

Oak Harbor Looks Back On 100th Anniversary

By Dorothy Burrier Neil

In December, 1849, on the shores of Puget Sound, three men made friends and joined fortunes in a search for a spot of earth where they could build their homes. The spirit of adventure must have been high in these men, for the Puget Sound country at that time was an unknown quantity, much of its waters uncharted, its forests the home of timber wolves and cougars, and its people subject to frequent raids from savage Indian tribes from the North.

But its prairie soil was black and productive, the trees straight and tall, and a homesite was free for the filing, in a climate that came near to being perfect.

So with little else than an axe and a rifle and the clothes they wore, Martin Tafteson, C. W. Sumner and Ulrich Freund engaged a sloop going north to take them as far as the north end of Whidbey's Island, where they transferred their outfits to an Indian canoe.

By Canoe to Crescent Harbor

Their destination was the harbor protected by the "crooked spit," where Oak Harbor now stands, but the Indian who piloted their canoe belonged to a tribe at odds with the Island tribe, and dared not land at this spot. So the red man brought his canoe and the three adventurers to Crescent Harbor and landed them at the foot of the bluff which was later known as the "big spring" and still later referred to as Morgan's Bluff spring.

With his hatchet, Tafteson cut steps from the bluff until he stood on the high hill overlooking the prairie to the west, about a mile square. It was December, and all nature was asleep, but Tafteson testified that he stood for a long time, taking in what he thought was the most glorious view of sky, land and water that he had ever seen.

Three File First Claims

Here was home. Here was all they had for so long searched for. Shouting "Eureka!" he descended to his comrades to tell them what he had seen, and as a result the three men filed claims in 1851 in the Crescent and Oak Harbor locations.

Tafteson was a Norwegian who grew to manhood in Norway, Russia and Germany, driving a sled over the frozen plains and deep snow of the north, finding work hard and unrewarding in Germany and then shipping out to the new America in search of opportunity and enough money to buy a suit of clothes at one time, something which he said he had never seen in the old countries.

Ulrich Freund was born among the mountains of Switzerland and had served in the German army as an officer of high rank and was seeking a home in the new West. He is the only one of the three pioneers whose original claim is still owned by members of his family, Ralph Freund, great nephew of Ulrich, and his son Arnold, who is the fourth generation, live on and farm the claim cleared by the Swiss Army officer.

C. W. Sumner, the yankee from New England, took the claim between those of Freund and Tafteson and with the experience born of New England enterprise and endurance, built his home and began a new life in the land of his choice.

Tafteson took the first donation claim, one mile long and one-half mile wide, Sumner took the next half mile east and west, and Freund took the west side and they all started immediately to clear and reclaim these rich prairie lands, to make grain, fruit and vegetables grow in place of fern, bracken and sapling trees.

Far From Civilization

The only white men on Whidbey's Island felled the trees and made timbers for their homes and there (Continued on Page 2)

FARE, PLEASE!

The fare from Victoria to Olympia was \$20 and from Port Townsend to Ebey's Landing was \$1, if one chose to take a voyage with Captain Tom Coupe about a hundred years ago.

The Alexander Blockhouse Built in 1855



When news reached the pioneer families in and around Coupeville of the treacherous deeds of the Northern Indians of Queen Charlotte Sound, they became

thoroughly alarmed. They held a meeting at the John Crockett place and decided to build a blockhouse. They went right to work and subsequently seven were

built. This is the one built by John Alexander. It was restored by the American Legion and brought to its present location from the John Alexander claim.

Ageless Beauty Beckoned Pioneers who Settled Whidbey



Deception Pass discovered by Capt. George Vancouver in June 1792

World Discovers Haven of Pioneer Captains Last Decade Leaps Forward After Slow But Steady Growth

By Phyllis M. Smith

Go back a hundred years and see a bushy-bearded sea captain steer a battered but proud sailing vessel into the calm waters of one of Whidbey's deepest coves.

Go back to last week and see a young sailor wearing battle ribbons step off a Navy transport plane.

The one had arrived around the Horn, the other was transferred here from Coca Sola.

Both "sailors" had the same thought as they looked across the verdent hills, sparkling waters, wind-swept bluffs—they must send for their families.

It happened in 1854 to Captain Thomas Kinney; it happens every day to seamen and rated men of NAS Whidbey.

For Whidbey Island has an off-the-beaten-path type of beauty that has beckoned the wanderer for one hundred years. And most miraculous of all, as readers will note throughout this special Centennial supplement, it is possible to make a living along its beautiful shore-line and enjoy Nature's greatest abundance in the doing.

Centennials are established from the time the first permanent settlers took up their homesteads. Records in the court house establish the fact that on January 4, 1851 Tafteson, Sumner and Freund filed on claims in Oak Harbor. Other records tell us that Colonel I. N. Ebey filed on a donation claim October 15, 1850 near Coupeville. South Whidbey had its beginning in 1850.

100 Years of Progress

So we have a legitimate excuse to review a hundred years of progress on Whidbey along with our neighbors of Port Townsend, Seattle and Bellingham which are now planning their big events. Although Whidbey was settled a little earlier its history is inter-related with that of surrounding towns.

Port Townsend was settled in 1851 by L. B. Hastings. The Hastings

family nearly left the country when the oldest son came home with the news of the massacre of Col. Isaac Ebey of Whidbey. When Mrs. Hastings learned that the murdering Indians were not local she consented to stay.

Seattle was founded in 1851, Bellingham in 1852. Captain Joseph Whidbey had named Bellingham for Sir William Bellingham, chief accountant or storekeeper of the British Admiralty who had personally checked over Captain Vancouver's equipment. Captain Henry Roeder lived in Couveland before he left to start a saw mill. History places him with R. V. Peabody as the first white settler of Bellingham. It was he who planted a maple tree at one corner of the old court-house at Couveland. Alice Kellogg Cahall tells us that Mrs. John W. Lysle, wife of Whidbey Island's first schoolmaster, came by canoe from Bellingham three times to be confined under the care of Dr. John Coo Kellogg, pioneer doctor, when her three children were born.

Rolland, one of the "Denny boys," pioneer family of Seattle, married Alice Kellogg, daughter of Dr. Kellogg, and when Asa Mercer brought out his famous boatloads of Eastern belles in the 1890's several came to Whidbey. Of these Mrs. Flora A. P. Engle is best remembered as the "perennial queen of Island Women." It was she who is credited as being the first to drop the "e" in Whidbey in her official reports from Admiralty Head Light House. In 1942 the "e" was restored by a Captain of the Naval Air Station who was a stickler for accuracy.

History tells us that the lure of gold called adventurers to California in 1848. Strange as it seems, that fact had an influence on Whidbey's history. Anyone with the inclination to travel west to California, pioneer hardships such as Indian quarrels, short rations, land clearing and the thousand other chores of life in a new and rugged country had little to compare with the search for gold.

But after two years it was different. In some cases disappointment and failure dogged the gold miners. Now they were looking for a home. In other cases successful miners sold their claims and headed north. They were looking for business opportunity as lumber, grain and salmon of the Pacific Northwest were in great demand in California.

Chose West Side

Whidbey's first settler, Isaac N. Ebey, was among four men who purchased a brig, the "Orbit" which had landed a party of gold miners in San Francisco. Ebey sailed north landed at Olympia, then looked about for land he could call his own. The Oregon Donation Land Law was passed by Congress on September 27, 1850 and applied to Whidbey Island, then part of Old Oregon Territory. He chose the western shore of the Island opposite Port Townsend.

The sea captains chose the shores of Penn's cove to make their homes. They called their little village "Couveland" which is in the vicinity of San de Poca today.

The records of the Daughters of the Pioneers of Washington tell the reactions of Captain James Henry Swift, whose home was in Couveland.

While sailing his bark through the Straits, around Skagit Head and into Penn's Cove on this

voyage for spurs the captain became so impressed with the beauty and possibilities of this island that he decided it was the most attractive place he had ever seen, and that he would retire from the sea and settle on Whidbey. He bought the Jacob Smith donation claim in 1857 paying for it \$3000 in gold sovereigns. His choice of Whidbey Island as a permanent home shows clearly how greatly he admired the island; for he had sailed the seas since he was fourteen years of age, starting as a sailor boy and becoming master of the age of twenty-one. He had touched at almost every port in the world, and at almost every season, in following the schools of whales from ocean to ocean. He boasted that he had circumnavigated the globe seven times and had been as far north and south as any navigator of his day.

"Captain Swift was the father of Mrs. Hattie (Francis Puget) Race and Mrs. Maria (Harry) Fullington, living in Coupeville today. It was natural that Couveland became the county seat and the first board of County Commissioners met there. Travel on land first was between Ebey's Landing and Couveland. There was a tavern at Ebey's, a store at Couveland. A census in 1853 gave Island County which included land south of the Canadian boundary to King county 195 inhabitants and 80 voters. King County had 170 inhabitants and 11 voters.

The Indian wars of 1855 and 1856 when Isaac Stevens was governor had its effect on the settlers. The governor said that the war was to be carried on until the Indian trouble was settled. News of trouble on the mainland made the Island Indians both at Penn's Cove and at Holmes Harbor impudent and difficult to handle. In addition, many of the men were called away to fight on the Snohomish and other parts of the Territory with the result that crops suffered. The war had to be paid for with increased taxes.

No Fatalities

With the end of the war, no one on the Island had been fatally injured but the settlers did not feel any great security. Their enemies were the Haidahs, or Northern Indians, who were not considered in enemy territory by the Olympia generals.

The following year, 1857, Colonel Ebey was murdered by the Northern Indians. All pioneer settlements felt the shock of this event because of his prominence throughout the territory.

Gold Rush

In 1858 the Northwest had a gold rush of its own and though mining did not reach the proportions here which it did in California, indirectly it brought a stable growth and great industrial and agricultural expansion. Emigrants, instead of taking the Oregon trail west by covered wagon, could more easily come by boat up from California.

The Civil War in 1861 did not involve the settlers themselves although some men left the Island to enlist in the Northern and Southern armies. Later monthly collections were taken up to help disabled soldiers in the Federal army. However more settlers kept coming to the Northwest due to intolerable conditions in the South following the war.

The decades from 1870 to 1890 the settlers devoted to advancing the cultural growth of their Island—schools, churches, lodges and clubs. Later along came the automobile (see picture of first car on page 6), the Spanish American war which brought the beginning of Fort Casey in 1898. By July 13, 1900 the Eclipse Telephone company of Coupeville had eighteen subscribers at a cost of fifty cents a month.

The aftermath of World War I brought a tremendous prosperity to the northwest with shipbuilding, lumbering, agriculture, foreign mar-

kets opened for crops which Whidbey Island farmers could grow in abundance.

The Deception Pass bridge in 1935 brought a greater development. Then in 1942 came the Naval Air Station.

What the air station did to Island County can be seen in both its population figures and its valuation. Population in 1910 was 4,700; in 1930, 5,267; in 1940, 6,053; in 1950 11,000. It averaged a 7 per cent increase each decade. To the Air Station decade the increase was nearly 45 per cent.

Valuation in 1910 was \$1,500,000; in 1929 \$2,800,000 in 1939, \$2,800,000; in 1949, \$4,800,000. Here again it jumped over 65 per cent after a slow climb.

So Whidbey Island's history is a romantic one. While the Denny's and Hortons were conducting a vain struggle to place the railroad terminus in Seattle instead of Commencement Bay (Tacoma), our sea captains were perfectly content to sit on their doorsteps looking out over the serene waters before their homes, their ships bobbing at anchor. They had come to the garden of their dreams. Let the world seek them out if it would.

And strangely enough, that is just what the world did.

"Why Stay in Savage Country?" Fay asked

An idea of what the families back home thought of the pioneers can be seen in a letter in the possession of Ida Alexander Sill as reported in Alice Kellogg Cahall's "Sea Captains of Whidbey Island." It was written to Captain Robert C. Fay by his sister at the beginning of the civil war.

"Robert, we do wish you would come home. We can foresee much trouble and need your gracious presence. It is so hard for us all to understand why a man of your education, ability, and family pride should insist on still remaining out in a country inhabited only by savages and those people who are content to give up everything they had here to reside in huts, without schools, churches or social life.

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Captain Robert Bailey Chooses South Whidbey

By Cliff Danielson

More than half a century after Captain George Vancouver's ship "Discovery" nosed along Whidbey's uncharted coves and lagoons in June of 1792, the first thin trickle of permanent settlers began to arrive on the southern portion of the Island and make their homes along its shores.

First of these was Robert Bailey, a captain and trader who came from the East in 1850, became Indian agent for the area and who settled on the southwestern side of the horse-shoe bay that later was to bear his name. He married a native woman and had a family of two sons and a daughter, of whom the latter, Mrs. Laura Jewett, still lives on the old homestead.

Among Bailey's earliest and nearest neighbors were Edward Oliver and Thomas John Johns, who arrived in 1859. Oliver took up his residence at Sunlight Beach, just south of the old mill site, while Johns settled on Deer Lagoon north of Sunlight Beach, where he built the first house on the cove.

Yet another neighbor of Bailey's in the early years was Joseph P. Brown, who settled at Sandy Point (after whom the Point was called for a time). Four years later, what was to become Maxwellton saw its first homesteader in the person of Luther B. Moore.

By 1872, the old-timers proved up on their claims, and the "newcomers" were growing more numerous. James P. Phinney, Robert Ware, Chris Anderson, William T. Johnson, George Perga, George Francis Finn—these and other names became familiar in the locality during the decade.

These settlers all turned to the forest and logging for a living while they cleared their land and planted their first crops. They built roads and rollways, hauled their logs by ox-team. Home life was lonely—the men were bachelors in most cases, though a few married native women and established families.

First White Woman

In 1876 Michael Lyons appeared at Maxwellton, accompanied by his wife, Mary. Her arrival is noteworthy, since she is believed to have been the first white woman to come to live on the South Whidbey.

Bush Point, as one of the oldest communities on the Island, was settled by A. J. Demming in 1865. A farmer who shipped a considerable portion of his farm products to Port Townsend and other points along the mainland, Demming was not followed by other settlers to his locality until 1884, when J. C. Farmer and Captain Jim Brown moved in. Then in relatively quick order came J. P. Linn, Louis Halsey and others to share in developing the community.

The early story of cunton illustrates the direct effect—sometimes stimulating, sometimes depressing—that changes in transportation methods can have on a community.

The town had its beginning with the filling in 1863 of a timber claim by a Civil War veteran, Edward Hinman. He later named the town he founded after his home county in Michigan. Since the Sound was the main artery for travel and all the boats (save those still using sail) were good-burners, he was able to set up a thriving business as fuel and water supplier to the steamers.

The proud stern-wheelers and side-wheelers plowed up and down the Sound, from Seattle and points south to Everett, the Island, Mount Vernon, Fairhaven, Sehome, Whatcom and Blaine. As many as seven of these boats per day would stop at the Clinton landing to load wood and water, and presently Hinman erected a store and a hotel to capitalize on the activity.

Logging Camps

At this time there were many logging camps running full blast on South Whidbey, some of them with a large turnover of personnel—it was not uncommon for fifty to seventy men to arrive or depart

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First Home Had Hand-Hewn Shakes, Windows



An English sailor turned Yankee pioneer takes time out for relaxation and a picture. Thomas John Johns, early south Whidbey settler and community leader,

poses with wife Mary Jane, daughter Florence (Mrs. Florence Tie-meyer, Langley), twin sons Richard and James, and neighbor Mrs. Jesse Thompson. The house, first

built on Deer Lagoon dates back to 1854. (See separate story). Containing a fireplace and glass windows it was one of the finest then on the Island.

Oak Harbor's Business District in 1895



Through the courtesy of Joe Maylor, son of a pioneer, we have this picture of Oak Harbor's main street in 1895 which had already been named "Barrington" avenue. In the foreground of the picture on the left would be where the Oak Harbor Pharmacy stands to-

day. The building on the right housed the first store in Oak Harbor, Barrington and Phillips. The building on the left was the Byrnes store which later burned. The house above the Byrnes store was the Ed Barrington home which

later became the Oak Harbor Hotel. The Morse blacksmith shop was at the head of the Grange dock. Walker hill in the background with the Bash home visible at the right is the present location of the seaplane base, NAS Whidbey.

the government, as it stood on Navy property. Nancy's daughter and son, Mrs. Henrietta Frostad, and William Izett still live on Whidbey Island, as does William's son, Elmdon and family. Mrs. Frostad has lovely pieces of household furniture which was brought to Whidbey Island around the "horn" in those early days. A Mr. Church located a claim also next to Chenoweth's but his big brass watch and numerous glittering rings were his undoing. He was murdered for his jewelry, and John Izett located his claim. Now virtually all of the prairie lands of Crescent harbor were taken, and crops of potatoes, hay, grain and berries grew plentifully. If the California crops were poor, the prices here were high for all they could raise, and vice-versa, but the early settlers prospered, and the little community grew.

In 1858 Francis McCrohan and family left Australia for Puget Sound. It was a large family, five boys and four girls, and destined to take a large part in shaping the future of Oak Harbor and San de Fuca. The boys were Ned, Tom, Francis, Michael and David, and the girls, Margaret, who married R. D. Braun, Elizabeth, who married T. E. Nunan, Mary, who married Maurice O'Leary and later Capt. George Morse, and Christina, who married Ed Barrington.

Decendants of the O'Leary, Barrington, Nunan and McCrohan families are still numerous on Whidbey Island, and until the last few years formed a "clan" who came yearly from as far away as California to enjoy a get-together. There they baked clams, danced, reminisced and lived again their childhood days on Whidbey, as sons and daughters of Oak Harbor's pioneers.

Harbor Tragedy

Five years after the McCrohan family settled tragedy walked the waters of the harbor.

In 1863 there was advertised an auction sale at Penn's Cove for the sale of household articles, those scarce and coveted pieces of furniture and cooking utensils so needed by the pioneer mother.

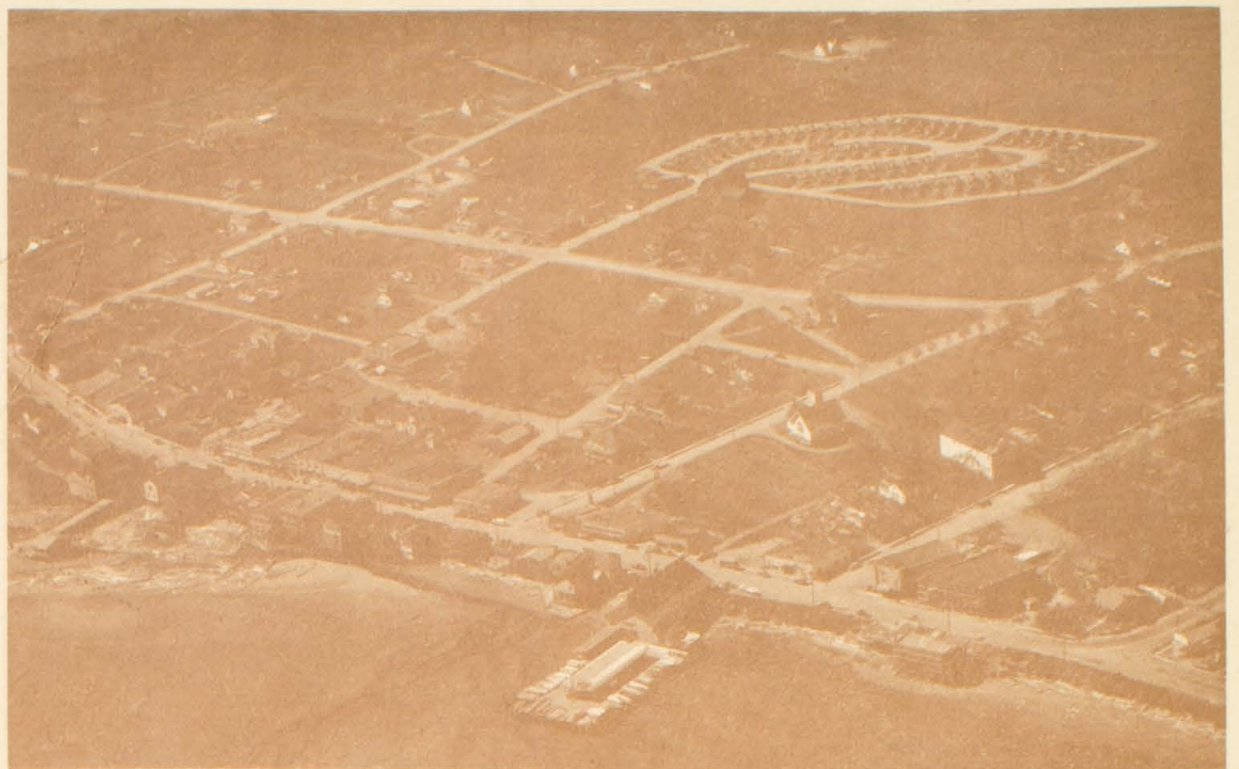
Mrs. McCrohan, her son David and son-in-law, Maurice O'Leary hired an Indian with a good canoe to take them to the auction. The Indian was a remarkable swimmer, the most powerful of his tribe, but he couldn't save himself or any of the others of the little party when a sudden squall arose as they were homeward bound, capsizing the canoe. The whole of the little settlement was stunned by this sudden catastrophe. Mary McCrohan O'Leary, who was later to become the wife of Captain G. Morse, was bereft of mother, brother and husband at the same time, and left with two small boys to raise.

Through such accounts one can begin to see the picture of the women who came as pioneers to Whidbey Island, possessed of a resoluteness of spirit that not even death, tragedy and frightful hardships could intimidate.

Ed Barrington's name appears prominently in the early development of Oak Harbor in the early fifties. He married Christina McCrohan, youngest of the McCrohan family. A big, red bearded sea captain, he became known as the "father of captains," as four of his five sons followed in his steps. Capt. Hill Barrington and Capt. Harry Barrington live in Oak Harbor and San de Fuca and Capt. Sid Barrington lives in Seattle. All three have piloted boats in Alaska and on the Sound.

In the early part of the fifties, Barrington, an enterprising man, loaded a bark with piles for San Francisco. It is said that C. W. Sumner sold the pilings there and kept the money, leaving Barrington as poor or poorer than when he started. Discouraged, he packed up and left Whidbey, but got only as far as Olympia where he was offered the schooner "Eclipse" at a bargain, and in partnership with Charles Phillips, he returned to

Oak Harbor from the Air Showing Main Business Section



Planes are nearly always in the skies above Oak Harbor. The pilot by day usually sees a hustling Oak Harbor. On the

site of the seaplane base, the three first white settlers made their first landing, conveyed by a redskin, to begin the settlement

which today claims a city population of 1200, a rural population of 3000 and is host to 5000 enlisted and civilian personnel.

This shows the Columbia Valley Lumber Co. dock in the foreground to the right. Above is the old Navy Trailer camp.

Oak Harbor Looks Back On 100 Years of Development

(Continued from Page 1)

was no room in this new land for men who were afraid of work. Necessity was the mother of invention, and what man devised with his own hands, he knew well its value.

Olympia was over 100 miles away, a long trip over rough water, with nights spent on strange beaches and surrounded by the dangers of the wilderness, but it was also the nearest trading center. And before the trip could be considered, an Indian had to be secured who would for a consideration agree to take his canoe or sloop on the long trip and return.

Growth Begins

From 1850 to 1855 a great change began to take place in the wild country of Whidbey. Disappointed miners from the California rush strayed up the Pacific Coast to stake their claims to another kind of gold. Wagons from the east heard tales of the fair land to the north of Oregon and brought their weary families to settle there.

Colonel Ebey, who had located a claim known as Ebey's landing, west of Coupeville, and who was later beheaded by the northern Indians, on his visits to Olympia did a wonderful job of "selling" Whidbey Island to settlers looking for homes.

William Wallace, who located a claim at Crescent Harbor brought his family with him, to be the first white family on Whidbey Island as Col. Ebey had not as yet moved his family to the Island.

From the account by Bessie Wallace, who was a tiny baby when she was brought to Crescent Harbor, we learn that her father with his family arrived at Olympia in his quest for land, and found it just a little station, and their only white family. But here William Wallace met Col. Ebey.

"So enthusiastic was the Colonel that Father's ambition for land was still further fired. Packing up again, they started by the only means of transportation, scow and Indian canoe, for the land of dreams."

Bessie Wallace married a man by the name of Cornelius, and became the grandmother of Phil Cornelius, well known Manager of the Skagit County Dairymen's Association at Burlington. Mr. Cornelius' eight year old grandchild Christopher is the sixth generation descended from Whidbey Island's "first white family" who lived in Oak Harbor.

New Arrivals Welcomed

It was not long, however, until the first white family had company, for others arrived, Samuel and Thomas Maylor, Irishmen who established their claims on what is known as Maylor's Point, James and Milton Mounts who each took claims of 160 acres in Crescent Harbor, Caleb Miller and wife, who took 160 acres each in the north end of Crescent and a man by the name of Walker whose claim lay between Crescent and Oak Harbor.

G. W. L. Allen took a claim north of Sumner's, William Elmore a

claim north of Freund's and William Wallace gave James Busby the east half of his claim if he would bring his family and live on it.

In Bessie Wallace's account is mentioned the regret she held that her father had "refused the offers of Chief Seattle and persisted in going so far from the 'main settlement' as the family was deprived of practically all the privileges of civilization, church, school and social."

So we read with interest between the lines that William Wallace's desire for land of his own in the wilderness was tempered by the necessity of keeping harmony in his family, and to the point that he was glad to give away half of his land to a man who would bring his family to live on it, and thus help develop a social structure for the new settlement.

Justice Arrives

The need for justice court was taken care of when Judge Chenoweth staked his claim on what was later known as the Haller farm, and found that it took him two years to clear all of the cases on the docket. He brought to Oak Harbor his wife and children and his wife's younger sister, Nancy Finley, who assisted with caring for the young children.

On the claim next to Chenoweth's a tall young Scotsman, a boat builder lived, and in 1858 the first wedding in Oak Harbor took place in the house built by the strong hands of the groom, John M. Izett who was married to the young Nancy.

Later the house was moved to higher ground on the Haller place and there it stood until just a few years ago when it was destroyed by

During Turkey Festival



During a festive occasion—the first Whidbey Island Turkey Festival—Barrington avenue has a military look as troops march up its main street. Latest building is the new Oak Harbor post office which is not shown in the photo.

An enterprising pair, they bought (Continued on Page 8)

The Womens Improvement club The Oak Harbor News was established in 1911.



At the First Stockholders Meeting

This picture was taken on the steps of the old MWA hall (IOOF Hall) in May of 1912. Those who may now be identified are left to right, front row: John Ronhaar, Sr., Billy DeWilde, Ed Power, Otto Zahler, Leonard Lang, Albert Hoffman, Charles Nienhuis and George Kienstra.

Second row: Joe Van Wieringen, J. D. Van Nieuwenhuise, Tunis Komen, George Case, Emerson Lee, Grandpa Rienstra, B. Beekma and P. P. Custer.

Third row: C. Boon, Chris DeVries, Ben Fern, Pete Komen, P. VanderVaate, John Overway, A. Ploeg, Bob Heron, P. Muller, Tom Beresford, F. L. Morgan and Henry Koetje.

Fourth row: Antone Muller, M. J. Abrahamse, Harry Ploegsma, Art Case, Nick Bos, Jake Capaan, H. G. Hulst, John Draft, John Bos Sr., Paul Oldenburg and Joe Muller.

Fifth row: Tony Moore, John Oldenburg, Frank Siegfried, Henry Stroops, Jim Sullivan, Chris Wiedenbach, O. T. Olsen and H. Riksen.

Some of those in the back rows are Fred DeWilde, Andrew Smith, Bert Hulst, S. S. Langland, John Lang, Nola Petersma, Sybil Petersma, K. Nicolai and Jack Goldie.

On This Cooperative Oak Harbor has Grown

Paying Dividends Every Year Since 1913

NOW SERVING NEARLY 600 STOCKHOLDERS
BETTER THAN EVER

Growing with a Growing Community

Oak Harbor Producers Co-op
Since 1912



MAYLOR'S OF LONG AGO



MAYLOR'S OF TODAY

- In 1893 Proprietors Joe and John Maylor started a one room store at the head of the improved dock where it was convenient to serve patrons arriving by canoe, passenger boat or horse and buggy. Hardware—mainly for horses—was on one side of the aisle and groceries were on the other.
- Today Maylor's has expanded to two large stores, a complete hardware department on one side and a full line of foods on the other.
- Still owned by the Maylor family it serves a continuously enlarging area with the same friendly spirit of its pioneers.

Maylor's

OAK HARBOR

SINCE 1893

Greater Business Ahead for Harbor Center

WHIDBEY ISLAND'S NEWEST AND LARGEST ONE-STOP SHOPPING CENTER ON THE HIWAY



Harbor Auto Parts

Harbor Service

Harbor Market

Harbor Grocery

Roy's Sport & Barber Shop

Harbor Hardware Harbor Cabinet Works

(not shown is the Whidbey Island Lumber Co. whose office is to right of picture)

Expansion Ahead for Fast Growing Community Which Now Includes - -

Harbor Grocery

COMPLETE LINE OF GROCERIES, FROZEN FOODS,
ICE CREAM, BEVERAGES

Phone Langley 3021

Harbor Market

Cold Storage Lockers — Quality Meats

Ice

• Complete Locker Service Supplies

Phone Langley 306

Harbor Auto Parts

Complete Line of Auto Accessories and Parts

GUARANTEED REPAIR SERVICE

Phone 334

Terry Lowell

Wally Davis, Plumber

Have it done right — don't just have it done

We have the KNOW-HOW

Day or Night

Phone 3317

Harbor Cabinet Works

"EXPRESS YOUR IDEAS IN WOOD"

Specialists in Helping You
Express Your Ideas in Your Home

Harbor Service

GAS — OIL — TIRES

Batteries



Lubrication

Roy's Barber Shop

Hours 9-6

Closed Mondays

Harbor Hardware

Complete Line of Hardware and Builders Supplies

Phone 33-8

Whidbey Island Lumber Co.

