BAY VIEW: PIONEER CITY OF THE SOUND

Don Eklund

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An Oral History

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Figure 1. Mr. and Mrs. William J. McKenna, founders of Bay View.

Dedicated to those Bay View people who

were more than helpful and so very, very patient

In the Beginning

Once there was the sea, roiling, crashing, giving birth to rock—

Outcrop and repository for falling dust and sand--

Combination which slowly turned to earth and caught the floating seed--

Event that produced a majestic climax forest--Tall green trees beside a bright blue sound—

An absolutely lovely bay view.

PREFACE

It was in the warmth of the Elizabeth and Clarence [Irish] Paulson home that, after agreeing to do this study, I asked those contributors present if they wanted a highly academic effort, footnotes and all. "Oh no!," they responded unanimously, "We just want you to tell our story the way we gave it." And so, that is what I have attempted to do although some necessary books, papers and documents have been utilized for background and thematic purposes. Other people were also contacted who helped to bring the writing to conclusion and fairly well up to date.

Otherwise, oral history always brings, with some justification, those kinds of questions first and foremost in the mind of the recorder. Were enough people interviewed to really get the feeling and picture of the times? Why didn't others come forward? Who was missed that should have been included? Did written accounts affect the way words of the relaters were presented? What if there are real contradictions? Were people really let to speak for themselves? The answers, of course, lead to the nagging thought that the job might still be better done.

But, in a way, oral history is doubly fascinating because of some contradiction. Voices open little doors to unknown events that whet the appetite for further research; the past jumps to life as eyes twinkle and the memory turns. So what, if people are not always in agreement? That is the way they felt about things then and still feel about them now--to the historian new perspectives in the never ending quest to somehow creep up closer on the truth.

Gratitude then must be expressed to those who were so very helpful in providing materials for the history; to William [Bill] Weaver who did much of the taping and who was one of the prime motivators of the Bay View project along with Mrs. Pearl Hector who did all she could to keep the effort going; to the Paulsons who consistently offered their home as a recording studio; to Willis Lipp who walked me all around Bay View and the Ridge; to Pat McLachey, Peter Heffelfinger and Barbara Heacock who provided other information or helped in the interview sessions; to Jim Moore of the Washington State Regional Archives

at Western Washington University for his aid in preserving and making available the Bay View Collection; to Dottie Paulson and Jane Clark for their expertise in typing and--foremost of all--a sincere thanks to those winning people of Bay View who so graciously shared their memories and time.

Don Eklund

January 14, 1987

TABLE OF CONTENTS

Chapter I Bay View: Find and Settlement 1

Chapter II Bay View: The Trees Come Tumbling Down 25

Chapter III Bay View: "We Was Stumped" 40

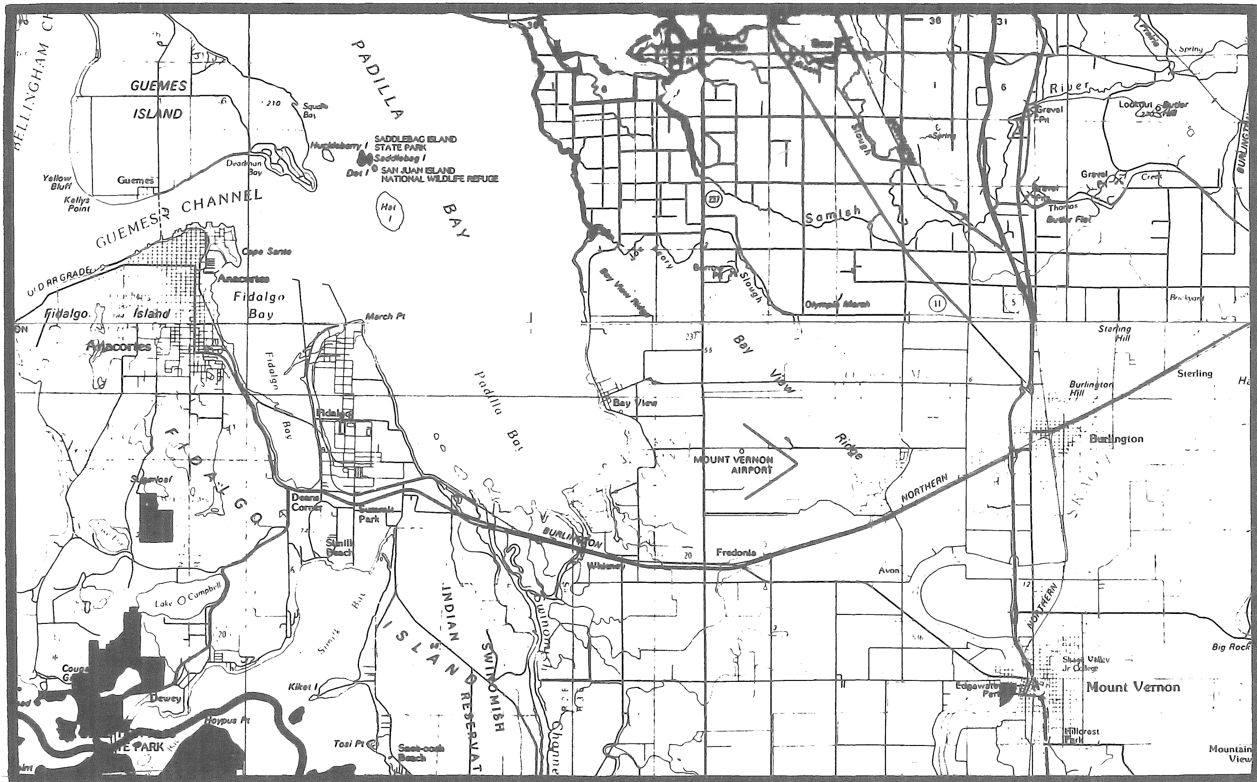
Chapter IV Bay View: Politics, War, Prohibition and Other Unkind Times 64

Chapter V Bay View: Hopes for the Future 77

Bibliography 95

ILLUSTRATIONS

Figure 1	Mr. and Mrs. William J. McKenna, founders of Bay View	iii
Figure 2	Padilla Schoolhouse, 1900	24
Figure 3	I.O.O.F. Encampment Convention, Bay View Hotel, 1897	24
Figure 4	Ballard Company Locomotive, Bay View early 1900	27
Figure 5	Butler's Shingle Mill, Bay View, 1888	27
Figure 6	Stitt and Dickey Skid Road Logging with Horses	34
Figure 7	Ox-team Logging in front of Breazeale Farm, early 1900s.	34
Figure 8	Bay View's Still Standing Church	53
Figure 9	Bay View's Three-room Schoolhouse, Second Structure, early 1900s	53


GUEMES
ISLAND
Yellow
Bluff
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Point
Guemes
GUEMES CHANNEL
PADILLA
BAY
Squalicum
Bay
Deadman
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Huckleberry I
SADDLEBAG ISLAND
STATE PARK
Saddlebag I
Dot I
SAN JUAN ISLAND
NATIONAL WILDLIFE REFUGE
Hat
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Cape Sante
OLD RR GRADE
Anacortes
Fidalgo
Bay
Fidalgo Island
March Pt
Padilla Bay
Fidalgo
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Sugarloaf
FIDALGO
Deans
Corner
Summit
Park
Similk
Beach
Lake Campbell
Similk Bay
Kiket I
Dewey
Hoypus Pt
Tosi Pt
Snee-oosh
Beach
INDIAN
ISLAND
RESERVAT
SWINOMISH
Swinomish
Channel
BURLINGTON
Whitney
Fredonia
Avon
20
Bay View
Bay View Ridge
MOUNT VERNON
AIRPORT
NORTHERN
Samish
Slough
Joe Leary
Olympia Marsh
Bay View Ridge
237
11
5
River
Gravel
Pit
Lookout
Butler
Hill
Creek
Thomas
Butler Flat
Spring
Sterling
Hill
Sterling
Burlington
Hill
Burlington
SKAGIT
NORTHERN
Skagit Valley
Jr College
Edgewater
Park
Mount Vernon
Hillcrest
Park
Big Rock
Mountain
View
36
31
6
12

CHAPTER ONE

BAY VIEW: FIND AND SETTLEMENT

Where they came from is still not known. Perhaps it was from the colder regions of the north which they left by great canoe to ultimately find Puget Sound. Others guess that they came from the hinterland of Canada and, after many generations, topped the Cascade Mountains to spread out around Padilla Bay where they found food bountiful and the climate temperate. Most agree, however, that this migration took place over ten to twelve thousand years ago or about the same time, according to John Peth, early Bay View resident, that the second period of glaciation affecting Mount Baker pushed a huge amount of dirt down from the area of Wickersham Valley to form Bay View Ridge, a later springfed and forested area that the Noo-wha-ah Indians selected for their homesite. The first people had arrived.

Both June McCormick Collins in her book, Valley of the Spirits, The Upper Skagit Indians of Western Washington and Chief Martin J. Sampson in his short work, Indians of Skagit County, state that later arriving white explorers and pioneers never observed people native to the Samish and lower Skagit River watersheds at the peak of their culture, they having already contracted European diseases. According to Sampson, the belief prevails that the first epidemic swept northward out of California during the 1700's due to Spanish contact with Indians there. Probably smallpox, a second great scourge of that nature emanated from the same source and swept through the Columbia River tribes during the period 1830-1835. Commonly called the "aque" or "fever," whole villages were wiped out with many tribes losing seven-eighths to nine-tenths of their total population. The disease, of course, spread northward to Puget Sound and caused the same losses there which led Sampson to write that, "what the pioneers met was a people trying to recover from a devastating blow."

June Collins maintains that Bay View Ridge, Bow Hill and the Samish River flats and valley, all centering around the present-day town of Edison, were settled by groups of Upper Samish who spoke the Upper Skagit-Nisqually group of languages. Known as "fishers" and root-gatherers, Chief Sampson maintains that these people were not "Upper Samish" (in name) at all but were the warlike Noo-wha-ah being strongly influenced by the spirits of Thunderbird and Wolf which dwelt among them. At their high point, before being hit by the aforementioned European diseases, Sampson notes that they raided as far south as Puyallup and

as far west as Vancouver Island. They only became peaceful when converted to Catholicism by early day pioneer priests traveling with Hudson's Bay Company personnel and operating out of Fort Nisqually. Some, including Sampson, feel, however, that Catholicized Iroquois, working for Hudson's Bay, brought the cross to the Columbia River Basin and other Northwest areas during the very early 1800's, thereby making the priests' task much easier.

Before the Noo-wha-ah stopped warring, however, they had a fort at the mouth of Edison Creek to stop invaders from the north who might covet their inland emporium running from the eastern shores of Padilla and Samish bays up to Lake Whatcom and then eastward to the present-day site of Wickersham, but mostly along the Samish River and including Jarman, Warner and Young prairies, source of many bulbs and roots so important to their diet. Too, they had various villages and longhouses given the most bountiful and strategic locales within their territory, the longhouse at the mouth of Edison Creek, still standing as of 1867, said to be 1200 feet long and 75 feet wide. At that time the structure was reported to be the home of 200 "Stick Samish" or "Siwash" Indians, less than complimentary terms as used by most contemporary whites.

Like the other ten tribes in what is now Skagit County, the Noo-wha-ah did not escape the white induced pestilence of the early 1830s. According to Chief Sampson, smallpox swept through every Noo-wha-ah village with 800 out of every 1000 people dying. A lone Indian visitor finding all, except a baby girl, dead in the Jarman Prairie community, burned that village down as well as the one on Friday Creek which had also been totally decimated. To him, this was the only way to keep the disease from spreading. He then took the little girl, a niece, to his home village at the head of Edison Creek, near Bow, and so, with her and others, survived after undergoing purification rites and taking extreme caution with his clothing and shelter before entering back into his familial group. Members of other settlements survived, too, and the Noo-wha-ah had their dignitaries at the signing of the Point Elliott or Muckilteo Treaty on January 22, 1855. Chief Pat-teh-us signed for the tribe which made it all too possible for his people to be incorporated with other Indian groups on the Swinomish Indian Reservation near La Conner. At that time, Chief Pat-teh-us was living at baslàtlaus, the Noo-wha-ah settlement on Bay View Ridge. This village apparently survived the 1830-1835 smallpox outbreak and some feel its residents, while digging clams and shellfish, were those observed by the Spanish explorer, Narvaez, in 1791. Too, the baslàtlaus longhouse apparently remained after the people either moved to the Swinomish Reservation or homesteaded out elsewhere. What wrought its destruction in still problematical. It may have been burned by whites or destroyed for its cedar timbers and firewood, all before

another ferocious smallpox epidemic swept the area in the 1890s. Herein, scores of Indians died with whites afraid to go into the forests as corpses lay rotting among the trees or were observed floating down the rivers. "Body hunters" were finally hired to locate and bury the dead or so wrote Dr. W. D. Lyman in the 1906 publication, An Illustrated History of Skagit and Snohomish Counties, Their People, Their Commerce and Their Resources. Evidently, many Indians had not moved to or stayed upon the Swinomish Reservation. As mentioned above, some had filed for homesteads.

As to where the Baslåtlaus longhouse was located in reference to present-day Bay View, George Peth, contributor to this study, said it was about one mile south of the town near Byron Slough where a spring existed. Ray Jordan, who had a story on Bay View in The Burlington Farm Journal, May 2, 1963, also wrote that it was on the south end of the Bay View Townsite, near a fresh water supply and on or about the site of the later Grover Walker home, this information coming from Grover Walker himself, considered by Jordan to be the best of sources. On the other hand, Edna Breazeale recounted that Afred Lewis, early Bay View pioneer, who could speak the Indian tongue, claimed the long-house was located "where Mrs. Hermsmeyer now lives," while Willis Lipp speculated that it may have simply rotted away, the residue being used for wood stove fuel. Wherever the precise location and whatever the reason for its destruction, the loss was a sad one as with so many other Northwest Indian structures.

Comparable to other longhouse sites, the people of baslåtlaus had their burial ground fairly close at hand. Again, Miss Breazeale, interviewed in the late 1970s by Peter Heffelfinger and Barbara Heacock, said that the Indian graveyard was "out of Bay View on the south side, just north of the trailer court" and, in what was then, a little gulch. Willis Lipp claimed it "was out at the point where Grover Walker and Lela's house is." Jane E. Lane, in a 1977 letter to Pearl Hector, placed it "on First Street, south of the Tom Elliot house." Most all agreed, however, that some of the deceased had been placed on scaffolding up in the trees while others of Christian persuasion were buried in the ground. The remains of the latter, as both Jane Lane and Pearl Hector heard, were evidently later recovered and reinterred on the Swinomish Reservation by Indian friends and relatives over from La Conner. Also, T. H. Look, early principal and teacher at the Bay View School, was said by Miss Breazeale and others to have known precisely where the Indian graveyard was. He often brought skeletal remains and other artifacts into the classroom to show his students. Too, when the Ballard Lumber Company put down railroad tracks in the early 1900s, Indian remains were found south of where Raymond Nelson lives, that information from an interview with Charles Jorgenson.

And so, Indian culture disappeared from the Bay View Ridge and, over the lower Skagit Valley, underwent a tremendous change as more whites entered. Settled in at the reservation or homesteading out among the hills and all along the creeks and rivers, many Indians, according to June Collins, became the Pacific Northwest's first form of migrant labor.

When logging camps, established by whites, became operative around the Padilla Bay area, circa 1865, many Indian men hired out as "cutters" while some of the women served as cooks. Also, with the advent of farming, a number of Indian women took jobs as domestics or, with the men, worked in the fields of barley, oats, hops, potatoes and berries. Whole families often turned out to do this summertime work with some continuing on, generations later, in the berry fields about. Such tasks were somewhat "social" and not far from being traditional given the Indians' former way of life.

Another interesting fact related by Collins is that Indian canoes were used as the most popular means of transportation on the Upper Skagit River until the 1920s when automobiles replaced them. More than a few early Bay View pioneers completed the last leg of their cross-country journey in the same type of craft which ran them across Padilla Bay "over" from LaConner.

Currently an Indian canoe is on display at the Skagit Valley Museum in La Conner. According to John Peth, it was built in 1914 by Chief Joseph Campbell of the Upper Skagit Tribe. It took thirty days to build, he said, and was sold to the Childs-Kasson Mill for forty dollars. Mill hands then used it to follow rafts of shingle bolts down the Skagit River from Finney creek to Sedro-Woolley, the whole operation requiring three Indians and three whites. Since 2500 bolts were floated at a time, the "drive" took seven days and was only performed twice a year. Later, when the mill shut down in 1921, Peth claimed that this canoe was stolen, along with two others, all being buried in the sand near Sedro Woolley. "Kids found them later on" and Peth's associate, Charles Bingham, confirmed that the larger one was that constructed by Chief Campbell. Peth swears it is the same one too, as he watched the carving of it. However, he added, "hardly anyone believes me."

Otherwise, many Bay View elders recalled Indians plying the rougher waters of Padilla Bay in long-nosed canoes of good size while the smaller shovel-nosed varieties were used for trade and fishing on the calmer sloughs and rivers. One of the last traditional Indian funerals was perhaps witnessed by Edna Breazeale who recalled seeing a great torchlight procession of Indian canoes going up and down the bay all night long with the occupants chanting and

singing. She was told, at the time, that the ceremony marked the death of the last great chief of the Samish, although she was not sure of the accuracy of that statement. Evidently this ceremony was too early given the passing of old Chief Friday ("Plidy") for whom Friday Creek is named. Popularly known around Belfast, Bow and Edison around the turn of the century, he was a famous Noo-wah-ah fire dancer. He died in 1923 at the reported age of 108.

After the Point Elliott Treaty, most lower Skagit Indians, along with remnants of the Noo-wha-ah, had either taken up homesteads or were settled on the Swinomish Reservation. Nevertheless, many often returned to camp and fish along the beach fronting Bay View during the 1890s and early 1900s. Again, Edna Breazeale remembers them pitching tents near the water just north of town at a place where there were springs and a grove of tall cedars. "It was a lovely spot" since the beach was much wider then than now and was locally referred to as the "Cedar Breaks" or "Pigeon Grounds" given the trees and birds that therein flourished.

The Indians, once encamped, would fish for herring or salmon and dig clams in "the beautiful beds out in the bay." These they would gather and cook over fires of driftwood, "insides and all" added Pearl Hector, when recalling their seasonal visits. Charles Jorgenson, William O. [Gov] Rogers and many others, also remembered Indian women going from house to house selling herring, crabs, and smelt, also clams for twenty-five cents a bucket or a gorgeous salmon for fifty cents. One Indian lady would sit in a white woman's kitchen for hours, not speaking a word, but watching all that went on with great fascination. Then she would get up, smile, and leave, to return another time. As Jorgenson put it: "The Indians were all right and friendly enough." They stopped coming over, however, after Bay View burned, the only legacy left being a few artifacts and their old trade and migratory trail that once ran along the bluff in front of town. According to Edna Breazeale, the first road put in connecting Bay View to Samish Island followed that old Indian walkway. She also acknowledged that some white males married Indian women in the early days, but that children of these unions were not thought of as Indians anymore at the time.

Today there is no visible evidence of the vibrant Indian life that once occurred on Bay View Ridge or on the beaches that front the community. Perhaps some of those that came to camp and fish at the Cedar Breaks were Noo-wah-ah pining for their old village homeland. Chief Sampson in his aforementioned book relates that some descendants of that tribe live at Alger or on the Swinomish Reservation. His coverage and that of June Collins should be studied for a better understanding of Lower Skagit and Samish River Indian life. What they have done so well would be of further repetition.

It should be noted, however, that in April of 1977, a group of seventy Noo-wha-ah Indians petitioned the United States Federal Government for tribal recognition. They, after pointing out the signature of Chief Pat-teh-us on the Point Elliott Treaty of 1855, began to document their territorial claims and total independence from all other tribes. Electing a tribal council of nine and led by Arlene Sevdy who was appointed Tribal Affairs Manager, they began the attempt to establish a land base and plans for economic development. They also wanted all fishing rights restored to them as granted other tribes by the Boldt decision of 1974. Sevdy also said, at that time, that close to four hundred people had enrolled as tribal members and that interest among Noo-wah-ah descendants was growing. She also stated that, according to their tribal history, many Noo-wha-ah had taken out homesteads after signing the Point Elliott Agreement. These people lived around Alger, Bow, and Edison but had their homes and crops burned down by whites around 1900. Three years of research by Tribal Council member, Stella Long, revealed the tragedy, claimed Sevdy. After that, the tribe disbanded with many seeking refuge among the Lummi, Swinomish, Upper Skagit and Samish groups. Some went to Canada and others as far afield as California and Idaho.

By late December of 1977, the Noo-wha-ah groups had secured a lawyer, although interest in reorganizing the tribe had faltered, for the Federal Government had shown no propensity to grant recognition.

According to Ken Hansen, as reported by The Bellingham Herald, "Samish fighting for tribal status," October 6, 1986, the Federal government has also reneged on its previous recognition of the Samish, changing its view in mid-1974 "when the Samish and some other tribes tried to join the Boldt Indian fishing rights case." Hansen, who is Samish Tribal Council chairman, then indicated that he and the tribe would battle the Bureau of Indian Affairs bureaucracy for recognition since the Bureau also turned around on that point in 1982.

Federal recogition would entitle the Samish to full Indian treaty rights as guaranteed them by the Point Elliott Treaty of 1855, which Dean Kahn of the Herald staff points out was signed by "Chief Pateus of the Nuwhaha or 'Stick Samish,'" for both his own people and the Samish. A Samish victory then would predictably see the Noo-wha-ah group reinstitute its claims for undisputed status as a tribe and would make it eligible for federal money and participatory to the Boldt decision on Indian fishing rights. See also, "Samish plan suit over tribal status," The Bellingham Herald, October 9, 1986, and "Arguments ride on tribe's recent history," by Dean Kahn, in the Herald for October 6, 1986.

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With the conquest of the Aztec empire by Hernan Cortes in 1521, the Spanish flag came to fly in Mexico. Soon enough it was taken up on the Pacific coastline of North America by Juan Rodriquez Cabrillo who explored Southern California waters in 1542. Some years later, in 1602, Viscaino claimed Monterey Bay for his king and, by 1769, Fray Junipero Serra commenced the famous mission chain that started at San Diego and ended at San Francisco Bay, all of which brought California into the Spanish New World Empire. At the same time, Spanish seafaring explorers had charted and explored much of the western coastal areas of what later became the Pacific Northwest states of Oregon and Washington. They not only hoped to find the elusive "Northwest Passage," but also desired to add those lands to the Imperial possessions of Spain thereby double-checking both English and Russian ventures.

Russia, weakened by European wars, did not push her claims and Spain, too, victimized by an empty treasury and the furor of the French Revolution, also let England gain a foothold in the area by the Nootka Sound Convention of October 28, 1790. These were the days of British fleet superiority and the coming successes of both Lord Nelson and Napoleon Bonaparte. Before losing both ways to England and France, however, Spain made one last effort to secure most of the Pacific Northwest lands on the North American continent. She would deflect the British intrusion.

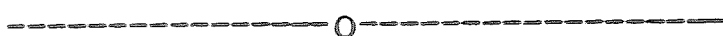
The man who attempted this Spanish dream was the honest and able administrator of New Spain, Viceroy Juan Vicente de Guemes Pacheco de Padilla Horcasitas y Aquayo, conde de Revillagigedo, who governed Spanish North America out of Mexico City from 1789 until 1794, his full name given here as so many parts of it still remain on the map. In 1790, then, the Viceroy had Alferez Manuel Quimper, a Spanish sea captain under Nootka commander, Don Francisco Eliza, explore the Straits of Juan de Fuca. This was followed by the greater Eliza expedition of 1791, with Eliza ordered to reoccupy Nootka Sound so recently lost to the British and once there, again served as commandant. Afterwards, he was to work with his lieutenants, Don Juan Carrasco, Jose Maria Narvaez and Don Juan Pantoja, to explore and claim for Spain, the eastern waters of Juan de Fuca Strait. This was soon accomplished after construction of the schooner Santa Satunina, also called the Horcasitas or La Orcasitas, on Nootka Sound, with Narvaez given its captaincy and Carrasco made his mate. Otherwise, Commander Eliza in the frigate Concepcion and Pantoja in the packet boat San Carlos were to break away from Narvaez and help chart the many islands and other lands that soon loomed up before them as they sailed eastward into what is now called Puget Sound.

Within a day or two of July 23, 1791, Narvaez and Carrasco entered a bay of shallow water which they named the "Seno de Padilla" (Embrace of Padilla) after Viceroy Revillagigedo. They recorded the bay as a great salt flat with one-half fathom water over. They also observed Indians digging claims and looking for other shellfish, most likely Noo-wha-ah from the Bay View Ridge village of baslatlaus. These people, however, were not evidently contacted in the form of conversation or trade, at least the log of Narvaez remains silent on the proposition. But Swinomish Channel, thought to be a stream, was labeled "Ensenada Padilla" and then Narvaez and his crew sailed northward to explore Samish Bay and Samish Island, the latter not named since the island was thought to be part of the mainland. Further on, they did name Eliza Island in honor of their commander, dropped no names on either Chuckanut Bay or Hat Island which they visited, but, on going ashore for water in Bellingham Bay, had their ship remembered as the first European vessel ever seen by Lummi Indians. These people likened the craft to a great white bird sitting on the water.

Narvaez named the bay Punto Solono then sailed on to record what is now Birch Bay, Boundary Bay, and the tip of Point Roberts which he adjudged to be another island. Not naming these three sites, Narvaez, once ashore at Point Roberts, had an Indian boy indicate that he had seen or heard about white men mounted on horseback exploring to the east. After that astounding news, the Spanish captain sailed as far north as Texada Island and returned by way of Nanaimo where he rejoined Commander Eliza. Pantoja, who had just charted the islands of Patos, Sucia and Matia, also appeared and so, short of provisions and with many sick on board, all three Spanish ships sailed back to Mexico, leaving behind a legacy of Spanish names in upper Puget Sound. Guemes, San Vincente (now Cypress), Orcas, Fidalgo and Pacheco Islands were all named by members of the overall Eliza expedition, many in honor of the Viceroy who had sent them.

