

*2nd Interview*

## **Dick Hansen Interview with Peggy Townsdin and Mary Hansen**

**By Roger Sherman**

**January 8, 2003**

**This interview was held at the residence of Roger Sherman at 54 S. Sherman Road, Coupeville, WA 98239. There were four persons in the room and Mary and Peggy's voices are difficult to differentiate. We were looking at pictures.**

**R     Roger Sherman**

**D     Dick Hansen**

**P     Peggy Townsdin**

**M     Mary Hansen (Dick and Faith Hansen's daughter)**

R     You said that Jack Rosenfield said that he had helped build the original wharf?

D     Well, maybe not the original one, but the one that I had inherited.

R     The existing one?

P     He inherited it, from who?

M     Well, he bought it. He didn't really inherit it.

D     Yeah, the existing one. Well, he was probably part of the group that bought it, but he also worked on it, built it.

M     But when you bought it, you bought it from Elmer Calhoun?

D     But there was originally a group that bought that thing and used it for when wharfage went across it, you know, when they were doing a lot of shipping out and shipping in before the bridge went in. It was the only access and it was quite a commercial business at that time.

M     I bet it was.

D     A group of guys went together and bought that thing, or maybe built it, I don't know.

R     Well, that's what I haven't figured out. They bought it from Joshua Green, from his company. I think that he built the wharf and they bought it from him, but I

haven't found anything that says that yet.

D Uh huh. Well Jack Rosenfield evidently worked on it, according to what he told me. He had something to do with building it. So he worked, maybe worked for Joshua Green at one time. Why would Joshua Green come up there and do that? was he in that kind of business, or something?

R Well, he owned one of the navigation companies, well like, for instance, Lovejoys, they owned the Island Transportation Company. Then Joshua Green had, I think it was called the Island Navigation Company and he was the main stockholder in that, so he was bringing boats to Coupeville, but he also had control of the dock and the local merchants and farmers wanted that control.

R I'm just trying to pull ones out that you might be interested in. Here's a picture of Chief Charlie Snakelum and they called her Squinty, his wife.

D When I came up, there was one of those Indians living in a little shack next to the dock on the right hand side as you face out.

M By that little house?

D There was a little shack there and he lived there and Mrs. Pratt evidently took pity on him and evidently he moved up to her place and she took care of him and etc.. Evidently he was tended to get drunk now and then. She tried to break him of it and give him stuff to do that kept him so he wouldn't want to do that.

R I can't say his name, but he used to walk down the road there where my brother Al lives and once in awhile, or he would stop and knock on the door and ask for a ride home and they were always taking him home. He worked for Mrs. Pratt for a long, long time. He was kind of a caretaker, but most of the time, he was under the weather.

Note We called Mrs. Pratt's Indian Jorney Eskimo. He lived in Mr. Pratt's hunting lodge above Ebey's Landing.

R I don't have all of them sorted yet, but like these, they are the Water Festival.

D And the canoe races and all of that stuff.

P Now that's a picture I've never seen.

M Is this in your book? I have your book, so I must have seen it.

R Yeah, but the pictures in the book aern't very good. They really screwed me up.

