

Stephenson Hall Posters:

The History of Anderson Island

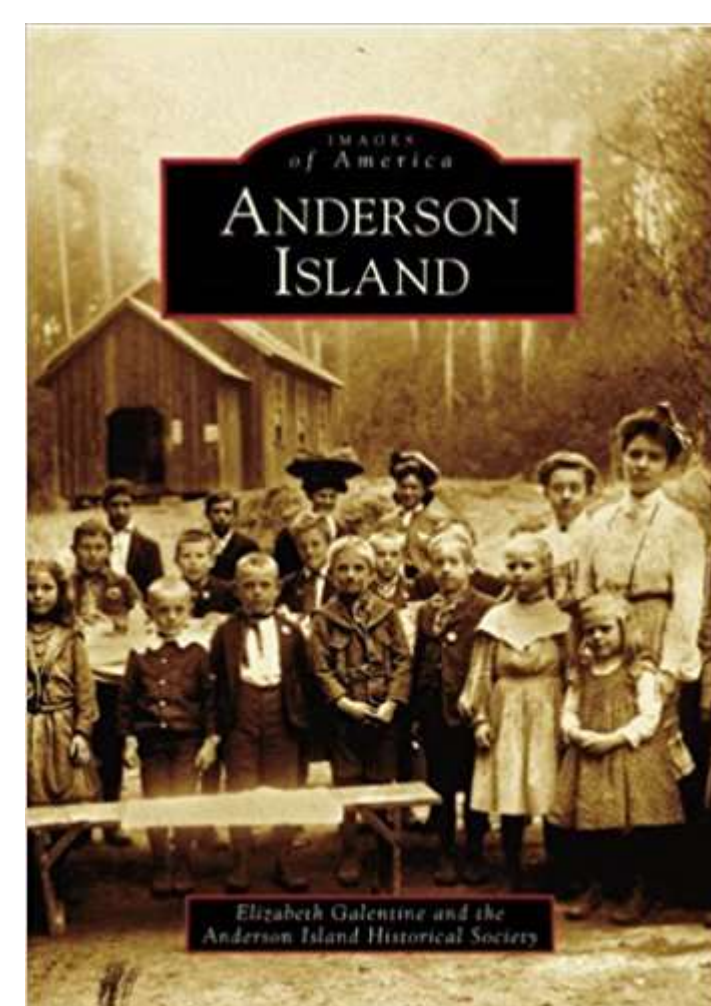
. Rfb. Rev 1/20/18.

This draft is the result of a project started with Esther Stark (the archival chairman at the beginning of 2017) to create a set of posters for the Archival Building Stevenson Hall that would tell a story: *The History of Anderson Island*.

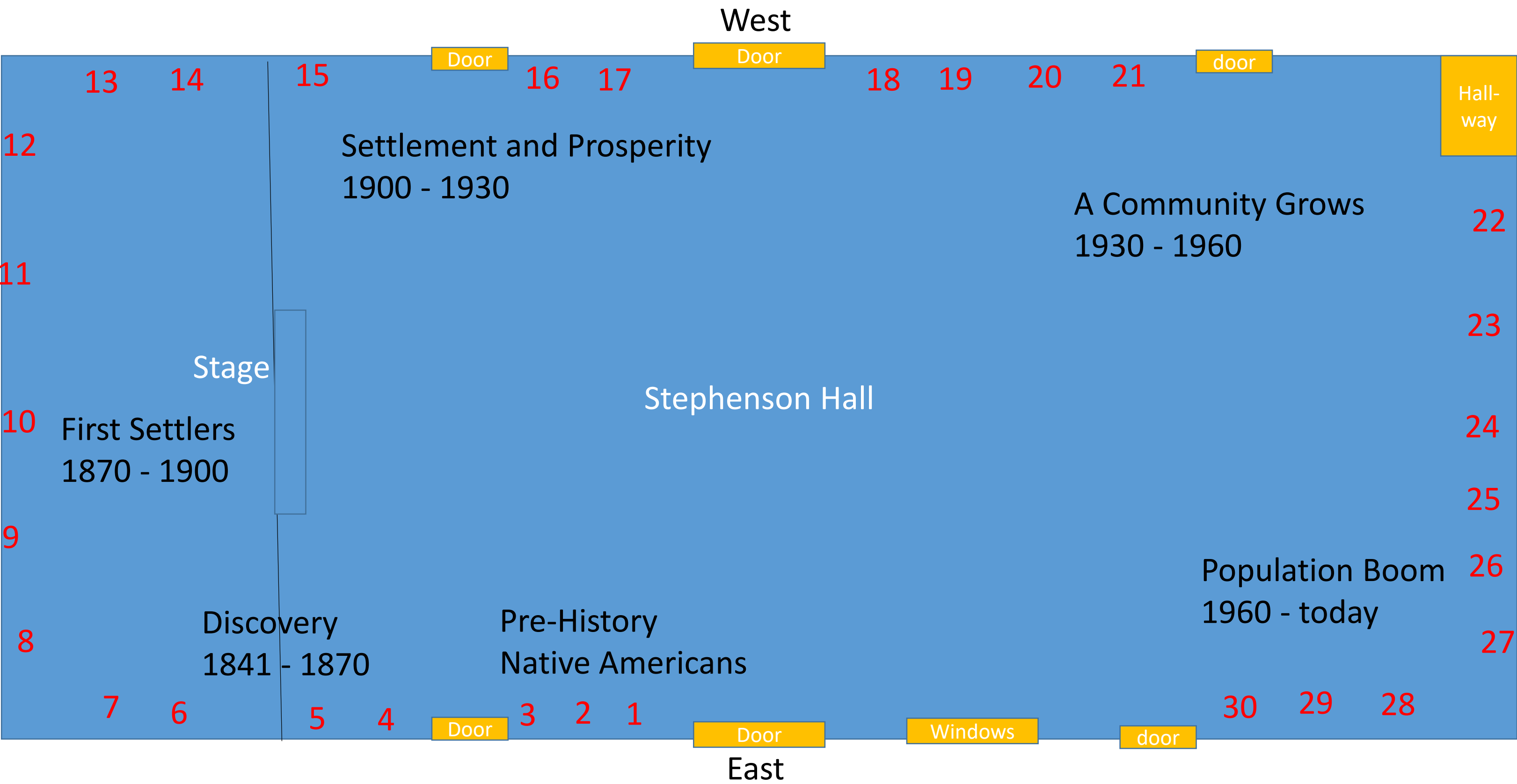
The original concept was that we would hang the posters in Stevenson Hall above display cases, in chronological order, clockwise around the building. Each poster would be 20"x30", and mounted and framed appropriately.

These posters are a working draft. Please send your comments, suggestions, and corrections to Bob Bedoll (robertbedoll@gmail.com)

The majority of these posters are based on pictures and text from the Elizabeth Galentine book Images of America: Anderson Island (Arcadia Publishing, 2006). Elizabeth, a former island resident, spent 2006 working with islanders and the AIHS, collecting over 500 photos – about 200 of which made it into her book, and many of them onto these posters. (The copyright on the book is owned by Elizabeth Galentine and the AIHS). Some text and pictures are from Legendary Locals of Anderson Island. Other pictures are attributed as appropriate.



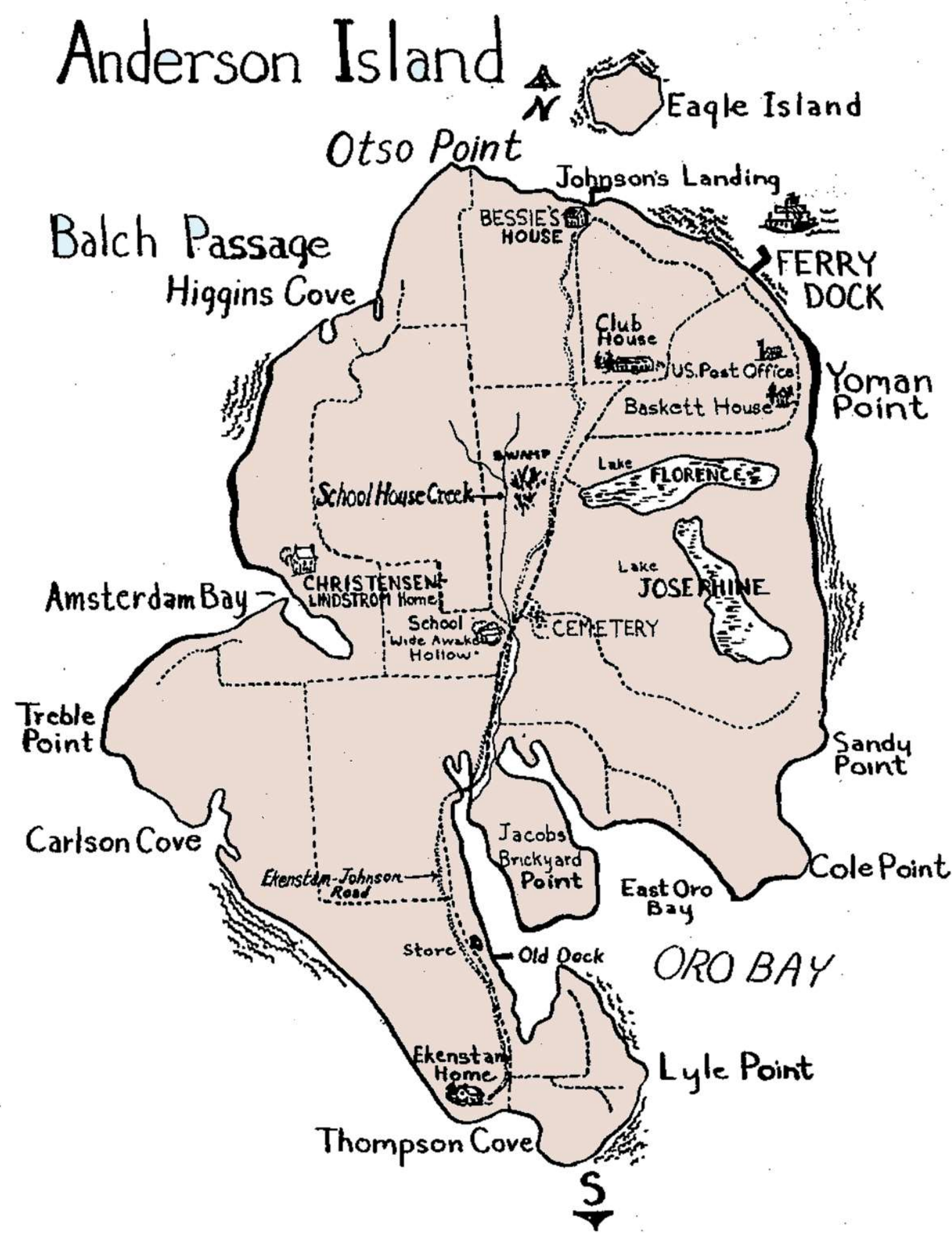
Possible Display Layout Stephenson Hall



POSTERS START HERE.

Section Heading Posters are meant to be displayed on the wall above the posters for that section.

A Brief History of Anderson Island

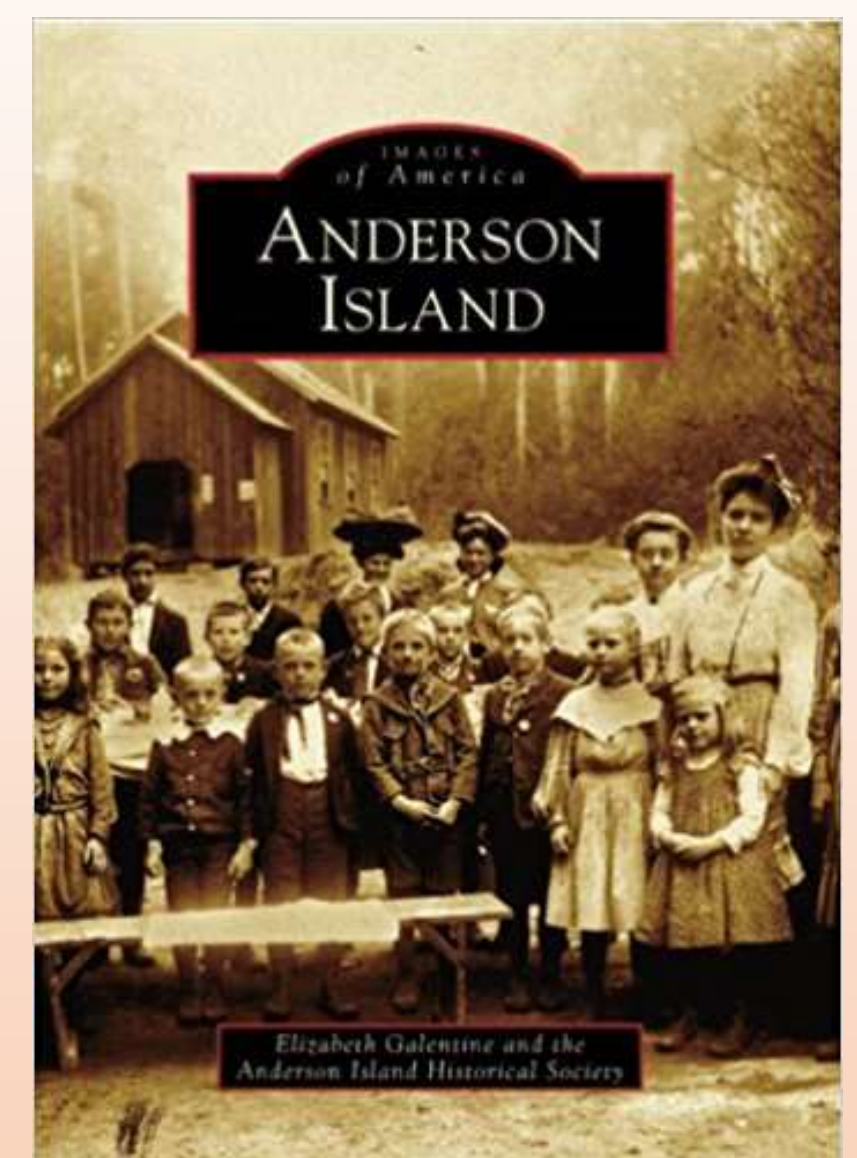


Welcome to the *Anderson Island Historical Society*.

This set of posters presents an overview of the history of Anderson Island, from 15,000 BC to today.

It is arranged into 6 sections:

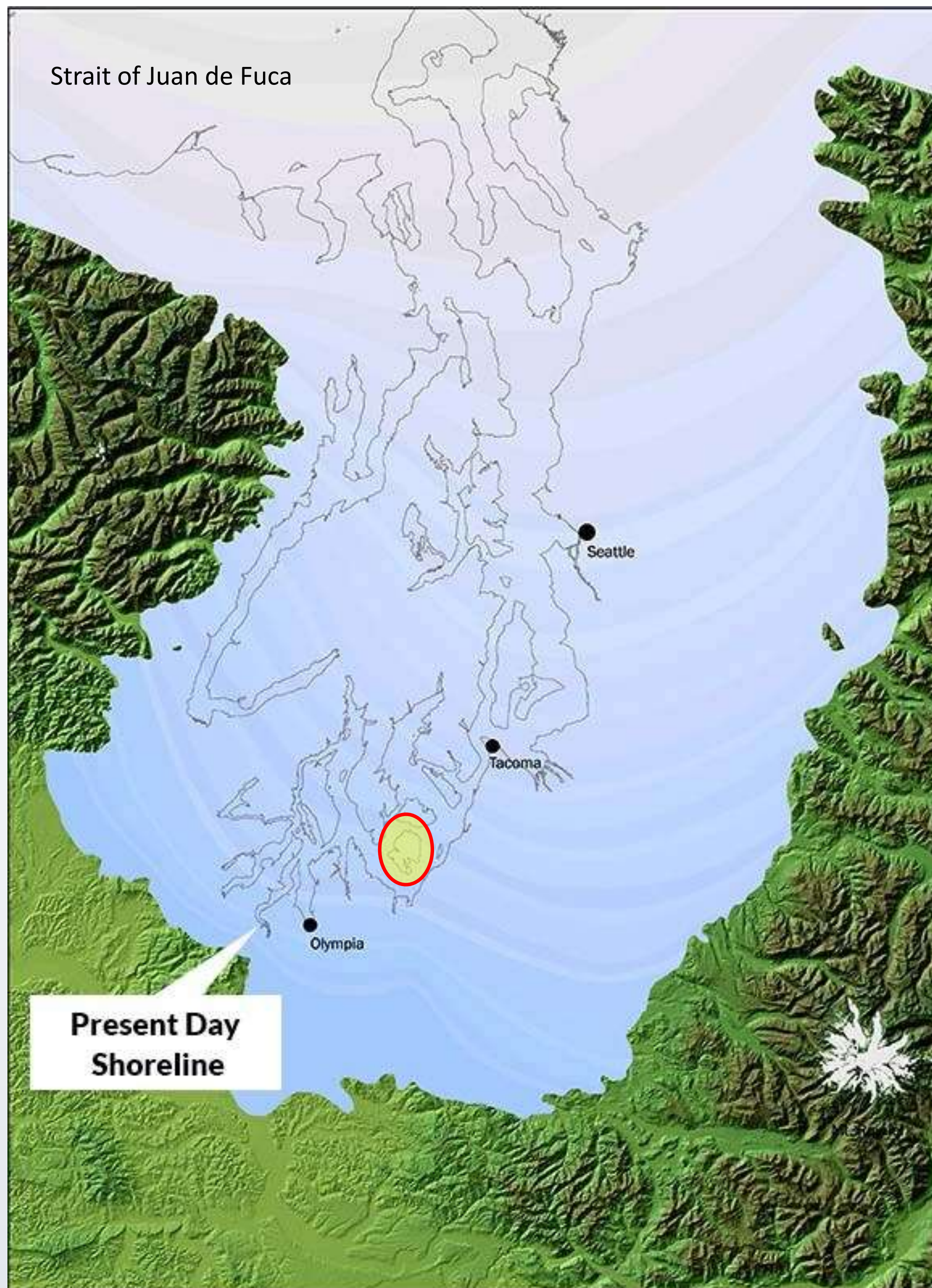
1. Pre-History
2. Indigenous Peoples
3. Discovery: 1790-1870
4. Early Settlers: 1870-1900
5. Settlement and Prosperity: 1900-1930
6. A Community Grows: 1930-1960
7. Population Boom: 1960-Today



The majority of these posters are based on pictures and text from the Elizabeth Galentine book [*Images of America: Anderson Island*](#) (Arcadia Publishing, 2006). Elizabeth, a former island resident, spent 2006 working with islanders and the AIHS, collecting over 500 photos – about 200 of which made it into her book, and many of them onto these posters. Some text and pictures are from [*Legendary Locals of Anderson Island*](#). Other pictures are attributed as appropriate. (These books are available in the gift shop.)

Pre-History

Formation – 15,000 BC



Anderson Island is the product of a series of ice ages, the most recent of which peaked about 17,000 years ago, with ice as thick as 3,000 feet covering the region.

