

## Glendale had a railroad!

The little community of Glendale, on the south eastern shore of Whidbey Island, was once on its way to becoming a city . . . with a railroad yet, the only one ever on the Island!

A few families still live there, but in the days of logging, it was a thriving community with a hotel and dock, and boat service with Seattle and Everett.

Glendale was the only town on Whidbey Island to have a railroad. It was built to run from the mill to the dock. Glendale was also one of the earliest Island "boom" towns, with a barn dance pavilion hotel built in 1889 by a Mr. Leonard, who came from Snohomish in 1877. There was a slough that ran back of the hotel, and boaters came in at high tide, according to Elizabeth Dodge of Clinton.

In 1914 a storm struck, leaving water on the hotel floor. In 1922 a porch was built onto the hotel, with lumber brought from Lone Lake. Leonard also built a campground. Dodge credits the above information to Bill and Dorleska Peterson who were married at Glendale in early part of the century. Glendale is located about three miles south of Clinton.

When the little book, "Island County, A World Beater" was first published in 1911, it said that Glendale "bears the proud distinction of being the terminus of the only railroad in Island County. This road is four miles long and is devoted to hauling to tidewater the timber cut in the forest back of Glendale."

It was mostly fir and cedar that was logged, and in the early years of the twentieth century, operators were cutting

35,000 feet per day. At an approximate value of \$10,000 per thousand, it was very lucrative for the times . . . until they ran out of woods.

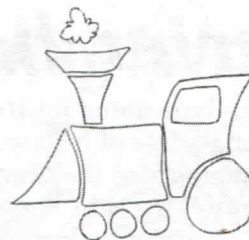
The 1911 book goes on to say that Glendale afforded an easy grade from water to the upland, and that the County was spending considerable money in improving the roads from there to different parts of the Island. Although that was true of most populated and industrial areas at that time.

Glendale expected that when a trunk road was completed down the Island that they would be the southern terminus of the road.

Daily boat service with Seattle and Everett was available, and the town had substantial dock facilities. Around the town were several good farms, where fruits and vegetable were raised and shipped "profitably." Small green onions were a big crop.

There was a general store and post office in Glendale, as well as the resort hotel.

The development of Glendale at that time was in the hands of the Whidby Land Co., Inc., with L. E. Kirkpatrick of Seattle president and manager,



and The Glendale Improvement Co., with E.E. Peterson as the directing officer.

Whidby Land owned much upland and some waterfront, and the latter owned much of the waterfront. Land values ran from \$40 per acre up, and were in general lower than other places on the Island.

Peterson made the unique proposition to settlers of clearing the logged-off land for them. He had all the necessary large equipment to do it, and it was great for a farmer, who didn't have to dig it out by hand or hire equipment.

A Mr. Mark Fuller owned one of the ranches of logged-off land, which he was developing and at the same time making his living by raising clover and dairy products. He came to the Island in 1907, and like most of the early businessmen on the Island, was quoted as saying "Good roads is the greatest need of southern Whidby Island." This seemed to be the Western battle cry of the times.



## The Hair Garden by the bay

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# Mystery of an ancient wreck

**C**ora Cook, historian of South Whidbey Island, in 1960 wrote a provocative story concerning an ancient wreck of a ship first discovered by Captain Vancouver some time between July 2 and July 4, 1792.

1792 was the historic year in which Whidbey Island was discovered by Vancouver's First Mate, Joseph Whidbey. It was no doubt on this exploration trip as they stopped along the shore that they found other men had been here before them.

The "Discovery" was anchored in the Straits to the West of Whidbey, and Joseph Whidbey and his men took to the small boats to explore.

About three-quarters of a mile up the creek they came to what is now the mouth of the creek. A wide sandbar separated the main bay from an inner bay known as "the core." This inner bay filled as the high tide rolled over the sandbar, then emptied as the tide receded.

**They found a large** creek entering the east side of the bay near Maxwellton. Along the creek's bank was a bluff that stood from 50 to 100 feet high. The creek must have been the size of a small river, for Whidbey's men rowed up the

creek in the shadow of the bluff on their left, with a giant sandbar on their right.

When Vancouver's scouting party entered this inner bay behind the present location of Maxwellton, they assumed they were the first white men to explore the region.

