

H Clayton,

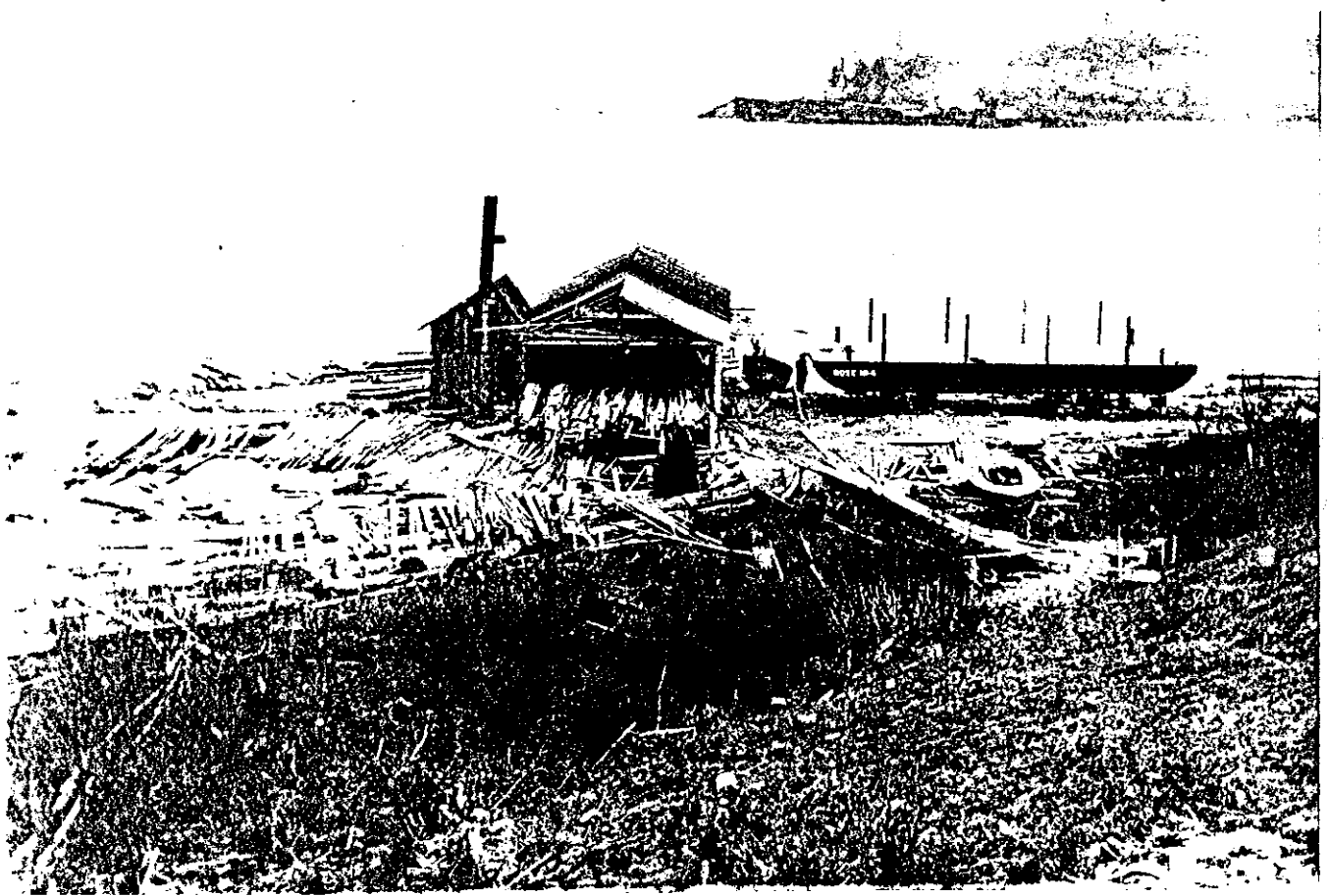
This is the only
shot I have of Cynthia,
Hope it helps,

Jerry

Cynthia + Charles
Willions + their
family (Our Great,
Great Grandpa + ~~Grand~~
Grandm.

Clayton, Irene, Claude,
Bob, Lee, Jim and Lily





The Saw mill



James Ryan



Charles Williams?

THE STORY OF THE RYAN, EDDY AND WILLIAMS FAMILY FROM BAINBRIDGE ISLAND

INTRODUCTION

THIS ACCOUNT WAS TOLD TO JERRY AND ANNETTE WILLIAMS IN ELLENSBURG, WA. AUGUST 3 1986 BY DON WILLIAMS WHO IS THE YOUNGEST SON OF CLAYTON AND LILLIAN WILLIAMS. THIS WAS WRITTEN FROM MEMORY AND FROM WHAT WAS PASSED DOWN TO HIM IN STORY FORM, FROM HIS RELATIVES AND FRIENDS.

