

HISTORIES OF LOCALITIES

stead of 160 acres on Wing Point. For two years, 1882 and 1883, they made their home in a small cabin about 300 feet north of the present Wing Point dock. ~~221111~~

In 1885, Mr. Ebersole bought this land and built an odd rambling house. He was a great reader, and a man with an inventive turn of mind, which was expressed in the unusual design of his home. The front of his living room was circular and of colored glass. There was a spiral stairway ascending to the second story, and in the dining-room, "a ceiling like an ocean wave." On top was a small lookout room resembling the pilot house of a ship.

There were no roads at that time, which made it necessary to "walk the beach." Mr. Ebersole attempted to build a tide mill in the lagoon on the beach, but that was not successful. The Antoncich family later bought this property. Some of the colored glass from the original Ebersole house is now a part of the present Antoncich home.

Fred Fisher built the Wing Point dock about 1905. In 1910, a group of individuals played golf between the fruit trees, and then and there was born the idea of a golf club. In a couple of years Mr. Henry Radow, the father of the idea, sold property to this group, for a six-hole course. In 1916, the Club House was built and the course enlarged to nine holes.

The old Ryan location later belonged to Mr. James Hall of Shipyard fame. Mr. Hawley purchased it about 1924, with the intention of platting it for summer homes. A dock was built by Mr. Hawley about 1926, but he died shortly afterwards. Although Mr. Hawley never lived on Bainbridge, this locality still bears his name.

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acres purchased from Judge and Mrs. Wood. After many years of activity, the camp was abandoned because of lack of funds for upkeep. In 1938, the idea of converting it into a Youth Hostel was entertained; but by 1940 the Y. W. reopened its doors, and once more its old buildings were enlivened by the lilt of the voices of fifty girls ranging in age from six to sixteen years.

WING POINT AND HAWLEY

The Bald-headed Eagles which nested—great numbers of them—on the north point of Eagle Harbor and far into the bay, probably inspired the men of the Wilkes Expedition to give this name to the inlet.* "Wing" and "Bill", being parts of an eagle, were given to the north and south points of the harbor.

There was a large Indian settlement on Wing Point when the first white settlers came. A little to the west, was an abandoned logging camp which had been operated by Asa Fowler. The James Ryans, with Mr. Ryan's nephew, Charles Williams, upon their arrival April 6th, 1877, moved into the old logging camp, and the place in time became known as the "Ryan Place." This locality is now called "Hawley." Mr. Ryan, previous to fetching his family from the East on the above date, had thoroughly investigated the Sound and chosen Eagle Harbor for his future home.

Charles Williams and Cynthia Eddy, who was Mrs. Ryan's daughter, were married; and they took a home-

*(Historians have given various reasons for applying this name to the harbor,—all of which are more or less far-fetched. The oldest pioneers have testified that the eagles were there—from Wing Point to Hawley,—year after year.)

PORTRAITS

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treasurer. In January, 1898, he married Miss Celia E. George of Port Madison and four days later moved to Sidney to where the county seat of Kitsap County had been moved and which is now called Port Orchard. In Port Orchard he remained until his death on October 5th, 1938.

Doctor William P. Morgan

Dr. Morgan, the first permanent doctor on Bainbridge Island, lived with his wife, at Port Madison, one block to the rear of the present store. Later his wife went her own way, and the doctor moved toward the center of the island on five acres purchased from John Granby, which is now the grape vineyard of Ed. Berg.

Forty-three years he lived on Bainbridge Island, covering the whole island and a considerable part of Kitsap County, riding horseback in the early days, later walking or traveling by boat. Although he seemed eccentric, "queer," he nevertheless answered every call, in rain or snow, at all hours of the night, tramping alone with a lantern through fields and woods to the sick bed.

Virtually everyone on Bainbridge Island knew him. He had ushered most of them into the world. But few knew much of his life. Among the papers found in his home by friends taking charge of his funeral was a certificate showing he was born in Wales, near Cardiff, November 19, 1846, son of a sculptor. The quaint certificate of apprenticeship, setting forth requirements of conduct, stipulated that he "should not haunt taverns or playhouses."

After his three years' study, Dr. Morgan served to a time with the British Army in India. He returned to London and mastered the science of vaccination, as at-

tested by certificates issued in 1870 and 1871, when vaccination was new.

Coming to the United States, he lived a few years in Missouri; and then in the 70s came to Bainbridge. He was naturalized May 11, 1882, by Judge Roger S. Greene in King County, although he had taken up his residence on Bainbridge Island some years earlier. He was one of the early members of the Odd Fellows Lodge in Seattle, and was also a Mason.

