



LATEST PICTURE OF THE COMPLETED BRIDGE WITH ITS UNIQUE UTILIZATION OF AN ISLAND FOR A SUPPORTING PIER

Brady Photo

PEOPLE OF NORTHWEST TO MEET AT PASS PARK WEDNESDAY

PREPARATIONS for the big day of dedication of Deception Pass Bridge are complete. Nothing now remains but for the weather man to send sunshine. All the Northwest, with people from every section, will be at the bridge Wednesday to get the thrill that comes from the beginning of the part the bridge is to play in the lives of those who use it.

Reports from heads of committees for the bridge dedication, at a dinner held Saturday night in the President Hotel, Mount Vernon, indicated that everything is in readiness for the formal dedication of the bridge Wednesday, July 31.

Mrs. Pearl Wanamaker, chairman of the invitation committee, read excerpts from some answers received from letters sent to officials requesting attendance at the ceremonies.

Governor Clarence D. Martin will come early, stay late and officiate

in any capacity.

Dr. E. N. Hutchinson, chairman of the state parks committee, accepted the invitation with a three-line answer that concluded with "Hallelujah, it's done."

Five hundred official invitations have been extended to persons who will be admitted to Pass Island for the dedication ceremonies that will start at 12 o'clock.

The matter of handling traffic appeared to be the greatest problem. No autos except official cars will be allowed beyond the service station, and those with official invitations will walk to Pass Island unless a bus or service cars are operated. It was reported unofficially that the county had engaged an Anacortes Stage Company bus that would be operated free of charge to transport visitors from the Hansen station to the bridge all during the day.

Al Sellenthin, traffic chairman, said ten state patrol officers would be on hand, two of them as early as 8 a. m., and that boys from the CCC camps would assist during the day. The report circulated that no cars would be allowed at Bowman's Bay was erroneous, Mr. Sellenthin said. There is parking space for 600 cars there, and the committee proposes to use it for the convenience of the public.

Mrs. Douglass Allmond has also thrown open a tract on her property at Pass Lake for a parking space. This field, a quarter of a mile from the bridge, will accommodate at least 800 cars, so there will be plenty of available space. CCC boys will be on hand to direct the cars.

D. N. Judson, chairman of the reception committee, wanted the press to stress the fact that picnic lunches should be brought by those attending. Dinners will be provided for about 80 members of the official party.

At the banquet to be served at 7 p. m. at the CCC camp on Whidby Island, preparations have been made to serve 250. Cy Niel, chief of the camp, is in charge of the banquet, and an appetizing dinner at 75 cents per plate is assured. Tickets are being sold through the Chambers of Commerce. It was originally planned to serve 200 persons at the banquet, but the chef stretched a

pointa and agreed to serve an additional 50, as there appeared to be a demand for tickets.

The ceremonies at the dedication and at the banquet will be broadcast through the Standard Oil loudspeaker. Those who do not attend the banquet will be able to hear the program, and the bridge dedication ceremonies will also be heard by everyone, even though they are not on the bridge or Pass Island.

Frank Jenne, who will be toastmaster at the banquet, promised there will be no long-winded talks. The entire program will not last over two hours, he said, and it will be a real celebration, a let-down from the day's more or less formal ceremonies, with a hill-billy orchestra, quartet and short, spicy talks.

L. B. Loers, program chairman, stated the bridge will be closed to pedestrian traffic at 11:30. At 12 the official party will move from Skagit and Whidby Island sides to the center of the main span, where the formal dedication will occur, after which Mrs. Pearl Wanamaker will cut the ribbon, officially opening the bridge to traffic. The official party will then walk to the Fidalgo side of the

pass, enter official cars, form a procession and return to the Whidby Island side and Cranberry Lake.

Following the picnic dinner, there will be concerts by the Mount Vernon high school band, and at 2:30 a program of talks and introduction of distinguished guests.

A sports program will include water sports and a horseshoe tournament with Island and Skagit county players competing.

Max Luft, chairman of decorations, said the bridge was so beautiful the committee decided a few flags would be all the decoration needed. He suggested an aerial bomb to be exploded after the ribbons were cut, and was authorized to secure one.

George B. Astel, publicity chairman, reported everything moving smoothly, with no effort to get space in publications. He was making an attempt to secure newsreel companies to film the ceremonies.

Lemuel Wanamaker, plaque chairman, said for reasons not explained the committee had decided no names would be placed on the plaque at this time.

A horseshoe tournament will be held at Cranberry lake.

Wear Badges At Bridge Opening

Badges will be in evidence at the Deception Pass bridge dedication Wednesday. The Anacortes Chamber of Commerce has had 1,000 badges printed for Anacortes people to wear. They will be available at the stores and Devere Pollom, secretary of the Anacortes Chamber of Commerce, has the main supply. The Anacortes Townsend club has had 250 ribbons badges printed and they will make their appearance at the picnic. Badge wearing to show who's who at large public gatherings is getting to be the fashion. The local Women's Improvement club has had arm bands printed for its members.

Stores Will Close Up On Wednesday

The Anacortes Merchants' association has agreed to close all stores for the bridge dedication and opening Wednesday. The stores will be closed all day. County commissioners in both Island and Skagit counties have proclaimed the day a general holiday.

Accident Record On Bridge Good

The construction of the Deception Pass bridge was accomplished without a single fatality or serious accident. This is something unusual in the accomplishment of a major engineering feat, although the general records have been greatly improved.

Parking Space In Two Large Tracts

Parking space at the bridge before and during the dedication ceremonies has been a problem, but there is a partial solution in the offer of Mrs. Douglass Allmond of nearly level land at Pass lake. This necessitates a short hike, a quarter of a mile, but is otherwise an excellent parking space.

Parking space around Bowman's bay is also available. Six hundred cars can be parked there. This would necessitate a hike and also a climb, but it is not a serious handicap for those who are out for a day's picnicking.

Bridge To Boost Water Festival

After the dedication ceremony Wednesday, the next time there will be big traffic over the bridge will be when the annual Water Festival and Indian canoe races are held at Coupeville next month. Opening of the bridge is expected to increase the crowds at this event, which were always large when transportation had to be over water.



LYLE B. MUZZALL
President of the Deception Pass Bridge association, which brought to realization the vision of the bridge.



MRS. PEARL WANAMAKER
Member of the state legislature from Island county, an indefatigable and never daunted worker for the bridge.

MAYOR'S PROCLAMATION

WHEREAS, For many decades this community and many other cities in Skagit and Island counties have been steadily endeavoring to effect the completion of a bridge to span Deception and Canoe Passes and to connect the headland of Fidalgo Island with the bluff of the northern end of beautiful Whidby Island, And whereas,

These efforts have not been in vain and that bridge—once only a dream—has been completed and is ready for dedication, And whereas,

The official day and date on which such celebration of dedication will be held is the 31st day of July, 1935,

NOW, THEREFORE, I, Harry E. Mansfield, mayor of the city of Anacortes, feeling that an expression of celebration on the part of the city would not be amiss, do hereby proclaim July 31 a holiday in the city of Anacortes, and urge that the merchants of Anacortes close their stores on that day and that all citizens make a sincere effort to attend the ceremonies at the bridge.

Given under my hand and seal this, the 25th day of July, 1935, in the city of Anacortes, Skagit county, Washington.
HARRY E. MANSFIELD, Mayor.

PROGRAM FOR DECEPTION PASS BRIDGE DEDICATION DAY

11:30—Bridge closed to pedestrian traffic.
12:00—Official parties to proceed to center of main span. State and Skagit county party from Fidalgo side. Island county party from Whidby side.
12:05—Formal dedication ceremonies.
L. B. Loers, chairman program committee.
Lyle B. Muzzall, president Deception Pass Bridge Association.
Paul Jarvis, Puget Construction Company.
Lacey V. Murrow, director of highways.
Dr. E. N. Hutchinson, chairman state parks committee.
Hugo Bauman, chairman board of commissioners, Skagit county.
Mitchel Wagner, chairman board of commissioners, Island Co.
Mrs. Pearl A. Wanamaker, state representative, 38th district.
Honorable Clarence D. Martin, governor of the state of Washington.
12:30—Cutting of ribbon, officially opening bridge, Mrs. Pearl A. Wanamaker.
12:35—Official party marches to Fidalgo side, enters official cars, forming procession which returns to Whidby side and thence to Cranberry Lake.
12:45—Picnic dinner.
2:00—Band concert at Cranberry Lake, Mount Vernon high school band, directed by Harry S. Steele.
2:30—Speaking and entertainment program.
L. B. Loers, chairman program committee.
Lyle B. Muzzall, president Deception Pass Bridge Association.
Paul Jarvis, Puget Construction Company.
Lacey V. Murrow, director of highways.
L. B. Loers, former chairman, board of commissioners, Island county.
Jim Hayton, former chairman, board of commissioners, Skagit county.
Mitchel Wagner, chairman board of commissioners, Island Co.
Hugo Bauman, chairman board of commissioners, Skagit county.
Introduction of distinguished guests.
Dr. E. N. Hutchinson, chairman state parks committee.
Otto A. Case, member state parks committee.
A. C. Martin, member state parks committee.
Representative of Port Townsend Chamber of Commerce.