Lumber at Mill Prices

Phone 33-23

Timbers and Planks Cut to Order

Route 1, Langley, Wash.

Captain Robert Bailey, Trader Chooses South End of Island

(Continued from Page 1)

each day via Clinton—the only landing on the east side of South Whidbey. That sometimes meant one would have to hike the distance from Holmes Harbor to catch a ride to the mainland.

Clinton began to fade almost as suddenly as it had started to bloom. The steamers turned to coal for fuel, and had less reason to call. And in 1891 when the Great Northern railroad went through to Bel-lingham, the bottom went out of the steamer business. The logging camps began to move away, and meanwhile Sandy Point and Lang-ley began putting in their own docks. Clinton was left a very quiet place as the depression of the not-so-gay nineties took over.

A cooperative community spirit did as much as anything to save the town's future and was exemplified in the "Labor Exchange," a non-profit organization that served the shopping needs of its members. The store's name was later changed to "Clinton Union" and continues under that name today, though under changed ownership.

Langley

Sparked by Jacob Anthes, the de-velopment of what was to become the town of Langley started early in the 1890's. Along with Judge J. W. Langley, of Seattle, James Sat-terlee, A. P. Kirk, C. W. Sheafe and Howard B. Slauson, Anthes incor-porated the organization known as the Langley Land and Improvement Company, and with that the be-ginnings of Langley were well start-ed.

A dock was built, post office and general store set up, business began to grow, and the general spirit of optimism accompanying a new enterprise made itself felt. With fifteen children in the com-munity, a school was promptly started for them in a loghouse built for the purpose.

A shadow appeared over the community's future during the de-pression of the nineties, and loss of revenue through replacement of the steamboat traffic by expanding rail lines put additional strain on the young community's economy.

In 1897 and '98 demand grew for piling and brush as construction of new docks began in Seattle and other port cities on the coast. The stimulation of the timber indus-try was reflected in Langley's re-vival from the depression years; 100 men were shortly engaged in timber and brush cutting to fulfill the contracts that had been let.

Steamboat Races

A contemporary publication has described one of the most popular outdoor amusements around the turn of the century—steamboat races.

"The usual Island - mainland

transportation was furnished by the steamer Fairhaven, called "Old Re-lia-ble." It left the foot of Madison street, Seattle, daily except Satur-day" for Edmonds, Everett, Clinton, Langley, Coupeville, Oak Harbor, and LaConner; returning leaves LaConner at 6 a. m. daily except Sunday." The LaConner Transpor-tation Company's monopoly was broken for a time by the steamer Skagit Chief which boasted "light-ed by electricity."

On the day in question the steamers Fairhaven and Skagit Chief came together somewhere near Oak Harbor and headed for Langley. For nearly twenty miles they steamed close together and as they came to the wharf at Langley the Fairhaven was less than half a length ahead. Whistles on both boats shrilled. The fun was re-peated a few days later between Langley and Coupeville when the Skagit Chief made a circle around her competitor. Explanations were offered that the Chief had salt water in her boiler when she was beaten, and the Fairhaven had "a log in her wheel" when she was out-done. At least, those were the stories told by her crews . . .

Newspaper

Journalism on South Whidbey has generally been articulate, some-times vociferous and often authori-tative. The "Islander" a forerunner of the "Whidbey Record," is de-scribed as having carried the "name and fame of the 'garden spot' of Puget Sound" all over the nation." Set by hand, it contained no "boil-er-plate" and was printed by food power. It was said to have been honored with some of the finest writing of the time.

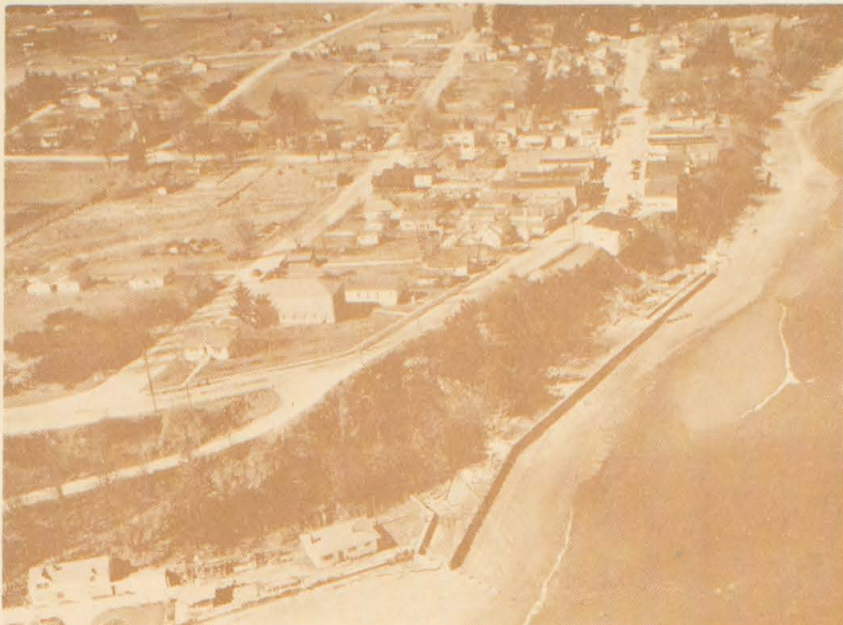
That is not unbelievable, when one looks at the roster of names which have lived in American literary his-tory and which appeared from time to time over pieces in the "Islander": Ella Wheeler Wilcox, Charlotte Per-kins Stetson, Kate Richards O'Hare, Eugene V. Debs, James O'Neal, Da-vid Burgess, Edmund Vance Cooke and Bolton Hall.

Very few of the small journals of that or any other period could tick off such an impressive list of con-tributing writers.

By about 1913, the town was pleased to describe itself in terms not a great deal unlike those that would apply today:

"Langley is the 'metropolis' of the southern end of Whidbey Island, situated a little north of west from Everett and eight and a half miles distant from there. Langley is a thriving incorporated town of about four hundred inhabitants, and is the trading center for points on all sides; the town has a bank, two hotels, two churches, a newspaper, good stores, and an improvement Club. There is a water system which supplies part of the town,

Aerial View of Langley



Langley, a thriving stable town with a population of 417, which faces Saratoga Passage, is the closest town to the mainland. The townsite was chosen by Jacob Anthes in 1890 because it could

be reached without crossing any of the nearby steep hills. It was named after Judge J. W. Langley, of the Langley Land and Improvement company.

Each year finds more and more

people interested in buying prop-erty in its neighboring area.

There are more than a dozen little communities surrounding Langley, each enjoying a pros-perous life of its own.

wanted to take the time to bring it home. He also built a fireplace in this house.

Some time before 1878 Thomas Johns became interested in a pretty little waitress at Port Townsend. Her name was Mary Jane Coffelt and she had dark blue eyes and dark brown hair. It was the kind of hair that always stayed right where she put it. This always gave her a very neat prim look. They were married April 12, 1878, at her mother and brother's home on Lopez Island. Thomas was 37 years old and Mary was 26.

He brought his bride to his home near Deer Lagoon and in no time she made his bachelor quarters look like a real home. She found this new life hard as all pioneer women did. The land was rich and fertile so the vegetables grew and Mary cooked them in her kitchen. She carried water from a well and washed her clothes by hand. In the evenings she watched the sun sink behind the Olympics bathing the evening shadows in lavender and rose. In spring she watched the ducks and geese come from the far south to raise their young along the Lagoon. In the fall she watch-ed them fly in long lines and V's away to the warmth of the sunny South.

On February 4, 1879, their first child, a daughter, was born. An Indian woman came and stayed until the child was born. Mary said, "I couldn't have had a better doctor or nurse." The closest doc-tor lived at Port Townsend so they had to depend on the Indian wom-an. The baby was called Flor-

ence. Later she was joined by twin brothers, Richard and James. As Mrs. Florence Tiemeyer, she lives today at Langley. Richard and James met death the same day, when they drowned while out swim-ming.

One day when Florence was two years old and beginning to talk her mother found her in the barnyard with an old lame ox that Ed Ol-iver had given Thomas to fatten for meat. Florence was swearing and trying to drive the ox with a stick as she had seen her father do many times. Her mother let on she hadn't heard Florence swear so she soon forgot all about it.

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They built skid-roads and used oxen to haul the logs down to the Lagoon. The skid-roads were made by laying small logs notched in the center every eight feet across the road. This notch was usually about three inches deep and about two feet long on the skid. The skids were placed eight feet apart so the large logs would be resting on two or more skids at a time. One of the men in the crew had the job of keeping the skids greased, and au-tomatically received the title of "greaser."

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Out and In with the Tide

To get their mail and provisions these early pioneers used small sail boats to go to Port Ludlow or Port Townsend. They would sail out of Deer Lagoon through Useless Bay on an outgoing tide if possible as the tide was strong it carried the boats with it. By the time they bought their provisions and got their mail they could come back on the incoming tide.

About this time Queen Victoria of England offered a pardon to all the young men who had deserted her ships in this new country, the United States of America. Thomas Johns and his nine friends who left their ship in Esquimaux were thus freed of any stigma which may have been on them for desertion.

Chooses the East Side

Thomas Johns liked the eastern side of Deer Lagoon the best as it gave him a view of the Olympic mountains and the beautiful sun-sets that we still enjoy today. He picked out a location for his new home half way down the Lagoon. At this time it was possible for a young man to buy one hundred sixty acres by pre-emption or to homestead the same amount of land. On February 25, 1873, he filed his intention to buy this land by pre-emption.

The south line of Thomas Johns' one hundred twenty acres was near the Oscar Thompson place, the east line was where the highway is to-day, the north line ran through the middle of the Bayview cemetery to the west line that bordered on Deer Lagoon. He also filed claims on forty acres east of the highway. This made his one hundred sixty acres.

Citizen in 1872

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Thomas Johns Deserts Ship To Stay Here

(Continued from Page 1)

In the morning they decided to separate and go in different di-rections so they wouldn't be captured and taken back to their ship and eventually to England. Thomas Johns decided to go to Port Lud-low and on arriving there bought himself some new denims, discard-ing his English uniform.

Sometime during the year of 1859 he met Ed Oliver who had come to Port Ludlow for supplies. Ed asked Thomas to come back with him to the Island and suggested the two go into partnership in a logging venture. Thomas felt in love with the Island and decided he would make it his home. He and Ed Ol-iver went into the logging business as partners.

The land around Deer Lagoon was rolling—covered with large trees of fir, hemlock, and cedar. Under-growth of small trees of the same kind grew beneath the large trees. Beneath the smaller trees plants of fern, huckleberry, and salal grew in great abundance making it nec-essary to do a lot of clearing and road building before the logs could be put in the water.

Used Oxen

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Canal Proposed And Coveland Has New Name

San de Fuca is a little settlement of some 200 persons between Coupeville and Oak Harbor.

The history books tell us that a close observer may still see a splint-ered piling at San de Fuca where once a mill wheel ground the set-tlers' grain.

For San de Fuca which includes the old Coveland was the first place settled on Whidbey. Whether they moved north or south, it was the original port of the sea captains—Captains James Henry Swift, Eli Hathaway, Robert C. Fay, George Bell, Thomas Coupe, Samuel Libbey, H. B. Lovejoy, William Rob-ertson, Ed Barrington, Henry Roe-der and Richard Holbrook. Many from their crews settled near them.

The first store on Whidbey was in a log cabin on Barstow's Point where Whid-Isle Inn stands today. B. P. Barstow & Co. carried freight and passengers between San Fran-cisco and Penn's Cove and was able to keep on hand provisions and groceries, also clothing, boots and shoes, cooking stoves etc.

Coveland became San de Fuca when the R. B. Holbrook farm was purchased for a townsite in the nineties. The Holbrook home was where the Standard Oil company is today.

The town saw quite a boom in those days when the San de Fuca canal was to be dug between Penn's Cove and West Beach. W. T. Clark, promoter of the San de Fuca com-pany, bought up farms and divided them into lots. People came from everywhere to buy and build and soon there were several stores, a three-story hotel, and a dock to which a steamer brought mail daily.

Mrs. A. W. Monroe has a copy of the first and only issue of a San de Fuca newspaper, published in June 1890, called The San de Fu-can.

The only actual work done on the

ence. Later she was joined by twin brothers, Richard and James. As Mrs. Florence Tiemeyer, she lives today at Langley. Richard and James met death the same day, when they drowned while out swim-ming.

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Langley First Street about 1908



This was Langley's Street looking west seven years after the road to Coupeville was opened. The building at the right is Bill Howard's livery stable which now houses the PSP&L office and Langley Elec-tric Center. The left side of the street was lined with trees under which stood the general merchandise store originally owned by Jacob Anthes. It later burned.

canal was the slashing down of trees along the area now owned by the Grassers. The bubble burst and many of the newcomers moved away.

The Liberal League hall was built in 1906 by donations of many of the old-time families. Spurred on by the Dorcas society, the building was constructed mainly by volun-teer labor. The hall was the only meeting place for people for miles around in many years.

ON THE ISLE OF WHIDBEY, IT'S

Stuart's Langley Cafe for GOOD FOOD



- Sizzling Steaks
- Breakfast
- Fountain Specials
- Lunch
- Sea Foods
- Dinner
- BROWN & HALEY CANDIES
- ALMOND ROCA

STUART'S LANGLEY CAFE

In Step . . . With Whidbey's Growth

Clyde Motors - - - 1929



Clyde Theater, Erected 1939



Clyde Enterprises, 1951



NORMAN CLYDE MOTORS

Clyde Theater - Motor Service - Chevrolet Dealer - Appliances

Langley

Growing with Whidbey . . .

Is Our Job!



FIRST BANK BUILDING

ABOVE: This was the old bank building erected about 1913, the year the bank was organized. It was later moved and is now being used as the telephone cen-tral office.



LANGLEY STATE BANK BUILT IN 1922

We are happy to have shared and benefitted from the progress that has been won on the Is-land, for as the community expands and adds more facilities, there is greater security and better living for all.

Our business too has changed over the years, growing to accommodate a growing demand. Banking service, telephone service, insurance protection —these are things which no modern growing community can long be with-out.

During these years of change, only one thing has remained the same— our sincere desire to give friendly, superior service to our customers. We hope that you are or soon will be one of them . . .

Whidby Telephone Co.

Noble Insurance Agency

Langley State Bank

His Father Came 100 Years Ago



Alfred Maylor, only living pioneer who arrived on Whidbey by way of Cape Horn, is 88 years old. When he was three weeks old he accompanied his father Samuel on his second voyage from Ireland and arrived at Oak Harbor in 1863. In 1891 he married Mary Hoffman, an Oak Harbor girl. His children are Raymond, Randolph and Theodore, Margaret, Juanita, Alma and Charlotte.

Only pioneer on Whidbey older than Alfred Maylor is William Isett of Clinton.

Oldest Native Son



H. J. (Bert) Nunan, was born in Oak Harbor seventy-nine years ago and is now the oldest remaining native son. His father, T. E. Nunan came from Ireland via Australia in the 1850's. He had his own shipyard in Seattle and became friendly with Captain Ed Barrington of Whidbey Island and waypoints. T. E. Nunan married Miss Elizabeth McCrohan and Capt. Barrington married her sister Christine.

A seafaring man himself, Nunan well remembers when the old sail boat was replaced by the steamer and the steamer by automobile. He was purser for years on a boat that left Seattle at 8 a. m. and arrived on Whidbey at 3 p. m. The boat stopped at Edmonds, Langley, Coupeville and Oak Harbor.

Colonel I. N. Ebey, Illustrious Citizen, Massacred in 1857

Present-day historians are fortunate in having authentic records of the tragic massacre of Whidbey's first citizen—Colonel Isaac N. Ebey.

Robert C. Hill wrote an article a few minutes after the murder for the Port Townsend Leader, William B. Engle recorded his memories a few years later and Winfield Ebey, younger brother of the Colonel, painstakingly entered a complete account in his diary within forty-eight hours of the murder. The main theme in all accounts is, fortunately, the same.

In 1857 Colonel Ebey was collector of customs for the Puget Sound district by appointment of President Buchanan.

Indians greatly outnumbered the white settlers, according to Hill's account, so settlers made a special point to humor them. The Haidahs, northern Indians from Alaska and the northern shores of British Columbia, were more troublesome than the native Sound Indians, and settlers gave them so much latitude they began to think they could do anything they pleased. A party would stop at a mill town such as Port Gamble, hire out their squaws for housework or any other employment and the men would go to work in the mills. Before returning to their homes in the fall, they would lie around for about two weeks and steal everything they could get their hands on.

In the fall of 1855 the pilfering and arrogance of the Indians became so unbearable that the townspeople demanded that the mill owners drive them away. Instead of leaving, however, the Indians camped opposite Port Gamble and became worse than ever.

Called on Warship
The people of Port Gamble called on the assistance of the U. S. warship Massachusetts, which flying a flag of truce, made a final request for their departure. The Indians sent back a defiant refusal saying that they would not only fight the white settlers but the warship as well. The man o' war then opened fire and the first volley killed the big chief who was a great favorite among the savages. The Indians soon dispersed and within two days surrendered.

But this did not end the conflict. The death of one of their "tyees" could not go unavenged. Immediately the Haidahs looked around for a man of great importance to offset the death of their chief.

Dr. George Coe Kellogg of Whidbey Island and Port Gamble made a fine appearance and was held in great respect.

They saw him but thought it better to postpone their revenge until the next visit.

The following year the Indians returned and camped close to the land owned by Dr. Kellogg at Ad-

Pioneer Descendants Gather At Blockhouse



In April of this year the Most Reverend Thomas A. Connolly, Bishop of Seattle, blessed the cross which has been preserved in front of the blockhouse today. It was presumably this cross which Father Blanchet blessed one hundred and eleven years before when a large group of braves interrupted a service to the delight of the priest, dragging the twenty-four foot cross. Father Blanchet, first

missionary, found the Indians eager to learn the new religion and he was the means of bringing spiritual and literal peace to the tribe of Chief Snakelum, well-known leader of the friendly Skagits who lived at Miller's Point.

Pictured above as they appeared at the historic landmark in Coupeville last month are left to right, Miss June Milholland, Mrs. Ernest Milholland, great-great

grand niece of Chief Seattle; Bishop Connolly, Mrs. Ida Alexander Sill, daughter of the first white boy born on Whidbey (John Alexander), Carolee Engstrom, great granddaughter of Flora Engle, a Mercer girl, Father Harrington, priest of Whidbey Island, Mrs. George Snakelum, descendant of Chief Snakelum and Mrs. Teresa Kittle, grandniece of Father Blanchet.

(This was afterwards related by Mrs. Ebey.)
Two guns were fired but the Colonel did not fall. He ran around the house. Mrs. Ebey begged him to come in.

"He was near her but paid no attention to her," writes Winfield, according to George Kellogg's "History of Whidbey's Island." "He had his hand to his head and she thinks he was stunned and senseless from a shot in the head. He then turned to run back as if to avoid the Indians when two more guns were fired and she saw him no more. He never spoke except to ejaculate something which she did not understand—probably only an expression of pain."

He turned toward the window as though to say something to his wife. A bullet struck him in the side and he had just time to run around to the front porch where he fell, dead, at his own door.

Others Escaped
Meanwhile Mr. Corliss, United States Marshal who was stopping overnight with the Ebeyes, ushered his own wife, Mrs. Ebey, and their

children out through the woods to the Hill home. Humphrey Hill, William B. Engle and Judge Crosby were there. The group armed and went in search of the savages, going to the beach where their canoes were tied.

"We had a short cut," writes Robert Hill, "and would have reached the beach in time to hide where we could have picked off every Indian as he came down the hill. But Mrs. Corliss insisted on going with us, which so delayed us that by the time we reached the beach the Indians were aboard their canoes and so far out in the fog we could not see them."

No one then knew the fate of Colonel Ebey. Upon going back to The Cabins, as his place was called, they discovered his headless trunk decapitated in a manner that would have done credit "to a skilled surgeon." The house had been ransacked but the eighty dollars which Mr. Corliss had brought to pay the jurors at Coveland had not been found. It was hidden under the pillow.

The Colonel's body had been shot

Pioneer Poem

God Gave us men to match
our mountains
He gave us men to match
the plains
Men with purpose in their
visions
Men with empires in
their brains.

with a ball and two buck shot in the right side.

Two years later the Colonel's head was restored to the family. It was interred with his body at Sunny-side cemetery, then a part of his father's farm. The place of his tragedy on Ebey's Prairie is now marked with a memorial which may be seen south of road leading to Ebey's landing.

Chautauquas Once Brought Many Here

The annual Fourth of July picnics at Maxwellton are well attended.

The excellent beach at Maxwellton draws campers throughout the summer months and a resort attracts many vacationing fishermen.

Many old-timers remember the Chautauquas which were held there along about 1910 and to which visitors came by steamer. Among vessels stopping at Island points were the Columbia Camano, the Callista and Fairhaven, a stern wheeler.

★ Brighten Up

The Corner

Where You Are . . .

An added bit of color can bring out the best points of your home—be it old or new—

- Ruffled Priscillas
- Tailored panels
- Kitchen Curtains
- Window trim

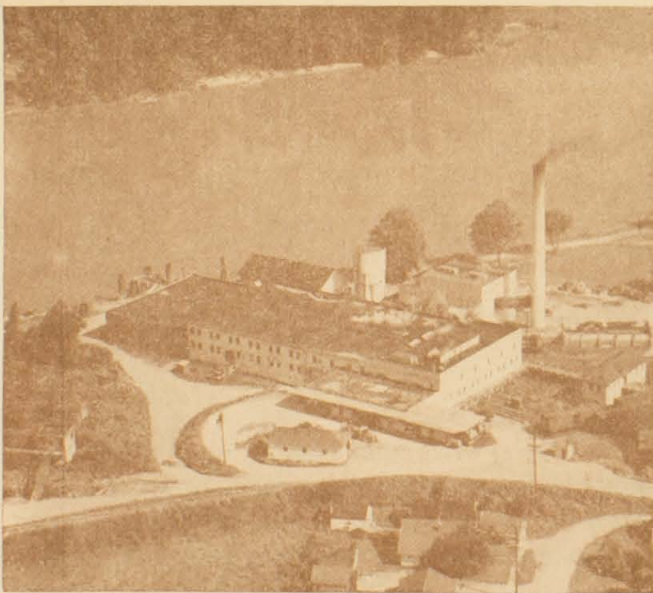
Nylon, Rayon, Ninon, Plastic
Cotton Marquisette or permanent finish Organdy

From Everett's Largest Variety of Curtains

Jensen's
DRAPERIES

2629 Colby

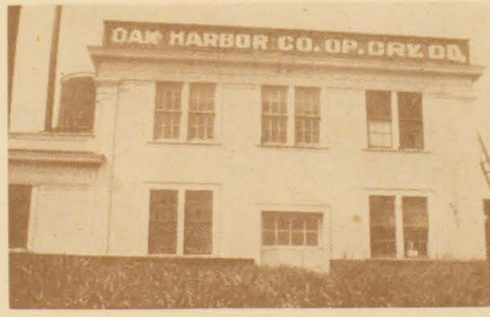
Darigold's Mount Vernon Plant



* Because dairying became an important part of life on Whidbey Island as far back as 1870, Island County farmers saw the need of business-like operations in marketing their dairy produce.

* In 1935 Island County Dairymen merged with the Skagit County Dairymen's Association and the Oak Harbor plant is now used as a distributing point in conjunction with the large and modern establishment at Burlington and Mount Vernon. Here are processed a great volume of butter, ice cream, cheese, evaporated, powdered and fluid milk.

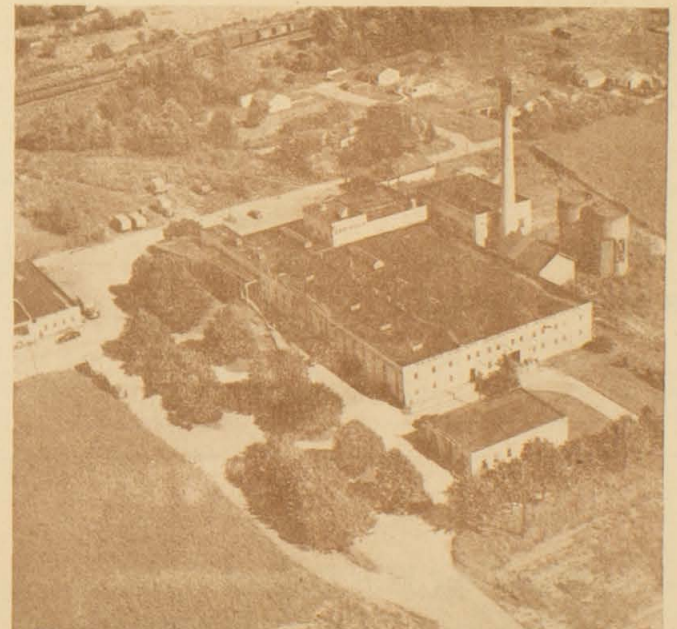
Oak Harbor's First Creamery



* Island farmers are well protected with a stable market for their produce which has been an influence on general Whidbey prosperity and growth. Because they produce top quality milk, Darigold products continue to take first prizes in state-wide contests.

* Darigold took first prize at Washington State College's 17th annual institute of dairying for creamery butter made without culture or flavoring (submitted by the plant) and first prize in the surprise contest—butter taken from regular stock in grocery stores.

Darigold's Burlington Plant



DARIGOLD HOLDS THE 10 YEAR PLaque GIVEN BY WASHINGTON STATE COLLEGE FOR EXCELLENCE OF BUTTER QUALITY AND FOR PLACING FIRST MORE THAN ANY OTHER COMPETITOR.

Officers at Skagit County Dairymen's Assn.

W. J. KNUTZEN, President	HOWARD WALKER, Director
GEORGE LAWSON, Vice President	DAN SUNDQUIST, Director
EMIL WERSEN, Sec.-Treas.	JOHN SANDALL, Director
P. A. CORNELIUS, Manager	

DARIGOLD



Coupeville—Island's Oldest Settlement Founded by Sea Captains 100 Years Ago

By Donald M. Bullock

In this day of haste and constant striving to progress, it is a relief to find a town where tales of yesterday abound and thoughts of tomorrow can be delayed. The quaint town of Coupeville, located on the south shore of Penn's cove, often called one of the most beautiful harbors of the world, is the oldest settlement on the Island and is a town that hasn't forgotten its founders.

Settled for the most part at first, by retired sea captains 100 years ago, Coupeville today remains a favorite spot for those who have retreated from their life's work and seek a restful and beautiful haven.

Now a town of 378 persons, according to the 1950 census, Coupeville hasn't changed in size to any noticeable extent for the past 30 years. However, the countryside is becoming increasingly settled, with waterfront property constantly in demand by many from the cities, who discover along its shores the beauty of water, prairies and mountains which first attracted settlers in early years.

It was on November 20, of 1852 that Captain Thomas Coupe filed his claim on what was to become the present site of Coupeville. The Captain had trouble convincing his wife of the adventurous living on Whidbey Island. In fact he had to promise that if she remained he would give up the sea.

Sails Through Pass

His campaign to keep Mrs. Coupe on his newly acquired claim almost failed when he sailed his full rigged ship through Deception Pass, a feat never before attempted and never to be tried again in the swirling waters of the narrow rock-lined cut, discovered by Capt. George Vancouver in 1792.

Unaware of the dangerous currents and tide rips, the Captain had gone so far as to invite his wife on

deck to watch as they sailed through the pass.

Mrs. Coupe stayed on Whidbey, but the Captain still followed the sea. He built three sloops and made three trips to France in 1855 and 1856 carrying spars from Utsalady for the French government. The spars, cut by Indians on McDonald's Island (now Camano) were used in the shipyards in Brest, France.