As the glaciers -- part of the Puget Sound lobe of the Cordilleran Ice Sheet -- retreated, the meltwaters deposited a sand-and-gravel mix known as glacial till. At Anderson Island, the till is so thick that you'd have to dig a hole 1,500 feet deep to reach bedrock. It also left behind boulders, known as glacial erratics, carried here in the ice from as far away as British Columbia.

Puget Sound. The retreating glaciers also formed a massive freshwater lake that was about 120 feet higher than today's sea level. This lake quickly drained when the glacier melted north of the Strait of Juan de Fuca, opening Puget Sound to the saltwater of the Pacific. A portion of the Puget Sound lobe damming the Strait of Juan de Fuca collapsed, allowing the waters of the Pacific Ocean to flood the interior, creating what today is known as Puget Sound.

Native Americans

Indigenous Peoples



Map and history from Nisqually Indian Tribe (Images of America) by Cecelia Carpenter



Painting by Tacoma artist Albert Henry Barnes. Courtesy Washington State Historical Society.

For thousands of years before the coming of the Europeans to Puget Sound, Indigenous peoples lived and worked around the shores of the great inland sea known as “the Whulge”.



The Nisqually. According to legend, the Squalli-absch people came north from the Great Basin, crossed the Cascade Mountain Range and erected their first village in a basin now known as Skate Creek, just south of the Nisqually River Watershed. “Nisqually” is from the name *Squalli*, for the prairie grass that grew on both sides of the Nisqually river. The Nisqually tribe had 13 permanent villages in the area of the Nisqually river. The salmon was the mainstay of their diet, and the foundation of their culture as well.



Salish Indians in canoe off Steilacoom, 1897.

Klol-Ehk-S. Anderson Island was called “Klol-Ehk-S” by the Nisqually tribe. Shellfish were harvested on the island; the giant cedar trees were a resource highly valued for their bark, used to make everything from rope to clothing, and occasionally felled to make dugout canoes.

Early Pioneer Encounters. Island resident Bessie Cammon wrote of frequent encounters on the way to and from school with Native American hunters and huckleberry gathers. It was common for these visitors to arrive by canoe to barter for apples, potatoes, or whatever else the immigrants might have.



Known to the islanders as Indian Mary and Indian Joe Lee, these Nisqually Indians frequently traded with early Islanders. (AIHS Collection)

Discovery
1790 - 1870

Discovery - 1792



Peter Puget leaves the *Discovery*. Image from *Peter Puget* by Robert C Wind, Gordon Newell



Captain George Vancouver. (Courtesy Legacy Washington – WA Secretary of State)

Capt. George Vancouver led the 1791-1794 British exploration of North America's Pacific Coast, in order to claim it for Great Britain. In May, 1792, he anchored off the site of present-day Seattle, and assigned Lt. Peter Puget to conduct a detailed survey of the Southern Sound.



The Discovery. On May 20, 16 men departed the main expedition ship, *Discovery*, in two small boats. In Puget's account of day three, he wrote of taking shelter from a thunderstorm in a small cove (Oro Bay) on the east side of an island (Anderson Island). For his accomplishments during this expedition, Vancouver named Puget Sound for him and claimed the sound for Great Britain on June 4, 1792.

(Courtesy NOAA, Legacy Washington.)

Route of Peter Puget, May 20-27, 1792

Ft. Nisqually - 1833

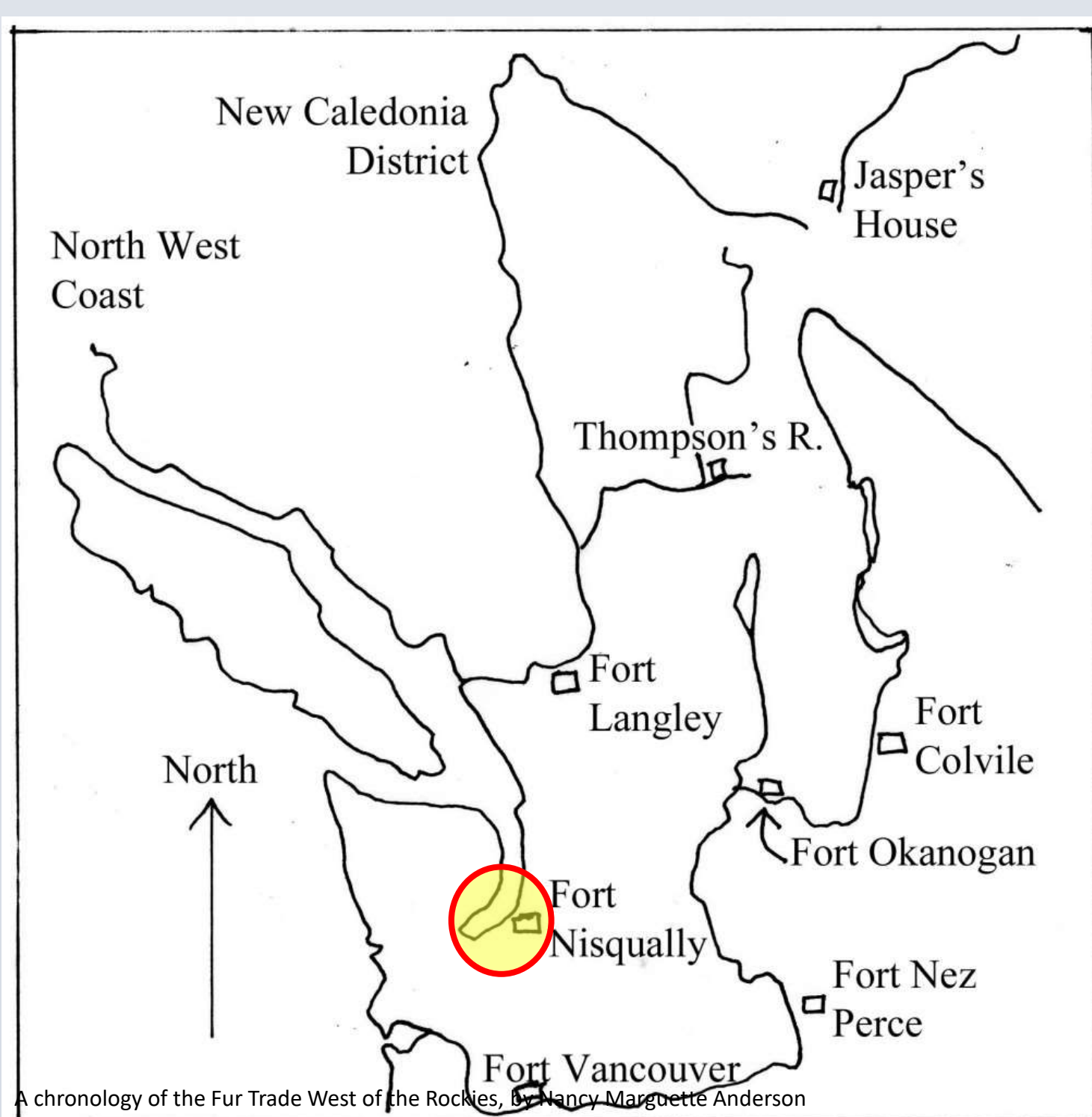


Ft. Nisqually in 1843. (Courtesy University of Washington Libraries, Special Collections, NA4132)

The Hudson's Bay Company. Incorporated by English royal charter in 1670, by the 1800s HBC controlled a vast fur trade in Canada and the northern US. By 1832 the company recognized the need for a trading post midway between Fort Vancouver and their trading posts on the Fraser River.

Fort Nisqually. In spring 1833, the Hudson's Bay Company (HBC) dispatched Archibald McDonald to Puget Sound from Fort Vancouver, on the Columbia River near present-day Portland, Oregon. McDonald established a stockade and trading post in April near Sequelitchew Creek on the Nisqually Delta, which became Fort Nisqually, the first permanent European settlement on Puget Sound. The original fort was later rebuilt on the more desirable Nisqually Prairie, in prime Indian land.

Walt Crowley, HistoryLink.org



Alexander Anderson (for whom Anderson Island is named) had worked for the HBC in various forts and capacities from 1831. In 1840 he came from Frasier Lake to Fort Nisqually, where he supervised the establishment of a farm to provide produce and trading stock for the company.

Mapping and Naming -1841



(Courtesy Wikimedia Commons. Public Domain)

Navy Lt. Charles Wilkes



(Courtesy Wikimedia Commons. British Columbia Archives. PD-Canada)

Alexander Caulfield Anderson

THE UNITED STATES EXPLORING EXPEDITION

In 1841 and 1842 this expedition explored the area, providing accurate naval charts for the whaling industry and establishing an American presence in the region.

Led by U.S. Navy Cdr. Charles Wilkes, the expedition team found the Hudson's Bay Company to be good hosts and the chief trader at Fort Nisqually, Alexander Caulfield Anderson, especially cordial.

WHAT'S IN A NAME?

In **1841** Wilkes named ***Anderson Island*** for Alexander Caulfield Anderson

In **1846** the British called it ***Fisgard Island*** for their frigate.

In **1849** it was renamed ***Wallace Island*** after Leander Wallace (see next poster).

In **1889** the name ***Anderson Island*** was restored when Washington became the 42nd state.

Leander Wallace - 1849



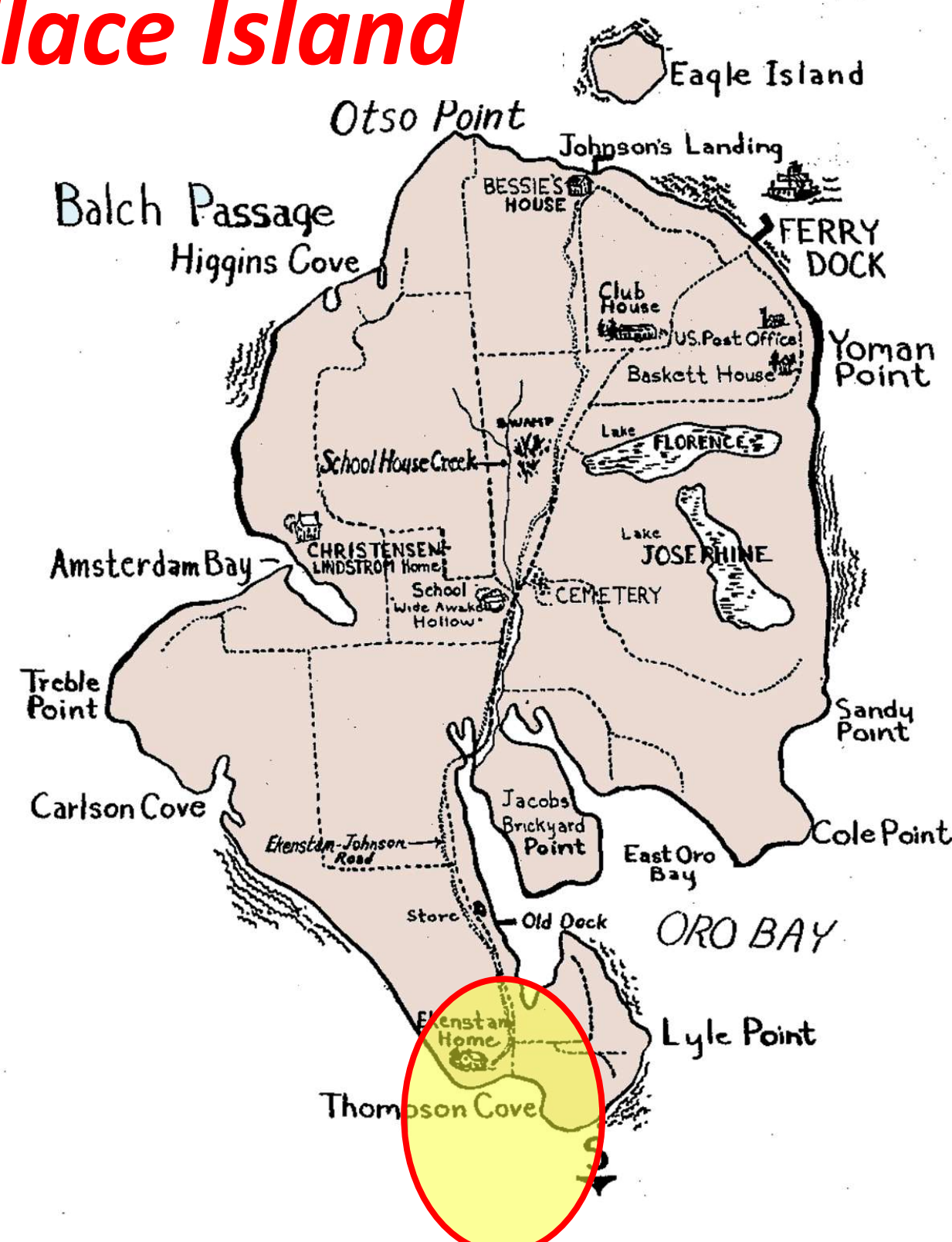
Fort Nisqually (Courtesy of University of Washington Libraries, Special Collections, NA4130).

Leander Wallace, a young settler who came to Puget Sound in 1846, may have staked the first claim on Anderson Island, at the south end on what later became the Eckenstam farm in 1877.

The First Skirmish. Unfortunately, Wallace was killed in 1849, outside Fort Nisqually, during a small skirmish between the Skykomish tribe and the British. Shots were fired, and Wallace and a Skykomish medicine man were killed. This incident led to the establishment of Fort Steilacoom.

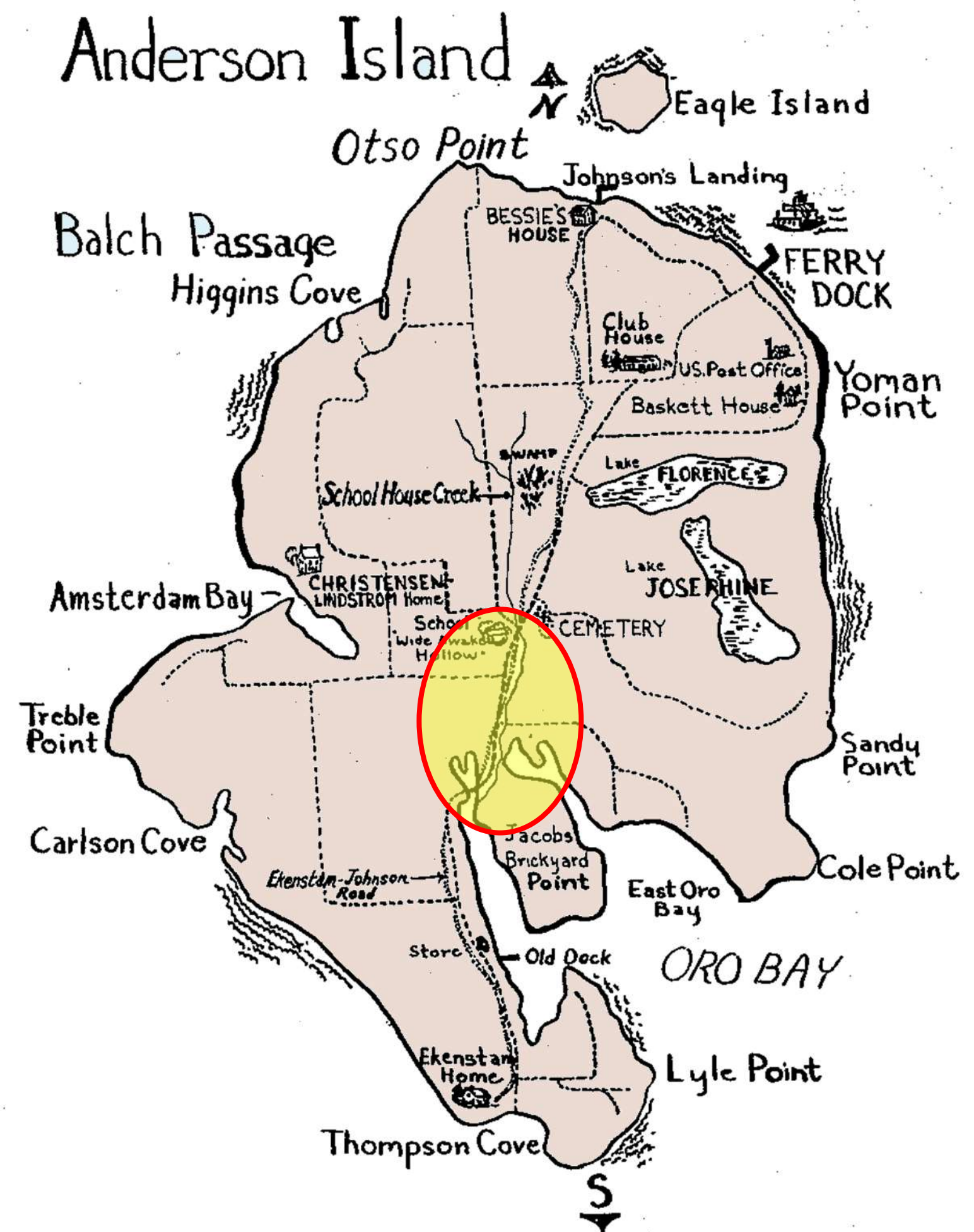
Wallace Island. For the next 40 years, the island was known as *Wallace Island*. In 1889 the name *Anderson Island* was restored when Washington became the 42nd state.