From a geographical point of view then, the efforts of Eliza and his men failed to acquaint the Spanish with the magnitude of Puget Sound. Coming to know this and still determined to clinch Spanish claims to most of the Pacific Northwest, thereby besting the English, Viceroy Revillagigedo, in 1792, once more sent Spanish captains Donisio Galiano and Bajan Valdez back to complete what Eliza had started. The work of this expedition, however, was surpassed by that of English sea captain George Vancouver who mapped the Sound completely and then named it after his lieutenant, Peter Puget. Other place names were given by the captain to various mountains, rivers, islands and other waters which quickly replaced most awarded by the Spanish. Vancouver's reports were also quickly published back in Europe while those of the Spanish expeditions were kept secret since Spain did not want to advertise an area of the world she

thought properly hers. It was all for naught, however, as Spanish power was broken on both the high seas and European continent, so severely that Spain pretty much relinquished all her claims to the Pacific Northwest in 1795. Therein, England won the Lion's share. Spain settled for California. But from the east, a new and rising nation offered another form of challenge.



Coming out of the Revolutionary War, and to the community of European nations, the United States appeared a new and oftentimes bumptious brat. The child grew up fast, however, and as early as 1792 Captain Robert Gray in the armed ship, Columbia, gave the fledgling nation a claim to the Oregon country, one that made the British worry. A few years later, President Thomas Jefferson purchased the Louisiana Territory from France and put the United States up against Spanish land claims in the west. The Lewis and Clark Expedition of 1804-1805, which reported on the Pacific Northwest, also gave the English additional concern. It was time to check the rising giant.

One arm of English expansionism and settlement in the Pacific Northwest was the Hudson's Bay Company. Backed by the Crown, it was to reap profits from the fur trade in addition to erecting obvious signs of occupation or deterrents to Yankee penetration as allowed by the Joint Occupation Conventions of 1819 and 1827 between the United States and Britain. As a result and, in 1824, Fort Vancouver was constructed on the banks of the Columbia River where the present-day city of Vancouver, Washington, now stands. Fort Nisqually was built in 1833, which established British control of lower Puget Sound. Six years later the Puget Sound Agricultural Company was conceived by George Simpson of Hudson's Bay Company but it wasn't until 1841 that Catholic-Canadian immigrants were persuaded to come there from the Red River country of southern Manitoba. These farmers developed the "Cowlitz Farms" and lands around Fort Nisqually. A small plot was also opened up for agricultural purposes on San Juan Island. Nevertheless, the venture was not successful and population remained small, although Fort Nisqually was perhaps the first white settlement on Puget Sound.

In the meantime, the United States had entered another war with England in 1812, had witnessed the rise of Texas Independence and had then annexed the Lone Star Republic in the spring of 1845. Fear of British and French involvement in the Southwest had much to do with the annexationist cause.

Beyond that, the Expansionist Administration of President James K. Polk came to power on the clarion call of "Fifty-four forty or fight," which would extend American claims to the Pacific Northwest up to the southern boundary of Russian Alaska. Polk also accepted the Texans' version of where their southern boundary lay, i.e., the Rio Grande River, although it was pretty well estabished that it stopped at the Nueces. Yankees operating south by southwest of the Rio Grande would, in the eyes of the Mexican people and government, be invaders. When Polk could not gain what he and other Expansionists wanted by purchase, he sent General Zachary Taylor into the disputed region. The Mexicans attacked and the United States was in another conflict.

To war on one front is problematical enough for any nation and Polk backed down from "Fifty-four forty or fight" when the British vented anger over the American expansionists' desire for all of Oregon. Even before Mexican shots were fired, the troubled President had suggested extending the forty-ninth parallel all the way to the Pacific Ocean thus completing the American-Canadian boundary. At first the British government refused the proposal in a rather haughty manner but, with Hudson Bay Company reports of fur trapped out and over five thousand Americans already living in Oregon, now adjudged a great "Pine Swamp," the English saw the need for compromise and therefore took advantage of Polk's military involvement in Mexico. Again, extension of the forty-ninth parallel to salt water was suggested by the Crown, with the exception of Vancouver Island which was to stay in British hands. Polk then sent the matter to the United States Senate and therein, despite expansionist opposition, that body voted to accept the British plan.

On June 15, 1846, the Oregon Treaty was signed between the United States and Great Britain which saw the Americans gain a great amount of land. For both sides it was agreed to be a fair and sane decision although division of the San Juan Islands would not be settled until October of 1872. At that time and, by the arbitration of Prusso-German Emperor William I, a line was drawn down the middle of Haro Channel and through the center of Juan de Fuca Strait. The Emperor utilized the services of three prominent jurists while the very popular United States historian, George Bancroft, presented the American case. He did so in a one hundred and twenty octavo page volume said to be "a finished diplomatic arguement absolutely unanswerable."

The Americans then had their portion of the Oregon Country and, after 1846, events moved fast. The California Gold Rush of 1849 brought more people up the Pacific coast and into Puget Sound. Henry C. Wilson founded Port Townsend in 1850 and the beautifully situated settlement of Coupeville on

Whidbey Island was started about the same time. 1852 also saw the colorful entrepreneur, W. R. "Blanket Bill" Jarman come to Samish Island and, during the very next year, Washington was created as a territory with Isaac Ingall Stevens appointed governor. It was he who engineered most treaties with the Indians during 1855-56. Another gold rush followed to the Fraser River in 1858 and pioneering whites began to settle closer to or around Padilla Bay. A house went up at the mouth of the Skagit River in 1859 and, four years later, a trading post marked the beginning of Skagit City nearby. Too, 1859 brought the fascinating William Munks to Fidalgo Island of which he proclaimed himself as "King" although Charles W. Beale, Enoch Compton, Josiah [Joe] Larry and others were soon there with him competing over the land surrounding Munk's "Great Fern Prairie." Larry, however, built a cabin on Compton's property which he thought would not be occupied, left for about three years and, upon returning, found the Compton farm quite active with his cabin made a part. Larry then, around 1862, moved over to the mainland and settled near the mouth of the slough that still bears his name and presently marks the southern boundary to Samish Flats or the northern end of Bay View Ridge. In a sense, Josiah Larry could be suggested as initial white pioneer to the latter mentioned site although Beale reportedly moved over to the mainland about the same time having lost his Fidalgo Island claims. Precisely where he settled, however, is not recorded.

In 1865, perhaps 1867, a logging company owned by John Gray commenced operations near the present site of Blanchard, said by Jane E. Lane and others to mark the first timber cutting in what became Skagit County although Joe Larry may have felled some trees for profit a few months before as well as clearing land for his sheep raising. Two years later (1869), Alonzo Low established a trading post on the Swinomish Flats close to the Indian reservation as prescribed by the Point Elliott Treaty of 1855. His structure marked the beginning of La Conner, oftentimes noted as the first town in Skagit County, especially after the initial post office was moved off the Swinomish reservation in 1868 and turned over to the enterprise of J. S. Conner for whose wife, Louise Agnes Conner, the town was named. She was the first white woman said to settle on the salt flats. Mount Vernon also came to be in 1876 with the establishment of a store advertised as "the first real mercantile business above Skagit City." From that point on, pioneers began to penetrate and settle eastwards towards the Cascade Mountains. Bay View Ridge was being ringed and Padilla Bay itself was undergoing change.

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With the activities of Joe Larry unknown, many later claimed that in 1867, Samuel Calhoun and Michael J. Sullivan became the first whites to permanently settle on the mainland in what is now Skagit County. They are also credited with the initial diking of the salt flats although Edna Breazeale said she heard it was a woman who began recovery of the tidelands. At any rate, the first "dikers" were ridiculed by others for their reclamation concepts and dreams of making great profits off the farms to be created. Yet success came from the process and, by 1871, barley, oats and potatoes were being grown on reclaimed tidelands, the latter being used as legal tender when money grew short during the national panic of 1873.

News of these achievements traveled back east to Pennsylvania and brought out Rienzi Eugene Whitney who, in 1872, took out a claim on Indian Slough near the southern end of Bay View Ridge. Later that year, two of his cousins, Edgar Allen Sisson and Alviza G. Tillinghast, joined with him. Whitney and Sisson then organized into the Whitney-Sisson Company and began the diking in of their holdings on what was then known as Whitney Island. Tillinghast worked with Whitney and Sisson until he too took out a pre-emption claim and began the growing of oats, cabbage and truck vegetables. Beyond that he initiated his soon to be famous seed gardens and opened the Tillinghast Seed Store in La Conner from which seed catalogues were mailed far afield. The store still exists and today is open for business, a quaint, nostalgic place.

Another "diker" was Ohioan John Ball who followed the Pike's Peak gold rush of 1859. From Colorado he came to Washington in 1873 by way of California. Once on Swinomish flats, he purchased half interest in a ranch owned by his brother-in-law, M. D. Smith and a James McClellen. Ball then commenced to run sheep and raise cattle. He was said to have been the first rancher to truly introduce horses into the Bay View-La Conner area although their use on the tidelands often proved a problem. One example of this was furnished by Willis Lipp who related that, at a later time and during the filling in of Joe Larry's Slough, when those waters still supported beaver ponds and made surrounding peat beds soggy, the horses had to be equipped with "Tule shoes." These were fourteen-inch square pieces of wood attached to the bottom of their hoofs by iron straps running up, over and around the ankles. The peculiar shoes also were constructed with an overhang in front for purchase. Obviously one did not put a horse to gallop while equipped with the strange items.

As for reclamation of this area, Edna Breazeale recalled Joe Larry's Slough as a once large-running stream productive of much fish. "It was used to float logs." But, after being drained and filled, the fish disappeared and the

slough "became nothing more than a muddy drainage canal running down from Sedro Woolley." Too, Phillip [Phil] Inman recalled that, after being filled in, hops were grown by the Neville family on both sides of the slough and that Chinese labor was used in their cultivation. Where the Chinese came from, perhaps residue of the railroad gangs, or where they went, he did not know.

In 1876, John Ball, successful from his ranching endeavors, took out a pre-emption on the vacated claim of one Sam McNutt. From this point on, he began to dike in tideland which was soon converted into the Ball family farm later inherited and operated by his son, Puget Ball, who also reclaimed more acreage after John left in 1879 to take up residence on the James Porter ranch near Mount Vernon. Today, the old Victorian style and abandoned Ball farmhouse still stands as a ghostly monument to the family's diking endeavors. It is extremely photogenic but may not last much longer as there is no attempt at preservation. The weathered structure is located near the remnants of Whitney Railroad Station on the Mount Vernon to Anacortes highway, that station being named after Rienzi Eugene Whitney, aforementioned "diker" who died when thrown from his buggy in August of 1891. He and his family were on their way to Bay View having left their Fidalgo Island home to visit friends.

Beyond the Whitneys, Sissons, Tilinghasts and Balls, many others attempted reclamation of the tidelands. James McClellen and Archibald Siegfried built restraining structures near the southern approach to Bay View Ridge with part of the Siegfried farm destined to become the townsite of Bay View. Otherwise, so many others had entered the "diking game" by 1877 that the Whitney-Sisson Company was dissolved, the previous year bringing good profits to all salt flat farmers. Oats, hay, barley, potatoes and hops were loaded on board trading sloops and sold in the expanding markets of Seattle and San Francisco. Dikes were successful as long as you could keep them from breaking.

Many Bay View area seniors have offered much on the construction of early day Padilla Bay tideland dikes. John and George Peth both noted they were "pretty small," or as William [Bill] Kalso put it, "hardly wide enough to walk on," although, other than by boat, "that was the only way people could get around the salt flats before puncheon roads were built." Noel Thompson also mentioned that they were built by hand, meaning by use of wooden wheelbarrow and the shovel, during low-tide situations. Kenneth [Keith] Jenkins added that "Scandinavians built the first ones" although a pair of cork shoes would land anyone a job if a dike needed bolstering or had already been broken through by raging waters. Willis Lipp agreed by saying: "All of us kids worked on the dikes around Bay View." Patrolling the structures was another form of occupation.

The cost of building early dikes was not too prohibitive given profits realized. One, four feet high, eight feet wide at the base and two and one-half feet across at the top, ran two dollars per rod with an annual maintenance cost of twenty-five cents per rod. However, the upkeep cost does not reflect the frustration over keeping dikes intact as most were fashioned of little more than mud. Strong west winds would churn the lapping waters, driving free-floating logs up against the dike fronts, causing major break-throughs that would soon flood the lands inside. E. A. Sisson, writing in his diary, remarks much on the trials of dike repair and reconstruction. He speaks of "wheeling" and "chopping mud" all night long while the rains poured down and high tides scattered his crew's lumber and tools all over. At one point he mentions the dikes of James McClellen and Archibald Siegfried as being completely washed away. At another, he mentions mucking around in the dark and dismal weather trying to stay the waters one December 25th, grousing to himself that "this is Christmas someplaces." Trying to save a salt-flat farm could be an essay in defeat.

The aftermath of storms would see feverish efforts to rebuild the washed out dikes. Rock would be mudded in and "Thunder pilings" placed in front to check the destructive logs and waters. At other places, where the shoreline was irregular, pilings would be driven down at prescribed intervals and two-by-six inch stringers secured across them. To the front of these would be nailed rough one-by-twelve inch boards sharpened at one end and driven deep down in the mud. Often double-lapped, dirt would be placed behind them while sod would be added to the front, thereby making the total structure larger and stronger. Nevertheless, storms and flooding took continual toll with men and boys staying up all night long trying to save the tideland farms. Clarence [Irish] Paulson remembered the constant fight to save the dike constructed at the southern end of Bay View. It was part of early-day Diking District Number Eight which ran from the present-day Paulson home to the contemporary Sisson place "around Puget Ball's farm by way of John Callahan's." Broken once again, the District promised to repair it "in the old-time way" and so called out a small army of men equipped with the usual backbreaking wheelbarrows and spades. "My dad refused to work it that way," said Irish and "being so disgusted, agreed to grant the District up to fifty feet of land on line behind the dike if they would fix it right." This the District did and later secured county money to pour in rock and buttress the front with deep-seated pilings. "But the money was only granted for the rocking," mused Irish. Eventually, the dike was moved back another 1000 feet due to additional breaks. It had to be tied in with firmer ground.

And so progress continued. 1886 was another good season for oats in Skagit County. Three years later, the Great Northern Railroad penetrated the

area opening new markets to the East. Another small dike was constructed north of Bay View to provide more land for oat cultivation. It would last up until World War I. 1889 also saw the booming Territory of Washington achieve statehood under the auspices of the Benjamin Harrison administration. 1894, however, witnessed another great flood which destroyed many marshland farms.

Better dikes were needed, especially after the same conditions prevailed the following year and the price of grain dropped to $8.50 per ton due to fluctuations of the national market. This amount was less than the cost of production. Too, the Klondike Gold Rush of 1897 saw many people leave Skagit County for the north as more storms and flooding destroyed both homes and crops. The Spanish-American War of 1898, however, produced stable weather and the demand for agricultural products increased greatly which made times good. Nevertheless, and according to George Peth, the floods continued in almost annual fashion during the first quarter of the Twentieth Century. They even grew worse due to the Skagit River being diked in with its waters running higher and swifter, often bursting through the banks and wiping out more homes and crops. Many people left their salt-flat farms to take up logging.

The timber boom did not last too long, however, and the 1920s saw interest redevelop in the tidelands although some had tried to buy them up for speculation as early as 1907. Those dreams fell through and it was in 1920 that Benjamin F. Nauman secured title deed to much marsh land. He then organized the Padilla Bay Development Association and redivided his holdings into small farm acreages which he advertised for sale. He also attempted to get the county government to underwrite another Diking district but saw officials turn the proposal down. His project came to naught.

W. H. Bailey, a Seattle attorney, and Harvey Waters, a Seattle realtor, thought Nauman's idea commendable and so bought much of his property. By 1923, Bailey and Waters, according to Irish Paulson, had spent up to $500,000 acquiring even more tidelands by paying off the tax debts held against them. After this, they, too, advertised over the United States offering "good agricultural land at $100 per acre." To make sure these tidelands proved productive, Kenneth Jenkins recalled that Bailey once more initiated diking although he refused to fill in the sloughs since small grain ships still utilized them like the steamboats of the past, all to take the farmers' produce off to market. Jenkins also remembered that Bailey's "Great Dike dream" was to construct one large barrier that would run all the way from Swinomish Channel clear up to Samish Island now tied to the mainland by fill, or since 1907, according to Edna Breazeale. Bailey also persuaded the county to sanction a new

Diking district and so, with a large crew assembled, began work in 1926.

Bailey's and Waters' initial plans folded fast like Nauman's. People did not purchase underwater lands or those salt flats they considered subject to constant flooding even if reclaimed. Consequently, only one mile of the "Great Dike" was ever constructed. This section lies southwest of Indian Slough and today is owned by a gun club. It is currently referred to as "Dike Island."

With Bailey and Waters going broke, Kenneth Jenkins said that Joe Webster, Bay View store owner, bought up some of their tidelands in 1926. Later on, Webster would drive pilings "from Art Bell's place two miles out into the Bay." This, according to Jenkins, would be called "Imaginary Point" and later play a part in the "Great Padilla Bay Oyster Experiment" of the 1930s. By then, Bailey and Waters would forego all reclamation plans and see their renewed attempt at a Diking district undergo dissolvement. Jenkins went on to say, however, that, after World War II, the older dikes were extended or built stronger by the use of diesel powered steamshovels and more modern-day pile-drivers. John Peth added that today's dikes are some eight to nine feet high and much broader at the base than before. Jenkins concluded that the disappearance of free-floating logs around Padilla Bay has been a great aid to dike safety. "There's no dike trouble anymore." Diking history, however, had much to do with the developing town of Bay View.

As the families of R. E. Whitney, E. A. Sisson, A. G. Tillinghast, John Ball and other tideland farmers settled on Padilla Flats, the homes closest together at the southern end of Bay View Ridge became known as Padilla Village, said to be properly founded in 1872 by R. E. Whitney. Later, according to Vernon Egbers, the Crumrine, Peth, and Nelson families would all have property there and Lena Miller would record that the village would often be called "Stringtown" due to its sprawled-out appearance.

In 1878, however, a one-room schoolhouse was established at Padilla "on the flats where the road from Whitney makes a right angle turn to go over to the ridge," agreed Edna and Fred Breazeale, or more commonly today in what is considered the southern part of Bay View. William (Bill) Kalso said he went to Padilla School as a boy of six in 1904. He noted that the school only ran six months a year back then and that he would finish the other three months per term in Bay View while working towards his eighth grade graduation. "I had fun in school," he smiled. "We had a teacher named Brackett who hated 'Sen Sen.' I

would buy it and pass it all around to my friends." William O. [Gov] Rogers also added that, after 1895, "the kids from Padilla went to the ninth and tenth grades in Bay View as those two districts were combined to form Union High School Number Two, suggestion that Padilla was a common school only.

Edna Breazeale attended the University of Washington during World War I, took the state teachers' examination as specified during that time, secured a teaching certificate and took her first teaching job at Padilla during 1916. She mentioned boarding out with a family that had three children and said she had to arrive at the one-room schoolhouse early in the morning to build a fire in the pot-bellied, wood-burning stove. Thirteen or so students made up her annual classes. Lena Miller also taught at Padilla over the years 1919 and 1920. She, too, had to do janitor work but, being very young, enjoyed herself by playing baseball with the children.

Vernon Egbers recalled attending the Padilla school for his eighth grade education during the 1930s. He remembered the wood-burning stove giving way to a Quaker Oil Heater, student cups hanging on the wall for the well outside, a water bucket in the entry for washing hands and, above all, Mrs. Edith Pardis who taught all grades. Nicknamed Mrs. "We" or "W.E.," Edith cooked potatoes and squash on the stove for hot lunches, organized a baseball team and involved students in Christmas programs, items all befitting of her nickname. As Egbers concluded, "Padilla had sixteen to twenty-four students in my time. It was a good school." However, in 1942, Bay View and Padilla grade schools were consolidated into Burlington-Edison District Number One Hundred. "Padilla schoolhouse was then moved from the flats up to the hill," where it served for a time as the Fire Hall.

Irregardless of the fairly long-lived Padilla schoolhouse, the village would not last many years in name although a post office was established there in 1882, the same date as the beginning of Bay View. However, 1886, saw William John McKenna land one of the first mail contracts let out by the Federal government in Skagit County as that area was created out of Whatcom County three years earlier due to southern disgruntlement over Whatcom's taxation policies and other politics. McKenna then opened a post office in Bay View much to Padilla's loss and, with the Great Northern Railroad reaching out to Anacortes in 1890, "Old Padilla" was pretty much bypassed with its residue of businesses moving off to Whitney Station. The Padilla community, recalled Irene Crumrien Nelson, kept its identity for some time after, however, being especially known in the minds of many Bay View girls "as the place with lots of bachelors."

Since Whitney Station has been mentioned, its importance to the future growth of Bay View should be stated here, for as Clarence [Irish] Paulson recorded, "Whitney Junction was Bay View's railroad station and point of deposit." It was also written down as a hamlet on the Anacortes branch of the Great Northern Railroad, one mile southeast of Padilla Bay, and named in honor of R. E. Whitney founder of Padilla and tideland reclamation artist.

The station originated in 1890 with the coming of the railroad and first featured a depot administered by Mrs. E. Mendenhall with a post office and small store inside kept by her husband. One year later, Olven Fulk constructed the Anderson Hotel and Saloon operated by two brothers of that name. Edna Breazeale also said that Whitney came to have a grainery as well as being a source of coal and water for the steam locomotives that pulled trains back and forth between Concrete and Anacortes. She also recalled that, when at Whitney waiting for trains, "a lady would invite me in for tea and conversation." Bill Kalso added that Whitney had two rooming houses in addition to the hotel at its peak while Irene Nelson recalled the first Whitney stagecoach that took people from Bay View to the junction. "It was driven by E. C. [Zip] Osborn and looked like the ones you see in cowboy movies." Irish Paulson agreed, saying that, at first, you traveled over to Whitney by horse and buggy, "later by auto." Edna Breazeale, too, noted the need for the puncheon roads that once connected Bay View, Whitney and La Conner given the tideland mud that made travel an act of desperation. "We had another too, that was built northeast from Bay View almost all the way to Edison." Technically, as Pearl Hector defined it, a puncheon road was really a plank road constructed by laying down four-by-six inch stringers parallel to each other and then nailing down four-by-twelve inch planks across to make it serviceable. All in all, as Bill Kalso put it, "Whitney was quite a place in the old days." Little remains there now although the site can be easily located about eight miles west of Burlington on State Highway Twenty going towards Anacortes.

The first Anglo family dwelling to appear on the western side of Bay View Ridge was the "white house" built in 1873 by Whitney, Sisson and Company. The lumber, brought over from Utsalady by the steamship, Linnie, was dumped two miles out in Padilla Bay and rafted to shore by the builders. However, the ship's captain charged for delivery clear up to the doorstep which was laid on March 13. The company was not too happy with his bill. Edgar Allen Sisson and his wife then occupied the house for a time and Pearl Sisson Wilson was born there. It was located, according to Ray Jordan in his Burlington Farm Journal story,

where the Irvin Lieb house now stands. Later, with success resulting from the diking in of his Whitney Island holdings, Sisson built another home out on the flats south of present-day Bay View. This larger structure, burned down as recently as 1986, was lived in by the erstwhile diker until his retirement. E. A. Sisson's son, Grant, often a representative to the state legislature, spent most of his life there and other family members followed. George Peth verified that the Sissons had two different houses, the first long demolished before the second. Nevertheless, the ridge was bracketed by the homes of Sisson and Padilla Village to the south and Josiah Larry's cabin to the north. A town was waiting to be born.

The first legal evidences of white settlement in Section 31, wherein the earliest plats of Bay View are located, occur in the Whatcom County land records concerning patents issued to Jacob Highbarger in 1874 and Archibald Siegfried of La Conner in 1879. These two men wished to farm or lease the timber rights to their lands as logging had truly begun on the Ridge as of 1876 with the activities of the Powell and Horndon Company pioneer camp. The opportunity prevailed then for someone to found a town.

William J. McKenna was born in Australia during 1843. He was the son of William McKenna, native of Belfast, Ireland, and one who had immigrated to the "Land Down Under" during the 1830s. William Senior, however, moved his family to California around 1845, possibly to take advantage of the developing trouble between the United States and Mexico. William Junior, then grew up in Eureka, became a store clerk and an accountant, marrying Mary Elizabeth Compton of Humbolt County in 1872. In 1880 he was excited by the news of the Ruby Creek gold finds in Washington Territory and, after prospecting on the Upper Skagit River, retreated to Mount Vernon wherein he opened that town's second store. Evidently the cold rains and rugged nature of the Cascade mountains quelled his zest for mining.

Luck caught up with McKenna through O. A. Jennings who was operating a wholesale business in Seattle. He and his associates supplied several logging camps around Puget Sound, especially the Powell and Horndon Company logging Bay View Ridge. Jennings then, in May of 1882, in an effort to expand his business, contacted McKenna, who was also dabbling in real estate, and told him to find a site for a new branch store on the shores of Fidalgo Bay. As a matter of fact, Jennings knew that the famous William Munks had a store for sale on the west side of Fidalgo Island, its original locale, according to Willis Lipp, near the current filling pipe of the Texaco and Shell Oil Companies and one not marked. McKenna then investigated Munk's store and inventory but decided trade there

was limited, the goods old and priced too high. He therefore decided to locate Jenning's outlet on the western shore of Bay View Ridge between two belts of farmland and where the Powell and Horndon loggers were busy cutting trees, along with others, especially on land belonging to Archibald Siegfried. Besides, by this time, the ridge was said to be potentially productive of 800 million board feet of fir, hemlock and cedar, a bonanza in timber with water for shipping close at hand.