JAMES RYAN 1877

JAMES RYAN, UNCLE OF CHARLES WILLIAMS SAILED INTO EAGLE HARBOR, APRIL 6TH 1877 IN A SMALL SAIL BOAT. JAMES RYAN BOUGHT 40 ACRES (AN OLD ABANDONED LOGGING CAMP) FROM ASSA FOWLER. JAMES RYAN AND HIS NEPHEW CHARLES WILLIAMS LIVED IN AN OLD CABIN THAT WAS LEFT ON THE PROPERTY. HE BUILT A HOME ON THIS PROPERTY AND THEN SENT FOR HIS FAMILY. THIS NEW HOUSE STOOD APPROXIMATELY WHERE THE PRESENT DAY WINSLOW FERRY FACILITIES ARE NOW LOCATED.

JAMES RYAN HAD LEFT HIS FAMILY IN MINNESOTA TO COME WEST. AFTER THE HOME WAS BUILT, THE FAMILY, CONSISTING OF HIS SECOND WIFE, ONE DAUGHTER BETTY, FROM HIS FIRST MARRIAGE, AND A DAUGHTER CYNTHIA EDDY FROM HIS PRESENT WIFE'S FIRST MARRIAGE FOLLOWED HIM TO BAINBRIDGE ISLAND.

JAMES RYAN WAS A CAULKER BY TRADE AND WORKED IN THE SHIPYARD REPAIRING SHIPS. HE AND HIS WIFE BOTH DIED ON THE ISLAND AND ARE BURIED IN PORT MADISON OLD CEMENTARY. THEIR HOME WAS TORN DOWN TO ENABLE THE CONSTRUCTION OF THE WINSLOW FERRY FACILITIES.

JAMES RYAN WIFE WAS PREVIOUSLY MARRIED TO AN EDDY AND I NEVER NEW WHAT HAPPEN TO HER FIRST HUSBAND NOR DID I EVER KNOW HER NAME. I DO KNOW THERE WERE EDDY'S BACK IN EXCELSIOR MINNESOTA.

CHARLES WILLIAMS

CHARLES WILLIAMS WAS A NEPHEW TO JAMES RYAN BUT I DO NOT KNOW EXACTLY HOW THIS RELATIONSHIP WAS ARRIVED AT. CHARLES WILLIAMS DID MARRY JAMES STEP DAUGHTER CYNTHIA EDDY. THEY HOMESTEADED 160 ACRES OF WATER FRONT PROPERTY FROM APPROXIMATELY THE PRESENT DAY WINSLOW FERRY FACILITIES TO APPROXIMATELY THE POINT OF WING POINT.

CHARLES AND CYNTHIA PROPERTY WAS ADJACENT TO THE RYAN PROPERTY. THEY DEVELOPED AN ORCHARD AND BUILT A HOME THAT IS STILL STANDING. CYNTHIA TOOK IN BORDERS THAT WORKED AT THE SHIPYARD. CHARLES HAD A BOAT CALLED THE TOLO WHICH HE HAULED MERCHANDISE AND PASSENGERS TO AND FROM SEATTLE. CYNTHIA OPEN A SMALL GROCERY STORE IN THE TOWN OF MADRONA (LATER THE NAME WAS CHANGED TO WINSLOW). THIS STORE BECAME THE FIRST POST OFFICE IN WINSLOW AND CYNTHIA WAS THE FIRST POST MISTRESS. CHARLES WILLIAMS WAS APPOINTED THE FIRST SHERIFF OF WINSLOW. THE INDIANS BECAME FRIENDS OF HIS AND HE WOULD LET THEM SQUAT ON HIS PROPERTY. THE

INDIANS DUG CLAMS THERE AND SOLD THEM IN SEATTLE. WHEN THEY WERE THRU CLAIMING FOR THE YEAR, CHARLES WOULD TAKE A TEAM OF HORSES AND PLOUG THE BEACH. THIS SYSTEM SEEM TO WORK FOR THERE WAS ALWAYS AN ABUNDANCE OF CLAMS ON THE BEACH. IN 1914 THEY SOLD THEIR PROPERTY ON BAINBRIDGE ISLAND. THIS PROPERTY LATER BECAME KNOWN AS HAWLEY.

AFTER CHARLES AND CYNTHIA SOLD THEY VACATION IN LONGBEACH CALIFORNIA. THEN THEY MOVED TO BILLINGHAM TO BE CLOSE TO THEIR TWO BOYS CLAUD AND JIM WHO HAD A FARM NEARE BLAINE. THE FARM VENTURED LASTED ABOUT A YEAR.

CYNTHIA AND CHARLES THEN MOVED TO DARRINGTON WHERE THEIR DAUGHTER IRENE AND HER HUSBAND, JACK CARTER, RAN A HOTEL AND BARBER SHOP. CYNTHIA'S HALF SISTER WAS THERE WORKING FOR A DOCTOR.