Judge John A. Kellogg, Bellingham Chamber of Commerce.
Representative of Everett Chamber of Commerce.
Representative of Seattle Chamber of Commerce.
Mrs. Pearl A. Wanamaker, state representative, 38th district.
Honorable Clarence D. Martin, governor of the state of Washington.
2:30—Skagit-Island championship horseshoe tournament.
5:00—Water sports and exhibitions.
7:00—Deception Pass bridge dedication banquet at C.C.C. camp, Co. No. 266. Frank Jenne, toastmaster; 75c per plate.

OFFICIAL PARTY ISLAND COUNTY

Mrs. Pearl A. Wanamaker, state representative, 38th district.
L. E. Tewksbury, state senator, 38th district.
Clemens M. Boyle, state representative, 38th district.
Richard W. Bowden, state representative, 38th district.
Mitchel Wagner, chairman board of commissioners, Island Co.
J. C. Ducken, member board of commissioners, Island county.
L. S. Cunningham, member board of commissioners, Island Co.
L. B. Loers, former chairman board of commissioners, Island Co.
H. T. Wanamaker, former commissioner of Island county.
Lyle B. Muzzall, president Deception Pass Bridge Association.
John Ward, Puget Construction Company.
L. A. Wanamaker, county engineer of Island county.

STATE AND SKAGIT COUNTY

Honorable Clarence D. Martin, governor of Washington.
Dr. E. N. Hutchinson, chairman state parks committee.
Otto A. Case, member state parks committee.
A. C. Martin, member state parks committee.
Lacey V. Murrow, director of highways.
O. A. Elwell, bridge designer and engineer.
W. J. Knutzen, state senator, 40th district.
J. R. Hurley, state representative, 40th district.
Fred J. Martin, state representative, 40th district.
Violet P. Boede, state representative, 40th district.
Hugo Bauman, chairman board of commissioners, Skagit county.
J. T. Mason, member board of commissioners, Skagit county.

Wallace Sharpe, member board of commissioners, Skagit Co.
Jim Hayton, former chairman Skagit board of commissioners.
Nick Bessner, former commissioner of Skagit county.
Paul Jarvis, Puget Construction Company.
Robert E. L. Knapp, Skagit county engineer.

DEDICATION COMMITTEES

INVITATION—Mrs. Pearl A. Wanamaker, chairman; Mrs. Douglass Allmond, Ed Schwartz.
RECEPTION—D. N. Judson, chairman; G. E. Galbraith, Ray Clark, William Knutzen, Jim Hayton, W. V. Wells, Luther Weedon, Maurice Sterritt, Fred Laube, Wallace Sharpe, Dave McIntyre, M. R. Morgan, Frank Evans, Joe Keeler, R. N. Miller, Ross Sparks, Frank Van Valkenburg, J. S. Miller, Carl Rodgers, Herman Wanamaker, C. O. Lenning.
PROGRAM—L. B. Loers, chairman; Frank Jenne, L. A. Wanamaker, Gus Dalstead.
PUBLICITY—George B. Astel, chairman; L. H. Henley, Harry Averill, J. O. McNary, R. W. McFadden.
BANQUET—A. G. Harris, chairman; Harry Averill, Frank Jenne.
FINANCE—Barney Riksen, chairman; Gene Dunlap, A. J. Oldenburg, Fred D. Cartwright, Dr. S. G. Brooks.
DECORATING—Max Luft, chairman; Harry Buckley, Frank McCormick.
TRAFFIC—Al Sellenthin, chairman; Frank Siegfried, O. C. Mortensen, Bud Sutherland, Morton McCane.
PLAQUE—L. A. Wanamaker.
COUNTY COMMISSIONERS' ADVISORY BOARD—Mitchel Wagner, J. C. Ducken, L. S. Cunningham, Hugo Bauman, Wallace Sharpe, John Mason.

DECEPTION PASS BRIDGE ASSOCIATION

TRUSTEES
Hal Harrington C. Y. Dyer
M. E. Hingston Barney Riksen
Frank Jenne E. E. Calhoun
L. B. Loers F. D. Cartwright
O. C. Mortenson Paul DeBruyn
C. D. England Lyle B. Muzzall
Schuyler Edwards
OFFICERS
Lyle B. Muzzall, President
H. T. Wanamaker, Vice-President
W. V. Wells, Vice-President
C. Y. Dyer, Secretary
Barney Riksen, Treasurer.

Neely's

GROCERY

TWENTIETH AND
COMMERCIAL

ANACORTES, WASHINGTON

WELCOME TO
ISLAND COUNTY
AND
CONGRATULATIONS
ON
THE UNION
OF OUR
ISLANDS BY
THE BRIDGE

DOG GET UP-TO-DATE TITLES

Superior, Wis., July 29.—Examination of dog license records at the city hall here shows such innovations in names as Snootie, Nifty, Fussy, Sugar, Kayo, Dixie, Rinty, Caddy, Punt, Rummy, Lindy, Music and Alaska.

BLUE GRASS ABUNDANT

Council Bluffs, Ia., July 29.—Machines and hand tools are busy in every section of southwestern Iowa, stripping blue grass seed from fields which were drought-seared in 1934. This year's seed yield is five times that of 1934.

For tearing apart biological specimens and measuring the speed of light, a University of Virginia scientist has constructed a top revolved by jets of hydrogen gas so rapidly that the outer surface travels at a speed of 1,390 miles an hour.

LOG OF THE BUILDING OF THE BRIDGE

Record for
State Highway
Department

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On August the 6th, 1934, work was begun on the construction of two bridges to connect Whidby Island with Fidalgo Island. It cost \$325,000.00 to complete these two bridges. The cantilever bridge spanning Deception Pass is 900 feet long and the arch bridge spanning Canoe Pass is 450 long. Both bridges are 180 feet above water and have two pedestrian walks 3 feet 6 inches wide and a roadway deck 22 feet wide.

The principal items involved are as follows: Structure excavation, 3,300 cubic yards; concrete, 4,000 cubic yards; structural steel, 3,250,000 pounds; reinforcing steel, 325,000 pounds.

These two bridges were completed July 15th, 1935.

Deception Pass is at the northern end of Whidby Island, forming part of the boundary between Island and Skagit Counties. This is one of the most remarkable geographical features in the State of Washington. It was named "Boca de Flon" by Eliza on the Spanish chart of 1791, but apparently was not explored then. The English explorer, Captain George Vancouver, 1792, had named the inner waterway Port Gardner. Later, one of his small-boat crews in command of Master Joseph Whidbey found the western entrance of this passage. Vancouver, feeling that he had been "deceived" as to the nature of his Port Gardner, wrote on his chart "Deception Pass." He also honored his officer, who had found the passage and who had thus disclosed the existence of an island, by calling the large area Whidby Island. In giving the first description, Vancouver says: "A very narrow and intricate channel, which, for a considerable distance, was not forty yards in width, and abounded with rocks above and beneath the surface of the water. These impediments, in addition to the great rapidity and irregularity of the tide, rendered the passage navigable only for boats or vessels of very small burthen." On June 18, 1841, the United States brig Porpoise sailed through the passage, and Lieutenant-Commander Ring-

gold, of the Wilkes Expedition, reported: "This was not believed by Vancouver to afford a passage for vessels; but, although narrow, it is feasible for those of small size. The tides rush with velocity through it, and there are some rocks in the passage."

Deception Pass connects the northern end of Skagit Bay with the southern end of Rosario Strait. It is two miles in length. Near the western end the channel is obstructed by an island in the middle of the passage contracting the navigable channel which is south of the island, to 200 yards. (At the eastern end the Pass is about a quarter of a mile wide, broadens out in the middle to three-quarters of a mile and then contracts to the island near the western entrance). This Pass is commonly used by local vessels from Seattle bound for Anacortes, Bellingham and points in the San Juan Islands. The currents in Deception Pass attain a velocity of from 5 to 8 knots (sea miles) per hour, at which time strong eddies will be encountered along the shore. The Pass, however, is contracted at this point by a small Islet 350 yards long and 100 yards wide extending nearly parallel to the axis of the Pass. This leaves a small channel about 75 yards wide to the north, which is named Canoe Pass, and a channel 200 yards wide south of the Islet, which is named Deception Pass. The natural geological position of this small island afforded an excellent location to link Whidby Island to Fidalgo Island by bridges across these two Passes. The only method of travel to Whidby Island was by water; one ferry operating near this location, which will be discontinued.