In visiting his patients, he scorned carriages, and later automobiles; but because of necessity, he did accept the telephone. Card index systems and other modern accessories had no part in the life of this old-fashioned doctor. He kept a record of payments for services, but apparently none of sums due him. If his patients paid, well and good; if not, he held no account against them. None were too poor to be served. As a result he did not prosper financially, but he was content.

Mr. James Ryan

Mr. Ryan, the first settler in Eagle Harbor, came from Minnesota. He lived for a short while in Seattle, and then chose forty acres, which he acquired from Asa Fowler, at the place now called "Hawley," on Bainbridge. Then, he returned to Minnesota to fetch his family—a wife and her four children, two sons and two daughters—and his nephew, Charles H. Williams. He was a ship-caulker by trade, a considerate step-father, and a good neighbor. When the first occasion to vote arose at Madrone, the polls were kept closed until Mr. Ryan arrived, in order that he might cast the first vote.

Charles Henry Williams

Captain Williams, as he later became known, arrived with his uncle, James Ryan, in 1876, and took a homestead of 160 acres at Wing Point. In 1879, he married Cynthia Eddy, his uncle's step-daughter; and this couple became the parents of seven children, Clayton, of the Shell Oil agency on the Island; ~~James Ryan, Jr., of the Shell Oil agency on the Island; and Mary, of the Shell Oil agency on the Island.~~

In 1889, he ran the small steamboat, "Tolo," which was the first freight and passenger service to Eagle Harbor with a weekly trip to Rolling Bay. The story is told about the time Captain Williams tied his steamboat "Tolo" up for the night about where the Winslow Shipyard is now located. "Well," said Bob Cave, the narrator, "it seems as though the boat shifted during the night, one end swinging directly under a four-inch pipe which carried drainage from off shore," (pause). "Well sir, Bob went on, "I had intended to get back to Seattle the next morning, but when Cap. and I got down to where we had anchored the steamboat, we found that the drainage pipe had filled it up and the darn thing had sunk." (From the *Bainbridge Review*). But that was not the end of the "Tolo."

Charles Henry Williams lived until 1916—40 years on Bainbridge Island.

Riley M. Hoskinson

Riley Hoskinson, a Civil War veteran, came from Kansas to San Francisco and thence north to Seattle in 1878. He first settled in what is now Smith's Cove, purchased thirty-three acres of land, became dissatisfied with that location, so moved across the Sound to Madrone, on Bainbridge Island. He took a homestead in what is

now the heart of Winslow. He had with him a weather thermometer, a barometer, and a rain-gauge, and began almost immediately to take weather readings which he sent regularly to Washington, D. C. The gauge was on top of his house and he climbed to the roof to measure rainfall. He was known as a "voluntary observer," which means that there was no remuneration for the service. Nevertheless for twenty-one years he carried on this work. One memorandum in recording the biggest and longest snow for the winter of 1893, reads, "This was the winter Grace Dixon taught school and boarded at our house. Snow nearly broke in our barn roof at that time."

Ambrose Grow

Ambrose Grow, also, was a veteran of the Civil War. He arrived at the head of Eagle Harbor in 1881. Also like his neighbor, Mr. Hoskinson, he was a devout church worker and a civic minded individual. These two "were almost continuously engaged in some controversy," says Mr. Harry Wallace, in his *History of the Church*. "The local newspaper furnished them with an arena in which they presented their arguments, and expressed their views on the subject at the time engaging their attention. The increased circulation of the paper bore testimony to the keen interest with which all the community followed the discussions. Both men were above the average in intelligence—quite opposite in physical appearance, alike in wishing to lead and dominate. They differed in nearly everything except the work of the Church, and were both unalterably opposed to the drink evil, to dancing, and to card playing.

Dr. John F. Damon and Rev. Franklin

Dr. Damon, Editor of a weekly Republican newspaper in Port m.