CHARLES PAST A AWAY IN 1916 AND WAS BURIED IN DARRINGTON. THE FAMILY STAYED IN DARRINGTON DURING WORLD WAR 1. AFTER THE WAR CYNTHIA AND HER HALF SISTER, BETTY MOVED TO VASHON ISLAND AND BOUGHT A SMALL FARM. THEY HAD A SMALL ORCHARD AND RAISED A LITTLE HAY FOR THEIR COW.

CYNTHIA SOLD THE FARM AND MOVED TO LONGBEACH CALIFORNIA TO LIVE WITH HER SON LEE AND DAUGHTER LILLY. SHE DIED AND IS BURIED THEIR.

CHARLES AND CYNTHIA WILLIAMS FAMILY

LISTED BY AGE

1. CLAYTON WILLIAMS
2. CLAUDE WILLIAMS
3. IRENE WILLIAMS
4. ROBERT (BOB) WILLIAMS
5. LEE WILLIAMS
6. JIM WILLIAMS
7. LILLY WILLIAMS

BETTY RYAN

BETTY RYAN (CYNTHIA'S EDDY STEP SISTER) MARRIED A MR WILD. HE WORKED IN THE SHIP YARD FOR AWHILE THEN THEY MOVED TO PORT GAMBLE. THEY STAYED THERE UNTIL THE KLONDIKE GOLD RUSH. THEY THEN MOVED TO ALASKA TO FIND THEIR FORTUNE. I NEVER WAS TOLD WHAT HAPPENED BUT AUNT BETS CAME BACK FROM ALASKA ALONE. SHE STAYED UP THERE MANY YEARS AND WAS A COOK IN THE MINNING CAMPS

WHEN SHE CAME BACK TO THE PUGET SOUND AREA SHE GOT A POSITION IN SEATTLE AS A MIDWIFE. THEN SHE MOVED TO DARRINGTON AND WAS A NURSE TO A DOCTOR THERE. THIS WAS DURING WORLD WAR I. AFTER THE WAR SHE MOVED WITH HER SISTER TO VASHON ISLAND. WHEN HER SISTER MOVED TO CALIFORNIA HER NEPHEW CLAYTON WILLIAMS BUILT HER A SMALL HOUSE ON QUARTER MASTER HARBOR AND SHE CONTINUED TO DO NURSING

WHEN EVER ANYONE NEEDED HER. LATER SHE RETIRED AND MOVED TO A NURSING HOME IN OLLALA WHERE SHE DIED.

CLAYTON WILLIAMS

CLAYTON WILLIAMS THE OLDEST SON OF CHARLES AND CYNTHIA WILLIAMS WAS BORN AT WINSLOW IN THE HOME THAT CHARLES AND CYNTHIA BUILT IN ----- . WHEN HE WAS OLD ENOUGH TO START SCHOOL HE STAYED AT HIS AUNT BETS HOME IN PORT GAMBLE. THERE WASN'T A SCHOOL AT WINSLOW AT THIS TIME. WHEN HE FINISHED SCHOOL, I DON'T KNOW FOR SURE BUT IT WASN'T MUCH PAST THE EIGHT GRADE. HE WENT TO WORK IN THE SHIPYARD AT WINSLOW. JAMES RYAN HAD TAUGHT ALL OF CHARLES WILLIAMS BOYS THE CAULKING TRADE SO THEY HAD JOBS AS LONG AS THE WOODEN SHIPS SAILED.

THE SHIP YARD AT WINSLOW REPAIRED WOODEN SAILING SHIPS, BOTH THE SCHOONERS AND THE SQUARE RIGGERS. THESE SHIPS WOULD SAIL INTO THE SHIPYARD FOR NEW MASTS, NEW COPPER PLATE, OR TO BE CAULKED.

I WAS TOLD HE WAS QUITE THE YOUNG MAN OF THE ISLAND WITH HIS SURRY AND HORSE. HIS MOTHER (WITH A LITTLE MATCH MAKING IN MIND) ARRANGED TO HAVE CLAYTON VISIT HER RELATIVES, THE EDDY'S, BACK IN EXCELSIOR MINNESOTA. (THIS EDDY FAMILY WAS THE BROTHER OF CYNTHIA WILLIAMS BIOLOGICAL FATHER) LIVING WITH THIS FAMILY WAS A YOUNG LADY BY THE NAME OF LILLIAN DIGBY.

WHEN CLAYTON WILLIAMS GOT BACK TO BAINBRIDGE HE SENT FOR LILLIAN AND THEY GOT MARRIED. THEY BUILT A HOME ABOVE THE ORCHARD PLANTED BY HIS FATHER. THEIR TWO BOYS WERE BORN IN THIS HOME. THEY LIVED IN THIS HOUSE UNTIL 1914. AT THIS TIME THEY HAD BUILT A NEW HOME FURTHER UP THE HILL. THE OLD HOME BURNED BEFORE THEY HAD A CHANCE TO MOVE.

THEY STAYED IN THIS NEW HOME UNTIL THE OUTBREAK OF WORLD WAR ONE. IN 1916 CLAYTON ACCEPTED A JOB AS FOREMAN OF THE CAULKING CREW AT THE SHIPYARD IN ASTORIA.

