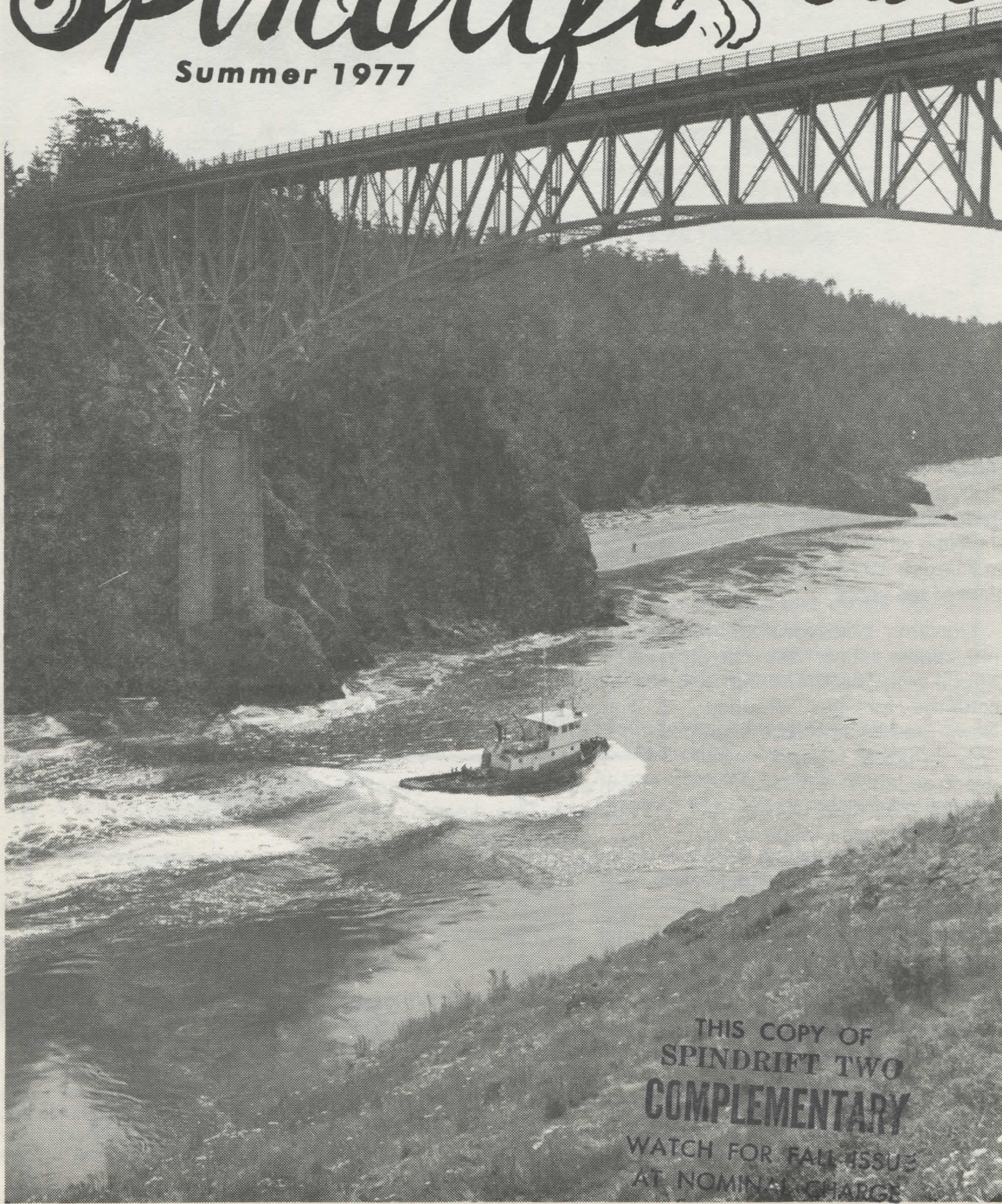


# Spindrift Two

Summer 1977



THIS COPY OF  
SPINDRIFT TWO  
COMPLEMENTARY  
WATCH FOR FALL ISSUE  
AT NOMINAL CHARGE



## Deception Pass Park — Cross t

Spectacular Deception Pass, with a bridge connecting Fidalgo and Whidbey Islands, is a stretch of rushing water, dangerous and exhilarating, framed by gorgeous scenery.

This is Island Country.