- P This, I would like to have a copy of this. This is neat. My grandma raised me up on this stuff, cause her uncle, the Barringtons were mosquito fleet captains. She had pictures, lots of pictures. She talked about the Fairhaven in San de Fuca, going to Seattle, waiting for the mail boat and talked a lot about the Calista because her grandma was on it when it sunk.
- R This is an interesting one here, we'll have to show Dick that because it shows the wood, the cord wood and the Fairhaven was a wood burner and then this, ah, oh, here's the old light that used to hang on the corner of the dock. Do you remember that?
- D I remember this thing, whatever that is hanging out there, but I really don't remember what it was.
- M Can you believe it's like the same dock with all the little gift shops in it. I remember being in a boat and being raised up. Dad would let us ride the boat. It was like a hoist and it would take the boat out of the water. Do you remember that?
- R Yea. Your dad built it.
- M It was such a thrill to ride in that thing. You start in the water and you kind of come up and pretty soon you're up inside the dock.
- Note Not legible. Everyone was talking at once.
- R Langley had, at one time, seven crews, down there, cutting cord wood because the boats would stop there on the way up north. Do you remember this guy?
- D Vaguely.
- R That's dad. That's Clark Sherman.
- D I thought it looked a little like a Sherman.
- R That was in his twenties, when he still had hair. Wilbur Sherman
- M Oh wow, what a nice picture of Wilbur Sherman?
- R Look at the hairdo. And then this is Mary Coates, dad and Mary Coates.
- D I remember Will and I remember his wife
- Note Talk about the sinking of the Calista, picture of Calista (woman), kids at the big rock in Coupeville, proposed building in front of it, boat in Oak Harbor.

M Dad, when you had the wharf and you had that other building, did that, when you bought the wharf, did that come with it?

Note Mary is talking about the Gellespie Livery.

D That was storage place, at one time for hay, they evidently sent a lot of hay out, or straw from there, on barges down the Seattle and they used to come right in there and push the barge right up to the back door and open it up and load her up and then they had a spud drier in there, to dry spuds when they were raising potatoes around here, evidently, in a big way at one time and they dried spuds and I don't know what they did with them. Shipped them to Seattle, I suppose.

R Well, they say they shipped a bunch of them to Alaska and then they apparently had a prune drier in there for a long time. They had several people working. Terry's had a large orchard. I didn't know prunes ever ripened around here

M Yeah, that's amazing.

D Didn't matter if they didn't fully ripen because you could dry them. As long as they matured and got sweet, why then you could dry.

P I was wondering, because they were taking those spars, they called them, to San Francisco and I was wondering who would be the captain of this ship.

R I don't know. This one was loading mining props for Mexico. That came from Dorothy Neil.

P I was wondering if there was any chance Barrington was captain on that.

D San Francisco had the big fire. And it burnt down or something. Didn't they need a lot of piling and stuff and got a lot of it from Utsalady.

R That house belonged to Hancock. They called it the Aloha Farm. That's the one that Vera Dean had torn down. That was a real shame.

Note Talked about the Aloha Farm on Hill Road, the Everett Massacre, some of Peggy's pictures and Peggy talks about her pictures.

D That's why I had such good water pressure down at the dock.

M Really?

D That tower was up a hundred feet or so and boy, I must have had a hundred pounds of pressure down there. That's how I put a lot piling in.

M Oh Really?

D Sure---fire protection for the town, so I go free water.

Note Talking about more pictures. Everyone talking.

D Coupe huh? Old Russ Coupe, he used to ride a little scooter around town. Great big guy with great big long legs. He must have been almost seven feet tall. Quite a character.

M You used to see him?

D Yeah, and he was the only guy in town that had a scooter, that I know of.

R Was he related to the Coupes that originally settled here?

D Yeah, he lived over somewhere near Fullington Hill in east Coupeville. He had a place up in there somewhere.

M Pennington Hill?

D Didn't I say that?

M You said Fullington.

D Pennington is what I meant.

M That's interesting. You've got some neat pictures. So these are more of. Do you have any more of the dock.

R I do, but they

D They're all about the same.

R Well, actually they aern't.

Note More picture talk Mary said that she took pictures when she was in high school.

End of tape one, side A

Begin tape one, side B

D Those trucks back out on there with six tons of stuff on them every now and then.

M Didn't you say something about Gerald, one time backed up and got in some trouble down there.

D He backed down into this slot that I made. Gerald backed in there with a load of peas one time and he got a little close to the inside side and he caught one of his sacks on the deal and boy those peas just spilled into the bay and I thought "oh boy." Gerald, he took it pretty good, but he didn't like it. That was money going out of his pocket. That was a sad thing. It was an improvement, but at the same time, to have to back down into that slot with a five ton or six ton load of crops made a pretty hairy feeling.