Almost too good to be true, McKenna found Siegfried in La Conner and there purchased one acre of the latter's Bay View Ridge holdings for fifty dollars. Immediately, due to McKenna's promotional abilities, the store went up as well as a small hotel operated by C. S. Allen, also a saloon, soon rented to Harry Butcher, and a later dwelling for McKenna and his family's use. McKenna, wife and son, William A. McKenna, Junior, only ten years old at the time, then moved to Bay View proceeding by Indian canoe across the water from La Conner. What they found on "Siegfried's acre" were two white families and many Indians close at hand for neighbors. Word came, too, that Jenning's business had gone belly up due to the failure of the banking house behind it. Yet McKenna remained undaunted. He sold out his Mount Vernon interests and bought Jenning's "Bay View" store. The little settlement now had a proper name.

Established at his new and pioneer business and with Whatcom County about to be halved in 1883, McKenna worked with two loggers by the names of Moen and Munroe to open a road from Bay View out to Whitney Junction (later site of Whitney Station) and also north towards Samish flats. He hoped that the people of La Conner would complete the southern swing to their town and that the Samish/Edison folk would continue the northern arc from Joe Larry's Slough to Samish Island, a total distance of some twelve to fifteen miles. This wouldn't happen successfully for some time, however, although McKenna and new arrivals in his area put in a bid to have Bay View become the seat of newly drawn Skagit county once Whatcom was divided. The overture failed.

McKenna was never short on high ambition. In 1884 he ran for the office of County Assessor on the Republican ticket and, victorious, would win a second two-year term. By that time he was back into the real estate business with T. B. Elliot but, on his own, persuaded Siegfried to plat two blocks of eight lots each which were duly surveyed and the plat filed for record in Skagit County on April 7, 1884. At this point Bay View came into formal existence. Later, in 1888, Siegfried would be induced to plat sixteen more blocks of his land for the town and, in March of 1894, McKenna and Elliot would purchase the rest of Siegfried's farm and plat it out as the McKenna and Elliot Addition to Bay View. As Edna

Breazeale recalled, "most of the village was laid out in five acre plots," enticement to attract a larger population.

And so the people came, especially after 1886 when the Federal government let out the first mail contracts in Skagit County. For the price of $185.00, William J. McKenna was awarded Route 43,105 to run the twelve and one-half miles from Mount Vernon through Padilla and Bay View terminating in La Conner. The mail was to be delivered twice a week at each included point. Mrs. McKenna then, served as Bay View's first Postmaster from within her husband's store. Too, 1886 would see William Moeller build a saw mill at what is now the Padilla Bay water terminus of Josh Wilson Road. The next year would bring in Martin Coltenbaugh, another merchant, who would manage McKenna's store and relieve Mrs. McKenna as Postmaster. He would run the Bay View Post Office for the next thirteen years. At the time of his arrival, however, C. A. Norton constructed the Roy Hotel while Phillip Bartlett countered with the "Bay View." M. M. Jones opened the town's first blacksmith shop.

In 1888 George L. and Thomas Butler erected a shingle mill while H. D. Detweiller arrived to set up his Bay View Mercantile store although he would soon sell this to Otto Nordlinger, recalled Jane E. Lane in one of her many letters to Pearl Hector. Eleven logging camps were also noted as operating in the vicinity of Bay View and Edison. In November, town fathers organized Bay View School District Number Thirty-one.

The following year produced the appearance of Joseph C. Stitt and Charles P. Dickey who joined in partnership. They put up a saloon which was operated by Charles O. Dickey, C. P.'s twenty-one year old son, the liquor license costing one thousand dollars. Walter Green served as bartender. Stitt and C. P. Dickey also commenced to operate a logging camp on Bay View Ridge with the latter soon buying out Philip Bartlett's "Bay View Hotel." Dickey's wife, Pearl, according to Jane E. Lane, ran it while Lynn Elliott, a tailor, there advertised a "newly made suit with vest" for five dollars.

Otherwise, William Leonard was said, by Jane E. Lane, to have a shingle mill operating up on Joe Larry's hill while Noel Thompson recalled Joe McKay later setting up a similar business along the banks of Joe Larry's Slough. McKay shipped his shingles by horse and wagon to the railhead up at Bow. More important was that as December 11, 1889, saw Washington become a state by Proclamation of President Benjamin Harrison and James G. Blaine, Secretary of State, the people of Bay View constructed an eighth grade school on Block 17 of Siegfried's First Addition. This building, according to Edna and Fred Breazeale,

was a log structure located "one block south of the Josh Wilson road where it entered from the north." The expense was $800. A Methodist church, still in use, was also built at the approximate cost of $ 1,250. Bay View now had some thirty to forty buildings.

More growth occurred. 1892 saw Bay View townsmen organize Bay View Lodge Number 128, I.O.O.F. According to Jane E. Lane, the members built a small meeting house behind William Quigley's blacksmith shop although that building gave way to a larger meeting and Public Hall, constructed in 1901 at the cost of $2,300. This building, currently standing, is now the home of Rozema's Boat Works. Also significant was the appearance of the Seattle based Stimson Firm's "Ballard Lumber Company" which commenced cutting timber on Bay View ridge during 1900, the same year that Bay View's population was recorded as 427 people.

By 1902, the town was truly humming with J. C. Stitt and C. P. Dickey most active. They had sold their saloon three years before and, in turn, purchased the Detweiller come Nordlinger store. They also acquired Butlers' Shingle Mill and extended their logging operations by selling timber to the Stimson Company. And yet, for some unknown reason, the partnership dissolved with Stitt buying out Dickey's interests in the "Bay View Hotel" and former Butlers' Mill as well as the Nordlinger mercantile outlet which became most often remembered as "Stitt's Store." Dickey then moved to Mount Vernon where he entered another logging partnership with R. L. Angel, the two cruising timber as far afield as Darrington and Fredonia.

Over the next four years then, Bay View reached its zenith as a town. Business listings for 1906 record Robert Barr with a livery stable, T. H. Look a restaurant, Lynn Elliott a tailor shop, Perry Gabriel a meat market, William Quigley a blacksmith shop as well as one operated by George McMillan. Harry McMillan had a confectionary plus the older Botcher and Dickey-Stitt saloons. Ralph Handy ran an Ice Cream parlor in the Ward Building while Link Finch and Sidney Lane ran the boom for booming logs into the bay. Andrew C. Paulson, "Irish" Paulson's father, was noted as contractor and J. H. "Doc" Farleigh as town physician although other doctors sometimes helped by coming over from Mount Vernon or Burlington. By this time the Oddfellows had moved most of the older graves near Padilla to a newer and continually kept cemetery north of town which they opened back in 1897. Lodge officers for 1905 were listed as L. L. Inman, Past Grand; Edward Crumrine, Noble Grand; John Munroe, Vice Grand; W. J. McKenna, Secretary; J. C. Stitt and A. P. Walker, trustees.

And so the future looked bright. No more were Bay View people dependent on quaint steamboats, skiffs, Indian canoes or sturdy shoes to pick up the mail from La Conner or to otherwise reach the outside world. The Great Northern Railroad and the puncheon roads had solved that problem or were close to so doing. Too, the growing of oats, hay, barley and hops had seen the number of farms increase around or on the flats while, up above the town, on gentle, rolling, verdant Bay View Ridge, misery-whip and axe sang out the mighty notes of profit. Why Bay View even had a railroad of its own !

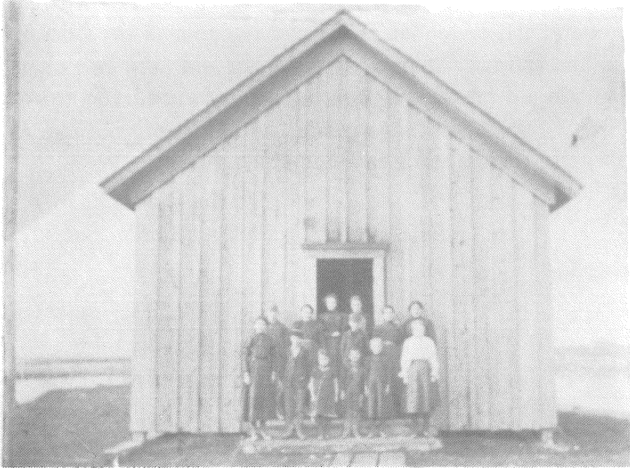

Figure 2. Padilla Schoolhouse, 1900.

Figure 3. I.O.O.F. Encampment Convention,
Bay View Hotel, 1897.

CHAPTER II

BAY VIEW: THE TREES COME TUMBLING DOWN

The apogee of logging operations on Bay View Ridge occurred with the appearance of the Ballard Lumber Company as the 20th Century opened. Impressed by the great stand of timber, the company surveyed and soon purchased some 1700 acres of ridge forest and land. As Noel Thompson recalled, the company owned the land from Wilson Road in Bay View town to the southern end of the ridge or "as close to Avon as possible without leaving the hilltop." He also noted that the Ballard Company was a branch of the Seattle based Stimson Mill Company all operated by the family of that name. John Labbe in a February 22, 1974, letter wrote, too, that Charles W. Stimson, the push behind Ballard was part of the Stimson Mill family company with its largest mill situated on the shores of Lake Union, "the largest industrial plant in the area up to the 1920's." Other people and documents verify the Ballard Lumber Company-Stimson family connection.

A reading of the Commissioners Proceedings, July term, 1902, Skagit County Washington, showed that on July 25, 1902, William J. McKenna, for $25 granted a ten-year lease to the Ballard Lumber Company (C. W. Stimson, Treasurer) for a strip of land twenty-five feet wide to maintain a logging railroad across lots 1, 5 and 6 of Block 28 and lots 2, 3 and 9, Block 40 and the east half of Block 59, all in McKenna and Elliott's First Addition to the town of Bay View. This was acknowledged by F. F. Fisher, Notary Public for Washington State at Ballard and was filed for record on August 4, 1902. Also, in the same Proceedings is noted another lease agreement dated July 26, 1902, wherein W. J. Gorton, for $75, granted to C. W. Stimson and the Ballard Lumber Company, right-of-way for a logging railroad to operate for a ten-year period across lots 5 and 6, Block 28, and lots 1 and 2, Block 40, in McKenna and Elliott's First Addition to Bay View, Washington. The company was to build a board fence along the railway which "itself was to be 20 feet wide by 18 rods long--more or less." Charles P. Dickey was witness and F. F. Fisher again served as Notary Public, the document being acknowledged in King County, Washington, August 1, 1902. On August 4, then, the Skagit News Herald noted that the Ballard Lumber Company had secured a railroad right-of-way on Bay View Ridge and would commence the grading and piling necessary for construction of its line. It was to be three and one-half miles long and open the way to fifty or sixty million board feet of timber. On December 15, 1902, the paper reported that the Ballard Company had completed its railroad near Bay View and was putting in 55,000

board feet of timber per day. The little line was an instant success.

Further reportage soon noted Ballard activities on the ridge. An Illustrated History of Skagit and Snohomish Counties, 1906 publication already mentioned, claimed the town of Bay View as being home to one of the largest logging concerns in the state, in other words, the Ballard Lumber Company, "whose mills are at Ballard." The reading continues to the effect that the company operated a four-mile-long railroad, built in 1902, to top the eastern end of Bay View Ridge, its terminus being Padilla Bay waters near the town. Daily output of the company was said to be between 65,000 to 75,000 board feet of first-growth cedar, fir and spruce cut and shipped down line, near the present day home of "Irish" Paulson by fifty to sixty men under the direction of Company Manager, Frank A. Doty. Noel Thompson, who worked as a young man for Ballard also remembered that the Company hired many Finns, so much so that "I even learned to swear in Finnish." William O. [Gov] Rogers also said Ballard was the largest logging operation on the Ridge while recalling the company's first locomotive, flat cars, and cut timber. "It was fine timber, some logs being seven to eight feet through." An article on "The Kiderlen Family" (of Bay View) by J. K. Stierlen noted that there was often only one log on a flat car instead of the usual three, some trees being so huge.

All was not icing, however. On May 25, 1903, the Skagit News Herald reported a "smash-up" on the Ballard Lumber Company's logging railroad the previous day. The story said that, as the locomotive was pulling three empty cars back up hill towards camp, a loose and loaded car met the train half way up the track and smashed into the engine scattering logs everywhere and causing some damage to both "tramp" car and locomotive. Mr. and Mrs. F. A. Doty and son had to jump as well as Mrs. Roland, Doty's sister. No one was hurt, however, the paper stated, as the engineer told everyone to jump just before the impact, a lot of dust and scratches. "A small sum will repair the damage." The paper also reiterated on September 14, 1903, that the Ballard Company had reduced its crew by about one-half, "having only 35 men at present." It would close completely come winter as did many logging operations due to cold and snow.

The winter months, however, saw Ballard reorganize its cutting efforts. On February 1, 1904, the Skagit News Herald noted that a pile-driver owned by the Crescent Cannery Company of Anacortes was at Bay View to drive two hundred piles for Ballard Lumber and the extension of its over-water railroad to terminus or log-drop landing. Noel Thompson said the company's logs were dumped in the bay and rafted by tugs to the Stimson Mill in Ballard, while "Gov" Rogers felt some of the timber was rafted to either Bellingham, Anacortes or

Figure 4. Ballard Company Locomotive,
Bay View, early 1900.

Figure 5. Butler's Shingle Mill, Bay View, 1888.

Everett. Too, the Skagit News Herald reported on February 8, that, during the month, Ballard Lumber would receive a new locomotive for its Bay View road and would start work again about the first of March. On March 21, the paper read that the new [Shay] locomotive had arrived and was hauling logs for the Ballard Lumber Company. "The engineer says it is a fine engine."

Things went well throughout the rest of 1904 and the following year. The Skagit News Herald reported on February 5, 1906, that Superintendent Doty had moved the Ballard operation further back into the timber and that the company expected to complete cleaning up its ridge timber in about two years. However, tragedy tempered that prophecy.

Again it was the Skagit News Herald of June 25, 1906, dateline "Bay View," that announced the sad news of Frank Doty's death while working at Camp Number Three east of town on the Ballard Company's railroad. According to "Gov" Rogers, Doty was killed "when he got between two flat cars to help with the coupling. Logs were sticking out from the ends of both cars and crushed his skull when the distance between them closed. It was completely unforeseen." And yet, no sooner had remorse lessened over Doty's passing, than the newspaper had to record on August 7, that a forest fire had started the week before in timber owned by the Minnesota Lumber Company north of Avon. The fire had spread farther north into the Ballard Lumber Company's timber and had damaged the concerns' camp buildings. Fortunately, the buildings were not destroyed and no lives were lost.

The Ballard Company quickly recovered and over the next two years added to the length of its railway as logging took operations farther away from the water but saw production become much more prolific. The Skagit News Herald for January 18, 1909, mentioned that the company had moved its camp buildings "down south of the township line near Fredonia and is, at present, drilling for water," distance enough to escape another great fire that swept over much of the ridge some months later. Previously, the Western Railway and Logging Company Directory for 1908, The Timberman, offered that the Ballard Lumber Company with its camp at Bay View had five and one-half miles of track, one geared locomotive, thirteen flat cars and two steam donkeys. Nellie (Johnson) Gale well remembered the Shay engine and the high activity of the Ballard Company's logging operations. As she put it: "Padilla Bay was full of logs those days." Other Bay View seniors also remembered the fun they had as kids when they would go down to the Ballard Company's pier and witness the tremendous splash made when a huge log was rolled off a flat car into the water. It was high entertainment that cost nothing.

By the end of 1909, the Ballard Lumber Company, due to more equipment and greater efficiency, had logged off most of its leases and land on the ridge, or about two-thirds of the timber that once grew there, recalled Noel Thompson, "or the most of it" agreed "Gov" Rogers. And so, as the Christmas holiday season ended, company officials paid off the loggers for the last time that year with many well knowing they would not be rehired. Obviously a farewell party was in order, especially since the day would turn into New Year's Eve.

Most then, piled into one of Harry McMillan's saloons and began a rough form of revelry that lasted well into the early morning of January 1, 1910. What happened next is guesswork but a fire broke out within the saloon, recalled Lena Miller, and quickly spread to eventually consume five or six of Bay View's main business buildings. It was the beginning of the town's structural demise. Edna Breazeale, in looking back at the conflagration, felt it was probably caused by a misplaced pipe ember or by someone knocking over a kerosene lamp. Nevertheless, Bay View would never be the same.

Ballard Lumber was also close to being through. The company, according to George and John Peth, cleaned up its operations on the ridge during 1911. It then sold its land for $1000 per forty acres. George recalled that "our father bought six 'forty's' off the Bay View to Burlington road" which gave the Peths a good start. Others benefited too, but soon came to miss the busy Shay engine's whistle. Jane E. Lane, in a letter to Pearl Hector, recalled, however, that the Stimson mill people did not associate with the locals of Bay View or vice versa. Pearl herself stated that her mother was much against the rowdiness of the loggers and saloon crowd. Orie Vance Garletts in, A Brief Biography of the Garletts Family, said his father remembered Bay View during the 1890s and through the turn of the century as a "rough little berg" with its loggers getting drunk in the town's saloons and racing horses up and down the street "almost every Sunday." Nellie Johnson Gale added that she thought the saloon and logging element was dreadful and that the church-goers and timber-cutters kept their distance from each other. To some, then, the disappearance of many Ballard Company rough and ready loggers brought a sigh of relief.

Although the Ballard Company was the largest operation on the ridge it was not the first to cut trees. Sources including Willis Lipp and, An Illustrated History of Skagit and Snohomish Counties, claim that logging began on Bay View Ridge during 1876. A story by Lucile McDonald entitled, "Padilla Bay—Will Its Future be Rustic or Urban?" appearing in The Seattle Times for July 1, 1962,

noted that the firm of Powell and Horndon logged around Bay View in 1882. John and George Peth also remembered that George Lyle cut timber for a flume on Joe Larry's Slough during 1885, "perhaps the first cutting on the ridge." However, 1876 seems the initial date of Bay View logging as a column in An Illustrated History of Skagit and Snohomish Counties proclaims that, by 1882, there were eleven logging camps in the area of Bay View and Edison. These employed some 220 men and were producing 38 million board feet of timber annually, the average camp being of 16 men and one team of "seven yoke of oxen."

One may ask then from where did the loggers come? Edna Breazeale thought many had left Michigan for Washington and Bay View as, "by the 1880s, the Great Lakes forests on the U.S. side had been decimated." Some of these men she felt were Danish with those of Swedish extraction being from Minnesota. Philip Inman said many came from Eastern Canada including those Irish, Scotch or English, as well as French Canadians from New Brunswick and Prince Edward Island although "the Scandinavians were the more famous around Bay View." Willis Lipp added that many came from Maine and New Hampshire around the turn of the century and up to 1911, "when more modern methods of logging were introduced back there." He also felt the New England forests had been too much cut-over by that time and that U.S. paper mills looked to Canadian pulpwood. "Maine men were the best loggers."

Lipp, in his inimitable way also remarked that "the old time logger was usually a rough-tough guy with little education, 'boomers' or drifters on the move. They hired out of labor halls since the state had so many logging jobs in those days, you see." On the other hand, he said that, in addition to the "boomers," there were those known as "Home-guard loggers" meaning married men who had acquired pieces of property on which they logged and lived. "They were fairly settled and cut close to home."

Lipp also noted that many families homesteaded on the ridge or around Bay View during the late 19th and early 20th centuries. These took out 160 acres for logging or farming "but only lived on their property for six months of the year since it was so hard to get around." Too, "if the father left to follow logging work, once he cut his own timber out, the wife and kids usually followed since they couldn't make it due to the poor economy of the times." Lipp concluded on the matter by stating that "early logging on the ridge was dangerous because of bad drinking water, the presence of typhoid fever, measles and diptheria with the killer smallpox not far behind."

Seniors consulted next suggested some early local Bay View loggers of expertise and color, ones they either heard about or most remembered. The Peths listed George Lyle and Joe McKay. Philip [Phil] Inman mentioned Andrew and Maggie Moore, the two old "forty-niners" Forward and Duratt (first names forgotten), Charles Thuerwachter, Dan MacGregor, Sid Lane, Link Finch, Ollie Klingenmeier, "a guy named Potters," plus the Ezrey logging firm and the Tozier-George Scheckler Company. Willis Lipp said Joe Labalastre and Ezrey "were the early ones," that, shortly after, came Lyle, George Atley, Old Bill Leonard, Joseph Stitt, C. P. Dickey, R. L. Angel, Charles Williams, Klingenmeier and George Butler. Frank A. Doty best represented Ballard while Link Finch went down as the best of "boom men." Surely there were others as memories have faded.

The first loggers then began to gnaw into the great tall trees that lined the shores near Bay View. Above, on the ridge, oftentimes sighing in the wind, awaited at least 800 million board feet of fir, cedar and hemlock, a veritable bonanza in timber.

Given the huge first-growth trees, initial logging operations proved fairly easy. As Lipp put it: "You simply cut the timber down and rolled the logs into the water to tug and raft them to the mills elsewhere." Noel Thompson recalled, "that you topped the trees at the first limb," while Phil Inman said, when cutting lower, "loggers never took a tree below the first knot." Lipp agreed by saying, "the trees were 'long-butted' first, that you had to cut them high upon the trunk as they were so thick through, perhaps eight feet or more." In other words, saws were not long enough to cut lower. "You had to chop holes into the trunk and insert 'springboards' on which to stand and saw through, some eight to ten feet up." Nevertheless, said Inman, "even after topping and cutting this high, you could still have a log 96 feet long, which, when felled, would be sawed into three 32 foot lengths." Lipp also added that you chopped a cut into the side of a tree before you sawed through to determine direction of the fall. "Good loggers could really call their shots." Noel Thompson, too, mentioned that once a tree was topped and felled, "you made shingle bolts out of the tops and stumps. These bolts were 54 inches long and were then split into quarters or eighths. You put them in a wagon and stacked them up like cordwood in the mill yard."

As the distance between the shoreline and the forest grew greater due to cutting, better means of getting logs to water were needed. This, of course, brought about the known remedy of skid-roads, simple innovation.

Willis Lipp said the local skid-road ties were made of oak. Edie Jenkins

corroborated by stating the skids were about twelve feet long and 18" by 18" up to 24" by 24" through. These were laid parallel to each other with some inches clearance in between to form a plank or better known "skid-road." Jenkins, however, said skid-roads were bad, that you could only use them about six months out the year "due to weather and its effects."

Too, the roads, when at their best, demanded the services of a "skid-greaser" to make the logs slide smoothly whether pulled by horse or oxen. This usually meant a lowly paid kid or older adult who walked ahead of the teams applying grease to the ties with a stick. The "skid-grease" used first at Bay View, according to Lena Miller, was whale oil purchased "in big five-gallon cans." Lipp seconded by saying the grease could be anything from hog-tallow to fish-oil in the beginning but that crude oil and axle grease served better in later years.

While Noel Thompson made the distinction of horse team drivers being called "skinners" and ox-team leaders being called "bull punchers," he also mentioned how you made a log move best along a skid-road, or what he called "barking the ride." This he stated was because when a tree is felled it falls on its heaviest side. "So you would block it over by supports or cables and have the 'barker' axe (scale) the bark off the heavy side as it would ride easy that way on the road." You also "sniped' the ends, as if sharpening some huge pencil, "so the log wouldn't catch on anything." Later when the skid-roads were used for hauling shingle bolts of vine maple, Lena Miller said you loaded them up on a big wooden sled which had a "road-toad" attached to either front or back depending on the way you were going. On the "toad" was a bucket of grease from which the "skid-greaser" hit every other skid as he went along in front one way, "then caught the others on the return trip." Lipp added "while horses weren't often used on skid roads they, if so, had to be taught to step over the ties and pull at the same time. If horses were used, you never let them run free as that would break their skid-road gait," a point some would ignore.

Phil Inman personalized this type of operation when he said his father made-skid roads in the winter time and logged in the spring. "Dad had his own ox team and rented two more. He took his logs down to the bay where Link Finch rafted them together and had them tugged to Marysville, site of the largest mill around." Inman then recalled that his dad was once paid $5000 in gold coins for a shipment. Having to carry these in sacks, he became afraid of robbers on the train back to Mount Vernon as well as in the buggy he rented to take him home from there to Bay View. "Dad arrived safely but, when he paid off the costs of transportation, his help and the bills for other materials, he only made between $900 to $1000 dollars. This was his first stake, however, and he built our farm up

with it, receiving $6 a thousand board feet for clear fir logs."

Inman also recalled that there were ox-team runaways on the skid roads servicing the ridge, especially if the kid greased the skids on the down-slope instead of sanding them to slow the logs down. "You sanded the hills and greased the skids on the flats or rise." He remembered one incident wherein a fellow who had hired on as a bull-puncher had the logs "run on his team." They killed two oxen and knocked the horns off two more. "The guy ran off when he realized what he'd cost the company—made my dad and his friend, Jim Black, laugh as he didn't even stay around to collect his wages. He was afraid, I guess."

That logging made Bay View was an opinion voiced by Willis Lipp a number of times, especially by those loggers such as R. L. Angel, Charlie Williams, Joe Labalastre and the Esreys who used oxen in the beginning. "They were the first, you know." Lipp also stated that bulls were used on the skid-roads, "not cows which couldn't take the work, but bulls which had the shoulders and hump necessary for harnessing," also the power to pull heavy loads. However, "ox-teams only pulled one log at a time."