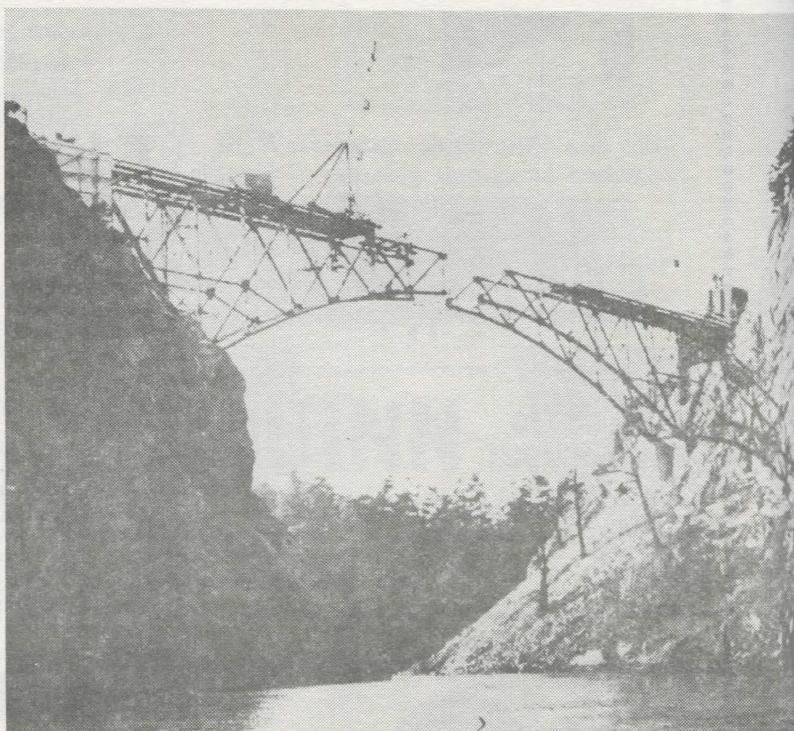
For generations Deception Pass has drawn explorers, fishermen, sight-seers, artists and photographers to its roiling waters. Many are the stories told by fishermen who frequent its tide-rips and whirlpools, and in spite of its obvious danger, they continue to brave its sometimes smiling surface with boats too small or too light or overloaded.

Deception Pass is a challenge, a dare, a siren complete with rocks and music.

The Spanish chart drawn by the explorer Eliza in 1791 called the passage "Boca de flav," possibly an ancient designation for a "mouth of a river," which it resembled.

A year later Captain Vancouver explored the area and named the same waterway "Port Gardner." Later in 1872 Vancouver's First Mate Joseph Whidbey sailed through the Pass and reported his findings to Vancouver. Vancouver then corrected his "Port Gardner" designation and renamed the narrow waterway "Deception Pass." He also honored his crewman by giving the newly discovered island to the south the name "Whidbey."

Perhaps the earliest description



Bridge construction 1

of the Pass was written by Vancouver: "A very narrow and intricate channel, which, for a considerable distance, was not forty yards in width, and abounded in rocks above and beneath the surface of the water. These impediments, in addition to the great rapidity and irregularity of the tide, rendered this passage navigable only for boats or vessels of very small

burthen."

The Pass at the eastern entrance is approximately one-fourth of a mile wide; in the middle it broadens out to a width of nearly three-quarters of a mile.

A bridge spans two passes, the smaller or Canoe Pass is dwarfed by Deception Pass itself. In the center Pass Island forms a natural base for the bridge's cantilevers across the two passes,



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where in early days Captain George Morse pointed out to his children as they sailed through the waterway, that one day it would be a "natural place for a bridge."

Captain Morse was ahead of his times by 50 years or more, but his vision of a bridge constrained him as a legislator to get a bill passed with money for approaches. His vision was not realized in his lifetime, but he had successfully set the bridge project in motion. Through World War I, through the 1920's the vision became stronger, and in 1935, during the Great Depression, it became a reality.

During the ten years before its completion the American Legion had sponsored an annual "Deception Pass Picnic" at Cranberry Lake, which became the highlight for Islanders and their families, and spilled over into Skagit County, Anacortes and

Mount Vernon.

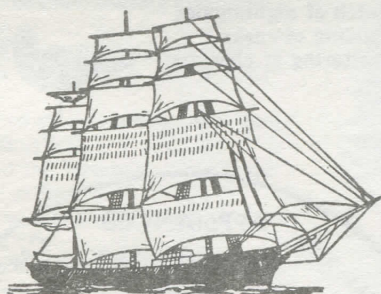
The "bridge" did not produce the population boom that community leaders foresaw. It took the war years of the 1940's and the Naval Air Station installation to attract other than sight-seers to Whidbey Island.

For Whidbey and Fidalgo Island, the "Bridge" has been the gateway to the State's most popular park. It commands a view of Mount Baker and the Cascade mountains to the west, and the Island-studded waters of the Straits to the west, where shadowy Vancouver Island and the lights of the city of Victoria glow in the distance.

Deception Pass State Park, on both Islands, has unsurpassed stretches of beaches, both salt and fresh water, trails, wooded heights, rock promontories and unlimited photographic and art possibilities. Camping facilities

and a group-camp have been installed, and still there are hundreds of heavily wooded acres that are undeveloped.