CLAYTON BOUGHT HIS FIRST AUTOMOBILE DURING THIS TIME. IT WAS A 1918 OVERLAND. WHEN THE WAR WAS OVER, THE JOB AT THE SHIPYARD WAS LOST AND THE FAMILY MOVED BACK TO BAINBRIDGE. THIS MOVE WAS ACCOMPLISH BY FIRST DRIVING TO PORTLAND WHERE THEY VISITED THE NUGENT FAMILY. THEN THEY STARTED OUT A 6AM FOR THE FERRY AT DE MOINES. WITH DETOURS AND FLAT TIRES THEY ARRIVED THERE AT 7PM. IT WAS ALL DIRT ROADS. THEY TOOK THE FERRY TO VASHON AND VISITED CLAYTON'S SISTER AND HER HUSBAND (LILLY AND HARRY DAVIS). THEY THEN WENT BACK TO BAINBRIDGE ISLAND TO SELL THEIR LAND BECAUSE THEY HAD DECIDED TO GO INTO THE TRUCKING BUSINESS ON VASHON ISLAND.

BEFORE THEY SOLD THEIR LAND THEY SENT THEIR TWO BOYS DIGBY AND DON TO LIVE WITH LILLY AND HARRY DAVIS ON VASHON SO THEY COULD START SCHOOL.

THE FAMILY MOVED TO CENTER ON VASHON ISLAND AND CLAYTON WENT INTO THE TRUCKING BUSINESS HAULING HAY AND FEED FROM KENT TO THE ISLAND. IN 1921 CLAYTON BOUGHT A SAW MILL (OWNED BY THE PANKRASS FAMILY) ABOVE BURTON AND HE RAN IT FOR ABOUT TWO YEARS BEFORE HE MOVED IT TO JUDD CREEK ON QUARTERMASTER BAY.

ON THE JUDD CREEK PROPERTY, IN 1922, THE FAMILY BUILT THE FAMILY HOME. IT IS STILL STANDING. THE MILL OPERATION LASTED UNTIL THE DEPRESSION OF 1929. THEY HAD 100,000 BOARD FEET OF DEMINION LUMBER ON THE DOCKS AT LONGBEACH, CALIFORNIA AND NO ONE WOULD PAY FOR IT. CLAYTON HAD TO SELL IT FOR \$6.00 A THOUSAND AND THE MOORAGE. AT THIS TIME THE MILL WAS SHUT DOWN AND NEVER STARTED AGAIN.

CLAYTON AND LILLIAN WILLIAMS FAMILY

LISTED BY AGE

1. DIGBY WILLIAMS
2. DON WILLIAMS

DIGBY AND DON WILLIAMS YOUNGER YEARS

DIGBY WILLIAMS WAS BORN IN 1903 AND DON IN 1908. THE FAMILY WAS LIVING IN THE HOME THAT BURN DOWN IN 1914. THEY STARTED SCHOOL AT WINSLOW BEFORE THEY MOVED TO ASTORIA.

ROBERT AND HIS BROTHER CLAYTON WILLIAMS BUILT A SMALL SAW MILL BELOW THE HOME OF THEIR FATHER CHARLES WILLIAMS RIGHT ON THE WATER. THEY RAN THIS MILL IN THEIR SPARE TIME BETWEEN WORK AT THE SHIP YARDS. *

WHEN SHIPS CAME INTO THE SHIP YARD AND TOLD THE YARD WHAT THEY WANTED DONE, THE YARD WOULD BLOW THEIR STEAM WHISTLE TO CALL THE DIFFERENT TRADES. THEY HAD A SYSTEM OF SIGNALS LIKE ONE TOOT FOR THE CAULKERS AND SO FORTH. THIS ENABLED THE WILLIAMS BROTHERS TO OPERATE THE MILL AND AT THE SAME TIME BE ON CALL FOR ANY WORK AT THE YARD. THE MILL WAS LOCATED ABOUT A MILE UP THE BEACH FROM THE YARD. *

DIGBY AND DON SPENT THEIR SUMMERS PLAYING IN THE WOODS AND ON THE BEACH. THEIR NIEGHBORS, THE NUGENT FAMILY, HARVEY AND EDITH AND THEIR CHILDREN LENA, CHET, FRED AND MARION, WERE THEIR PLAYMATES. HARVEY NUGENT WAS THE ENGINEER AND DRAFTSMAN FOR THE SHIPYARD. HE ALSO HELPED OUT IN THE SAW MILL. CLAYTON AND HARVEY BUILT LITTLE SAIL BOATS CALLED SKIP JACKS THAT WERE DESIGNED BY HARVEY. THESE LITTLE BOATS WON MANY RACES AROUND SEATTLE DURING THIS TIME.