Wallace Island



Nathaniel Orr – 1854

The first Claim



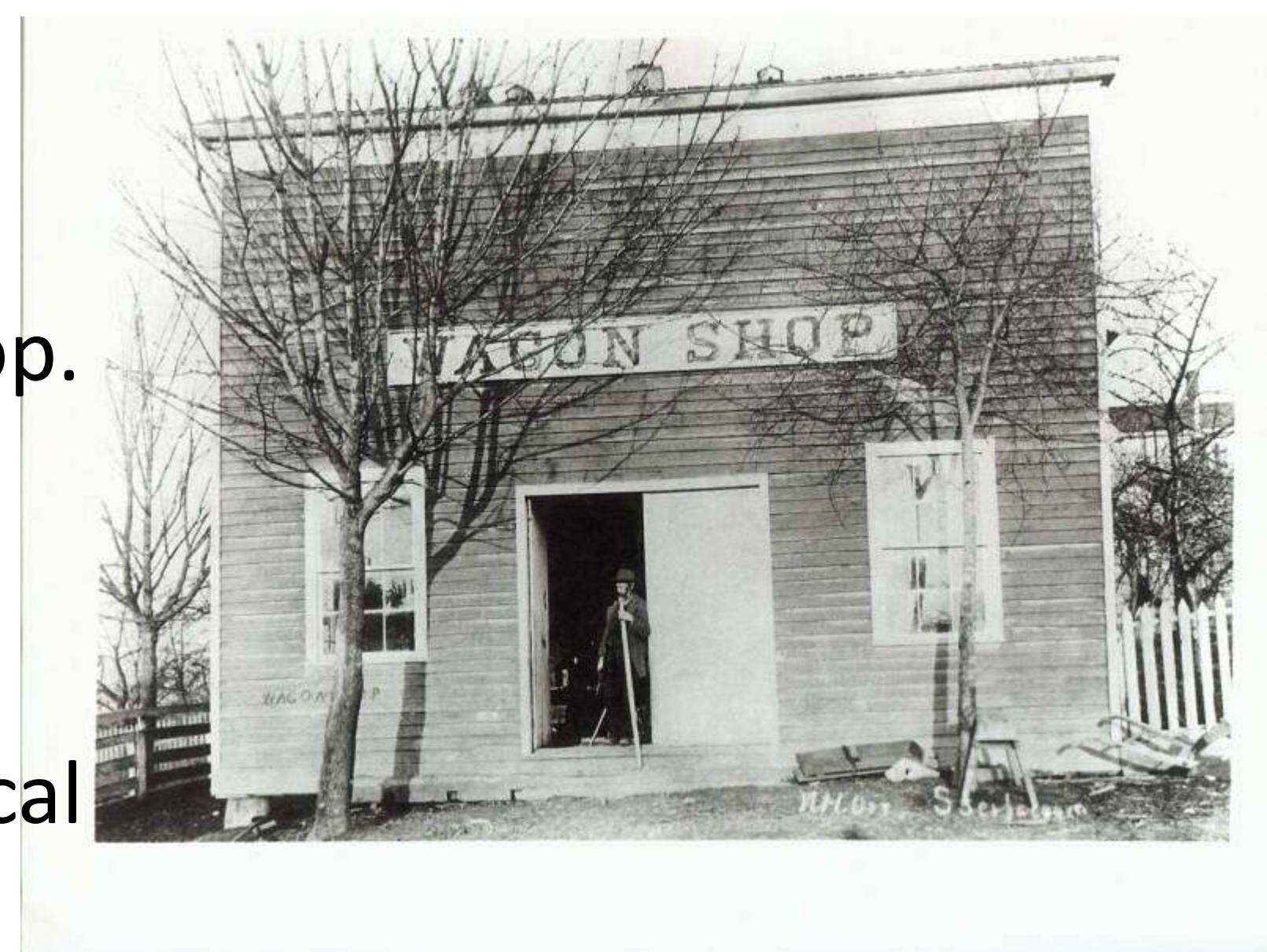
U.S. Donation Land Claim Act. In 1850, the U.S. Donation Land Claim Act was enacted to promote settlement in the Pacific Northwest Oregon territory. Expiring in 1854, it offered FREE LAND to American citizens if they resided on and improved the land.

The First Claim. Nathaniel Orr arrived in Steilacoom in 1852. On March 1, 1854 he filed the first claim on Anderson Island, for 150 acres on Oro Bay.

Orr built a cabin on his claim, but when war with the Indians broke out in October, 1855, he left his claim and enlisted in the Washington Territory Volunteers.

Steilacoom. Life on the island was too insecure, and in 1857, Orr built a house in Steilacoom to go along with his wagon shop. In 1868, he married Emma Thompson, but they remained in Steilacoom.

Today Nathaniel Orr's wagon shop is a museum owned by the Steilacoom Historical Museum Association. (Courtesy SHMA.)



The Treaty War: 1855-1856



Fort Steilacoom in 1860.

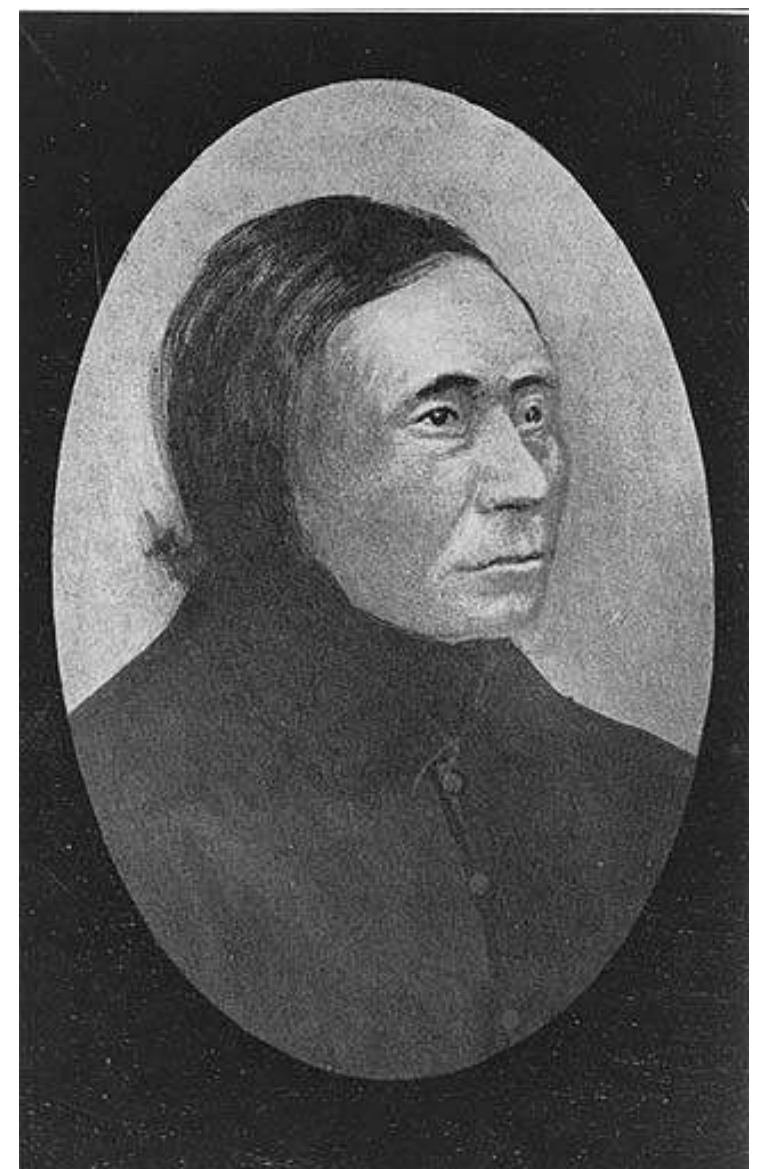
The British Leave. In **1846**, the British relinquished claim to land below the 49th parallel, and the area came under American control. The Donation Land Claim Act caused settlers to pour into the area. Fort Steilacoom, the first American Military Fort, was established in 1848 to ‘protect’ them.



Brigadier General Isaac Stevens (1818-1862), 1862
Courtesy Library of Congress (Image No. 001.002.2.64)

Medicine Creek Treaty.

Isaac Stevens became the first territorial governor, and set about negotiating treaties with various tribes. In **1854** the **Medicine Creek Treaty** included the Nisqually and Puyallup tribes, and established 3 reservations. Chief Leschi refused to sign because he wanted the reservation to be on the Nisqually river. Thus started the Treaty Wars in October 1855.



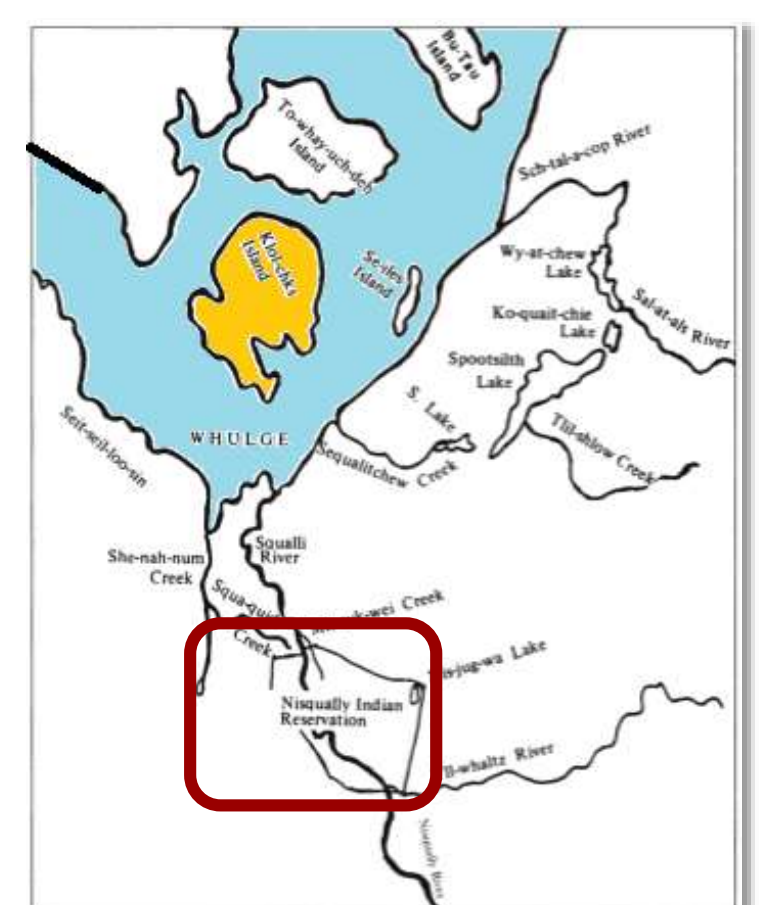
Chief Leschi, 1843 engraving (Courtesy of University of Washington Libraries, Special Collections, NA1536).

The Treaty War. The war lasted 9 months and incurred casualties on both sides. Finally Stevens agreed to change the locations of the Nisqually and Puyallup reservations to land on the rivers. The Indian leaders, Quaymuth and Leschi, were taken into custody. Leschi was tried in territorial court and hung in February 1858.

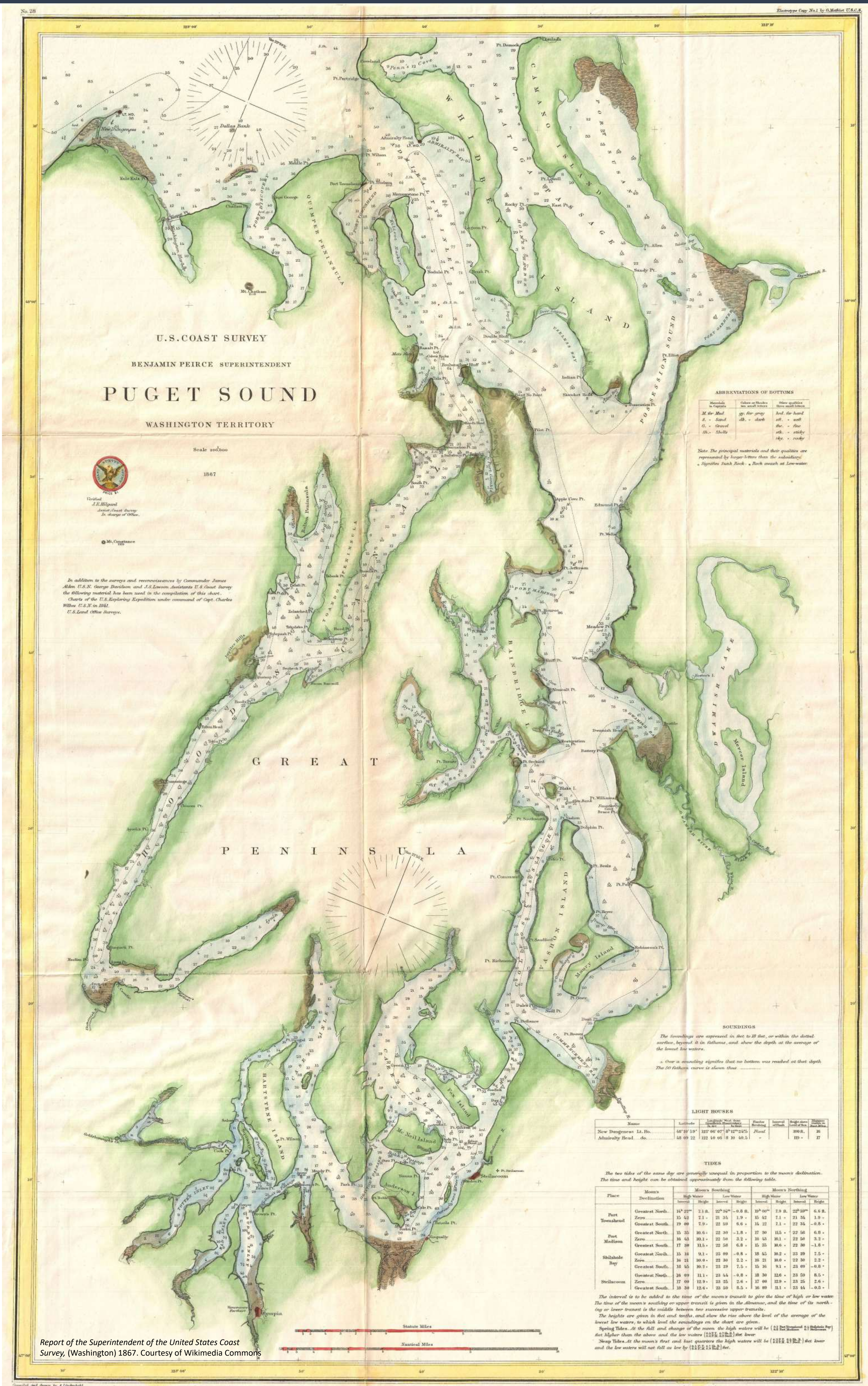


Fishing on the Nisqually River – 1909.
(Courtesy of University of Washington Libraries, Special Collections, NA1225).

The Reservation. The Nisqually reservation was established in January 1856 on good land on the Nisqually river – until 1918 when a large part of the reservation was condemned and became the Ft. Lewis military base, displacing many homes and the tribal headquarters.



Puget Sound - 1867



A surprisingly detailed Puget Sound chart from 1867.

The First Settlers 1870 - 1900

The Christensens— 1870

The First Settlers

The first permanent settlers on Anderson Island were the Christensen brothers - John, Christian, Hans, and Andrew.

In the early 1870s, as seamen from Denmark, they made their way to America and eventually Anderson Island, where they staked claims.

They busied themselves clearing the land for farms, and found a ready outlet for the timber as fuel for the fleet of wood-burning steamers that sailed Puget Sound.



The Christensens at work. (AIHS Collection. Lena Christensen)



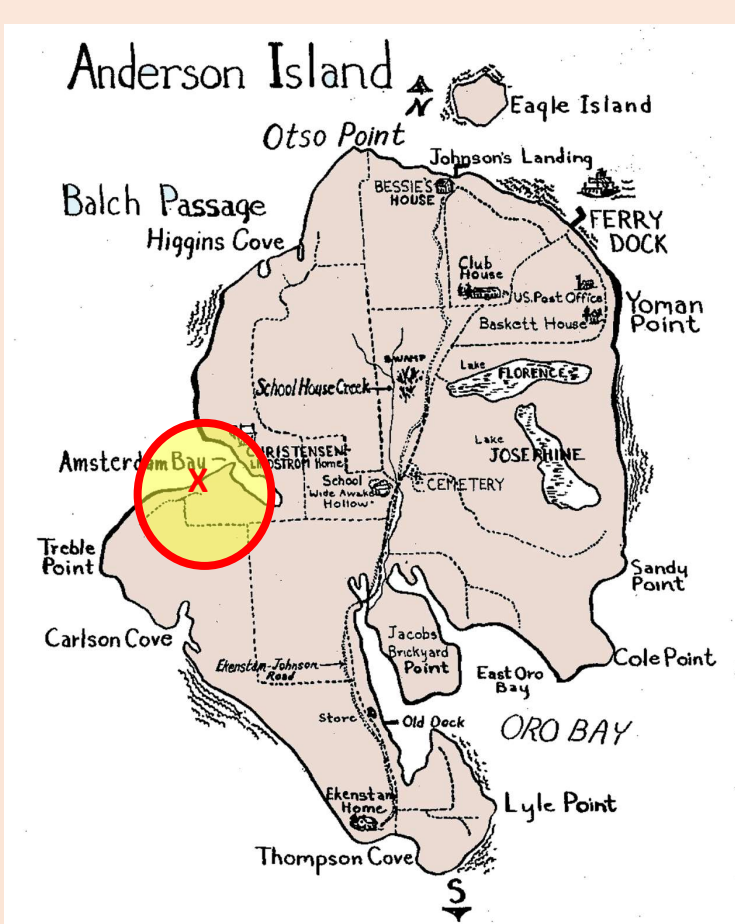
Helda Marie Cardell. (Courtesy L.M. Cammon, Liz Galentine.)



The Christensen Family, 1885. (Courtesy Dianne Avey, AIHS Scan.)



Christian Christensen. (Courtesy L.M. Cammon, Liz Galentine.)



Christian Christensen started a wood yard to serve the steamships. Then he sent to Denmark for his 18 year-old sweetheart, Helda Marie Cardell. In February 1872, they married in Steilacoom, and rowed over to Anderson Island to start their new life. He died in 1887 at age 46, leaving 6 young children. She remarried and continued to run the wood yard, living to be 79.

 **Children:7, Grand-Children: 5, Great-Grand:14, Great-Great-Grand: 19** 

The Ekenstams – 1877



John P. Ekenstam came to Anderson Island In 1877, along with his wife, Ann, and their 7 children. Unlike the other pioneers, John was over 50 and had been a successful businessman in Sweden. He purchased 212 acres on the southern end of the island, originally settled by Leander Wallace 30 years earlier. (Wallace had been killed in the brief indian war).

The Farm. They built an elegant home of planed lumber, which was floated to the island from a mainland mill.

The sons cleared the land, and they raised peas, wheat, and fruit orchards.

John died in 1896 at 71; Anna in 1901.

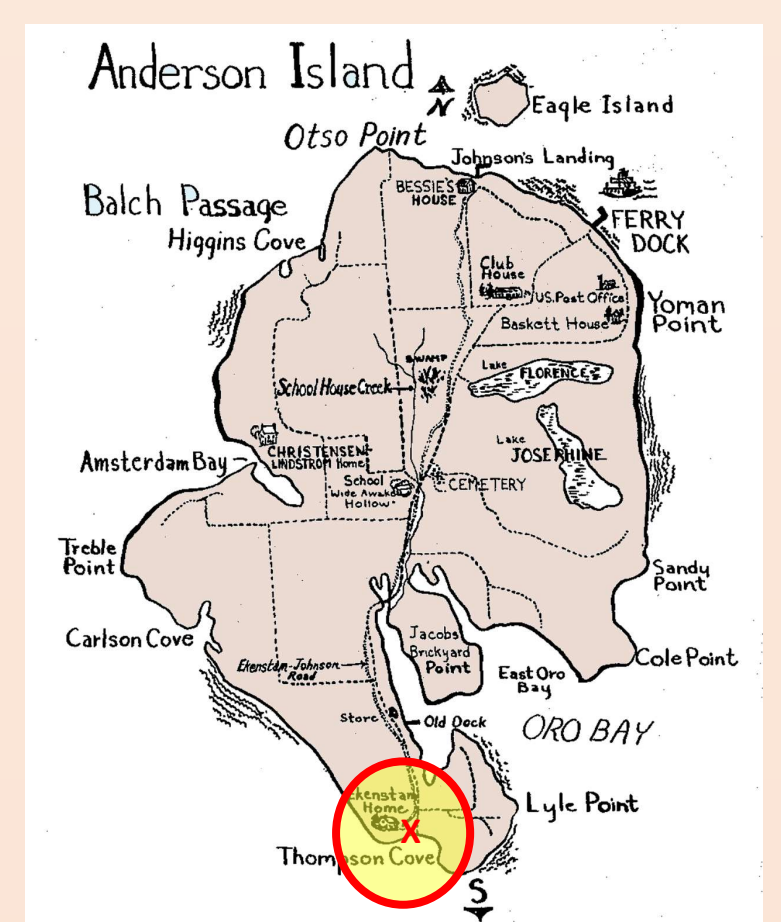
 **Children: 9, Grandchildren: 32, Great-Grand: 20** 



The Ekenstam children:
Albert, Edward, Louise,
Elva, Amanda, William.