They were amazed to behold what appeared to be a wreck of a ship half submerged! Rowing closer, they found it indeed to be the remains of a ship.

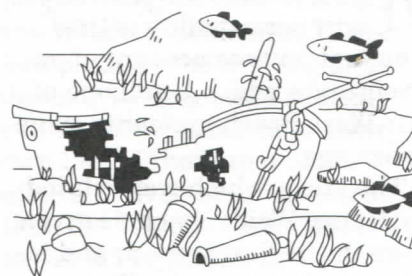
Even in 1792 it was evident that the ship had been there for a long time. It was so weather beaten that the name of the ship painted on the hull was indiscernible.

The shallow inner bay, bounded on the west by the wide sandbar, was almost a mile long in north-south directions. On the inland side two streams poured fresh water into the bay, the larger of the two meandering away toward a small lake near Midvale.

Known today as Miller's Lake, it served as the spawning ground for the mighty hooknose silver salmon.

The large marshland diked off from the sea behind Maxwellton is the "core" where Captain Vancouver's sailors found the old ship remains in 1792.

**Rediscovery** of the ship was



made in 1859 by the first white settlers of Deer Lagoon, Thomas Johnson and Edward Oliver. They also found wild oxen roaming among the trees, which added to the mystery.

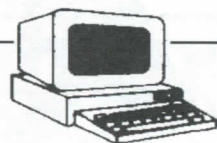
Were the oxen aboard the ill-fated ship? Were they among cattle being transported to a new-world settlement? Had the ship come ashore to find timber for a mast? Or disabled, had it blown ashore?

Any number of exciting conjectures can be made concerning the crew of the ship, were they killed by Indians?

Cora Cook, relating the story, reported that on the Double Bluff side of Sunlight Beach, her father found two skeletons, one with a broken arm, the other with a fractured jaw. Could they have been part of the crew?

Or they may have been Indian skeletons, many of which have been excavated with the settling of Whidbey Island. It is known that the Indian tribes often held fullscale power-struggled "wars" with one another, leaving many dead or wounded.

At any rate, the "bonnie braies" of Maxwellton, named by a couple of homesick Scots, hold the answer buried somewhere beneath the cattails of the marsh.



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# The Battle of Seattle, December 1855

One hundred fifty years ago, give or take a year or so, the Battle of Seattle was fought, without a hero or a song to commemorate its existence.

The battle was a pitiful denouement of a way of life for Puget Sound's original people; the white man was here to stay.

The only record of that great unsung episode is given to us by Admiral Thomas Stowell Phelps who in the year 1855 was a lieutenant on the U.S. Sloop of War *Decatur*.

When word was received of an Indian uprising in the Northwest, *Decatur* was ordered to the Puget Sound area on patrol and for several months sailed up and down aiding refugees, threatening the Indians, and during the course of action obtained the services of an informant, an Indian whose name was Yark-eke-eman, but who was called "Jim."

Jim stood high in the tribal councils, took notes and then contacted his white friends to let them know everything that was going on. No one knows by what methods Admiral Phelps obtained the invaluable services of this Indian informant.

In a 1956 column by Frank Lynch in the Seattle Post Intelligencer, Lynch asks: "Did the officers of *Decatur* win Jim's friendship through offers of gold, blankets, molasses . . . or rum? Did they give him a plug hat and cutaway coat for his soul? Or did Jim realize that the whites were really as numerous as the stars in the sky?"

Early in December 1855, Jim revealed that the Indians were planning to attack Seattle and



Steilacoom. The *Decatur*, cruising near Olympia, took on a pilot and headed north. The pilot, one William Webster, promptly put the ship on a Bainbridge Island reef.

The ripped bottom of the boat was caulked with blankets and refloated, sailed to Seattle and beached. Her keel was broken, the planking shattered. Masts, spars and battery lay on Yesler's Dock.

It was good news for the Indians. Jim brought the alarming news that they intended to take the ship. The crew worked day and night and mounted a strong guard.

According to Frank Lynch, the *Decatur* crew got no help from the settlers. There was a volunteer infantry company in Seattle organized to fight any belligerent Indians, but the volunteers disbanded in the face of the attack. When they were persuaded to take up arms again, they abandoned their posts the first night they were on patrol.