R I did that when I was in high school one time and I don't know why dad let me but I can still remember it. It was not a fun experience.

Note We are talking about the four foot depression that Dick built into the approach pier, next to his building. It was a place where the trucks backed down so their bed was at the same level as the dock. It made loading and unloading much easier.

D You've got to compliment the farmers and the fact that they did that. There were a lot of guys that wouldn't do that. They'd say: "Oh I'm not going to back in there." Laughter. After they unloaded a few trucks by hand, they appreciated that thing, but you had to be real careful going in there. I got into trouble with that too because I got down into the high tide zone and when a storm came along, why that lower deck down there started coming up and down. I had to go down in there and fasten that thing.

M You must have had some extra angels.

P We used to go out, when they had those little floating docks from the beach, all of the way out, it was supposed to be for boats or something and they were like floating, all the way from the beach, all of the way out.

D What was it.

P We called them floats.

R The Lions Club did it. They weren't there very long.

M Do you remember that dad? Some floats?

W Alongside the dock or something. Along the west side, or the east side.

R They were on the east side.

P We used to go down there, they had church Sunday night at the rec hall and while the pastor and while the men, like my dad, were arguing over the sermon, we almost got killed one night, because there was this huge storm and all of these waves and the floats were going like this and it was pitch black and we thought it

would be fun to see if we could get the end of the floats and back. We had to jump from one to the other and I was like the littlest one and they terrorized me out there.

D That was a west wind and of course they rolled like the devil.

P It was wild. Oh yeah.

M I just remember going down to the wharf and fishing all the time <sup>off</sup> of the wharf. That was a blast.

R I did that when I was a kid too.

M Yeah, wasn't that fun? I'd catch a lot of flounder though.

D I had holes underneath the bins, so that I could run my tailings into the bay and of course the kids would want to be out of the wind, so they'd fish through those holes. You could look down there and you could fish all of the way to the bottom.

R I'd fish in the restrooms.

D Well, that was another place to catch fish.

R I caught more out of the ladies rest room than I did the mens.

M Was there a hole going down to the---

R Well, that was the rest room. The Kingfisher, the same type of thing, in fact it is still there. It is still on the back of the Kingfisher Book Store. Like Edwin said, it flushed at high tide. All of the kids were warned, you don't play under those stores.

D That's what they call sewer trout. We even had those in Lake Washington. That's nothing unusual until they put in their metro, or whatever it was, these guys would be piping their stuff right out into the bay, into the lake. It's amazing what people will do. Of course if you've got to go, you've got to go.

R Do you gals have any other stories about playing on the dock when you were kids.

M I remember playing on all those sacks of grain and stuff. They almost went up the top of the dock, it seemed like sometimes.

D I had to pack those, I had to put them ten high sometimes to accommodate all of the stuff that came in.

R How did you do that?

D By hand.

R Well, I know, but you can't throw a hundred and twenty five pound bag of grain up ten high.

D We'd build a kind of a thing like this and take them up. I know I had them ten high, one year, when we an unusual amount of stuff come in there because that would only hold, I think, about two hundred tons and I sometimes had four hundred in there. I got them up. I couldn't do it today.

R I used to throw sacks on a truck, down on the ground, up on the truck. I can't even lift one now.

P I know there was a secret about the dock.

Note Talking about a TV. Peggy and Mary asked if he had a TV on the dock.

D I got down there to get away from the TV.

P It was before you guys were allowed to have a TV in the house.

M We didn't have a TV at home, then.

D Oh, I never had one down there, that you guys could watch.

M No, that you watched.

D No

Note Still accusing Dick of having a hidden TV on the dock. He said he had one when he was working on the base. They'd watch TV while the crash crews were waiting for the planes to come in.

M We used to meet a lot of people, boaters and they'd take us out on their boats. Make a lot of friends that way. Total strangers would come in and---

D Did I ever show you the barn owls that were down there?

M I kind of remember some barn owls being down there, in the warehouse on the dock?