During the summer and fall of 1933, a location survey was made to obtain the necessary data and establish the proposed line for bridging across the two Passes, and on June 19, 1934, the contract for the construction of the Deception Pass Bridges was awarded to the Puget Construction Co., Seattle, on a low bid of \$304,755.00. The contract called for the construction of two bridges, one of steel cantilever design 900 feet long with a main span of 550 feet, connecting Whidby Island with Pass Island, and one of steel arch design 450 feet long with a main span of 350 feet, connecting Pass Island with Fidalgo Island. Both bridges are 180 feet above water and have a 22 foot roadway with two pedestrian walks 3 feet 6 inches wide.

The contractor began work on the Whidby Island side first, constructing a warehouse for tools and some equipment, and a dock at Cornet bay for material delivered by water. On August 6th, 1934, the contractor began excavating the solid rock for the footing of Pier No. 1. The rock was drilled by jack hammers, then dynamited and removed by hand labor. This method was followed on all footing excavations. Then, a temporary pipe line, 6000 feet long was laid from Cranberry Lake to the bridge site for mixing and curing concrete. On August 30, 1934, the first concrete was placed in Pier No. 1 footing. All the concrete required for Piers No. 1 and 2 was mixed in a two-sack portable Rex mixer and hand-buggied to the forms. During the construction of these two piers, work was also engaged on Pass Island excavating for Piers No. 3, 4, 5 and 6 footings. Pier work on the Whidby Island side was completed Oct. 16, 1934.

Work then began on the north end of the arch span bridge. The contractor established a central concrete mixing plant, aggregate bunkers and cement warehouse. A one-cubic-yard Ransom mixer No. 28S, powered by an electric motor, was installed for mixing all the required concrete for the two north piers of the cantilever span bridge and all four piers of the arch span bridge. The materials needed in constructing the four piers on Pass Island and the structural steel for the south half of the arch span bridge was transported by a high line constructed across Canoe Pass. This high line had two 80-foot "A" framed towers, 650 feet apart, one located just north of Pier No. 8 on Fidalgo Island, and one located just south of Pier No. 5 on Pass Island. The track line cable was 1 1/2 inches in diameter, improved plow steel, and was drawn up to a tension of 60,000 pounds so that at no time would the track line have over a deflection of 5% during transit of the carriage and block with a maximum loading of 8,000 pounds. A three-drum Clyde hoist with a 56-horsepower LeRoi motor was used for operating the high line.

At the north end of the arch span bridge, an Ingersoll Rand 360-cubic-foot stationery compressor, electric power driven, was set up for supplying compressed air for jack-hammers and rivet hammers.

During the plant layout period, work was also engaged in excavating for Piers No. 7 and 8 footings. It was found advisable at this time to remove from the

Anacortes Lumber and Box Company

MANUFACTURERS

Rail and Cargo Shippers

AS AN Anacortes industry this company joins in extending felicitations to the people of Whidby Island on the happy reward of their endeavors. Those who helped in this realization now look forward with keen pleasure to the increased neighborliness and intimacy with Island County.

face of the cliff, just east of Pier No. 8, approximately 1,000 cubic yards of overhanging loose and solid rock which was endangering workmen and the bridge pier. This work was performed on a force account basis amounting to \$674.78.

The water used for concrete mixing and curing was pumped from Pass Lake, which was 2,000 feet from the north end of the bridge site. On November 21, 1934, concrete work began on the four piers for the arch span bridge and the two north piers for the cantilever span bridge. By January 29, 1935, all concrete was placed in the six piers, except for some sidewalks and hand-railing on the three approach piers.

During this concreting work, the structural steel for the arch span bridge was being trucked in from Wallace Bridge & Structural Steel

Rubber cushions have been invented to be inserted in safety razors as shock absorbers.

More than 120,789,900 books were produced in this country in 1933.

BONNE JEANNE BEAUTY PARLOR

OVER EBA'S STORE

ANACORTES

Congratulations and Best wishes to the People of Whidby Island On the attainment of so grand a vision as the Bridge. May other good things come too.

Continued on Page Three

Van Buren & Heller

HARDWARE
AND SPORTING GOODS
ANACORTES

The Bridge—A Notable and Worthy Structure
To Serve a Notable and Worthy People
Here's To Happy Days on Both Sides

H. L. DODGE, Opt. D. OPTOMETRIST

ANACORTES

Rejoices with Whidby Island
Friends Over the Consummation
of the Great Enterprise

NOW WE CAN VISIT OFTENER, AND
WE'LL ALL LIKE THAT

WE CAME to Anacortes in 1890. The Deception Pass bridge was a live topic at that time. Now, the dream of fifty years is accomplished, thanks to Governor Martin and the Democrats.

Congratulations!

Dal Shannon

C. L. JUDD

PHOTOGRAPHER

ANACORTES

VISIT OUR MUSEUM OF NORTHWEST
INDIAN RELICS

We Rejoice With Island County People
Over the Completion of the
Deception Pass Bridge

Deep Sea Mussels May Be Poison

Olympia, July 29.—Eat all the oysters, crabs, clams and other shellfish you want, but don't make a meal of deep-sea mussels during the summer months, because they are poisonous until after October.

This is the advice of Dr. E. R. Coffey, state health director, who has issued a special notice about mussel poisoning.

"Mussel poisoning is undoubtedly one of the strongest poisons known, being surpassed in potency only by the antigenic toxoid of certain plants and bacteria," he warned.

The mussels referred to are picked from the rocks at low tide in the straits and on the coast, and their liver, or dark meat, contains twice the amount of poison dangerous to humans, according to W. P. Henderson, shellfish inspector for the health department. There have been fourteen deaths in California, Oregon and Washington since 1927

from mussel poisoning, he said. Oysters, clams, abalones and crabs are absolutely free from this type of poison and may be eaten with safety the year around, although they are not particularly palatable during the warm summer months, which constitute their breeding season, Henderson said.

TREACHEROUS

The automobile is treacherous, just as a cat is. It is tragically difficult to realize that it can become the deadliest missile. As enthusiasts tell you, it makes 65 feel like nothing at all. But 65 an hour is 100 feet a second, which puts a viciously unjustified responsibility on brakes and human reflexes and can instantly turn this docile luxury into a mad bull elephant.—From the August issue of the Reader's Digest.

TOWN BAND 103 YEARS OLD

Barrington, N. H., July 29.—This little town boasts of the oldest band in the country, 103 years old. There are three generations of the Wiggins family now playing in this band, which was founded by Elmer Wiggins.

GILKEY BROS. TOWING CO.

ANACORTES

BEST WISHES FOR WHIDBY ISLAND AND
NEW PROSPERITY FROM THEIR BRIDGE

CONGRATULATIONS, Whidby Islanders!

We have been waiting twenty-six
years for this opportunity.

FOR FUTURE PROSPERITY,
buy a home of your own
in Anacortes now.

Schreiber & Werner
REAL ESTATE AND INSURANCE
Commercial at Tenth
ANACORTES

STORY OF BUILDING OF THE BRIDGE

Continued from Page Two

Co., fabricators, in Seattle.

In the latter part of January, 1935, the contractor assembled the traveler derrick, which handled the structural steel for the two bridges. The derrick had an 88-foot sled with skids at 19-foot centers and an 85-foot adjustable three-section steel boom, and a three-drum Washington Iron Works hoist powered with a 75-horsepower Waukesha motor. On January 28, 1935, steel erection began on the north half of the arch span. The steel was handled by a Northwest crane at the steel yard and tracked out to the derrick by flat-cars running on a 36-inch-gauge railway. On completion of steel erection of the north half of the arch span, the derrick was dismantled and transported by the high line to Pass Island and re-assembled for erecting the south half of the arch span. The high line was also used for transporting the steel in the south half of the arch span. Steel erection and riveting was carried on simultaneously until completed, which was March 8, 1935.

Before steel erection started on the north half of the cantilever span it was necessary to lay the railroad track across the arch span bridge and construct a temporary wood trestle 235 feet long between the two bridge approaches. On March 12, 1935, steel erection began on the north half of the cantilever span. The contractor used a special-built locomotive with a Fordson tractor motor for handling the structural steel from the yard to the erection derrick. The north half of the cantilever span was erected and riveted by April 17, 1935. The derrick was then dismantled, moved and re-assembled on Whidby Island for steel erection on the south half of the cantilever span.

The structural steel for the south half of the cantilever span was shipped by scows from Seattle to Cornet Bay on Whidby Island, where it was unloaded and trucked to the south end of the cantilever bridge. After laying of railway, track, steel erection began May 1, 1935, and in June, 1935, the erection and riveting of the cantilever span was completed. The arch span deck and sidewalk slabs were placed during the period of April 25, 1935, and May 7, 1935.

The average number of men employed during this work was 50 men, and the approximate final labor pay roll will be about \$70,000.00.

Delay Purchase Of Park Land

The state parks committee is barred from spending \$10,000 for an addition to Deception Pass state park until funds are available in the parks and highway fund, Attorney General G. W. Hamilton has ruled.

In a letter to State Auditor Cliff Yelle, he said the committee could not purchase the additional 500 acres on contract over a period of years or months. The land must be bought outright out of available receipts in the fund, which at present totals only \$4,075.