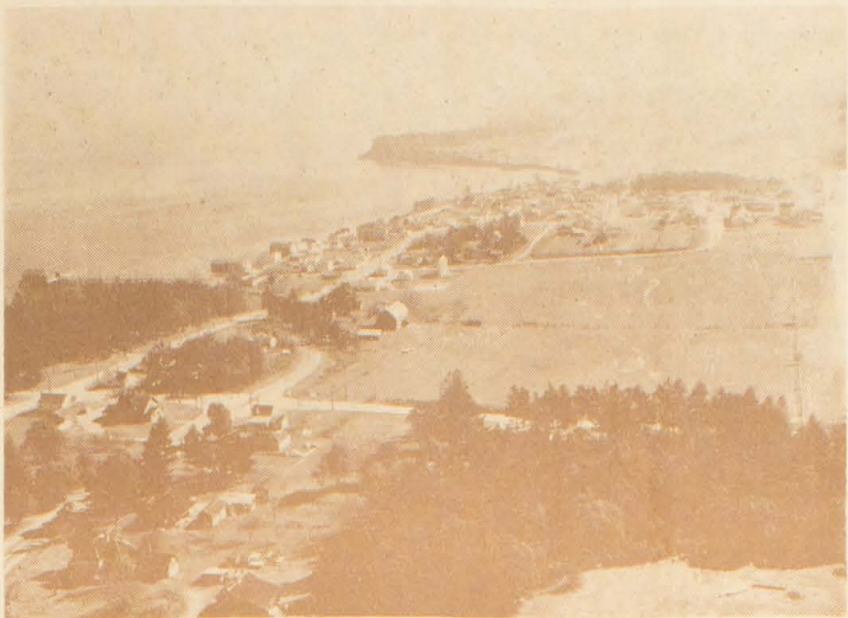
Other captains who took up claims in the area of Coupeville soon after were Howard B. Lovejoy and John Alexander. Such men as Captain Robert C. Fay and Captain George Bell came but failed to take up a claim. Captain Fay married the widow of John Alexander and lived here the rest of his life. Later on more sea captains were to sail their ships into Penn Cove and make their homes. Among them were Captains Ed Barrington, James Henry Swift, Eli Hathaway, Samuel Libbey, William Robertson and Richard Holbrook. Besides the captains many of the crew members settled along the shores.

Life Different

Life in Coupeville was different in many respects from that in other parts of the Northwest frontier. Instead of the rough dress of a pioneer the captains and their families were always neatly clothed and observed all the customs and traditions of a New England society, from whence they came.

The Skagit Indians who lived on Whidbey gave the settlers no trouble. Many worked for the land owners. More than 1,000 of the redskins lived in Coupeville, making

Aerial View of Scenic Coupeville



"Coupeville people are the happiest on the Island," folks say after they have lived there long enough to get acquainted and feel

the friendly spirit which prevails there. Coupeville residents are proud of their fine courthouse, school buildings and grounds, Masonic Temple and the civic pride which made such buildings possible.

their homes along the waterfront. It was the Northern Indians from British Columbia who were constantly causing fear in the Island Indians and settlers. These savages came often in their huge 11- and-15 man canoes to raid farms near the shore. The Haidahs, as they were known, murdered Colonel I. N. Ebey, on August 11, 1857 in one of the Island's most tragic episodes. They came to revenge the death of a chief who had been killed in Port Gamble the year before by the white men. As Colonel Ebey was indeed considered a white chief (he had been the Island's first settler and active in politics). He was shot and beheaded in the night by a raiding party of the Haidahs. The murderers were never captured.

First Store

The area at the head of the cove, called Coveland was the commercial center of the Island in 1854. There Captain B. P. Barstow operated a store on the site where Whid-Isle Inn stands today. Before this, settlers traveled to Port Townsend from Ebey's landing. A post-office was established in Coveland in 1857 and two years later in Coupeville. Mail was brought by boat from Port Townsend to Ebey's landing and then by stage to Coveland and Coupeville.

Whidbey Island's first Sunday school was held in the home of Mrs. Coupe in 1854. The first church service had been held in 1853 at Colonel Ebey's home.

Today in Coupeville anyone looking at the Methodist church will see the date 1853 on the tower. The organization of Methodists took place that year, but no building was constructed until 1860. The first building burned and the present structure was erected in 1893.

The county seat of Island county today is Coupeville, but the first meeting of the county commissioners was held in the John Alexander home at Coveland on April 4, 1853. Not until 1891 did the commissioners finally become settled permanently in what is known as the "old courthouse" today. In the 1880's the commissioners had met in a building on the main street of town.

Legal Troubles

However the new courthouse caused a legal entanglement which finally was settled in 1897. Before the building was constructed five Coupeville men offered to give the county the lot upon which the courthouse was to stand. The courthouse was built on the donated land but the county failed to accept the gift formally until February 11, 1893. At that time they demanded a deed to the property but the donors said "nothing doing."

Since the time the property had been offered, the value of the block had increased from \$300 to \$550. Eventually the county purchased the property from Thomas Cranney who held a deed to the lot.

The old courthouse was used un-

til 1948 when Whidbey Island's most modern building was constructed for county offices.

Captain and Mrs. James Henry Swift, who arrived at Coupeville June 30, 1863, recount life of the '60's in a series of letters written to friends in Massachusetts. They urged their friends to come west. The captain often exclaimed Whidbey was the most attractive place he had ever seen.

Mrs. Swift relates there was a need for a doctor, the nearest one being at Port Townsend.

Center of Activity

Social life of the early 1860's as far as ballroom dancing was concerned could be found at Utsalady. Not until 1866 was a fraternal organization established, the Independent Order of Good Templars. They regularly held meetings and from that the social life of the community increased to a point where for many years Coupeville was the center of Island activities.

The Good Templars hall became the hub of dances, lectures, plays and speeches. In 1869 a charter was issued to the Masons of Whidbey Lodge No. 15. Granville O. Haller was worshipful master of the new lodge. They had no hall of their own until 1874 when one was built for \$600. In the years since that time the lodge hall has increased in size and today it is valued at \$25,000. The original building still forms a part of the present day structure.

A high spot of the 1880's was the establishment by the Congregation- alists of the Puget Sound Academy in 1886. The private school attracted students from the entire Puget Sound region. It served as a preparatory school and it was the claim of its principal that completion of a course at the academy fit the student for any college in the United States. The Academy flourished for a number of years, having as many as 100 pupils at one time. Courses of study included English, Latin, Greek, Roman History, mathematics, U. S. History, Geography, Physiology and Geometry.

Its principal, the Rev. C. E. Newberry, headed the school for many years and guided many sons and daughters of Whidbey Island residents as well as members of prominent families in Seattle and elsewhere. For many years an annual reunion was held of former students of the school.

The building burned following the turn of the century after the school had been closed for several years.

Three Hotels in Boom
In 1890 Coupeville was a thriving community with three hotels and rumors of a railroad to be built which would in turn bring more business and industry. The Chicago and Skagit Valley railroad was to run from New Chicago, at Key-stone harbor, across the Island and Saratoga passage to Sedro Woolley. Lots in town were selling for \$50 and upwards. Prices were higher in New Chicago. Soon the crash of 1893 came along and the bottom fell out of the railroad scheme, and lots which had sold at \$50 and \$100 could be bought for six cents each.

Three hotels seemed a large number for the town, but daily steamboat traffic and the many "drum-mers" or salesmen always came to Coupeville and operated from there. The Central Hotel, the Glenwood and the State House offered lodg- ing to the weary traveler. Today the State house is now the Blockhouse Inn and the Calhoun Apartments are located in the building once occupied by the Glenwood.

The Central Hotel which was once the Good Templars hall and later a community hall, was joined

Capt. Vancouver Honored Friend in Naming Penn Cove

"The country here is the finest we have met," wrote Captain George Vancouver in his journal on a June day in the year 1792. The Captain of the Royal Navy of King George III had just sailed his ship, Discovery, into a harbor which he named Penn's Cove. This scenic body of blue water which cuts deeply into the shore line of Whidbey Island impressed the explorer Captain and his crew who compared the edging beaches with those of the shores of their native England.

It has never been made too clear how Captain Vancouver came to choose the name Penn's Cove. Historians are agreed that it was named for a friend, but just which Penn they are not certain. John Penn

Dan Pearson owned one located east of the present dock. T. W. Calhoun and his son Elmer owned a dock just to the west of Pearson's. The present dock was not built until 1905.

Pearson also owned a mercantile store where the old theatre now stands. When he first owned it, the county told him his building was too close to the street. The owner refused to do anything about it, so the county hired a crew to saw the building in half. The operation was completed, but Pearson, highly incensed, sued the county for damages. Hiring a sharp Seattle lawyer he won his case and the county paid damages. The theater was built from timber in the old building.

Steamships Popular

Until 1837 the county seat was serviced by steamships bringing slight - seers, travelers, mail and freight. The steamer Fairhaven for years ran between Seattle and La-Comer, stopping off at ports along the way. Other ships included the Calista, owned and operated by the Lovejoy brothers, the Klawatta and the Atalanta which made its last trip fourteen years ago. This was the last of the steamers which played such an integral part in the development of Puget Sound. Some believe excursion steamers on the Sound today would be profitable.

Only a small freighter stops at the present wharf, and then only when there is a load, which is not often.

When Coupeville's first boom was on in 1890 it was only natural that a newspaper should start up to chronicle the events of the fast growing and ambitious community. On March 21, 1890 the first issue of The Island County Sun came off the press. The paper stirred up the emotions of the people, but for a far different reason.

A series of sermons by a liberal-minded minister was carried in the paper which, although used merely as filler articles or what newspaper-men call "boiler plate," caused a storm of protests among the Methodists. Less than a year later the group opposed to the Sun, printed the first edition of the Island

(Continued on Page 8)

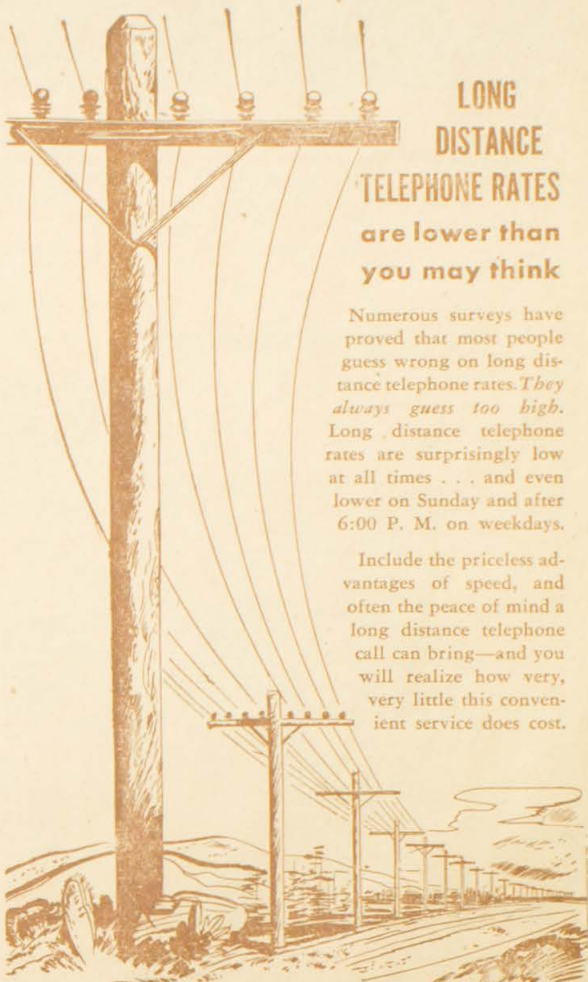
and a Richard Penn, both grand- sons of William Penn, the founder of Pennsylvania, lived in England and were about the same age as Vancouver. Both Penns later be- came lieutenant governors of Pen- nsylvania. Whichever Penn it was, he was a close friend of the Cap- tain.

Vancouver describes the harbor further saying a deserted village stood on each point of the harbor. When a party from the ship put to shore to explore the surrounding countryside they found sepulchers standing upright, containing skele- tons of young children wrapped in blankets. The sepulcher in its up- right position was described by the Captain as "exactly like a sentry box" in London streets. The re- mains were intact except for the

limb bones which were missing. Captain Vancouver surmised that the limbs were used for pointing arrows and spears. Smaller bones of adults were found within the up- right structures also.

Spacious meadows elegantly ad- orned with clumps of trees, mostly oak, impressed the Captain. He told of finding trees four to six feet in circumference. Many deer romped and grazed in the three foot high grass which abound on each side of the timber.

Captain Vancouver's impression of Penn's Cove was to be felt many times over by sea captains some 60 years later when they discovered for themselves what often was called the finest harbor in the world, and came to spend their days of retirement along its shores.



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Strong Bond Between Navy and Islanders

By H. J. Davis, JOC

Once upon a time . . . so begins every fairy story and a fitting introduction to this particular piece of writing in that I personally feel the relationship and mutual understanding that exists today between the Navy and residents of Whidbey Island could only have happened in a myth, so . . .

Once upon a Summertime—July 17, 1941 to be exact, Congressmen Henry M. Jackson and Warren G. Magnuson dropped a bomb on Whidbey Island.

Heavy Explosive Charge

This particular bomb was loaded, not with TNT, but with moral responsibilities to be added to the burdens of a peace-loving people whose civil liberties were being threatened by the expanding global war.

This bomb was a joint announcement by the two Congressmen from their Washington office that \$3,790,000 was to be expended on Whidbey Island for the establishment of a Naval Air Station.

The appropriations bill was passed by the House on 24 July and approved by the Senate on 14 August 1941.

The original bill provided for the procurement of 5,000 acres of Whidbey Island land by the government and it was this item that struck terror in the hearts of home owners.

Seaplane Base Planned

The first plan provided for a permanent seaplane base at Oak Harbor, which, according to an announcement from Washington, D. C., would eventually be developed into a base worth \$25,000,000. The following message was received in Oak Harbor from Congressman Jackson on 24 July 1941:

"Proposed location is at Crescent Harbor, Whidbey Island, just East of Oak Harbor. Initial set-up provides for 200 enlisted men and 48 officers. It is expected that after base has been established it will expand considerably."

Engineering contractors were on the job immediately following the approval of the appropriations by the Senate. Surveys were begun to determine the boundaries of property that would be needed for the air station.

Residents or owners of selected lands were advised that the government would make a fair appraisal of their land. Should they refuse the appraised price, condemnation proceedings would be instituted and in all likelihood they would receive less money.

Daniel In The Lion's Den

It was then that the men with a surveyor's stand and pole became a personal threat to every land owner in the vicinity of the base, and their every move was watched from behind drawn curtains, or by a glaring property owner who watched them stake out his property as

if they were draining the very life from it.

Another Salvo

An announcement from Washington on November 20 fanned the fevered pitch of excitement with the word that Clover Valley would be included in the Naval Air Station set-up.

Rumor quickly spread that the Navy intended to take over the entire Island, including business houses, and became so potent that Navy authorities made a public announcement to assure the people that the Navy had no such idea. Plans now were to establish a seaplane base at Oak Harbor and a landplane base, which later became known as Ault Field, in Clover Valley.

Home Sweet Home

Now the people whose land and homes were appraised as needed for defense purposes, were good, loyal Americans and possessed of an earnest desire to do everything they could for their country, but you cannot uproot a man's home, whatever the reason, without incurring some bit of bitterness. There were bound to be those who felt that this could be an unnecessary acquisition of property.

Then too, the government was in a hurry for the land. Their appraisals were considered fair, but funds to pay the farmers and home owners were slow in coming. People were asked to move off their property and some had no where else to go—or money to go there with. However, this condition was rectified as soon as possible and with a minimum of discomfort or inconvenience.

There was hardly a family on the North end of the island who was not effected by the establishment of a Naval Air Station on Whidbey.

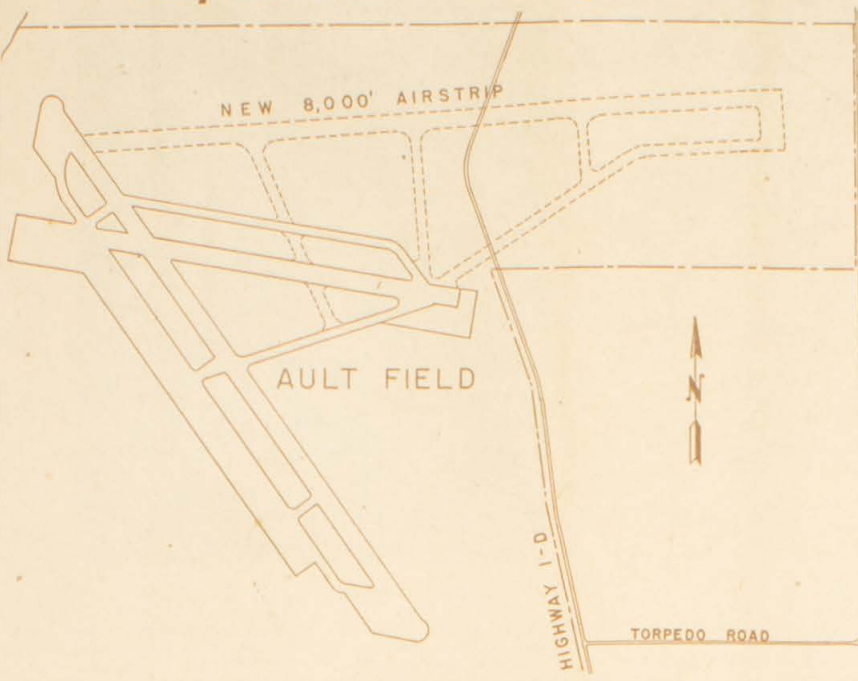
The vicious attack at Pearl Harbor on 7 December 1941 eased the pangs of bitterness, but did not completely erase them. The first contracts with Clover Valley farmers were signed about 8 February 1942 and by mid-April the Navy had completed the acquisition of approximately 5,000 acres of land.

Come Some Other Day

Thus the small band of officers and men who were the first Navy personnel to serve on Whidbey Island found the welcome mats turned upside-down.

It is actually here that our real story begins. The Navy and the people first learned to live together; they soon began to trust each other. They found that they had common problems and could be of mutual help. Understanding and appreciation of each others position opened a world of new values that they are continuing to enjoy every

Navy Will Build New Runway at Ault Field



Jet bombers and larger planes demand a longer airstrip at Ault Field, NAS Whidbey, which is designated a "permanent" base. The

contemplated 8,000 foot airstrip will cross the present highway which will be routed to the east. The new runway and taxiways

will cost \$4,432,500 and construction is to start this summer. Already design specifications have been approved.

hour of their lives together. The Navy is proud today that almost every family that was moved from its home and land is an ardent booster of the U. S. Naval Air Station, Whidbey, not without some regrets, but absolutely without any trace of bitterness.

Thus with spiritual and moral values achieved through common effort we end the first chapter of our fairy story.

Chapter Two

The prosecution of a war for which we were totally unprepared at the onset in 1941 necessitated some radical changes in our planning. Whidbey was originally selected for a permanent type base because of ideal weather, easy access to both land and water and strategic location at the Northwest gateway to U. S. A. It was removed from a metropolitan area and there was room for future expansion.

Plans Change

The first buildings to go up were of concrete and steel, but almost with the first shot at Pearl Harbor these items became of such high priority that we were forced to complete our building program of temporary type construction.

As a result, the most potential operational air base in the Pacific Northwest was built according to wartime standards and specifications with a life expectancy of about five years.

War's End

Together with the rest of the Navy, NAS, Whidbey experienced a period of rapid demobilization with war's end. There ensued a drastic reduction of personnel and material.

Seaplanes soon became rare sights at Oak Harbor, and the mounting maintenance and repair costs of buildings and facilities that had already outlived their life expectancy, placed the future role of NAS, Whidbey, in a doubtful status.

Outlook Brightens

However, a careful review of the station's functions and importance as a national defense base and later international developments, pumped new blood into a tired body. There is ample evidence today that the Department of Defense, still fully cognizant of the original virtues of the location, plan to further develop the station along permanent lines.

New Runway Authorized

Contracts are expected to be awarded soon on a new 8,000-ft runway at Ault Field. Total costs of this project are expected to approach the 4½ million dollar mark. This runway will be capable of supporting take-off loads of any aircraft in use today and its length is sufficient to accommodate any and all type planes.

More Housing Authorized

The first 100 units of Navy housing were authorized in January '42 with an appropriation of \$350,000. Subsequent additions have brought the total of government housing units to 519; however, this number falls short of present day needs.

There are 700 Navy families on the waiting list for government housing. An estimated 800 service families (some of these are included in the 700 figure) are living in civilian houses in nearby cities and communities.

A large number of Navy personnel have purchased their own homes on Whidbey Island, in Mount Vernon, Anacortes, Everett, Bellingham and surrounding areas.

Construction is expected to get underway soon on 300 additional units of housing to be occupied by military and civil service personnel. This project will involve approximately two million dollars and will be located just north of the COM at Ault Field. The units will be owned and operated by private enterprise which will have a long time lease on the property. The Navy will certify eligible occupants and maintain certain supervisory privileges concerning sanitation, public health and station security.

The bomb that Congressman Jackson and Magnuson dropped on Whidbey Island is still exploding, but with the exception of the initial blast that shook up a few nerves, the chain reaction has been of such immeasurable good for everybody concerned that we say . . . it could only happen in a fairy story.

NAVY PAYROLL

The average monthly pay roll at Whidbey Naval Station, including military and civilian employees of the Navy, is in excess of \$900,000. This figure can normally be expected to be increased as the base expands.

FIELD HONORS PILOT

Ault Field at the Whidbey Naval Air Station was named in honor of CDR. William Bowen Ault who was killed in the Battle of Coral Sea.

A Navy Message

To the Folks on Whidbey

The blessings of America and Americans have been told in every language in the world.

They are indelibly inscribed in the hearts of every loyal citizen who aspires to no life on earth other than that prescribed under our Constitution.

But because our way of life has been repeatedly challenged by other governments, or forms of government, since our first landing at Plymouth Rock, it has been necessary to maintain an armed force to defend our freedoms.

Your navy came into being to keep our sea lanes open. That is still its primary mission after 175 years of successful operations.

The development of aircraft and their subsequent value as "the eyes of the fleet" materially strengthened our sea forces. But in order to operate and maintain fleet aircraft and train the men who were to fly them, the Navy was forced to acquire strategic land bases.

The Naval Air Station, Whidbey, is another important link in a great chain of military bases throughout the world where members of the Armed Forces are on duty as "Defenders of Freedom."

There is not a sailor on board who wouldn't rather be at home today with Mom and Dad, sis and brother, wife and children, or loved ones. There is not a sailor on board who doesn't share your wish that the fertile acres on which this station is located, could be turned back into the peaceful production of crops and a place where families could live, grow, prosper and be happy.

We daresay there is not a resident on Whidbey Island whose home has not been touched in some manner by the fortunes of war in recent years and to whom the establishment, development and expansion of the Whidbey Naval station has not been a comforting reassurance that America was on guard to defend our freedoms.

Since we are neighbors—maybe just for today; a week; a month; two-five-ten years, maybe forever—there is much of value that we can add to each others lives through fellowship and understanding.

Whidbey Island is our home today. Maybe "home" is a bunk and locker in barracks 10; an apartment in Coupeville; a cottage in Langley or a Victory Home in Oak Harbor, but the island is our own back yard.

We buy our eggs from that nice old lady in San de Fuca; drive to Clinton on Sunday afternoons. We think we know the good fishing spots and jealously guard our "secret" hunting grounds.

We buy our meat from the corner market; our staples from the local grocer; our children share the same school room and enjoy the same pleasures with your children.

We borrow from the same banker; pay the same preacher; know the same disappointments and heartaches that you do; dream the same dreams and are filled with the same hopes.

We appreciate the spiritual, moral, civic and social values that are the rewards of fellowship and eagerly look forward to our sojourn in this community, be it one hour or forever . . .

Armed Forces Day at Whidbey

Last year more than 5,000 persons visited the Naval Air Station, Whidbey on the first Armed Forces Day.

May 19 was designated Armed Forces Day for 1951 and Whidbey Navy again holds open house.

The photo at the right shows a section of the large crowd of 1950 inspecting static displays of Navy and Air Force aircraft, including the latest type jets.

Other interesting features of 1950 Open House were GCA landings in which the public was cut-in by loud speaker on the plane-GCA radio communication system and heard the pilot "talked in" for a perfect landing.

An extensive program is being planned for this year.

Whidbey on Armed Forces Day



RECORD BOMBER

Patrol bombers based at the Naval Air Station are the famed P-2V Neptunes. It was the Neptune which set the world's non-stop flight of 11,236 miles.

The Commander of Fleet Air Wing Four and Commander of Fleet Air Seattle, Rear Admiral H. E. Regan makes his headquarters at the Ault Field Administration building.



BUILT DECEMBER 21, 1950

Although we have had our agency on the Island for only 2 years, Buick has been furnishing dependable transportation for Whidbey Island residents since 1902 when the first Buick was sold.

Buicks of yesteryear, although not comparable in style to the Buicks of today, have been so well constructed that many are still in operation.

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- Parts and Accessories
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Stewart Buick Company

At the Ault Field Gate

Near Oak Harbor

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MEN'S FURNISHINGS

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Naval and Civilian Outfitters For 43 Years

KAHN BROS.

Also of Bremerton, Wash.

At the Ault Field Gate

Near Oak Harbor

Oak Harbor Reviews History on One Hundredth Anniversary

(Continued from Page 2)

The summer claim from May 2 and the Tafteson claim from Tafteson, also the marsh lots in section 1 and 2 and this gave them virtual control of all of the water front in Oak Harbor. They tried to get the Freund claim, but the old Colonel would not sell land and lived on it until he died.

John M. Izzet was hired by Barrington to supervise construction of a schooner here at Oak Harbor, and after a winter of hardship in which everyone connected with the building seemed to be at odds with the world, Barrington named the boat the "Growler."

The Growler seemed to have had her unhappiness built into her seams, and with a name referring to the unrest during her building, when she was sold to Alaska a few years later, she went down with all her crew aboard. Different tales are told of her end, but whether she was robbed and her crew murdered or whether she hit some uncharted shoal or reef and went down with all aboard, still the year of her building is counted as an event in the early days of Oak Harbor.

Tafteson Leaves

Tafteson, who had married an Indian woman and had two sons by this marriage and losing them both when they were babies, seemed embittered and after the sale of his claim, left Oak Harbor and traveled about the country extensively, seeking happiness, perhaps, in a different location. He returned however and bought ten acres from his old friend, Col. Freund, and lived there for many years, farming, and then the wandering spirit again beckoned and he sold his little home to Capt. J. T. Adams. Three times Tafteson left Oak Harbor and each time returned. The last time he went to make a home in the land which had charmed him from the first.

Settlers moved in slowly at first, but soon every little patch of prairie land was taken, and the fir and alder was cleared from the peat marshes.

Capt. Ed Barrington, the sea captain, made friends with the Indians and administered justice where justice was needed. It is said that many an Indian was saved from hanging by his quick interception, and many an Indian learned to respect his quick decisions also.

In the fifties, Oak Harbor was populated by Indians who had their patch houses built on the beaches, and who gathered frequently for their tribal conferences and merry-making.

Indians Troublesome

The King George Indians from Vancouver Island were not of the slave raising Haida but made frequent trips to visit Oak Harbor where they spent their time fighting and stealing the Indian women. They were very troublesome to the early settlers.

Along the beach where the city beach is now located, the Indians had set up their long houses, and in front of them along the beach had placed the remains of their departed ones. It was the custom of the Sound Indians to place the dead in a canoe with all their earthly belongings, ornaments and trappings, and hoist the canoe high in the air on poles.

To such an Indian encampment the King George Indians came one day ready to make trouble and "full of fire water." Frightened squaws came to tell Capt. Barrington of their plight, and he and Phillips and a few others went down to see what could be done about it.

Terrified Indians Leave

Knowing the Indian's fear of death and the "evil spirits," Capt. Barrington kicked down one of the old burial canoes containing the bones of a long departed Indian, stuck the skull on a long pole and ran the whole contingent of trouble making redskins out of the Harbor.

"The bay was full of Indian canoes making as fast a getaway as possible from the 'sike' or 'devil' as they called my father," related Capt. Hill Barrington. They were sure that the red-headed giant must be a devil himself in order to defy the spirits of the dead."

Story of "Big Billy"

"Big Billy" was a huge Indian who stood 6 feet three inches and who was well-known and well liked in the little settlement. Capt. Barrington with the help of another man was busy butchering one day when Big Billy walked up to inspect the proceedings.

"Hand me that gam stick, Billy," said Barrington.

Big Billy thought that over a minute and replied, "Mist Barrington, you been boss long enough. Now I boss."

Barrington picked up the gam stick himself and brought it down with a dull thud on the Indian's skull. He slumped to the earth and Barrington grabbed him by the hair, dragged him to the bank and threw him over.

His helper watched the proceedings thoughtfully, then said, "Captain, I think you've killed that Indian."

"That was the intention," replied Barrington as he turned again to his butchering.

Four days later Big Billy reappeared and approached Barrington, "Cap'n Barrington, you still boss."

Another crisis was successfully averted through pioneer resourcefulness.

Father of Pass Bridge

In 1859 G. W. Morse, father of Mrs. R. A. Davis beloved pioneer and better known as "Aunt Sadie," settled in Oak Harbor, owning the land where the Roller Barn now stands, and known better to present day Oak Harborites as the former James Neil ranch.

Morse served two terms in the State Senate at Olympia from this district and during that time introduced and had passed a bill appropriating \$20,000 to pay to build approaches for a bridge over Deception Pass. This was in 1912 and even then the bridge over the Pass was being considered.

When the bridge was finally built in 1935 through the continued efforts of North Whidbey people it was through thoughtless oversight that Morse's name went unmentioned in the long list of names of prominent people who untiringly led the battle to give Oak Harbor a link to the mainland.

Settlers Came Slowly

As settlers began to move in and take over the prairie land we find the names of A. W. Morse, who located at the head of Duquella Bay,

James Nesbit who located in the woods two miles north of Crescent Harbor because it was said that his wife was afraid of the northern Indians; H. L. Maycott who located where the old John Power farm was on the south runway at Ault Field; and John Shafer who took up a part of Swantonville that is now part of Beach View farm.