On oxen working a skid-road, Lipp said the teams were usually six to eight bulls paired together although Phil Inman said you might have eight or ten. Nevertheless, Lipp said the pair at the front of the team were those most important. On the left side was the lead ox or "Nigh Bull," on the right was the "Off Bull." Bull punchers always walked on the left side of the "Nigh Bull" and in front of the team. "The 'Wheeler Pair' on the team were those closest to the load. Too, Lipp said the oxen wore iron bells, while Inman mentioned that they were never dehorned, wearing knobs on the ends to check sharpness and to insure that the animals never gored each other. Inman and Noel Thompson also specified that you never used lines on oxen. As Inman put it: "You just controlled them by a strong vocabulary and a birch stick."

Although logging with oxen was less expensive than working with horses, the bulls better able to live off the land, they did have to be shod, a rather trying task. Lipp said you had to put the animal in a sling, pull all his feet up, tie those you weren't working on and secure the head to the side so as not to be gored. Kenneth Jenkins pretty well agreed by saying you picked the bull up by running belts underneath his stomach, lifted with a windlass, then layed the animal on its side to shoe it. Too, Lipp added that oxen have split toes, "just two halves to each foot, you see." Jenkins agreed and demonstrated that ox shoes were of two pieces for each foot. "You used four nails in each piece and nailed one shoe on each toe." Local blacksmiths such as "Blacky" George MacMillan made the shoes.

Figure 6. Stitt and Dickey Skid Road Logging with horses.

Figure 7. Ox-team Logging in front of Breazeale Farm, early 1900s.

There is no question that logging with oxen made Bay View interesting at the time. Phil Inman recollected, "Turk," a huge brindle bull he thought was the pet ox of Charlie Thuerwachter. "Turk was a leader. He could do anything." Then, remembered Lipp, with a twinkle in his eye, there was Joe Labalastre who wore a derby hat and formal clothes when working his ox-team in the woods or on the skid-roads. "When Joe was drunk he would walk on the backs of his oxen wearing cork-soled shoes with brads on the bottoms. He would yell directions and emphasize commands by stomping up and down." The oxen took it well and worked accordingly, but "Joe put on quite a show." In the end, when the logging was all over "the oxen were turned loose to run all over Bay View."

If logging with oxen added to Bay View's early charm so too did its tram or wooden railroad, much different than that of the regular sort operated by the Ballard Company a few years later. As Willis Lipp recalled, "the tram road was a skid-road first. It was made into a tram road by C. P. Dickey and R. L. Angel," sometime before the 19th century ended. "It was made of ties with fine hardwood stringers (rails) on top, parallel to each other and staked on the sides." To this both Lena Miller and William O. [Gov] Rogers pretty well agreed. Lena said the tram road was fashioned of "square timbers cut by an adze" and that 10" by 10" rails were bolted to the ties. Rogers said the track stringers were hewed out of 6" by 8s" with an axe then placed on the ties as "a form of rough cut rails." All agreed that the cars were flat on top with four outlandish wheels on each. They were pulled by horses with harness and spreader.

Edie Jenkins mentioned that the wheels were flanged to keep the cars on track and Lipp added that "they were pretty crude, made of iron, and turned on wooden axles." To stop runaways and protect the horses he continued by saying that the cars could be stopped at the bottom of the hill by use of a "Rough-lock." This amounted to two sleeves which were fitted over the rails in front of the wheels and which were joined together by a brake-rod. The sleeves or "shoes" were "manipulated by cables which could pull the mechanism back against the wheels and stop the cars, or be released to let them roll freely forward." Also behind the cars was the smaller "toad" or what the loggers impishly called the "Pig-fucker." It, too, had a big shoe on it that could be winched down to "brake the load" on the downhill swing. "All equipment was placed on top of this when going back up the hill to get more logs."

According to Willis Lipp, the tram road went "from main street up the ridge towards the east on what would now be the left (uphill) side of Wilson Avenue or what was then called the Josh Wilson Road." Its uphill terminal was the logging area or the Dickey-Angel camp. Its downhill end, said Noel

Thompson, was a dock that extended out into the waters of Padilla Bay, a little beyond Moeller's sawmill. There "Pee Vees" (long pikes with iron hooks on the ends) or "log-jacks" would be used to roll the logs off the cars into the water. Lipp said "Yes, the logs would be dumped right off the tram cars into Padilla Bay then be 'boomed' away although some were sawed right here in Bay View." At the time there existed the Moeller sawmill, the Stitt and McKay shingle mills, plus the short-lived mill operated by Dan MacGregor which, according to Phil Inman, burned down quite mysteriously. Another may have also been operated by George Scheckler, said Inman, although he wasn't sure. Jane E. Lane, in another of her many letters to Pearl Hector, mentioned that "Old Bill Leonard once had a mill in Bay View."

Only horses were used to pull the tram road cars. Lipp said teams of eight were used although Noel Thompson remembered seeing a "Tram truck" drawn by four. After the cars were unloaded at the dock, Lipp continued, the horses would be hooked to the other end and walked alongside the road to pull the cars back uphill to where the logging was taking place. "It took a long time to train horses to work the road as they had to step over the ties (on the downgrade) so you didn't ride them or let them roam freely as that would ruin their Tram road gait," same principle as applied to their use on a skid-road.

Of course there would always be the violator to this aspect of "horse-logging." Both Lena Miller and William [Bill] Kalso laughed when recalling that a freight-hauler by the name of Ely Valentine rounded up some of J. C. Stitt's tram road horses as Stitt had come to operate the latter along with C. P. Dickey. Valentine was out for a night in Anacortes and "did have one"--plus many more. Dead drunk, he climbed into his wagon to return to Bay View and then promptly fell asleep after making a wrong turn somewhere out of town. The horses then chose to draw Valentine, wagon and all, over the railroad trestle, rather than the bridge, connecting Fidalgo Island to the mainland. They were trained to walk ties! Good thing a fast-freight was not high-balling to Anacortes. Stitt was not pleased with the misuse of his animals.

Utilized in the 1890s, it seems, the Tram road fell into neglect about 1902, as Stitt, "the last owner," felt Edie Jenkins, "then extended his logging operations to the north side of the ridge." He had a skid-road down to Joe Larry's Slough and another that ran down to a second dock north of Bay View. At this point he reverted to logging with oxen although he would sometimes use the services of the Ballard Company's railroad to ship logs to Anacortes, Bellingham or Everett, as did the Stimson enterprise to which he sold. Edna Breazeale said the abandoned Tram road still existed along the side of Josh Wilson Road in 1902

although Moeller's sawmill, which had benefited by its logs, "was gone by that time." Today, indicated Edie Jenkins, the current Tollem's place marks the site of the former Dickey-Stitt's logging camp from which many logs were sent down the Tram road. "Some of the original buildings are still standing."

Joseph C. Stitt, well remembered by many Bay View elders, epitomized the small horse and oxen logger working the ridge. The Skagit News Herald for August 5, 1901, reported the C. P. Dickey-Stitt camp, one mile east of Bay View, as having a well put down 200 feet and a water storage tank forty feet above the ground. The issue for December 16, 1901 also noted a horse-drawn tram-road car being operated by the two men. On August 4, 1902, the paper stated that C. P. Dickey and Joseph C. Stitt had dissolved their partnership, Stitt having purchased Dickey's half interest in the merchandise, logging and shingle business. Dickey was to log on his own while Stitt "is to open a new camp near Bay View and will have nearly 12 million (board) feet to put in." Dickey and R. L. Angel then left to log timber near Fredonia.

On February 8, 1904, the Skagit News Herald mentioned that the Stitt camp had two donkey engines and a ten-horse team putting in an average of forty thousand feet of cedar and fir daily. On July 25, that year, the paper also stated that "J. C. Stitt is now hauling logs over the Ballard Company's railroad, putting in about 50,000 feet per day."

In truth, many like Stitt thought the timber on the ridge would never end but Ray Jordan in his Burlington Farm Journal, "Vital Statistics: Bay View, Washington," story wrote that the Ballard Company had logged the last of its timber off the ridge by 1912 and that J. C. Stitt was the only logger of any note left in the vicinity. Yet his days of logging were also over as his shingle mill burned to the ground that year according to Jordan, although Edna Breazeale said the fire did not occur until 1914. Nevertheless, the Mount Vernon Daily Herald reported on April 13, 1916, that junk dealers from Anacortes were taking away the boiler and lumber from J. C. Stitt's old mill. Edie Jenkins later added that, Stitts then turned his oxen out to pasture near Joe Larry's, or so she thought, whereas Willis Lipp emphasized that Stitt was a mixture of Scottish and French, not a French Canadian as many thought, and so took his last two bulls to log on Fidalgo Island. "He left them there to die of old age."

And so it was about over although logging of some scope occurred near Bay View in 1933, said Kenneth Jenkins, when the airport area was logged off by truck. He also recalled cutting both second and old growth trees during the 1940s on Art Bell's place along the waterfront. "This fir was so tough, due to

being wind-whipped and weathered, that you had to drill holes through to nail it." Too, Lipp mentioned that the ridge was logged off two different times as horse and oxen logging gave way to steam donkeys, "Kangaroos" (a two-wheeled vehicle with a strong axle in between on which you would place one end of a log and drag the other along by use of horses) plus trucks and chain saws.

In the summer of 1979, Willis Lipp and I witnessed the more modern methods as personnel of the H. and O. Logging Company cut third growth trees on the Ray Hauser property which timber rights had been leased. The company was what Lipp referred to as a small "gypo outfit" since it only consisted of four men and one truck. The logs were being trucked to La Conner and most exported from there to Japan. When I asked one of the loggers what he thought was the best chainsaw available, he replied that a "Homelite was his favorite." He also said the property, somewhat small in scope, was not to be re-seeded but cleared for development, or so he thought.

If logging brought people and profit to Bay View, it also gave rise to some of the more fascinating stories concerning the ridge and community. Other than those about Joe Labalastre and Ely Valentine, Phil Inman recalled others having to do with Andrew and Maggie Moore. Maggie, he said, was a big raw-boned woman who worked in the woods "as well as any man." She could run donkeys, set chokers, do all those things a logger had to do. "She also could bellow like a bull and yell so loud that everyone would jump." She really got production out of her crew, " a real character." She and her husband lived in Bay View around 1893. Too, Phil Inman mentioned a Chinese cook by the name of Sam Lee. Loggers would get drunk and threaten to cut off his pigtails or queues, especially if his food was viewed less than satisfactory. "Lee would hit the brush and hide as losing queues for a Chinaman was the same as losing face." This was a way to keep the Chinese cooks on their toes as most camps had them in the early days. Inman also spoke of the two old "Forty-niners," Forward and Duratt. They logged near the edge of Joe Larry's Slough, would dam it and float logs on the backed up ponds. Then, when they had enough, they would break the dam, jump on the logs and ride them to the mouth and profit. "Forward is buried in the (local) cemetery but he buried Durratt down on the edge of the ridge right above the slough."

Bay View as a logging town then had its less serious moments but there were also those of great concern—meaning FIRE! Already mentioned was the conflagration that wiped out most of the community's business section in early 1910. This, however, followed an even greater blaze that roared through ridge timber the previous year. Lena Miller said the 1909 fire was started by Lloyd

Wycle who decided to burn some slash and brush thinking rain was in the offing although the summer had been exceptionally dry. Instead of rain, a steady wind came up and the fire ran out of control with coals blowing everywhere igniting trees and waste. Little water existed on the ridge to fight it and families thereon soon saw the sky turn yellow. Lena said people soaked gunny sacks to snuff out embers and keep them off their roofs. Her grandmother, a seemingly frail woman, took all her possessions to the potato patch where she covered them with a canvas dowsed in the limited drinking water, a fast-moving act which didn't win her many friends but, nevertheless, was quite impressive as the little lady "moved a lot."

More threatening was the fact that every time the fire seemed to be contained the wind would change direction and the fight would start all over. Mills were closed down and more men and horses were put on the lines, with water being hauled up by wagon and the women helping to feed and care for the tired firefighters. Lena Miller said her dad ran up a $310.00 grocery bill at Stitt's store to help feed the men who patrolled the lines at night and helped to save the day. No human lives or livestock were lost although the fire raged on for over two weeks. Edie Jenkins agreed, saying that no houses or barns were lost, just some piles of stumps and logging apparatus as well as a great many trees. "It was really a frightening event."

Once conquered, the fire still left many dangers. Lena Miller said burned and heavy limbs could fall on people if not careful when walking through the scorched woods. Too, the fire lingered on as roots continued burning down and so "you had to watch where you went." Her dad, she said, stepped into one of these holes and burned his foot severely. Children were urged to take caution, of course, when walking to school through the "burn" long after the fire was over.

The 1909 "Ridge fire" was well remembered but it was only one of many that swept through the forests around Padilla Bay once logging began. An Illustrated History of Skagit and Snohomish Counties mentions the dry summer of 1885 as being productive of a huge and major fire, one that created a pall of smoke that covered both bay and marshlands and was easily seen from Seattle. There were also others and only the rains beginning on September 26th of that year brought an end to the awesome conflagrations. Too, the book offers the interesting opinion that forest fires happened more often once logging let the sun in to dry out the normally wet, dense forests. At any rate, fire was no friend to Bay View.

CHAPTER III

BAY VIEW: "WE WAS STUMPED"

With the primordial trees downed, the lands around Bay View and those upon the ridge appeared as seas of stumps. These pointed skyward everywhere and so made the land quite cheap. Loggers and logging companies would sell it for ten to thirteen dollars an acre, said Lena Miller, "rather than pay the taxes on it." Too, one could buy out an itinerant timberman's personal holdings, homestead or pre-emption, although Lena stated that few, if any, opportunities were left to homestead around the area after 1904. Nevertheless, and most often poor, people began to arrive to either farm the land or farm the stumps. How did they come?

The Illustrated History of Skagit and Snohomish Counties takes us back in time to report that in 1874, steamboat service was initiated between Seattle and Skagit City with the advent of the Fanny Lake, John S. Hill, Captain. Soon other stern-wheelers were plying the waters between Seattle and La Conner where people disembarked to fan out around Padilla Bay, some going on to Bay View.

Noel Thompson reported that his parents came from Iowa to Seattle by train, then from Seattle to La Conner by a stern-wheeler where they got off and were taken to Bay View by Indians paddling a canoe, earliest form of routing. He said the train trip took seven to eight days. Clarence [Irish] Paulson added that his father took a train from Minnesota to Seattle in 1885, then did the steamboat trip from Seattle to La Conner, going on to Bay View by a "taxi boat." Of other interest was that his mother was born on board a steamer when her parents came across the Atlantic Ocean from Norway.

Nellie Johnson Gale remembered that it took her and other family members seven days to travel by train from Hastings, Nebraska, to Seattle. They then took a stern-wheeler from Seattle to La Conner where they took a small boat to Bay View. There she immeditely fell in love with the town, "the trees and the rain since Nebraska was so dry." Philip Inman also added that his grandfather moved he and his family by train from Iowa to San Francisco and then from that city to Seattle by a cattle boat on which the elder had secured steering passage. Strange sort of passage it was as, "we had to sleep and stay down in the hold where sheep had been hauled on the voyage before." The hold had not been cleaned and it really, really stunk! "We all got sick on the seven day voyage between the two cities," said Phil, but "then left Seattle by boat for

Upsalady and so went by that means to La Conner a short time later." Eventually the family settled down at Bay View.

Lena Miller offered other information as to how people wanting land came to Bay View and the ridge above. She recorded that the Great Northern Railroad offered reduced rates to entice farmers to come to Washington state, especially the Bay View area as so much of the timber was logged off and only the stumps were left. Yet the railroad let it be known that the land was fertile and that the logging companies wanted much to sell their holdings rather than continue paying taxes on them. The railroad then offered an "Immigrant Car Service" which saw women and children able to ride the passenger cars very cheap, somewhere between six to eight dollars apiece. "You could eat out of baskets and sleep in the seats." On the other hand, there was also the "Immigrant Service Freight Train," which carried a family's household goods and livestock if it had any. Lena said the men would often ride on this, as in the case of her father, since the family had two colts, some cattle, and "Mom's saddle horse." The Freight train also took longer to arrive (in this case from Nebraska). Lena and her mother, plus others, then got off the passenger train at Whitney Station and went from there to Bay View by stage coach. She remembered that the coach was driven by Len Purcell and Leonard Barr and that Irene Crumrine Nelson rode on top having arrived on the same train. "She was so very pretty." At Bay View, Lena finished her journey by taking a wagon to the Rector place "up on the hill."

Willis Lipp well remembered coming with his family from Oklahoma/ Texas by train to Washington state. As a young boy, he was impressed on crossing the Rocky Mountains as well as the Cascades. However, others later came by car. Kenneth [Keith] Jenkins recalled that after his father died in 1924, his mother packed him, three brothers and two sisters into a Model T Ford and left Nebraska to join his grandfather in Bay View. It was a long and crowded trip but one of great adventure. At the end they joined the grandfather up at the old Harris place where they worked his thirty acres. The automobile helped bring more.

And, the more that people came to sink their roots down deep, the more the already long rooted stumps became a problem. Sometimes it took a real group effort to rid them from the soil. The Illustrated History of Skagit and Snohomish Counties, in its "Early Facts" section, mentions that the early farmers held stumping or "logging bees" to clear the land as horses were few and much human labor was needed. These, the publication states, were also social occasions where good food and stiff drinks were served as well as times of hard work.

Lena Miller, calling on her memories again said, "Yes, the stumps were quite a problem." Most of the early pioneers were too poor to afford the powder or dynamite to blast them out, so, instead, people planted hay between them and reaped a harvest by using rakes with wooden teeth to gather up and shock it. She said, as a little girl, she received a penny per shock, minimal form of wage that she spent on fireworks for the Fourth of July. She also recalled that, in later clearing land for the "Farm to Market Road" which terminated in Fredonia, that the county paid for the powder but "that was all the people got who worked on it," her father being one.

Willis Lipp offered that farmers around Bay View fired the stumps at night since they burned better in the cool air with its better draft. "People either kerosened them or sawed them up for the cedar." Noel Thompson added, however, that the stumps were not looked to for fire-wood as they were too tough to cut with an axe. J. K. Stierlen, in an article on The Kiderlen Family, states, too, that after the Kiderlen's completed their new Bay View ridge home in 1907, the next job was to clear the land of stumps and stack up the logs. They also had to haul water in until a well was drilled down 166 feet as well as collecting rain water in barrels for laundry.

Although the stumps were anathema to most farmers they could be cut into shingle bolts and bring in some profit. Edie Jenkins, for one, remembered that Joseph Stitt let some families on the ridge buy his lands by cutting shingle bolts for his mill as payment. Noel Thompson referred to these and other shingle bolt cutters as "stump farmers" while Phil Inman, as a boy, remembered the stumps as being "mostly eight to ten feet high and as much as eight feet through. They were everywhere!" Charles Jorgenson concluded on the matter by mentioning that the people were still blasting stumps out on the ridge after World War II, or as one contributor to this story put it when recalling early Bay View farming - "We was stumped."

Nellie (Johnson) Gale, however, remembered the phenomena in a slightly kinder vein. Her family was one which bought land on the ridge from Joseph Stitt, land covered with the residue of logging, but a place where she married Earl Morse, her first husband, "among the stumps" at Bay View.

In addition to the Johnsons, many other families came from Nebraska to start life anew on Bay View ridge. Among these were the Rectors, Klingenmeiers, Stones, Kalsos, Ruckers, Fenders, Westovers, Baxters, Merrills, Harrs, Valentines and "Doc Farleigh." They all settled on a part of the ridge that soon became known as "Nebraska Hill," although Kenneth Jenkins stipulated that

the Nebraskans "were not an in-group to themselves." Nevertheless, he went on to say that the Rectors came over from Anacortes to set up the Nebraska Mill "to clear stumps, windfalls, slash and downed timber." Edie Jenkins added that the Nebraskan families came to the ridge around 1905 as Joseph Stitt had logged off so much and was willing to sell the land very cheap, ten to thirteen dollars an acre as already mentioned by Lena (Rucker) Miller. Edie also said that, after her father, Edward Rector, her uncle, John Rector, Claude Baxter and a Mr. Doolan cleared the land of stumps (shingle-bolts) for Stitt, that a William Brewster of Anacortes came over and added a shingle mill to the operations of the above "Nebraska Lumber Company." This then was the Nebraska Mill that many remembered felt Edie, being built around 1906-1907 and running on until 1916 or two years "after Stitt's mill went down." It and the Nebraska Lumber Company were located about two miles east of Bay View with the lumber being shipped out through Whitney Junction. Mrs. Neil Fender felt the precise site was on the current Johnson place, whereas Edie placed it on the Rector Road "where the old Tollem's barn is."

Other states than Nebraska also sent pioneers out to the ridge. From Michigan came the Wards, the Irons, Joseph Stitt and Willis Lipp's father. From Minnesota came the Jorgensons, Millwards and Clarence [Irish] Paulson's dad plus many more according to Charles Jorgenson. Iowa was represented by the Inmans, Williams, Thompsons and the family of Pearl Hector. Wisconsin sent the Peths, Missouri the Petersons and the parents of Edna Breazeale, Montana the Kiderlens and Houtchens while Oklahoma offered the Lipps and Tennessee the family of Mrs. Clarence Paulson. Closer to home were the Garletts from Oregon. Of course the list is far from complete and an apology is extended to those whose family roots are unknown, families which were just as important in the formation of Bay View.

For most, early life on the ridge was far from easy although hunger was not a spectre. Charles Jorgenson remembered that, after his father died in late 1899, he and his mother, brothers and sisters had to live "very frugally." He said that they could get soup bones for twenty cents at Bay View's butcher shop and that fish and game were prevalent. Too, his mother managed to get a cow and made homemade butter which they traded at a local store for other necessary items. They also later acquired some chickens and a pig or two but often "ate lard and salt on our bread." Irene Crumrien Nelson also stated that "most people kept a cow, some chickens and maybe a pig" and that they cut their own firewood. Everyone made butter, most of their clothes, with overalls being the standard dress for boys, she added, plus the fact that her mother cooked for the thrashing crews of some thirty-five men at the time of harvest. Irish Paulson

said "yes, his mother cooked for the thrashers, too," and Noel Thompson mentioned that people made a little extra by working in the fields around Bay View by haying, cutting oats, or picking raspberries and rhubarb. For example, Willis Lipp, when a boy, chopped hay for Edward Buttering whereas a young Irish Paulson put up hay for farmers.

That boys were expected to take care of themselves, if not adding to family income, was again emphasized by Charles Jorgenson who said that, after school, he was expected to work on the nearby farms shocking oats, baling hay or planting cabbage. At one point he worked on the cabbage farm of Larse Johnson and Nick Ebason, two Scandinavians, who Jorgenson remembered as most often drunk but who paid him thirty-five to forty cents an hour and in gold coins when his weekly wages were determined. This was not unusual, however, said Jorgenson as gold coins were plentiful then. The cabbage farm "was just north of Whitney on the old John Ball farm." The Scandinavians, however, "lived in a little shack down in Indian Slough."

Noel Thompson remembered another form of boyhood duty but one that had, to him, a prized reward. This was when, in spring, he would be sent on his bicycle to the Tillinghast store in La Conner, there to buy garden seed for his mother. He recalled that the seeds were measured out in spoons the size of small thimbles and that the trip took all day. However, before he left on the return leg "I could buy a twenty-five cent meal."

If food was more often plentiful but diet basic, water posed another problem for ridge farmers. John and George Peth both agreed you had to dig wells to make it. These were usually sunk as four-foot square shafts down through hardpan earth, some going 140 to 160 feet deep, a dangerous bit of digging as exemplified by an accident concerning Jim Red, early Bay View's one and only Black.

Between Edie Jenkins, Willis Lipp and William [Bill] Kalso it was agreed that Jim Red, who was born in Tennessee, came to Bay View from California before World War I accompanied by another colored fellow who left shortly to find his fortune elsewhere. Red then stayed on to slash timber at five dollars an acre, work in Bay View's brick plant or do other odd jobs until he came to own a piece of property up on the ridge as well as being said to have some land in California. Although Lipp said Red didn't make much money "he was accepted in everyone's house" and "was a fine person." He also entertained people with his banjo-playing, whether staying in the log house of Tom Grenier or with Harry Jenkins. However, Red suffered serious injury when helping Jenkins and Henry

Fender dig a well at the Ward place. There, while in the hole, a bucket of dirt fell upon his head and he had to be roped up and taken to the hospital where a steel plate was inserted in his skull. Red lived on until 1942 when he was killed while felling a tree in the woods near Lake Shannon. His body was shipped back to Tennessee as he had no family in the west.

As dangerous as the jobs were, Kenneth Jenkins said he also helped to dig wells which, in the long run, "proved cheaper than the PUD water on the main road." He also stated that, even though the PUD put in a water line about twenty-seven years ago (from 1986), "you can still beat the PUD price by digging wells." Besides, he smiled, "the well water is much better."

And so the problems went whether it was stumps, scrabbling for a living, or digging through hardpan. Too, farm commodity prices fluctuated with the times and climate, for instance the depression of 1907, remembered by Edna Breazeale, wherein people accepted script rather than Federal currency "as there was no money." Yet some made it fairly quick as did George Peth who started farming with only ten dollars in his pocket. With that he cleared his land, raised some cows and then spent all of twenty-seven dollars to get going on a larger scale. Soon he came to own 1800 acres of land, not a bad step forward. Peth's story parallels that of Philip Inman who related that his maternal grandfather started small in the raising of Jersey cows but that the family went on to establish a fine dairy business, the oldest in the state of Washington as far as being continually operated by the same family.

The Illustrated History of Skagit and Snohomish Counties mentions that by 1870-1871, oats and barley were being grown on the reclaimed salt flats. Soon they were joined by the planting of hops and hay all affected by market changes and the high tides that wiped out many marshland farms.