The Ekenstam farm, in the late 1890s. (Courtesy Dian Avey, Liz Galentine)



The Johnsons- 1881



Bengt & Anna Johnson arrived on Anderson Island in 1881, after leaving a farm in Kansas for a new life 'out west'. They purchased 400 acres to start that life.

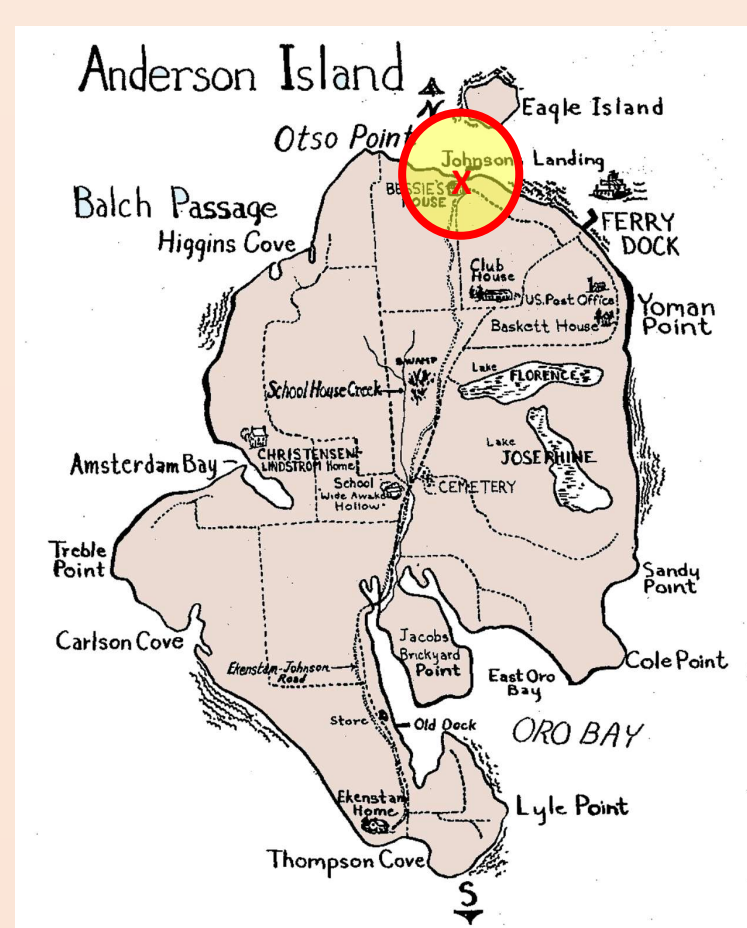
They had five sons and two daughters, and lived out their lives on the island. Bengt served as the island's first postmaster.

Son Emil Johnson died at one month and became the first burial on the island. Daughter Betsey (Bessie) and two of her brothers, Benjamin and Otto, were lifelong island residents. Bessie married Oscar Cammon (from McNeil Island) in 1906.

 *Children: 7, Grandchildren: 9, Great-Grand: 20, Great-Great-Grand: 22* 



(Courtesy Betsey Cammon, Liz Galentine)



Johnson's Landing. Recognizing the need for steamship cordwood, Johnson established a wood yard and dock to accommodate these ships. ***Johnson's Landing*** became a regular refueling stop. Growing up around the dock and steamships led all four Johnson boys to water-related careers as captains or engineers.

The Pettersons - 1882



AIHS collection

This 1902 photo shows Anna Petterson standing to the far left in a scarf.

The Pettersons.

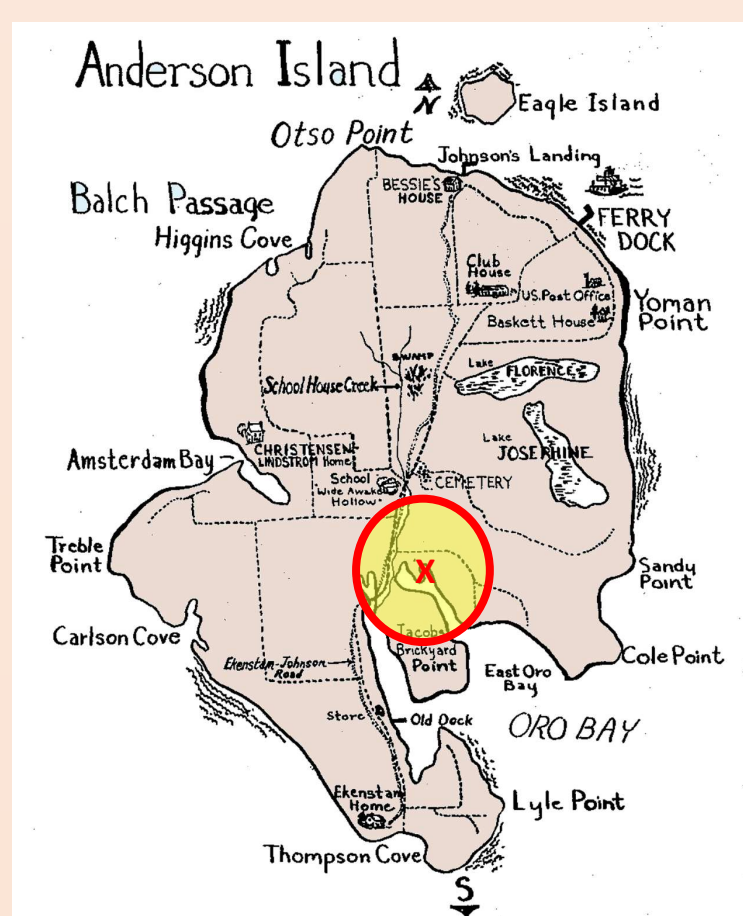
Nels Magnus and Anna Peterson moved from Kansas to Anderson Island in 1882, and purchased 110 acres on East Oro Bay.

Nels died in 1919 - his son Carl, just 18, took over the family farm. He later married Hanna Johnson, and raised 4 children.

 *Children: 4, Grandchildren: 24, Great-Grand: 32, GreatGreat-Grand: 47*



(Courtesy Cindy Haugen, Liz Galentine)



Oro Bay. An early view south-east across East Oro Bay, showing the Nels Petterson home and the Ostling homestead. Jacobs Point, the peninsula in the center, was the home of the Anderson Island brickyard, which operated briefly 1890-1893. (courtesy Cindy Haugen).

The First Schoolhouse - 1883



SCHOOL BEGINS. By 1881, four families were living on Anderson Island - the Christensens, Ekenstams, Johnsons, and Pettersons. With seven school age children and no schoolhouse, a school teacher was hired and classes held in an abandoned house.

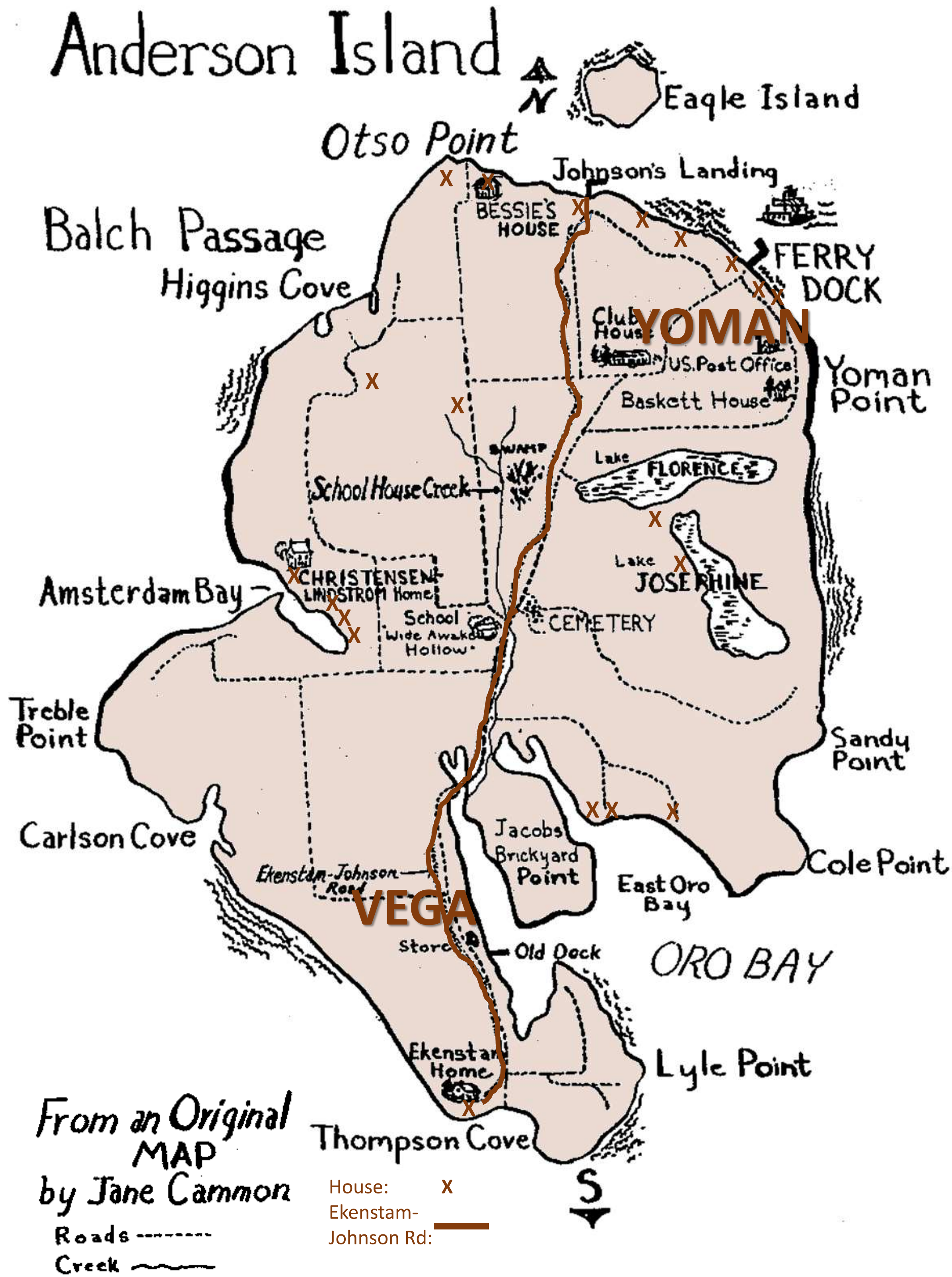
THE FIRST SCHOOLHOUSE. In 1882, Pierce County School District No. 24 was established. Peter Christensen donated 10 acres and Nels Pettersen was paid \$60 to build the first schoolhouse.



Completed in 1883, this first building was constructed at the intersection of Ekenstam-Johnson and Sandberg Roads. In 1890, it was moved north near the present-day 1904 historic school building. Named by teacher Mary M. Eade, the school has been known since 1891 as *Wide Awake Hollow School*. (See the poster on Schools.)

1900 – 1930: Settlement and Prosperity

1900 – 1930: Settlement and Prosperity



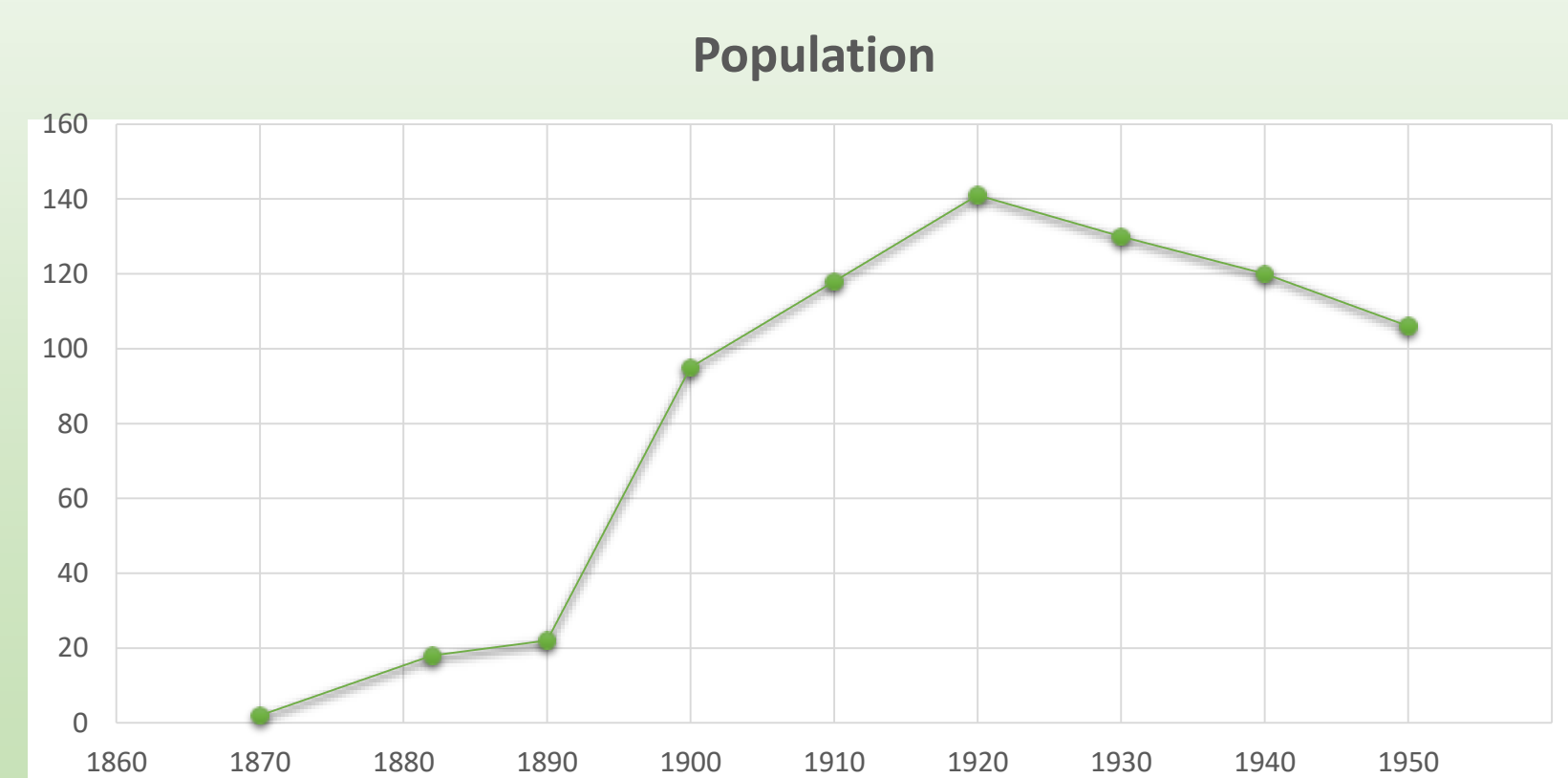
SETTLEMENTS.

The first settlers mainly settled along the shoreline of the island due to the relative ease of getting around on the water. Two post-offices were established, *Yoman* to the north, and *Vega* to the south.

Travelling overland on the island was often challenging. Many islanders pitched in to build the first significant road, "Ekenstar-Johnson Road," which eventually ran from the Johnson's Landing on the north end to the Ekenstar Farm on the south end.

GROWTH. The early 20th century brought growth and limited prosperity to Anderson Island. Logging, the brickyard, steamship cordwood refueling, and farms all flourished. Children of the pioneers arrived, built homes, and started families. New settlers arrived and began developing the interior island land.

POPULATION: The population peaked in **1920** at **141** residents. Then the steamship era ended and small farms declined; many children left the island when they reached maturity, and by 1950 there were only 106 island residents, with only seven school-aged children.



1900 – 1930: Logging

FUEL FOR STEAMERS

Early settlers found a market for the giant old-growth timber that covered their claims by providing fuel for the wood-fired steamers that plied the Sound. Several wood yards were opened. Chopping and hauling wood was hard work. This early steam donkey made hauling the wood a bit easier. At the end of the day, each man was credited for the amount of wood he had cut and stacked.



WOODCHOPPERS

Logging teams were hired to fell the trees using crosscut saws and axes. Woodchoppers roomed at various homes or stayed in shacks or cabins. Room and board was \$2.50/week. Logging camps were common. These workers are standing beside the boiler for the donkey engine, used to pull out stumps around 1920.

The trees were trimmed, cut into lengths, and hauled to the water, then arranged into rafts and towed to the mills. After 1920 trucks improved the hauling operation of large trees.



1900 – 1930: Farming

Island farmers grew produce for personal use and to sell, along with chickens and dairy products.



CROPS: Working the fields with his horses, Carl Peterson and son farmed on East Oro Bay. Like other islanders, they were poultry and dairy farmers, and had a small orchard.

Andy Anderson is plowing the fields with his 12-year old ox Teddy, in this 1907 photograph.



CHICKENS. When Else Marie Anderson died in 1915, her daughter Christine took over the feeding of the chickens. In 1917 she enrolled in Buckley's Washington State Agricultural College and studied new methods for raising chickens. She was the first to build one of the new 'Shoup' chicken coops on the island.

1850 – 1930: The Mosquito Fleet

THE FLEET. Stretching from Olympia to Victoria, freight and passenger movement by steamship from the 1850s to the 1930s became a routine mode of travel and transport. With thousands of steamships plying the waters of Puget Sound, they were dubbed the ‘Mosquito Fleet’.



(AIHS Collection)

Johnson's landing, built by Bengt and Anna Johnson on the north end of Anderson Island, became a frequent cordwood refueling stop by many of these steamships. (Pictured here is the *Northern Lights* in 1890. Looking north-east. Eagle Island is on the right).



Designed for speed, the *Greyhound* sailed Puget Sound starting in 1890 on the Olympia-Seattle run.



Floating grocery ships, such as the *Otter*, made weekly stops at Anderson Island.

THE END. Competition from rail transportation and major highway systems in the 1930s put the mosquito fleet out of business. In 1922 the *Elk* made the first auto-ferry run from Steilacoom to Anderson Island, and was making 4 runs/day by 1932. (See the poster on Ferries.)