IN 1916 THE FAMILY MOVED TO ASTORIA AND THE TWO BOYS CONTINUED THEIR SCHOOLING THERE. IN ASTORIA DIGBY JOINED THE BOYSCOUTS WHERE A MAN BY THE NAME OF SPANDY WAS THE SCOUT MASTER. THEY HELD THEIR MEETINGS AT FORT ASTOR. DIGBY HAD A JOB IN A GROCERY

STORE AND DON CARRIED PAPERS. DURING THIS TIME BROWNIE CARTER STAYED ONE WINTER AND WENT TO SCHOOL.

ONE SUMMER CLAYTON WILLIAMS RENTED A CABIN AT SEASIDE, OREGON AND TRAVELED BACK AND FORTH TO WORK. THEY ALSO HAD OUTINGS AT CANNON BEACH WHERE THEY CAMPED RIGHT ON THE BEACH.

ASTORIA WAS A BOOM TOWN DUE TO THE WAR AND THE BOYS WENT TO ABOUT 5 DIFFERENT SCHOOLS. THEY WOULD START SCHOOL IN A CHURCH AND THEN MOVE IT.

IN 1918, THE FIRST WORLD WAR WAS OVER AND THE FAMILY MOVED BACK TO THE PUGET SOUND. THEY LIVED WITH THEIR AUNT AND UNCLE (LILLY AND HARRY DAVIS) AT CENTER, ON VASHON ISLAND. THE HOUSE THEY STAYED IN IS STILL STANDING BUT IS NOW A ANTIQUE STORE AT THE MAIN INTERSECTION IN BURTON. DON WENT TO GRADE SHOOOL AT CENTER AND DIGBY WENT TO BURTON HIGH SCHOOL.

DIGBY GRADUATED FROM BURTON HIGH SCHOOL AND THEN WENT TO CPS IN TACOMA FOR A YEAR. DON HAD THREE YEARS AT BURTON AND THEN WENT TO BUTELL BUSINESS COLLEGE FOR SIX MONTHS IN TACOMA.

DIGBY WILLIAMS

DIGBY MARRIED HENRIETTA BROSSO. THE BROSSO FAMILY HAD A GROCERY STORE AT THE FERRY DOCK ON THE NORTH END OF THE ISLAND. THEY MOVED INTO THE SMALL HOME THAT WAS BUILT FOR AUNT BETS. THIS HOUSE IS STILL STANDING.

WHEN THE JUDD CREEK MILL WENT OUT OF BUSINESS, THE SHELL OIL COMPANY WANTED A DISTRIBUTOR SHIP FOR VASHON ISLAND. THE FAMILY SET UP THE STORAGE TANKS ON THE MILL DOCK AND CONVERTED THEIR MODEL T TRUCK, THAT WAS USED FOR LUMBER, TO A TRUCK THAT HAULED GASOLINE. THIS WAS DONE BY PLACING A 300 GALLON TRUCK ON THE BED. THE BUILDING THAT WAS USED TO DRY WOOD WAS THEN CONVERTED TO A WAREHOUSE FOR THE LUBRICATING OILS. THIS GASOLINE DISTRIBUTION COMPANY WAS OPERATED BY DIGBY WILLIAMS.

CLAYTON WILLIAMS TOOK THE CHEVEROLET TRUCK AND OPERATED A FUEL BUSINESS CONSISTING OF WOOD AND COAL. CLAYTON OPERATED THIS COMPANY FOR ABOUT ONE YEAR.

DIGBY AND HENRIETTITA'S FAMILY

LISTED BY AGE

1. CLAYTON WILLIAMS
2. CLARA JO WILLIAMS

DON WILLIAMS

DON WILLIAMS OPERATED A FUEL AND LUMBER COMPANY ON VASHON ISLAND AFTER HE TOOK A YEARS COURSE AT THE BRUETELL BUSINESS COLLEGE.

CONTRACT. THE TRUCK COST 75.00. HE PAID FOR IT BY HAULING 100 CORDS OF WOOD TO THE BURTON HIGH SCHOOL. THIS TRUCK WAS TRADED IN ON A MODEL T AND THIS WAS TRADED IN ON A CHEVROLET TRUCK. THIS TRUCK WAS CONVERTED INTO A DUMP TRUCK AND I BELIEVE THIS WAS THE FIRST DUMP TRUCK ON VASHON ISLAND. THIS IS THE TRUCK THAT CLAYTON WILLIAMS USED FOR HIS WOOD & COAL COMPANY.

WHEN THE JUDD CREEK MILL STOPPED OPERATION, I BOUGHT INTO A COAL MINE IN RAVENDALE. WE SOLD COAL TO THE SEATTLE STEAM PLANT AND THE SEATTLE GAS COMPANY. THEY ALSO SOLD TO INDEPENDENTS. WHEN THE OIL AND NATURAL GAS WERE BROUGHT TO SEATTLE, COAL LOST ITS MARKET AND THEY CLOSED DOWN THE MINE.