Edna Breazeale remembered that hops were once grown on the salt flats and that there was a hop house "just at the end of Bay View Ridge on the bay side." William O. [Gov] Rogers said "there were lots of hops grown around Bay View," used mostly for beer making, he thought. Willis Lipp, however, felt that hops were grown more around Avon. Others commented briefly on the matter by stating that hops proved problematical given the climate and so were soon replaced by oats and hay. Oats, too, could get one into trouble recalled George and John Peth, especially when it cost too much to sack them and the San Francisco market took a downward turn. Phil Inman offered that oats were still a big crop around Bay View until the 1950s. He said his father used horses when farming clear up to 1958-1959.

On the harvesting of oats, Noel Thompson, recounted that they would be cut and then taken to a binder where they were bound into bundles. "You would then stack eight bundles on end and use the ninth to make a water-cap." These would be left to cure and ripen in the fields for two or three weeks. Afterwards, the bundles would be taken to a steam-powered thrashing machine and converted into grain. "You had two sackers on each machine." Lena Miller added that the threshing machines were too big to use on small farms and that crops would be lost if the rains came early.

Thompson also described the harvest of hay although Willis Lipp mentioned that, on the marsh farms, "you ploughed as early as February in six to eight inches of water." Thompson, however, went on to say that hay was cut by the use of horse teams. This was "Timothy hay" and much prized by the U.S. Cavalry which bought much, along with oats, from Bay View. He also said both were excellent as the diked flats were the best lands for nutrition. He then stated that a Tedder-Kicker was used to kick up the hay, dry it out and fluff it. Then the hay would be raked into wind-rows, shocked six to eight feet high and left to cure for ten days to three weeks. Afterwards, you sometimes made hay-sleds out of 1" by 12s" which would hold three shocks or otherwise get the hay to a bailer. The bailer, also drawn by horse teams, would make bails of 145 pounds and these would be taken to warehouses down by the slough or stored in barns for the winter. But, "it was unsafe to put hay in the barns when green." Straw was also stacked and used as winter feed for livestock.

Bill Kalso remembered that, during the 1920s, hay was shipped out of Whitney by rail or was sacked, and stacked eight feet high on barges which, once loaded, were pulled by tug-boats from out of the sloughs. Edna Breazeale also recalled boats pulling up alongside the graneries on both the sloughs and bays where they would be loaded up with oats and hay, Pacific coast cities their market. Noel Thompson concluded, too, that, in earlier days, stern-wheel steamboats were used to ship the oats and hay out of the Bay View area, being of shallow draft "to run the sloughs." The boats would rest on the mud when the tide went out. He also said you made $2 a day "haying" back then, driving a bailer, shocking, or whatever. You were also given your food and quarters, which usually meant you slept in the hay barns and got "hay-lice," which "simply ate you alive." Yet concluded Thompson, "it could be beautiful to sleep in fresh hay with blankets in the mow."

While marsh-land farmers brought in their crops and companies on the

ridge logged off the trees to let other people worry with the stumps, Bay View settled down to develop its ongoing spirit. Almost from the first, however, would appear the Bay View Methodist Church well designed to tame the raucous frontier element. Most people interviewed remembered the church during a time of transition, in other words, those years when Bay View changed from a logging town to a community of much greater social and religious strength.

The best information found on the church appeared in the Burlington Farm Journal for May 2, 1963, the article written by Ray Jordan and entitled, "Bay View Methodist Church." Herein, Jordan stated that it was thought that the Bay View Methodist Church was first organized by the Reverend E. J. Moore who labored in the Bay View-Alger area although the date is undetermined. "However, his name appears as the first in a long line of pastors in the old Church Record book." W. J. McKenna, John W. Martin, B. L. Inman, J. M. Bradley and T. B. Elliott were elected as the first trustees and incorporation papers were filed in 1888, "the second of record in Skagit County." Jordan also noted that the second article of the above agreement is rather humorous in that it reads "there shall be five trustees and that two-thirds of this number shall be present to form a quorum." He then said, by dint of donated labor and money, the church was built above the town in 1888, its construction being supervised by the Reverend J. W. White, to which the Illustrated History of Skagit and Snohomish Counties agrees in its "Bay View as a Town" section, as to date and person, adding that the initial cost of the structure was approximately $ 1,250.

Jordan next wrote that a story exists claiming a Bay View saloon operator closed his business at the necessary times to help with church construction and that many pastors followed Reverend White to the pulpit, one being J. F. Redfern who also preached at Allen and Edison and lived, during 1899, in the parsonage located just south of the church. Too, the congregation that year numbered fifty people. In 1907, church indebtedness was cleared with a final payment of $53.

In 1911, Jordan stated that the parsonage was moved to the present-day site of the Willis Lipp home wherein the Lipps still live as of 1986, the building pretty much original. Jordan then noted that church supplies were brought over from Anacortes and that, around the years of World War I, pastors preaching at Bay View were paid an annual salary of $300. Too, free wood was used for fuel and the yearly light bill averaged $15. Church repairs for the period 1914-1918 were around $30 annually. Otherwise, said Jordan, preachers had some of their necessities contributed by the locals, "a long standing frontier or pioneer practice."

In the early years, continued Jordan, the Church had its Epworth League, a contemporary organization of Methodist young people. The League held many "socials" as did other church groups or people involved. These "entertainments" brought in additional monies which were used to help pay the pastor's salary, defray the costs of hall rent and church repairs, plus being used to help build the later day parsonage (Lipp home) when needed. The League languished between 1913 and 1933 but, as of the latter year, another Bay View Epworth group was organized by the Reverend Robert Thompson. However it, too, proved short-lived and so it was left to the Bay View Ladies Aid Society, "as old as the church itself" to keep the church doors open and provide services although oftentimes infrequent during the period 1935-1961. However, said Jordan, Mrs. Henry [Alena] Irons, with the help of others kept a Sunday School active "through thick and thin" and the Ladies Aid Society kept the building liveable. This brought reward when regular services were again opened in 1961 through the efforts of the Reverend Robert Pruitt. Under his leadership the Bay View Church was completely reorganized on November 18, 1962, at which date thirty people became members. Today the church is interdenominational, has been renovated again in 1985-1986 and so stands strong as ever being ninety-nine years old.

Jordan completed his fine article by offering that the first marriage ever performed in the Bay View Church was that of William A. McKenna, Jr. to Ethel M. Kennedy, 1903, with the Reverend C. A. Owens officiating. Too, he mentioned that the oldest living member of the church in 1963 was Mrs. J. C. [Abbie] Stitt who joined in 1904. She was followed by Mrs. J. A. [Grandma] Kiderlen who joined in 1905. Still alive, however, was Mrs. Robert Barr who became a member in 1899, but who had not attended in continuum having moved to Mount Vernon some years before.

Summing up then, Edie Jenkins said that, back in the early 20th century, people in Bay View were religious. "Regardless of anything else you went to church," two services on Sunday, one morning, one night, with a Prayer meeting on Wednesday evening. In a letter to Pearl Hector from Jane E. Lane, however, one gets a rather charming counterpoint, for Miss Lane wrote that on one Sunday morning, during services, Otto Klingenmeier's dad and Link Finch were blasting stumps up at the town park (now Bay View State Park) and one root flew all the way to the church wherein "Reverend Pickles said unkind things about the loggers who were evil."

Working with the church to lessen the influence of those dissolute was the Womens' Christian Temperance Union organized on the national level, according to Alena Irons by Frances Willard out of Evanston [Chicago], Illinois, in 1874.

Alena then noted that the W.C.T.U. had its Washington State arm established in 1883, with headquarters in Seattle. She, along with Edna Breazeale, remembered Mrs. Rhoda Gaches of La Conner driving around Skagit County in a shiny black buggy pulled by a sorrel horse doing organizational work. In this Mrs. Gaches was sometimes joined by Margaret Munns from the state office who helped Rhoda and others to found twenty-nine unions, county-wide, by 1914.

Hazel Hartman said the purpose of the W.C.T.U. was to teach the nation's youth, to be active in getting legislation passed against the use of alcohol, tobacco and drugs on both the state and national level, that it taught on safety and furnished literature on the topics which was given to all classroom teachers wherever possible. She stated that the Union had a Narcotics division (alcohol and tobacco considered drugs), a Scientific Temperance Instruction Department, the only Scientific Narcotics Instruction Library in the United States at the time [1920s-1930s], a Medical Temperance Department, and on the state and county level, a Department of Parliamentary Usage. "You took a test on Parliamentary procedure each year." She also recalled that the Scientific Temperance Instruction Department worked with youth groups, churches and other adult organizations, providing both sixteen millimeter films and film strips on the evils of drugs and their sale to children, marijuana noted as was pornography. Narcotics, she emphasized, were being peddled on the school grounds, big cities first, during the late 19th and early 20th centuries although "the churches turned a blind eye toward this." And so the reason why the W.C.T.U. worked with the law although the latter wouldn't believe the sales! At one point, Hazel stated, the union realized passage of a law that required instruction on the use of narcotics to be taught in all public schools over the United States. Literature was also available to teachers on the inroads of venereal disease.

Hazel next recorded that each W.C.T.U. department had a chairperson along with supportive members who studied the union's scientific literature and so passed it into the hands of public school teachers. She said the organization also had much to do with putting politicians into office, watch-dogging both state and national legislatures, and getting out the women's vote. "One of the first purposes was to keep our [U.S.] soldiers from drinking during the Spanish-American War." She also said that any proper woman could join a W.C.T.U. local if she would pay the monthly dues of, first $1.00, then $2.50 later on. Men could be honorary members for $1.00 a month but took no active part. Hazel then concluded on the union by saying she had joined the Bay View local back in 1932, served four years as president of the Mount Vernon group, all while standing as W.C.T.U. Skagit County president for the next twenty years. She, too, remembered, young people giving speeches on temperance to win gold or silver

medals and that the union had a place for pregnant, unmarried, girls in Tacoma, the "Rescue" or "White Shield Home."

Alena Irons spoke more specifically on Bay View's W.C.T.U. local. She stated frankly that some women joined because of either their husbands, brothers or fathers running up saloon bills and wasting family income. Otherwise, she added that the W.C.T.U. group met twice a month in different homes as the years passed by, just as did the Ladies Aid Society. To her, the meetings were very colorful given the singing of hymns and the presence of babies who were "white-ribboned recruits," meaning that each had a ribbon tied around the wrist with a bow attached. Parents were to raise their children to be Christians, non-drinkers and abstainers from tobacco. Too, each local had its Loyal Temperance Legion (LTL) for children ages five to ten, boys as well as girls admitted. Beyond this was the Youth Temperance Council (YTC) for young people of High School age, all to stand against temptation. Alena also said the Bay View W.C.T.U. affiliate dissolved around 1950 and that the people then went to the Fredonia union's meetings. She served as president of the Fredonia group from 1952 until 1955, was Skagit County W.C.T.U. Secretary during 1952 and then, in 1957, moved on into the Mount Vernon local. She stated that the W.C.T.U. ended all operations in Skagit County as of 1972.

Edna Breazeale well remembered joining the Loyal Temperance Legion which she said usually met on Sunday afternoons. However, "we just sang songs." Looking back, a good time later, she felt most young people were neither for nor against drinking, that most had quite a close contact with alcohol. However, some of the boys began drinking early "because of what they heard about or saw for real among the loggers." Yet she didn't feel Bay View's saloons really posed a problem as the boys were kept out until of age. Pearl Hector also added to the mission of the LTL, saying with a smile, that as a kid "it was our divine business to heel a cigarette butt so no one could bogey it!"

As with any other community, general health was of primary concern among those who chose to settle down at Bay View. Bertha Peterson made adamant that there was no hospital and "that people sat up with those sick at home." Edie Jenkins, however, remembered a Dr. Cleveland, a Dr. McIvie and old J. H. "Doc" Farleigh who her mother worked for as nurse. She said Dr. Farleigh had been her father's partner in Nebraska and that he had been prevailed upon by her dad to come out to Bay View, first stopping off for a time at Anacortes in 1903 and then moving on to Bay View later in that year or in early 1904. "He was a great old doctor." Others felt different about the matter stating that Farleigh wasn't even licensed and that, ala Doc Holiday of frontier

fame, ranked among the world's champion drinkers. Pearl Hector balanced out the picture claiming that "Doc Farleigh saved little Bill Thompson's life" after the youngster ate lard laced with rat poison, the latter added to keep mice out of the Thompson family's pantry. Pearl felt Farleigh gave the child a dose of mustard to make him vomit and thereby empty out his stomach. William [Bill] Kalso also mentioned a Dr. Howell who traveled over from La Conner in a horse drawn buggy to treat patients at Bay View. Jane E. Lane, in a letter to Pearl Hector, said there were no real doctors closer than Anacortes, a Dr. Appleby and a Dr. Jackson being among that city's finest. Clarence [Irish] Paulson recalled that, yes, there was old "Doc McHenry," but he was only Bay View's gravedigger. "He got $5 to dig a hole at the last."

If medical doctors were not near at hand or considered less than dependable, midwives were utilized to bring new life into being at Bay View. Edie Jenkins said that, other than working for Dr. Farleigh, her mother served as a midwife "who brought sixty-four babies into the world without the help of a doctor." Jane E. Lane, in the aforementioned letter to Pearl Hector, claimed her grandmother was also a midwife who charged $5 to deliver a baby. Otherwise, Irish Paulson listed two of Bay View's more popular medicines, Tanzy ragwort, a tall herbaceous plant found locally and "Indian poultice" which was a combination of goose grease, turpentine and red pepper, applied as a plaster to the chest to cure a cold or other respiratory illness. "Really burned you good," he said with a laugh.

With physical well being of great concern to the pioneers of Bay View so, too, was the training of the mind. This led concomitantly to the establishment of an education system. As Ray Jordan recorded in an article on Bay View schools which appeared in the Burlington Farm Journal for May 2, 1963, Bay View School District Number 31 was organized on November 7, 1888, with D. F. Hilsinger, C. A. Norton and William J. McKenna as Board of Directors. R. O. Welts was County Superintendent of Schools at the time. Jordan then noted that Bay View's first schoolhouse was built in 1889 to which the Illustrated History of Skagit and Snohomish Counties agrees as to date, posting the cost of $800. The county source next states the eighth grade school stood on block 17 of Siegfried's First Addition and had 91 pupils in 1905. Teachers were Lois M. Baxter, Mrs. M. M. Look and her husband, T. H. Look, who also served as principal.

Jordan also reiterated that, in 1895, Bay View District 31, in conjunction with Padilla District Number 13, formed Union High School Number 2 at Bay View. This arrangement, however, was dissolved in 1919, according to Jordan, and students were transferred to the Burlington High School. Then the Padilla

and Bay View grade schools were consolidated with Burlington on April 13, 1942, the new amalgamation becoming Burlington/Edison District Number 100. Philip Inman later noted that the original Bay View high school was still open in 1927-1928, but that it was moved to Olympia Marsh around 1933-1934. Virginia Houtchens Wenner in her, "Recollections of Bay View--1919," added to Inman by saying the old Bay View two-story schoolhouse was torn down during the 1930s and replaced with a single story structure. She also wrote that, after the district was consolidated with Burlington (1942), all students went there. So the later schoolhouse was also dismantled with the gym and cafeteria being purchased by the community and the residue of the building becoming known as the "Community Hall."

William O. [Gov] Rogers well remembered going to school at Bay View being enrolled in 1910. He said the second schoolhouse was a two-story building with two classrooms on the ground floor and one large room on the upper. "It was a three-room schoohouse with three teachers and went up through the ninth and tenth grades." The youngsters "then went to Burlington, Mount Vernon or elsewhere to finish High School." Rogers also said that, after 1895, the children from Padilla went to the ninth and tenth grades at Bay view since the districts were combined. "A fellow by the name of Leed brought the kids over from Padilla by a horse-drawn outfit carrying twelve or fourteen kids."

Virginia Houtchens Wenner, again in her "Recollections of Bay View--1919," also recalled attending school at Bay View remarking on the two-story building with the primary grades taught downstairs and the upper grades taught upstairs. She said a school bus driven by Roy Crumrine would come through Bay View and take the high school students to Burlington. Irish Paulson well remembered the trip once he reached High School level. He said Roy's school bus was a Maxwell truck equipped with solid rubber tires. "In winter Roy put hot bricks in sacks so the girls could keep their feet warm--we boys didn't get any as the girls took them all." Irish also spent some time going to class at Edison High where the school toilet or outhouse was built over a slough. He and others present, who had made that trip too, laughed and agreed it was pretty comical depending on which sex went inside the door. Otherwise, Irish touched upon a mystery when he related that Ruth Millward taught in a school where the tavern now stands on State Highway Twenty, a short distance towards Interstate Five from Whitney Junction. Philip Inman also mentioned this school which he said was called Springdale, "but no one has the history on that."

Many teachers were remembered by those who commented on the early Bay View schoolhouse. Gov Rogers said he had a teacher by the name of Louise

Figure 8. Bay View's Still Standing Church.

Figure 9. Bay View's Three-room Schoolhouse,
Second Structure, early 1900s.

Johnson although "I was a wild little boy" who played hookey and went up to the logging camps. Lena Miller recalled Harry Lindall, a real good teacher, as "was St. John." Virginia Wenner mentioned a Miss Sunnell who taught the primary grades while a Miss Paxton taught the upper grades and served as principal. Charles Jorgenson said his first teacher was Mrs. T. H. Look. Jane E. Lane, in a letter to Edna and Fred Breazeale, wrote that among the first teachers at Bay View were: Strand Keller, John Porter, a Mr. Davis, a Mr. Hammack, plus the T. H. Looks whom she remembered. She also recalled her first teachers as being Ada Snider, Viola Neely, May Bradley and Mrs. Look. Too, "Kate Stearns taught the fourth grade." Lois M. Baxter, there in the beginning, was considered by all a pioneer in Bay View education although most interviewed entered school after she was gone.

Logging trees and clearing stumps, working on the farms or going to church or school, the impression might be that the people of Bay View and the ridge above had no time, much less money, to enjoy themselves in the realm of recreation. But this was not the case as the loggers were quite hardy and the locale too pristine. For example, Phil Inman said that, when he was a boy, his dad would often tell him about logging ten hours a day, six days a week, then, after shaving and bathing, meeting with friends to walk clear over to La Conner for the Saturday night dance. There they would dance all night, sleep over, and walk back to Bay View Sunday morning. It was not unusual for loggers to do this as they had plenty of stamina since their work was hard and tough, according to the words of Phil's father. Otherwise, they would get the pigs and horses drunk on sour mash for a good laugh Sunday afternoon.

About this time, given taping and conversation, wherein one heard so much about Bay View's church, W.C.T.U. local and schools I couldn't help but wonder if the town was all that "pure," especially in its rowdier days. So I asked Willis Lipp if the community had ever sported a brothel. "Oh yeah," said Lipp, his eyes twinkling with the memory. "We had a house, madam and four or five girls, two of them locals. One married the Methodist preacher of the time and this caused a big scandal so the couple had to move away. There was also a fence around the 'business' to keep us kids out and it was figured the girls helped to service four to five hundred loggers before the house closed and was later torn down. Its gone now." Bill Kalso also added in respect to the loggers and some of those who came after that there were what people called "basket socials," not of the W.C.T.U. sort "as we had a little snort in the basket."

Phil Inman said that Bay View was truly wild in the days of his father and granddad, that his mother and others had seen cougars, that many had witnessed bears in the woods and that a herd of elk often cropped Olympia Marsh. Inman, also, recorded that his dad and dad's cousin were once hunting the ridge with a dog at night. The dog broke and barked at the base of a tree so the pair thought they had a racoon somewhere up in the branches. "Dad's cousin then shot the animal between the eyes as Dad's lantern light made them shine." It fell down dead between them and proved to be a cougar. "They were so scared they froze."

Others also mentioned hunting for food or pleasure. Irish Paulson said, as a kid, he often shot squirrels out of the trees with his 22. Bill Kalso mentioned hunting rabbits with hounds and then going after deer on the islands during World War I. "We also fed quail and hunted ducks and pheasants although most are scarce now." Charles Jorgenson added that many men and boys hunted and fished for fun and food. These resources were plentiful at the time. Besides, part of hunting and fishing was the summertime camping and swimming that went with them. As Noel Thompson recalled, "when we went swimming we either wore our overalls or birthday suits. The women wore their dresses." All outdoor activities, of course, took place in beautiful circumstance.

Entertainment also took other forms than church socials or hunting. In a letter to Pearl Hector, Jane E. Lane recalled that, in the early years, Margaret Johnson Black played the organ two afternoons a week for those who wanted to learn ballroom dancing. There was not only an interest in this but "there was a craze for stiff sailor hats among the ladies during the 1890s." These were worn "tipped slightly."

According to Gov Rogers and Kenneth Jenkins, many of the dances, both barn and social, were held in the I.O.O.F. Hall. Virginia Houtchens Wenner, in her "Recollections of Bayview--1919," agreed, stating that the I.O.O.F. Hall was used for Grange and Rebekah meetings, church socials, elections, receptions, lectures and dances. "Upstairs was the lodge and kitchen only" and "most everyone belonged to some of the above organizations." Too, Rogers said the I.O.O.F. Hall dances were pretty good, that they would "go from 9:00 p.m. Saturday night to 6:00 a.m. the next morning," usually to the music of George Hopper's orchestra. One wonders if the workers at Rozema's boat plant ever hear ghostly music.

Mrs. Neil Fender also recalled the I.O.O.F. Hall barn dances plus those in the barns of Charles Graff and the Wards. She said her father was an excellent

dancer and her mother a great entertainer. Virginia Houtchens Wenner also remembered that many of the barn dances were held when the hay lofts in various barns were empty, usually in early spring or summer. "All age groups attended and the children slept on the coats as the dances went on to early morning or milking time." Kenneth Jenkins said yes, "we had barn dances in the 1920s" in both barns and homes, also social dances in the latter. All agreed these were good times.

Holidays also provided fun and entertainment. Bertha Peterson said there was usually a program for the children come Thanksgiving and that there were both school and church functions at Christmas. Lena Miller remembered that the Rectors put on a marvelous Christmas in their home, "candles on the trees with water around in case of fire." Yet "there were no special decorations in town." Charles Jorgenson, as did others, reiterated that he "never had much of a Christmas as a kid," but that the Ladies' Aid Society of the Methodist Church put on a Christmas party for the local children. Later on, he said that his family had a tree for the season, one "decorated with strings of popcorn with candles in holders for lights. We drew names for presents."

If Christmas wasn't, in a material way, all that rewarding to the young people of early Bay View, the winter snows provided fun. Edie Jenkins was on a sleigh ride the night the town burned down. Bertha Peterson said there was much more snow in those days and that her father built a sled for her and her friends. William [Bill] Kalso, as did many, recalled the huge snow storm of 1916. "I had a big bobsled although the snow broke in the roofs of sheds, barns and houses." It was a time of trial for adults but a winter carnival for children. If not snow to play in, Charles Jorgenson said "kids ice-skated on the pond south of Bay View" come winter.

Of all the holidays most remembered by the older men interviewed at Bay View, Halloween took the honors, a case of calling back one's boyhood. Charles Jorgenson said that one Halloween, he and two other teenage buddies used a ladder to get up into the belfry of the schoolhouse where they tied a wire to the bell and then threw the bulk of it over the roof "so as it came down the side of the building." They then ran the wire into a group of nearby alder trees where they could ring the bell "anytime as if it were ringing on its own." This astounded and upset the janitor, an old Civil War veteran known by the name of "Grandpa Nichols." He soon found the ladder and took it down. "Yet he couldn't find the wire or understand why the bell rang at strange times." Jorgenson and his friends later told Nichols what they had done but "he acted as if he didn't believe it although he probably knew."

This, innocent enough, was just a form of warmup, as the delightful Willis Lipp recalled some kids taking a wagon apart and putting all they could of it down a well. They then hid the wheels in the woods near the old Ballard logging camp. "It took about a year to get it back together." Continuing on, he said, kids put L. H. Ward's buggy and little delivery wagon up on top of his barn and that it took him three months to get them down as he couldn't find anyone to help him. "We would also put cows in the upstairs of stores, or in the schoolhouse. You can imagine what it was like the next day."

Lipp, also added that some kids took Leroy Ramsey's horses one time and turned them loose on Bow Hill, still not logged at the time. "It took six months to find them." Ramsey, he recalled, became the eventual receiver of Stitt's store. He was from Seattle and tried to operate "belly up" stores for Swabacker Hardware. Yet, since he was a "foreigner," no one would buy from him--"So Ben Jorgenson stocked up his store and undersold Ramsey." People then left Stitt's store to gather dust and instead would gather to "shoot the breeze" and play music in front of "Ben's." An institution was gone.

But Halloween and other boyish pranks still merit more attention. Clarence [Irish] Paulson said, "Yeah, we pushed over privies on Halloween night but the worst we ever did was one Easter when we got a lot of apple blossoms and dipped them in fresh cow manure. These we left on the preacher's porch and his wife came out, picked them up and smelled them. The smell was terrible!" He also mentioned Stitt's store in its heyday, a place where the Civil War veterans still fought long forgotten campaigns and played checkers. Others "hung around" to discuss politics and otherwise philosophize of cracker-barrel nature. "Stitt had races for us kids in the street before his store and would give the winners candy. He was a good person." Irish also said, it was Stitt that playfully gave him his nickname when he ran errands for the store as he was called everything else. "I didn't like my name of Clarence anyway."

On Halloween again, Bertha Peterson remembered boys taking a wagon apart and then putting it back together on top of a barn. Pearl Hector also recalled boys turning over out houses and tying a wagon by its tongue to the church bell so that the rest hung down on the side of the belfry. And yet one of the best pranks of all was told by Phil Inman who said a woman filled one of her male farmer friend's pipe stem with Limberger cheese. She also put some under his hat band well knowing he would cover his head since the day was going to be sunny and hot, especially while working in the fields. And so, while he worked and sweated, the odor got absolutely awful. "The pipe packing also caused the fellow to get very, very angry."