D Well, you know, I had one of these dust collector things up there and a big bin that collected the heavy dust but it had an opening that went out the north side to let the air go out and the stuff settled into that tank and they came in through that



thing and set up a nest in there and raised a bunch of young. I used to take these boaters that came in, the kids and stuff on the boats and take them up there and show that. I imagine you guys got to look at it to.

M Yeah, I remember that and I remember going out on the water a lot with the boaters, taking us out and raking in smelt down there.

D The dock was a handy place to watch for that because you could see the seagulls getting all excited up on shore and they get to wadding into the beach and start pecking away at these smelt that were coming in and you'd know right away that was a smelt run and you'd grab your bucket and rake and run up to the head of the dock and go down there and you could rake smelt in no time. But now, it's so far away from there now and with all the sewage and stuff, I don't even know whether they come in there anymore.

P We used to rake them on grandma's beach.

Note Talked about smelt, then vs. now, Coupeville pollution and etc. Talked about salmon jumping in front of Kennedy's Lagoon. Dick talked about commercial fishing off of West Beach, where he lives.

M Did you ever tell Roger about how you got rid of that weevil, or whatever it was that was in the grain?

D Oh yeah, I used to move the stuff in, I had a little shed out in back that I would, say for instance peas. I would take five tons or so and put in there, from the inside of the wharf and then I would fumigate with tear gas.

Note Laughter

M Where do you get tear gas?

D Put on a mask and go in there and with the flat trays, pour the tear gas into the trays and it would kill these bugs, after awhile. You had to leave it closed up for awhile.

M Did it hurt the peas?

D No. It just killed the weevil, the little larvae of weevil, they were pod borers and they would drill through the pod and they would lay an egg in the pea and then the weevil was supposed to grow out of that pea and eat its way out and this is what you killed, that little larvae, but I had to do that. I had a twenty ton thing that I had to ship somewhere, why I'd have to run twenty tons through there, five tons at a time and that was quite a project.

M That wasn't how Chad????? Sawyer got kind of dizzy that time, was it?

D He go some penta chloraphenol that I was treating the piling with, which since they have outlawed because it's cancer causing and he got some in his eyes. I warned him. I said don't put your hands up to your eyes if you are using this stuff because it will burn like blazes and sure enough, he was down on the beach and I heard him start screaming bloody murder and he'd got his hands up there in his eyes and incidentally, he died of cancer.

M I know he did, he did, I was just going to say that

D You wonder, but I was handling it to

M Did you read that, Roger, in the paper where he said he remembered spending time on the wharf, spending lots of time with Dick Hansen. He came back, two weeks before he passed away to visit all of the old sites, Fort Casey, the wharf

R Who was that?

M Chad????? He worked with my dad a lot on the wharf and he used to come out and work in the fields.

D His dad used to work out at the navy base as a heavy equipment operator. He kind of took after his dad and went into trucking.

Note Spent time about talking about Sawyer

D These kids would show up down there and I didn't really care where they lived. I more or less ended up kind of watching them and letting them fish and etc.. Any of them that wanted to help me, why I let them help me.

M Chad spent a lot, he remembered that, because in his obituary, it mentioned how he spent lots of time with you on the wharf. He used to come out in the fields when we baled hay because he fell off the truck one time and went rolling down the hill, end over end over end. We tried to yell at dad to stop the truck.

Note Ed Sawyer was Chad's??? dad. Lived in east Coupeville, a couple of houses north of Hesselgraves, on the bluff.

M He died at 54

Note More about Sawyer and the seven girls in the Hansen family. Peggy, Mary and Dick talked about bringing in hay, digging spuds, what they were paid and etc.

M One time we were on the back of, dad had this old truck and it was full up to the top of bails of hay and he was going to take it down into the barn and Ruth and I were up on the top and as we were getting closer and closer to the barn we were realizing that the barn was getting awfully close to us and we were screaming and

he can't hear us so we just scooted ourselves down on those bales of hay. Our backs were scrapping.