I THEN WENT TO BAINBRIDGE ISLAND AND STARTED A SHELL OIL DESTRI BUTING CO. I HAD A 3000 GALLON GASOLINE TANK AND A SMALL WAREHOUSE AT EAGLEDALE JUST ACROSS THE HARBOR FROM WINSLOW.

DON AND IRENE WILLIAMS

IN 1932 DON AND IRENE WERE MARRIED ON VASHON ISLAND IN THE HOUSE THAT CLAYTON J WILLIAMS BUILT. HE MET IRENE FRETHIEM WHEN SHE TAUGHT SCHOOL AT CENTER ON VASHON ISLAND. SHE TAUGHT THERE FOR ONE YEAR AND THEN TOOK A POSITION AT NORTH BEND. SHE TAUGHT THERE FOR THREE YEARS BEFORE THEY WERE MARRIED.

THEIR FIST HOUSE WAS IN EAGLDALE WHICH THEY RENTED FROM MAN BY THE NAME OF CHEESE. THEY OPERATED THE SHELL OIL DISTRIBUTORSHIP FOR ABOUT TWO YEARS. DURING THIS TIME AN OPORTUNITY CAME UP TO OPERATE A SHELL OIL DISTRIBUTORSHIP IN GIG HARBOR. I MOVED TO GIGHARBOR IN 1932 AND MY, DAD, CLAYTON MOVED INTO THE CHEESE

HOUSE AND OPERATED THE BAINBRIDGE ISLAND DISTRIBUTORSHIP. HE MOVED THE OPERATION TO WINSLOW, ON A PIECE OF LAND HE BOUGHT THAT ALL READY HAD A HOME ON IT. HE RAN THE BUSINESS UNTILL HE RETIRED. AT THAT TIME HE SOLD THIS PROPERTY AND BUILT A HOME ON QUARTERMASTER HARBOR NEXT TO THE HOUSE HE BUILT IN 1922. HE LIVED THERE UNTILL HE DIED IN 1948. LILLIAN TOOK A JOB AT THE SEATTLE LIBRARY AND LIVED IN SEATTLE UNTIL SHE RETIRED. THEN SHE MOVED BACK TO QUARTER MASTER HARBOR. I RENTED A SMALL BRICK HOME JUST OUT OF GIG HARBOR AND RENTED THE LAND WHERE THE SHELL OIL COMPANY IS NOW LOCATED. I BUILT A PLANT CONSISTING OF ONE TANK AND A STORAGE SHED AND DOCK. THIS AGENCY HAD THE TERRITORY BETWEEN ALLEN AND LONGBRANCH. THIS OPERATION LASTED 7 YEARS. WE BOUGHT A HOME ON ONE ACRE OF LAND ON WOLLOCHET BAY. IN 1938 I SOLD THE AGENCY AND WENT WITH THE CLIPPER GAS COMPANY AND STARTED TO HAUL GASOLINE OUT OF TACOMA TO THE GAS STATIONS IN THE SAME AREA.

WHEN WE MOVED TO WOLLOCHET WE HAD NO ELECTRICITY NOR A WELL. WE DUG A 25 FOOT WELL BY HAND. WE USED A WINCH AND BUCKET TO REMOVE THE DIRT.

I EXPANDED THE BUSINESS BY LEASING AN ALL NIGHT GAS AND PARKING LOT IN BREMERTON AND BUILT A GAS STATION ABOUT A MILE FROM THE NARROWS BRIDGE ON THE INTERSECTION OF THE NARROWS BRIDGE ROAD AND

THE WOLLOCHET BAY ROAD.

THREE THINGS HAPPENED ABOUT THIS TIME. THE FIRST WAS THAT THE NARROWS BRIDGE FELL DOWN. THIS CRIPPLED THE GAS STATION AT GIG HARBOUR AND THE BANK TOOK OVER THE PROPERTY. THE SECOND THING WAS THAT IRENE AND THE TWO BOYS WENT TO CALIFORNIA TO GET SPECIAL HELP FOR ROLF. JERRY STARTED KINDERGARTEN THERE. I WORKED IN THE GAS STATION IN BREMERTON DURING THIS TIME. THE THIRD THING WAS THE OUT BREAK OF WORLD WAR II. I LEFT THE GAS STATION TO MY PARTNER (BILL PEARCE) TAKING ONLY \$150 FROM THE BUSINESS AND LETTING BILL SELL IT FOR WHAT EVER HE COULD GET. I THEN WENT TO CALIFORNIA AND PICKED UP THE FAMILY.

WHEN WE GOT BACK WE STAYED A FEW WEEKS ON BAINBRIDGE ISLAND WITH MY DAD AND MOTHER. WHILE WE WERE THERE THE JAPANESE WERE INTERNED. THIS WAS DISASTROUS, FOR THEY WERE OUR FRIENDS AND VERY GOOD CUSTOMERS. WHILE I WAS WAITING FOR MY DRAFT NUMBER TO COME UP, WE MOVED TO BELLINGHAM WHERE I WAS HIRED BY THE BELLINGHAM SHIPYARD IN THE LOFTING DEPT.