The 1935 legislature appropriated \$10,000 for the addition to Deception Pass park and \$10,000 to purchase and add to Rosario state park.

The attorney general also held that the parks and highways fund could not be overdrawn, as may some state funds, to enable purchase of the two tracts. Revenues come in solely from traffic fines, which have been low in past months.

The fund must be used for upkeep of present state parks and salaries of the committee's employees in Olympia and about the state. Yelle said indications were that the fund would not be large enough to permit purchase of the lands this biennium.

Members of the state parks committee are Secretary of State E. N. Hutchinson, State Treasurer Otto Case and Land Commissioner A. C. Martin.

BLOOD PICTURE

Overtaking cars specialize in certain injuries, points out F. C. Furnas in a realistic account of motor car accidents in the August issue of Reader's Digest. Cracked pelvis, for instance, guaranteeing agonizing months in bed, motionless, perhaps crippled for life—broken spine resulting from sheer sidewise twist—the minor details of smashed knees and splintered shoulder blades, caused by crash ing into the side of the car as she goes over with the swirl of an insane roller coaster—and the lethal consequences of broken ribs, which puncture hearts and lungs with their raw ends. The consequent internal hemorrhage is no less dangerous because it is the pleural instead of the abdominal cavity that is filling with blood.

Try a Mercury want ad.

**FARWEST
FISHERMEN Inc.**



ANACORTES

Packers of
High Grade

Canned Salmon

Join with other industries in
greetings and congratulations
to the people of Island county
on this happy, memorable day

GETS TWAIN BOOK

Hannibal, Mo., July 29.—Tressler Lark, New York City attorney, has sent five volumes containing the facsimile of the original manuscript of "Personal Recollections of Joan of Arc," by Mark Twain, to the Twain Museum here.

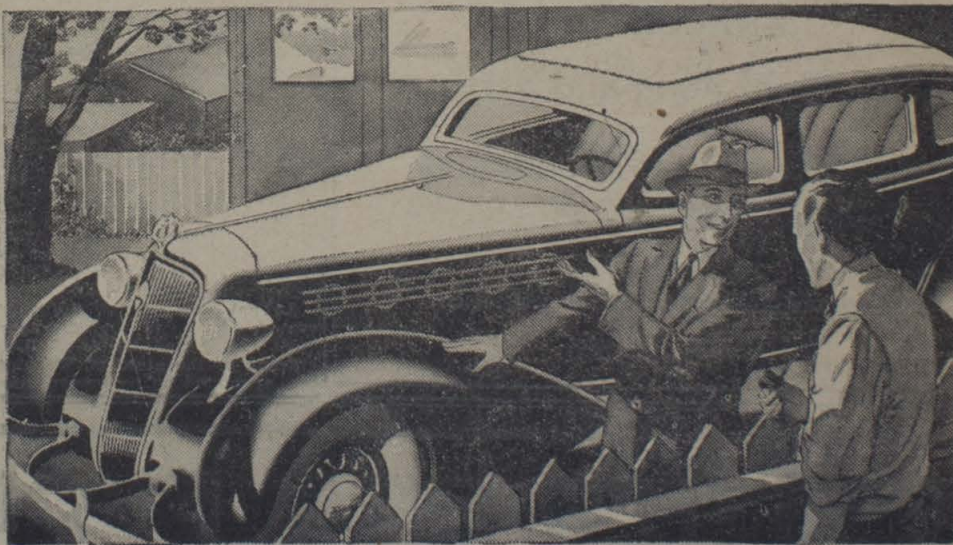
HONEYMOONERS HITCH-HIKE

Murphysboro, Ill., July 29.—Mr. and Mrs. Joel Webber of Pittsburgh enjoyed a hitch-hike honeymoon lasting seven months. Married in Pittsburgh, they started out to hitch-hike with 15 cents between them.

EYESIGHT IMPROVES AT 75

Memphis, Tenn., July 29.—Capt. Joseph J. Wolverton, retired Mississippi river captain, 75, declares old age has "cured his eyesight." He has been retired two years, after 60 years' service as pilot and master.

America Needed this HIGH-SPEED SAFETY CAR



Take a Demonstration Ride in the 1935 Plymouth

Motorists asked for it. Safety Councils demanded action. America needed this new kind of car.

It's a new type automobile from bumper to tail light—this revolutionary 1935 Plymouth.

It's more powerful—with the highest engine compression ratio of any car—with improved Hydraulic Brakes—a stronger Safety-Steel Body—amazing new road-

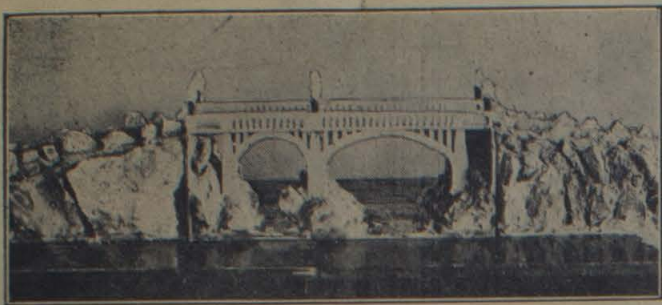
ability... to make it utterly safe, easier than ever to drive!

We can't describe it... you've got to experience it... the thrill you get when you step on the accelerator of this completely new Plymouth.

Visit our showroom... today, if you can... and get behind the Wheel of this sensational new High Speed Safety Car.

Add Our Congratulations
E. A. ABBOTT
Plymouth and Dodge
ANACORTES

Student Bridge



Not only the elders, but the school boys and girls of Anacortes have thought and dreamed of the Deception Pass bridge for many years. Above is an early "model" of the bridge, constructed by an Anacortes high school boy.

ODD RATS APPEAR

Ritzville, July 29.—A new species of rat, or a kind never before here, has appeared in Adams county. The animals are small, with beaver brown coats, and are white underneath. One farmer killed 125.

HITCHING POSTS ARE BACK

Conway, Mo., July 29.—The old one-horse shay may have had its day, but the hitching post hasn't. Conway merchants ordered thirty hitching posts recently to accommodate farmers who still drive to do their business.

A JACK ALLINGER'S VARIETY STORE ANACORTES

Special Today—

A variety of good wishes for Whidby Island, including one that breaks like this new bridge may keep comin' regular from now on.

Islanders Are Welcomed

BY THE

Maryland Cafe

ANACORTES

With Good Food and Service

THE DECEPTION PASS BRIDGE IS OPEN ALL NIGHT AND SO ARE WE

Congratulations and Good Wishes,
Island County

GOV. MARTIN'S STUDY OF PACT FOR SOCKEYES

International Cooperation Of
Canada And United States
To Get Most From Industry

Following is the prepared statement of Governor Clarence D. Martin regarding revival of the proposed salmon fishing treaty between the United States and Canada. Such a treaty has been waiting ratification by the senate ever since the last administration of Governor Hartley. It was held up on protest from this state by Gov. Hartley who was requested to do so by commercial fishing interests, in which request fishing boats led.

By CLARENCE D. MARTIN

After extended study of the problem, including consultation with representatives of the Puget Sound salmon industry, I have taken up with Senators Bone and Schwellenbach the suggestion that they ask the State Department of the United States to seek a mutually satisfactory understanding with the Canadian government on certain points which may serve as a basis for joint action providing for adequate regulation, increased propagation and permanent rehabilitation of the Puget Sound-Fraser River salmon fishery, with complete protection to the interests of the fishing people of the state of Washington.

My hope is that this will bring to a final termination the negotiations that have been pending for years between the United States and Canada for an international convention on this subject, and will be a vital step toward the upbuilding and permanent maintenance of the salmon industry in all waters in and adjacent to this state. My opinion, based on consultation with those directly interested, and with our senators, is that the treaty now pending in the U. S. senate, which was long ago approved by Canada, should be ratified subject to a definite understanding on four essential points.

The treaty provides for administration of this fishery by a commission of six, three to be appointed by the president and three by the Canadian governor general, whose first duty shall be to make a thorough investigation into the natural history of the sockeye salmon of this region. Any action taken by the commission requires the approval of at least two of the commissioners from each nation. The points upon which an understanding should be reached as a basis for final ratification are mainly in elaboration of the above provisions, and are as follows:

1. That adoption or enforcement of any regulations by the commission shall be deferred pending the advancement of the scientific investigations at least to a point where the need of such regulations shall be clearly shown by the facts determined.

2. That the scientific investigation be extended to all species of salmon frequenting these waters of the Puget Sound-Fraser River area, and when the basic facts are determined, the two governments shall consider whether the treaty shall then be amended to embrace all the species.

3. That two out of the three commissioners to be appointed from the United States shall be citizens of the state of Washington, appointed on recommendation

of the governor, to serve without salary.

4. That the commission shall invite representatives of the various branches of the industry concerned to serve as advisory members, to participate in its deliberations, follow its proceedings and be informed on all matters under consideration by the commission, under a plan similar to that followed by the International Halibut Commission in dealing with its problems.