Through Jim, the information came that the Indians had come from over the mountains to aid their brothers, "hi-hi-hiu," meaning a great throng of warriors. They were massing under Chiefs Tecumseh, Owhi, Lushi and Suc-quardle, better known as "Curley."

Territorial Governor Isaac Stevens also arrived to calm the settlers. He said it was no more likely that the Indians would attack Seattle than that they would attack New York.


Quickly the crews finished the repairs on the ship and got the battery remounted. On the evening of January 25, 1856, a part of her crew came ashore and lodged in the loft of Yesler's Mill.

The local volunteers came down to "serenade" them with abuse, and were still there at dawn on the 26th, hurling epithets at the crew. Suddenly there was a volley from the *Decatur* and the "volunteers" fled to the blockhouse where they impeded the work of the fighting men all day.

Admiral Phelps recounted that some time during the morning a group of Indians came to dance in derision, around a slow-fused cannonball on the beach. Booomm!

At noon the main body of Indians hit the flank. The 14 sailors and marines guarding the position waited until the attackers were 20 feet away shrieking and brandishing their war clubs and guns, before delivering a volley. The Indians retreated.

In mid-afternoon, the Admiral wrote, Chief Suc-quardle, resplendent in warpaint, emerged from the forest to do a dance on the Yesler's Mill sawdust pile. A gallant face-saving gesture. At nightfall the Indians withdrew.

The Battle of Seattle was over, according to the Admiral, who entitled his account, "The Sanguinary Battle of Seattle." 



## What happened to the man who shot the pig

In 1965, Northwest author Lucile McDonald did a good deal of research, trying to find out what happened to Lyman Cutler, the man who shot the pig that was the cause of the Pig War.

A bill had been introduced in Congress, proposing that the federal government purchase 1,800 acres on San Juan Island and create a national historical park commemorating the Pig War. This set people to wondering whatever became of the man who started the trouble.

No blood was shed in the Pig War, except that of the porker. The park did become a reality, in time to commemorate the Pig War Centennial.

Lyman Cutler, after having raised a crisis that spread far beyond the bounds of the potato patch where he found a British hog rooting, did not remain long enough in the islands to learn whether they were to be English or American. He was living on the

mainland when the decision was reached.

**Cutler**, a Kentuckian, aged 27, was among the first dozen American squatters on San Juan Island, arriving there in April 1859, presumably after a disappointing experience in the Caribou gold rush in British Columbia. He staked a 160-acre homestead on what later became known as the Frazer place.

A contemporary described him as "one of the unwashed sovereigns of the United States who did not scare worth a cent." Another recalled he was "tall, light-haired, fine looking, fearless, adventurous and full of fun." A third said he set up housekeeping with an Indian woman in a structure that was a cross between a tent and a hut.

Cutler is credited with having made a round trip of considerably more than 40 miles to Dungeness by sailboat to

purchase a sack of seed potatoes for \$10. He dug up about a third of an acre in the midst of a Hudson's Bay Co. sheep run and sowed his spuds.

It is a marvel that a pig was the only one of the company's livestock to find them; several thousand sheep, 40 cattle, 35 horses and 40 hogs grazed at large on the south end of the island. The potato patch was fenced only on three sides and the terrain it occupied was part of Bellevue Farm, which the company had operated for six years.

On the morning of June 15, Cutler saw the pig nuzzling among the potatoes, chased the animal into the nearby woods and shot it. When the encounter was reported to Charles Griffin, manager of the farm, Cutler said he had been assured by American authorities that he had a right to the land, it was American soil, and he and other squatters would be protected by the United States government.

A boundary commission, then at work, had not yet decided on which side of the international border San Juan was. Until the point was settled, Griffin considered Cutler and his ilk trespassers. He sent a letter to his Superiors in Victoria.

Before it reached its destination he received unexpected support. The steamship Beaver came in from Nisqually with A. A. Dallas, the company's chief factor, on board.

The latter paid a call on the Kentuckian, told him that he had killed a breeding boar valued at \$100 and intimated he had better pay for it or stand trial. ➤



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## that started the 'Pig War'??

by Harriet Fish

Cutler did not like the tone of the ultimatum. To him the animal was worth no more than a common razorback and he professed willingness to settle for \$10. Evidently hot words were said on both sides.