R It was a wonder you didn't get killed. My gosh.

Note Talking about farm accidents. Peggy talks about Thunder (horse) Looking at pictures.

D Mrs. Cranney used to have a little shop right next to the dock. Right above that Indian shack, there was a little house there and she sold all kinds of knickknacks and stuff in there, Mrs. Cranney.

R Is that where the Port District Office is now?

D I don't know. Is it right next to the dock?

R Yeah.

D Just to the east of it?

R Yeah.

D That's the place, I guess.

R And then, there was a teacher that lived in there for a long, long time. Crippled lady, not crippled, but she had a bad leg.

D Yeah, that sounds right. Can't remember her name.

Note We called her Miss Kipen.

M So who was it that lived in that little house that used to call you up when the kids would climb over the wharf at night.

D I don't know, unless it was this gal we were talking about. Jack Williams used to call me.

Note Peggy is talking about Steve Eelkema that owns the old San de Fuca store, post office and etc. Talking about the old Coupeville post office, concrete block building, fish restaurant now.

D I used to truck coal up from Seattle for that post office until they went to oil. I used to go down, you know, to take a load of grain and stuff down to Seattle and then I'd come back with a load of coal.

Note Talked about the restaurant across street. It apparently had a post office,

downstairs. Peggy's grandmother wrote about the history of all of the old post offices. Talking about the original interview with Dick.

R Tell us again about the logs, about the people not liking---

D I took the railing down because, wherever you have a contact point, you have rot on the dock, those arms that used to, the braces used to go down to the cap and then the cap would start rotting in from the end, and so and there was so much rot going on and the railing was ready to fall down anyhow, so I decided to take it out of there and get rid of it and put log things along with drift pins in and spaced up off the decking with a short piece of a block of wood and I put those beach logs all the way along on both sides of the dock, all the way out. Because I spaced those things apart, the deck and because there wasn't any railing, a lot of people wouldn't come out there anymore, I suppose. But I didn't care too much because there was a lot of them I didn't want out there anyhow. The fishermen, it didn't bother them any, the kids, they'd go out and fish, but a lot of the elderly people didn't like that.

P How did you get the logs off the beach?

D Oh, I had a tractor and I had my truck and I even got a 50 foot piling, creosoted piling of West Beach one time. I had my truck all healed over like this, when I went down to the dock, to take it down there cause I had to take it clear down to the dock but gee, that thing was worth a lot of money and I took up the decking underneath my mills and there was a piling gone there and I put this log down and then jetted it in under there and got it down around ten or fifteen feet and then I went home at night one night and the tide came in and floated it and it was up trying to go through the roof. But I got it in there finally, but the tough part come when you've got to get two feet down, below that decking and cut that piling off and cut it at the proper angle so that when you pull it in under the cap, it would be at the right angle to fit and then you'd put a drift pin through and, but gee, how in the world could you get down under there and cut that thing off. It was that big around. And so, a chain saw wouldn't work, you couldn't work a chain saw in there. You had to work from a boat and you had to work at high tide and usually there was a west wind on a high tide. Man. Boy. Every time you make a move in a boat, a little ten foot boat, things go the other way. So I ended up hand sawing it, all the way off. I kept sharpening it and kept it in good shape. I kept going and kept going and finally I'd get it cut of at what I would think would be the proper angle but then when I pulled it underneath, I'd find out usually that it wasn't the proper angle and then I'd have to put a wedge in, to shim it, you know to make it right and then I'd get up above and drill a hole clear through down into that, a 24 inch drift pin and drive it down. What a project for one piling.

R It's undoubtedly still there

D Oh yeah, it's still there. It will be there until I'm gone. Trouble with that is, one guy was doing a job that usually they came in with a whole crew and did that stuff and I was doing it myself. But anyhow, that's where I got all of my logs and stuff was off the different beaches, mostly West Beach. I could get out there with my tractor at that time. I can't do it anymore, but I could then.