Amuse

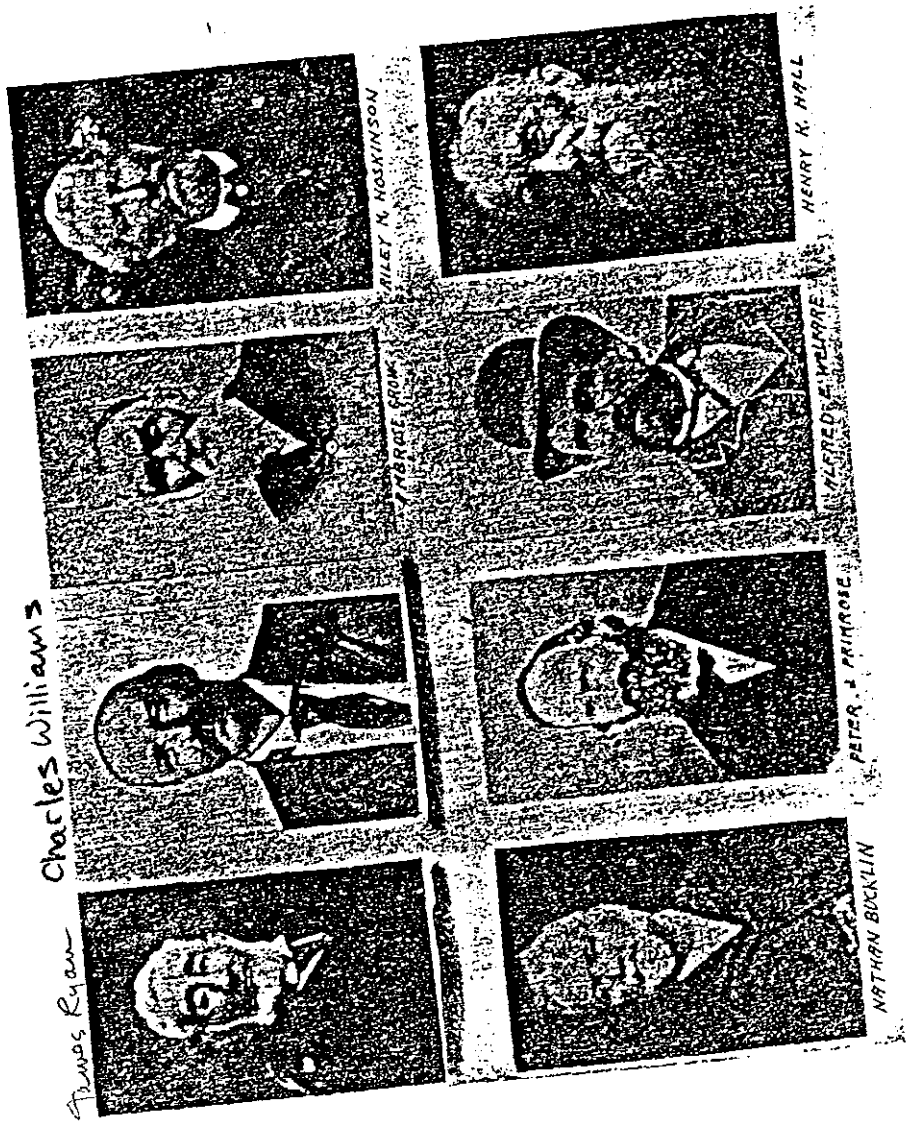
DINARY

Indian battle was once where later Meigs' farm sap was victorious.

on Restoration Point, s of age and supposedly r settler was a "sort of superstitious, were very idual who could rattle ags. During the Indian fort in Seattle. After- Bainbridge, and there ep, was shot and killed azing the Way).

lian murdered at night, aping there. One of the to the water where he and George Martin, a took him to a place of amish came together in ial and condemned and uwampsh Curley was ative Court." (E. I.

Indian was shot by a a liberal discharge of tent to inquire into the



shipyard, the other was built just west of Captain Kunkler's home. This last mentioned, and newest of the three halls, was a two-story structure with full dining-room seating 200, balcony, and stage with full set of scenery. Like all community projects, this one was accomplished by means of subscriptions, and the furnishings were donated. This third hall would have been a credit to a community four times the size of Winslow; but—"pride goeth before a fall"—it burned to the ground before the cost of building had been liquidated. The second hall, being in financial straits, was turned over to stockholders, and finally razed. Community gatherings then went back to the Good Templar's Hall. Even church bazaars and dinners were held there because of the general feeling that the church was not the proper place for "clapping" and laughter. This building now belongs to, and houses, the Winslow Public Library, and is also used for the services of the Christian Science Society of Winslow.

In 1901, the community of Winslow banded together to build a steamer and thus solve their own transportation problem. They built their own "ways" and constructed the steamer "Eagle." Then the "Florence K" was built in Tacoma and the eventual outcome was the Eagle Harbor Transportation Company.

In 1908, Winslow's second school building was outgrown and therefore it was moved across the street to make room for a new modern school building. In its new location, the old school house became the Catholic Church; and the new school on the old site became known as the "Lincoln School."