The Madox brothers and William Gildow took homesteads on the balance of Swantonville. J. L. Walker homesteaded the land between Morse and Maycott. Tady Perkins located on the farm now owned by Ben Leers, or part of it, and Frank DeLorme homesteaded 160 acres south of that. James Watson bought the farm and his son Norman still lives on the old place.

From the sixties until somewhere in the nineties, we find an improvement in the farm lands and settlers attracted by the first free land and cheap land remained. Few more arrived in this time, and Indians died off or removed to reservations on the mainland.

Wild Cattle on Whidbey

But Whidbey Island was far from tamed for in the seventies packs of timber wolves still roamed the island. Swantonville were few and far between, cattle strayed from the farms and formed wild bands. In 1874 there was one wild herd in which there was estimated to be 100 cattle, and the work oxen of Martin Tafteson joined the band and he never did get them back.

This led to an unusual situation for the wild cattle brought to the island, beef rustlers who hunted the wild cattle then turned to the settler's cows to the extent that whole herds were stolen. It was said that Ben Che after whom the spit of land across from LaConner was named, lost all of his cattle, and he thought that they had been shipped to market in LaConner.

Nesbit Bags Last Elk

Elk horns found in peat marshes on the island led to the belief that Elk were once plentiful. About 1880 James Nesbit found tracks in his garden which led him to attempt to trap the beast who was despoiling his source of income as well as food.

He tried tying his dog in the cabbage patch and the dog leaped into the garden and ate as close to the dog as he could. Nesbit said the animal could hear the musket being cocked inside the house and would be gone by the time the door was opened.

So one bright moonlight night the dog and Nesbit knocked his musket and stood it by his bed, propped open the door about six inches and retired. Sure enough, the raging of the tied-in-the-cabbages dog awoke him and grabbing his gun he took careful aim at the big animal in the darkness. Nesbit missed, the animal dropped, then reared up on his hind legs with such a bellow that Nesbit said all the cattle he had came running. Another blast dropped him completely, and such was the size of the animal that it took Nesbit and his sons some time, moving him only a few inches at a time, to get him to the porch. Here he was hung after the head was removed, and the body stretched from rafters to floor!

From the size of the creature, the coarseness of its voice and the size of his only son, time, moving him only a few inches at a time, to get him to the porch. Here he was hung after the head was removed, and the body stretched from rafters to floor!

The beaver was another animal which was plentiful on Whidbey at one time.

The G. A. Garratt homestead, next to the Maycott claim in Swantonville was overrun with the industrious animals and it was years before the farm was drained. Set beaver traps were removed, unsprung, and found incorporated in the beaver's dikes along with the stick, stones and mud used.

Mail by Steamer, Horse

Caleb Miller was the first postmaster in Oak Harbor, in 1862, but he had the position only about six months as he found that he couldn't leave or buy a place for a postoffice. As a result, there was no postoffice here as late as 1875.

Coveyland had the nearest postoffice and James Busby who lived on the old Dykers place in Crescent Harbor was postmaster there part of the time. Mail was brought in from Seattle on Monday evening if the weather was good, and returned from the north on Wednesday or Thursday on the old steamer "J. B. Libby."

Mail was delivered from Coveyland to Oak Harbor by horseback by Tom Nunan and later his son George, and the settlers about the Silver Lake district got their mail at Utsaladdy or LaConner.

In 1878 after a long fight the post office was again established here with John W. Gillespie as postmaster, although in one account it is said that it was years before the steamboat companies gave up the fight to prevent Oak Harbor from getting the mail.

There was a little dock built out in front of where the Alfred Maylor home now stands, and the incoming boat anchored in the channel, and unloaded passengers by rowboat. At low tide passengers had to be carried "piggy back" through the mud flats to the dock. Capt. Barrington recalls.

Development Stops

Further development of Whidbey Island was stopped for a long time by the Northern Pacific Railroad Co. who took advantage of Uncle Sam's offer to sell land at \$1.25 per acre by buying virtually all of the unlocated land on the north end of the island and holding it until 1892.

They then let loose their holdings here and split up into several large holdings, and many attempts were made to get buyers for it.

The Tucker-Potter land Co. had the first trial and proposed a fruit ranch to attract buyers. The plan was to clear, grub and grade 640 acres and plant it to prunes, cultivate it for five years and turn it over to the stock holders. They spent a great deal of money surveying and building roads and clearing lands and were instrumental in bringing a good many settlers into the Duquella Bay district before the company folded. Members of the company took sections of the property to dispose of as they pleased.

Dutch Settlers Arrive

Soon a Mr. Workman came to Oak Harbor as agent for several of these land holders, and was instrumental in interesting a number of Hollanders who had previously settled in other part of the United States, in the land.

In 1894 the steamer "Idaho," sailed into the harbor with 18 Dutch colonists, aboard, bearing the names of H. Freiling, L. Jacobson, T. Haan, O. Heller, J. Bolt, J. Oldhuys, E. Jonker, A. Schluss, and M. Lichtenberg.

A year later 60 more arrived with families and within another two years there were around 200 Hollanders living on north Whidbey—in districts, thrifty people, who cleared land, built homes and raised their families through some of the worst times the country has ever known.

Money was not only scarce, it was practically non-existent, and many of the Dutch settlers arrived with nothing but a family and a determination to carve a home for themselves out of the new land.

Herb Dykers is said to have arrived in Crescent Harbor with five dollars and couldn't speak a word of English. When he left Holland he paid for a ticket for as far as the money would take him.

His wife and children still live near and in Oak Harbor.

Ten Cents or a Million—Same

John Ronhaar, with his wife and three children arrived in Swantonville with ten dollars. In the first hard years when he was clearing land and trying to build himself a home, the burning brush sprang during the night and burned up his axe handle. He had to get a new one for ten cents in the stores if anyone had the ten cents to pay for one.

Lacking the ten cents, he applied for credit for one axe handle and was refused at the store. Acting Dutch farmer to whom an axe handle meant the difference between success and failure.

Others Arrive

Among the Swantonville settlers we find the families of Rein Zylstra, John Ronhaar, Charles Nienhuis, H. Riksen, William and Fred DeWilde, Erk and Rein Eerkes, Kiek Zylstra and M. Fakkema.

Charles Nienhuis and J. D. Heider came in 1895, having first decided to go with the first settlers. When they were packed ready to go, Charles' father persuaded him to go with an expedition of Hollanders to South Carolina, and they spent three miserable months in the strange south before they decided to give up the Carolina project and come to Washington.

Mrs. Nienhuis recalls that when they came to Oak Harbor they bought \$43 worth of used furniture including a range for \$15, and moved into a big frame house in Swantonville until they could build a cabin in the woods for themselves.

"I dug potatoes for six cents a sack when I first came to Oak Harbor, and 17 sacks a day was a good day's work," said Mr. Nienhuis. "My wife didn't come out with me, but arrived several months later. I was digging potatoes and filling oil cans with them and she wrote that the potatoes were so big that I could only get one potato to a can. I told her they were as big as her father's wooden shoes, and that was big," he laughed.

Mill Plays Big part in Area

In 1903 Nienhuis, his father E. K.

Nienhuis, H. Riksen and Dan Schowalter went into the mill business, and as a result supplied nearly all of the lumber for homes and business houses on north Whidbey. They sold the mill in 1907 to a man named Brown who continued to run the mill for a number of years after that.

The influence of the Dutch settlers has played a great part in the history of Oak Harbor. A God-fearing, closely knit community, they built their own churches and kept their young folk jealously within the fold. Few meat "tourists" and but for a long while Dutch traditions were kept alive in their homes. But slowly, instead of the new little community echoing to the clatter of wooden shoes and windmills dotting the landscape in picturesque fashion, the new generation took on the appearance of the new land: schools with students entirely of Dutch descent grew up as American children. As the wilderness became a part of America, so did the people.

Growth Continues

By 1906 Oak Harbor had taken on the look of a small rural town, and on the Tafteson claim stood a blacksmith shop, a hotel, two halls, a livery stable, a phone office, one creamery and seventeen homes.

On the south Summer claim was a pool room, meat market, one school, doctor, dentist, gent's clothing, drug store, bank, restaurant, harness shop, barber shop and 22 homes.

Ed Vanderzicht, a skilled dairy technician, with his wife and family settled in Clover valley, moved into town and helped start a prosperous creamery here. Mrs. Vanderzicht and their children still live in Oak Harbor and take an active interest in the community.

James Neil came in with a logging outfit, and made use of some of the smaller Whidbey Island timber by cutting poles which were shipped to Mexico for mining props. He employed about 60 men, providing a good sized payroll for the community, and helping to make the need for a bank more acute. His son, Roy still has a pole camp on South Whidbey.

By 1912 Oak Harbor was advocating an electric lighting system, a ferry to Fidalgo Island and a ferry to Camano, better roads, and a berry cannery. A new high school was being built on ten acres donated to the district by William Izzet, and the steamer brought daily contact with the outside world from Seattle.

Ely First Mayor

In May, 1915, with 401 residents, the Town of Oak Harbor was incorporated with Jerome Ely as the first mayor. Mr. Ely was a respected and influential member of the community who owned a great deal of land about Oak Harbor. He built the barn which now houses the USO and farmed the surrounding acres. His children still own part of the same land and live in Oak Harbor.

Oak Harbor in the Twenties

With the only method of transportation off the island time to time, Oak Harbor was a "self centered" little community in the respect that it provided its own entertainments and social life. Home talent shows, basket socials, picnics and beach parties furnished fun and relaxation and every newly married couple was "charivariated" by practically the whole community who arrived with every conceivable noise making gadget to awaken the countryside and to enjoy the sandwiches, cake

and coffee, and cigars of the host and hostess.

Pass Bridge Pushed

Out of the picnics held by the community grew the Farm Bureau Picnic which was first held in 1919 and continued each year at Cranberry Lake, and from this annual get-together came the impetus which resulted in the building of the Deception Pass bridge.

On a memorable day in the summer of 1935, the tape was cut allowing the first car to pass over the bridge from Whidbey to Fidalgo Island, and with the first car came both the end of many traditions held dear by Oak Harbor people, and the beginning of the new era, the coming of new people, homes and businesses.

Previous to this time Oak Harbor was still an agricultural area, with the Washington Farmers Cooperative association the center of farming operations. Chickens and eggs, grain, cows, milk and turkeys figuring prominently on the farmer's income sheet. Turkey raising grew to such an extent during the next 10 years that Oak Harbor sponsored a "turkey festival" which attracted hundreds of visitors from all over the State to a three day carnival complete with a mile long parade, ball games and other events, and climaxed by the crowning of a queen!

New Era

In the early forties the Federal government became interested in north Whidbey as the site of a big naval base, and following Pearl

Harbor contractors and construction engineers moved in with heavy machinery to change Oak Harbor and surrounding territory from a sleepy little community to a hive of activity.

Laborers arrived from all over the country. Clover Valley and Crescent Harbor residents packed up their belongings, as the government took over their land, and fled to Skagit and surrounding counties. Trailer camps sprang up overnight like mushrooms, business boomed, housing multiplied but not fast enough, henhouses were converted into apartments, prices went up but everyone was working. Everyone had money.

Permanent Base

The long war years came to an end and Whidbey Island Naval Air Station and Oak Harbor are one. A permanent installation, the "base" is still growing, with permanent buildings being built, larger airstrips built and renewed, and a complete elementary school to be constructed immediately at Ault Field.

The first bewilderment and some resentment of the "old timers" toward the Navy for moving in on their farm lands has changed to a feeling of complete co-operation; Navy children attend District schools with local children, community projects are shared with Navy personnel, Navy functions are attended by local people.

The wonderful resources of Oak Harbor and Whidbey Island are enjoyed to such an extent by

Colonel Isaac N. Ebey



First Permanent Settler

This picture was reproduced from an old daguerreotype owned by Mrs. Edith Parks, Hayward, Calif., and as far as is known, was the only existing photograph of Colonel Ebey. Ebey filed on a donation claim on October 15, 1839 on the western part of the island opposite Port Townsend. Probably the nearness to "civilization" played a large part in this choice of location among the 235 square miles at his disposal. That he had a great understanding of the value of the soil was borne out years later when the yield of wheat on Ebey's Prairie broke and is still breaking world records.

Because he was a great man, and thus satisfied the Indian's conception of a "Hias Tyee," he was beheaded in a revenge killing in 1857. (See separate story).

History has shown that Col. I. N. Ebey stands out as not only the ablest character of early Whidbey history but of the old Territory of Oregon as well.

and coffee, and cigars of the host and hostess.

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Coupeville - Island's Oldest Settlement

(Continued from Page 6)

County Times, edited by a Mr. McAfee. The battle between the Times and Sun continued until 1894 when E. G. Earle, managing editor of the Walla Walla Union, purchased the two papers and combined them. The paper then was owned by D. C. Pearson from 1900-1905; B. J. White 1905; W. T. Howard, 1905-1925 and then by Beriah Brown until George Astel purchased the Times in 1934.

In 1900 an attempt to publish a magazine, called Surf, was made, but the venture failed after a short time.

The first boom in 1890 having gone up in a cloud of despair, Coupeville residents became enthused when it was learned the Government intended to build a fort at Admiralty Head on the West side of Whidbey. The fort was one of three installations which were to guard the entrance to Puget Sound with mammoth coastal defense guns.

Bids for excavation and concrete work were opened August 11, 1897 and the contract was awarded to Maney, Georg and Rydstrom of Everett who had bid \$84,980.50. Pay for the laborers was \$1.65 for a ten hour day which was reluctantly raised to \$2 per day.

The fort was named Fort Casey in honor of the Chief of Engineers of the U. S. Army, Brig. Gen. Thomas L. Casey.

Fort Casey Opens

The mammoth guns were first fired on September 11, 1901. Fortunately Fort Casey's guns never were aimed on enemy ships. The fort was first manned by 30 men with Lt. A. D. Putnam, commanding officer. Barracks were built later. Since its beginning Fort Casey has alternated between a busy and well equipped fort both in man power and firepower, and caretaker status. In the first world war and for years after the fort was an important post. However by 1934 its use had almost been written off. After Pearl Harbor, Fort Casey

Corbin Appointed Attorney

A discussion on whom to appoint town attorney ensued. W. D. Craddock told the council he'd serve for \$40 a month. Attorney W. N. Corbin said his fee would be \$25. Showing their wise ways in faunance, the council selected W. Corbin. At the same meeting The Island County Times was designated the official newspaper. Elia Vradenberg was named police judge.

Jim Zylstra, who still practices law in the county seat town, holds the record for number of years serving as mayor. The friendly citizen who was prosecuting attorney for so many years, headed the town government 12 years. It might have been longer except for the element of luck in 1918. A three way tie developed between Zylstra, Luther Weedon and George Muthek. In a drawing of lots, Weedon won.

Coupeville's importance in the history of the Northwest was re-established each year from 1929 to 1939 when the annual Water Festival took place in Penn's cove. Thousands of persons came to see the Indian canoe races and to browse around the town. Descendants of the first settlers brought out their relics and were on hand to tell stories that brought the past so close to the present.

A trade center for the area farmers and the seat of government of Island county, Coupeville today serves the present day folks, but you'll find any number of people who will tarry awhile to relate the fascinating stories of yesterday.

The Growler, launched in 1859, became one of the best known boats on Puget Sound.

Navy people that many are retiring homes and hope to retire here. Fishing and hunting draw many Navy men back to Whidbey and the community life is enjoyed by their wives and children.

Eureka!—Still Good

Such is the history of Oak Harbor in the past 100 years. If the spirits of those first pioneers, Tafteson, Sumner and Freund, accompanied by their strong armed Indian paddler, could relive the pioneer journey into Crescent Harbor on that bleak December day in 1850 they would be stricken dumb with amazement at the great planes landing in the waters near the "big spring."

The ferns, trees and prairie grasses have given way to rows of neat government houses, good roads and business places. Indian campfires have been replaced by electricity and the long day's journey from the Harbor to Coupeville is now a ten minute ride by auto over the same scenic route. But the clambeds that furnished food for the red man and pioneer are still plentiful, game is also plentiful although restricted, and there are patches of woods where the lady slipper and dog tooth violets still grow just the same as they did on the hill in the Tafteson donation claim where now the "Victory Homes" stand.

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.... Devoted to serving American Families
Who Live Simply, but well!"

PENNEY'S
THE STORE THAT THRIFT BUILT

IN EVERETT

At California and Colby

Island a County Before Washington Was A State; First Boundaries Set in 1853

Mainly through the efforts of Col. I. N. Ebey, representative from Thurston county, Island county became a county in its own right probably on January 6, 1853. It included Snohomish, Skagit, Whatcom and San Juan and its county seat was Coveland.

The Olympia newspaper of January 22, 1853 ran the following column: Three cheers for Colonel Ebey. Our talented and untiring representative in the House, Col. I. N. Ebey, has been wide awake to the interests of his district during the present session of the legislature and certainly deserves the warmest thanks of his constituents for the success that has attended his efforts in procuring the passage of acts for the creation of four new counties from the territory of Thurston and securing the recommendation of the legislature to Congress asking for an appropriation of \$20,000 for . . . a military road from Fort Steilacoom to Walla Walla.

On February 1, 1853 Rebecca Ebey writes in her diary: "Received two letters today from Mr. Ebey . . . Mr. Ebey has had four counties organized and the county seats stationed. Island County is called Island county and Coveland is the county seat. The name is very applicable and I am very glad that we have a county seat of our own."

Simultaneously with the enactment of the bill, the Legislative Assembly appointed Samuel D. Howe, John Alexander and John Crockett as the first Board of Commissioners for Island County. George W. Allen was appointed Sheriff (the latter refused the post) and Dr. R. L. Lansdale, clerk.

Volume one of the Commission-

They Serve Island County Prosecutor



ALDEN B. WHELAN

Sheriff



THOMAS W. CLARK

Assessor



WALTER STODDARD

Engineer



T. C. CLARK

Auditor



JOE W. LIBBEY

Treasurer



NOLA C. HOWARD

Clerk



MARY COATES

Superintendent OF SCHOOLS



HELEN A. BAKER

\$203,000 Courthouse in Coupeville Completed December '48



This beautiful courthouse, which is undoubtedly the most attractive structure in Island county,

was dedicated on December 29, 1948. It was built by T. D. McNeil of Mount Vernon and de-

signed by Arild Johnson. It replaced the \$3,000 wooden structure built on the same street by H. B. Lovejoy in 1891.

Pearl Wanamaker



Pearl Wanamaker, State Superintendent of Schools, is a Whidbey Island girl, having lived for many years in Coupeville. She was principal at Greenbank school and later became Island County Superintendent of Schools. She made the dedicatory address of the courthouse.

John Vanderzicht



Chairman of the Board of County Commissioners during the building of the "new" courthouse, John Vanderzicht took a keen interest in its layout and construction. He is now State Director of Parks.

COMMISSIONERS



JACK MEETER
Chairman



ART MOA



ROY GILLESPIE

Early Residents Gave Up Lights To Chicks from 6-8

The early history of electricity on Whidbey Island—like beginnings on the mainland—Seattle, Bremerton, Port Townsend, Bellingham, and other cities, was that of small isolated plants. The four small predecessor power plants of Puget Power on Whidbey Island were engine driven generators. They were noisy, small, the pioneers. And so elsewhere, hundreds of electric plants had been erected by individuals speculating in that magic product—electricity! As we look back, we can understand why.

In 1893 the news of the wonder product, electricity, had been flashed across the nation. At the World's Fair in Chicago, the imagination of men had been set afire by a masterly display. There, having seen many fine exhibits, but lingering a while as evening set in, the multitudes gazed at the grounds and buildings suddenly gleamed in yellow light from 250,000 lamps! That was the birth of the electrical age.

These early plants were mostly all powered by steam, under conditions which made costs high. The plants were soon worn out and replacements were costly. From these pioneering situations came mergers and integrations and the construction of large central station plants, both steam and hydro. Out of the orderly merger of hundreds of small plants evolved the present Puget Sound Power & Light Company.

Some residents may yet recall the type of service of the early days, prior to the acquisition of the individual plants by Puget Power. M. S. Mortenson of Langley wrote in 1934:

"During the time of the old company, the lights winked at 10:45 p. m. as a warning that they would be turned off at 11:00 p. m. and in the midst of any party, or entertainment, a mad rush was made to get either kerosene or gas lights ready. Chicken house lights were on from six to eight in the evening during winter and during that time no reading or close seeing could be done. There was no current on in the daytime except two hours, just two days of the week at that, for washing and for ironing. If that was not done on those two days, it had to be done by hand."

This plant that Mr. Mortenson wrote about was the Langley Light & Power Company. It served the town of Langley and adjoining summer homes and a few farms. What was the plant like? The plant was a gasoline engine driven generator. No ranges could be used. Soon after Puget Sound acquired these properties in 1930, a power line was built between Coupeville and Langley to give 25-hour service, for full use of all appliances.

Line extensions were vigorously pushed throughout the surrounding area.

30 Kilowatt Plant

To the south of Langley, the Island Light & Power Company, had served a small section on the end of the Island; practically all customers were rural and summer home residents. The power plant was a 30-kilowatt generator also driven by a gas engine. No ranges could be used. This 30 kilowatt plant served a group of homes then—today 30 kilowatts is the connected load in just one fully electrified home! This plant was operated four hours in daylight on Mondays, in the forenoon, and from dusk till 11:00 p. m. Monday, of course, was wash-day. This company was taken over in 1930 by Puget Power, giving it the benefits of central station power and new line extensions to many farmers.

The Coupeville Lighting Company was purchased by Puget Power in 1927. The rating of this plant was 50 kilowatts. Today, the rating of the Coupeville substation is 2,000 kilowatts. The old plant was a one-man property. Interruptions were frequent to make repairs on the plants; outages were sometimes months in length.

The fourth company on Whidbey Island was the Oak Harbor Lighting Company, also a small outfit run by a steam tractor. It was inadequate for demands placed upon it. Interruptions, too, were frequent. Its hours of operations were distinctive in that "washday" began Monday afternoon at 1:00 p. m. and the plant was then operated till midnight. No ranges or appliances could be used. Puget Power purchased this electric property in 1925.

With the acquisition of the independent properties, which were the pioneers—and much credit should be given them for that fact—the Puget Sound Power & Light Company immediately launched upon a program of reconstruction of lines and standardization of service. Conditions where special lamps and appliances had been used because of abnormal voltage and

'Most Happy Here', Writes W. Crockett In October 1853

A letter in the possession of Carl T. Engle of Coupeville, son of Flora Engle, Mercer girl and "perennial queen of the Island", was written in October 18, 1853 to a friend in Virginia by Walter Crockett, father of Samuel, Hugh and Charles Crockett, who figured in early Whidbey development. The Crockett place was near the Ebey donation claim where Fred Armstrong lives now. Taking a few excerpts of the letter it reads:

"I want you, when this letter comes to hand, to answer it without delay and I would be glad if you would enclose a quantity of apple seeds in it. There is a very great difficulty in raising an orchard in consequence of the difficulty in obtaining seeds. I want you to put in all that you can with safety or convenience. We brought a quantity of seeds across the plains. Very few of them grew."

"If I can get seeds to raise stocks I can obtain alps of my neighbour and soon raise a fine orchard. I have found more good wild fruit here than any place I have ever lived."

"I will say something more about this country. I am still very much pleased with my move and think my prospects are very fair at least to make a good living and do it with more ease than any place I have ever lived."

"There is one plant on these plains that is very much in the way. That is Fenel. (This is our ordinary fern). I never have found it in any other country but this and the whole country is covered with it on the plains where I am living. Another plant that is very abundant that is rather more valuable. That is Camass. It grows something like an onion."

"Pork at this time is worth from \$15 to \$20 per hundred, wheat is worth \$4.00 per bushel, potatoes \$2.50. (Pork is now \$50.00, wheat \$2.32 and potatoes \$1.20.)

"There was a turnip taken out of my pack that weighed 29 pounds."

Island County's First Courthouse



Built originally for a store in 1855 by Grennan and Cranney of the Utsaladdy mill, this venerable old building was Island County's first official court house although district court had been held in a log cabin on the present Grasser farm prior to its erection. It is now being used as a private home but often Daughters of the Pioneers meet there as it inspires memories of the old days (It was there the beautiful Sarah Coupe fell in love with Store Manager Cranney, who was educated to be a Catholic priest). It stands at the head of Penn's Cove in San de Fuca which was originally called Coveland.

First Bank Had Woeful Beginning

In May of 1892 Whidbey Island's first bank, The Island County Bank of Coupeville opened its doors, its capital \$25,000. It had an imposing list of good old family names as officers and directors—A. D. Blowers, president, E. J. Hancock, vice president and directors included even the Mercer Girl, Flora A. P. Engle and the well known Capt. H. B. Lovejoy. Some stockholders were George Nunan, A. R. Kineth, Thos. W. Calhoun, I. N. Sill, Thomas Nunan, James Gillespie and George Libbey. It looked as though the bank would prosper.

In nineteen months would-be depositors faced a "Closed" sign on the bank door. Cashier T. S. Beals had signed notes over to himself for over \$11,000; more than \$6,000 was due depositors.

The Coupeville Sun claimed that Beals spent the money in dives and on the lowest of abandoned women.

HOWARD COOPER

is Proud of the

Confidence

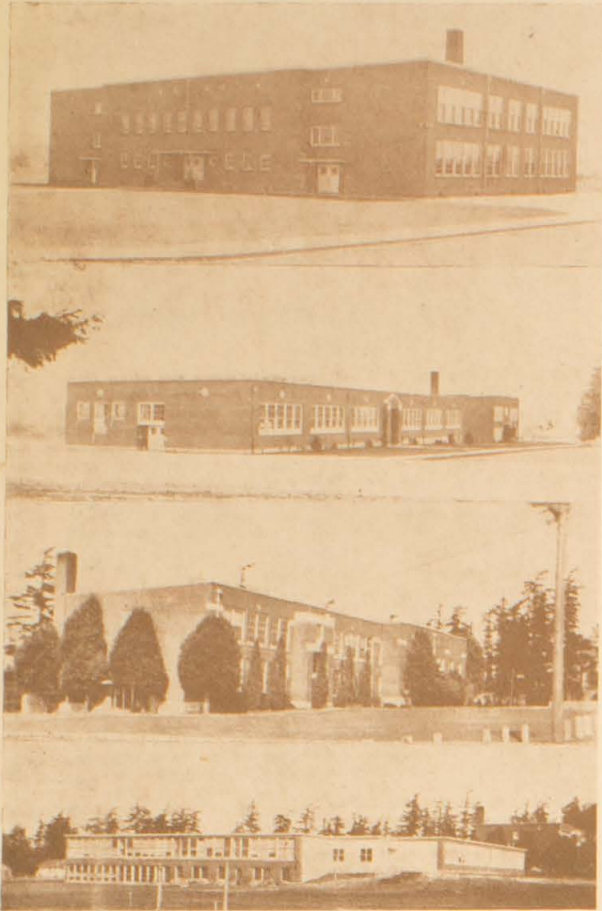
Placed in them by Island County Officials who have continuously purchased HOWARD COOPER heavy equipment since 1921 when machinery first replaced labor in road building and maintenance.



Howard Cooper Corp.

Portland - Seattle - Albany - Eugene - Roseburg - Central Point - Coquille

A Million Dollars Worth of Schools



TOP—THE COUPEVILLE SCHOOLS. This building constructed during World War II (begun in 1941, finished in 1942) houses both grade and high school. The grounds were beautified through the cooperative efforts of members of the Coupeville Lions Club.

SECOND—THE LANGLEY SCHOOLS. The grade school is in the building at the left, the high school in the right. The gymnasium-cafeteria, latest school building to be constructed on the Island (photo appears below), is between the two schools and is an outstanding achievement both architecturally and structurally. The \$151,945 needed to build the gym was derived mainly from local sources. The district began voting bonds and levies for it as far back as 1943 and never failed to pass a proposed levy save one when the number of votes cast was not enough to make the results legal. A new unit of five classrooms and a heating plant will shortly be constructed on the grounds.

THIRD—OAK HARBOR HIGH SCHOOL. Built in 1934, it is exceptionally well maintained and has proved satisfactory for seventeen graduating classes. An auxiliary building across the street (basement of the old grade school remodeled) is used for manual arts and music.

FOURTH—OAK HARBOR GRADE SCHOOL. Built in 1948-49, it was designed for expansion. However building could not keep up with the population increases and ten additional classrooms have been needed since 1948. Through the cooperation of the Navy five classes are being conducted in buildings of the Whidbey Naval Air Station.

Whidbey Athletes Do Credit to Island

Schools of the Island gather together regularly to decide championships of the county. Throughout the years all schools on the Island have made creditable showings in league and district play.

For seven years South Whidbey athletes were at a terrific disadvantage in competition since their gymnasium had burned down. Spirit was so great, however, that games

were played under untoward conditions in the fair building, and spectators turned out to see their boys despite inadequate seating and chilled feet.

On Whidbey there is about 600 acres of Alta Fescue and 150 acres of orchard grass under experiment. Included in this acreage are seedings of both lotus major and lotus corniculatus.

Whidbey has a view of Mount Rainier, Mount Baker, the Cascade range, and the Olympics.

Children of Early Dutch Settlers at Clover Valley



Many of the Dutch settlers arrived on North Whidbey about 1895 and kept arriving in groups thereafter. Some ten to twenty years later their children were attending this school at Clover Valley near Oak Harbor. This photo was taken about 1911.