WE BOUGHT A HOUSE ON HIGH STREET FROM THE FUNDS WE RECEIVED FROM SELLING THE HOUSE ON WOLLOCHET BAY, AND I WENT TO WORK AT THE BELLINGHAM SHIP YARDS WORKING IN THE LOFT.

WHILE WORKING IN THE SHIP YARD I HAD AN ACCIDENT WHICH CAUSED A HERNIA. A MAN SLID A LADDER AWAY FROM WHERE I WAS TO STEP DOWN. THE HERNIA DIDN'T BOTHER AT FIRST SO I DELAYED THE SURGERY.

THE SHIPS THEY WERE BUILDING WERE WOODEN MINE SWEEPERS AND THEY NEEDED MORE LUMBER FOR THEIR CONSTRUCTION SO THE YARD OPERATED A SAW MILL AT MARBLE MOUNT, WASHINGTON, AND THEY ASKED ME TO RUN IT FOR THEM. THIS JOB WAS A FROZEN POSITION. THIS MEANT THAT I COULD NOT LEAVE THE JOB BUT I WOULD NOT BE DRAFTED.

I SPENT TWO YEARS RUNNING THE MILL. WE LIVED IN BELLINGHAM DURING THE WINTERS AND AT MARBLE MOUNT DURING THE SUMMERS. WE HAD A LARGE PYRANE'S DOG NAMED LADY AND A JACKASS NAME GEORGIA THAT THE FAMILY BECAME VERY FOND OF. WHEN THE SHIPYARD QUIT MAKING WOODEN SHIPS THE MILL CLOSED UP.

BEFORE THE MILL CLOSED I HAD THE HERNIA OPERATION SO I COULD TAKE ADVANTAGE OF THE SHIPYARD'S MEDICAL INSURENCE. I NEVER DID GO BACK TO THE MILL OR THE YARD.

AFTER MY RECOVERY I WAS DRAFTED BY THE MILITARY. MEN IN THE 30 PLUS AGE WITH FAMILIES WERE CALLED.

THIS WAS A SURPRISED - WHILE WAITING TO BE CALLED I HAD A JOB DRIVING TRUCK AND IRENE TOOK A PART TIME JOB WITH THE YMCA. IN TWO MONTHS THEY RESCINDED THE DRAFT NOTICE AND WE WERE IN LIMBO.

IN 1945 A MAN BY THE NAME OF FRANK VEST OFFERED ME A JOB DRIVING TRUCK. THE JOB CONSISTED OF DRIVING TRUCK LOADED WITH LAUNDRY

TO DO ALL OF HANFORD'S LAUDRY. THESE TRUCKS RAN 24 HOURS A DAY, SEVEN DAYS A WEEK. THE DRIVERS STAYED IN ELLENSBURG AT THE WEBSTER HOTEL ON THIRD STREET.

MR VEST OPENED A LAUNDRY IN ELLENSBURG AND ASKED ME TO MANAGE IT. THIS LAUNDRY WAS LOCATED NEXT TO THE ELLENSBURG DAILY RECORD. WE SOLD THE HOUSE IN BELLINGHAM AND BOUGHT A HOME ON EAST 8TH STREET BEHIND THE RODEO GROUNDS.

WE RAN THIS LAUNDRY 24 HOURS A DAY, FOR THE HANFORD PROJECT WAS GOING FULL BLAST. I COULD NOT GET MEN TO WORK THE NITE SHIFT SO THE POLICE CHIEF BROUGHT THE PRISONERS TO THE PLANT FROM THE ELLENSBURG JAIL. AT THE TIME WE DID NOT KNOW WHAT WAS BEING DONE THERE BUT WE WERE TOLD TO SAY WE WERE MAKING WENDAL WILKIE BUTTONS. BY THE TIME, WORLD WAR II WAS OVER. THE TRI CITIES WAS BIG ENOUGH TO SUPPORT A LAUNDRY OF THEIR OWN AND THE ELLENSBURG LAUNDRY WAS CLOSED DOWN.

I THEN TOOK A JOB AT FITTERERS GAS STATION, LOCATED ON THE SOUTH EAST CORNOR OF 5TH AND MAIN ACROSS THE STREET FROM THE ELKS CLUB.

I WAS THEN OFFERED A JOB RUNNING A PLANT THAT MADE GLUCOSE FROM CULL POTATOES. THIS PLANT WAS LOCATED IN THE OLD WOOLEN MILL IN WEST ELLENSBURG. WE PROCESSED 100 TONS OF CULL POTATOES EVERY 24 HOURS FROM THE POTATOES THAT WHERE RAISED IN KITTITAS VALLEY AND SHIPPED IN FROM OREGON.

