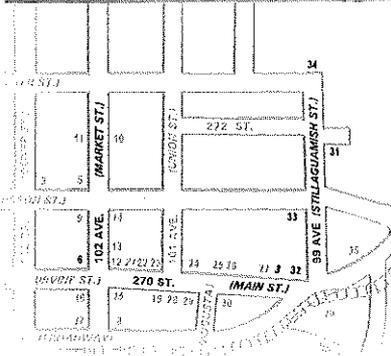


In the empty lot east of the clothing store and west of the current feed store was the S. A. Thompson Store³. This store was established by J. H. Irvine in 1879. It was known as Irvine's Cash Store until 1900 when

he sold out to Thompson. Irvine and his wife donated funds to start the library in Stanwood.



Just east of the store was the S. A. Thompson Residence³², (bottom picture) now known as the Stanwood House. It was built sometime between 1900 and 1908.



Our Saviour's Lutheran Church³¹ in the distance, originally known as the Trinity Lutheran, was the first Lutheran congregation in the Northwest. Its original church, located on Market & Main, the site of the Ketchum Store⁶, burned in 1892

Main Street (270th Ave. N. W.) continuing north

People's Telephone Co.³³ – North down Stillaguamish Street, (99th St. NW) is an old building that was once the People's Telephone Co. It was started in 1916 by East Stanwood businessmen because West Coast Telephone was too expensive. It merged with

smaller telephone companies in Florence and Cedarhome and a Skagit company named the Farmers' Co-operative. The lines provided local service only and were strung by the farmers themselves. Local stores had to have a separate telephone for each phone company to be able to receive calls from all of their customers.

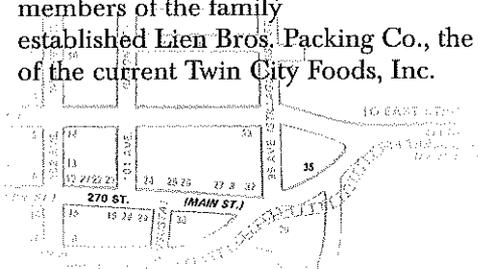
The Josephine Sunset Home³⁴ was dedicated in 1908. Early pioneer John Hals had donated a warranty deed to the Lutheran Church for 10 acres of land to be held in trust and to build a home for the aged. It was named after Hals' beloved wife, Josephine, to preserve her memory after her unexpected death. The original building was demolished in 1982 though the new buildings have taken its place.



*Main Street (270th Ave. N. W.)
continuing east*



Lien Home³⁵ - The Lien Farm at one time encompassed land east to the railroad tracks and north to 276th St. N. W. Nels M. Lien brought his family from Norway via North Dakota to Stanwood in 1889. The farm was gradually sold off over the years and members of the family established Lien Bros. Packing Co., the predecessor canning company of the current Twin City Foods, Inc.



The H & H R. Co.

The H & H Railroad stood for the Hall & Hall Railroad (for James and his son Jesse Hall) but its popular name became the “Dinky.” With the Bank of Stanwood as a primary investor and the Stanwood Lumber Co. as its major early customer, it was started to carry passengers and products between Stanwood and the Great Northern Depot in East Stanwood. It was James Hall who had operated the Stanwood Feed & Livery that provided carriage service to and from the depot.



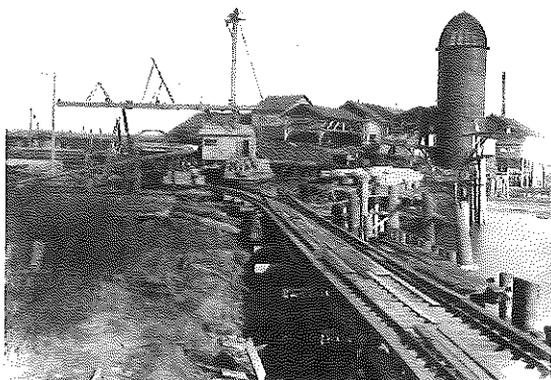
Over the years it used various engines and a trolley. It began in 1905 and ran until the 1930's. Its early proud days are depicted in the images below, and “it met all G. N. passenger trains except the Owl which came through town about 1:00 a.m.” according to Quentin R. Davis. In the late 20's and 30's its operation was infrequent and depended on the needs of the mills. Before being hauled away for scrap during WWII, its last engine, a Climax, was parked along the waterfront as a forgotten memento of Stanwood's days as a mill town.



Wisconsin Timber Co., later known as the Clough Mill

From the 1880's to 1916 on the site surrounding the current "Hamilton Stack"³⁶ was a succession of small mills. In 1917, George Kunze of the Wisconsin Timber Co. built a new 160,000 square foot mill with four large fire proof dry-kilns on this site. The railroad track was used to carry lumber

Photographer: John T. Wagness



and sawdust onto the steamers. The railroad cars were loaded using a huge crane. Early maps show the track also connected with the H & H Railroad that ran to the depot in East Stanwood.

The view above is of this mill between 1917 and 1923 when it was owned by Wisconsin Timber Co. In 1923, the mill was purchased and operated by the Clough Lumber Co.

