

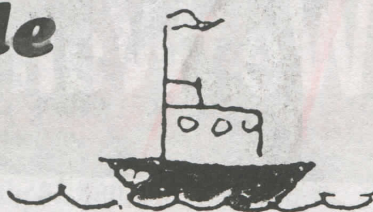
First ferry through San Juan Islands was homemade

The ingenuity of man is limitless. Back in 1922, Captain Harry Crosby organized the first regular summer ferry run from Anacortes to Victoria by way of the San Juan Islands. It was a "homemade" venture; with a 97-foot converted kelp harvesting scow, the *Harvester King*, he carried a dozen cars on deck, and took five hours to make the crossing. He soon added a chartered stern-wheeler, the *Gleaner*, and ferry service was begun.

Transportation between the

Islands was always a problem for early settlers. Boat travel was the only way to reach the mainland or other islands. With the advent of the automobile and an increase in travel, early day entrepreneurs latched onto the ferry for runs between Whidbey and Fidalgo, Whidbey and Camano, Whidbey and Everett and Whidbey and Port Townsend. The San Juan Islands sorely needed the Gleaner ferry run between Anacortes and Victoria.

For travelers to North



Whidbey from Fidalgo, Deception Pass was impossible to navigate until a ferry was put into service between Blount's Point on Fidalgo and the northern shore of Cornet Bay on Whidbey. This little ferry made regular runs, plus special trips. Another ferry took off from Olson's Landing on Whidbey to Utsalady on Camano until 1935, when Deception Pass Bridge was completed for traffic.

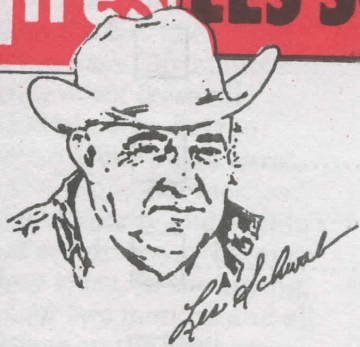
The Deception Pass Bridge is one of the most scenic spots in the Northwest, with Mount Baker in the Cascades looking down from the northeast, and small Islands to the west. The Pass itself is unforgettable. Its roiling waters through the narrow aperture between Pass Island and Whidbey are spectacular and well respected by fishermen.

One of our most remembered "pictures" of Deception Pass recalls the day we came home from Anacortes via ferry to Cornet Bay. As we looked to the west, the two arms of the bridge under construction reached out to each other! It was April, 1935, and in July the Bridge was dedicated, heralding the demise of the Deception Pass Ferry.

Today hundreds of cars and people travel by ferry through the San Juan Islands, stopping at Orcas, Lopez and San Juan Islands on its way to Vancouver Island. Bridges between the Islands have been considered, but the expense is formidable. The ferries will continue for some time!



Tires LES SCHWAB



679-1535

Home of the Sudden Service Boys
Ask about our conditional guarantees

TIRES — BRAKES — SHOCKS

FRONT END ALIGNMENT
COMPLETE FARM TIRE SERVICE

WALLGREN TIRE CENTERS

Three ways to charge . . .

Les Schwab
Credit Plan



8166 80th N.W.
Oak Harbor

Monday-Friday, 10-6
Saturday, 8-5



Entrance to Fort Casey in its heyday. The Guard House is at left; Post Exchange, center; Barracks and Chapel at right; with the road leading to the bunkers between the PX and barracks.

U.S. SAVINGS BANK *STILL* MAKES 95% LOANS

IN AN ECONOMY WHERE IT IS DIFFICULT TO FIND
AFFORDABLE HOUSING *and/or* SAVE a DOWN PAYMENT,
U.S. SAVINGS BANK *STILL* MAKES 95% LOANS.

CALL U.S. FOR DETAILS.



Oak Harbor Home Loan Center
2115 200th Ave. SW #103, Oak Harbor, WA 98277
(206) 675-7584





Islanders waiting for the Deception Pass ferry that ran between Blout's Point on Fidalgo and Cornet Bay until The Bridge was built. This early run consisted of a barge and a boat!

A great Christmas Gift!

A History of Whidbey's Island

as told in story and photo by
Dorothy Neil and Lee Brainard.

"By Canoe and Sailing Ship They Came"

Available in book stores, or send check for \$22.00, which includes tax,
postage and handling, to Spindrift Publishing Co., PO Box 1308,
Oak Harbor WA 98277

A publication of Spindrift Publishing Company, Inc.