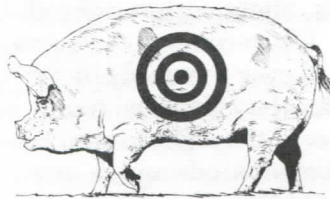
Cutler later reported Dallas "insulting and threatening" and Griffin was heard to remark that the Americans were a pack of intruders and he had been a fool ever to let the first one remain.

**Brig. Gen. William S. Harney**, calling at the island on a tour of Puget Sound defenses, heard a highly colored account of the episode and dispatched Capt. George Pickett and 68 infantrymen from Fort Bellingham on July 27 to protect the Americans and prevent any attempt to carry Cutler off to Victoria for trial.

At the urging of fellow settlers, Cutler made himself scarce for some time. His friends were afraid he might get trigger happy and kill any British subject sent to arrest him.

Conflicting accounts exist as to what happened next. Paul K. Hubbs, Jr., American customs officer on the island, said that Pickett's first act on San Juan was to order Cutler's arrest and that Hubbs was deputized to go and get the culprit.

The same day the British warship *Satellite* anchored off Griffin Bay to land John de Courcy, who had been appointed magistrate to try the case on the island. The British officers were surprised to find American troops already on San Juan when its ownership was under arbitration by the boundary commission.



Pickett, one step ahead of the game, had appointed an American justice of the peace, Henry Crosbie. The latter, in a report to Washington, took credit for advising Cutler to place himself under Pickett's protection. The "pig shooter" acquiesced, "to the relief of everyone."

**Crosbie** said that Cutler was in custody only one day. Hubbs insisted in an interview late in his life that Cutler never was tried by the authorities on either side.

British reports present a different view. The captain of *Satellite* said that Pickett told him on July 31 that Cutler was given a court hearing and fined heavily, and the amount would be paid to the Hudson's Bay Co. agent to compensate for loss of the boar.

That September Hubbs helped Cutler phrase his story of the shooting in a favorable light, laying the firing of the shot to "a moment of great irritation." Cutler in the statement, sworn to before Crosbie, said he had expressed a desire to replace the pig at once.

**Cutler at first** gained prestige from the episode. He was elected constable by the Americans on the island and later served as deputy sheriff, a post he was holding in May 1864. Then he disappeared from the San Juans.

The next one hears of him, he

was 39 years old, unmarried and living in Samish precinct in April 1871, with John Gray, a fellow Kentuckian and logger.

Cutler took a squatter's claim a short distance south of Blanchard and north of Bow in the northwest part of Skagit County, "east of the William Wood place."

In 1872 Cutler helped two other men survey a new road between the Whatcom and Swinomish roads and again in November of the following year he and his neighbors asked for a change in a road near the Samish River.

**Two years later** Cutler became sick and moved to a hotel on Bellingham Bay so as to be near a doctor. On April 27, 1874, Cutler died, leaving an estate of \$489.75, to which his father, brother and sister in Michigan were heirs.

Among his belongings, sold on June 13 at an administrators sale according to county probate records, was the shotgun with which Cutler was said to have killed the pig. D. P. Thomas purchased it and many years later, sent it to the Washington State Historical Society.

Records show that Cutler's body was taken to the graveyard by boat. Two cemeteries existed in Whatcom County in 1874 and only the one on Deadman's Point, three miles south of Sehome, would have required the use of a boat, the other graveyard being inland.

It was concluded that Cutler's last resting place was on Deadman's, today known as Commercial Point.





## One square mile to a settler . . . and

All you had to do was live on it and work it, and you got free land!

The Oregon Land Act allowed a square mile to each settler, but the general shape of Whidbey Island was such that this arrangement was hardly practical. The allowable acreage was modified and the claim shapes were varied.

Not all embraced 640 acres. The land easiest to make into gardens and pastures was taken first, and latecomers had to be satisfied with wooded and rocky ledges. Trees were so numerous and of so little value, that heavily forested sections were shunned.

**George Kellogg**, in his book "A History of Whidbey's Island" tells of the earliest settling in the 1850s, among them one Joseph S. Smith who located on Smith's Prairie in 1853. He was a local Methodist preacher "who spoke with little eloquence but with great force and some logic." Smith later made his fortune in other endeavors than preaching.