Willis Lipp concluded on the more imaginative pranks. "Some boys, after a high school commencement, tied a boiler onto the tail of a heifer. She took off and scared horses pulling buggies."

Beyond Halloween, the holiday best remembered by all was Independence Day or the Fourth of July. Lena Miller recalled the parades, girls dressing up to represent the thirteen original states, Lois Baxter reciting the Declaration of Independence from memory, "which she went around doing all over," said Pearl Hector. She was also "a lovely musician and taught music, too. I really loved her."

Irene Crumrien Nelson added to the color, stating, that on the "Fourth," the girls in the parades "wore Liberty crowns on their heads and sashes over their shoulders with cheese cloth dresses. Lots of speeches were given." It was a great holiday although the loggers often "got tead up," as did some of the boys who, at that and other times "got a little too much hard cider in them." There were sack races, too, she concluded.

Mrs. Bertha Peterson also recalled the Fourth of July picnics held in the park north of Bay View. She said she took part in the programs and that then and on Memorial Day, "We dropped flowers in the water off the docks and put them on graves in the cemetery." There were also both ice cream and fireworks stands in the park. Too, Edie Jenkins remembered that C. P. Dickey set off fireworks over the bay on the night of the Fourth.

According to Charles Jorgenson, Bay View Civil War veterans were honored on both Memorial Day and the Fourth of July. These old soldiers were: Joe Lester, Charles Williams, Sylus Maryhue, Adam Huff, E. G. Osborn, Grandpa Kalso, Grandpa Nichols, Philip Inman's grandfather and Bob Creighton. The younger Jim Black, however, was a foot-racer who would run against horses on the Fourth and upon other occasions.

Bill Kalso and Nellie [Johnson] Gale also recollected Independence Day, the picnics, band and parades plus a greased pole "for the boys to climb," as well as chasing greased pigs. There were also horse races and baseball games at times.

Having mentioned Bay View's band, memories of this organization proved somewhat sketchy. Nellie [Johnson] Gale said it was called "The Bay View Military Band," and that it marched in parades and played for the Fourth of July picnics. She said she didn't know how the band got its name. Edie Jenkins felt

the Woodmens' Lodge may have started it but that the band only lasted four to five years. "My dad and brother played in it." She also said the group played at Friday Harbor, at other places, and on barge excursions. "They often got stuck on the mudflats at times and had to wait for the tide." As for director, Kenneth Jenkins, said "a fellow by the name of Waggels was the leader." Lena Miller could only recall Earl Morris as one of the directors but that the Rector men and Fred Merrill were members. Noel Thompson said Benjamin Johnson was leader of the band as far as he could remember, "a good one."

Since barge excursions have been mentioned, Edie Jenkins recalled that two boats, the Nina Lee and Valentine pulled scows out among the San Juan Islands for summer excursions. Edgar Millward said he also remembered taking a barge trip on his twenty-first birthday. "William [Billy] Smith pulled the barge of revelers out with his boat, an annual affair." Like many others, Millward said, as an adult, he fished much for money and entertainment.

In addition to dances, socials, outdoor fun and holiday pleasures, Irene Crumrien Nelson recalled the medicine shows that appeared in early Bay View. Bertha Peterson said people also put on live plays and "did vaudeville in the I.O.O.F. hall." There were also lectures given, too, and Charles Jorgenson, still recalling pranks, laughed when he remembered that, when one of the lecturers was talking, he and some of his friends tied the spokes of the rear wheel of the fellow's Model T Ford to the car's frame. "Poor guy couldn't drive away until he saw what had happened."

All of the above were fun but an extra fillip resulted with the coming of movies. Irish Paulson recalled that there were picture shows almost every night in the Oddfellow's Hall. He related that, after quitting work for Stitt, he would hike up the hill "where the Nebraskans lived" and, once there, would blow a cluster of five horns each having a different tone. "I would blow these about twenty minutes so everybody would know there would be a film that night." Too, the money he made from Stitt, forty cents an hour, "I would spend on the movies."

Irish also commented on how films were shown before electricity appeared in Bay View. "The movie operator would jack-up his car, attach a belt to the drive shaft and run the car while the belt ran a generator in the back seat. This would produce the electricity needed for the projector." There were also "traveling shows" along with the movies, said Irish, and viewers of both had "to buy chairs for thirty-five cents apiece. These were later stolen from the Hall as they had become antiques." The early movies played Bay View in the late "teens" and early 1920s.

Gov Rogers, having received his nickname at the age of five from William McKenna, Jr. who said if Rogers would agree to be "Governor of Bay View" he would give him some candy, also recalled seeing movies in the I.O.O.F. Hall "shown by a fellow who ran the projector off his car. We had serials night to night until the end." The operator also "had a girl playing piano to provide the necessary mood music." Willis Lipp later added that the "same guy who ran the movies off his car also had a minstrel show, three guys and a girl." The troupe, said Lipp, sold diamonds to people for three dollars each. "It was a big con job and I didn't buy. Anyway it cost fifteen cents to see a movie, which was a fortune to a kid."

In concluding on the appearance of movies, Lena Miller said the first film she ever witnessed was entitled "Edith the Frontier Girl." Bertha Peterson also remembered seeing films on Monday evenings in the Oddfellows' Hall. "The serials were scary." Kenneth Jenkins added that there were no movies shown in Bay View during the Great Depression of the 1930s.

In truth then, there were many things to do of leisure nature in and around Bay View whether child or adult. Noel Thompson said kids liked to watch logs being rolled into the water off the tram car dock. They would also visit the abandoned Butler Shingle Mill or go on trips to the logging camps and view the horses yarding logs. "It was also fun to visit the blacksmith shops of George McMillan and William [Bill] Quigley." Thompson also recalled that boys went barefoot from March to November, but, come winter wore hob-nailed shoes. "We couldn't wear these in the house as they chewed up the floors. So we had to wait until the nails wore down smooth before we could wear them inside."

Gov Rogers remarked on kids swimming in the summertime. "The loggers would have them dive for nickels." Too, Philip Inman mentioned young boys taking from the loggers by smoking pipes and cigars. However, "you could be broken of the habit by your parents making you do it." Inman also recalled people taking trips up to Bellingham on the Bellingham and Skagit Interurban (Electric) Railroad. "You would pack a picnic lunch and be gone all day."

Edie Jenkins, recollecting her girlhood, said it was fun to gather agates along the beach, that she enjoyed gardening and picking blackberries, so much so, that she and her brothers sent away back east for Himalayan blackberry seeds. "They spread all over Bay View in profusion and became a curse to the neighborhood."

Mrs. Neil Fender, as a young girl, also picked blackberries for money

enough to buy school clothes. She emphasized that there was no drinking in the schools and that smoking was not allowed. Anyway, "girls didn't smoke." On the other hand, one of her greater thrills was to witness a balloon ascension, the same way Irish Paulson reacted when, during the eary 1930s, he saw the Graf Zeppelin "on its flight to Canada."

In a letter to Pearl Hector, Jane E. Lane claimed that ships from Japan would often tie up at Moeller's Mill or simply be run aground on the beach. There the crews would sell yard goods, dishes and beaded birds much to her viewing pleasure after climbing aboard, that is until her father made her stop because of the danger. Pearl Hector also knew the trials of playing, too. Once she was walking, running home to dinner, on the still greasy, long abandoned tram road. Suddenly she slipped, fell down and hit her head, was "knocked out completely." Upon recovery, she said "I almost had to be carried home I was so shaky."

As for other entertainments, Willis Lipp said the land around Bay View was finally cleared with steam donkeys and horses. "These pulled the stumps into big piles and [adults] would let the kids burn them." At night, then, "we would roast potatoes or ears of corn in the fires, play 'Run Sheep Run,' actually play half the night and go to school next day. It was all clean wholesome fun." Irish Paulson also recalled "crab feeds" on the beach plus kids playing "Run Sheep Run," Spin the Platter or Bottle, Musical Chairs, Flinch, Shinny, Horseshoes, cards, and sitting at the Ouija Board which often led to rounds of Ghost stories. When weather worsened, Bertha Peterson recalled that many parents built a play shed where the Community Hall is now, this because the schools were often closed.

On another tack, Phil Inman recalled both the horse and harness race track up at the park. He said the Ball family had trotters and that his dad would often talk about "Flying Anne" and "The La Conner Maid," two fine mares which were raced at Bay View and other places.

Scandal, of course, is often another form of entertainment and Lena Miller related Bay View's most notorious murder. She said that a Burlington barber was chasing after a Bay View married woman and that, when he came to take her for a ride, the jilted husband hid in the trunk of the suitor's car. When the latter then parked on Gordon Road the woman's spouse crept out of the trunk and killed the adulterer. This caused a great deal of talk. Lena said she and her friends saw the parked car but never dreamed of what was going to happen. The scandal finally ended when an all male jury acquitted the jilted husband of

murder, the case occurring around 1925 or 1926, according to Lena.

The park, scene of festive and athletic occasions, as mentioned before, merits the recollections of those interviewed plus additional reportage on how it came to be a State recreational area.

Lucile McDonald in her article entitled, "Padilla Bay--Will Its Future be Rustic or Urban?" as found in The Seattle Times for July 1, 1962, gives one version when she stated that Annie Klingenmeier bequeathed the park acreage to the Skagit Valley Agricultural Society. The Society, organized in 1890 with William J. McKenna its prime mover, hoped to hold an annual county fair and livestock exhibition at Bay View. The grounds were also to be the site of an agricultural school. However, in 1925, the Society's trustees turned the 19 acres of land over to the state. Philip Inman was close to agreement when he recorded that there was a baseball field and "little horse race track" up at the old park. He felt the Henry Klingenmeier family plus that of Julius Kiderlen were the ones that donated the land for the state park. On the other hand Gov Rogers said that Bay View had a good baseball team on which he played, that the team had a diamond up at the park and that about one hundred people held shares in both. But when the town died "we all signed our shares and gave them to the state so a state park could be created."

Edie Jenkins held a different opinion for, in reading the transcript of her interview, she stated that twelve [Bay View] "boys" bought the land and gave it to the county for a park, her brother Edward among them. Pearl Hector, with Edie at the time of taping, replied that Grant Sisson was the one who turned the land into a state park. Edie said "yes" but the twelve gave the land to the county for a park and "then it got made into a state park through Grant." Pearl agreed but stipulated that a clause was incorporated into the deeding which kept people from buying the land back for personal use. Mrs. Bertha Peterson later added that her father, too, helped save the park.

In an undated clipping from the Mount Vernon Daily Herald (found in the Bay View collection) Julius A. Kiderlen was reported to have offered that William J. McKenna kept up and paid the costs of maintaining the park. Kiderlen said Howard Elliot claimed that the County Commissioners refused to accept the land for a county park and that the trustees of the Agricultural Training School also refused to acquire the land for the same purpose. So it was Kiderlen's wife who took the idea of making the area into a state park to the Mothers' Club of Bay View. Julius then turned the club's report over to the park-land stockholders and specified that they would have to pay all taxes and clear title on it. Mrs.

T. H. Look then collected monies for the purpose around Bay View and Sedro Woolley and the local stockholders were reorganized and asked to sign over their stock to make the area a state park. Julius Kiderlen helped to sell the idea and this was done. However, some of the adjoining timberland, part of the original park was lost through delinquent taxes. Kiderlen hoped the park would be restored to its original size.

Another account found in J. K. Stierlen's article, "The Kiderlen Family," recorded that Julius Kiderlen was interested in the recreational area as a park for, although owned by a Horse Racing Association, the land had fallen into disuse and the community stood to lose it. Kiderlen then contacted all the owners of the acreage, plus their heirs, and obtained deeds to the land on condition that, if the park failed to materialize, the land would revert back to them. His efforts, wrote Stierlen, resulted in the establishment of Bay View State Park with the state holding the deeds as long as the park should last.

A final version of the story is found in the Burlington Farm Journal for May 2, 1963, the color article lead-line being "Bay View State Park." Here Ray Jordan stated that the ground was originally owned by the Skagit County Agricultural Association and, early on, featured a race track and baseball diamond. It was the site of many local picnics, especially held on the Fourth of July. In 1925, the shareholders of the Agricultural Association, due to the urging of the Mothers' Club, decided to preserve the area as a recreational ground and so signed it over to the state without cost as long as the state would guarantee to maintain it as a state park. Jordan also reiterated that supporters of the park are still avid for its expansion since it is more or less at the western terminus of the North Cascade Highway and furnishes the nearest salt water beach around. Too, over forty thousand visitors utilize the park annually, it being nineteen acres in extent with beautiful evergreen trees and 102 numbered camping spots among them. It has water on tap and well-kept restroom facilities with both a bathing beach and a place to launch boats at high tide. It is a lovely place.

CHAPTER IV

BAY VIEW: POLITICS, WAR, PROHIBITION AND OTHER UNKIND TIMES

Major labor problems never bothered the citizens of Bay View. The International Workers of the World [IWW] or "Wobblies," many of Communist persuasion, never organized a local in the town, said Willis Lipp, but they were active at the Clear Lake Lumber Company "where real trouble occurred." Irish Paulson and Noel Thompson agreed, saying that most loggers around Bay View, during World War I, joined the Loyal Legion of Loggers and Lumbermen (4L's) because spruce was needed for aircraft production and other war commodities. "This was not a union and they were not out to cause a rumpus," said Paulson. "They were non-Socialistic." Thompson, however, recalled hearing people speak on behalf of Eugene V. Debs in the Oddfellows' Hall and mentioned that there was also the International Union of Shingle Weavers to which some belonged.

In continuum, Willis Lipp recollected that some people in Bay View held Socialistic views but were never a political party. However, a man by the name of Carl Braquaf published the town's first newspaper and "it was of a Socialistic pitch. I helped to haul his printing press up to Bay View on an old Kelly truck. His daughter published the news sheet" but, "they never associated with anybody. The girl was rarely seen in [town]." Actually, "Braquaf was in the publication business with [Julius] Kiderlen" and "Kids handed out his literature. There was no charge for the newspaper" so "I don't know how he financed it." A little later, said Lipp, "the Hemojer girls put out the Bay View News, but I don't remember when they started."

Too, Lipp said Julius Kiderlen was always among the uninvited as he would interrupt conversations with his talk about Socialism. "He was ahead of his time" and "got his Socialistic philosophy out of two books, Equality [by Edward Bellamy] and the other by Braquaf. Kiderlen was a Utopian Socialist, not a Marxist." He "was of the Community spirit and played Santa Claus one time." Otherwise, Lipp said Julius always won the sack races on the Fourth of July, was always passing out his Socialistic literature and was quite often observed on horseback reading his newspaper. "Kiderlen was a Pennsylvania Dutchman so bow-legged he couldn't stop a pig in a ditch."

Noel Thompson agreed that "old man Kiderlen was a Socialist." He bought brush land around Bay View and "people thought he was a little bit off." Equality

and Braquaf's books "were his Bibles." However, "he didn't influence many people with his politics." Pearl Hector, too, adjudged Kiderlen a Socialist and that he put out a Socialist newspaper which was nothing more than "a one sheet print-out." She didn't recall where it was printed. Thompson also noted Edgar Millward as a "Free Thinker" among the Socialist group which, according to Irish Paulson, met in the Ladies' Aid Society Hall.

A different assessment is given about "The Kiderlen Family" in Jewel K. Stierlen's writing of that title wherein she notes that Julius and Stella Kiderlen, along with their two-year-old daughter, the authoress herself, came to Skagit County in the fall of 1903. Jewel said her parents had been born in Missouri but had met and married in Montana. Before coming to Bay View, however, Julius had tried his luck, with some success, in the Alaskan gold rush of 1898 and so professed an interest in buying farmland. In Nome, where he met Henry Weyrich and "one of the Osborn boys from Skagit County," he was directed by his two new friends to look at the area around Mount Vernon. The upshot was that Julius found what he wanted near Bay View where, on the same day, he purchased, from Frederick and Henrietta Kalso, eight acres south of the town plus another 180 acres, from Henry Klingenmeier, up on the ridge. The latter had been "logged off" but the first Kiderlen home was built on the eight acre plot.

Jewel went on to emphasize that her father was active in the Grange at local, county and state levels. She said he helped to establish the local Federal Land Bank, on which he served as secretary and so helped others to secure farm loans. He also was part of the group that organized the Darigold Company and worked to make the park a state administered entity. Julius died in 1951 but Stella became a revered pioneer popularly known as "Grandma Kiderlen" in her golden years at Bay View. She passed away in May of 1963.

On the Socialists again, Nellie [Johnson] Gale said there were five or six Socialists who would gather at the Edgar Millward home. "They didn't believe in the hereafter--fought government legislation, would rant in the streets," and "the Oddfellows' Hall was not rented to them." Nellie went on to indicate that "old man Carl" [Braquaf] was said to be their leader "and he was such an anarchist!" She also professed that the group was a scandal to the town and that "Ed Millward would not salute the flag, yet he and his wife accepted Social Security checks." She agreed that Kilderlen and his ilk read Bellamy's books, Looking Backwards and Equality which "were their Bibles." However, she didn't feel they were part of the Bow Hill-Edison "Equality" commune which endeavored to win Washington state to a Bellamite type of Socialism during 1897-1904, and then continued on as "Freeland," until 1907 when the utopia was

dissolved. Of interest here is that John Peth acquired four hundred acres of the former colony's land when put up for auction on June 1, 1907. After litigation, the State Supreme Court confirmed the Peth family's acquisition in 1911. A good guess is that there was probably some contact between Bay View's Socialists and the Bellamites at Bow. For more on the "Equality" commune see, Utopias on Puget Sound, 1885-1915, by Charles Pierce LeWarne, University of Washington Press, Seattle, 1975.

When the United States went to war against Germany and the Central Powers in April of 1917, thereby entering World War I, Bertha Peterson recalled that her father became a Conscientious Objector. "He was put down for not buying war bonds and, when he didn't buy, he had his county taxes raised by the county assessors. He paid under protest but finally got the increases back," or so she thought. Yet "some people threatened to tar and feather him while visiting a sale at Edison. They wanted him out of the country. Afterwards our family kept a loaded shotgun in the house." Too, "Dad was politically independent and also of German descent which didn't help. He was interested in the Socialist group for a time and took in a Socialist printer [Carl Braquaf] who hadn't, as yet, set his press up. Our house was raided for his papers." Bertha also stated that her father was interested in the "Equitus" or "Equality" system and that the Post Office mailed Braquaf's papers. The Sheriff's deputies raided the place and confiscated one news sheet but no arrests were made although they probably had a warrant. Nevertheless, said Bertha, the deputies didn't bother Braquaf, once he got his papers out, for the Post Office benefitted. "Things went better then."

In Bellingham during World War I, Lena Miller recalled the flu epidemic becoming so bad that the Normal School was closed and the students sent home. She "got it." As for Bay View, however, she said that the Millwards and Jess Garletz became dissenters to the war and so fled to Canada. But, "Jess was caught by the RCMP [Royal Canadian Mounted Police] and brought back in a cage!" His daughter cried when she saw this and he served a term in jail, being of Socialist persuasion. Lena also remarked that Edith Pearsons, a Millward before her marriage to William Pearsons, was a Socialist and that Uncle Henry Millward, who belonged to the Socialist Party [SP], served a term in jail. There were three to four Socialist families in Bay View, she thought, for "the Irons were Socialists and Uncle Henry Stone, too. One of the Irons' boys [Edward Irons] was sent to the front with no training, only three weeks at Fort Lewis. He had no chance and was killed in the trenches of France." Others, said Lena, were put in the Spruce Division camp with "no pay, just room and board." All in the camp, however, were not Conscientious Objectors although some fled to the Islands or Canada. "Loggers were those most utilized in the Spruce Division."

Willis Lipp, his comments found on the Irene Crumrien transcript, said in reference to the World War I draft, that his brother, Tony, plus Edward and Henry Irons, along with Edgar Millward all "objected." They fled to one of the San Juan Islands although Tony was in the Army at the time. "However Arthur [Art] Jorgenson went out to talk to him and he returned to join his regiment. It was not held against him and he was later discharged honorably." Lipp then stated that Edgar and the rest fled to Canada and that Edgar did serve some time for draft evasion as he lived in the woods and was out of the country illegally. "He served his time in Tacoma," but "was just a conscientious objector." Lipp then said that Henry Irons joined the Army along with his brother Edward [Ed] "who was killed in the trenches about fifty feet from my brother," all this after Ed, Roy Peth and Tony returned from Canada. Art Jorgenson "went up and got them in his car and took 'em back to Camp Lewis. There he turned them over to his Commanding Officer and nothing was done about them being AWOL." Lipp concluded on the matter by saying that Bay View lost three boys in the war, they being George Stone, Walter Stone and Ed Irons. Clyde Ship, in the Army, was gassed overseas whereas Grover Walker served in the Navy and Emo Magnus in the Spruce camp. Willis himself was too young. "I tried to enlist but they wouldn't take me."

Of good interest is the Edgar Millward transcript wherein he admitted dodging the draft during World War I. He said he was put in the Federal penitentiary [jail] at Tacoma and there served one year's time, although his wife was allowed to visit on weekends. Afterwards, he went back to Canada for a season but then returned to Bay View where he worked for the opening of the Community Hall. Before the war he had worked at Stitt's shingle mill although he professed to his memory being sketchy on other local history.

Charles Jorgenson recalled World War I times very well for he was drafted and sent to Camp Lewis, "as it was called then." He also emphasized "that the place was an awful mess as the men had no bathing facilities except a nearby lake" which was cold in the winter. "The food was awful too," and "anyone could be a cook! I didn't pass my physical and so was sent home." He also remembered that "some of the fellows" decided to dodge the draft, gathered up food, rifles and ammunition and went to live for the duration on one of the islands. However, they argued among themselves, "got 'cabin fever,'" and "turned themselves in" One couldn't pass his physical anyway, another didn't even have to register and one was a Conscientious Objector who had to serve a year in jail for his trouble. However, two went down to Camp Lewis after turning themselves in and were put into the service. One, Edward Irons, was killed overseas while the other, Tony Lipp, returned home to live in Seattle once the

war was over. Victor Lipp, older brother to Tony, said Jorgenson, was not in the conflict.

Mrs. Neil Fender [Garnet Rector before her marriage] recollected that, during World War I, she had one brother in the Army and another in the Navy. She was more concerned about the one in the Army, however, as he served in France. As for the Home front, Mrs. Fender said people saved prune pits for usage in gas masks. "They were ground up." Too, she remembered a big flood in 1917 and the huge snows of the 1916-1917 winter. If not bad enough "there were the big flu epidemics of 1917-1918" and "you used whiskey for medicinal purposes then." Also the "flu took the middle-aged people more than the older or younger ones." Irish Paulson agreed, after noting that both flour and gasoline were short during the war, "so we halved the gas with kerosene." Otherwise, he said the flu hit hard and "if the flu didn't get you, the Army would!"

Other commentary on the Home front saw Noel Thompson offer that he worked for the Bloedel-Donovan Logging Company and that people were brought from all over the United States to cut spruce near Alger. "It was fine timber." He also noted that most men in the "Spruce Division" had no experience in logging and that he had to watch out for their safety. "Many were killed as we used new logging equipment to cut the timber fast," these facts attested to in Brigadier-General Brice P. Disque's work on the History of Spruce Production Division, United States Army, and United States Spruce Production Corporation, Press of Kilham Stationery and Printing Co., Portland, Oregon, circa early 1920s as no publication date is given. Herein General Disque, in appendix map, records that the Division had thirty-five squadrons covering ten districts in Oregon and Washington. Its complement was 28,883 men, one hundred and eighty-two dying of disease or work related fatalities. Squadrons or camps near Bay View were the one near Alger, another about seven miles northeast of Edison and five mostly southeast of Sedro Woolley. Further away, at the University of Washington, Edna Breazeale recalled that, while there as a student during 1917, "I was majoring in the German language." However, feeling was so high against Hunnish Kultur that "German was dropped from the curriculum so I took English courses."

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Before and after the war was over, people in or around Bay View, as did so many others in the United States, began to sample the fruits of advancing 20th century technology. For instance, Lena Miller said Jeffrey Jenkins had the first car in town, "then Robert Barr, Grant Sisson and 'Daddy' Harris." Irene Crumrine

Nelson recorded that the first automobile she witnessed was a Model T Ford. Her brother bought it from Grant Sisson, Jr. "It was a 1913 or 1914 model with the gearshift on the outside. There were no doors in front and it had big brass head lights. That was the way it came." She also noted that some early cars had the steering wheel on the right-hand side. Roads were bad, only of dirt, gravel or cobblestones. "Mud was everywhere!" Noel Thompson added that his first viewed auto was one driven by Robert Stimson of the Stimson Lumber Company. "He drove a Stutz from Ballard to Bay View. It was a roadster and the trip took him all day."

Irish Paulson recalled that, about 1918, his father received a contract to haul the mail from Whitney Station to Bay View for about $26 a month. "He bought a Model T Ford from Grant Sisson and got fifty cents per passenger if he brought people to Bay View from Whitney Junction or vice versa." Irish then took over the mail route when his father died in 1922. Before that, Irish said his dad picked up passengers bound for Bay View from the train or "Galloping Goose" which both stopped at Whitney. The "Goose" was an autobus fitted with wheels to run on the railroad tracks and was operated back and forth between Burlington and Anacortes. Too, Irish reported that Bay View's population in 1923 was around 250 people. There was only one gas pump in town about that time and "it was at Len Purcell's garage."

In her "Recollections of Bay View in 1919," Virginia Houtchens Wenner wrote that, after World War I, her family moved from Seattle to Bay View. They boarded the "Galloping Goose" at Burlington and got off at Whitney Junction. From there they took Len Purcell's "Taxi" to Bay View, where she and her mother joined her father who had gone on before. But, as a ten-year-old girl, Virginia was appalled, for her dad had bought a house which had no electricity, inside water or plumbing! The water was from surface wells. Things got better, however, when rural electrification came to Bay View in 1925. "We finally had electric lights." By that time her father had gone into the raising of pure-bred Jersey cows.