The original 42x26 structure was built in 1905 by Harvey Hill for \$735.24 plus extra-contract items such as putting up the bell, \$5; wood shed \$20; water closet, \$10 and flag pole \$4.20. It was remodeled undoubtedly for a larger enrollment in 1910 by Otto Van Dyk. Many of the students are

living in the area today. Shown left to right are Dena Intveldt Finn, unknown, Alice Cuperus Millenaar, Mina Intveldt Koetje, Irene Hoffman, Betty Nienhuis Beeksma (to whom we are indebted for the picture), Steina Ronhaar Hersig, May Ernst, Barbara Nienhuis Vanderzicht, Hattie Koetje Beeksma, Lena Abrahamse Jongma, Ann Van Dam, Violet Ernst Walters, Dena Roodzant Jansma, Tonette Van Nieuwenhuse Ernst, Alida Ronhaar Blake, Mirth Hoffman, Geert Beeksma Smith, Cecilia Van Nieuwenhuize Olson and Joslena Abrahamse

Faber.

In the center are the teachers, Miss Wallace and Miss Bergersen, and boys in back line are John Roodzant, John Nienhuis, John Koetje, Victor Hoffman, Henry Ernst, Bud Kingma, John Abrahamse, John Vander Pol, Gerben Kingma, Walter Koetje, Pete Faber, Allen Power and unknown.

Boys, second row, Pete Tjeerdama, two unknown, Henry Overway, Bert Vander Pol, Bill Ronhaar, John Nienhuis, Fred Ernst, Tom Koetje, Laurin Power, James Nicolai, Ringert Tjeerdama and William Abrahamse.

Settlers Had School In '55 at Smith Prairie

The first settlers had hardly more than erected their homes and begun to clear their fertile claims until the need for school arose.

Mrs. Rebecca Ebey, the wife of the martyred Isaac N. Ebey, wrote in her diary that the number of families numbered six, with about 15 children, most of whom were too small to go to school. However, she mentioned the need for more families to settle here so that they could have schools and churches for themselves and their children.

In 1855, the same year that the courthouse was erected, construction of Whidbey Island's first school house is a historic event. It was a log house with an enormous rock fireplace, built on Smith's prairie, and taught by a Master Lyle who also made the cabin his home. It is said the Indian children would stand outside waiting for recesses

and lunch hours when they might play with their white friends. The pioneers were assessed \$2.50 per child per month for their education.

In "Coveland" or Penn's Cove, referred to as the "port of sea captains," common schools were well supported by the community, teachers receiving from \$25 to \$75 per month, which was considered liberal.

Districts Take Shape

In 1857, Winfield A. Ebey was elected County Superintendent and four school districts were organized whose locations were roughly, Penn's Cove Dist. No. 1; Coupeville Dist. No. 2; all of the land north of Dist. No. 1 was dist. no. 3, and the land south of dist. no. 2 was designated as dist. No. 4.

Organized Only One District

On October 22, 1857 the Superintendent reported that Dist. No. 2 which embraced the town of Coupeville and Ebey's Prairie was the only one regularly organized.

In the fall of 1859, the Oak Harbor district was organized with 20 students reporting. Coupeville district had an attendance of 24.

The first district, on the north side of Penn's Cove was organized in 1860 with Samuel Libby as clerk, and in that year the district enrollment stood at the following: No. 1, 15 scholars, No. 2, 25 scholars, and No. 3, 30.

Sessions Short

During these first years, the school sessions were irregularly held mostly during the summer months, as winter presented too many problems due to weather and transportation, to try to carry on.

The year 1861 brought the report of no school in Oak Harbor but 63 pupils attended in the other three districts. Again in 1862 while Capt. Fay was County Superintendent there was no school either in Coveland or Smith's Prairie.

In 1864 Oak Harbor petitioned the formation of a new district, to be known as No. 6, for increasing numbers of settlers arrived with their families, and in the next year the total number of pupils was 123 for the Island.

Four Teachers in County

There were four schoolhouses in 1867, but schools were held in homes and any convenient place during the warm summer months. That year found four teachers on the county roles.

They were John Sewell, dist. no. 1, Frank D. Miller, dist. no. 3, Ulrich Freund, one of Oak Harbor's first three settlers, dist. no. 6 and E. B. Ebey, No. 2.

By the year 1873 there were schools at Coveland, Ebey's Prairie, Crescent Harbor, Usalady, Oak Harbor, and Dugalla with a total of 141 pupils. Money at this time for the schools was raised by taxes, court fines and contributions. In the year 1873 Usalady raised \$231.28 in contributions and held nine months of school, the first school to hold a session of modern length.

Private Teachers Customary

It was the custom up into the '90s for two or three farm families to employ a private teacher for the children whose homes were far distant from the public schools. These schools were held in the homes of the farmers, and was "home" also to the teacher.

An interesting illustration of this custom is explained in George Kellogg's History of Whidbey's Island.

His mother, Lillian Butters, came to the Island in the capacity of a private teacher for five youngsters of Albert H. Kellogg. Mr. Kellogg married his children's teacher, and according to the record, eventually had to build a real schoolhouse to hold all of the brothers and sisters, with Mrs. Kellogg continuing as a part-time teacher.

The first Teacher's Institute held in Island County was in 1895 for a

Geometry, to the sons and daughters of prominent families from all over Puget Sound.

South Whidbey Settled

The schools of South Whidbey must almost be considered separately, for up until the early nineties this part of the Island was practically unsettled except for scattered pioneers many miles apart, and no roads connecting their places.

The first school attendance recorded for South Whidbey was at the Michael Lyons home at Maxwellton in 1883, with the pupils consisting of the Lyons and Bailey children.

The teacher was Miss Hannah Condon, who during the term lasting from November 6, 1883 to February 15, 1884 received a salary of \$40 per month. The first warrant drawn on the treasury was for \$120 to pay the teacher for the entire term. Michael Lyons, Robert Bailey

and Thomas Johns made up the board of directors.

First Building

Construction of school buildings began with the one-room log school house built in 1885 at Mutiny Bay, near Cookson's corner. In the period 1890 to 1892 three more one-room buildings were put up, one between Langley and Sandy Point, another near Deer Lake for the Clinton area and a third at Bayview on the site of the Legion hall.

With the settling of the town of Langley in 1890-91, the need for a school there was seen and the first was a log cabin where fifteen children each paid the school master \$2.50 monthly.

Traditional with the community spirit which has always characterized this part of the country, in 1898 when their school district was organized, they celebrated by erecting a new building.

In order to meet the needs of small scattered communities sev-

eral other schools were later established, at Bayview on the west side of the Island, at Clinton and Saratoga on the east, at Freeland and Maxwellton. Mutiny Bay, Woodland Intervale and Classic added their little groups of students to the growing school situation.

Consolidation Urged

In 1915 these schools were consolidated into three schools known as the Deer Lake school, the Intervale School and the Langley School. In the fall of 1941 a modern elementary grade building was completed at Langley and all elementary grade pupils were brought into this school. Bus transportation was furnished for pupils in the outlying areas. When the Bayview and Mutiny Bay schools united with the South Whidbey School District, the district became officially designated as Consolidated School District No. 206.

(Continued on Page 8)

You'll Find It a Pleasure To

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SERVICE YOUR APPETITE

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99 Cafe

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Enjoy
Leisurely Living
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On Beautiful Whidbey Island

SUNSHINE

20% more sunny days than nearby mainland

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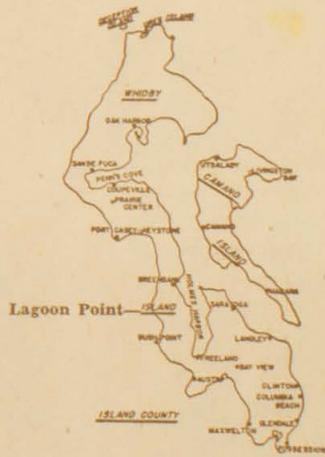
world famous fighting Kings, fly fishing

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warm, protected sandy beach

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Scenic Spots close by boat



The lot for the home you're dreaming of is waiting for you at Lagoon Point from \$400 to \$2400. Still good selections.

Two kinds of waterfront lots are available. There are excellent locations on the shore with the Sound and its sandy beach at your door or you may have an equally desirable site on the salt water lake just back from the beach.

View lots commanding unobstructed vistas of mountain and water lie along a tree-clad headland overlooking the beach.

LAGOON POINT

ONE-HOUR-AND-A-HALF FROM SEATTLE

For Information Call or See

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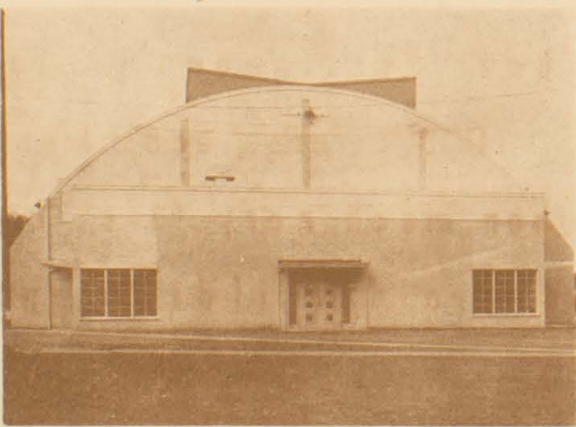
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Everett Concrete Products

Greets Whidbey Island

As it reviews 100 Years of Progress

\$152,000 Langley Gymnasium



NEWEST SCHOOL BUILDING ERECTED IN 1950

We are glad to have had a part in constructing your better buildings such as the Langley Gymnasium and Cafeteria (above) in which we supplied all masonry units. Whidbey Island's growth in the future will be rapid as more fine buildings are constructed. We sincerely hope our products will play an important part in your growth.

For the finest in DRAIN TILE,
SEWER PIPE and CONCRETE BLOCKS,
see your nearest dealer in
South Whidbey, Coupeville and Oak Harbor

*Graystone
Products*

Grocery, Hardware and Dry Goods Store



Building Forges Ahead In Past Ten Years Here

In probably few places has building taken just a gigantic step forward as on Whidbey the past decade. Peace-seeking mainlanders have chosen South Whidbey mainly for their summer homes in their quest for "waterfront" or secluded woodlands. North Whidbey has seen a tremendous influx of home-owners as housing has been needed for military and civilian service personnel. Hundreds of servicemen, who have traveled the world, always with the question "where will it be when we retire," have found their answers along the winding shores of Whidbey and are now planning for a business of their own at the end of their military career.

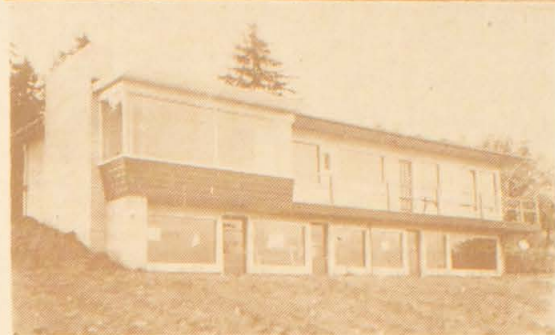
Despite rising prices materials being used are of a superior quality and more and more stress is being placed on beauty of design and grounds.

A new shopping center was constructed near Holmes Harbor within the past five years a new development took place at Lagoon Point at a natural lake-Sound beauty spot; Clinton has been recognized with the erection of a completely modern hardware store at the top of the hill from the ferry landing, community stores have been remodeled and streamlined, and in addition to the general improvement made throughout the years at every point of the Island, Oak Harbor recently has seen a new bank, post office and a dozen or more industrial buildings. (See school construction on another page.)

People Enjoy Fine Homes



Homes such as these are being built throughout Island County, mostly all in scenic locations. The demand for housing near the air station is always greater than the supply, so builders have little trouble selling their homes. Built simply but well they provide the maximum living enjoyment for residents who enjoy the natural recreational advantages of Island living.



Typical Interior of Recently Constructed Home



Use Whidbey Brush In New York State

While most harvest operations are carried on during the summer months, reaping of one South Whidbey crop reverses the usual schedule.

From August on, through fall, winter and spring to the middle or end of May, forest areas on the southern portion of the Island yield up their lush growths of huckleberry and salal to a small army of pickers. New growth in the two-month off season prevents uninterrupted harvest during the summer.

Distributed to florists many of them on the east coast in the area of New York, the greenery is a mainstay in floral decorations for occasions ranging from weddings to funerals.

Brushpickers bring in hefty bunches of huckleberry and a smaller amount of leafy salal for sale to the two processing plants in Langley where the greens are kept fresh under sprinklers until they can be sorted for quality, put up in bunches again and then packed by hydraulic presses into large cases for shipment off the Island or storage in cold rooms.

Whidbey's first industry was logging.

Hardware Store



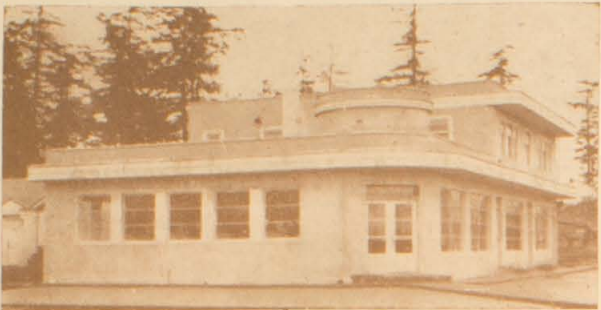
Ketchikan fishermen decided to cast their lot with Whidbey early in 1950 and constructed this attractive store which handles beside hardware a good line of building supplies. It has tile flooring and celotex ceiling. It is situated at the top of the hill from the Columbia Beach ferry landing.

Hub of Langley



Langley's post office was built in 1939 by Ralph and Ernie Noble who still own the building. A neat little structure, 20x40, of hollow tile, it has adequately served the public for 20 years and is a creditable structure to greet the visitors of Langley as they enter the town from the north or west.

Restaurant on North Whidbey



Modern Gas Station



You will see by these photos that Whidbey Island builds not only for practical operation in its industrial structures but also for beauty of design. The trend in the past few years has been to concrete and steel construction for permanency. City operators with large overheads and gigantic

gross incomes are amazed at the high standards of living of their country cousins who are able to show a creditable net profit at a slower less-competitive happier pace. Generally speaking most businessmen own their businesses. Generally speaking business is good!

Vancouver discovered that Cypress Island, of Padalgo Island was really two islands. He named the pass between them which had baffled old geologists "Deception Pass."

Whidbey has more days of sunshine than any part of the mainland west of the Cascades.

Indians called Whidbey "Paradise Isle."

We Work Together and Pull Together . .

For a Greater Northwest

We Salute Whidbey Island on its 100 Years of Progress

"The World Has Beaten a Path to Your Door"

LARGEST SULPHITE PULP MILL IN THE NATION

Puget Sound Pulp & Timber Co.

Bellingham, Washington

Island County's First Fair in Coupeville, October 1895, was Fore-Runner of Three-Day Event Now Held Annually in Langley ably Managed by Community Effort



Since the first settler wrote home, "You should see the size of the potatoes" Whidbey Islanders have been proud of the products of its soil. As early as October 1895 the first fair was held on the Island at Coupeville by the County Horticultural association. An outgrowth of this was the Island County Fair, which was until the war, the oldest continuously-held fair in the state.

The Island County Fair had its

beginning as a "traveling" event, held one year in Coupeville, one year in Langley and one year in Oak Harbor. Along about 1926 the other two towns did not wish to be bothered with it, so Langley came forward and said "We'll take it." It's been Langley's ever since.

Fairs used to be held in Langley at the old dance pavilion on the dock, according to Vic Primavera who remembers well the

first fair in Langley and can also remember taking a boat to Oak Harbor on "Langley Day" when the event was held in Oak Harbor. The dance pavilion, located where the Standard Oil company is now, soon became so decrepit, the fair was moved to the old school gymnasium. During the depression the WPA built the large fair building pictured above, in Langley, near the school. Today, mainly through volunteer

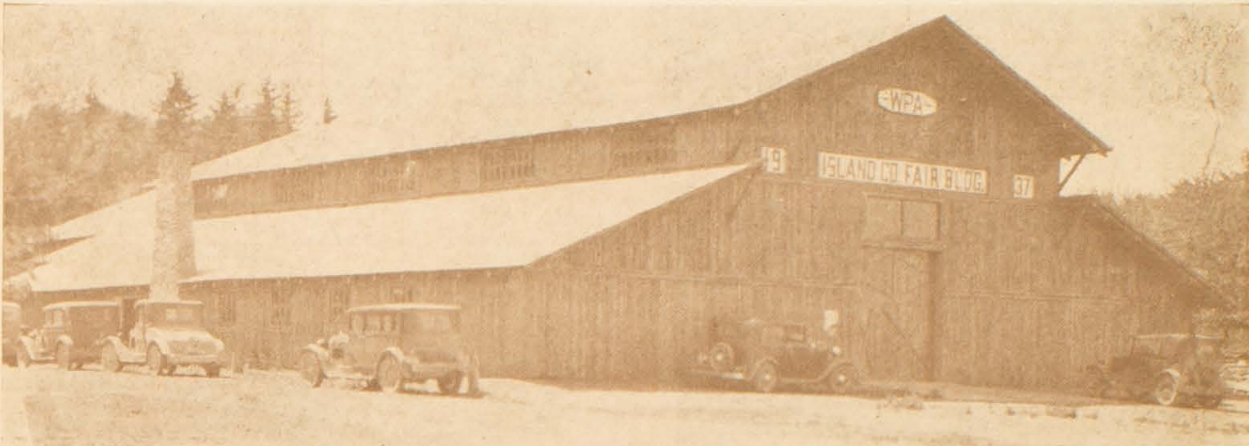
labor, there are three additional buildings.

The Island County Fair is usually a three day affair and besides the exhibition of produce, baking, canned goods, needlework, flowers, art and hobbies, livestock, school and 4-H displays, there is a full program of entertainment and various parades.

The original custom of having a "day" for each of the towns is still continued.



First Fair Building Constructed in 1937 to Display Agricultural Produce



Premium Prices For Squash Crop

Each year, if you find yourself buying blue or green hubbard squashes any time after December first, you may be reasonably sure that they are raised in or near Coupeville. And, as the season becomes later, Whidbey Island squashes are still on the market, and bring a better price to the farmer in March than they do in October.

This is due to a peculiarity found only in Coupeville area squashes, for while fine squashes are raised on the Skagit flats and in the White River Valley, they cannot be stored.

Less Rainfall Factor

Perhaps the fact that Whidbey Island rainfall is only about one-half that of surrounding mainland areas has something to do with storing qualities of the popular vegetable, as it has been found that squash grown in sub-irrigated land or in districts with much rainfall do not keep well.

In the Coupeville area, major growers include Wilbur Sherman, Bob and Bill Engle, Freeman Boyer, Justus and Robert Hancock, Edwin Sherman, Harry, Knight and George Smith, Gus Reuble, Charles Arnold, John and Ed LeSourd and Clarence and Fred Burrell.

Squash growers, who contract

their squashes before planting, hand-plant their seed in checkrows about seven feet apart, the first of May. Two pounds of seed are needed to plant an acre, with an average of 1200 hills per acre. If one good sized squash is produced per hill, it is considered a good crop.

What Causes Spoilage? Of the tonnage put into the squash storehouse, an average of from 33 to 50 percent is lost before marketing. Small and spoiled squash is fed to stock. Spoilage is an undetermined factor, however, some years running much higher than others. This past year was a bad year for the growers, who took a 50 to 75 percent loss.

Just what causes the high losses in squash is still unknown. Many farmers and State agriculture department officials are working on the problem which has baffled the best of them. Some of the factors thought to control excessive spoilage are ventilation, proper methods of storage, proper use of fungicides. Heating methods in squash houses may have something to do with the keeping qualities also, as sometimes the best heated houses have more spoilage than an unheated chicken coop.

At any rate, the raising of squash near Coupeville is an interesting as well as profitable crop, and the acres of well tilled fields in this area are a pleasing sight to the tourist.

Discovery of Coal Brought Excitement

When Hugh Crockett, first sheriff of Island County, was sent to Bellingham in 1853, then part of Island County, "on a collection tour," he came back with the news that a solid vein of coal fifteen feet long had been discovered at Bellingham Bay.

Hugh predicted that Bellingham would some day be a "very great place of business."

World's Record Wheat Crop



According to the records of the U. S. Department of Agriculture, the record made by Whidbey Island of 117.5 bushels of wheat per acre in 1896 has never been broken by any other country in the world.

The wheat was raised on rented land by Al and Lee Comstock on the old Abbott farm now occupied by Wilbur Sherman, of Coupeville. This is on the land claimed by Robert Hill, one of the earliest settlers.

In 1919 the Farm Journal made a nation-wide survey of wheat grown, the best and largest yield, and the first three prizes were taken by Whidbey Island farmers. Fred DeWilde, Oak Harbor, won \$1,000 with his yield of 83.5; John

LeSourd of Coupeville was second with 81.5 and Justus Hancock, Coupeville, was third with 81.0.

The same year Carl Engle made another record. He gathered 121 bushels of barley to the acre and this record has never been beaten anywhere else in the world.

Climatic conditions are partly responsible. The average rainfall is only 20-25 inches but the winter and spring are moist and the summer dry and favorable for harvesting.

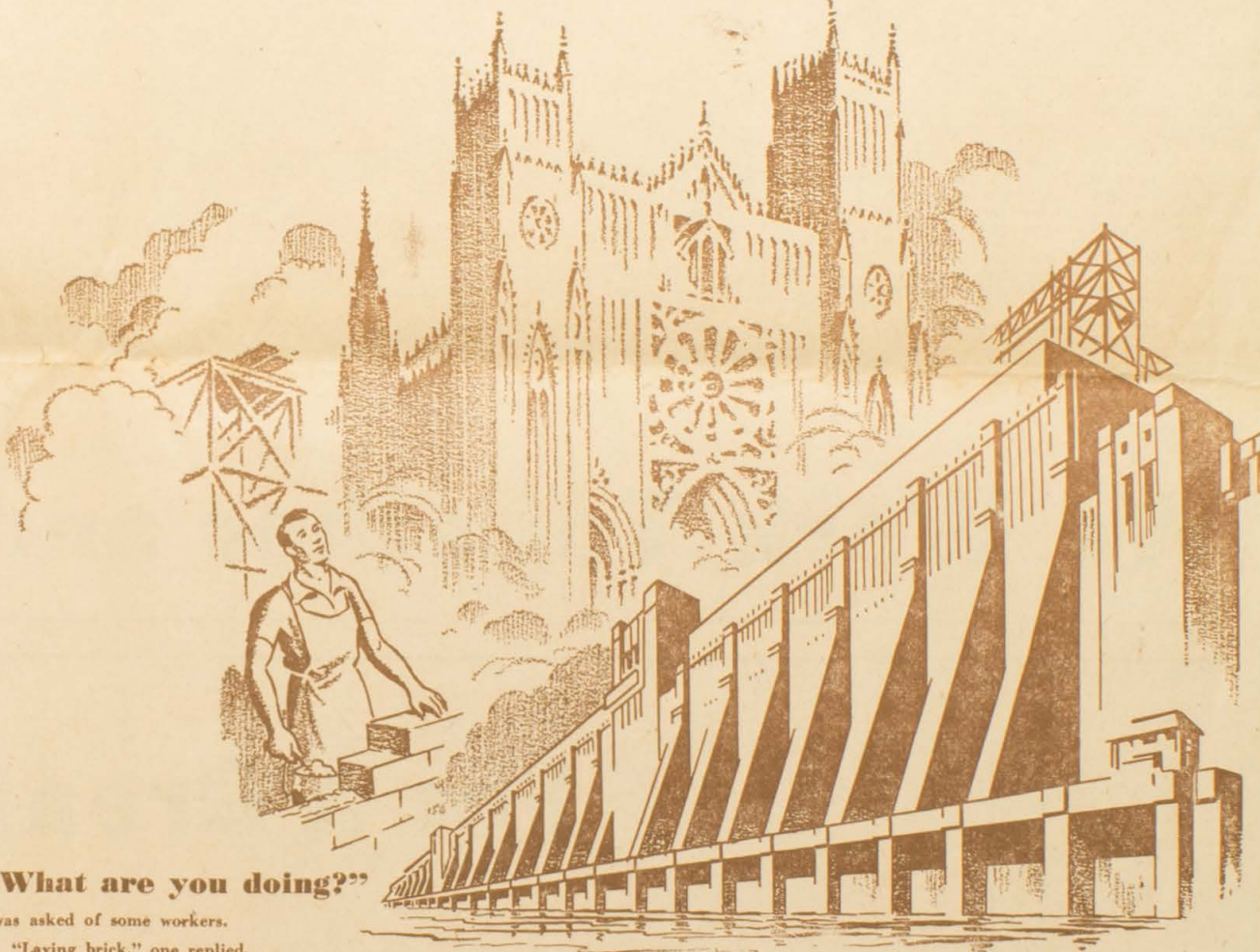
Holmes Harbor was named by the Wilkes Expedition of 1841 in honor of the surgeon with the expedition.

There were 763 cars in the state of Washington in 1906.

"Man Will Become Wealthy Here" Letter Foretells

"It would be very hard to enumerate the various branches of business that the handy can be profitably employed at here," wrote venerable Walter Crockett in 1852 who crossed the plains shortly after Colonel Isaac Ebey. "They are so numerous that a man is at loss to know what to take hold of first. It does appear to me that any man that will pursue a proper course here he will not only make a living but must become wealthy."

"The timber of this country is certainly the finest I ever saw. There is a gentleman at the head of the Sound informed me that he had made thirty odd thousand shingles out of one cedar tree and had left a portion of it that he did not work up."



"What are you doing?"

was asked of some workers.

"Laying brick," one replied.

"Making twelve dollars a day," answered the second.

But the third, gazing upward at the rising majesty of the mighty pile, replied:

"Building a Great Cathedral"

In view of the grave world situation, it seems especially appropriate to recall to mind at this time the "theme and drawing" from an advertisement of the Company which was first published in the spring of 1931. The purpose of such advertisement was to point out that like the third workman, Puget Power visioned the glorious whole—that it recognized the bigger concept as to the obligations of public service.

If there is to be real peace in this very materialistic world made so by a succession of world wars, ideological conflicts and ruthless dictatorships, a moral and spiritual rebirth among peoples everywhere is a basic requirement. There must be a full expression of renewed faith in God—in the Golden Rule and in the Brotherhood of Man.

Before it is too late, it should be appreciated that The Richer, Fuller, Better Life can only result from a universal dedication of men's minds, hearts and souls to the ideal of "Cathedral Building" in its broadest sense.

Sincerely,

Frank M. Laughlin

PRESIDENT

Construction Forges Ahead On Whidbey Island

BROTHER, YOU SAID IT!

And we're right in the thick of this development

REMODELING

BUILDING PRIVATE HOMES

BUILDING INDUSTRIAL BUILDINGS

--- And now Paving Main Street

WE ARE GLAD TO SEE WHIDBEY GROW!

Everett Bros. Const. Co.

Leonard Everett

Oak Harbor

Harold (Deb) Everett

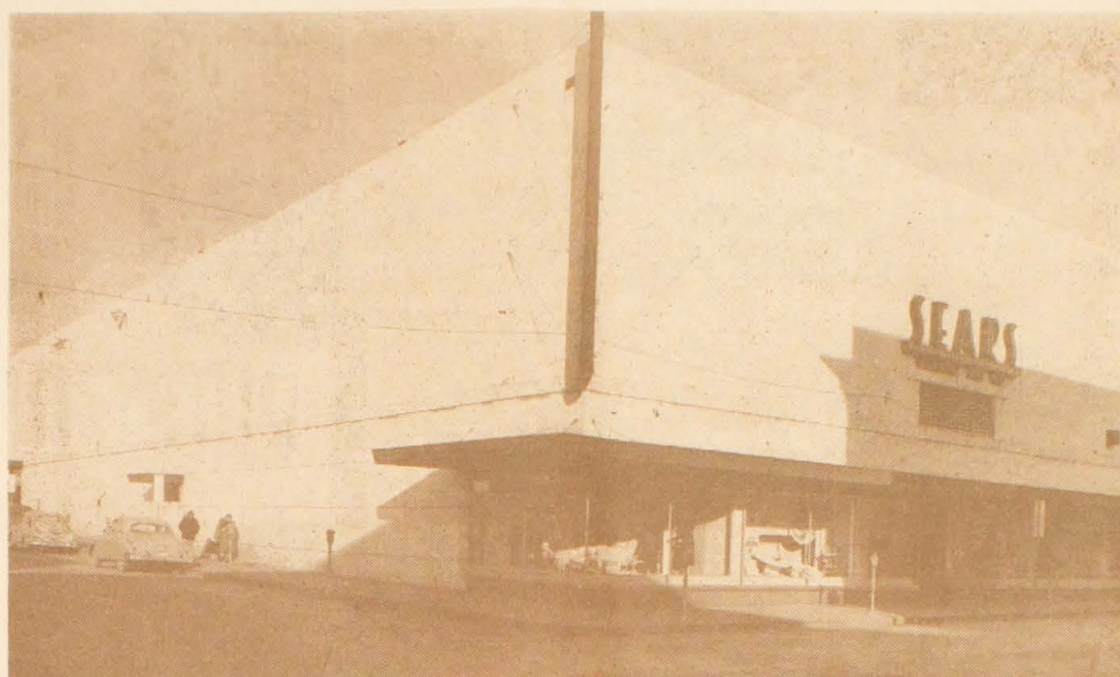
Puget Sound

Power & Light

Company

Mount Vernon SEARS Greets Whidbey

Five levels
Air Conditioned
Dynamic coloring
Acoustical Ceiling
Ample Parking



The Farm Store is decorated with large mural photographs which have attracted state-wide attention!