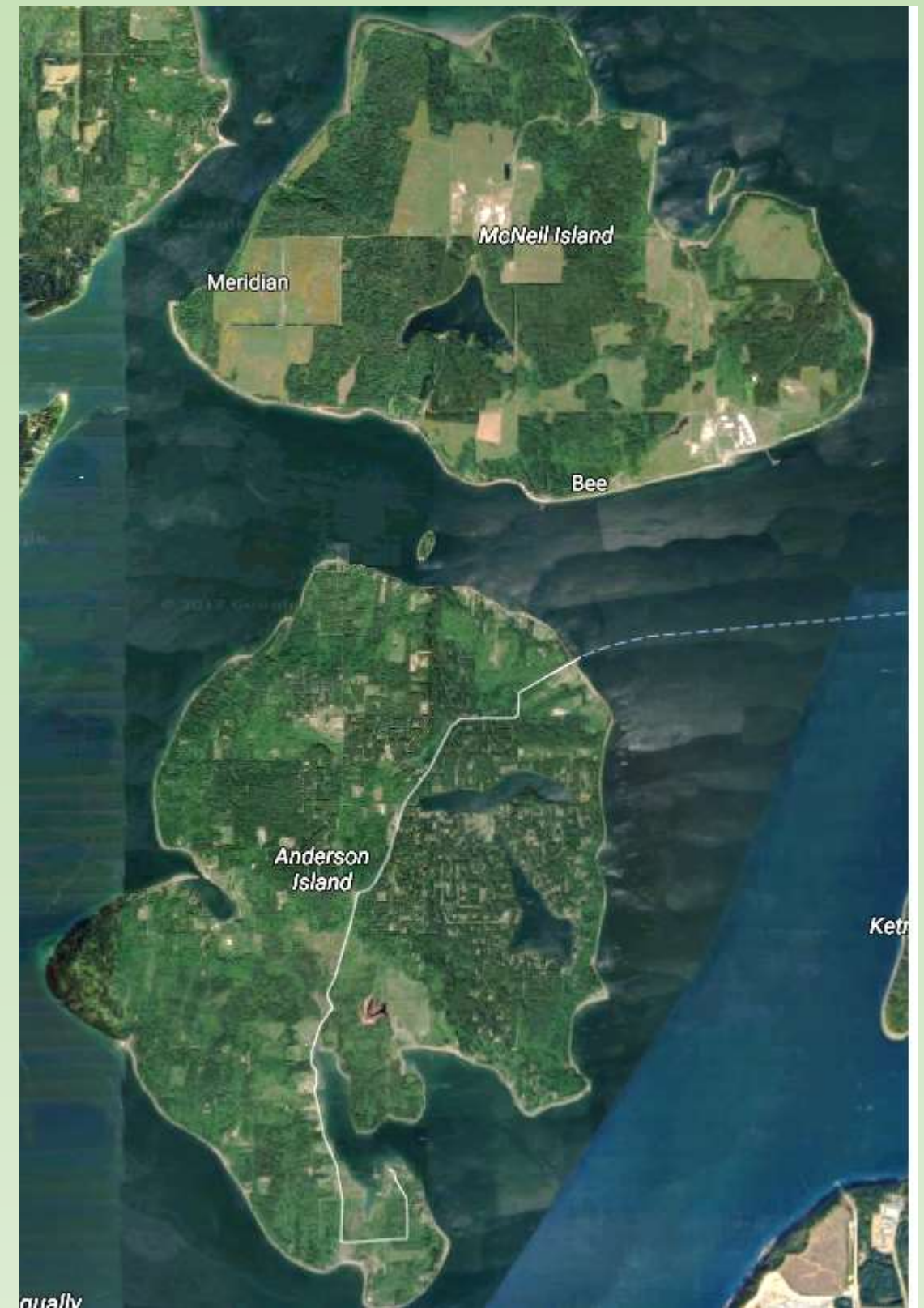
McNeil Island: 1884-1936

McNEIL ISLAND. 2 miles wide, 3 miles long, and only ½ mile from Anderson Island, it was charted by Charles Wilks in 1841, and named for William McNeill, captain of the *HMS Beaver*.

The first cabin was built in 1853 by Oliver and Ezra Meeker, but settlement didn't begin until 1882 with the arrival of the Julin family.



The Julin family home, built around 1900.

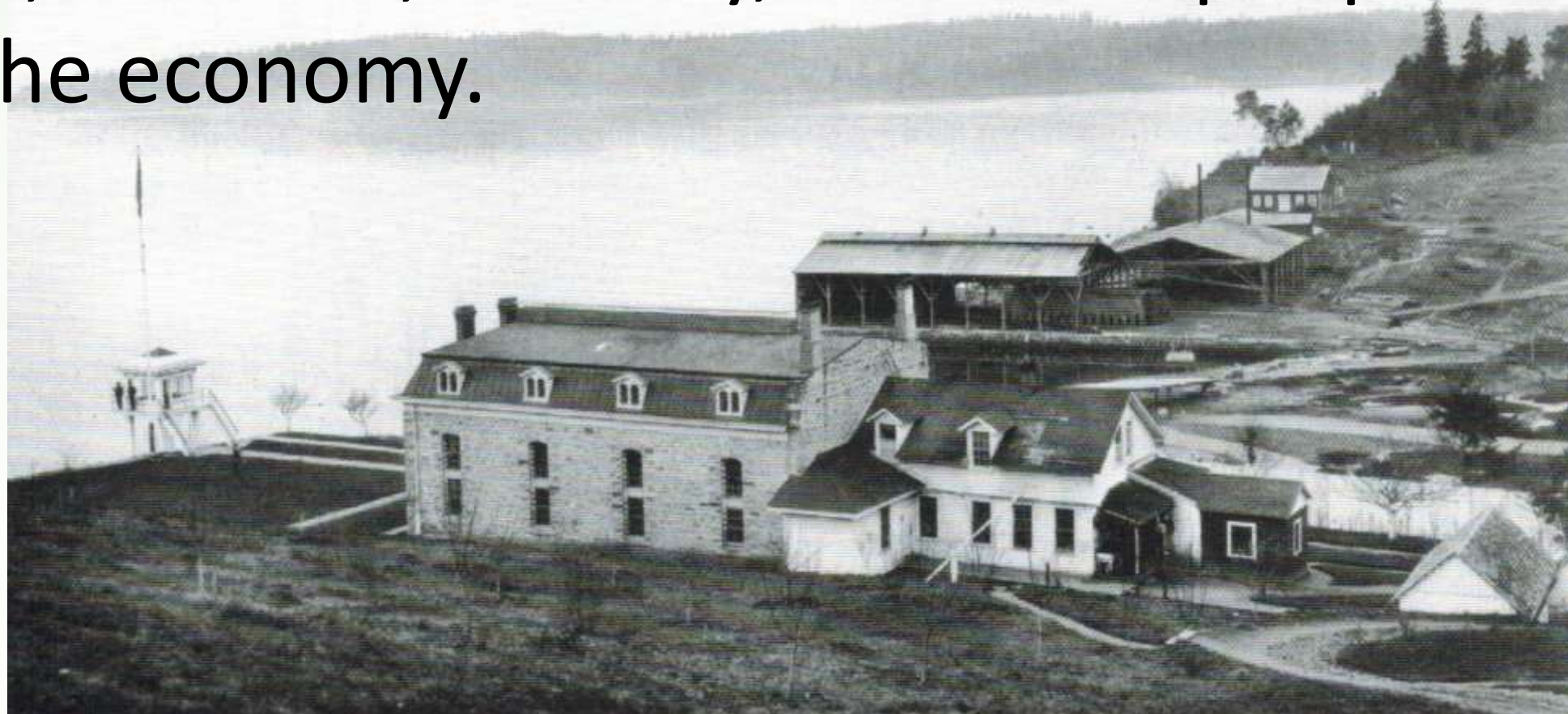


The Washington Lumber and Box company, built in 1908. The largest mill on the island, run until 1936.



The Parr Brothers Lumber company, pictured in 1913. It burned down in 1926.

ONE ISLAND. While they are 2 separate islands, McNeil and Anderson were once looked upon by their inhabitants as one island. They shared many services, goods, and employment. Mc Neil had a brickyard, 3 post offices, 2 schools, a church, a library, and more people. Sawmills were the main source of the economy.



McNeil Island Federal Penitentiary in 1909, looking SW toward Anderson Island.

PRISONS. The first prison was built in 1870, and it became a federal prison in 1890. But the island was fully populated until 1936, when the federal government took over the entire island for a federal penitentiary, and bought-out all 500 (unhappy) residents at \$50/acre. In 1976 the government started closing down the prison, but in 1981 Washington State took it over as the McNeil Island Corrections Center. The state closed the Corrections Center in April 2011. The island is now a state marine park.

1930 – 1960:
A community
grows

1930

Anderson Island Community Club



THE UTOPIAN SOCIAL CLUB. The current *Community Club* is an outgrowth of the 1904 *Utopian Social Club* of Anderson and McNeil Island, which held twice monthly meetings. By 1908 Anderson Island had its own club, known as the *Ladies Improvement Club* and later the *Anderson Island Social Club*.

THE CLUBHOUSE. Built in 1930 on two acres donated by Gunnard Johnson and August Berg, the Anderson Island Community Club clubhouse remains the center of island activity.

ANDERSON ISLAND SOCIAL CLUB			
NOTICE — RULES			
Always listen on the line before ringing, it may be busy.			
Don't listen to other's conversation on the line, it wears out the batteries and makes poor service, and YOU don't want others to listen to yours.			
Five minutes is the limit of conversation at one time.			
Please put your phone switch on neutral when you leave home for any length of time.			
ONE EXTRA LONG RING IS THE EMERGENCY RING.			
L—Long. S—Short.			
LIST OF SUBSCRIBERS			
South Line — Line No. 1		North Line — Line No. 2	
Andersen, Jens F.	2-L	Baggs, A.	2-L—2-S—1-L
Anderson, Christine	4-L	Baskett, W. J.	1-L—2-S
Camus, Paul	5-L	Burg, Rupert	1-S—2-L—1-S
Carlson, Carl	3-S	Cammon, Oscar	1-L—4-S
Carlson, Mrs. Emma	2-S	Christensen, Dan	1-L—3-S
Clausen, Arthur	2-L—3-S	Ferry Dock	1-L
Dahlgreen	2-S—1-L—2-S	Higgins, R. J.	1-L—2-S—1-L
Dewitz, Otto	1-S—1-L—2-S	Hopkins, Mrs. C. B.	4-S—1-L
Freess, Harry	1-L—1-S—1-L	Johnson, Ben	2-L—1-S
Gordon, Donald	1-L—1-S—2-L	Johnson, Mrs. Hattie	1-L—2-S—2-L
Johnson Brothers	3-L—1-S	Johnson, John A.	2-S—1-L
Johnson, Mrs. Gerda	1-S—2-L	Johnson, Oscar J.	2-L—2-S
Johnson, Dr. Harry	1-L—1-S—1-L—1-S	Larson, Mrs. Lizzie	3-L
Kelbaugh, Ivill	2-S—1-L—1-S	Mercier, A. H.	3-L—2-S
LaRue, Neal	5-S	Potter, Chas.	1-S—1-L—1-S—1-L
Long, Joe L.	1-S—1-L—1-S	School House	4-S
Peterson, Peter	3-S—2-L		
Petterson, Mrs. Dora	3-S—1-L		
Thorberg, Harry S.	2-S—2-L		

EARLY TELEPHONE SERVICE

In 1917 the club raised funds to obtain the first telephone service on the island.

This 1940 directory for the intra island phone system tells subscribers how many 'cranks of the handle' they needed for their calls.

The islanders all shared one party line, and were requested to not 'listen to other's conversations on the line'. Modern phone service did not reach the island until 1962.



1896- 1975

The Johnson Farm

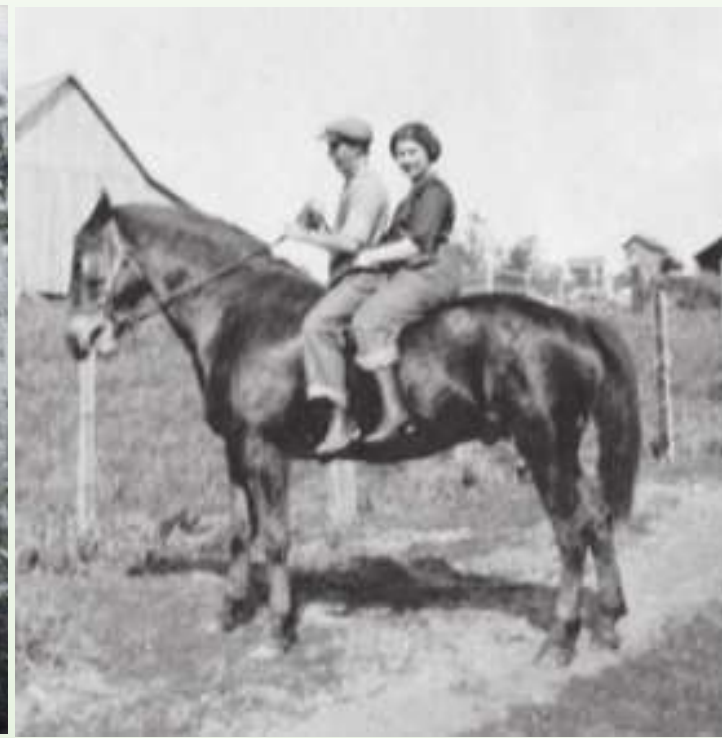
Finnish immigrants John Johnson and Alma Marie met at church in Tacoma, married in 1891, and in 1896 purchased a 40 acre farm, paid for by John cutting cordwood for Bengt Johnson. They built a 2-room cabin with \$50 they had saved, and eventually a farm house, barn, 2 chicken coops, and outbuildings.



The Johnsons had four children, Ruth, Alida, Oscar, and Rudolph. Rudolf and Oscar never married, and continued to run the farm; Oscar died in 1969, and Rudolf died in 1975.



John Johnson and son Rudolph take a break on a 1915 summer day.



Rudolf and Ruth on a farm draft horse.



The original Johnson Farmhouse, build around 1910. Still maintained by the Historical Society.



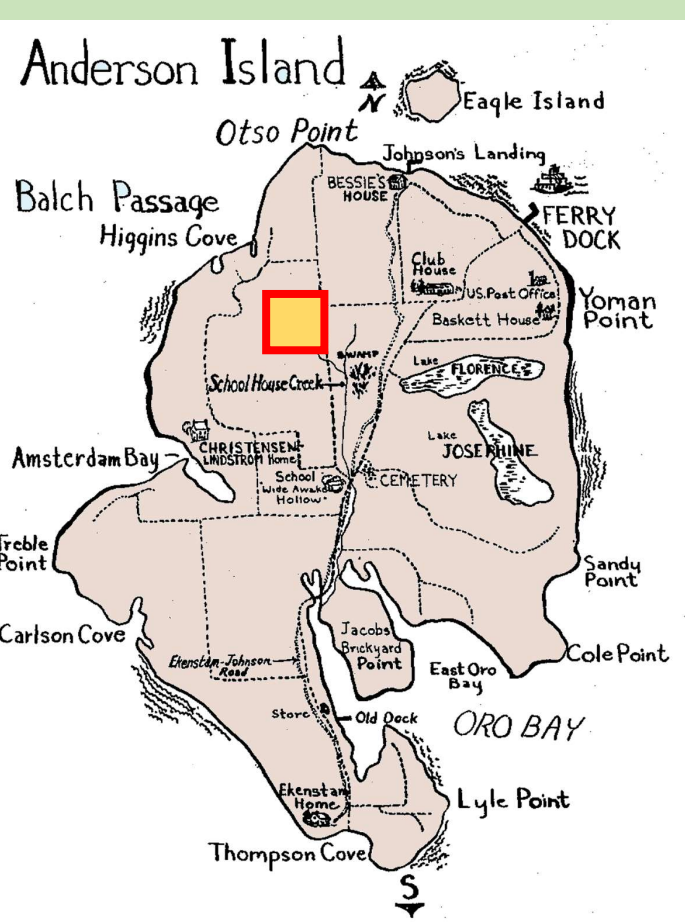
One of 2 chicken coops, built from kits in the 1920s. Each one held 2,000 – 3,000 chickens. Every day the eggs were collected, packaged, and sold.



The historic pole barn, built in 1917. The stalls housed 12 to 15 cows kept for milking and breeding purposes. The main part of the barn was used for hay.

This farm is typical of those developed by many Islanders who raised chickens and dairy herds as a source of income. In its heyday in the 1920s, the farm had a herd of 15 dairy cattle and two large chicken coops with 2,000 - 3,000 chickens each. The eggs were gathered and brought to the Egg Room to be candled, cleaned, sorted, and packaged by hand.

Rudolf Johnson, the last of the bachelor brothers, passed away in 1975. John Johnson's granddaughter Alma Ruth Laing then donated most of the farm to the newly-formed *Anderson Island Historical Society* to serve as a museum and memorial to the Johnsons and other island pioneers. Today you are standing on the Johnson Farm.



Island Stores

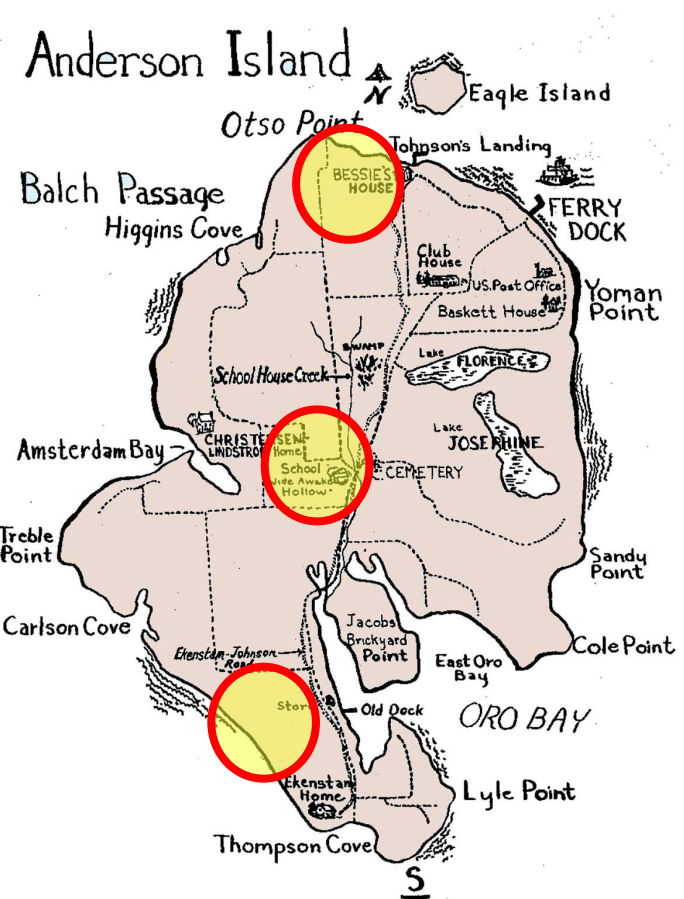
STORE BOATS. The first island stores were actually boats that would make weekly stops on the island. From 1908, the Ehricke Store boat, the *Vaughn*, served as a store, warehouse, and living quarters for Ellen and Ernie Ehricke and their son Bob. He carried butter, eggs, groceries, supplies, and hardware. In 1912, he established a warehouse at Johnson's Landing, and eventually opened a store. The *Vaughn* was sold in 1941.