The understanding suggested on the above points is designed to assure those in the industry against the possibility that any or all of them might be subject to unjust discrimination.

The real problem is to provide proper and adequate safeguards or assurances against maladministration. Such safeguards, I am confident, would be provided by a definite understanding on the above points.

That all of those concerned may

MORRISON MILL COMPANY

ANACORTES

BELLINGHAM

BLAINE

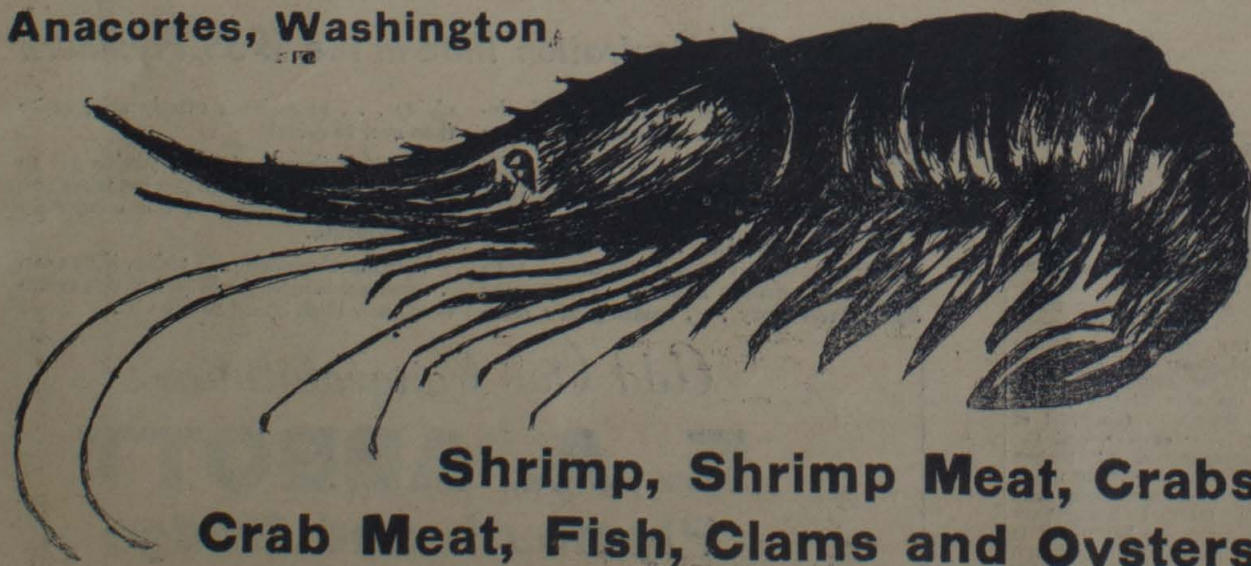
LUMBER AND BOX SHOOKS



Joins Fidalgo Island and the mainland in greetings to Island County, with congratulations on the beginning of a new era of growth and development which is to follow the building of the Bridge across Deception Pass.

SMITH'S SEA PRODUCTS

Anacortes, Washington



Shrimp, Shrimp Meat, Crabs
Crab Meat, Fish, Clams and Oysters

have full information, and that I may have the benefit of the comment and criticism of those in the industry before making final recommendations, I am asking an expression of views from all representatives in the various branches of the fishery, including fishermen and producers using all types of gear, canners, shippers and others who are interested. I am anxious to explore the matter fully before a final action is taken, and am asking all concerned to present in writing any recommendations they may care to offer.

In particular, I am asking them whether, if it is found possible to reach an understanding with Canada by which both the spirit and intent of the above points will be agreeable to the Canadian and United States governments, so that the Commission, when created, will be definitely instructed as to the conclusions and the desire that they be considered and observed in administering the treaty—on such conditions, whether they would be favorable to having the treaty at once called up in the United States Senate for final ratification.

It should be clearly understood that since Canada has previously approved several proposed treaties, always at the request of the United States, and since the last treaty—having been approved by the Canadian Parliament—is still pending before the United States Senate, it will be exceedingly difficult, if not impossible, ever to reopen negotiations of the subject by Canada if the United States fails to ratify the present treaty.

The question to be determined now is the course of action to be followed in the light of the above facts.

JOINT ACTION NECESSARY

The value of such a treaty has been amply demonstrated in the work of the International Fisheries Commission, established by treaty with Canada some years ago to study the fast-disappearing halibut fishery and make plans for its rehabilitation. This Commission's work, at first in scientific research, with subsequent regulation based on discovered facts, received the support of all branches of the halibut industry. It has resulted in a steady increase in the abundance of halibut in North Pacific waters. The industry has been steadily gain-

ing for six years and will, in a few more years, reach the peak of former productiveness, which can be maintained indefinitely.

Experience over many years has shown that it is not possible to successfully cope with the Puget Sound-Fraser River salmon problem by action of the state of Washington alone, nor of British Columbia or the Dominion of Canada alone. No agreement can legally be made between the state of Washington and the province of British Columbia, nor between the officials of those respective governments. Further, the province of British Columbia has no authority over its fisheries, which are under direct control of the Dominion government. There is, therefore, only one solution—an international agreement between the United States and Canadian governments.

Previous objection to the pending treaty has come from the fishermen, particularly purse seiners and trap owners who felt that the regulatory powers provided for might be exercised to their respective disadvantage. Since traps have been abolished in Puget Sound, this fear no longer exists. The fishermen realize that only by international agreement can the resource be preserved and their source of livelihood perpetuated.

INDUSTRY SAFEGUARDED

Under the treaty itself, the first duty of the Commission will be to investigate; and it is inconceivable that such a commission would proceed without thoroughly investigating the whole problem. With an understanding and assent to the first point suggested above, any regulation by the Commission must of necessity wait until the scientific investigation has progressed to a stage where intelligent action may be taken. It will require an intensive study of the life history and habits of the fish, including extensive tagging of salmon embracing its entire life-cycle—therefore it will take about four years before the Commission will be armed with the facts on which to base regulations. Meanwhile, the administration will remain as now with the state of Washington and the Canadian government. Under the terms of the treaty the two national governments will provide

Continued on Page Five

ISLAND CAFE

ANACORTES

Home Cooking



UNION GAS AND OIL PRODUCTS

MR. AND MRS. C E LAWLER
Proprietors

Twentieth and Commercial

CONGRATULATIONS
ON THE
NEW BRIDGE

DeQuincy's Dope Wrong On Opium

Thomas De Quincey's famous book "The Confessions of an English Opium Eater" is not true to facts, according to government and state authorities who have spent their lives in the study of the effects of narcotics on the minds of men and women.

The modern consensus of opinion is that the "stuff that dreams are made of" produces its effect for a short time only, and that each succeeding "pill" must be stronger and more powerful than its predecessor. Finally the fantastic dream in which its victims are lifted out of their obsession of inferiority are no longer possible—and the addict then faces a life that is worse than any death.

Dwain Esper's presentation of "Narcotic" gives the vivid and unexpurgated fact-life of one of the most astonishing drug addicts ever to be recorded in the files of the United States Government Bureau of Narcotics. An unusual picture in every respect, which shows the terrific and unrelenting fight made by a chance victim to rid himself of this frightful obsession.

Movements of a lizard from wire to wire in a transformer box near Muswell Brook, Australia, caused short-circuits in the telephone system and gave farmers the "jitters" by turning off and on their service for several days.

A project taking care of unemployed youth in Sweden, similar to the CCC in the United States, has been announced by the Swedish government's unemployment commission.

MARY KEILHAMER

SOUTH SIDE
BEAUTY PARLOR1917
COMMERCIALWE ADD OUR
CONGRATULATIONS
TO THOSE OF
ALL ANACORTES ON
THE NEW BRIDGE
TO WHIDBY ISLAND

MURDOCK'S BATHS

316 Commercial Avenue
ANACORTESWE EXTEND
CONGRATULATIONS
TO
WHIDBY ISLANDWe Specialize in
Men's and Women's Haircuts

GOV. MARTIN'S STUDY OF PACT FOR SOCKEYES

Continued from Page Four

the very considerable sums necessary to conduct the investigation.

Article 3 of the treaty itself requires an investigation of the Fraser river sockeyes "and other related matters." Certainly this would include the life-history and habits of the other salmon inhabiting these waters, since the runs of the various species overlap each other. Thus the second point of the proposed understanding is closely in accord with the terms of the treaty.

The third point—that two of the three United States commissioners shall be citizens of the state of Washington—is one regarding which there should be no doubt, and which will be insisted on by the two Senators from this state. Article 6 of the treaty prohibits any action by the commission unless two members from each country are agreeable to the proposed action. This would seem to remove all danger of unfair or injurious regulations being adopted.

The fourth point—that representatives of the various branches of the industry serve on an advisory board to the commission—would in any case no doubt be followed by the commission, in view of the very satisfactory similar advisory board of the International Halibut Commission.