SEARS — Ultra Modern Building Completed in 1947
FIRST & MONTGOMERY MOUNT VERNON



SEARS-ROEBUCK & CO.

of Mount Vernon stops in its busy life to greet Whidbey Island people as they review one hundred years of progress on their beautiful Island. We are sure Whidbey will have a prosperous future.

For 65 Years . . . SEARS

has been serving the people of the Island. Four years ago Mount Vernon SEARS built this spacious and modern building pictured above which is, in fact, a one-stop shopping center. In it you will find such ageless time-tested names as:

ALLSTATE	KERRYBROOKE
KENMORE	COLDSPOT
HARMONY HOUSE	HOMART
CRAFTSMAN	THE FARM STORE
CHARMODE	
J. C. HIGGINS Sporting Goods	

Satisfaction guaranteed or your money back — **SEARS** Mount Vernon

Dairy Herds Mean Profits

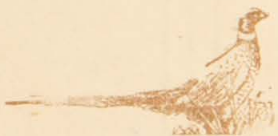


Although Whidbey Island has been called the Guernsey Isle of America due to its climate—not prolonged hot or cold spells to shorten the cow's milk supply—this herd of Guernseys set a creditable record. Average production per cow per year of milk is one of the highest in the United States—400 pounds. Dairying took a great step forward with better transportation facilities from Whidbey to the Mainland.

Turkeys A Key Industry on Whidbey



It takes just the right climate for turkeys—dry and hot. Island poultrymen have found that turkeys thrive on Whidbey. Experiments have begun to crossbreed turkeys to develop a meatier strain with less bone, with great results.



31,383,515 People

have heard about Whidbey Island through articles in national magazines telling about our

Wild Pheasant Game Farm

Yes, raising and selling of Wild Pheasants attracts editorial attention constantly . . . Some of the magazines which have published articles are: The AMERICAN, ESQUIRE, BETTER HOMES AND GARDENS, GOURMET, HOUSE BEAUTIFUL, VOGUE, and many others. Together they combine a circulation of 31,383,515 readers.

Throughout the year, there are many visitors to the farm, too, when Mr. and Mrs. Elmer Tasche, the capable resident managers, are host and hostess.

Samuel Martin,

Creator of the nationally famous slogan, "WILD LIFE IN THE KITCHEN"

Wild Life
in the
Kitchen

Beef Cattle, Sheep And Grass Seed Are 3-Way Enterprise

Farming enterprises with a three way tie-in are raising of beef cattle, sheep and grass seed on Whidbey Island. Sheep have been raised here before, but low prices for wool and meat depleted the herds. Now, with prices skyrocketing for wool, sheep are again coming into their own, and find in the meantime that the raising of grass seed, a comparatively new enterprise, provides better forage, and a good balance for the farmer.

This year finds only about 1000 head of sheep now on the Island, considerably fewer than there were 15 years ago. Low prices for wool and meat cut the herds until recently when prices for wool shot up, making the raising of the animals extremely profitable.

As a result of increased prices being paid for wool, sheep raising as a side crop may now develop into a business comparable to others. Sheep demand very little attention, except in lambing season, browsing on stubble of any kind, and having to be fed supplementary rations only when snow covers the ground. They also build up the land appreciably.

Sheep and beef cattle are allowed to graze the plantings of grass until the period previous to harvesting and thus the planting of seed serve as two separate crops. And as the grass seed program is expanded, the sheep and beef cattle program is also expanded.

Some experimentation has been made with legume grass seeds, but the low rainfall and lack of sub-irrigation is not conducive to raising these grasses on the Island.

Ladino clover has also been experimented with by several farmers in the north Whidbey area, but again, lack of irrigation is a problem. A study of irrigation has been attempted in this area, and something may be worked out by careful observation and experimentation.

Admiralty Bay's name was derived from Admiralty Inlet which it faces.

Poultry Flourishes In Edible Form

Poultry farming and egg-production on South Whidbey, a flourishing industry in pre-World War II days, suffered through neglect during the war years and in recent times has turned to a different product as the major income producer.

Previously, emphasis was all on egg-producing, the local industry, but now seems to be undergoing a change-over, with fryers and broilers beginning to boom.

In line with the tendency toward change in product, poultrymen on the Island are finding chickens like the New Hampshire Red crowding out the long-time favorite in the cackleberry trade, the white Leghorn. New Hamps, no slouches in egg-production, are heavier birds and bring better returns as fryers and meat birds than do the lighter, egg-laying Leghorns.

Turkey raising continues in reduced volume on the Island, which as part of Island county once ranked 27th in the United States as a turkey producer.

Turkey-fryers are also reported to be rising in popularity along with the boom in chicken fryers.

A powerful influence in the state's poultry industry has been achieved by an organization that, traced through its predecessors, finds its beginning on South Whidbey—the Washington Cooperative Farmers association. The largest single marketing organization in the state of Washington, the Co-op gives its members the two-way advantage of providing a ready and profitable market as well as an economical agency through which to buy supplies.

The embryo organization that developed into the statewide association exists now as a member local on South Whidbey with John Patton as its president.

Annual rainfall: 22 inches.

The stores that

QUALITY and
SERVICE built --

- Nationally famous apparel
- 61 years in business . . . 30 years in Everett
- Experienced people to serve you in every department.
- Owned and operated by Everett people for Island and Snohomish County women
- One of the Northwest's finer woman's stores

TWO STORES TO SERVE YOU --

Chaffee's
Correct Apparel for
Women

AND

Chaffee's
Sportswear Shop
2324 COLLEGE
USE YOUR CHARGE ACCOUNT—

Serving The Poultrymen of Whidbey Island . . .

For years, poultry raisers throughout the Island have relied on Grant's Hatchery for dependable, profit-making poultry stock --



Grant's Hatchery

New Warehouse

Recently completed warehouse is part of complete, modern plant operated by Grant's Hatchery

U. S. Certified, Pullorum - Free

• Chicks • Pullets • Poults

For Poultrymen and Dairymen alike

• Fisher's Tested, Quality Feeds •

GRANT'S HATCHERY

Clinton - Phone 2521

THE CENTURY MARK OF WHITE SETTLEMENT ON WHIDBEY ISLAND IS AN AUSPICIOUS OCCASION

And we are ready for Future Development With...

- ★ Ready Mix
- ★ Sewer Pipe
- ★ Drain Tile
- ★ Concrete Pipe



- ★ Culvert Pipe
- ★ Building Blocks
- ★ Sand and Gravel
- ★ Road Gravel and Fill

★ Septic Tanks and Well Curbing

Authorized Dealer for "Layrite" Concrete Masonry

Whidbey Sand & Gravel

Main Hiway at Na-Y Junction

Phone 21F9

Box 727

Oak Harbor

FARM
EQUIPMENT..
with a
PAST and a
FUTURE!



Since 1837, when John Deere gave to the world the steel plow, the name John Deere has achieved a reputation for being the quality name in farm equipment. John Deere farm machinery is equipment with a past . . . and a future.

Regardless of the machines you may choose . . . tractor, plow, harrow, mower, planter, rake, combine, wagon, feed mill, and others, you'll find John Deere Equipment constructed of the highest grade

materials by highly skilled workmen. This quality of construction, in turn, is your assurance of time- and labor-savings throughout many years of dependable performance.

For all-around satisfaction it will pay to choose John Deere. Be sure to see us for new John Deere Farm Equipment . . . efficient John Deere reconditioning service . . . and genuine John Deere Parts.

Barnett Implement Co.

Highway 99 North

Mount Vernon

JOHN DEERE ... The Quality Name in Farm Equipment

Whidbey Future Bright All Conditions Indicate

Whidbey Island's past 100 years have been rich in tales of history and proud achievements that have given the Island and its people the foundation upon which they can build Whidbey to an even greater prominence in the coming 100 years.

A visitor to the Island need only look about him to discover the resources of beauty, industry and recreation which have only begun to be tapped.

Along with its many resorts and farms, Whidbey Island is termed "top importance to the national defense of the country." The Naval Air Station, located at the North end of the Island, has been called by navy and congressional leaders the most important base on the Pacific coast.

In tune with increasing world wariness of another conflict, the Congress of the United States has become aware of the value of the air station on the Nation's second largest Island in continental United States.

Already plans have been laid to build another runway this summer which will handle the largest planes used by the Navy. In tune with the times, jet fuel tanks are being installed to supply fuel for the latest in thrust-type motors.

Another example of the importance of the permanency of the navy's air station came early in May when a contract was let to

build 300 apartment units on federal property at Ault Field. The housing project will be owned privately with the owner having a 75 year lease on the 30 acre site.

Expect 1,000 Workers
Navy officials expect upwards of 1,000 men for work already planned in building the housing and 8,000 and possibly 10,000 feet long runway in 1951. The runway is expected to cost nearly \$4½-million. The housing project bid was in the neighborhood of \$3,000,000.

It is said the summer of 1951 work is only the beginning of a multi-million dollar expansion program to construct permanent buildings and facilities at the Ault Field base. Hangars and buildings at the land-base field were built temporarily in 1942 and are now badly in need of replacement.

At one time this winter reports came from Washington of a reported \$33-million expenditure in the next few years to bring Whidbey to an up to date air station in every sense of the word.

Natives of Oak Harbor still find it difficult to believe the sudden transgression from a village of 370 persons to a town of 1,200 which is constantly growing.

Captain C. E. Ekstrom, commanding officer of the Naval Air Station, has constantly remarked that the present project and future plans give every indication of a bright future for Whidbey.

"Bremerton of Air"
Some have said the Whidbey station may become the "Bremerton of the air." They'll tell you how Bremerton grew from a small town to a thriving community where the Navy has its most important ship repair yard on the Pacific Coast.

An expanded navy facility in turn means a greater economic development in business and agriculture on the Island.

According to Lawrence H. Thie, Island county extension agent, there are abundant opportunities for certain types of farming.

Strawberry growing on Whidbey is an industry which can be expanded in the future. Because of the climate of Whidbey Island growers can gain a two week advantage over the mainland growers in marketing their crops. Strawberries can be grown commercially on almost any part of the island.

The southern part of Whidbey has had often to battle the white grub, strawberries, worst enemy. However by using proper chemicals pesky and plant killing white grub has been eradicated.

Cattle and sheep men should find the Island profitable, especially with continual research and developments of grass seed which provided wonderful forage for the animals. Attempts are being made, and more are planned, to develop irrigation on the Island. Located in an unusual weather belt, the Island rainfall averages less than 20 inches a year, which isn't enough to provide adequate water and feed for the great numbers of sheep and cattle.

Poultry Farms Promising
Turkeys have been the most important farm product shipped from

They Grow Big on Whidbey



Timber such as this first attracted the early settlers and logging was the Island's first industry.

For forty years boats have been taking poles out of Whidbey for mining supports.

Whidbey with as many as 100,000 birds shipped in a year. The past year we saw a slow market with low prices, but this poor market shouldn't exist. Many turkey farmers are branching out in the poultry field, raising fryers, chickens and shipping eggs to market.

Influx of more residents will naturally demand a greater amount of farm products which can be used locally. Since 1940 Island county's population has increased from 4,981 persons to 11,079.

As the mainland cities become increasingly crammed with humanity the tendency to move away from heavily populated centers grows.

Many to Return
Perhaps the greatest "drawing card" for newcomers are the tales of the marvelous fishing done in the waters off the winding shores of the Island. Steps have been taken by Island sportsmen clubs and the conservation organization "Fish Unlimited" to save the famous salmon from becoming extinct.

For those who possibly are not fishermen, the scenery is unexcelled anywhere on Puget Sound. The Island is bound to grow because of its beauty and its proximity to the population centers, yet protected by water on all sides from becoming a part of any population center in the future.

More people of course results in more business, whether the people live on the Island or mainland. The mainland weekend tourists will be looking for places to stay and enjoy the sports of fishing, hiking and swimming.

Whidbey Island's future is a promising one with all its resources awaiting to be tapped as was the case 100 years ago when the first settlers, cognizant of the Island's possibilities, began to develop the land. The work of the past 100 years has left a challenge to be taken up by the people of today in making Whidbey worthy of its motto "The Paradise of Puget Sound" in the coming century.

The Navy's Most Important Pacific Coast Base



—U. S. Navy Photo

EXPANDING FOR THE FUTURE is the Naval Air Station at Whidbey Island. At the bottom of the picture is shown the Oak

Harbor sea plane base directly east of the town of Oak Harbor. At the top of the picture may be seen the runways at Ault Field

where large patrol bombers are based. A new 8,000 foot runway is soon to be built north of the present east-west runway.

One of the "Hundred Year Families"

Greets

WHIDBEY ISLANDERS from

his Mount Vernon

DRUG STORE

which has the welcome mat out for all his

Whidbey Island Friends

•
Harry Race

DRUGGIST

HARRY RACE — HAL MURRAY PHARMACY

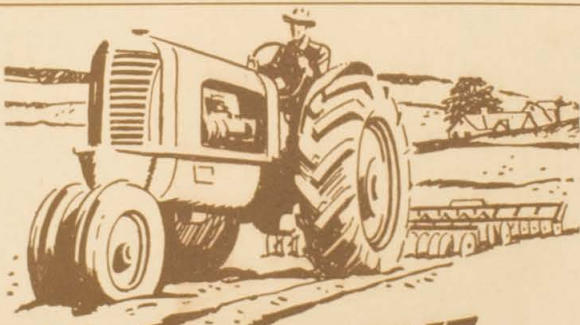
Mount Vernon

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407 Commercial Ave., Anacortes, Wash.

For . . .

Chimayo Coats and Blankets
Navajo Silver and Rugs
Souvenirs and Novelties



**YOU'LL SAVE
TIME and MONEY**
with

**GOODYEAR
SUPER-SURE-GRIP
TRACTOR TIRES**

Come in—we'll prove it!



Sure-Grip's big straight-bar lugs form a wedge. The lugs are closer together at the tire shoulder than they are at the tread center. There's no "plow out" of soil at the sides to lessen traction.

**"Greatest
pulling tire
on earth"
and it doesn't
cost a penny
more!**

GOODYEAR SERVICE



2nd & Myrtle

Phone 27222

Mount Vernon

Congratulations . . .

To Whidbey Island and the progress it has made throughout the years.

Kaiser-Frazer is proud to lead the field in AMERICA'S NEW CARS . . . the cars that are built to better the best on the road . . . the HENRY J, most important new car in America today; the 1951 KAISER, triumph of anatomic design, and the HANDCRAFTED 1951 FRAZER, pride of Willow Run.

International Trucks are SPECIALIZED for the job they are engineered to do. The L-160 series models are as follows: STANDARD (city, farm, all general purpose hauling); SCHOOLMASTER, school bus models; LOADSTAR (heavy hauling subject to great twisting or shock) ROADLINER (for tractor semi-trailer operations) and CAB-FORWARD SERIES (14,000, 15,000 and 16,000 pounds).

Evinrude, First in Outboards, 42nd Year.

Chris Craft Boats—the boat for Puget Sound.



New show room and garage built last year, showing Used Truck Lot adjoining

International Trucks - Kaiser Frazer Automobiles

Evinrude Outboard Motors - Chris Craft Boats

Cook Motors

Phone 7125

North Mount Vernon

A Cooperative is at home
wherever its members live

Association members are holding the door open for OTHER poultrymen and turkey growers to join with them to make better returns on their own farm

Whenever You are Ready to Brood

CHICKS or POULTS

ALWAYS

Contact the
Association

FIRST

Our three Master Breeding Farms provide facilities for carrying on long-range programs of strain crossing and flock improvement and also careful experiments in feeding and care, the results of which are in turn passed on to our membership.

Since the Association is owned and operated by the members for its members, its concern is not profit for the Association, itself, but improvements in production and livability—and in supplying the members with birds and information that will enable them individually to realize better returns from their own flocks.

This program of flock betterment has been building for more than a quarter century with steadily increasing results. Plans are already projected ahead for several years more intensive work which we feel sure will increase still further the benefits enjoyed by our members.

**THIS IS THE POULTRY PROGRAM FOR
YOUR PROFIT!**

Our Hatchery Serving Island County Poultrymen and Turkey Growers is located at Route 3, Mount Vernon - Phone Rural 7391



HATCHERIES
at
Bellingham - Mount Vernon - Kent
Centralia - Vancouver
Yakima - Spokane
Walla Walla

NEW MEMBERS ALWAYS WELCOME — INQUIRE NOW ABOUT JOINING

Settlers Turned Thoughts to Schools As Early as '55

(Continued from Page 2)

High School on S. Whidbey
The first high school classes were taught in the Kirk Lumber building at Langley. The Langley Newspaper, "The Islander," occupied the rear of the same building. The first teacher was Olga Reynolds, now Mrs. Fred Frel. She taught the eighth, ninth and tenth grades in 1911 and the following year taught up through the eleventh grade. The twelfth grade was added in 1919.

Building construction in Langley in 1915 included a combination high school and grade building. The high school occupied the second floor and the grades the first floor. At the beginning of World War I the enrollment was 22 for the high school.

In 1920 the Langley High School was accredited by the State Board of Education, and the first graduating class consisted of one student, William McGinnis who is now teaching in California.

During the years 1929-35 the high school enrollment grew so rapidly that a new high school building was needed. The present high school building was completed in 1935.

Another community effort in Langley was the building of a gymnasium in 1920, but in 1943 it burned to the ground. In the fall of 1950 a new gymnasium was built, following approved state plans. The lower floor is to be used as a school cafeteria.

School Paper for County
In 1916 an ambitious project was started, the publishing of the "Island County Public School Journal," with the editor and publisher Miss Evelyn Spencer who was then Island County Superintendent of schools.

The twenty four page newspaper was published once a month during the school term and was filled with interesting reports from all of the schools on the Island and illustrated profusely with pictures of students and activities.

In May, 1917 issue of this interesting journal, which sold for the sum of fifty cents, we find hot lunches being prepared at the San de Fuca and Mutiny Bay schools, third place in the state debate team series being taken by Coupeville school, a garden club being formed, at the Greenbank school a cooking club formed of girls of the Crescent Harbor school; Oak Harbor high school installing a complete stage with wings and curtains in the auditorium, the labor being donated by the manual training boys; and Langley high school basketball team winning from Oak Harbor in a game played at Coupeville to the tune of 35 to 8.

Modern Schools
In less than 100 years Island County's school facilities have developed from a log cabin in the wilderness, housing children for a three month term, to three large districts, Langley, Coupeville and Oak Harbor, with transportation furnished to children living outside

the incorporated towns, and educational facilities available that would amaze the early educational leaders beyond description.

The dominant urge of the pioneers to have better schools for their children has resulted in the fine consolidated schools shown on this page. Through the years the little schools dotting the countryside have become consolidated into larger units where better instruction and educational facilities are available. Too, with the automobile coming into common use, children are transported long distances in modern well lighted and comfortable busses to the centralized schools.

People in the communities realize that good schools mean a better place to live; good schools attract more people, real estate becomes more valuable and the schools become a major investment in the future of our country.

Schools are "Big Business"
In the three major communities on the Island, Langley, Coupeville, and Oak Harbor, the last fifteen years has seen a remarkable growth in the "big business" known as schools.

In South Whidbey, the total estimated value of buildings, equipment, busses, and grounds is \$500,000.

The school plant has five buildings, high school, grade school, gym, shop and home economics building. A total of 468 pupils attend grade and high school with 21 teachers, 2 principals and superintendent.

Building plans for the future include five additional classrooms and new heating plant to be erected shortly.

In Coupeville, the County seat, the school is valued at \$250,000 and the district operates on a \$75,000 budget. Some 270 pupils receive instruction from 13 teachers. The district hopes soon to be able to add to the grade school which is, like other communities, undergoing excessive growing pains.

In Oak Harbor, the site of the Naval base, plans are now being made for the immediate construction of the new 20-room elementary school at Ault Field to take care of the unusual growth in this age group. At present the district high school and grade school buildings, shop, stadium, cottage for teachers, tennis courts, garage and equipment are valued at \$500,000. 750 students study under 30 teachers, and "big business" carries on with a \$200,000 budget.

The children of present day pioneers on Whidbey are well taken care of. In every community the schools are a source of pride, tax payers are as proud of the modern, well kept structures with landscaped lawns as the graduating classes which have produced an outstanding number of first class citizens.

Island Poles Make Mine Props For Two Generations

For two generations, a familiar sight several times a year at Holmes Harbor has been the arrival of a crusty old Mexican freighter, whose brief call is completed with the battenning down of the last of its cargo, the only shipment of its kind to be exported from the Northwest.

The freighter's pay-load consists of mine-props four to ten-inch second-growth timbers—all consigned to a single firm at Santa Rosita, in Mexico's Lower California. Such timber-export has long been a major part of the business owned by Roy Neil of Freeland, whose father, James Neil, first started the

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Mutiny Bay
Mutiny Bay was named by the U. S. Coast survey in 1855. Tradition has it that some English sailors delighted with the Island, deserted their ships in the bay and became settlers on Whidbey.

trade in the early 1900's.

Reason for the mining firm's purchase of timbers in this locality is that a large share of its copper ore is shipped to the smelter at Tacoma, and to avoid having ships return empty, they are loaded with timber supplies before leaving the Sound.

In its hey-day, the business meant regular paydays to the 50 to 75 South Whidbey loggers who cut and got out the two to three million feet of timber exported during a good year.

Now, demand has receded to the point where an eight-man crew can meet its needs, and operate Neil's saw-mill as well. Cause of the fall-off in need for props lies partly in the fact that the 70 to 80-year-old mine is partially exhausted and also because open-pit mining is being employed to some extent.

Neil has had many opportunities to visit the place where all his timbers have gone, but he has regularly refused to do so. An admirer of the temperate climate, he doesn't want to go anywhere near Lower California, said to be one of the hottest and driest portions of the hemisphere.

Growing as Whidbey Grows



Deposits

ISLAND
COUNTY
BRANCH
1931
\$166,341

Deposits

ISLAND
COUNTY
BRANCH
1951
\$2,281,000

New Bank Building in Oak Harbor, completed in December 1949

The Future of Whidbey Island is Assured

THIS bank is pleased it has had a share in the gradual growth of Whidbey Island. We have faith in its future and stand behind Whidbey in its inevitable march forward.

ISLAND COUNTY BRANCH

Everett Trust & Savings Bank
OAK HARBOR, WASH.

10,000 Mile Tires

or 10 Months Written Road
Hazard Guarantee



SIZE
600x16
670x15

\$6.95

Plus Old
Tire If Recappable

Same Price If We Recap Your Smooth Tires

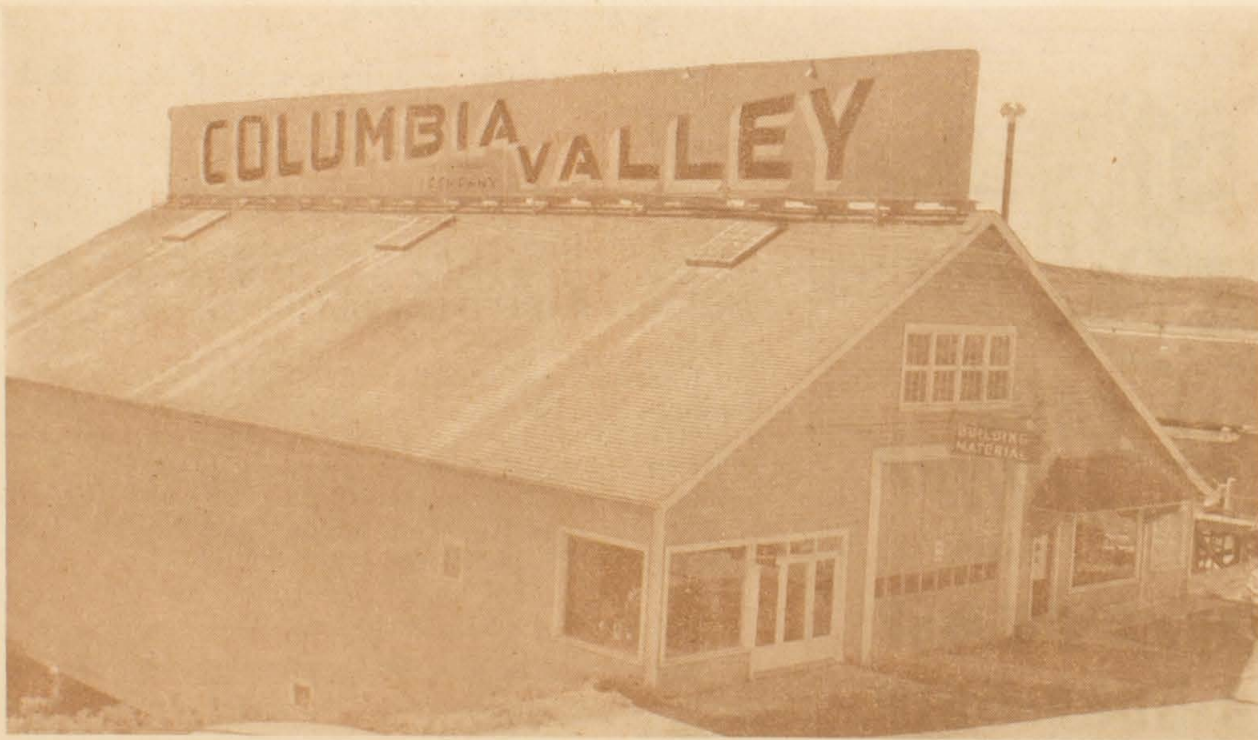
O.K. Rubber Welders
Complete TIRE Service

18th & Commercial—Anacortes

RECAPS • REPAIRS • NEW • USED • Coast to Coast

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ALLEN'S SERVICE—Phone 23, Oak Harbor

OLIVER Noces
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JEWELRY & GIFT SHOP
BULOVA ELGIN HAMILTON WATCHES
KEEPSAKE DIAMONDS
ACROSS FROM PENNEY'S



Columbia Valley Lumber Co., Oak Harbor, Wash.

Columbia Valley Lumber Co. handles as well as lumber, builders' hardware, complete lines of

paints, and Jacuzzi pumps and water systems.

It also has a planning service for its customers.

● More than a generation ago, 1912 to be exact, Columbia Valley Lumber Company was founded to serve Northwest Washington.

★ COLUMBIA VALLEY has grown as the Northwest has grown until today it is comprised of seven lumber yards in Oak Harbor, Mount Vernon, Burlington, Bellingham, Lynden, Everson and Ferndale.

★ It has a sash and door factory in Bellingham which ships millwork to all parts of the United States. It also has a sawmill and substantial timber holdings.

★ In March 1930 the company bought the interest of the Oak Harbor Lumber and Supply Company owned by Ben Koetje and employed him as manager of their expanded Oak Harbor yard. Mr. Koetje remained with the company until January, 1943, when Henry Wichers became manager.

★ With the completion of the Deception Pass Bridge in 1935 the company was greatly assisted as it was no longer necessary to transport its timber by scow.

Famous Fishing Grounds



County Officers: Page 1, Sec. 2.
Schools: Page 2, Sec. 1.
Mining Props: Page 2, Sec. 2.

Bathing



A
Name that
Means

*Good
Fishing*

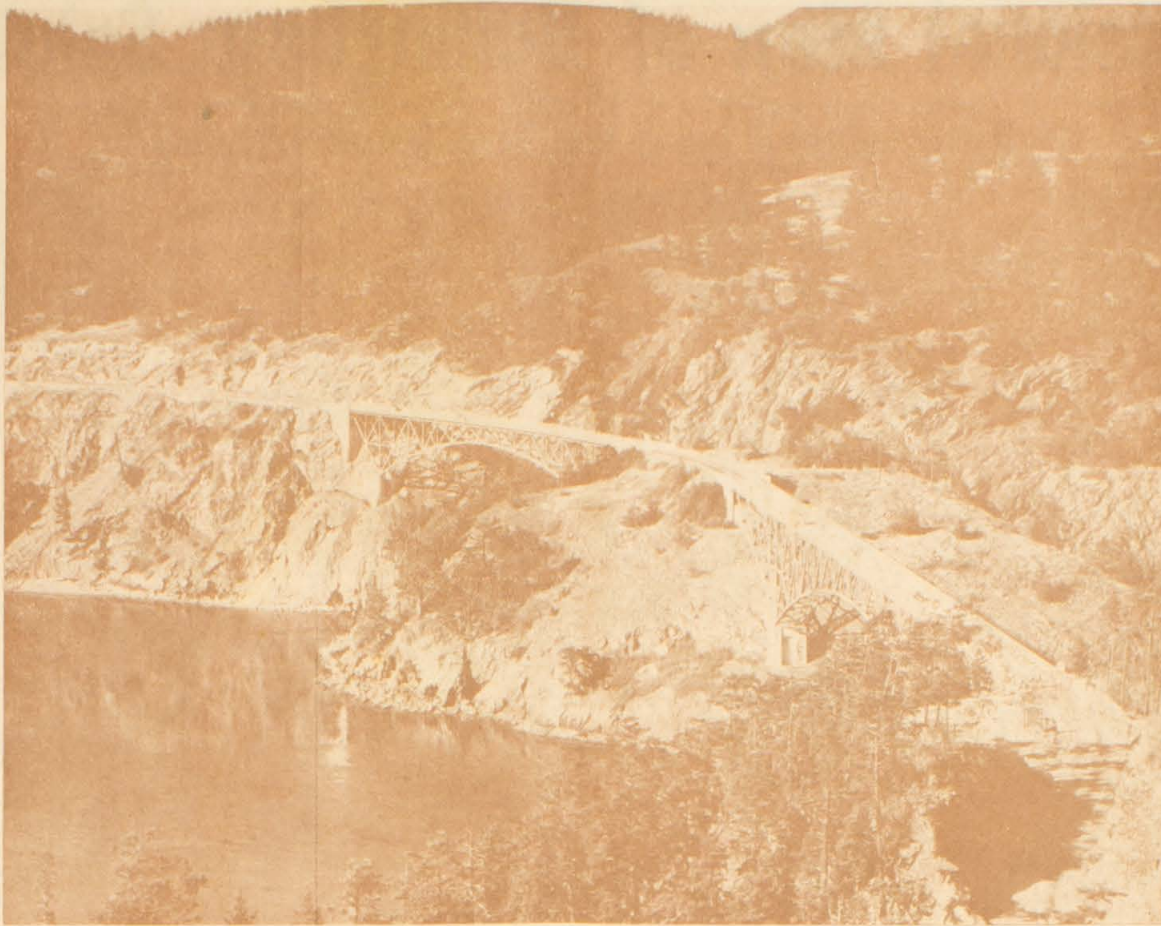
-- Double
Bluff
Resort --

Esther and Crawford Johnston

Route 1, Langley
Wash.