M One time you got your tractor stuck, didn't you down there on West Beach, or you almost got it stuck.

D I got it stuck. I got it stuck and I had to leave it down there and the tide came in and I didn't know whether I was going to have a tractor or not. One time, they had, I guess you heard about that, when they were hauling spruce timbers across with barges, from Alaska down to Seattle for some reason or other and they got into a west wind storm off there and the barges broke loose and came ashore and there was bundled things of spruce timbers scattered all over the beaches, all the way up from, way up from our end of the beach, all the way down to Ebey's Landing and I went along that beach with my tractor and a trailer behind it and picked up all I could pick up. I had an awful time getting around the point because there were some great big boulders in there and I had a terrible time with that tractor getting around it, but I did, I got around there and got it down and went past Perego's Lake and picked up timber all the way and when I came back on the road, I wasn't going to go back on the shore again, well, I had a pretty good load and I remember meeting Edwin on the way and Edwin said, you're not supposed to be doing that. Well, I said everybody else is doing it.

R Do you know when that was?

D I don't know exactly when that was.

R How about 1978?

M That's why I remember it.

D I think that's about right.

R Uncle Wilbur was down there too.

D Well, there was a lot of farmers down there.

Laughter

R He had an ulterior motive. We were getting ready to remodel the Methodist Church and so he got on the phone and started calling people and he had a bunch of church members down there sitting on those slings of lumber. And then they salvaged them, and all of the stuff they took is in the existing church building, down there. Saved a lot of money.

D That was good stuff. That was good stuff.

Note Talked about other happenings at Ebey's Landing, 1967 when a barge went aground and lost four railway cars.

D I saw one of them floating in off our beach. It came in south of the point and I went down there and inspected it and saw this car there, with the door open and looked like you could just help yourself, so I went up to Bell's and said "hey, Bell Brothers," I said hey, there's a railroad car down there full of lumber. I said, you want to go down there and they were willing. They were going to go down. I went down the next day and they had waited for a high tide and they had a hold of it and pulled it off. So it wasn't there anymore. They salvaged that.

R Was it an actual railway car?

D Yeah, it was actual steel railway car, full of these spruce timbers, I don't know if it was spruce then, or not.

R Was it actual lumber, or was it plywood, sheets that they make plywood out of?

D I think it was actual lumber, the stuff I'm talking about.

R I interviewed a guy. I found out about a tug boat skipper that had lost some railway cars and that was the same type of deal and it was off of West Beach. I think they found one of the cars on Allen Island and I don't know where the other ones were, but they were full of the thin strips that they make plywood out of and that's the reason why the cars floated because they were so full of wood.

M Because they were so light.

D The stuff that I saw down there was timbers, but it would float too, but that was probably the spruce timbers is what I was looking at and what I talked to Bells about. In 78 when I went and got all this stuff. I used it for my boat lift down at the dock.

M Didn't you get that for the mantle up at the cabin, the cottage?

D That came off the beach, but that was a big timber that I cut length wise with the chain saw in order to get a proper distance out for an overhang and etc. and then just fasten it in against the wall above the fireplace. That was quite a timber. It had a drift bolt in it. It still got a hole in it, doesn't it?

M Uh huh, yeah it does. Remember that boat that sunk out there in front of our farm?

D Oh, the fishing boat.