CARLSON STORE. Gus and Emma Carlson moved to Anderson Island in 1914 and opened the Carlson grocery store at Oro Bay. Carlson purchased the Ruby Marie to service customers by making waterfront pickups and deliveries. The Ruby Marie burned and was replaced by the Cosmos. By 1940 ferry service had improved, and they sold the Cosmos and bought a pickup. The store ran until the 1960s. (See the model in the Archival Building)



The store was established by Heritage Properties in 1974. In 1979 Jeff Gillette bought in, later joined by Alan Billet and Tom White. Since 2009 it has been owned by Barbra Lake. It is now the only store on the island.



Island Schools

SCHOOL STARTS. The Scandinavian settlers had a strong belief in education. By 1881, there were seven school age children and no schoolhouse. So in 1882, Pierce County School District No. 24 was established. In 1883, Peter Christensen donated 10 acres and Nels Petterson was paid \$60 to build the first school house.



Wide-awake Hollow class of 1904. (AIHS)



Crossing School House Creek to Wide-Awake Hollow schoolhouse in 1918. (AIHS)

NEW SCHOOL. To accommodate an increased population, a new building was constructed in 1904, and served three generations of island children. When enrollment dwindled to 7 in 1958, the school was closed - children then had to travel by ferry to the McNeil Island School.



Mary C Cox, who taught for 2 terms in 1904.

TEACHERS. Island teachers were hired from the mainland, and required to spend the week boarding with island residents. They walked the wooded trails to the schoolhouse, built fires, and acted as the custodian. Many served one term and never returned.

PRESERVATION. In 1968, the Anderson Island Park and Recreation District was formed, and its first act was to preserve the schoolhouse and surrounding property. It is the oldest surviving one-room schoolhouse in Pierce County.

1980: In 1980, the Anderson Island elementary school opened, and children no longer had to travel by ferry to McNeil Island.



1960 – Today A Population Boom

1961 Electricity at last!

In 1956, Anderson Island was still without electricity!

Harold Kooley approached Tacoma City Light about obtaining power for the Island. The response was 'too expensive', but Kooley was persistent. In 1960, with the help of the Rural Electrification Association, Tanner Electric Cooperative (which served areas in North Bend) was approached and took on the challenge.

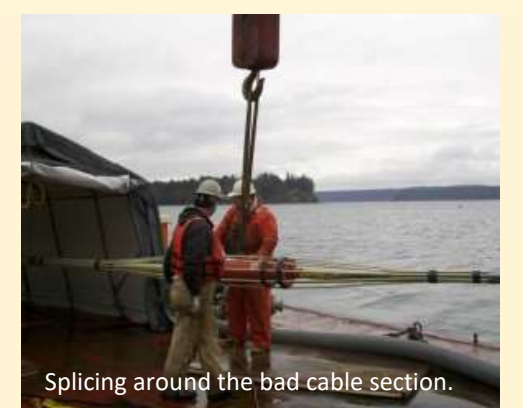


Laying the 2 mile cable from Nisqually Reach to the south end of Anderson Island, October 1961.

1961: Puget Sound Power and Light agreed to deliver power from a point at Nisqually Reach. A 2.3 mile submersible cable was installed, and the first 44 houses were connected. **In November the island was energized.**

1975: An upgraded 3-phase cable was installed.

2009 Failure: On January 31, 2009 the 1975 cable failed, and the island was without power until Feb 4, when Tanner brought in diesel generators to provide limited, but expensive, power. The bad section of cable was temporarily repaired by April 3.



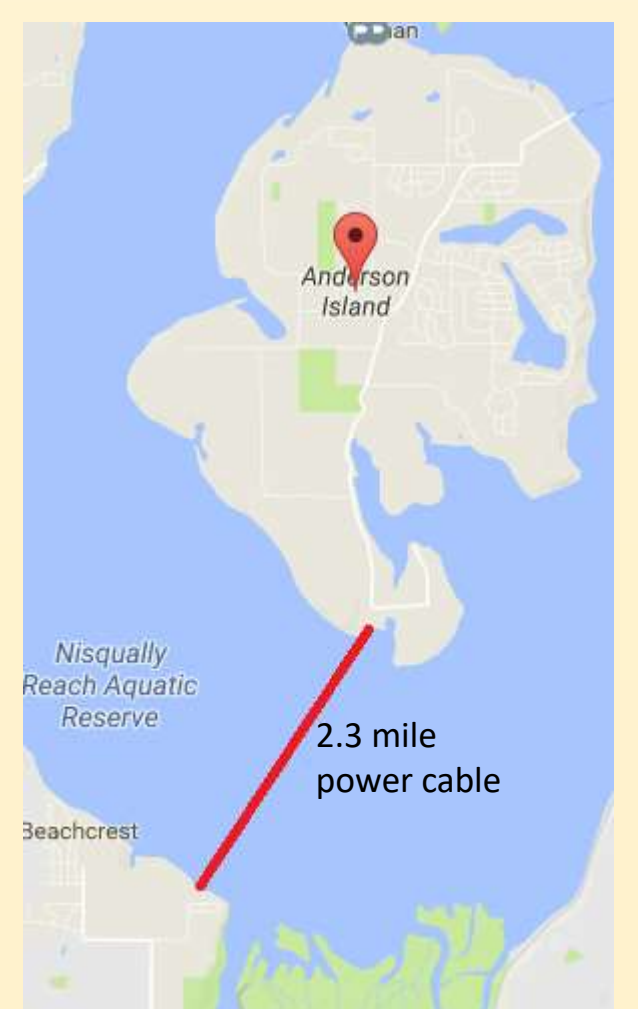
Splicing around the bad cable section.



Laying the new cable in 2010. (Courtesy Harbor Offshore, Inc.)

2010: A new, \$6M cable was finally put in place and energized in December.

Cable
Cross-
section
Growth
(Tanner Elec)



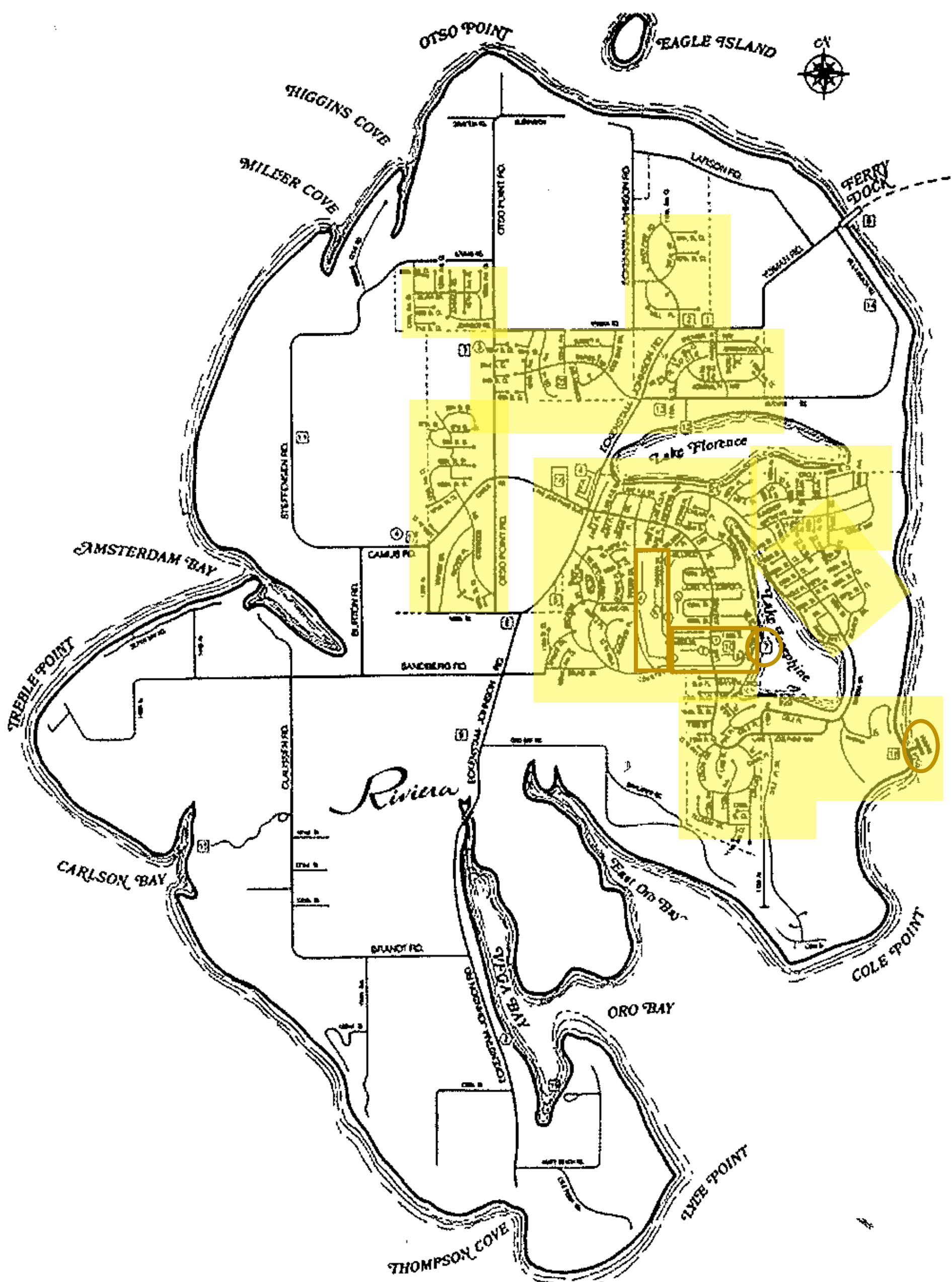
1966 – Today The Riviera



In 1960, there were only 110 residents on the island.

But there was a lot of land!

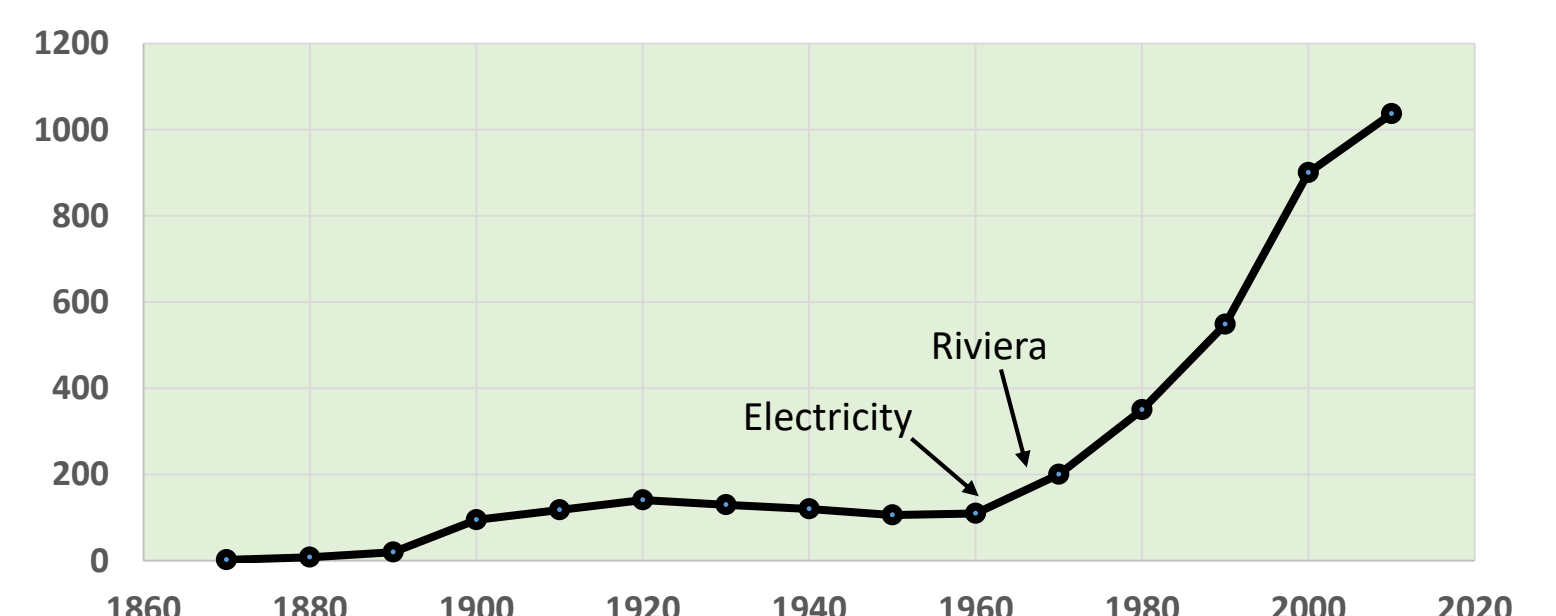
In the early 1960s, Swanson and Hess developed 32 lots on the south end of Lake Josephine. They called the development *Surf and Sands Estates*. Five years later, Heritage Properties Inc. purchased a large tract of land and slowly began buying other tracts. In 1966, the *Riviera Community Club Inc.* purchased the holding from Heritage and established a grand plan – “for the fun years”.



TODAY. The *Riviera Community Club* has a golf course, a club house and restaurant, a marina, parks, and 3,127 lots on a community water system with approximately 800 homes - about 70% of the island residences.



Anderson Island Population

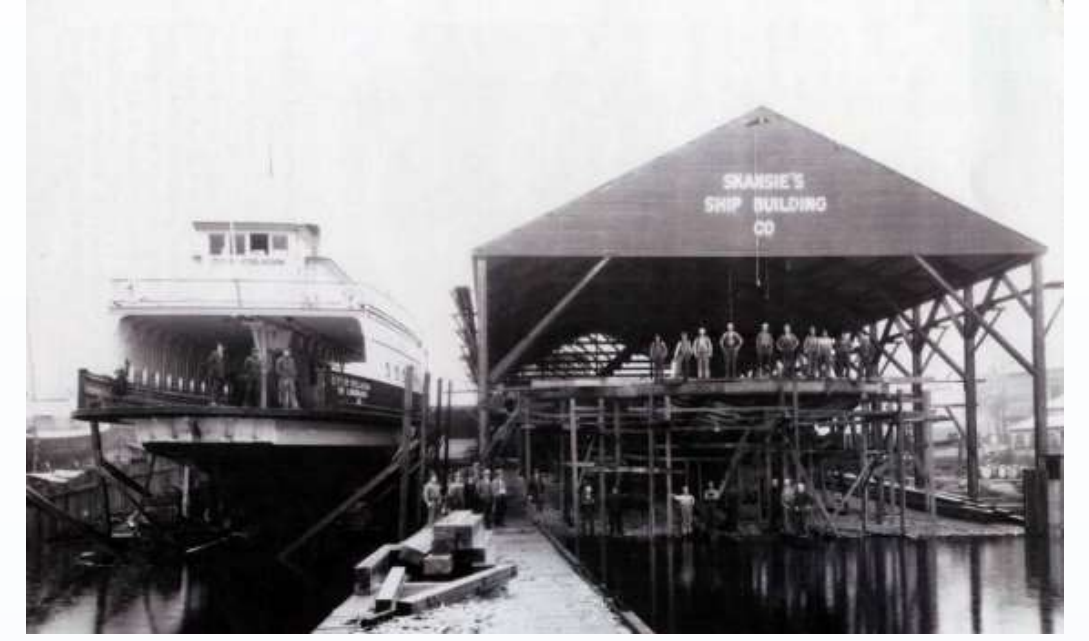


1922 - Today

The Ferry Service



STEILACOOM-McNEIL'S ISLAND-ANDERSON ISLAND-LONGBRANCH FERRY — DAILY EXCEPT SUNDAYS			
Lv. Longbranch	Lv. McNeil's Island	Lv. Anderson Island	Lv. Steilacoom
6:45 A.M.	7:05 A.M.	7:10 A.M.	8:30 A.M.
9:45 A.M.	10:05 A.M.	10:10 A.M.	1:00 P.M.
2:30 P.M.	2:50 P.M.	2:55 P.M.	3:45 P.M.
4:50 P.M.	5:10 P.M.	5:15 P.M.	6:00 P.M.
SUNDAYS			
7:30 A.M.	7:50 A.M.	7:55 A.M.	9:00 A.M.
10:30 A.M.	10:50 A.M.	10:55 A.M.	11:30 A.M.
3:00 P.M.	3:20 P.M.	3:25 P.M.	4:15 P.M.
6:00 P.M.	6:20 P.M.	6:25 P.M.	7:15 P.M.
NOTE—Deviation from the schedule time on Saturdays P. M. and Sundays and holidays will be made when necessary to take care of congested traffic by making of more frequent trips.			
NOTE—All ferries will run on Sunday schedules on Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, Christmas and New Year's Day.			



City of Steilacoom under construction in 1926

1922: Regular Car Ferry service to Anderson Island began April 1, 1922 with the new 16-car ferry *Elk*, built and run by the Skansie brothers.

1926-1939: the 30-car *City of Steilacoom* was added. By 1934 the daily ferry run started in Longbranch, and made four runs/day, stopping at McNeil, Anderson, and Steilacoom.

1939-1967: The *Tahoma*, a 9-car ferry built in 1933, ran until 1967..

(The wheelhouse of the *Tahoma* is on display north of the farmhouse).



1939-1964: In 1938, Pierce County took over the ferry run, and bought the *Pioneer*, built in 1916, as a backup ferry on the McNeil-Anderson route.



1967 – 1976: The 18-car *Islander* was built in 1924 and spent its early years running out of Astoria; in 1967 Pierce County bought it to replace the *Tahoma*.

1976-2006: The 30-car *Steilacoom* was built in Maine in 1936 and ferried vehicles at Pearl Harbor. In 1976 it was bought to replace the *Islander*. By 1994 it became a backup for the *Christine Anderson*; in 2007 it was replaced by the *Steilacoom 2* and sold on eBay for \$49,500.



(AIHS Collection)

1994-now: The 54-car *Christine Anderson* was built locally at Nichols Brothers in Freeland, WA in 1994. Its twin, the *Steilacoom 2*, entered service in 2006.



Sources, Nichols Brothers web site.

1975 - Today

The Historical Society



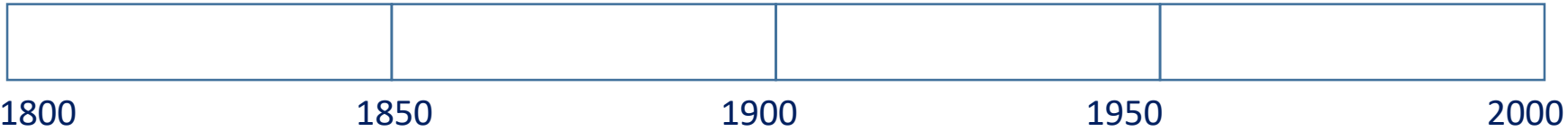
The mission of the Anderson Island Historical Society is to Preserve, Protect, and Present the history of Anderson Island. We do that through maintaining and restoring the historic Johnson farm, collecting and displaying historical artifacts, and hosting a dozen island events.