Both William [Bill] Kalso and Irish Paulson agreed that Bay View received electricity in 1925. According to Kalso "a complete wire hook-up [for your home] cost $220 and this was expensive. One light-bulb drop, however, only cost $6 if you furnished the materials." Too, "you got a reduced rate if you bought an electric stove." On the other hand, Irish stated that the Puget Sound Power and Light Company would wire your house free if you purchased an electric stove and put in six to eight bulb drops. "Three drops cost about $45 if you had the company do it." Before, "all we had were kerosene, gas and oil lamps." Kalso

added that, nevertheless, some still ran their lights off generators to hopefully beat the company's price once electricity came.

As for other items, Bertha Peterson, said Bay View people also "got their first telephones in the 1920s." Noel Thompson added that William A. McKenna, son of the town's founder, William J. McKenna, who died in May of 1916, was thought to have purchased the first one. Bertha noted, too, that Kodaks were the first cameras people bought during the late "teens" or early "twenties." Keith Jenkins, back on electricity, claimed that Puget Sound Power and Light really conned investors in the 1920s with a stock-watering scheme. "Stock was watered from one hundred to ten dollars and people really lost, but so did the company eventually."

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Among the more colorful memories recorded by people talking about Bay View, were those having to do with the era of Prohibition, 1919-1933. Herein John and George Peth both spoke of stills being operated up along the Skagit River but emphasized that "a still can't have no solder in it; they are made of copper and the first stuff comes off at 150 proof." They also felt that "no one was caught up there for making moonshine as most were Carolinians and all related." Gar Green, they said, ran a still and one of us sold rye to some operators. Too, both Wiliam O. [Gov] Rogers and his wife reiterated that there were many stills in the hills during prohibition but, "that most people around Bay View just made beer and wine."

As to price, Neil Fender said, "a pint of hootch cost $2.50 or almost a day's wages, so drinking was expensive." Mrs. Fender claimed she also knew there were stills up on Bay View Ridge and felt that some bootleggers had rented her brother's place. This was proved, she smiled, when her dad and Neil later found eight 50 gallon barrels of whiskey on the site. Edie Jenkins also recalled that they found a still on her family's place, too, but that it was abandoned.

Irish Paulson added that, during the 1920s, moonshiners came out to Washington from Tennessee and Kentucky and so settled up on the Skagit River. One local "shiner" made booze on the Ridge or on one of the islands. "Another made hootch out of potatoes but it didn't sell well." Many around Bay View "made home brew beer. It cost fifty cents a quart."

Pearl Hector recalled that rum-runners would bring hootch up under the floor of Joe Stitt's store as it was built out over the water. "They'd come in

under there and get their money, take their liquor upstairs, then they'd go." She also said that, even before Prohibition, the WCTU was so strong that a local option law was passed and the town went completely dry. "The night of the option's passing, the first saloon burned down." In difference, Willis Lipp claimed that there was no trap door for rum-runners under Stitt's store, that this was just a myth. "However, they might have unloaded some booze in a little warehouse on the side."

In reference to the 1920s, Lena Miller remembered that she, her sister and the Rector kids wold go camping out on March's Point or on Weaverling Spit. They once saw some rum-runners come in on a launch. "We made fun of them and watched them load their booze into a car although we threatened them with the sheriff." Lots of booze came down from Canada she maintained and some "runners" paid cover-up money to the sheriff as did one still operator close to home. Bertha Peterson corroborated the March's Point story by saying that, when she and others were camping there, they saw rum-runners signalling by fire but that "was all I ever saw." On the other hand, she, too, heard that much booze was brought down from Canada under "log-tows" (rafts). "It was put in sacks under the 'tows' and the Towing Company (Foss?) was involved--Locals were involved in rum-running and some made it that way."

Things really perked around Padilla Bay, up coast and in the backwoods. For instance, Philip Inman confirmed that there were stills all over Bay View Ridge. "One guy had one in a woodshed which caught fire and burned his house down!" As a matter of fact "quite a few burned down around here." But people operated stills, said Inman, because they had no money and "making booze was a way to make a living. You couldn't blame them." He noted, too, that people made moonshine in the Bay View area and were running it up until the end of Prohibition.

But Inman still had a whole lot more to say. For one, that his Uncle Hank belonged to a gang which smuggled in whiskey, "piled it up like cordwood behind the stove in [grand-dad's] old house." Members would bring it up in carts or use Model T's to a Stutz Bearcat when making deliveries, often driving on the abandoned skid roads as the real ones were so bad and few. "They would make a rum-run once a month at least," said Inman; also that Tip Conn, the sheriff, knew what was going on at his grandfather's place but didn't make arrests there since his grand-dad was against the operation and couldn't do anything about it. Conn also didn't want to ruin the reputation of Inman's mother and the rest of his folks so made his arrests "down the road." Too, Inman said he saw the booze and the men and women in the gang "but they were growly and chased me away if I got

too nosy." They feared he might squeal since he was only a kid, but "I did see the booze all tied up in burlap sacks—probably run in from Canada."

Inman also related that George Collins once told him that Uncle Hank and his gang would take a tug-boat to Vancouver, British Columbia, there buy booze and row it from some point on the Canadian shoreline across the water to Birch Bay, Washington. There they would drop the casks or bottles overboard into the mudflats, let them sink in and mark the locales before going into town about 1:00 or 2:00 a.m. After having slept a little they would then hang around until the "coast was clear," go out and dig up their booze and run it by auto, most likely down to Bay View. Inman said "one guy had a Stevens automobile which was real sporty, about a 1920 model. He would stash booze in the hollow compartments underneath the running boards which were quite fancy. This guy probably ran more whiskey than any other in the area."

Of all he offered graciously before, Willis Lipp really let his memory roll on Prohibition. He began by saying that, in those days and starting at the age of nineteen, he drove a Mack truck, hauling either gas or kerosene for the Shell Oil Company. "Yeah, I hauled kerosene to the stills, to the biggest one ever uncovered in the United States over at Clear Lake underneath a pig farm. This guy had a pig pen and a big sow. The still was below in a concrete basement-like structure. The filter pipe was under the dung and straw in the pen and I filled the kerosene tanks beneath. Kerosene was used as it gave off little smoke and stills were flushed into the creeks, you know. The operator of the still got caught when he took on too many women. He had three or four and one turned him in to the Feds out of spite or jealousy, I guess."

Lipp said he knew of another big still up at Hamilton underneath a pile of stumps and logs. It was protected by asbestos and burned kerosene. "They made awfully good liquor up there--out of apricots and stuff but got caught due to carelessness." There was also a still over at the Bay View State Park area, and it was dug up about [24] years ago. "The operator made white lightening out of potatoes there and it was vile stuff—take the paint right off your house!"

Lipp also claimed he knew of women being bootleggers. "One had an operation right behind the Scott Paper Company at the Old Cumberland Shingle Mill and I delivered kerosene there. The still was in a chicken house and I hosed kerosene into big 500 gallon kerosene containers. I also delivered kerosene to a still up at the tunnel above Blanchard. It would take 550 gallons at a shot--but the owners got caught again because of being lazy and careless."

Tip Conn, the sheriff, knew a lot about the bootlegging operations, said Lipp, "but only came down hard on the guys who were making stuff that blinded people or who sold it to kids. Most still operators had their own code of ethics" and "wouldn't sell to minors." Too, "Conn knew I was distributing kerosene to the stills but had to have a search warrant to stop and search a Shell Company truck."

As for rum-running, Lipp recalled a Model A Ford fitted with a copper tank in the rumble seat, copper tanks in the doors and a copper replacement for the gas tank. The car could only hold one gallon of gas at a time so the operators always carried a gas can. The Ford could carry 150 gallons of hooch at once felt Lipp--"Just an innocent looking Model A, you see."

Lipp also related that he knew of a Federal agent who would confiscate hootch from the rum-runners and then sell it to everybody himself. "You know, just about everyone was involved directly or indirectly with the Prohibition business--there was much hootch brought in from around the Sound and put ashore in front of where Bay View State Park is today—there were stills on almost all the islands and much was brought in from Canada. On yeah, those Tarheels up around Lyman knew how to make good liquor and sold most of it in Seattle." Too, Lipp, in reference to the North Carolinians, recalled that, one time, after delivering kerosene to a still, a tarheel woman offered him dinner. He refused, so the woman told him not to deliver any more kerosene. "If our victuals ain't good enough for you, your kerosene ain't good enough for me!" Lipp ate the next time he went back. Business was business.

In reference to type of drink, Lipp related that some bootleggers made brandy if they could get apples from Eastern Washington. "I also saw stills where there were squirrels, mice and everything else floating around in the mash barrels, yet other stills were meticulously clean." The operators of clean stills were not much bothered by the sheriff and Feds, Lipp said, for again, "the law went after those who made blinding rot-gut or who sold their booze to kids. Good bootleggers wouldn't sell to kids; it was beneath them. That was an honorary profession, bootlegging was."

To further circumvent the law, Lipp emphasized that still operators always paid cash for his kerosene as they wanted no records of the transactions, also that Joe Fredericks was the biggest bootlegger of all in the state of Washington. "He had a fast boat called the Astrella." Too, Lipp remembered old Bill Leonard getting drunk in Burlington. "They drug him out of a saloon and laid him alongside the railroad tracks. A little later a band began to play in a small

park across the street. Old Bill woke up and upon hearing the music said: 'The angels is calling Old Bill Leonard home.'" Prohibition was over.

Perhaps the best story related by Lipp was when he recalled that a group of auditors, working for Shell Oil in San Francisco, began to ponder why his truck was delivering more kerosene than any other in British Columbia, Idaho, Oregon and Washington—and in such a lightly populated area! So the company sent one of them up to Bay View to check things out. "I took him on my Skagit River route to the stills where the tarheels didn't act too friendly. When we came back he was kinda white-faced and said, 'I didn't see a thing.' He went back to California."

If Prohibition caused some problems, at least among those who were caught or affected by the worst of booze, the Depression brought about other unkind times, the "Great Depression of the 1930s" as some historians write it. Kenneth Jenkins led off here by stating that there simply was no work around Bay View although some later caught on with the Works Project Administration or WPA. Too, "everyone burned wood for heat--I had a buzz saw and charged $1.00 an hour to cut wood for people--I furnished my own gasoline at twenty cents a gallon." Jenkins also said he first ran his saw with a Model T Ford engine and then, later on, with one from a Durant. Too, he mentioned that the Bellingham and Skagit Interurban Railroad was to connect Mount Vernon to Seattle "but the Depression killed that."

On the topic of wood, Willis Lipp offered that, during the worst of the 1930s, the old first growth trees on the bay side of what was once Bay View's main street [now the Bay View-Edison road that passes through from north to south] were cut down for stove wood. It was sold for $1.50 a cord, " such a shame." He also stated that the Olie Moon family starved on their homestead near Joe Larry's Slough and had to move away to find work. "If you got it you were paid twenty-five cents an hour up to the 1940s."

Vernon Egbers added that there were no luxuries during the Depression, "You simply did without." But, since his parents were farmers they tried to weather through, and did have a good life by staying on the farm. Bertha Peterson, however, said, that after the 'Crash of 29,' her family remained as poor as ever and that she helped the thrashers and picked berries to pay for her own dental costs and clothing. She said, as a child, she never had many toys anyway.

Irish Paulson remarked that, during the Depression, he worked as an independent butcher. "I sold beef for five to eight cents a pound, or a nickel a pound for bull beef. My price for hamburger meat was one and a half cents to two cents a pound and I took no checks and hid my money in a rock-pile. This was my only cash business." Banks were not to be trusted. Irish, however, managed to own a Model T Ford roadster which cost him $737. He also remembered that, during the 1920s, his father kept "all of us kids' money in a box which he hung on his bedroom wall. He kept a record of our earnings and collected twenty dollar gold pieces. These were buried with him when he died in 1922. Dad didn't trust banks either."

Within another tape, Edna Breazeale related that some people came to Bay View from the Dakotas during the Depression, although most moved on later. "They had a hard time." Too, many Skagit Valley farmers came close to losing their places as they had to mortgage their homes "which was a real problem." To her, however, the Depression was more obvious in Seattle because of the "Hoovervilles" and the high incidence of malnutrition which she observed there among the students while serving as a classroom teacher. Actually, "teachers gave part of their salaries to help feed the hungry children."

Mr. and Mrs. Neil Fender agreed that the depression was not a bad time for them as their home was not mortgaged and "for fun we camped out a lot." Neil, however, remarked that many lumber and sawmills closed down during 1930-1931, especially those in other towns and places around Bay View. The mill workers organized in 1935 as a result and so gained better working conditions and higher wages. All the mills were organized by 1947, said Neil, but unions would have gone nowhere in the 1920s. "If you talked organization then, you would have been run out of town."

In conclusion, Noel Thompson remarked that many people became interested in the Townsend Plan of the 1930s for Townsend advocated a "Transaction tax," meaning every financial transaction was to carry a little tax of three to four percent. Then everyone was to receive $200 a month provided he or she spent it. The Transaction tax monies, however, were to be used to support the aged but "Franklin D. Roosevelt killed it." Too, an old-age pension plan was initiated in Washington state by the Eagles' Lodge, said Thompson, and the idea here was to close down the county poor houses and have the elderly live in the homes of their relatives. One percent of all taxes collected were to be used for this purpose and put into a "general fund" by legislative fiat. "The first old-age pension figure was $40 a month," but "the state subtracted $5 if you had a garden."

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Of interest is that people interviewed for the purpose of this account had little to say about World War II, perhaps because the conflagration of 1914-1918 was "their war." Kenneth Jenkins did recall that people in the Bay View area belonged to the "Watchmen's Club," its purpose being to report foreign aircraft overhead or the unfamiliar engine sounds of unsighted airplanes. "I had a blind uncle who could hear well and there was also a hard-of-hearing girl. Art Jorgenson's wife had good ears, so they operated as our 'eyes and ears.'" There was one duty site near Whitney Junction and "we had a watch-tower on the point of Bay View Hill where the county building now stands—there was also a tower on Samish Island. Everyone got involved." Watchers, said Jenkins, pulled four hour duty shifts and women did much of the work. "Many people feared a coastal attack by the Japanese during late 1941 and early 1942."

Within the transcript of the Mr. and Mrs. Neil Fender tape, Neil did recall the "Black-outs" of World War II for "all the talk made you feel the Japs were almost here!" People walked their own streets to make sure their black-outs were effective but these ceased after about six months. Neil also stated that he stood night watch at the big water reservoir and filter plant in Anacortes for "people feared 7000 would be out of water if the Japs dropped a bomb on that thing—all of us were given rifles and I stood watch three or four times before the fear subsided--three others stood watch with me and it was a cold duty in December of 1941." Otherwise the FBI was around investigating for Communists but "I got a deferment as my mill work in Anacortes was important. Wages went from fifty cents an hour in 1939 to $1.50 an hour in 1942."

CHAPTER V

BAY VIEW: HOPES FOR THE FUTURE

Almost from inception, many business ventures were attempted in and around Bay View to make the town greater in profit and appeal. As found in the Illustrated History of Skagit and Snohomish Counties, "Early County Facts," a proposal was launched to establish the Mount Vernon, Bayview and Northern Railroad with Harrison Clothier, President and J. B. Moody, General Superintendent. The line was to run from Mount Vernon to Bay View, through Avon, and then north "to open valuable timber and farm lands." Some contracts for right-of-way were said to have been secured and many subscriptions and subsidies pledged by the people to be served, "all of which became void as the railroad was never built."

Noel Thompson also reported that Jim Sterns drilled for oil on his property "but hit water and brought in an artesian well. He went five thousand to six thousand feet down," this in the early 1900s. Virginia Houtchens Wenner in her "Recollections of Bayview in 1919," too, mentioned such a quest when she wrote that William McKenna, Sr., and Warren Gilbert, Sr., went around and persuaded land owners to sign leases with them for the drilling of oil on their properties. "It created quite a lot of enthusiasm which never amounted to anything."

Thompson came back to recall the "Brick plant." Mrs. Thompson, however, said it was George Peth who "put it in" and that her brother-in-law ran it. "Jim Red worked there." John and George Peth added that the Bay View brickyard was known as the "Star Brick and Tile Company" founded in 1914. "It made tile mostly but the well went bad." Later on "the well digger won a suit against the company which broke it," claimed George. Both agreed that the brick company used up all the wood for one-half a mile around it and that it burned twenty-one cords every twenty-four hours. "The Hole is still there."

Charles [Charlie] Jorgenson offered a different version for he recorded that Howard Elliott started the brick plant before World War I. Here Elliott was said to have discovered clay on his property and so had the idea of making fancy China. "He pretty well went goofy trying." Jorgenson then continued by saying that Elliott married Helen Peth, sister to Richard and George Peth, and that, since she had the money, they developed the brick plant, making both brick and tile. The plant burned wood but the bricks were not of good quality and "since

there was no railroad near the plant, it just played out." Later on Grover Walker tried to run the business but also had no success. Neither did Frank and Arthur [Art] Champonis who opened a cement tile business "south of where the boat works are now." The Champonis Cement Tile Works "went belly-up" but, before it did, said Jorgenson, "sand was brought over from Guemes Island beach by Billy Smith with some help." They would load the sand on a scow and Smith would pull it with his tug-boat over to the Champonis operation.

Beyond the brick and cement tile ventures, the possibility of finding oil still attracted. In a letter to Pearl Hector, Jane E. Lane wrote that 1934 saw the California and Northwest Oil and Gas Company drill for oil on Bay View Ridge but it "found nothing." She did note, in passing, that there was a service station for automobiles on the Ridge owned by Jess Baumgardener and that, about this time, Grover Walker had organized the Bay View Industrial Club while Arnold Nelson led the Neighborly Neighbors' Club. What these organizations were to do was not mentioned.

Although the above business attempts resulted in failure, so, too, did what some of those interviewed came to call "the great oyster scam." Not that there was anything dishonest about it, but the whole idea did smack of promotionalism reminiscent of early Florida real estate deals or buying shares in uranium mines during the 1950s.

Irish Paulson led off here by stating that W. H. Bailey and Harvey Waters, continually obsessed with the area, organized the Padilla Bay Oyster Company during the 1940s. Once more they secured much of the tidelands by paying off the tax debts against them. They brought the oysters over from Japan and sold them so much per case. They also sold the tideflats to people by the acre, charging anywhere from five hundred to one thousand dollars. These acres, said Paulson, were pie-shaped, no more than six feet across at the shoreline and extended way out into Padilla Bay. "Some people bought quite a few acres all together."

The oysters, according to Irish, were raised in Japan by stringing a rope out between floats, then hanging wires with seashells attached to them down to the depths of ten to fifteen feet deep. The spat would attach themselves to the suspended shells and, when the baby oysters developed, they would be shipped, by the case, across the Pacific Ocean to Padilla Bay. There were fifteen thousand oysters in each case and, "during the voyage over, they had to be watered at least four times a day."

Once the oysters arrived, continued Paulson, they would be marketed in Anacortes where investors paid $35 per case. It took two cases to seed an acre and the buyers also had to pay for the re-seeding if they utilized the services of the company's boat, Vaston, which pulled the baby oysters out on scows. From these they were "planted," in other words, pitched over into the investor's water area "by the use of a manure fork."

Soon a dock was built out of Bay View for the Vaston and people, as potential investors, were taken out over the enterprise area "on a big towed barge." This operation occurred once or twice a week as two bus loads of people were brought up from Seattle. The point of departure was the old Oddfellows' Hall (now Rozema's boat works) and oyster stew was served while the captive audience was subjected to a high-pitched sales talk by company representatives. But, laughed Paulson, "all went belly-up in 1948 as the oysters were of poor quality when ready to harvest; they were not fat enough."

So, concluded Irish, the company blamed the Anacortes Pulp Mill for its dumping of liquid pulp waste into the oyster bed waters. The mill, a Scott Paper enterprise, was charged with ruining the enterprise as the waste kept the oysters from fattening. Finally the residue of the beds was taken to Smelt Beach and turned over to the Similk Oyster Company "which is still in business." Overall, the Padilla Bay Oyster Company sued the Scott pulp mill two or three times but the investors in the scheme got nothing. "Bailey and Waters, however, lived well during the fiasco. They were speculators in the mining game and both held gold interests in Idaho."

In adding to the oyster endeavor, Kenneth Jenkins recalled that he helped to plant the first oysters in Padilla Bay around 1932-1933. Edward Johannsen and Frank Kapner helped. "I went up to Rocky Point on Chuckanut Drive and brought the oysters down in a pot-scow from the Rocky Point Oyster Company. The seed was from Japan and about one year old. We planted them out from Raymond Nelson's place in the fall." But, said Jenkins, the next spring saw a big promotion as a company brought in seed from Japan. "A stock-selling scheme in the company was promoted by Bailey and Waters out of Everett," the same two that had attempted to dike in the tidelands out of Bay View for crop raising.

Jenkins then said that, when the company sold tidelands for oyster planting, the acres were three to six feet wide on the shoreline and ran in pie-shaped triangles out to Imaginary Point. "This was the way they sold it," seeding the flats all the way to Swinomish Slough. They brought the seed in from Japan on a freighter as over there "they strung clam shells on wires and hung these

strings on posts to catch the floating oyster spat. That was the way they farmed 'em in Japan." When the spat attached, they would cut the wires and shred the shells into wooden oyster crates, three feet by fourteen inches deep and eighteen inches wide. These crates were then shipped to Anacortes where they were loaded on big planting scows and towed out into the water. Once there, continued Jenkins, the crews, using big wide pitch-forks, would spread the seed out of the opened cases. They would then mark the seeded acres with stakes so as "not to double the plant." But, "it was just too muddy for oysters in Padilla Bay and they didn't do well," although Fred Kalso and his son Melvin also ran boats pulling smaller scows.

Of course, added Jenkins, the shareholders in the operation paid for the seed or spat and the town also sold some tidelands but not many Bay View people purchased the offered acres. "Ben Jorgenson bought some and maybe broke even." Too, there were "the big Sunday promotions with sales talks and feeds to get folks to buy in." The company also planted some oysters at Samish Island where the bay water was clearer. "You would lose your boots in the Padilla Bay mud!"

Jenkins also recalled collecting oysters by lantern light at night in the rain. He mentioned, too, that one big company planting scow had a crane with 2.5 bushel-capacity baskets. These were rigged to be dropped down into the water and collect the oysters by tines. "They would scoop up and dump the oysters on the scow, later they would be dredged." Next, "Bailey had a scheme for filling in the tideflats for an industrial site. It was a grand plan but unfeasible since you would have to pump the area constantly."

Another dimension to the oyster planting was outlined by Vernon Egbers when he stated that "a Mr. McMillan and a Mr. Hoyt organized the Bayview Oyster Company about the same time" as the Bailey-Waters attempt. McMillan and Hoyt "planted oyster seeds, raised and harvested them." Again their oysters were planted by hand from scows, often at night, as Egbers saw the lanterns. He felt their spat was brought up from Oregon but "didn't remember much about it."

Another summation on Padilla Bay oyster planting appeared in Lucile McDonald's story, "Padilla Bay--Will Its Future be Rustic or Urban," as found in the "Charmed Land Magazine Section," Seattle Times, July 1, 1962. Here the authoress stated that a judge, in 1941, heard a lawsuit brought by the Oyster company's owners against the Scott Pulp Company and its mills in Anacortes, claiming that the Scott corporation's pollution caused the oyster farming failure. The judge, however, felt that the oyster seeds may have been planted

too profusely in proportion to the bay's natural food supply and so ruled that was why the venture failed. The Oyster Company lost.

Ms. McDonald also wrote that, when the idea of reclaiming all the bay for farmland was dropped, the oyster men appeared. All the north and east sides of the bay were then divided into 846 segments ranging from eight to ten acres each and having a width of sixty feet at the meander line. These were called the "Padilla Bay Tracts." Too, on the south side, the land between Swinomish Channel and Indian Slough was platted by the Associated Oyster Lands Company, this in curiously shaped pieces about an acre in size, some being only five to six feet wide at the shoreline and extending out into the water some 10,000 to 15,000 feet. McDonald was doubtful if any other of the tidelands in the state were divided this way.

She also stipulated that oysters were seeded subsequent to 1931 but that, after the initial years, did not do well. Pollution and the lack of fresh water sources were the reasons. Also, lawsuits against the Scott Pulp Company failed and so the present-day oyster firm [1962] decided to consolidate the separate oyster tracts, fill in the flats and erect an Industrial Park, the earth fill to come from the deep channels dredged out for shipping. The people of Bay View, however, wanted a bird refuge instead and had the support of the Fish and Wildlife Service behind them.

Ms. McDonald also noted that, when a petition was filed in December of 1960 requesting the formation of a diking district designed to enclose 3,900 acres of Padilla Bay, area residents first recognized the jeopardy to Bay View's recreational activities. About the same time, they also learned of an application for a filling and dredging project under a government loan. At that point, the Citizens' Committee for the Preservation of Padilla Bay, chaired by C. R. Carter, protested vehemently. Bay View area citizens were also against the idea. They didn't want an industrial park to mar the beauty of the flats for they remembered the Indian life, the gathering of butter clams by torchlight when the tides were low, the longhouse and old Indian trail which followed the Padilla shoreline around, plus the proposed Telegraph line to Siberia which would have followed some of it.

In conclusion, Lucile McDonald outlined a 1961 proposal for the creation of a 9,204 acre Industrial Park and that a $1,440,000 Federal-Industrial loan for the purpose, as requested earlier in the year by the Pioneer Oyster Company, had been withdrawn and that no new proposal for financial or technical assistance had been made as far as she knew. The company, however, had applied in the

spring for permission to dredge a channel and fill in 600 acres but the Army Corps of Engineers, to which the application had been made, was still awaiting the company's proven rights to the affected lands.