On July 1st, 1916, the Hall Brothers Marine Railway and Shipbuilding Company was purchased by Captain Griffith, J. A. Maitland, and Allen McDonald; president,

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from around the Sound brought their children, pitched a tent, and remained for a summer vacation. This pavilion was later used as an oakum loft.

Then in 1902, came the Hall Brothers Marine Railway and Shipbuilding Company from their former location at Port Blakely. Their purchase of 77 acres in the heart of the community created the general impression that this was the beginning of a new era. Ground was broken on the new site on the 6th of July. A large amount of money was expended in transferring and erecting the new plant, the total investment being about \$300,000. The plant proper covered nearly fifteen acres, over which were spread a marine railway, machine shops, power house, sawmill and joiner loft for cutting ship timbers, a large gridiron, warehouse, and various other buildings and shipyard equipment. This plant was constructed on a much larger scale here at Winslow than at Port Blakely, in fact it was one of the largest institutions in the State. As a shipbuilding concern it was one of the largest on the Pacific Coast. The Hall Brothers Shipyards became world known. Mention has been made of it in several sea-faring novels. It was for this famous Hall family that the name of the town was changed from Madrone to Winslow. Henry was at this time the only survivor of the three brothers, Winslow, Isaac, and Henry.

Henry Knox Hall built a twenty-room home in the town. Real estate prices soared over night. But with the new dreams of a commercial supremacy, (we are informed by Mr. Harry Wallace, one of the pioneer grocers of Winslow), the old spirit of social goodwill fellowship was gone. Even though there was already a Good Templar's Hall across from the school, two new halls were constructed, one considerably north of the

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general manager, and superintendent respectively. Under the new management the name was changed to "Winslow Marine Railway and Shipbuilding Company."

During the World War, the shipyard was a busy place; and again in 1928, business was brisk, there being eight vessels at the yard—the most since the war days. The yard was electrified toward the end of 1926; and it was about this time that the \$125,000 ferry for service between Edmonds and Port Ludlow was built there. In January 1934, improvements and alterations totalling approximately \$20,000 were made. Of special interest was the new hauling chain 1800 feet long and weighing over 25 tons, each link weighing 35 pounds. The chain alone cost \$10,000. The most recent sizeable contract was for the Caisson Gate to be used at the Navy Yard at Bremerton, which took ten months to build and which was launched on May 10th, 1940.

A \$5,000 newspaper plant was established near the old Winslow dock, by Captain Kunkler in 1922. A little later street lights were installed in the town by means of public subscription. The newspaper, the "Beacon," operated for three years; and the street lights, because of lack of interest, and the burden of expense upon a few families, were discontinued after about five years. In 1929, a volunteer fire department was organized, but this venture, because of lack of interest, was also short-lived. Fire-fighting equipment was purchased but fire never used. It is still stored—probably without fire insurance; while the "bucket brigade," consisting of many volunteers as live within a radius of the smell of smoke, aided by a "draft list" called by "Central," goes into lively action.

The bulk of the strawberries raised on Bainbridge Island is processed at a cannery at Winslow, about a

mile west of the main town, called the "Winslow Berry Growers Association." This enterprise was established in the early 1900's. At first the fruit was canned in the home of S. Sumiyoshi. Then in 1923, the cannery was built. By 1932, this cannery building 110 feet by 225 feet, necessitating a new structure 110 feet by 225 feet, on the old location. The one popular method of preservation is the freezing of the berries in small containers. During the strawberry season, two hundred girls, employees, among them many housewives and school girls, share in a \$15,000 payroll. The entire output of the cannery, which in 1940 amounted to 1,981,035 pounds, is handled by R. D. Bodle Company of Seattle.

The old Henry K. Hall home, purchased in later years by Lewis A. Dare, was burned to the ground in 1937. Some of the huge oaks which still tower on the grounds were started from acorns in the early days by Robert Cave, the pioneer island gardner.

On September 20th, 1937, boat service was centralized at Eagle Harbor with one "stop" on each side of the bay. Five large second-hand Washington Motor Coach busses convey passengers from the Winslow side to Crystal Springs, Fletcher's Bay, Seabold, Port Madison, Yeomalt, and way places. Fortunately for all concerned, the center of the island was blessed with a superb harbor which made centralized boat service possible.

EAGLEDALE AND CREOSOTE (BILL POINT)

Around on the south side of the harbor, Taylor's logging camp was located in 1875. Mike Taylor, whose real name was "Teelan," was the first on Eagle Harbor to make legal claim to a homestead. He located in the east part of what was, until recent years, called "Southside." The name was changed to "Eagledeale" by means