In 1975, Rudolf Johnson, the last surviving owner of the Johnson Farm on Anderson Island, passed away (see the Johnson Farm poster). John Johnson's granddaughter Alma Ruth Laing donated the six-acre farm to the newly-formed Anderson Island Historical Society to serve as a museum and memorial to the Johnsons and other island pioneers. In 1991, John and Karen Parks deeded an additional 20 acres.

TODAY. Forty years later, the volunteers of the society have restored most of the original 14 buildings on the site to their original glory. In 2015-2017 they built the Archival Building to house the Society's collection of artifacts and memorabilia documenting the history of Anderson Island.

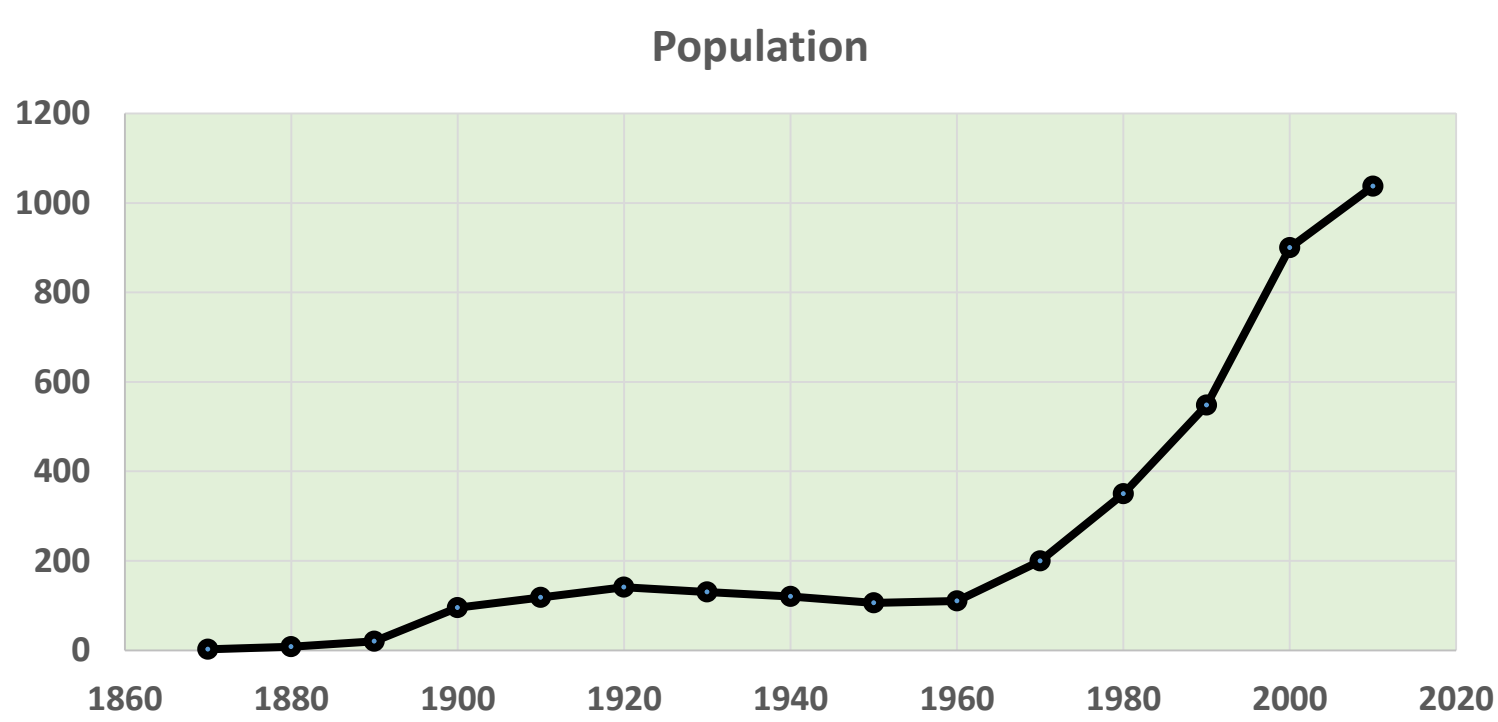
EVENTS: In addition to monthly Potlucks with programs, AIHS sponsors many island-wide events, including Farm Day (on the Saturday of Memorial Day), the Salmon Bake (on the Saturday closest to the 4th of July), apple cider squeezes in the fall, and a Holiday Open House on the first Sunday of December.





Anderson Island Today

Population: 1053. (2015 census data)
Area: 7.7 Square Miles

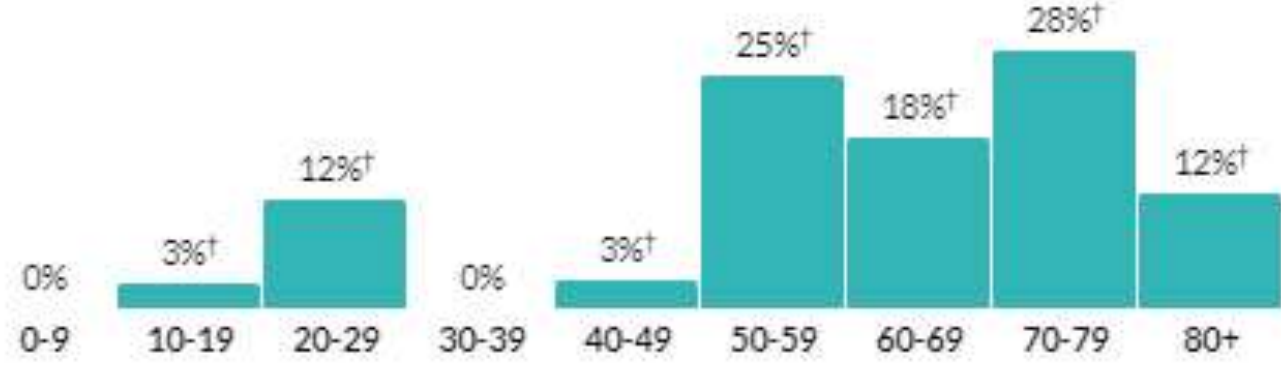


Age

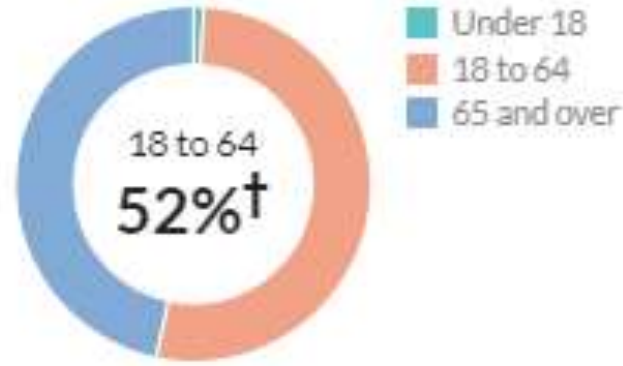
64.2
Median age

more than 1.5 times the figure in the Seattle-Tacoma-Bellevue, WA Metro Area: 37
more than 1.5 times the figure in Washington: 37.4

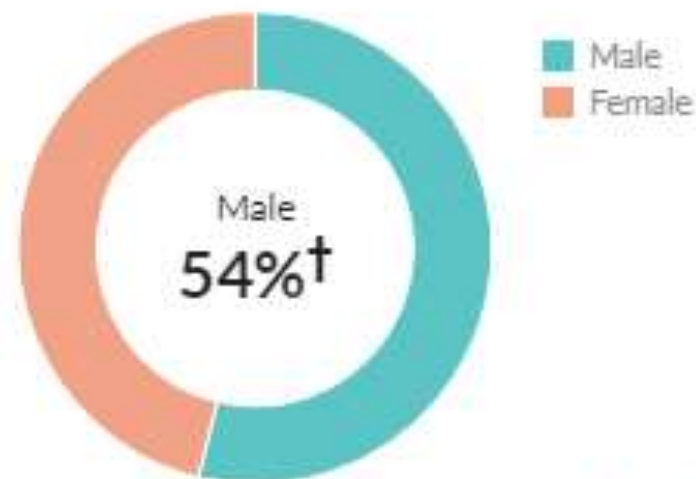
Population by age range



Population by age category



Sex



Educational attainment

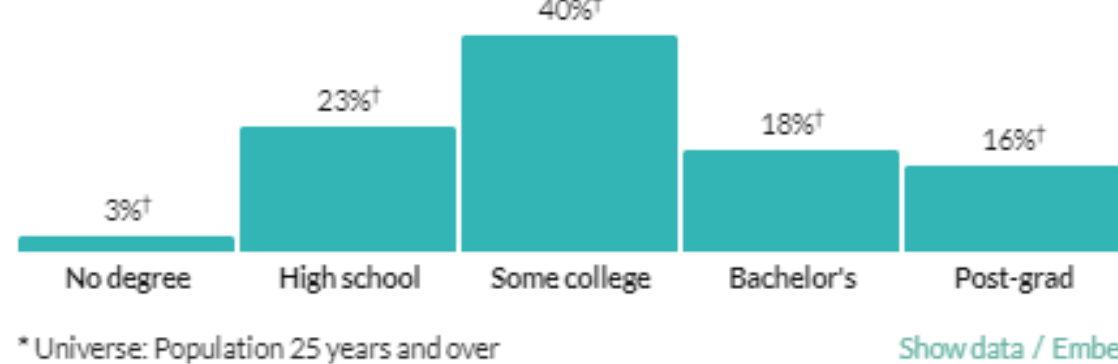
97.1%
High school grad or higher

a little higher than the rate in the Seattle-Tacoma-Bellevue, WA Metro Area: 91.9%
about 10 percent higher than the rate in Washington: 90.4%

34.4%
Bachelor's degree or higher

about 90 percent of the rate in the Seattle-Tacoma-Bellevue, WA Metro Area: 39.2%
a little higher than the rate in Washington: 32.9%

Population by minimum level of education



Units & Occupancy

1,291
Number of housing units

the Seattle-Tacoma-Bellevue, WA Metro Area: 1,497,352
Washington: 2,942,127

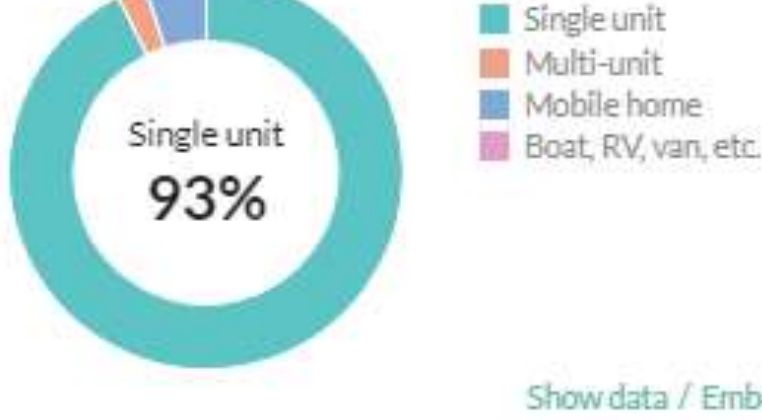
Occupied vs. Vacant



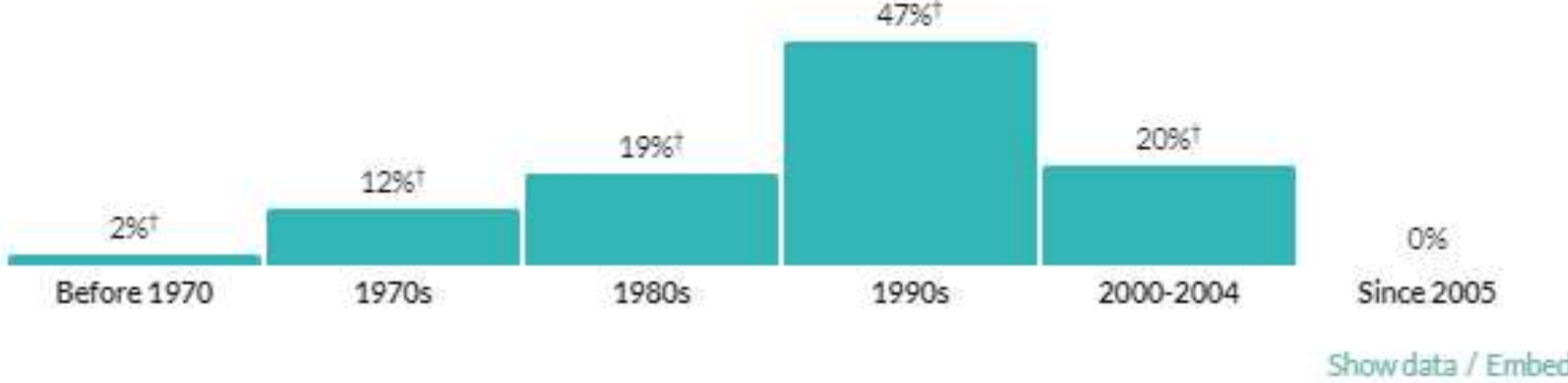
Ownership of occupied units



Types of structure



Year moved in, by percentage of population



Households

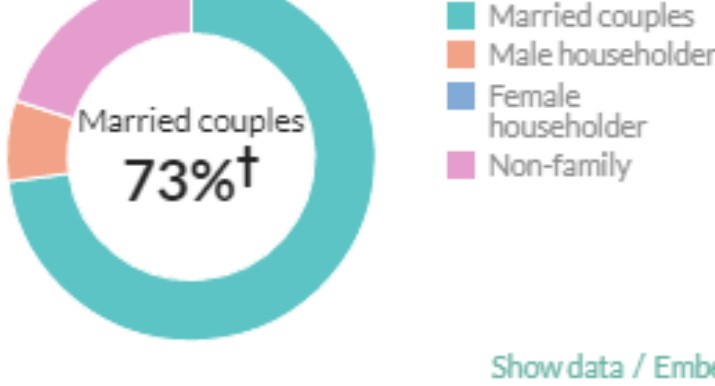
574
Number of households

the Seattle-Tacoma-Bellevue, WA Metro Area: 1,398,003
Washington: 2,668,912

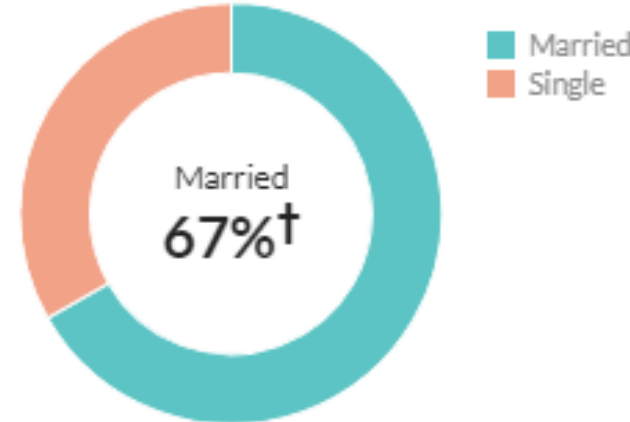
1.8
Persons per household

about three-quarters of the figure in the Seattle-Tacoma-Bellevue, WA Metro Area: 2.5
about two-thirds of the figure in Washington: 2.6

Population by household type

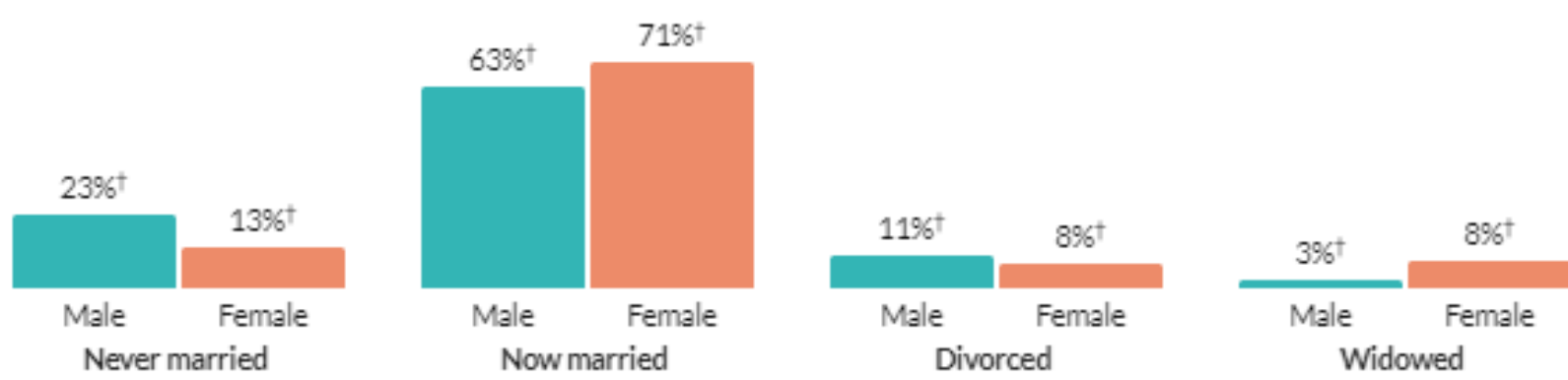


Marital status



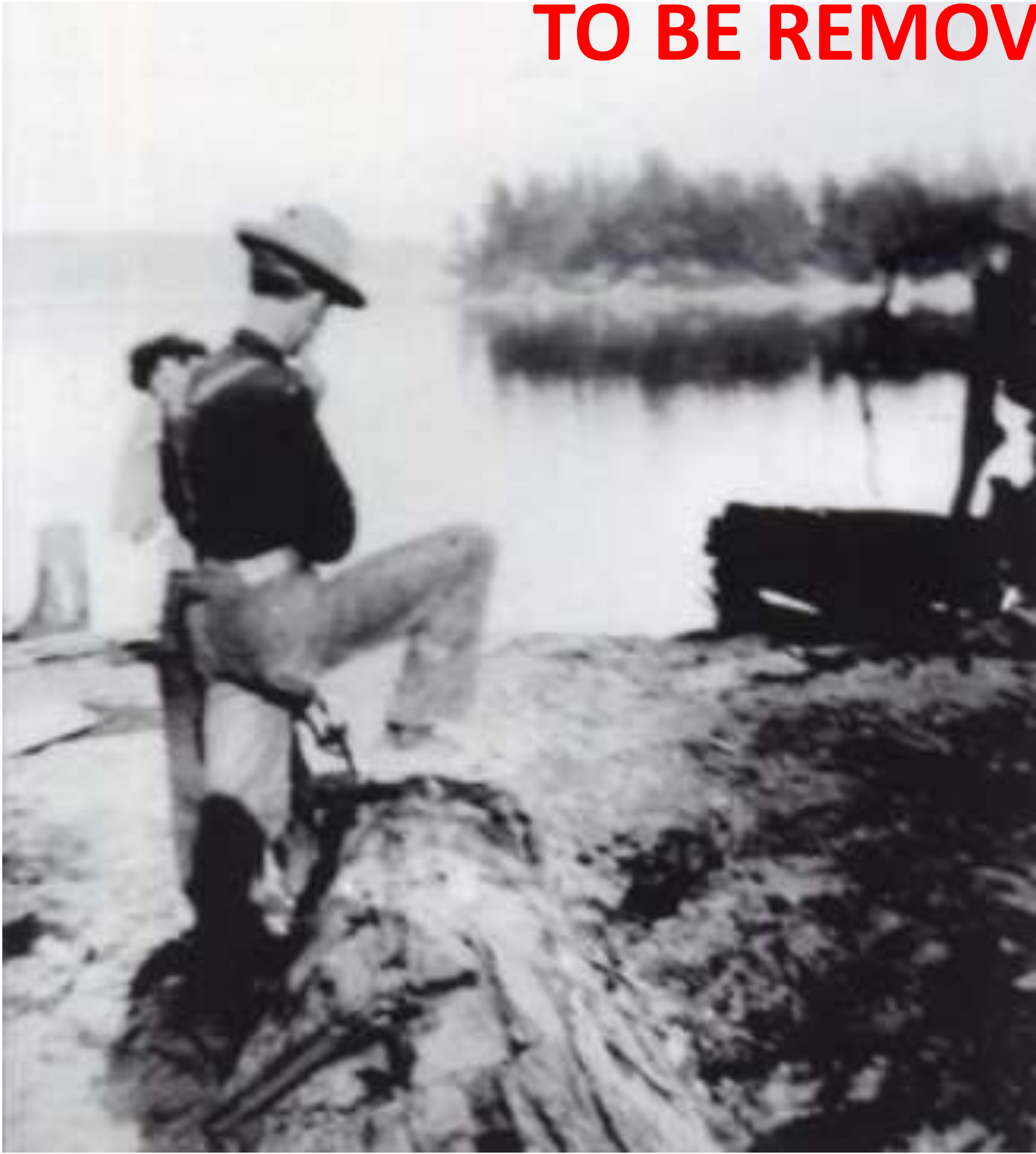
* Universe: Population 15 years and over