The Park is still one of the Northwest retreats where one may find a measure of solitude, in a lonely walk, or moments of meditation, in a natural environment. The man-made "bridge" hasn't hurt its image; it has enhanced it, made it more accessible, and brought this northwest Island corner into focus nationwide.



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## Chief Billie Barlow

The Fourth of July, Oak Harbor, 1894, saw the first public celebration in the little town in 18 years, the last being July 4, 1876.

The event featured a clam bake and picnic in Oak Park, where Billie Barlow, son of Squi-Squi, Chief of the Skagits, presided over the seafood, baked, fried, boiled, roasted and raw. The white settlers came with picnic dishes, and spread cloths on the ground among the buttercups, and an historic note reveals that "the Indians were not forgotten" at the feast.

Chief Billy, the well-loved Skagit, was also on the program for this patriotic occasion. Wearing a coat of many colors, and facing the large crowd without fear or trepidation, gave with a simple eloquence, the "wawa," his ideas on the creation of the universe!

It was said that Billy's speech was a strange mixture of Indian tradition and Genesis, to which the speaker added many original observations.

Early in the morning, a bright, calm day for the celebration, many wagons were seen wending their way along dusty roads toward the town, bearing families and picnic dinners. Small boats came from all around the area, Coupeville, Utsaladdy, and perhaps even LaConner, although that would have meant a long journey. By 10:30 a.m. there were several hundred people gathered in the oak grove to celebrate the Declaration of Independence with all the home-made efforts they could muster.

Following Billy Barlow's speech, other dignitaries were introduced and heard briefly, and a sophisticated touch included a mandolin orchestra from Seattle. A small stage had been erected and covered with evergreens and hunting, and some seats were available.

After the speeches, the music and the picnic dinner in the grove, there were water sports. A canoe and boat race between pioneer boatmen, George Nunan and Ned McCrohan, in a canoe, and R.B. Holbrook and Bob Hastie in a "double-ender" took place. The double-ender boat won.

There were foot races, three legged races, a tug-of-war and a horse race. In one horse race John Gillespie's "Jeff Davis" won by a neck against J.F. Hewitt's Jack and L.P. Byrne's "Dick."



## War

"Every gun that is made, every warship launched, every rocket fired signifies in the final sense, a theft from those who hunger and are not fed, those who are cold and are not clothed. This world in arms is not spending money alone. It is spending the sweat of its laborers, the genius of its scientists, the hopes of its children ... This is not a way of life at all in any true sense. Under the cloud of war, it is humanity hanging on a cross of iron."

— Dwight Eisenhower



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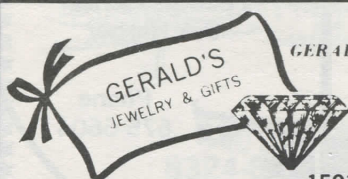
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## North Whidbey 1891

April 1891

Two new families were added to Oak Harbor, the Case family from Michigan on the Crome place, and a man from Seattle who bought 15 acres of the Buzby place for \$1,500.

The new Methodist Church is built in Crescent Harbor and ready for the plasterers. It is one of the handsomest buildings on the Island, built by Lovejoy Company of Coupeville.

A Chinese fishing junk came into the Cove last Monday and sailed toward San de Fuca. She was boarded by Customs officers from Port Townsend, but no contraband was found.

Blowers and Kineth of Coupeville offered land for \$50 to \$100 per lot at Glenwood Heights, one third down, balance in three months.

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The "Chinese Menace" was written about at this time, when several hundred Chinese were living on Whidbey Island. It was said they worked for less than the white men, thereby sending wages down and unemployment up.

A. W. Bash of Port Townsend is getting ready to build a new house at Oak Harbor, and plant fruit trees.

On the heels of the proposed starch factory at San de Fuca a match factory, a cannery and shingle mills are proposed at the Penn Cove site.

George Perrigo's (Perrigo's Bluff) home near Ebey's Landing was destroyed completely by fire.

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An effort was being made to establish a "white laundry" in Coupeville in opposition to the two Chinese laundries there. Success was assured to anyone willing to open such a business.

The mail service from Seattle to Coupeville and other Island towns were the subject of much complaint. Those who subscribed to Seattle papers said they might as well discontinue their subscriptions owing to the irregularity in which the papers reach them. Something should be done to improve our mail service, said the Times, 1891.

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## What's in a Name?

-19-

"Saratoga" was named by the Wilkes Expedition in 1841 in honor of the USS Saratoga commanded by Captain Thomas Donough of Lake Champlain.

The "bonnie braies" of Scotland brought the name of Maxwellton to Whidbey Island by the McKee brothers in honor of their native land.

"Greenbank" was named after its "green bank" on the east side of the Island, viewed from Saratoga Passage.

"Langley," one of Whidbey's three incorporated towns was named after Judge J. W. Langley of Seattle, one of the members of the Langley Land and Improvement Company spearheaded by Jacob Anthes, Langley's founding father.

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