Again, said McDonald, Bay View people and sportsmen from elsewhere protested. They claimed the tidelands were feeding places for Brant and other migratory wild fowl as well as a spawning ground for clams and crabs plus being a prime swimming area. The authoress also mentioned that clams and oysters were once plentiful on the flats but that pollution and the lack of fresh water, due to a jetty blocking Swinomish Channel, along with course changes by the Samish River, hurt. The above words, of course, are mostly hers and are followed closely to give the temper of the times.

Previous to the McDonald account was another news story germane to the Industrial Park issue as found in the Skagit Valley Herald for September 20, 1961. Here the paper reported that Harvey Waters, Snee-Oosh and a group of men were planning to reclaim 9,204 acres of Padilla Bay tideland for the development of an Industrial Park. They were to develop this in three different stages of land-fill. W. H. Bailey, also a backer of the project, made the plans known when he appeared before the Skagit County Commissioners the week of September 18-22 that year.

The paper then stated that Waters and Bailey had also been to Olympia and that Bay View residents were furious over their proposal. Waters, however, claimed the location was advantageous to industrial development because of its deep-water shipping possibilities with built-in sheltered docks and sixty-foot-deep shipping channels cut through the fill. A railroad was also close at hand plus a supply of fresh water, electricity and crude oil.

Waters, according to the Herald, offered that he and his group had employed Cote and Associates of Seattle to design the park, for that firm had designed the Tacoma Industrial Park among others. The County Commissioners said they were powerless to stop the project since the promoters either owned or controlled the tidelands involved and that there were no zoning ordinances in the county against it. The group also would not need to dike the area in, so the county could not control the flats as a new diking district. However, said the Commissioners, the county and state would have a say about the project if the Bailey-Waters group received Federal monies.

Here the Herald story concluded but it is nice to record that the Bailey-Waters group, which later gave way to the Orion Corporation [out of Seattle] did

not succeed in getting clearance for its project, this due to the state passing the Shoreline Management Act in 1971 and Skagit County concurring with its Shoreline Plan the same year, all of which granted the area Sanctuary status. However, the issue is not completely over.

Although the industrial park was never built, other businesses came to be at Bay View. Levene Long recorded that the Bay View Trailer Court was started during the summer of 1955. Unwanted trees and stumps were removed by a bulldozer and the land then terraced and planted in shade trees for trailer spots. Water was piped in from an Artesian spring. In 1969, said Levene, the court was sold to Joe Berninghoff and the name changed to the "Bayview Mobil Court."

Irish Paulson, commenting in the summer of 1979, said Fagan's Arena, at th "M and L" Ranch, close by, still trained horses and that "Kids go there for riding lessons." He also offered that "Roger Pederson was raising long-haired cattle up on the Ridge" and that "this could be a profitable business venture." Irish felt that Pederson saw a future in hides, horns and the animals' hair for weaving, that a market would someday develop for these cattle.

In a personal interview with Clarence Rozema at Bay View on August 9, 1979, he stated that he started the Rozema Boatworks by himself in 1955. He learned the trade from his father, Alle Rozema, who came from Holland to the United States in 1950, first settling at Anacortes. In 1979, the business built boats and did fabricating work for Pacific Northwest fishermen, the chief product being large seine skiffs to be utilized in ocean water fishing. These were deep-draught vessels powered by General Motors diesel engines and measured twenty feet in length by ten feet across the beam. Their cost was $30,000 each. Smaller seine skiffs were also built, being fifteen by eight feet in dimension and were gasoline-engine driven. These cost approximately $17,000 apiece when finished.

Rozema said all of his boats were made of aluminum and that was why the cost factor was high. He procured his aluminum from a Seattle outlet in four-by-twenty feet sheets, each one a quarter of an inch thick. Each sheet weighed 276 pounds and cost $621. He also said he took orders and produced about two boats per month or approximately twenty-two vessels over an eight month period. At the peak of each year he employed five to six people and there was no doubt that his boats were of striking quality.

Clarence Rozema, at the time, lived in Bay View. He said he cherished the community but that the county officials were not keen on having a business in Bay View as they wanted to keep the place a zoned housing area. He also pointed out some items of nostalgia in his boatworks' building as it was the old Oddfellows' Hall when the town was young.

On October 31, 1986, I talked with Rozema again. He now employs seven workers and said he makes four Gillnetters or Bristol Bay boats a year, each some 30 feet long. He also produces a few seine skiffs and has the newly arrived Ace Company do his vessel's woodwork. He is booked up until May of 1987, but does not look to relocation although his business is booming.

A much larger business that has come to affect the lives of those in Bay View, Skagit County and the state in general is that of the former Bay View Airport now known as the Skagit Regional Airport. Good information on the evolution of this airfield is to be found in Lee Johnson Associates, Inc., Report on Bay View Airport, 1972, published out of 1712 Pacific Avenue, Everett, Washington.

The report reiterates that the airport is located on a 1,930 acre site approximately three miles northwest of the city of Mount Vernon on a plateau commonly known as Bay View Ridge. The area was first used as a hunting ground by the early Indians, then inhabited by whites between 1880-1910, being mostly logged off by the old Ballard Lumber Company during that period. Today, the report continues, the site is approximately seventy-five percent covered by second growth timber, mainly Red Cedar, Douglas Fir and deciduous trees.

The reading also informs us that the airport began in 1933 when a single runway was cleared and levelled by the WPA and PWA on a portion of the present site. This runway, however, was "no more than a gravel airstrip." But, in 1942, the balance of the site was condemned and purchased by the United States Navy from the old-time settlers of Bay View. The current real estate evaluations were met in the Navy's purchase and the present runways were then constructed by the Federal government during 1942-1943, or the heart of World War II.

During the war, a Naval Air Station was established on the site to serve as an outlying auxiliary airfield or backup to the Whidbey Island Naval Air Station at Oak Harbor. Ammunition bunkers were constructed under the runways and other necessary items camouflaged or hidden beneath the trees.

After the war, the Federal government operated the airfield up until April 15, 1958. Then, in that year under the provisions of the Federal Property and Administration Service Act of 1949, the airport was conveyed to Skagit County by quit claim deed to be administered by the Board of County Commissioners. Shortly after, the military buildings on the site were used as migrant labor camps for local farmers and food processors.

The Johnson Associates report next relates that the airport was then turned over for joint usage by the Port Districts of Anacortes and Skagit County. The action was authorized by Resolution 3758 and dated December 22, 1964. The Resolution was then enacted when Skagit County conveyed the property to the two port districts by quit claim deed on February 3, 1965. After that, and on November 3, 1966, the Ports of Anacortes and Skagit County signed an agreement to operate the property "jointly and equally" pursuant to R.C.W. 53.08.240, Chapter 24, Section 1, the terms of which were made retroactive to February 3, 1965. The airport was then operated by the terms of this agreement and in compliance with the 1945 Municipal Airports Act.

In 1972, Bay View Airport was evaluated as to land and other resources to the amount of seven million dollars, the United States Government having made most of the investments. At that time, according to the report, there were sixteen buildings on the site, mostly built by the Federal Government during the 1940s. Again the site is mentioned as being located in Burlington-Edison School District Number 10, close to Padilla Bay known for its marine life and harbor seals.

In conclusion the report outlines that, before 1970, there was an annual average of less than eight aircraft based at the airport, while by 1972, the figure had grown to thirty-seven. In 1979, airport personnel informed me that the airfield had little navigational equipment except running lights and a VOR (Velocity Radio Homing Device). The VOR was added in 1975 but there were still no rotating beacons or control tower on the installation.

A more colorful account concerning the history of Bay View Airport was told by Mr. Gary Oliver, Maintenance Supervisor for the Port of Skagit, when we met at the airfield on August 9, 1979.

During our conversation, Oliver agreed that the airfield was built by the United States Navy in 1942, "after Pearl Harbor as a defense and attack base-similar to the Arlington Operation." The field, he said, featured a fighter squadron along with support aircraft but that, "today the barracks are all gone

although some underground fuel tanks and ammunition bunkers still exist, but these are not used anymore." He also stated that the field could accommodate large passenger carrying aircraft like the DC-10 and that some have landed there "but the problem is getting off." The "Boeing Company also uses the field for sound and noise level tests on its aircraft. The planes fly in low but do not land--instruments on the ground determine noise levels in approximating take-offs and landings." In reality "the asphalt runways are too old for consistent use by heavy aircraft. They are unsafe."

Oliver next related that the movie, "Young Joe Kennedy" on John F. Kennedy's older brother, was made at Bay View Airport. "This was pretty interesting as the airfield was made to look like an English World War II installation. The local personnel had a lot of fun with the actors and film crew." However, Oliver didn't see any future developments of the field by either Boeing or SEA-TAC although rumors persisted that SEA-TAC would like the field as a back-up given bad weather developments at Seattle. But "this is just talk."

Continuing on, Oliver said that the Navy and Federal Government turned the field over to the Port of Anacortes for one dollar and that the port operated it for some years. "The Port of Skagit County, however, took the field over on July 1, 1975." Prior to that "the field was used as a combination airport and farm. Balloons and all kinds of things were launched but there was no VOR for private aircraft before 1975. The locals just used the field when they wanted."

As to other businesses on the present grounds, Oliver listed Harbor Airlines, Island Airlines, Swandland and Karr Crop-dusters, as well as Bay View Airlines operated by Ted Lush who also rebuilt and refitted small airplanes—"does engine work, too." Also present, said Oliver, were two charter outfits, Mike Chisholm's "Burlington Airplane" and Lester La Bar's "Air Taxi Service" which handled United parcels. RANCO was also on site, working in the repair of heavy road and farm equipment. "There was also some hope of getting PACCAR on field, especially that part of their business which experimented on noise and exhaust pollution" in reference to Kenworth Trucks.

Oliver next smiled when he said "the locals first felt the airport was for Rich Mens' toys," that "it was a misuse of their tax dollars until Harbor Airlines came in. Now all agree that the airport is needed due to its central location." He also mentioned that there was still plenty of wildlife on the airfield and Ridge, fifty to sixty coyotes, hawks, owls, eagles and deer, one an albino buck although he was disappointed at the poaching of deer and hoped the guilty would be caught and prosecuted. "Pheasant were once stocked but became a safety

problem as ducks still are in the swampy areas north of the runways. However, shotgun shells are set off automatically in pipes to keep them away."

Oliver then concluded by stating that on June 1, 1975, the Port of Anacortes dropped out as conjoint operator of the airport. "It is now operated solely by the Port of Skagit County under FAA guidelines and directions. It is a growing, efficient operation and that is why it has become known and named the 'Skagit Regional Airport.'"

Otherwise, Jane E. Lane, in a letter to Pearl and Claude Hector written some time ago, remarked that Thomas A. Elliot once owned the land where the airport is located. John Peth said, in turn, that "the Navy bought out many [old] families' lands for the airfield area." More recently, Mrs. Elizabeth Paulson indicated that the Bay View locals "do not want the airport to become another SEA-TAC," being much concerned about extension of the runways for some greater purpose.

On October 31, 1986, I once more visited the Skagit Regional Airport and talked to Eric K. Stendal, Assistant Director, Port of Skagit County. Gone, he said, were any real commuter flights with schedules. However, he noted the new business of Chuckanut Soaring, which specializes in gliding and flight training; Aero-Fab, which does aircraft sewing for Boeing and other defense contractors. Swanland-Belisle Crop-dusters; Carroll Wholesale which is a lumber wholesale and retail outlet, plus Skagit Valley Aircraft operated by Ted Lush. No mention was made of charter outfits although RANCO was noted as still present and growing. The new John Higgins Airport Road was also opened as of 1984. Overall, the airfield seemed a little sleepy.

Not so PACCAR which has located a multimillion dollar Technical Center on Bay View Ridge, the site purchased from the Port of Skagit County for $1.5 million dollars in 1981. Bruce L. Cornish, Administrative Services Manager related this while also stating that Center construction started May of that year with the grand opening in July of 1982. The center tests both Peterbilt and Kenworth trucks along with other PACCAR products. It sports a 1.6 mile long high speed race track behind and employs some 100 people. "We are on a steady growth pattern," said Cornish. He also invited me back during the Skagit County Tulip Festival days when the PACCAR Technical Center holds an "Open House." Located on Highway 237 out of Mount Vernon, the installation is very attractive.

It remains then to trace the steps taken to preserve Padilla Bay as a National Estuarine Sanctuary although the Orion Corporation has made it

difficult. Nevertheless gains have been made in that direction.

In a newspaper story by Cindy Kaufman, entitled "Padilla Bay Dream Comes True," and found in The Bellingham Herald for September 19, 1982, she reported on the dedication of the Edna Breazeale Padilla Bay Interpretive Center, Saturday, the day before. State Governor John Spellman, United States House Representative, Al Swift, and the Vela Luka Folk Orchestra participated in the festivities, as did Edna herself who donated the sixty-four acre site on which the center stands, its purpose being to interpret the Padilla Bay National Estuarine Sanctuary "a project that eventually will take in 11,600 acres." Edna was also given the prerogative of living in her home on the property for the rest of her life and said she relished children coming to the site and center with its surrounding trails and wildlife habitats.

Kaufman then wrote that the center was to encourage further research and aid in the development of education. "The acreage extends from the 900-foot shoreline back to a hillside wood," most to be kept wild. Edna then stated that the site and center was as much her brothers' (Fred and Marcellus) idea as hers. "They were just farmers, but they loved the land."

Kaufman then recorded that Milt Martin of the State Department of Ecology, said the United States Department of Commerce was another major donor and that, with the $2,225,738 the Commerce Department granted in 1980, the State Department of Ecology hoped to buy all of Padilla Bay's 11,600 acres for preservation. "Within that property are two state parks--Bay View State Park and Saddle View State Park--the only upland we have is Miss Breazeale's property."

Martin then went on to say that "currently, 2,200 acres make up Padilla Bay National Estuarine Sanctuary, one of eight sanctuaries of its kind within the nation and the second with an interpretive center." He also noted the center's close location to Western Washington University, Huxley College, Skagit Valley College, Western Washington's Sundquist Marine Laboratory plus the University of Washington's Friday Harbor Marine Laboratory, all of which make the center an ideal research support facility. Too, the Center, according to Cindy Kaufman, will interpret and describe the biology of the bay and man's place in it, "its mammal, fish and waterfowl food chain and fish life cycles. Ducks, geese, eagles, skunk and harbor seals will populate simulated habitats." Seven more miles of hiking and nature trails will also be developed over the next two years along with a one-acre pond for waterfowl and other wildlife. "An additional 2,000 square feet will be added to the 4,300 square foot center to interpret

tidepools, marshland and eelgrass areas."

On the heels of Cindy Kaufman's article appeared another by Karen A. McCrackin entitled "Padilla Bay: New Research Facility," this found in the Western Washington University student publication, Klipsun, for November, 1982. In this featured story, McCrackin reported that Edna Breazeale said her brothers bought the Interpretive Center site of sixty-four acres during the early 1900s [for about $4,000] and that this year [1982] she has donated the family land, now valued at $350,000, to the state for use as a wildlife sanctuary. She is still living at home on her Padilla Bay property and wants to teach people, especially children, about the "wonders and mysteries of nature in a natural setting."

McCrackin next states that the 4,300 square foot Breazeale Padilla Bay Interpretive Center, on Edna's property, is the focal point for the 11,612 acre Padilla Bay National Estuarine Sanctuary that surrounds it. Furthermore, the center has classrooms, a laboratory, a theater, a research library, an exhibit area and a "hands-on" room. Too, offers McCrackin, Ron Kendall, a Huxley College faculty member and the Center Manager, is excited about the operation and its future.

According to McCrackin, however, research at the center, will be done by interns, graduate students, visiting scientists and professors. The living quarters will someday accommodate visiting scholars and marine researchers. They will be able to use the center's boats, laboratories, research equipment and will work with Western Washington's Sundquist Marine Laboratory on Fidalgo Island plus the University of Washington's Marine Laboratory at Friday Harbor.

Otherwise, the article notes that Shell Oil has awarded Kendall with a grant "to study toxic heavy metals in Padilla Bay," also that the Center's "hands-on" room "currently houses a beehive with more than 10,000 bees making honey and wax and includes samples of fur from various North American animals." There will also be workshops on nature-related subjects, plus picnicking, walking, hiking, jogging, bicycling, swimming, boating, hunting, fishing, nature studies and photography.

McCrackin next writes that Kendall hopes to see 2,000 square feet added to the center within two to three years, the additional footage for live aquarium displays and research space. She then offers that eight miles of trail are planned in both the uplands and along the estuary. A one-acre pond is also to be constructed behind the center.

The article ends by pointing out that the center is across the bay from the Shell and Texaco oil refineries at Anacortes and that the Padilla Bay Sanctuary is one of fifteen established by the Coastal Zone Management Act of 1972. It is part of a Federal program that provides fifty percent matching funds to coastal states for the acquisition and development of estuaries. Twenty are planned throughout the nation and, at this time, "four National Estuarine Sanctuaries are located on the West Coast--two in California, one in Oregon and one in Washington."

A more recent article by Donald Tapperson entitled, "Padilla Bay Tidelands Bought for Sanctuary," The Bellingham Herald, May 25, 1983 helps to illumine the Sanctuary-Orion Corporation issue, for, herein, Elliot Marks, Director of Washington state's chapter of the Nature Conservancy revealed that the Conservancy had purchased about 1,700 acres of tidelands within the recently created Padilla Bay National Estuarine Sanctuary, "a major step towards preserving the 11,600 acre sanctuary as a fish and tidal wildlife habitat." Marks also said the state was reported to be acquiring title to some of the privately owned tideland flats as well as perhaps being involved in other acquisitions. He also revealed that the Conservancy, a privately funded, non-profit organization, is studying whether it will transfer the title to the State Department of Ecology for management as part of the sanctuary or to retain it for the present. One factor in making the decision, said Marks, was the option to purchase the Conservancy's acquired tidelands that are held by the Seattle based Orion Corporation, for the option clouds the Conservancy's title to them. This has happened "because the same laws that permit designation of the sanctuary—the seventh one so named in the nation--also deny the government the right to obtain lands through eminent domain. The land may be bought only when individual private owners are willing to sell."

Marks went on to say that, "in the 1930s, there were almost 2,000 privately owned 'lots' in what is now the Padilla Bay sanctuary" and that "the ownership of Padilla Bay tidelands is so complicated that it took the Nature Conservancy more than a year of legal work just to determine titleholders." He then added that, "Following designation of the sanctuary last September, the tidelands were appraised by the state at about $100 an acre, and many private owners have agreed to sell their parcels." But, "they do not include Orion Corporation, which acquired about 5,500 acres of the bay in the mid-1960s, often by buying tracts that had fallen to Skagit County for non-payment of taxes. Of Orion's holdings, 53 percent are within the sanctuary."

Too, recalled Marks, "Orion wanted to dike and drain its lands for various

uses at one time or another." Those plans "ranged from creation of new farmland to a grand scheme to create 90 miles of new waterfront with apartment buildings, shopping centers and marinas. Altogether it would have created a city of 30,000." However, these "plans were thwarted by the state's 1971 Shorelines Management Act and by the granting of sanctuary status."

As a result, Marks continued, Orion sued the state and Skagit County "on the grounds that if the government regulates property so the owner can't do anything with it, the owner should be entitled to damages." So, "after a lower court upheld the government's right to control land use, Orion appealed to the U.S. Supreme Court, where the case is pending. The outcome could have profound effects on land-use planning practices."

Otherwise, Marks, according to Tapperson, pointed out that "the state has built a $500,000 interpretive center near Padilla Bay, which supports 239 species of birds and 57 species of fish. The bay also hosts one of the largest concentrations of migratory waterfowl on the Pacific flyway. About 60,000 ducks winter there annually." In addition, adds Tapperson, about 80 percent of the 200,000 black brant stop at the bay in their annual Alaskan-Baja California migration. "Small marine geese are attracted by the country's second greatest concentration of eelgrass, the specie's principal food source. Eagles and peregrine falcons also frequent the area."

Tapperson concludes that "along with its Padilla Bay holdings, the Nature Conservancy owns 20 preserves in the state. They include the Skagit Bald Eagle Preserve and several islands in the San Juans." Altogether it "has protected more than 7,200 acres in Washington."

That the Sanctuary-Orion Corporation dispute continues is made pronounced in a Bellingham Herald report for September 27, 1985, dateline Anacortes, the headline reading "Padilla Bay dispute could cost millions for taxpayers."

Within the text, the paper points up a Skagit County case that, although in the pre-trial stages, "could set a precedent in land-use decisions that could gut state shoreline laws and cost millions of taxpayer dollars," this according to state attorneys.

The article then goes on to remind that "for more than a decade, Washington state has been trying to preserve Padilla Bay as an estuarine sanctuary for eagles, thousands of ducks and more than 200 other species of

birds. The bay is also home to 57 kinds of fish and feeds the Northwest's largest eelgrass meadow."

Although, according to the paper, "the 11,000-acre bay east of Anacortes is considered a national treasure because of its complex link of shoreline and marine life, the state has been unable to buy a huge portion of it," because the Orion Corporation "filed suit against the state and Skagit County in Skagit County Superior Court to get higher prices for its tideland property. Pre-trial motions are being heard this week, but no trial date has been set, said Sue Perry of the county clerk's office."

Recalled, of course, is that "Orion bought 5,500 acres of the estuary in the 1960s with plans to build a Venice-style resort city." This proposal "alarmed residents of the rural land east of the bay in Skagit County. One of them, Edna Breazeale, a retired Seattle school teacher now 90, donated time and her family farm to the fight." Too, "the 1971 State Shorelines Management Act and the Skagit County shoreline plan made it impossible for Orion to build. In 1972, Congress adopted the Coastal Zone Management Act, which offered federal grants for preserving special coastlines like Padilla Bay."

But "Orion pressed its case," and when the state offered to buy the corporation's property "for about $550,000, Orion refused to sell," asserting that the land was worth several times that amount. The corporation then filed suit against state and county officials.

In conclusion the paper states that "Orion claims the development rights for its land were taken by state and county governments without a fair offer of compensation." Orion then "won a victory last spring when the State Supreme Court ruled the development group had the right to sue on the property issue." Litigation continues.

Having gone this far, I thought it only appropriate to end the story of Bay View by once more visiting contributors to the study there and stopping by the Breazeale-Padilla Bay Interpretive Center. This I did on October 31, 1986, and found that Ron Kendall had left as Center Director to be replaced by Terence C. Stevens who came aboard in April of 1983.

It was Stevens, then, who brought me up to date on the Padilla Bay Sanctuary. He first remarked that the Sanctuary project was initiated in late 1978 after approval by the Washington state legislature. Property was acquired in December of 1980 and the Center building of 4900 square feet was completed

in September of 1982. However, this was all made possible by the earlier establishment of the National Estuarine Sanctuary Program (NESP) in 1972 under Section 315 of the Coastal Zone Management Act. Reauthorization legislation was later passed by Congress on April 7, 1986, which changed the names of all [now] seventeen national sanctuaries to "research reserve systems." The proper name then of the older titled Breazeale-Padilla Bay National Estuarine Sanctuary is now the Breazeale-Padilla Bay National Estuarine Research Reserve.

Too, all research reserves now fall under the National Oceanic and Atmospheric Administration (N.O.A.A.) within the U.S. Department of Commerce, the Padilla system especially under the Division of Marine and Estuarine management within N.O.A.A. And yet, the Breazeale-Padilla Bay Reserve is managed by the Washington State Department of Ecology as the Federal Government requires all reserves to be managed by the states in which they are created. As a matter of fact, said Stevens, a state has to take the initiative in creating a research reserve before the Federal Government will stand behind it. Padilla Bay then, the only estuarine reserve in the State of Washington, must meet the mandate of the Federal program which is to implement research and further education on the reserve system. Currently, added Stevens, the Padilla Bay Reserve Center has thirteen research projects going on, "three or four out of Western Washington University."

Otherwise, Stevens noted other accomplishments recently realized on site at the Breazeale-Padilla Bay National Estuarine Research Reserve. For one, 1700 square feet have been added to the Interpretive Center which sees the theater and "Hands On" room much larger. Two, the Breazeale farm barn has been remodeled and now features overnight bunk rooms, showers, a kitchen, a large meeting area, storage space and a maintenance workshop. Three, trail possibilities and access sites are being further studied although a new three-quarter mile long trail has now been completed which runs along the east side of the Bay View-Edison Road from the Center to the State park and Wilson Road. This can be used for walking or bicycling and is part of the current (1986) overall trail system. Four, the old boat ramp next door to Rozema's Boatworks has been restored, but the aforementioned pond, to be dug behind the center "has low priority," said Stevens. He didn't indicate it being made soon.

Stevens then gave me an Interpretive Center Open House program used for that purpose on October 12, 1986. Within was the information that approximately 75,000 people have visited the Center since its opening (1982) and that "nearly 4,000 students and teachers attended 'The Estuary Program' last

year (1985) as compared to 1,500 in the 1983-84 school year." Also, "1,600 people attended films and workshops last year." Finally, the program listed goals for the future and one, of course, was to continue land acquisition in the Bay, an issue still in the courts.

After this, Stevens walked me around the Interpretive Center which is very well thought out A map of the Padilla Bay diking dream, painted in the early 1920s, caught my eye and we both stood bemused for a while before I went, by Stevens' arrangement, to visit Edna Breazeale, now 91 years old. There in her home she helped me double-check names and spellings, laughed about the old days, made my visit complete as did Mildred and Willis Lipp and then Elizabeth and Irish Paulson. As I drove home from what had once been a town, the afternoon and autumn sun turned golden, the kind of future one hopes for Bay View.

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