Marital status, by sex



Show data / Embed

Carl Gustaf and Josephine Peterson - 1888



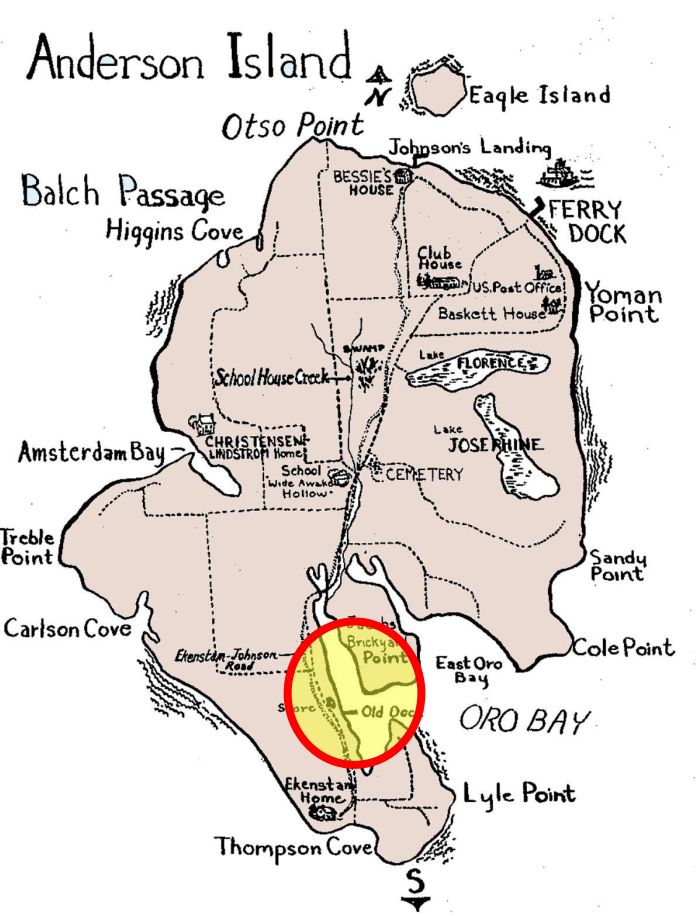
Arriving in 1888, Carl Gustaf and Josephine Malstrom Peterson brought six of their eight children with them from Sweden.

After purchasing nine acres in the Villa Beach tract, Carl and his sons built a house and barn. In Sweden, it was customary for children to take their father's given name and add "son" to it, so the last name of the five sons became Carlson.

Pictured, son Gus Carlson working at Oro Bay where he built a dock and, in 1914, opened a general store. (See the poster on Island Stores).

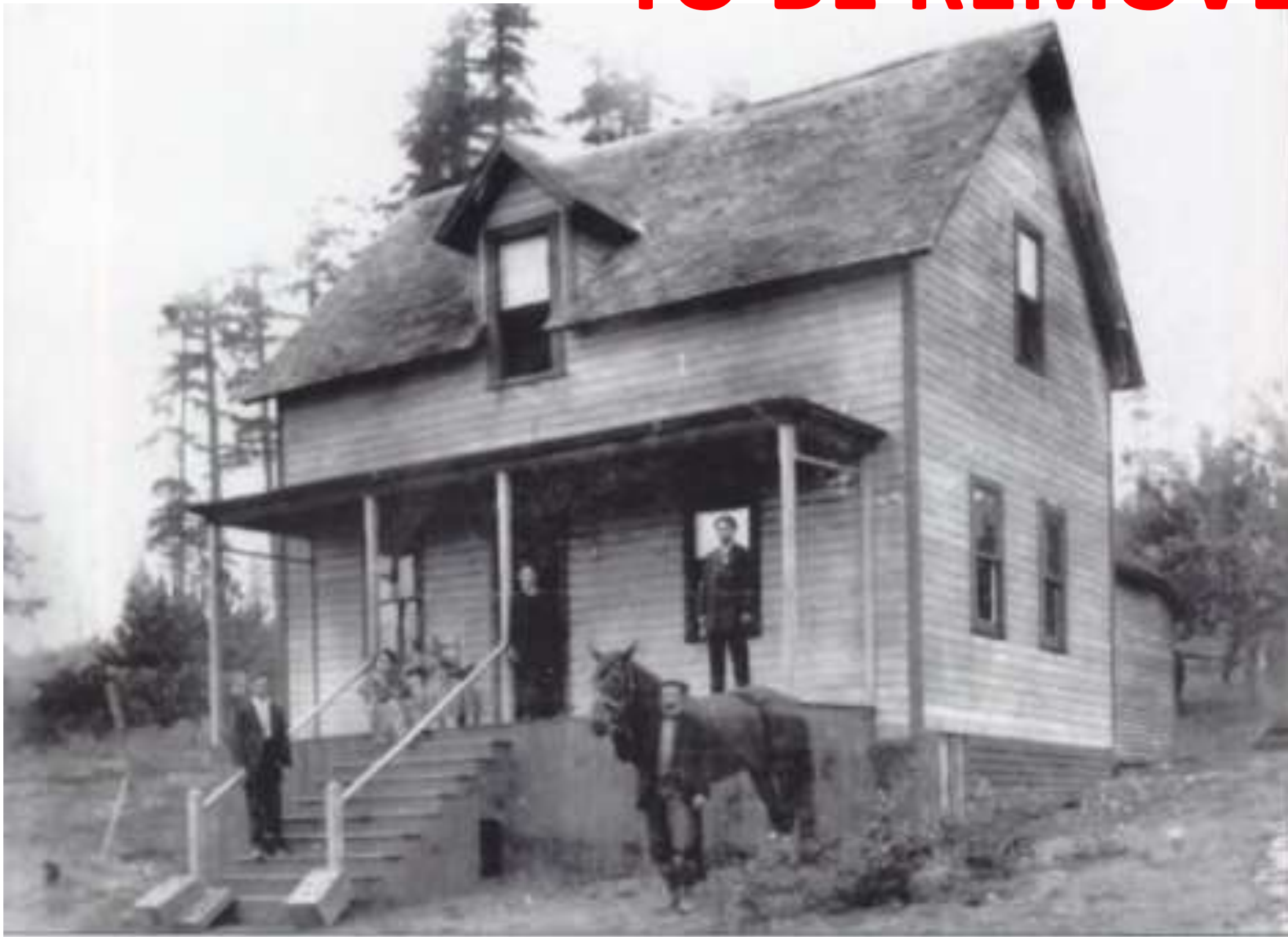
Photo courtesy Gene and Lyle

Carlson •



The Camus family - 1891

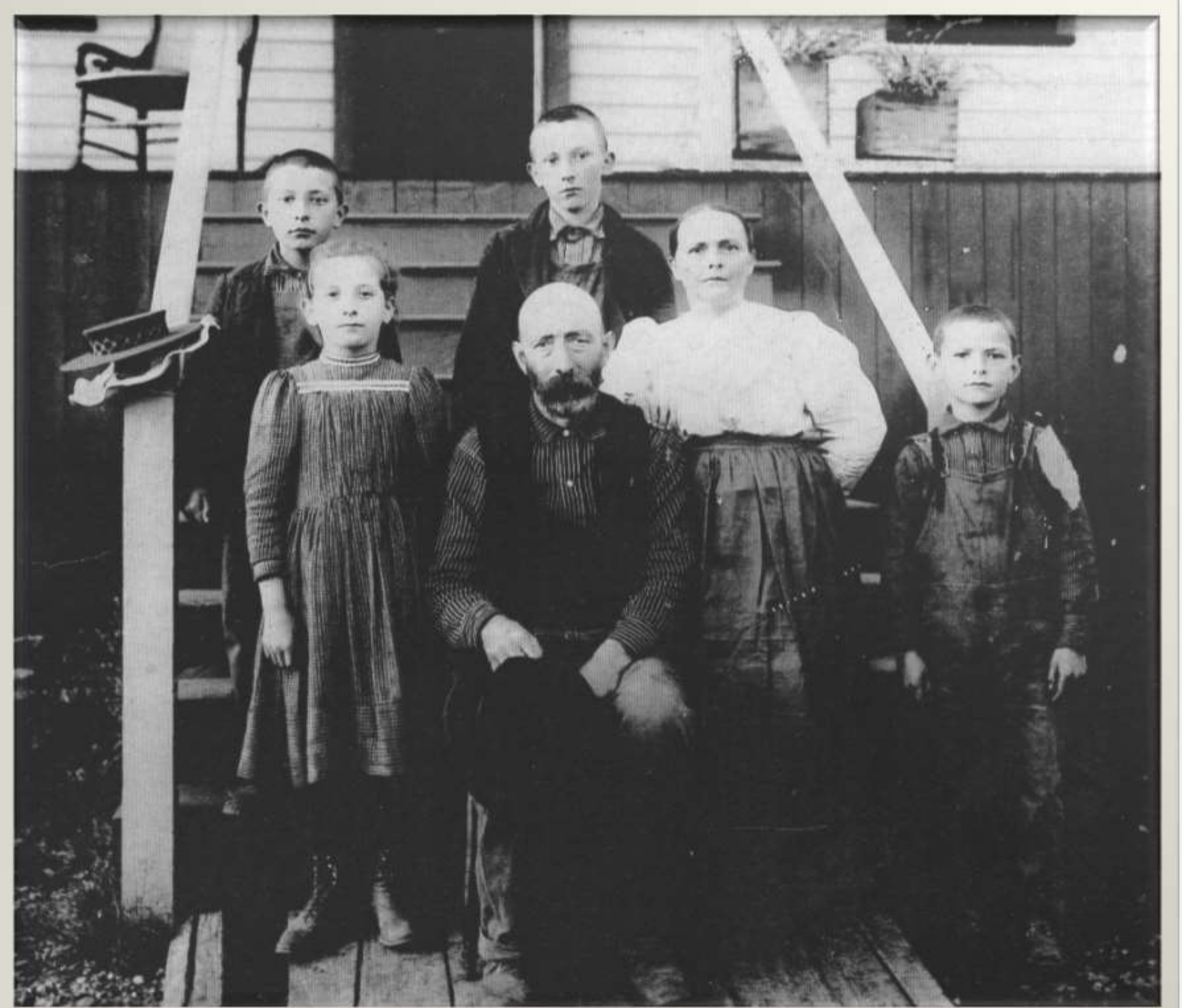
TO BE REMOVED



The CAMUS house in 1908. (Courtesy Jon Clark and Victoria Mabus, Liz Galentine)

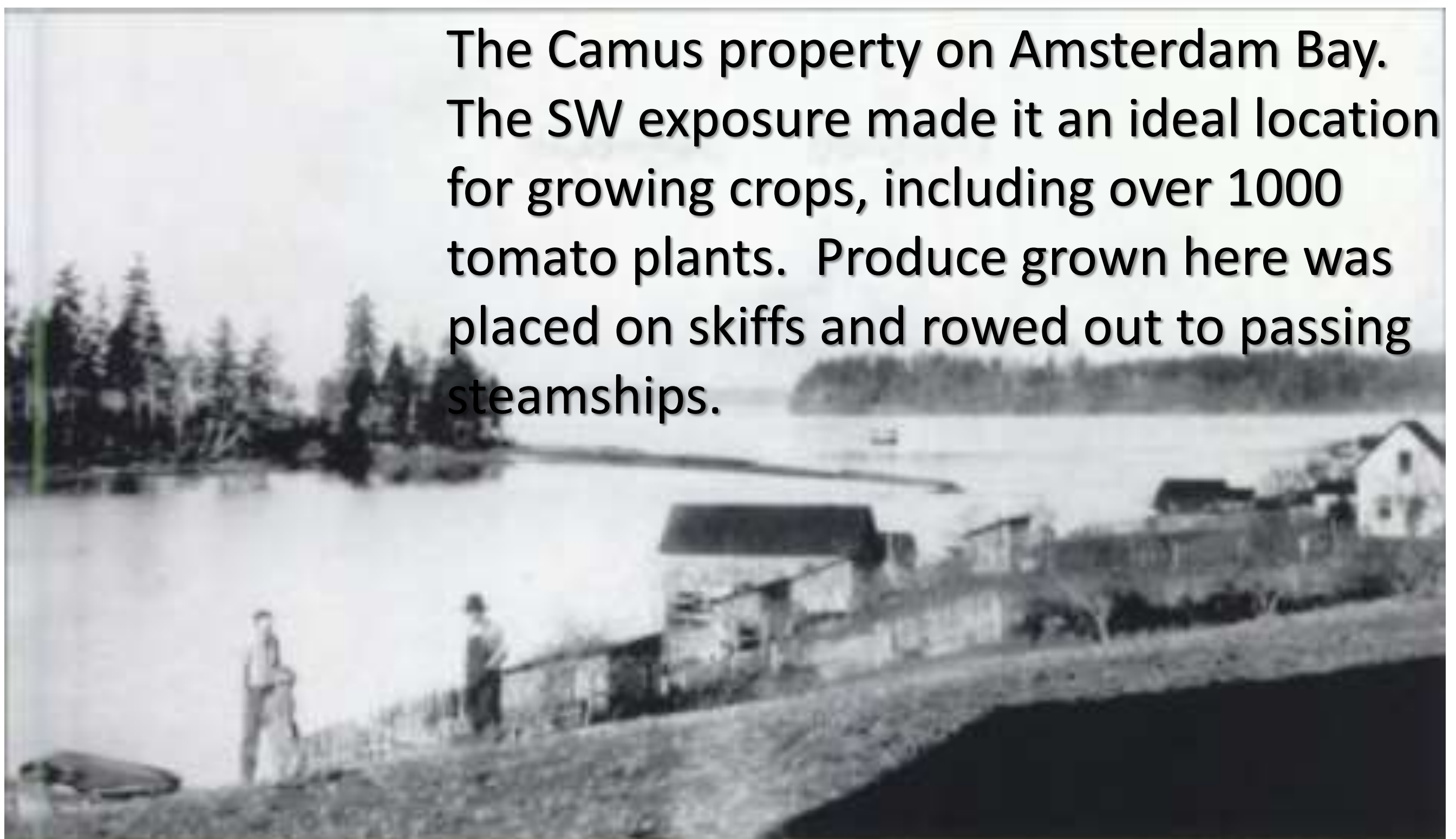
The Camus family immigrated from Switzerland and arrived on Anderson Island in 1891, about the time their first child was due. Their house was built in the 1890s on Amsterdam bay.

The Camus family in a 1915 photograph, showing Lena, Morris, Pauline, and Morris Jr. in the front. Behind are brothers Paul and Henry.

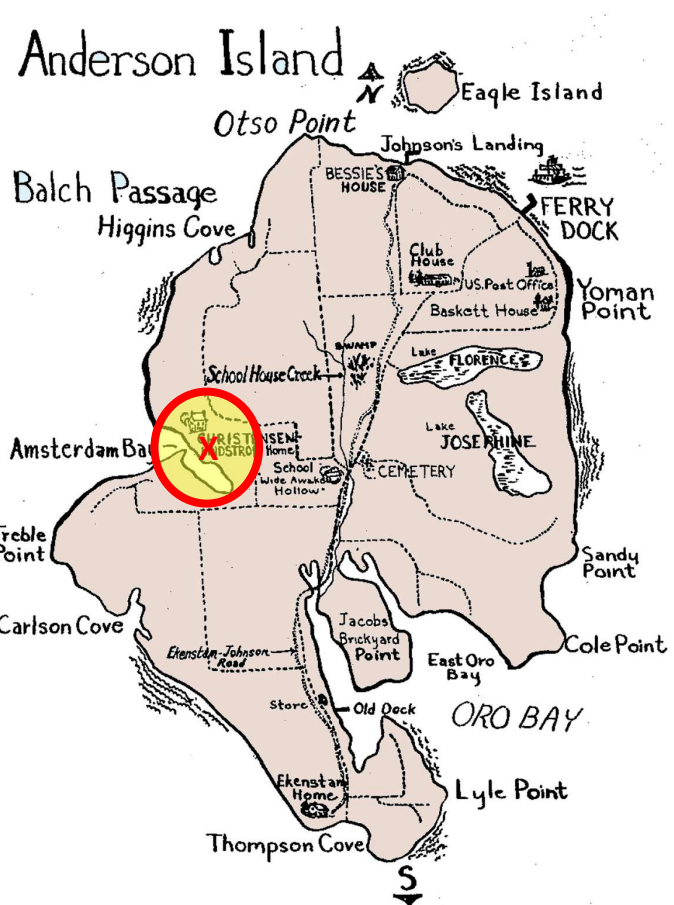


The Camus family in 1915. (Courtesy Dianne Avey collection.)

The Camus property on Amsterdam Bay. The SW exposure made it an ideal location for growing crops, including over 1000 tomato plants. Produce grown here was placed on skiffs and rowed out to passing steamships.



(Courtesy Dian Avey, Liz Galentine)



The Cammon family



AIHS Collection



Many early island families are shown in this July 25, 1906 photo of Oscar and Bessie Johnson Cammon's wedding, the first island wedding.

"Bessie" Cammon was born on Anderson Island on Oct 5, 1886. She became a teacher in 1905, eventually returning to Anderson Island to teach students in grades 1-8.

Bessie Johnson and Oscar Cammon.
July 25, 1906.



The Cammons lived on McNeil Island until 1916, when they built this house (still in use today) on the North end of the Island, near Johnson's landing. Bessie lived in the house for over 60 years.