Any inequalities or weak points in the administration can and no doubt will be corrected, if or when found necessary in actual practice. This has been the case with the Halibut Commission, which provides a most valuable precedent in dealing with a parallel fishery resource of this coast.

Since any attempt to embody amendments in the pending treaty itself would require extended negotiations and many months of time (with a possibility that the effort might fail, and the prospect of any satisfactory treaty in future accordingly might be jeopardized), I believe it will be sufficient if the two governments reach an informal understanding accepting the points enumerated.

EARLY ACTION NEEDED

Sentiment in this state, not only within the fishing industry but even more among the general public not directly engaged in the industry, increasingly demands that definite action be undertaken for the adequate and permanent rehabilitation of this resource. The salmon fishery is one of our most important industries. It is tending toward depletion, not only through the operations of the industry and the natural enemies of the salmon, but through the building of power dams and irrigation works, through careless logging methods, pollution of streams and numerous other effects of civilization that interfere with normal reproduction and growth of the fish. Careful study of the life habits of the various species and well planned efforts to maintain an abundant supply are of the utmost importance not only to those who depend upon the salmon fishery directly, but to the state as a whole.

Canada offers to turn over to the administration of the proposed commission the entire Fraser river watershed, with its thousands of miles of streams and many lakes, for the purpose of producing salmon for the benefit of the fishermen. Further, the two governments will be pledged by the treaty jointly to appropriate all funds necessary to perpetuate and rebuild the runs. The state of Washington would be extremely shortsighted if it fails to take advantage of this magnificent offer.

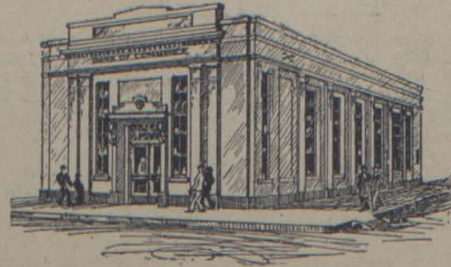
Buying Office In Seattle For WPA

Seattle, July 29.—All purchases for the works progress administration are to be made by a federal treasury procurement office which is now being organized in Seattle. It is announced by Edward M. Quinn of San Francisco, who has been appointed to take charge.

Quinn said that his staff will number from thirty to fifty when it takes full charge of purchasing, this fall. The office, he explained, will publish and accept bids for all supplies for the public works administration, as well as the works progress administration.

Quinn, in business in San Francisco for the last sixteen years, was assistant to the Mare Island navy yard supply officer during the World War.

An appropriation of 1,500,000 francs has been suggested for the ministry of foreign affairs, to be used in enlargement of the French Lycee at Montevideo, Uruguay. The Lycee was created in 1922 and now numbers 2,000 students in the various related branches.



BANK OF COMMERCE OF ANACORTES

Joins with Whidby Island people in rejoicing over the bridge, and renews the invitation for newer and closer friendships now ready for us

Authorized to Make Loans Under Federal Housing Act

Bridge Crew Liked Their Work At Deception Pass

Fifty men employed for the past year on the construction of the Deception Pass bridge were loth to leave when their building tasks were completed. The beautiful, picturesque spot made their work a joy, rather than labor, and it was with feelings of regret they turned their faces homeward after a year spent at the pass on the new bridge.

Many employed by the Puget Construction company, and members of the state highway department, under whose supervision the structure was built, had their families with them, living in nearby cottages, available farm places and at Similk beach.

Bunkhouses, temporary quarters and office buildings housed many of the employees right at the scene of activities and some members of the steel workers and painting crews had well-equipped houses on trailers, where they enjoyed all the comforts of home in a beautiful camping spot, making money while

they "vacationed."

Common labor was paid 50 cents an hour and skilled labor received \$1.20 an hour all during the year of construction work.

The Mercury is indebted to members of the highway department for data and for the log of the building of the bridge, published in this issue. The personnel included Lacey V. Murrow, director of highways; George H. Shearer, district engineer; O. R. Elwell, bridge engineer; H. F. Donnelly, resident engineer; Charles LeCocq, assistant, and Lou Cheatem, inspector.

The resident engineer's office was the only one left when the temporary structures were razed. This will remain until after the dedication, Wednesday.

John S. Ward and P. J. Jarvis, of the Puget Construction Company, successful bidders on the bridge contract, spent considerable time at the bridge site during the months of construction.

RARE ROSE GARDEN

Vancouver, B. C., July 29.—W. E. Watson, English-born lawyer, has more than 500 varieties of roses growing in his garden. His collection is believed to be one of the greatest in Canada.

Three thousand employees of rice dealers in all parts of Japan gathered recently in Tokyo to protest against the rice control bill, and when police attempted to stop their direct appeal to Diet members, a near-riot occurred.

DOG ADOPTS RABBITS

Greensboro, N. C., July 29.—A dog owned by W. M. Davis here has adopted two rabbits. The dog caught the rabbits in a field, took them to its bed under the Davis home, and watches them carefully whenever they venture out to play, and supervises their feeding.

Seven American League players have traces of Indian blood—Roy and Bob Johnson, Elon Hogsett, Ben Chapman, Leon Goslin, John Whitehead and Odell Hale.

ARREST ENDS IN WEDDING

Rosendale, Wis., July 29.—An arrest for traffic law violations here ended in a marriage ceremony. Justice of the Peace W. H. Moore fined the driver \$4 and then married Guy Little and Miss Mildred Freid of Solon Springs.

The Orion constellation includes the most massive and hottest of all the stars.

Much of the wear and tear on automobiles could be eliminated by a little care.

WILD DUCKS FOR DECOYS

Dewey, Wis., July 29.—Charles Ford is raising wild ducks for hunters, to be used as decoys, as a sideline to his farming. He started with a Mallard drake, which he believes to be 15 years old, and a hen.

New air lines link Manchester, England, with London, Derby and Glasgow. Monoplanes carrying six passengers and 500 pounds of freight at 140 miles an hour are used.



**PUGET SOUND
PULP &
TIMBER CO.**
ANACORTES



GREETINGS TO WHIDBY ISLAND



Fraternal Order of Eagles

Second Largest Fraternal Order in America

As large today as in 1929.

Our membership is composed of men from all walks of life.

ANACORTES AERIE, No. 249

**Solicits the Membership of All
Red-Blooded Americans**

S. D. TEMPLE

Stationery
and
School Supplies
Anacortes

EXTENDS
CONGRATULATIONS
ON THE
COMPLETION
OF THE
DECEPTION PASS
BRIDGE

LOVE RIDES THE WAVES

Macon, Mo., July 29.—Charles King, farmer, dropped a bottle containing his name and address into a stream running through his farm. Three weeks later he received a reply. It was from a Jacksonville, La., young woman, asking if he were married.

WHISKY BATH WINS DIVORCE

Salem, Mass., July 29.—A whisky bath won marital freedom for Mrs. Sadie A. Abrahams of Lynn. She was awarded a divorce in probate court after testifying her husband threw whisky at her.

The oldest known piece of furniture in the world is the throne of the Egyptian Queen Hatshepsut, which is preserved in the British Museum. It is known to be more than 3,000 years old.

Suspension Railroad Bridge Once Planned Across Pass

It was at one time planned to put a railroad bridge across Deception Pass, as is shown in a copy of the Washington Farmer published in Anacortes and dated January 2, 1891—fourty-four years ago.

The reference is an article descriptive of Island county, and says:

"A company has recently been incorporated for the purpose of running a railroad across the extreme south end of Whidby Island at Skagit Head, northward the full length of the island, and span 'Gibraltar Pass' at its narrowest part, with a SUSPENSION BRIDGE THREE HUNDRED AND NINETY-FOUR FEET LONG

To the city of Anacortes-Gibraltar on Fidalgo Island, and there connect with the network of railroads and steamship lines that are now making their principal meeting place at that wonderful new city."

By "Gibraltar Pass" is meant Deception Pass. At that time Gibraltar, on the other side of Fidalgo Island, had big-city aspirations, along with Anacortes. In fact, the city was to cover the whole of Fidalgo Island, as New York does the island of Manhattan, with which it is frequently compared.

The name of Mount Baker was even appropriated and "Mount Anacortes" substituted by the optimists of the time.

The reference to the suspension railroad bridge across the pass accompanies a description of Whidby Island which is interesting enough to reprint, and follows:

Island County is situated directly south of Fidalgo Island. It is composed of Whidby and Camano Islands and the little speck on which stands the Smith Island lighthouse. Whidby Island is separated from Fidalgo by Gibraltar Pass. The steamboat men usually say that Whidby Island is sixty miles in length, and probably it is that long by the route traversed by the mail steamers, which go into the various coves and harbors, but in fact, the island is

just thirty-one nautical miles, or thirty-six miles land measure, in length. As to width, it is just as irregular as it possibly can be. Its western shores are washed by the Straits of Fuca and that portion of Puget Sound which is known as Admiralty Inlet. Its eastern shores are washed by Possession Sound, Saratoga Passage, Skagit Bay and Gibraltar Harbor. Whidby is cut nearly in two at two points—Holmes' Harbor and Penn's Cove. The island contains 175 sections of land. It is noted for prolific production of cereals, hay, vegetables, butter and poultry.