Phone 273

Aerial View of Deception Pass Bridge Completed in 1935



When the Deception Pass bridge was built in 1935, it opened a door to the outside world closed to its residents for eighty-five years.

Whidbey Island was no longer an isolated spot dependent on the whims of wind and tide. It also opened a new avenue of

travel for motorists who are still awed by the arrogant structure which is a monument to the engineers who created a span over the

swirling pools of the Pass' treacherous waters. It is one of the beauty spots of Washington.

Deer Hunting on Island



Cultus Bay Resort

Between Possession
Point and Scatchet
Head on Whidbey Is-
land.

VACATION SUPREME

with

Boats, Cabins

Beach

Crabbing, Clam Digging

Fishing

Write now for reservations

Bob & Eilene Tribou

Phone Langley 156

Route 1

Clinton, Wash.

Baby Island Resort

CABINS
BOATS

MOTORS

Bait

Groceries

VERN JOHNSON

Route 1, Langley

7 miles NW of Langley

Phone Langley 19R6

Historic Rustic Beautiful

Whid-Isle Inn

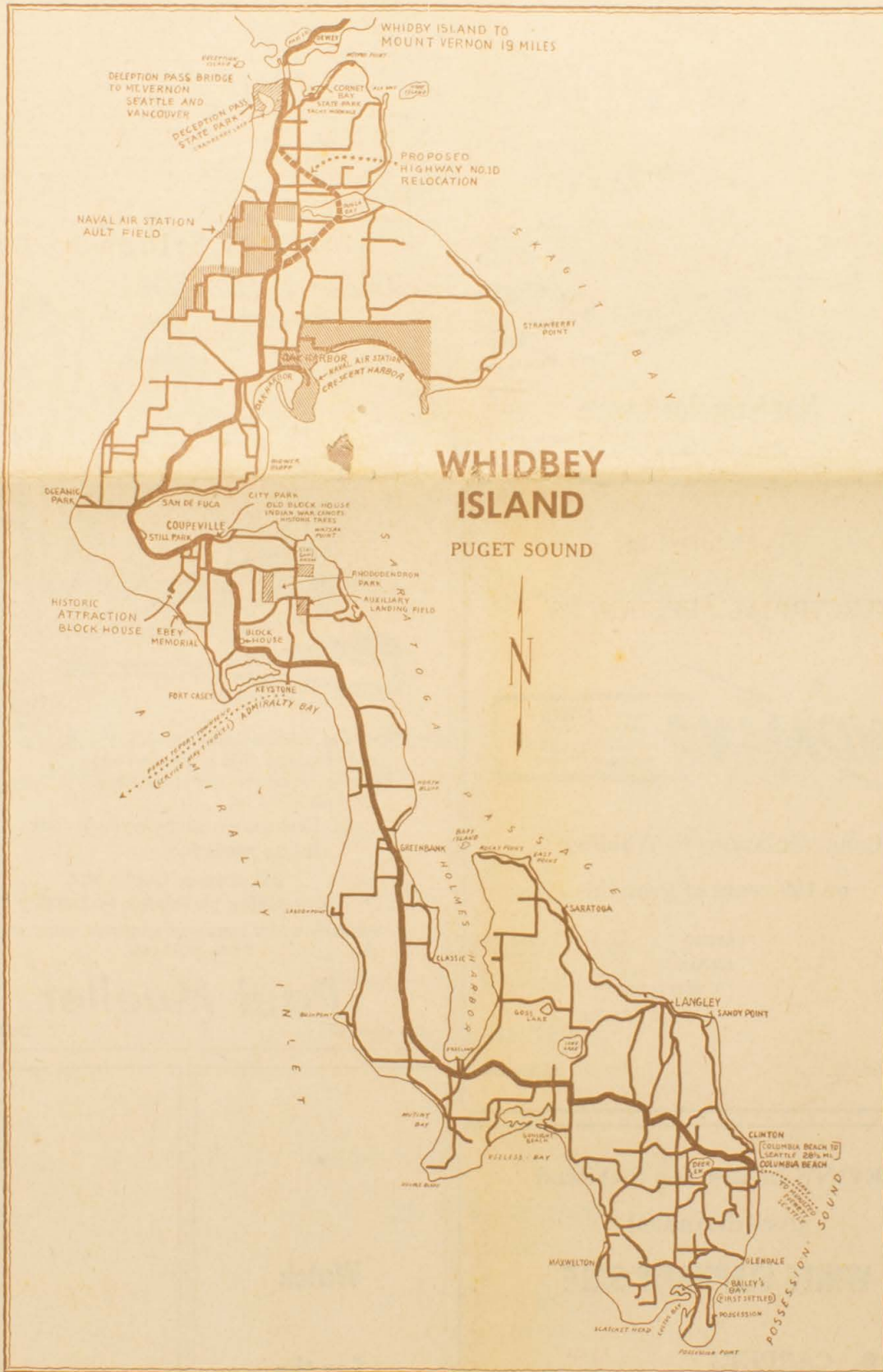
Located in the Heart of the Puget
Sound Playground on Beautiful
Whidbey Island.

•
SERVING THE FINEST FOOD IN
THE NORTHWEST

Steaks — Chicken — Seafood and
Family Dinners

•
Overlooking Penn's Cove with
A view of Mount Baker

RAY and EVELYN SHERRILL • PHONE COUPEVILLE 228
P. O. Address — Route 1, Coupeville, Wash.



Whidbey Resorts Have Interesting Background

Almost a quarter century ago, Islanders with an appreciation for the finer things in life—namely, sport fishing and comfortable incomes—were taken with the idea that one might just as well be made to provide the other.

In a clamshell that's how Whidbey resort-owners developed.

When Jim Pratt set up the Island's first successful resort in 1928 at Greenbank, visiting fishermen were happy with the barest accommodations—a simple cabin, boat and some fish in the bay were all they asked. The latter is the only item the resort men haven't improved in succeeding years.

Those were the days when fishermen came to fish. They didn't even bother to try renting one of the few cabins during the weekends. Instead, they came equipped with tents and bedded down in the camp area. Jim recalls a Fourth of July when even tent space was not available—

60 of them were scattered about his place, with guy ropes thick enough to make walking a hazard.

Catering to the fishermen was quickly recognized as an attractive occupation and other resorts soon sprang up along the eastern side of the Island. Jimmy Remp started Baby Island Resort, and Arbuckle's, Dines Point, Bercot's and others opened for business a season or two later.

The west side of the Island began developing havens for fishermen only a little later, starting with Charley Farmer's Bush Point. Only a bunkhouse and some old skiffs were available to anglers at first, but even so after two or three seasons the place had more customers than could be cared for.

So it went—it happened more than once that a fellow would come out one season as a visitor, and the next year he would be back—with his own resort in a business that

was making Whidbey famous. The industry has since boomed to the level where Island county now has more resorts than any similar district in the United States.

Well, what does it take to make the grade in this business—besides a suitable parcel of real estate with good frontage?

The ace-in-the-hole is always, of course, fish in the water. Without them, people could just as well stay at home and fish in the bathtub. Other Island plus-points, like its scenery and seclusion, are not lost upon the guests and give every resort operator a boost.

The latter has to be a half dozen persons into one to serve his customers in the manner to which they are happy to become accustomed. Probably the most frequent demand made on his powers is that he function as a prophet in matters concerning tomorrow's fish movements and weather changes.

Vittles They Like

He can lean on the weather bureau and blame it for the latter information, but as to where the fish will be in the morning and what sort of vittles they'll be in a mood to sample—that is strictly a matter for his own crystal ball to settle. He gets good at playing his hunches.

Like any man in business, he has to be a psychologist and a public relations man. There's a book that should be written about how to cheer up the fishless fisherman, how to manage the domineering expert on everything from tide tables to best way of running a resort, how to be amiable with the guests' charming little offspring, even when they are destructive monsters. The resort owner knows it pays to give service with a smile, that the customer is always right.

Playing mine host to every Tom, Dick and Mary who comes along (Continued on Page 4)

MAXWELTON BEACH RESORT

*Good Fishing
Clams and Crabs*

•
Cabins - Boats - Motors
Tackle and Refrigeration

•
Swimming on nice sloping sandy beach

Charles and Lucie Hughes

Phone Langley 1024

Route 1, Clinton

We Welcome You

to

Whidbey's
Nicest and Safest Resort

WITH A BREATH-TAKING VIEW

For the FISHERMAN and HIS FAMILY

Butane Gas in all Cottages

Boats—Outboard and Inboard

Modern Cabins

Green Lawns, Sandy Beach

Swings for Children

North Shore Resort

on Saratoga Road

Paul and Dorothy Enke

BOATS

CABINS

Dr. La Mar H. Gaw's

Whidbey - Hope Island Resort

Where the LARGEST Salmon
In The Northwest are Caught

Crabs — Clams — Swimming

MOTORS

TACKLE

•
Playground for Children

Whidbey - Hope Island Resort

3 Miles North of Ault Field Gate

Route 1, Box 128A

Oak Harbor, Wash.

Business and Professional Men of Bellingham Salute Whidbey Island



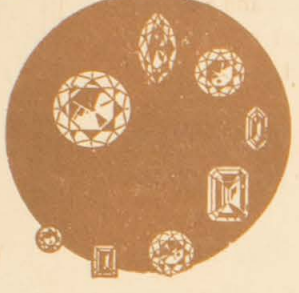
DO YOU KNOW... THAT
a woman who wore the same old gown
'cause her budget kept her down
took lessons at SINGER—
learned to sew
now she makes her own clothing
and really saves dough!

MORAL: home sewing is money
saving. Learn to make your own
clothes. Let our expert teachers show
you how. It's really easy! You actu-
ally make a dress while you're
learning.

Complete course—8 two-hour lessons \$15
Phone or stop in and register today.

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You can trust your
REGISTERED JEWELER
to re-mount your diamond

A modern ring mounting will add new
beauty to your precious diamond. In
selecting a mounting and re-setting your
diamond you can rely upon your
Registered Jeweler. His specialized
training and practical experience
qualifies him to help you.

To be a Registered Jeweler requires a
high standard of business principles as
well as special study of gems and jewelry.
The American Gem Society confers this
title on those jewelers who are qualified.

Muller & Asplund
JEWELERS

1004 East Holly St. - Bellingham

It pays to shop at

B. B. FURNITURE CO.

IN BELLINGHAM FOR EVERYTHING
TO FURNISH A HOME



Living Room Suites
Dining Room Suites
Bed Room Furnishings
Occasional Furniture
Floor Lamps
Rugs-and-Linoleums
Broadloom Carpeting
Curtains and Draperies
Electric Appliances

Stocks are more Complete
Prices are Guaranteed
Service is the Best

TERMS EASILY ARRANGED

Special attention and service to our
Whidbey Island customers

Whether buying or looking you are welcome

B. B. FURNITURE CO.

Bellingham

Dorcas Society of San de Fuca Never Missed a Meeting



Pictured above are Dorcas Society members in 1926. From left to right, seated on the ground: Aileen St. Martin, Frances Morris (Krieg), Gladys Libbey (Smith), Marjorie Armstrong (Hassler), Jack Armstrong and Earle Darst. Front row, sitting: Aunty Chris and Ed Barrington Fisher, Mrs. John Benson, Mrs. George Grasser, Annie Morris and baby Geo. Morris, Mrs. Ed Hallenberg, Mrs. John Armstrong, Mrs. S. F. Benson, Mrs. Sibbie Fisher and grandson, Gerald Darst; Mrs. Charles Mitchell, Mrs. Andrew Olsen, and Margaret Martin (Mesmer). Second row: Mrs. Al Goethes, Dora Barrington, Mrs. Ed Fisher, Mrs. G. P. Goggen holding Billy Benson; Mrs. Ira Lee, Mrs. Louis Robart, Mrs. William Benson and Mrs. Glenn Darst. Back Row: Mrs. Flora Engle, Mrs. George Libbey, Mrs. Addie Benson, Mrs. Kate Barrington, Mrs. John Love, Mrs. Charles Fisher, Mrs. Mary Anderson, Mrs. Elwell Libbey, Mrs. Nellie Dyer, Mrs. Henry Arnold, Mrs. Steve Martin, Mrs. Charles Proctor, and Mrs. Ed Armstrong. One of the charter members, Mrs. Mamie Monroe was not pictured here.

In the early 1900's a Coupeville minister came to San de Fuca accompanied by a lady called Mrs. McMillan who suggested that the ladies of San de Fuca form a society and do charity work. As the ladies walked home that night they decided they would form

Bellingham Plans Celebration on 100 Year Anniversary

Bellingham, an hour's trip from North Whidbey, will celebrate its Centennial next year and committees are now being organized to make the event memorable in the life of its citizens and neighbors.

An alternate highway to Bellingham is the Chuckanut Drive, one of America's most scenic drives. In many places it is hewn from the side of the mountains hundreds of feet above the water of Puget Sound and from which may also

be viewed the beautiful San Juan Islands.

Lummi Shore drive skirts Bellingham Bay, past the site of Fort Bellingham, the first fort to be erected on Bellingham Bay to the quaint little fishing village of Marietta, across the Nooksack River to the Lummi Indian reservation and Gooseberry Point, where a ferry takes passengers to Lummi Island and its scenic shore drive along the Gulf of Georgia.

Birch Bay is a 20 mile drive from Bellingham and is a notable spot for vacationers.

Utsaladdy was named when a Scotch doctor explained to a proud new parent that U's a laddy.

such a club. Thus the Dorcas society was born.

The men of San de Fuca had earlier organized in The Liberal League. The men joined forces with the Dorcas society and decided to make a community hall their project. This was along about 1905.

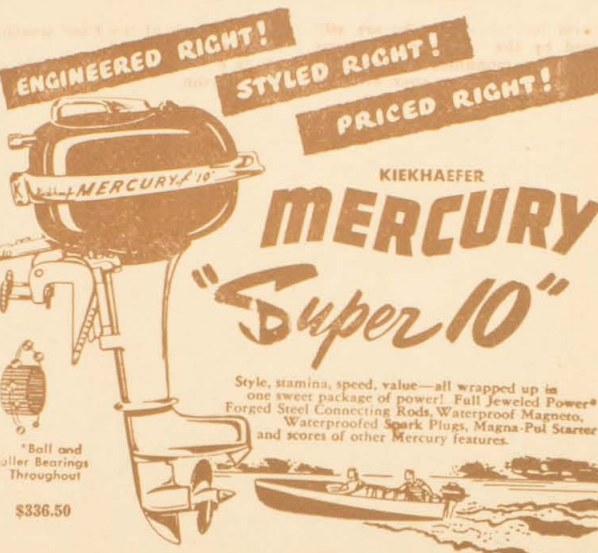
Once decided upon, the project soon took definite shape. Subscriptions of money, labor and land poured into the organizations. John Benson donated the land for the hall. His son Samuel and Joe Power laid the cedar floor which is still one of the finest dance floors on the Island.

The hall, now called the Liberal League hall where the American Legion meets and which is the source of many happy memories for people throughout Island

County, has outlived many of its enthusiastic founders but their sons and daughters and grandchildren have enjoyed many happy hours in the building.

The people of San de Fuca, happy in having a community hall of their own, have used it consistently for many special events. The Dorcas Society which still meets once a month has never missed a meeting since it began 46 years ago. Only four of the charter members remain—Nelle Benson, first president; Addie Benson, Mary Monroe and Sibbie Fisher.

For years the group put on stage plays to raise money. They traveled by steamer to La Couver and other waypoints to present their show and were well supported.



Hanning Hardware
Phone 938 W. Bellingham, Wash. 1317 Commercial

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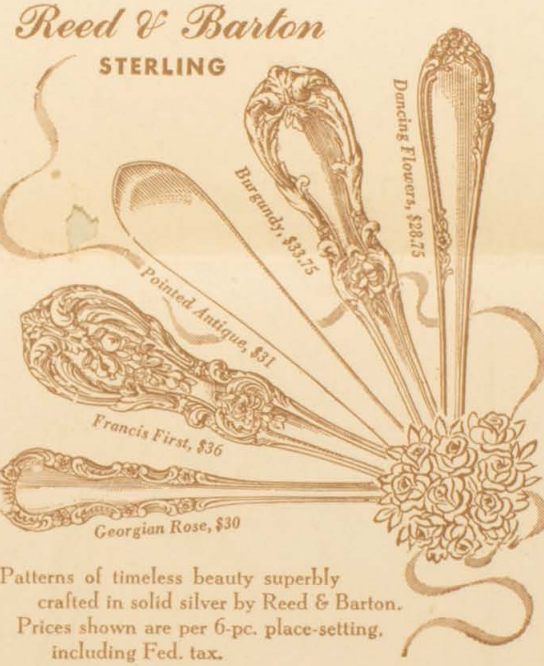


Congratulations to Whidbey
on 100 years of growth

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WHATCOM
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Choice of Brides-to-Be



Patterns of timeless beauty superbly
crafted in solid silver by Reed & Barton.
Prices shown are per 6-pc. place-setting,
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Silverware, Clocks and
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REMEMBER WHEN THEY SAY MUELLER, THEY MEAN
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Paul Mueller

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WHIDBEY ISLAND
on its
Century of Progress

Complete Line of Equipment
for every size office

SERVICE FOR ALL YOUR OFFICE MACHINES

Call or Write us for quotations

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Congratulations
and
Best Wishes
to
WHIDBEY ISLAND
ON ITS "CENTURY OF PROGRESS"

We Invite all Island County resi-
dents to let Donovan's help you
make your house your home.

Complete Home Decorator Service
Now Available!

DONOVAN FURNITURE CO.

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As One Pioneer to Another . . .

Congratulations

to

WHIDBEY ISLAND FOLK

on your

Century of Progress

"And greetings to Island County merchants whom we
have done business with since 1884"

Cecil A. Morse, President

Courtesy of

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Bellingham

LEVIN'S Invites You to Attend

Our 4th Annual

WHITE ELEPHANT SALE

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- LINOLEUM
- APPLIANCES

Your Credit Is Good

on goods delivered on account, a limited and on cash basis only.
Satisfaction guaranteed and no trade-in with merchandise bought.



1308 - 10 Bay St. Bellingham

Watch

For the

Date of

Bellingham's

Centennial

BELLINGHAM - On the Eve of Its Centennial Greet Its Whidbey Island Neighbors

As They Celebrate 100 Years of Progress . . .

BELLINGHAM—Its history with that of Whatcom, Sehome and Fairhaven is romantically linked with the legends of the pioneer Whidbey Island.

While Whidbey was named FOR Captain Joseph Whidbey, Bellingham was named BY him. Throughout the years, Bellingham has been fortunate in developing industries—It has the largest coal mine in the State, the largest sulphite mill in the United States; it is the center of the salmon canning industry for Alaska. In addition, it is surrounded by a productive farm area.



Bellingham, with a population of 34,000 has been called the most DIVERSIFIED INDUSTRIAL CITY of the non-metropolitan cities of Washington State. Also, it has the unique position of being the largest trading area in the Northwestern part of the state. Retail sales approximated \$50,000,000 in 1950.

It is happy to extend a cordial hand in greeting to its Puget Sound neighbors on reaching the distinguished age of 100 years.

THE FOLLOWING BELLINGHAM MERCHANTS SEND THEIR GREETINGS AND WISH ALL WHIDBEY ISLAND OUTSTANDING DEVELOPMENT THROUGH THE NEXT HUNDRED YEARS

Adams, Inc.

Men's and Women's Apparel

Aubert's Drug Co.

Herald Pharmacy

Barlow's

Luggage and Leather Goods

Bellingham Drug Co.

Across from Post Office

Bellingham Hardware Co.

Frigidaire Dealer

Bochnak's

Men's Clothing

Clark Electric

Westinghouse Store

The Fravels

Fine China, Glassware and Gifts

Gage Dodson's

Boys' and Men's Clothing

Golden Rule Mercantile Co.

Clothing and Dry Goods

Griggs

Stationers - Booksellers

H. H. Sporting Goods

Shakespeare Fishing Tackle

Husky Auto Supply

Everything for the car

Horn's Inc.

Women's Apparel and Dry Goods

Dr. C. Ingwersen

Optometrist

S. H. Kress & Co.

Variety Store

Larsen & Colley-Jewelers

Diamonds, Watches and Repairing

Mode O'Day

Cotton Dresses and Blouses

Montgomery Ward Co.

Where All America Shops and Saves

J. J. Newberry Company

5c, 10c, 25c, Variety Store

Owl Drug Company No. 1

Prescription Drugs

Owl Drug Company No. 2

Biggest Little Drugstore in town

J. C. Penney Company

Cash and Carry

Sears Roebuck Company

Senate Cigar Store

Cigars and Tobacco

Stahley's Variety Store

Home Owned

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Complete Home Furnishings

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Women's Apparel

Wahl's, Inc.

Department Store

Western Thrift Store

Drugs and Variety

Here's your
REAL BARGAIN
in outboard motors
EVINRUDE
Performance! Long life!
High Resale Value!



For 41 years, Evinrude has led the field in giving fine performance—durability—solid value. Here's your bargain!

When
you buy
a
FISHIN'
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**Lindsay's Grocery
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Fresh Meats
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Friendly Service
Large selections

MCCULLOCH
325 549 733
POWER CHAIN SAWS

NO CHINESE HERE!
Whidbey in the middle eighties was over-run with Chinese. Feeling against them ran high because they kept the wage scale low.

At one time a group of Oak Harbor townspeople blew up their potato pits with dynamite. The Chinese soon left the Island and today they are rarely seen.

MacDOUGALL'S Growing
with the Northwest for 75 years
Salutes Whidbey Island on its
100th Anniversary . . .

and invites Islanders to
visit our Mount Vernon
and Bellingham Stores.

Derby Winner



Derbies are popular events on Whidbey Island. This proud winner shows the salmon that topped them all.

Fish is Primary Resort Requisite

(Continued from Page 1)

with a yen for living close to nature has its moments when the operator is led to doubt his fellow humans.

Take the adventuresome inland pair who visited Dode Bercot's resort on Holmes Harbor some time back.

No, they didn't want to fish. They just wanted a place to spread out their picnic lunch—would it be all right if they used the beach? Sure, sure, go ahead, Dode told them and went about his work.

So they opened their lunch basket at the water's edge, and just had everything nicely arranged on the cloth when the tide—it had been low—began to inch shoreward again. They moved and resettled. The water kept coming. They moved again—three times in all.

Finally it was too much, and the husband stormed up to Dode and asked what the heck kind of lake this was anyway—damn thing kept changing its level!

If the resort owner is not the tinkering sort of inclination, he is by necessity. In the height of the summer season or in the slack winter months, there's always some drafted job coming up to test his know-how—cabins to renovate, boats to overhaul, motors to fix, gear to rig—a little of everything. Unless he's a better than average Mr. Fixit, he will probably flunk right out of the business.

Complaints Here

The resort visitors generally assume the operator is part supernatural, and scale scale their request accordingly. If the tides aren't running at a convenient schedule, he is the proper authority with whom to lodge a complaint.

While the resort of two decades ago was a study in simple living, that is certainly no longer the case. Today's visiting fishermen is generally not interested in "roughing it"—nothing less than the comforts of home fill the bill nowadays.

A reason for the change is that while the angler of years past often came on a "stag" outing, he now brings his family along—a smart trick too, since it lets him get in his fishing with his wife's complete approval and often her active participation. So instead of the bare cabin or bunkhouse, today's resorts boast cottages with two or more rooms, modern plumbing and heating, cooking facilities, com-

(Continued on Page 5)

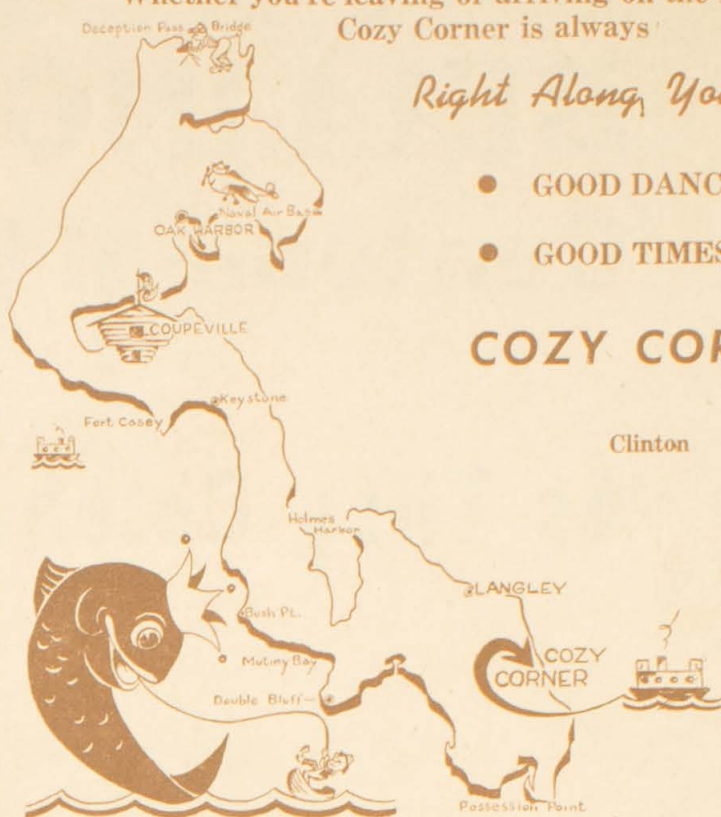
Whether you're leaving or arriving on the Island,
Cozy Corner is always

Right Along Your Way

- GOOD DANCING
- GOOD TIMES!

COZY CORNER

Come
In
And
Get



ACQUAINTED!

Today More Than Ever . . . It's Smart to
Select the Best Tire Money Can Buy!

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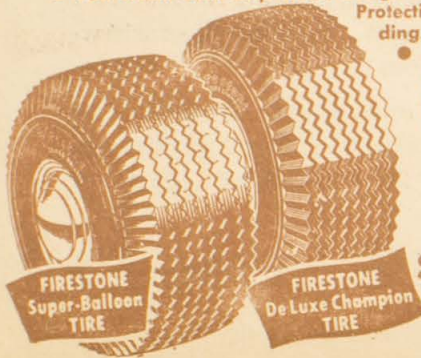
GIVES YOU THESE FEATURES

- Saffi-Lock Gum-Dipped Cord Bodies for Greater Protection Against Blowouts.
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AS LOW AS

\$1.00
A WEEK



FIRESTONE STORES

511 First Street

Mount Vernon

Also Available at

Texaco Service Stations

Union Oil Stations

Shell Service Stations

On South Whidbey

It's an old tradition . . . to shop at

CLINTON UNION



CLINTON UNION—At its present site for 20 years, the store was begun at old Clinton as a community project in the early Nineties — It is now owned and operated by C. H. and William Mazza.

CLINTON UNION

Telephone 023

Ten Years
of Service



Loerland Dairy Farm, 1951

• In the ten year history of LOERLAND Dairy is a picture of North Whidbey Island's growth.

• We started in 1941 with a route of 40 quarts of milk, and a small pickup truck; today we deliver over 1000 quarts with two modern trucks.

• Starting with small hand machines, we now have the most modern dairy equipment such as automatic filler and capper, pasteurizer & homogenizer. Equipment is such that milk is not exposed to the air from the time it is pasteurized until it is in the hands of the customers.

While Government regulations require 3.2 per cent butterfat
Loerland Dairy milk has always tested 4.0 per cent.

Whidbey's development has just begun

And in the future . . . as in the past . . .