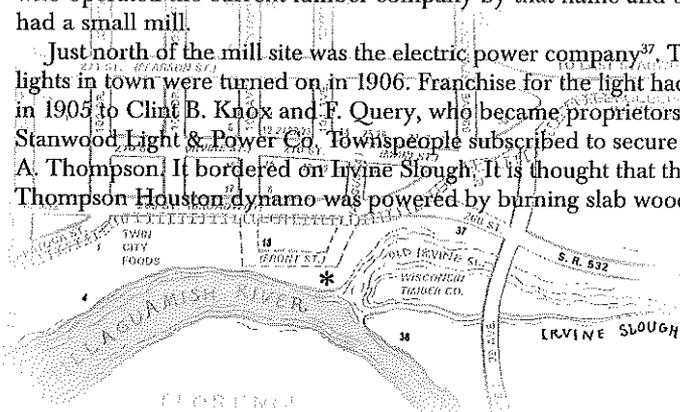
The "Hamilton stack" was built by Clough in 1927 or 28 to raise the smoke from the refuse burning so it wouldn't blow into town. It was built on a deep concrete slab and tapered slightly for stability.

"This great mill stopped running around that hard panic of 1929 and early 30's, and it never started up anymore....After nearly all the machinery had been sold or taken away, a few wreckers still working to take out the last materials of any value, this big mill burned down during the night of June 4th 1936....."

—Gustav Joergenson

The stack became known as the "Hamilton Stack" for the Hamilton family who operated the current lumber company by that name and until 1960 also had a small mill.

Just north of the mill site was the electric power company³⁷. The first electric lights in town were turned on in 1906. Franchise for the light had been granted in 1905 to Clint B. Knox and F. Query, who became proprietors of the Stanwood Light & Power Co. Townspeople subscribed to secure the site from S. A. Thompson. It bordered on Irvine Slough. It is thought that the 50-kilowatt Thompson-Houston dynamo was powered by burning slab wood from the mills.



Stanwood's Stillaguamish River Waterfront

Photographer: unknown



This view looks west along Stanwood's once active Stillaguamish River waterfront.

Note the Palace Hotel¹⁸ on the right, and the Stockbridge wharf and granary¹ in the distance.

The log boom in the picture above was located at the mouth of the Irvine Slough to divert logs from going up the slough. The slough was referred to in some of the old histories as Record's or Runnel's Slough after the early operators of logging camps that used the slough to float logs to the Stillaguamish River. It ran from the bottom of the East Stanwood hill (intersection of Florence Road & 271st St. N. W.) through the flats close to the route of Hwy 532 and into the Stillaguamish River just east of the current produce stand³⁶. The slough has been partially filled in, diverted and is now considered a drainage ditch. For many years it was one of the routes inland for the early settlers. Since the mills declined in the 1930's, the rich agricultural lands in the Stillaguamish River delta, the "flats", have been Stanwood's primary economic resource. It remains a rich natural and agricultural asset.

Currently at this site, there is public access (*) to the river on the narrow strip of land between farm market and the vegetable processing company parking lot.

Future plans for the public access include a small park that will provide views of the river front, open space, farmlands and the wildlife habitats that surround Stanwood. In the distance is Mt. Rainier to the south and Camano Island and the Olympic Mountains to the west. A small wharf may be built to accommodate canoes and kayaks.

Looking southeast from the dike on a fall evening, one may witness the massive flyby of waterfowl of amazing variety towards their night resting sites. West of Stanwood is a Washington State Wildlife Recreation Area that is part of public lands dedicated by international treaty to providing habitat and forage grains for waterfowl that migrate between Mexico and Canada.

Stanwood's Historic West End Walking Tour

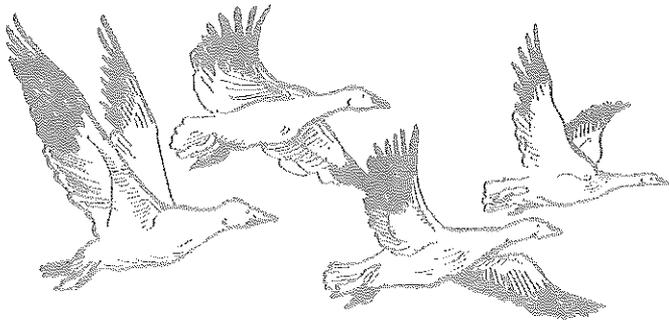
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The Stanwood Area Historical Society is a non-profit, tax-deductible organization dedicated to preserving Stanwood Area history. The Society maintains the Victorian Period home, the D. O. Pearson House, the Stanwood Area History Museum, a small library, plus its artifacts and archival collections.

If you wish to see more such publications, please make a donation to the Stanwood Area Historical Society, P. O. Box 69, Stanwood WA, 98292 or *your* local historical society.

SAHS welcomes additions and corrections to information in this booklet. New information will be added to files and incorporated into new publications and exhibits.



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The cover photograph was taken looking south down Market Street (102nd Ave N. W.) between 1905 and 1914. The occasion was probably a Fourth of July parade. The trees along the street were typical festive decorations at the time. The Hotel Stanwood is still a hotel and not incorporates a tavern. In the distance are trees along the waterfront. The photograph is from an old postcard and is attributed to Robert J. Young, an early photographer located in Mukilteo at the time.

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