Directly across Saratoga Passage east of Whidby is Camano Island, which contains 33 sections of land.

The official census of 1890 for Island County is 1,774, divided as follows: Coupeville 509, San De Fuca 246, Oak Harbor 285, Useless Bay 115, Utsalady 207, Clinton 94, Camminols 124, Lexington 18, Davis Hugh 34, Indian Head 11, Skagit Head 5, Miller Marsh 31, Dutch Harbor 95.

According to the state auditor's report for this year, the assessed valuation for property in Island County is \$967,112, and it must be understood by the reader that the assessors in this state take the cash valuation.

The county seat is Coupeville, a pretty little village on Penn's Cove. The town is named after Capt. Thos. Coupe, who sailed a ship through Gibraltar Pass and settled at Coupeville 30 years ago.

One of the principal attractions of Coupeville is the Congregational Academy, of which Rev. Chas. E. Newberry is the principal. Both sexes are admitted as students at the Academy. When the Puget Sound region becomes developed, Coupeville should have more thousands of people than the whole country now contains.

The islands of this and the neighboring counties, during the summer, contain myriads of beautiful flowers. None are more lovely than the native rhododendron, which fairly loads the air with the perfume from its forest of blossoms.

The settlers are usually well fixed, and some are very wealthy.

Among the industries of the county is logging, which is carried on quite extensively, and the Utsalady mill at the north end of Camano Island, and 11½ miles by ship's channel south of Gibraltar, cuts an average of 80,000 feet of lumber in ten hours, and gives employment to 200 men. The mill is owned by the Puget Mill Company, which also owns several other large mills on Puget Sound. A company has been incorporated for the purpose of constructing a railroad from Utsalady across the two narrow, shallow sloughs that separate Camano Island from the eastern mainland, and the road will connect with that vast system which seeks the common transfer point between car and ship at Anacortes-Gibraltar. Utsalady, like the towns of Whatcom County, will become suburban to the Great City where end the three seas of Puget, Fuca and Georgia.

The Seattle Daily Telegraph states that it is understood that the special commission appointed by the president of the United States for the purpose of selecting a site for the second navy yard on the Pacific Coast of America will, in the official report, recommend that the yard be located on the north end of Whidby Island, facing Gibraltar Harbor. The reader can have a glimpse of that beautiful spot by turning to the title page of this edition and looking at the scene from which the view of Mount Anacortes was taken by the special artist of the Washington Farmer, on the very

E. K. WOOD LUMBER CO.

MANUFACTURERS

RAIL AND CARGO SHIPPERS

THE accomplishment of a task requiring the cooperative effort of many communities, and extending, by reason of its magnitude, over a long period of time, makes an epic story of coordinated effort, and carries with it a far-reaching satisfaction and encouragement to work with patience and perseverance for the desired goal. Success will come with certainty.

Our Congratulations on the Winning of The Bridge

CONGRATULATIONS

To Whidby Island and the
Northwest on the Magnificent
New Deception Pass Bridge

FOR LONG IT WAS A BRIDGE OF SIGHS
NOW IT'S A BRIDGE OF SIZE

ANACORTES Steam LAUNDRY

CURTIS WHARF CO.

ANACORTES, WASHINGTON

Lime, Plaster, Cement, Sand and Gravel
BRICK, TILE ETC.

BELLINGHAM COAL

Always a booster for building the Deception
Pass bridge; now a booster for the new life,
growth and development of Whidby Island.

day that the commission visited the office, October 8th, 1890.

The copy of the Washington Farmer from which the above is taken is owned by Dal Shannon, local insurance man. Its pages show what a transformation there has been in the short space of forty-four years. The paper is all set by hand, there is not an automobile in it, but several thoroughbred horses and lively stables. The pictures are all woodcuts. Among the real estate ads one offers lots in Birdview, on the new transcontinental railroad.

The Washington Farmer was owned by Freeman Bros. Miller Freeman, a son of one of the brothers, now publishes Pacific Fisherman, Pacific Motor Boat and other trade and class periodicals.

One of the pictures in the edition is of a cathedral-like building called the "Proposed Hop Palace at Anacortes, Wash." They used to raise a lot of hops around these parts.

Because the railroad pension fund was declared unconstitutional, rail workers in Houston, Texas, had \$75,000 returned to them.

Designs, including pictures and emblems, are to supercede tinting as fingernail decorations for fashionable London women.

CONGRATULATIONS

For the Successful Result of the
Efforts of Forty-Five Years

E. P. BARKER

Real Estate and Insurance Anacortes

Motorists Pass Peace Arch Up

Blaine, July 29.—Commemorating 120 years of peace between the United States and Canada, the Peace Arch at Blaine is a constant reminder to the peoples of the two nations of the spirit of co-operation and good will existing between them.

Yet many Americans pass through Blaine without seeing the inspirational monument on the border, erected half in the United States and half in Canada.

Attention to this unusual situation was called by Albert Balch, public relations director of radio station KOMO, following the recent annual International Flag Day services at the arch.

There are two highways just a mile apart, entering Canada, Balch pointed out. The one on which the arch is situated is alongside the bay, while the other is a mile east. Many persons making the trip take the east route and wonder afterward how they happened to miss seeing the arch.

Farmers of Argentina are demanding that the government minimum, or basic price, of corn be raised.

CHAS. VOITUS

HOUSEHOLD FURNITURE ANACORTES

Our congratulations to the people
of Whidby Island and wishes for
continuing good fortune always.

George's

VARIETY
STORE

TWENTIETH AND
COMMERCIAL

ANACORTES, WASHINGTON

Always a
booster for
the Bridge,
and now a
booster for the
new growth and
development
of Whidby, the
Island Garden
Spot

The Long Struggle For The Bridge Across Deception Pass

By W. V. WELLS



W. V. Wells

As far back as 1890 the proposition of connecting Whidby and Fidalgo Islands with a steel span was very much discussed, and the subject was revived on numerous occasions. The bridge project has been a subject of discussion before our legislature on a half dozen occasions during the past 45 years. The first effort of a concrete nature toward building the bridge was at the instance of a representative from Island county who procured a government appropriation of \$20,000 for a survey of the project. The subject failed to receive favor from the highway department, and the matter was dropped. The legislature went as far as to establish a secondary highway connecting the two islands, which was known as State Road No. 17.

In 1921, the state legislature memorialized congress to build a bridge across the pass which should be of sufficient strength to carry mobile artillery. ACT OF 1929

In 1929, largely through the efforts of Representative Pearl Wanamaker from Whidby Island, the legislature, with practically an unanimous vote, passed a bill authorizing the construction of the bridge through private enterprise. The bill was vetoed by Governor Hartley, and the whole subject fell a victim to the political football game. Another effort was made during the session

of 1931, but to no avail.

At the Island county picnic held annually near the north end of Whidby Island, the project of the bridge was a subject of discussion for more than 15 years.

An incident occurred in 1924 which appeals to me as being the real background for the final consummation of the bridge project. The area which is now the Deception Pass State Park was formerly a U. S. military reserve. An effort was made to procure a long-time lease from the federal government, for private use, of that portion of the reserve known as Rosario Beach. The lease was about to be granted. The late Douglass Allmond brought the matter before the Anacortes Chamber of Commerce, with the result that H. L. Dodge, who was then president of the Chamber of Commerce, appointed Mr. Allmond as chairman of a committee to attempt not only to head off the lease but to procure the whole military reserve for a state park. Mr. Allmond wired the Washington delegation to stop the proceedings looking toward the leasing of any portion of the reserve. This was done, and a special act was soon passed granting the military reserve to the state for park purposes.

STATE PARK HELPED

The fact that Deception Pass is in the state park has been an important element in directing attention to the bridge project and winning public sentiment in its behalf.

In the latter part of 1928, the George Morris post of the American Legion at Oak Harbor decided it was time to put a real punch into the lagging project of the Deception Pass bridge. The post called a meeting at Oak Harbor and formed what is known as the Deception Pass Bridge Association. Lyle B. Muzzall of Oak Harbor has been president of the association during most of its history. He has proved a good organizer and a hard worker. The association has been on the job constantly ever since its organization, and is entitled to many of the laurels for the success of the project.

It was a fortunate circumstance that Island county had such a capable representative in the legislature as Mrs. Wanamaker, who has been on the front line while the fight for the bridge has been the hardest. During the last session of the legislature another lady member, Violet P. Boede, from San Juan county, was an enthusiastic supporter of the bridge.

As a climax to the whole situation, Governor Martin and the three members of the park board, Hutchinson, Case and Martin, did all that they consistently could do in putting the finishing touches to the enterprise.