John Kineth, Smith's brother-in-law, took a claim next to Smith's, but the lines were not distinct. When the lines were finally run, Smith was found to have over 400 acres of good clean prairie but Kineth had little more than 100. Smith would not listen to adjustment.

Smith was a sharp one. In 1858 the Seabeck Mill Company proposed a mill on Snakelum Point. Settlers helped the young company along, convinced it would provide jobs and a market for their products. Smith was to give them a small amount of land from his 640

acres, along with a right of way. When company lawyers looked over the deed offered by Smith, they found he had reserved the right to ship produce of all kinds and in any amount free of charge over the company dock. Such a deed was not acceptable and Whidbey Island lost a start in industry.

Smith did little preaching but his political and business talents soon placed him as Representative in the Territorial Legislature. He later became a congressman from Oregon, where he died a wealthy man.

**Misunderstandings** about claims were many. Charles Seibert came on a ship commanded by William Robertson. Robertson aided Seibert in locating his claim on the west side of Robertson's claim on Ebey's Prairie. After Seibert built a cabin, Robertson found the Seibert claim had included land he himself wanted. He demanded that Seibert readjust his stakes, but Seibert refused.

Robertson then found that Seibert had fenced his property in such a way that the Robertsons were required to take down bars on their way to their own property, so action followed.

Robertson hauled a cannon that would shoot a 9 pound ball in front of the Seibert cabin and announced he would blow up the cabin and that its occupants were advised to

move out.

Seibert was not at home, and Mrs. Seibert, with a baby in arms, stood in the doorway and told the Robertsons to shoot if they dared. Embarrassed, the cannon party took their cannon home and the Seiberts kept their location. Later Seibert was to become an important figure in the history of Snohomish County.

**Smith Island** is losing ground . . . rapidly.

Looking today like a gigantic aircraft carrier, Smith Island is located in the straits of Juan de Fuca about 13 miles north-northeast of New Dungeness, 11 miles northwest of the entrance to Admiralty Inlet, and 6 miles west of the north end of Whidbey Island.

On the island's west side there is a vertical bank of 60 feet, from which the island gradually slopes to the east, with a bank of only three to four feet. It has an area of about 50 acres, six of which were under cultivation in 1896 when Horace Holbrook of Coupeville wrote about Whidbey's small sister island.

The lighthouse on Smith Island was built in 1860, a two-story brick structure with a basement, and kept by one Frank Dennison.

The north side tower had a 6-foot interior dimension from the basement to 10 feet above the ►





# Smith Island is washing away

roof. The first light, of iron and glass, housed also the lenses and revolving machinery.

The "fourth order" light flashed white every 30 seconds, was 90 feet above sea level and was visible for 15 miles.

A new light was installed in 1894, constructed in Paris by Barbere and Fenestrere and the lenses revolved by clock-work, worked by a 50 pound weight descending in a groove in the side of the tower.

On a clear summer day, a grander view could not be had than that from the Smith Island tower in mid-channel of the straits. On the north are the islands of the San Juans group, to an elevation of 1,600 feet. To the west is Vancouver Island and the broad expanse of the straits extending to the Pacific Ocean.

To the southwest and south, the Olympic Mountains appear to rise from the water's edge and mingle their snow-clad summits with the clouds.

To the east is Whidbey Island, backed by the Cascade Range above the wooded crest of Mt. Rainier to the south and Mt. Baker to the north.

**A Smith Island phenomenon:** a sand bar extends from the east side of the island for one mile into the straits. The middle of this bar is bared at half-tide, and during heavy gales from the west, when the water covers this portion, the waves traveling in an easterly direction sweep around the island and meet over the sandbar with such force that sometimes a wall of water more than 100 feet in length is thrown up into the air to a height of 50 feet.

**Geological features:** sedimentary deposit with slight trace of glacial drift; signs of a gradual settling of the island, due to the position between two mountain ranges, one of which is still undergoing growth. But the most startling feature is the rapid rate of erosion by wave action which is taking place on its north, west and south sides.

On the east side is part of the debris being piled on the bar,

reaching far into the straits.

The rate of erosion is about 5 feet per annum, so at the closing days of the glacial epoch, if the rate was the same, the island must have extended for miles in a westerly and southerly direction.

Only a couple of centuries more will pass before Smith Island is but a sandbar to mark the spot where an island once flourished.



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