- M What was the name of that fishing boat, do you remember??
- D I don't remember the name.
- M Us kids, we'd go down in the field and watch you bring up the bodies. We thought that was so cool. Yeah, there was a fishing boat that overturned in a storm.
- D It wasn't ballasted. It didn't have anything in it. It was to light.
- R If you could come up with a name or a year?
- M Mom might know the name, one time when I was a kid, when we were little, we went by in Ballard where they had towed that, where they had taken that boat and we saw that boat. She would probably remember the name of that boat. I remember watching them bring up the bodies.
- P How many people died?
- M There wasn't that many people on that boat, I don't think.
- D I know they had to bring it into shore, upside down. They couldn't seem to do anything with it out there and so they brought it in close to shore.
- M Yeah, that's why we were able to see.
- D I don't know what that advantage was to them to get it to salvage it, but maybe it was. Maybe they could get it in near shore and maybe turn it over easier.
- M You know where the draw is? Just to the left of the draw there is about where it was. Wasn't it more kind of toward Libbey Road?
- Note Talking about shipwrecks and a chapter in Roger's next book that will be on shipwrecks. Talked about the danger of the west winds in the straits.
- M One time, we had to ring the bell. Why was that dad? Remember that one time, we had to go up by the chicken house, the end of the chicken house and ring the bell for the fog horn because the one wasn't working out there on the?
- D I don't know, I don't remember anything like that. Doesn't seem like that would be very effective.
- M They came and asked us. Mom and we were talking about that the other day. They came and asked us if we would ring the bell when it got---

- P How could someone hear it?
- M It was a big bell.
- R You'd be surprised what you can hear on the water at night.
- M You have to remember, there wasn't any other houses out there, so it was pretty quiet.
- D Never forget, being out on the Keystone Ferry and coming back from Port Townsend, and foggy, and they got lost, just before he got into Keystone and he was drifting around out there and trying to figure out which way to go and they didn't evidently have anything at Keystone, so people started tooting their horns, their car horns and that's what finally made him figure out how to get in there, cause it's kind of a narrow slot, between that---
- M When was that dad?
- D Oh, I don't know, it was back in the 70s, I guess.
- P I remember ridding that old ferry when the floors were designed to move. The floors would break away and move. I'd ride in my dad's truck, he peddled potatoes, potatoes, bags and old pickup, not a pickup, bigger truck and we'd go on that ferry and we'd go all around the whole Olympic Peninsula, stop at every mom and pop store, dump off a few bags of potatoes, talk to them a little bit, and this took us all day, leave early in the morning. The ferry was like this, with the old wooden floors, they were designed to give way. Older than the ferries that are there now. These old wooden floors. All I remember is when the waves would hit us, one floor would go up and the other would go down.
- R This was at Port Townsend.
- P Yeah. I was like, five or six years old, like forty years ago. We went all around, all around the Olympic Peninsula and back around by the canal.
- M Sounds like some the adventures I went on with dad, use~~do~~ go deliver stuff. I remember going up to Bellingham and up there at Samich Island. All day adventure.
- P I have a hand written documentation from Thomas Nunan himself, one of the early, early, 1850s pioneers and he wrote it. I have it. He wrote about when he was trying to get from Port Townsend to the island, or from the island to Port Townsend and he wanted to be there for the New Years eve celebration, dinner, or whatever and then he had ?????????? He wrote about a lot of things because he thought they should be written up for future generations.



Note Peggy talks more about Thomas Nunan and him recording history. Mary talks about finding the Libbey diary, Joseph Libbey.

R The house that you live in now, was that the Libbey house?

D Well, it's been added onto, but it's basically the Libbey house, because there's logs under it for one thing, log supports, under the dining room floor is logs.

M My grandpa bought it from the Libbey's

D Latter on they added different rooms on. We added the bedroom over the kitchen, out of logs that we cut and hauled to a mill and cut the lumber and brought back and built this thing.

R Did you know that he helped the rum runners?

D I heard something about that, that he aided them in some way.

Note Roger tells about the Libbey horses that were helping the rum runners, were marked and found the next day by the revenueurs. Talked about my book and chronology and how fast time moves, especially when you get older. Talked about Wilbur Sherman and Mickey Clark and their keen memories about history. Peggy told about the history that Thomas Nunan did. Talked about the pictures that Dick and Mary brought.

Dick Hansen's birthday: January 11, 1923

Mary Hansen's phone number: 360 678 9247

Parts of the interview were not transcribed. It was, sometimes, difficult to record when everyone was talking. We wandered a lot, but everything that was related to the water was transcribed, especially the information on the Coupeville Wharf.