A prerequisite to the construction of the bridge was the provision made by Skagit and Island counties for the building of the approaches. The county commissioners are greatly to be commended for their personal efforts and particularly for making many trips to Olympia to secure the state and federal appropriations.

The writing table used by Frederick the Second of Prussia at his Potsdam home, Sans Souci, which disappeared after his death in 1786, was found recently in an auction room, and the German government has secured it with the intention of placing it in its original position.

When a call was put out in Melbourne, Australia, for men with twisted noses and women with pale faces, to make a film, 600 persons responded.

The PORT OF ANACORTES

Exceptional Modern
Facilities for Handling
Deep Water Cargo

WAREHOUSING AND
STORAGE

Skagit County's Only
Terminal Port

OFFICE: FOOT OF COMMERCIAL



**SPARKS
TRANSFER
CO....**

ANACORTES

CONGRATULATIONS TO THE
RESIDENTS OF WHIDBY IS-
LAND ON SECURING THE
DECEPTION PASS BRIDGE
AFTER HALF A CENTURY
OF CONTINUOUS EFFORT

"Hands Across the Pass"

CONGRATULATIONS

To the Island That Made the
Rhododendron Famous

Jeanette's

THE SMART SHOP FOR WOMEN

Next Door to Postoffice

Anacortes

Bridge Pioneering Of Capt. George W. Morse Of Whidby

From the Seattle Post-Intelligencer

Dedication of the Deception Pass bridge July 31 will mark the successful termination of a campaign started by the Whidby Island community more than forty years ago.

It is an enterprise in which many have helped, but in bestowing credit the bridge dedicators have an opportunity to honor the memory of a pioneer who was one of its earliest advocates.

The late Capt. George W. Morse, who represented Island county in the first legislature after the beginning of statehood and in three later sessions, obtained the first appropriation for a survey of the bridge site.

Those who came after him urged the construction of the bridge as a state project, and the legislature finally passed a bill four years ago.

That measure met with executive disapproval after the session ended. It was passed again at the 1935 session at the request of Pearl A. Wanamaker, representative from Island county.

Captain Morse was a pioneer of California before he came to Washington Territory in 1859.

For several years he was owner and master of the freight schooner Granger, which plied between Puget Sound and British Columbia ports, but his permanent home was on a farm near Oak Harbor.

The Deception Pass bridge will be the objective of many sight-seers.

Its picturesque setting and the racing tide which boils and surges through the narrow passage will be something to show tourists.

Also it will be a monument to persistent and enlightened community effort.

The island community would do a graceful thing by recognizing the efforts of Captain Morse with a memorial tablet.

British aviators in about 1,000 hours of flying photographed and mapped 20,000 square miles of the Sudan and Uganda, while 65,000 square miles of Northern Rhodesia were mapped within 18 months.

Four-H Fair At Sedro - Woolley

The fair to be held in Sedro-Woolley on September 6 and 7 under the auspices of the Skagit county 4-H clubs and the Skagit County Federation of Women's Home Demonstration clubs will be one of the largest ever attempted by these organizations. In fact, it will really be a county fair under the direction of these groups, with the schools of Skagit county co-operating.

Cattle and farm produce exhibits are expected to be bigger and better than those of the last county fairs held at the Burlington fair grounds, but, with only limited funds available, only members of the two groups sponsoring the fair will be eligible for premiums.

although other exhibitors are welcome. Grover Duvall, Sedro-Woolley farmer, who is president of the fair, believes it will eventually excel the old fair, held under the direction of the defunct County Fair association.

There are a total of forty-five 4-H clubs in Skagit county, with a total membership of 427 boys and girls. These clubs have as their projects dairy and garden, canning, sewing, meal preparation, room improvement, potato raising, poultry, swine and other things. All are planning to exhibit samples of their work and projects.

When Mayor Juan Posados, Jr., of Manila, P. I., recently asked the municipal board to appoint him "traffic dictator" so he could untangle the city's many traffic problems, the board promptly said "No."

BUSTER BROWN SHOE STORE

ANACORTES

REJOICES WITH ISLAND
COUNTY PEOPLE OVER
THE ACCOMPLISHMENT
OF THE GREAT TASK—

THE BUILDING OF
THE BRIDGE

Western Fisheries Company

Cordova, Alaska

Anacortes, Washington

CANNERS OF SELECT SALMON

Our handclasp is your handclasp
on the opening of this
magnificent bridge

BIG NORTHWEST TIMBER INDUSTRY

The suspension of work in many logging camps and mills because of a strike which began two months ago, has shown how important the lumber business is to business in Washington.

In normal times 60 per cent. of the industrial payrolls of the state are supplied by camps and sawmills, and by the kindred industries of manufacturing furniture, pulp, plywood, sashes and doors and boxes.

The total is more than one hun-

dred million dollars!

When the business of manufacturing lumber is going on at full speed, the community is prosperous.

Now that operations are resuming in many establishments, the people of Washington are more than ever coming to a realization of the magnitude and wealth which, with prudent husbandry and wise management, will be perpetual.

Notwithstanding the intensive cutting which has been going on for years, Washington still has 257 billion board feet of standing timber.

At the present rate of cutting it will last more than eighty years, but, with reforestation of the logged-off land, it will produce all the lumber we need forever.

The very existence of great forests here proves that the climate and soil are favorable to timber culture.

Experts estimate that Washington could, with intensive reforestation practices, grow fifteen billion feet of new timber every year, and that with ordinary methods the crop would be approximately half that amount.

This potential regrowth is more than necessary to supply the normal demand.

Always the country will look to the Pacific Northwest for lumber.

As new uses for lumber are found and the existing factories and mills expand, Washington's wealth will increase.

The people of this state may have complete confidence in the future.

While their forests constitute a great resource, timber is only one of the bounteous gifts which Nature has bestowed on this state.

SEA MONSTER IS SHARK

Prince Rupert, B. C., July 29.—Prince Rupert's "sea monster" is nothing more than a shark, after all. Two fishermen found the "sea serpent" entangled in their nets. It was a basking shark 28 feet long and weighing about 10 tons.

WHARF TOPS WHARF

Boston, July 29.—Constitution Wharf, one of the most noted wharves in the world, is built on top of another wharf, a new structure having been built over the old wharf when it settled several years ago.

STEVE TEMPLE MADE BRIDGE PLANS IN 1886

S. D. Temple, Anacortes pioneer, who came to Anacortes in the spring of 1886 as head of the surveying crew for the Oregon Improvement company, drew the plans for a suspension bridge across Deception Pass that was to be a double-deck structure, carrying both a railroad and wagon roadway.

He surveyed railroad lines and secured right-of-way for the company. Survey of railroad track began at Shannon's Point, this being the choice of locations along Guemes channel for docks. The line ran east to Judge White's water tank at Twenty-ninth and S avenue. The first year following this survey about seven miles of the railroad was built. A roundhouse and depot were built and it was planned to extend the railroad across to Whidby island over the suspension bridge. Whidby island was thought to be the best place for new settlers and there was little in the minds of people for going up the Skagit valley for land.

The bridge would have been built, but there was the same obstacle to come that held it back for many years, and that was lack of enough money.

Later the railroad was bought by the Great Northern, and during this time W. H. Holcomb, general manager of the Union Pacific, and T. J. Potter, general manager of the Chicago, Burlington & Quincy, were in Anacortes arranging for terminal facilities for their railroads, which never were to come.

The Great Northern built to Hamilton, and this line was to go over Cascade Pass on east to Chicago. It got no farther than Hamilton, which was the end of the line for eleven years.

There were about seven families in Anacortes at this time, among them the Childs', Munks',

Bowmans and Grahams—a small community to talk about building a bridge over Deception Pass, but there was no depression complex in those days.

The plans made by Steve Temple are believed to have been the first plans made for the bridge. Several have been made since. The late Douglass Allmond had a full set of plans and blue prints which had been made on the order of one session of the legislature.

BABY SURVIVES 40-FOOT FALL
Boston, July 29.—Edward W. Sheehan, aged 3, fell forty feet from the third floor of his Jamaica Plain home to the sidewalk and escaped without any broken bones, suffering only body bruises as a result of his tumble.

Try a Mercury want ad.

Loons can swim faster under water than on the surface.

Shorthand was used in Egypt more than 1,700 years ago.

WELCOME
WHIDBY ISLANDERS
TO
EDNA'S CONFECTIONERY
CANDIES, ICE CREAM, COLD DRINKS
AND SANDWICHES

322 Commercial

Anacortes

Greetings

To

Whidby Island

From

A. S. Huey

The Gruen Guild
Watchmaker

COMMERCIAL AVENUE
NEAR FOURTH

ANACORTES



TRULSON MOTOR CO.

ANACORTES

BUICK AND CHEVROLET

We join in welcoming Whidby Island to the mainland over the splendid new bridge, destined to be a gateway and a thoroughfare to new, happy prosperity.