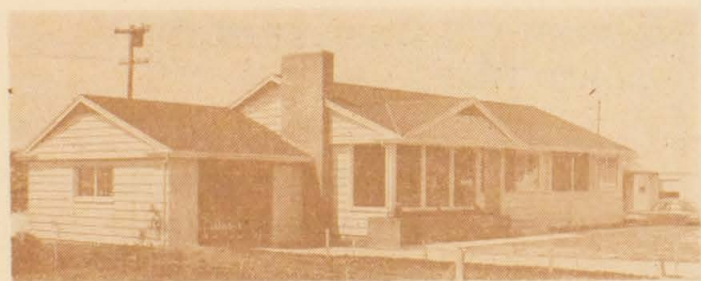
LOERLAND

will deliver milk and cream of
THE BEST POSSIBLE QUALITY

For the

LOWEST POSSIBLE PRICE

Support Your Home-Owned Industries



A Newer Home in Patton's Pastures

- Since 1947 when Lloyd B. Patton looked on Whidbey Island — his station while serving Uncle Sam — as an expanding area greatly in need of housing, he has been able to bring low-cost housing to 46 families who have purchased his homes.
- In 1949 he purchased the first Patton Pasture tract and on it he built 35 homes, mostly in the \$7000 - \$14000 price range. ALL WERE SOLD BEFORE THEY WERE BUILT.
- In addition he purchased several lots around town and built 12 homes for private owners.
- Now, in line with the Island's development, he has purchased the second Patton Pasture addition and is planning 30 - 40 more homes.
- For this reason newcomers and prospective home owners find that Patton can and will solve their housing problems. If they are unable to find a home Patton will build them one — one they are happy and proud to own.

L. B. PATTON

When Better Homes are Built Patton will Build Them

CONTRACTOR

BUILDER

REAL ESTATE

APPRAISER

Modern as Tomorrow—Phone Oak Harbor 1951

TELEVISION

Sales and Service

★ ZENITH ★ MOTOROLA ★ ADMIRAL
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STROMBERG-CARLSON

Installation at low cost
by Experienced T. V. Men

WE HAVE AN ADEQUATE STOCK OF ANTENNAS AND ACCESSORIES, IF YOU PREFER TO MAKE YOUR OWN INSTALLATION.

HUGO HELMER MUSIC CENTER

"EVERYTHING IN MUSIC"

618 1st Street

Phone 1382

Mount Vernon

\$40 A MONTH

First warrant drawn on School District No. 8 was made in 1883 to cover the entire year's salary for South Whidbey's school teacher,

Miss Hannah Condon. Amount of the warrant was \$120—Miss Condon received \$40 per month for the three-month school term. Her pupils came from two families, Robert Bailey and Michael Lyons.

Which pattern is yours?



TOWLE'S Madeira? Or TOWLE'S Old Master? Or another of the many beautiful patterns in our gleaming TOWLE collection

From the simplicity of Craftsman to rich King Richard... TOWLE has a pattern in solid silver that's perfect for you. Best of all, see the modest prices of this lifetime Sterling—a teaspoon can cost as little as \$3.70... a six-piece place setting as low as \$29.75. So little to pay for your own lovely pattern in TOWLE Sterling.

TOWLE'S MADEIRA
TOWLE'S OLD MASTER
TOWLE'S RANGLER ROSE
TOWLE'S SILVER FLUTES
TOWLE'S CANDLELIGHT

One of Northwest's outstanding Sterling stocks—Towle, Gorham, Wallace, Lunt, Reed and Barton, Heirloom, International and Manchester.

Phil D. Burton
Your Sterling Jeweler
Anacortes, Washington

Oldest Native



WILL IZETT

Born in September 1863 on the old homestead at Crescent Harbor, North Whidbey, Will Izett is Whidbey Island's most venerable native citizen.

Today the U. S. Navy owns the old homestead about a mile east of Roche Harbor in the San Juans and it is remodeled into officers quarters. His sister, Henrietta, is the Wheelchair Lady who writes a column regularly for the Oak Harbor newspaper.

At one time the family moved to Roche Harbor in the San Juans while his father was in the customs service for the U. S. Government. His job was to catch smugglers who were running shiploads of Chinese into the States from Canada. When the ring was exposed, it was discovered that Mr. Izett's boss was one of the leaders.

Will is now in poor health at White Acres Rest home. Recently his neighbors joined to honor him and his wife Alma on their Golden Wedding in June, 1959.

Their children are Beth (Mrs. Ralph McGinnis) and Blandon of Clinton; Bryan of Seattle and Wilma who is now at Firlands. Another daughter, Jean, died at 19 years of age.

First creamery was operated by J. M. Izett and son at Crescent Harbor.

San de Fuca: Page 4, Sec. 1.

Kids Enjoy Fishing Derbies



Such interest is taken in fishing on Whidbey that sportsmen have sponsored "kid derbies" the past several years. Children can fish off docks or from boats and qualify for worthwhile prizes. Dozens of children have kept occupied during the summer months and surprise their dads with the size of their catches.

Unusual View of Deception Pass



Residents of Dewey are proud of their deep harbor where it is possible to launch a boat at nearly any tide. Perhaps it is for this reason that the spot from which this picture was taken was named Yokeko Point (deep water). The famous Hope Island fishing grounds is in this vicinity.

Resorts

Continued from Page 4)
fortable furniture and—why not? pictures on the walls.

Although the resort visitor comes to the Island to satisfy his own ends, his coming helps a lot of Whidbey folks make ends meet. The resort owner and his employees are of course first in line of benefit, but the whole economy of the community gets a shot in the arm from such off-the-island business. Store-owners, tradesmen, everyone with a service or product to sell can usually count on the "foreigners" beneficial visits from a boost in sales. And a lot of the visitors after spending a season or two spent at Whidbey, get the religion and move here for year 'round residence; every year sees the conversion of more and more of their numbers.

Those who do not see their way clear to move to the Island invariably tell their friends about the place and that method of advertising often accomplishes the same thing in terms of visitors and new settlers.

After a hard day contending with his customers fixing their gear, admiring their fish, and wiping their children's noses, the resort operator is resigned to such comments as, "Boy, what a life! To make your living out here with nothing to do but rent out a boat now and then. Some deal!"

To which of course, the resort man answers with a smile. After all, the customer is always right, isn't he?

**Governor Stevens
Charted Rail Route**

Governor Isaac I. Stevens was the first territorial Governor and the man to whom our early settlers looked as their mentor in governmental affairs.

He was only 30 at the time of his appointment but history names him as "probably the most brilliant of all the Territorial Governors."

He demonstrated that a railroad route from the headwaters of the Mississippi to Puget Sound was practical, including the use of Snoqualmie Pass, lowest in the Cascades.

STILL NO RAILROAD

In 1891, the Island County Times published a bold headline: COME TO COUPEVILLE: A RAILROAD WILL TRAVERSE WHIDBEY ISLAND WITHIN 12 MONTHS. Come and settle before the rush.

In the days of the pioneers a

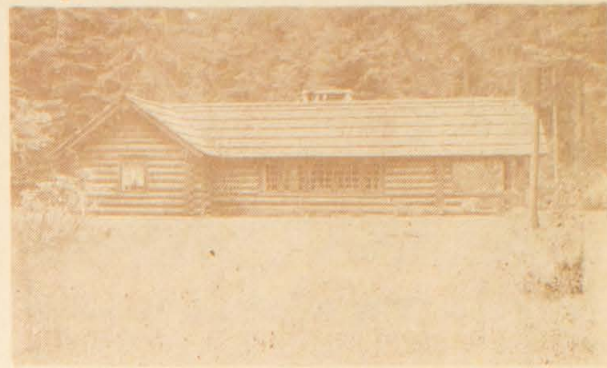
railroad was synonymous with progress and on several occasions land was boomed with a hint of such development.

Oak Harbor birthday; Page 1, Sec. 1

Park Cottage

To the right is the caretaker's cottage in Deception Pass State park. Covering an area of more than 2,000 acres, Deception Pass park offers the most complete facilities of any park in the state of Washington. Its great variety of natural features, the extensive system of roads and trails and other necessary structures make an inviting spot for tourists. Both fresh water and salt water swimming are offered in the park. Also to be found are a boat moorage, youth camp, salt and fresh water fishing, picnic and overnight camping grounds, and a State biological station and aquarium. Johannes Christensen is park superintendent.

Deception Pass Park Offers Many Attractions



**DECEPTION PASS
Has Beauty Unsurpassed**

Part of it may be Yours!

Waterfront Tracts

Scenic home rentals

with the world's best King Salmon fishing in your front yard

Facing Hope Island, Little Hope and Deception Pass

Call or Write

Dave Bruer

BONDED BROKER

Real Estate

Phone 3141

Rt. 2, Anacortes

Yokeko Point

Dewey Beach

Congratulations . . .

on your 100th Anniversary from the oldest
Men's Clothing Store in Skagit County.

May your future be as happy and prosperous
as the past

Moldstad and Hammer

The Home of Good Clothes
Since 1892

The Whidbey Island Story

HAS BEEN ONE OF STEADY

Change and Improvement

As one of the newest enterprises on the Island, we hope by sincere effort to add a small footnote to that story, and to earn a place in the community's life.



KNAPLUND HARDWARE, ERECTED IN 1950

KNAPLUND HARDWARE

"The Modern Hardware Store"

CLINTON

LAUSON MOTORS

Television Sets

SUNSET VIEW
TRACTS
FOR SALE

**Charles
Farmer**

Bush Point
Langley 0616



Two Koetje Homes Built Recently in Separate Koetje Additions

Upper in Harbor View and lower on Oak Harbor highway in Neil H. Koetje addition

Besides making hundreds of title transfers of property to satisfied buyers NEIL KOETJE has himself built (and sold) 25 new homes, two of which are pictured above.

With the arrival of the Air Station in 1941, the old Koetje farm became part of the Ault Field runway. Neil Koetje, a farmer, left his farm real estate office in favor of a down town location and devoted full time to real estate.

Since 1940 he has purchased 5 large additions, divided them in lots and offered them at prices working people could afford to pay.

His newest tract is 56 acres in the Northwest part of town and contains 71 large lots and will soon be available for purchase.

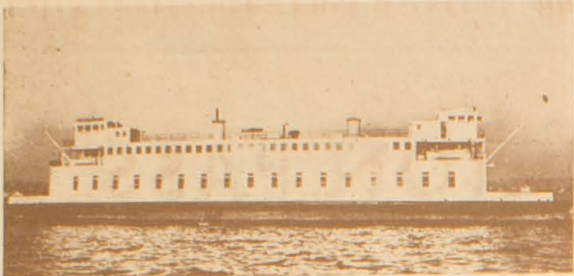
**For 21 Years the name of Neil Koetje has been associated
With honest down-to-earth Satisfaction in real estate on North
Whidbey**

Koetje Real Estate Office downtown Oak Harbor, phone 1591; Sales Staff: Hazel Koetje, Henry Koetje

Southern Gateway to Whidbey



Ferry Chetzemoka Plies Across Sound



UPPER: This is the approach to Whidbey Island when you come by ferry. The traveler leaves highway 99 twenty miles north of Seattle and within fifteen minutes he is at the point pictured above, ready to board the convenient ferry at Mukilteo.

LOWER: The Chetzemoka, one of the ferries on the Mukilteo—Columbia Beach run (purchased by the state June 1, 1931) maintains a regular hourly schedule all year long. During week ends and in tourist season extra boats give

Twenty three miles north of Bellingham stands the Peace Arch which commemorates a century and a quarter of peace between the United States and Canada. It is situated at the extreme westerly end of the boundary line, 3000 miles in length along which there is not a single fort nor a solitary fortification.

increased service. It accommodates from 55-60 cars.

Early Whidbey history sheds a kindly spotlight on the name Chetzemoka. Better known as the Duke of York, chief of the Clallams, Chetzemoka kept faith with the white men who were his friends and suppressed savage attacks when the ferocious Haidahs were spurring on the upper Sound Indians to forage and kill. It is believed that the early settlement at Port Townsend Bay would have been wiped out had it not been for Chetzemoka.

Island County people were without banking service until May 1903 when the Everett Bank of Commerce opened a Coupeville branch under the management of W. R. Stockbridge. A. D. Stephenson, ex-assessor of Island county, was the cashier.

Whidbey is 60 miles long.

Northern Entrance to Whidbey



Deception Pass bridge is one of the outstanding beauty spots of the nation. It is the entrance to Whidbey when coming from Vancouver, B. C., from Bellingham,

Mount Vernon or an alternate route from Seattle. The bridge spans Fidalgo and Whidbey Islands.

Whidbey's Highways are "Restful"



Highways are two-lane, black topped, smooth. When motorists leave the crowded mainland highways they are always delighted to

drive along the shoreline of Whidbey through tall trees which stop now and then to allow glimpses of sparkling water and shoreline.

Roads Good on Whidbey Island Taxpayers See They Get Them!

Roads in Island County are so important that it is usually the main issue considered when voting for Island County Commissioners. When Commissioner meetings are visited by the public in droves, the issue is undoubtedly . . . roads. When sessions are stormiest, the subject is . . . roads.

The result is Island County roads are good. Stretching 51 miles from Columbia Beach to Deception Pass, the secondary highway 1-D is black-topped, and two-laned.

Travelers feel a sense of ease and enjoyment when they leave the congested highways of the mainland and travel the slightly-winding shoreline drive. They are intrigued by the sight of the "black soil" which even a back-yard gardener knows is rich and fertile. They enjoy the quick glimpses of sparkling water and the distant panorama of green and blue. They appreciate the fields of grain or squash or seed or bulbs neatly squared off from the roadside. They are refreshed by the sight of woodland paths with wild flowers in bloom or towering trees in all shades of green.

In the west may sometimes be seen the purse seiners lowering their nets; on the beaches clam

diggers are filling their buckets; freighters are chugging into the harbor; tug boats are hauling endless booms of logs and bathers may be splashing along the sandy shore.

Lumbering Still Going Strong

For years old-time lumber-jacks have been saying that all the good timber on Whidbey has long since been cut, and that the logging industry on the Island is a dead duck.

Yet five or six portable mills providing work for about 30 men are going full tilt on the southern part of the Island, and other independent logging operations are underway as well. Add to that a permanent mill like the one operated at Harbor Center by the Whidbey Island Lumber company—which gives employment directly or indirectly to 22 men with more needed—and lumbering appears far from dead on Whidbey.

In spite of the long history of logging on the Island, timber passing through the Harbor Center mill during early May was at or about 40 per cent old growth. Truly enough, many of today's trees would never have been accepted by the mill operators of past decades, when the best trees in a virgin forest were barely good enough and anything less was left to rot.

At present logging rates and minimum requirements for accepted timber at the mills, enough trees are left to form a several years' supply on the Island—a major portion of it being at Holmes Harbor and south. Lumbermen hesitate to put an estimate on just how long the supply will last, since progressively smaller and smaller trees are being taken out of the woods as the quan-

First Mail Carrier in 1905



First mail delivery on North Whidbey was made by C. I. Adams in the pony cart pictured above.

He graduated to a motorcycle in 1910 and to an automobile in 1912.

Horse Knew Route Better than Carrier

"The horse knew the route better than I did," said C. I. Adams, North Whidbey's first mail carrier who spent thirty years in the nation's early postal service.

His route was twenty-four miles long, and although a man could stand the strain of a day that began at 8 and ended at 7, it was necessary to have three horses on the route. It was Dobbin the first day, Nellie the second and Maud the third. Each horse got to know the stops and the boxes, and if the party happened to receive no mail one day, it was no use. They stopped anyway.

The route was started in the first place due to the industry of the Post-Intelligencer, Seattle newspaper. Since the Government stipulated there must be 8 boxes to the mile to have a route at all, the P-I Circulation Department got busy and signed up 65 to take the daily newspaper. This did the trick and Oak Harbor's route system was begun. C. I. started in along the Crescent Harbor area to Bryant's Camp (Siegfried's corner) then to Clover Valley where the COM stands today and then to Scenic Heights.

Patrons learned the stops and the time of arrival and all flocked to meet him, delighted not only to get their mail but to see someone from the outside. He remembers youngsters like Barney Riksen and the Faber boys running out to the greet him and pick up their mail.

Roads were little more than cow paths and when the first cars came to the Island they did not venture on the out-of-the-way trails that C. I. traveled. As they improved, he used a motorcycle for deliveries. Then in 1912 an automobile was authorized.

Island lumbermen are currently trying to get across to timber owners a plea which, if fulfilled, would benefit the whole Island, including mill-owners, loggers and other mill workers, along with the merchants and business houses with whom they spend their earnings.

When a local logging outfit is permitted to buy timber, the lumbermen say, more money stays on the Island. The stumpage fee paid to the local owner stays here, as does the \$15 or \$20 per thousand board feet paid for actual logging operations. Another \$35 for Island pockets comes from milling operations necessary to turn the logs into finished lumber.

If timber stands are sold to non-Whidbey outfits, it is said, little more than stumpage fee is left to be spent on the Island—Outside crews are brought in to take down the trees, which are subsequently shipped to the mainland for milling. Difference in income to Islanders over a period of years with such a process in operation can amount to six or seven digit figures—a sizeable chunk in any economy.

HOW MANY WHITES

To impress the Indians, one pioneer said of the whites: "If they were all camped upon Snake River they would drink it dry in a single day."

Ebey, massacre was in 1857.

Ferry Travels to Port Townsend From May to September

During the spring and summer months a ferry plies between Keystone, near Coupeville, to Port Townsend, on regular schedules.

This enables tourists to make a tour by way of the Olympic peninsula and places such cities as

Port Townsend, Port Angeles, Shelton and Olympia close by. Ferry crossings time is about 25 minutes.

A harbor was built recently at Keystone to make ferry landings safer and easier.

Port Casey was named after Brigadier General Thomas L. Casey, chief of engineers of the U. S. Army Engineers.

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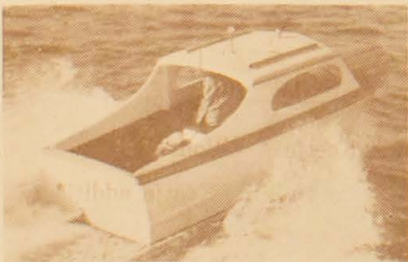
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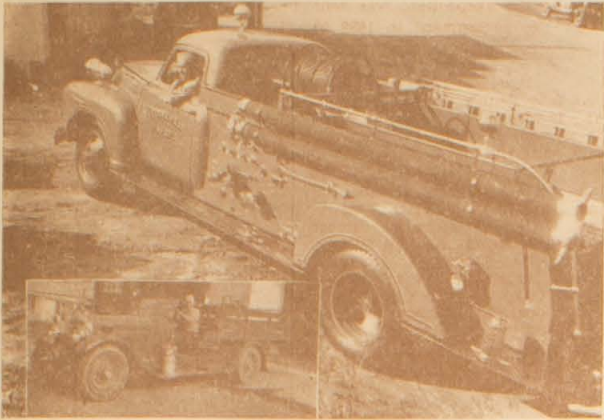
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Coupeville's Fire Truck



Protection of its citizens in case of fire is important to the people of Whidbey. Here is shown Al Sorgenfrel, Coupeville fire-

chief, with the town's latest fire fighting equipment. Inset, is the old truck.

Whidbey Has Mild, Comfortable Climate All Year Around with Little Rainfall

One Whidbey feature that hasn't changed in the past 100 years and certainly there isn't any need to do anything about it, is the pleasant weather which engulfs Whidbey the year around.

A stranger might seemingly believe that the nation's second largest Island would receive an unusual amount of rainfall. A look at the yearly precipitation of Puget Sound towns near Whidbey shows an average of upwards of 36 inches of rainfall a year. Yet the Coupeville weather station on Whidbey Island records a 40 year average of 18.64 inches.

Compared to Seattle this is one-half the amount which falls on Washington's largest city.

With little rain one naturally expects more days of sunshine. The visitor to the Island will find this supposition true. One need only see the giant naval air station north of Oak Harbor to realize that the weather here is suited for flying.

When the navy chose Whidbey for an air base it took into consideration the number of days of clear flying weather. Squadrons based at Whidbey have logged more hours of flying time than many other similar groups in the area. Last year navy flyers found favorable flying weather 96 per cent of the time.

The site for the air field was selected because of the lack of fog and the consistently high ceilings. In defining favorable weather for flying, the navy requires a ceiling of at least 1,000 feet and three miles or better of visibility.

Last year was one of the state's wettest years. The state average for precipitation was 40.92 inches. North Whidbey registered 19.64, one inch above the local 40 year average. Seattle had a record of 47 inches and Anacortes, a town only 26 miles from Coupeville, tallied 27 inches.

Temperatures on Whidbey are mild with the mercury never climbing too high or too low. In a record unusual weather year in 1950 the mercury hit a record low of three degrees above zero at Coupeville. High for last year was 80 degrees on June 16.

The average July temperature of the past 40 years is 61 degrees and the January average 38.6 degrees. Summer temperatures are kept from climbing too high by the cool breezes which come in off the Pacific ocean through the Straits of Juan de Fuca. Fair weather winds from the Island are always from the west or from the north where snow capped mountains "air condition" summer breezes.

Lengthy Growing Season
The gardener or farmer will find a lengthy growing season on the Island. Weather bureau records show 208 days of good growing weather are assured each year. Records show further the last frost in the spring comes in early April. The

One of Many Churches on Whidbey Island



Whidbey Island newcomers are always surprised at the number of churches on Whidbey and the number who attend services. Its people on the whole are devout and honest and find satisfaction in rendering service to church and community.

Pioneer Families Gather to Honor Dead



For many years descendants of pioneers of North Whidbey gather for their own memorial day.

They come from miles around to the graveyard on the R. A. Davis property on the old G. W. Morse

farm, improve the grounds and talk of the old days.

Every Male to Help Build Roads Three Days a Year in 1853

After Washington became a territory in 1853, the rule for its citizens was that every male resident excepting ministers and those physically handicapped was required to work three days each year on the roads and one day additional for each \$1,000 property.

Property values, however were not high in territorial days, for in 1852, when Thurston County covered the greater part of Western Washington and nearly all of British Columbia (before Whidbey Island was estab-

lished), the assessed valuation was only \$140,000.

The Thurston County commissioners met in Olympia in one session and one commissioner who left Seattle on Sunday did not arrive for the meeting until the following Wednesday afternoon, his trip by canoe having been delayed by storms. This resulted in a movement to establish a road from Olympia to the new town of Seattle.

While they were doing the work, Pierce County was created and the Thurston County commissioners refused to pay the bill.

Four Island Queens with a Prize-Winner



These four maidens were rulers of Island County's first turkey Festival held in 1948. They are

pictured on a hillside with another queen of the Island—the broad-breasted bronze turkey.

These birds, developed on Whidbey, are a prized table delicacy.

The South Whidbey Boys Dress Up for Celebration



When the boys of South Whidbey decide to have a Days of '49 they dress up for the occasion. This picture shows members of

the South Whidbey Athletic club, sponsors of the event, all rigged up after a hard day of gold digging down by roarin' gulch. Funds

raised from the celebration, usually held at the Langley Fair Building, goes to community activities.

HISTORIC OLD TREES

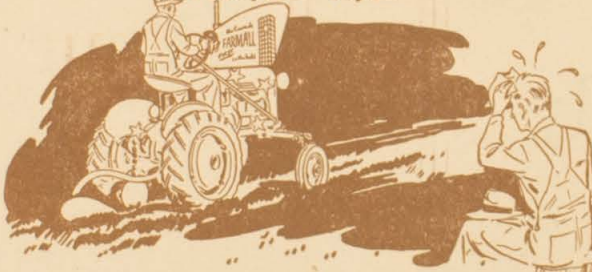
In East Coupeville stands a great weeping willow that sprang from a cutting clipped from a tree growing on the grave of Napoleon. A few steps further there stands an-

other large walnut tree planted by Captain Coupe, the founder of Coupeville. A stately poplar in San de Fuca was planted by Captain Roeder, one of the founders of Bellingham.

Useless Bay received its name by the members of the Wilkes expedition of 1841 because of its exposure to the winds.

Indians called Whidbey "Paradise Island."

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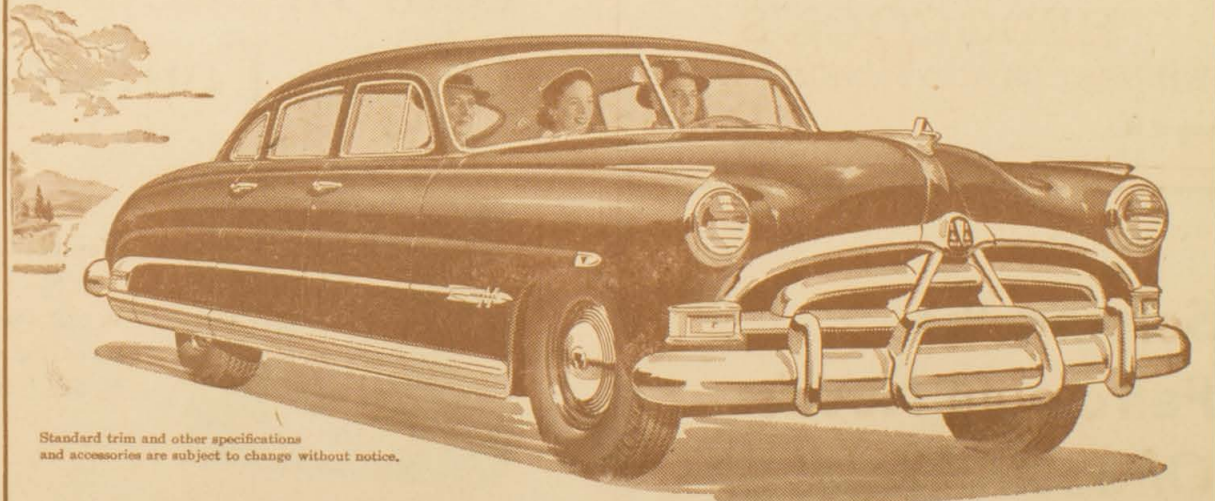


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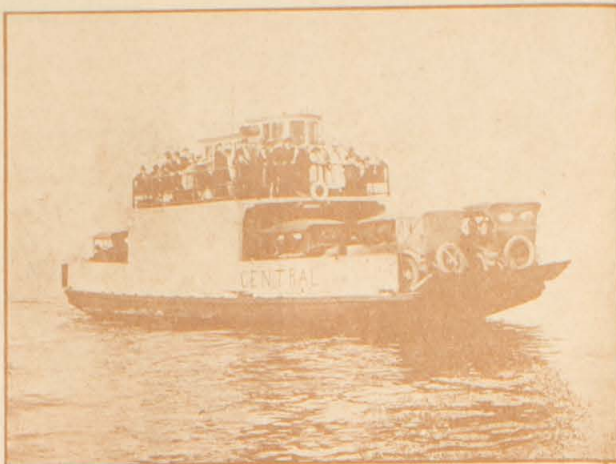
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First of the Ferries



When a full ferry-load such as this got under way back in 1919, it was necessary for the pilot not only to know the tides but also keep a tow-car handy—there was often one Model T that refused to budge.

The old Central, first of the permanent Island-mainland ferries, was a wood burner. It was launched in July 1919 by Willis Nearhoff, who built it at Columbia Beach. On the occasion of its launching, a group of dignitaries came from Everett to witness the event. They were disappointed however, for just as the ferry was about to slip

into the water, timbers along the way fouled and held up the floating of the Central until a later tide.

With a capacity of from six to eight cars, the Central was used on the Clinton-Everett run for several years and was then replaced by the larger "City of Clinton."

South Whidbey Home



The home of Mr. and Mrs. J. E. McEae on Edgecliff Drive at Langley, designed by their son Alan, was built one unit at a time beginning in 1940. It was completed in 1947 when the McEaes moved to the Island from Seattle. The McEaes are active in the church and community, and their home is frequently the scene of gatherings concerning matters of local interest. Their lawns and beach front, as is the case of many homes on Whidbey, attract many summer guests from the mainland.

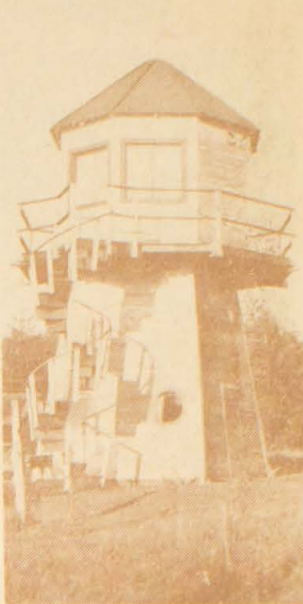
**Wilkes Expedition
Involved Whidbey**

A scientific expedition was sent out by the government in 1838 to explore and report on the Pacific Islands and the Pacific Coast of North America. The expedition sailed into Penn's Cove on June 1, 1841. It was members of this party who named many of Whidbey Island's bays and harbors.

The expedition reported that the Indians of the Island, under the name of Sachet (Skagit) lived in large, well-built lodges of timber and planks. George Kellogg tells us. The Chief (Snakelum probably) showed Captain Wilkes a long roll of paper on which were many representations of European houses and churches together with a map of America. They had received it from a Catholic Priest (Father Blanchet probably) whom they revered highly. (See page 5 of first section).

C. C. Strout, Seattle, solved the "summer home" problem by remodeling this old water tower on the East Holmes Harbor road. First floor is a kitchen, the next a bedroom and the third a sitting room-bedroom. From the encircling promenade deck is a sweeping view (See photo at right).

Summer Home



Ebey Massacre: Page 4, Sec. 1.

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