THE PLANT DISCONTINUED OPERATION IN 1946. AT THIS TIME WE SOLD THE HOME ON EAST 8TH AND BOUGHT THE CULP HOME ON THE CORNNOR OF 8TH & C STREET. ON THE LOT NEXT TO THE HOME WE BUILT A STORE OUT OF CONCRETE BLOCK 12 FEET BY 18 FEET. WE CALLED THE STORE JERROL'S AFTER OUR TWO BOYS NAMES. JER AFTER THE FIRST THREE LETTER IN JERRY AND ROL AFTER THE FIRST THREE LETTERS IN ROLF.

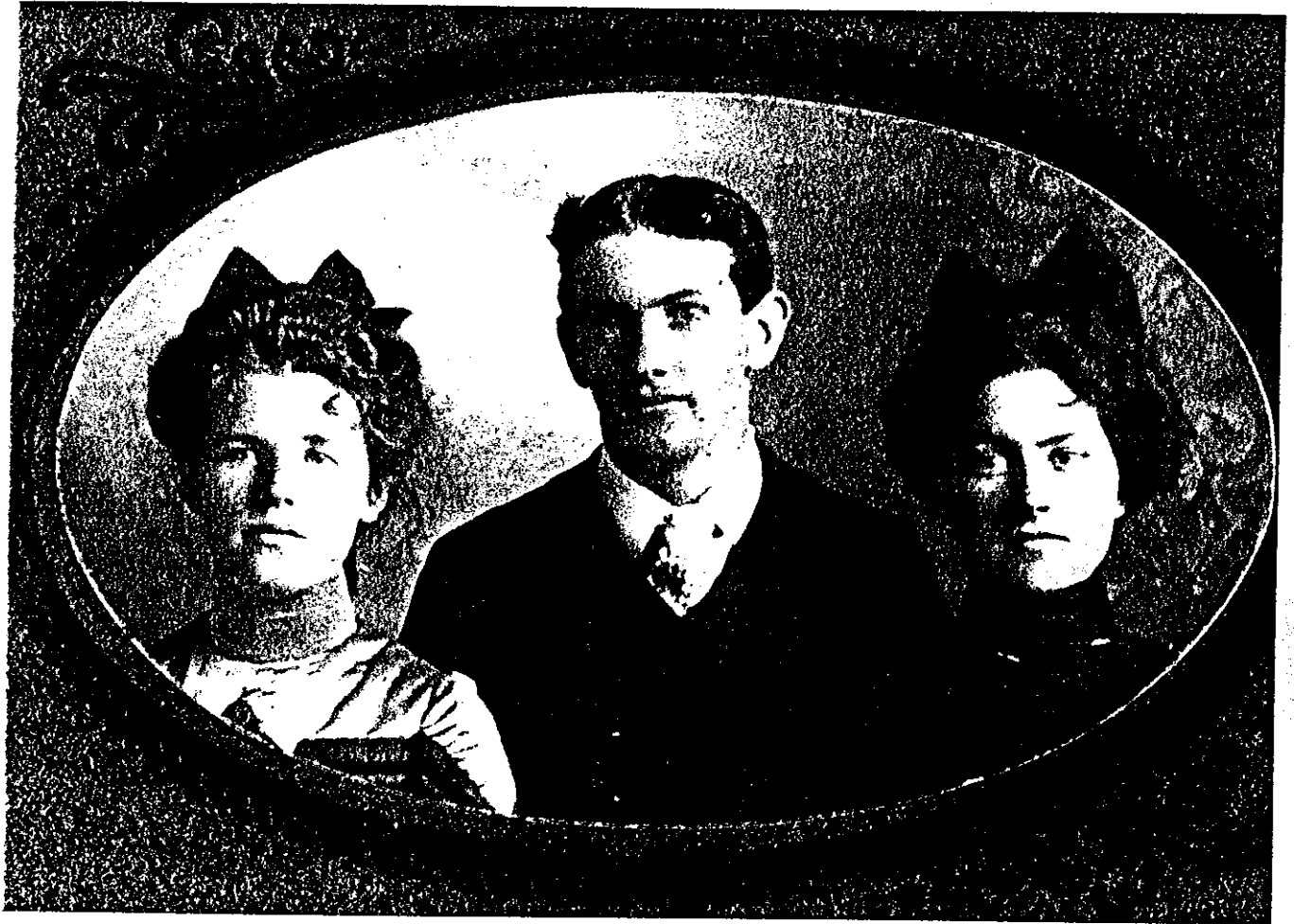
THIS STORE WAS ENLARGED IN 1948 AND THE HOUSE WAS MOVED TO THE BACK OF THE LOT. IN 1954 THE MOBILE GAS STATION LEASED THE PROPERTY AND WE TORE DOWN THIS STORE AND BOUGHT THE LOT NEXT TO US. WE TORE DOWN THE HOUSE AND BUILD A STORE 40 BY 40. BY 1960 THIS WAS ENLARGED TO 123 X 40.

IN 1960 OUR SON JERRY CAME INTO THE OPERATION WITH US. IN 1964 WE SOLD THE STORE TO HIM AND RETIRED.

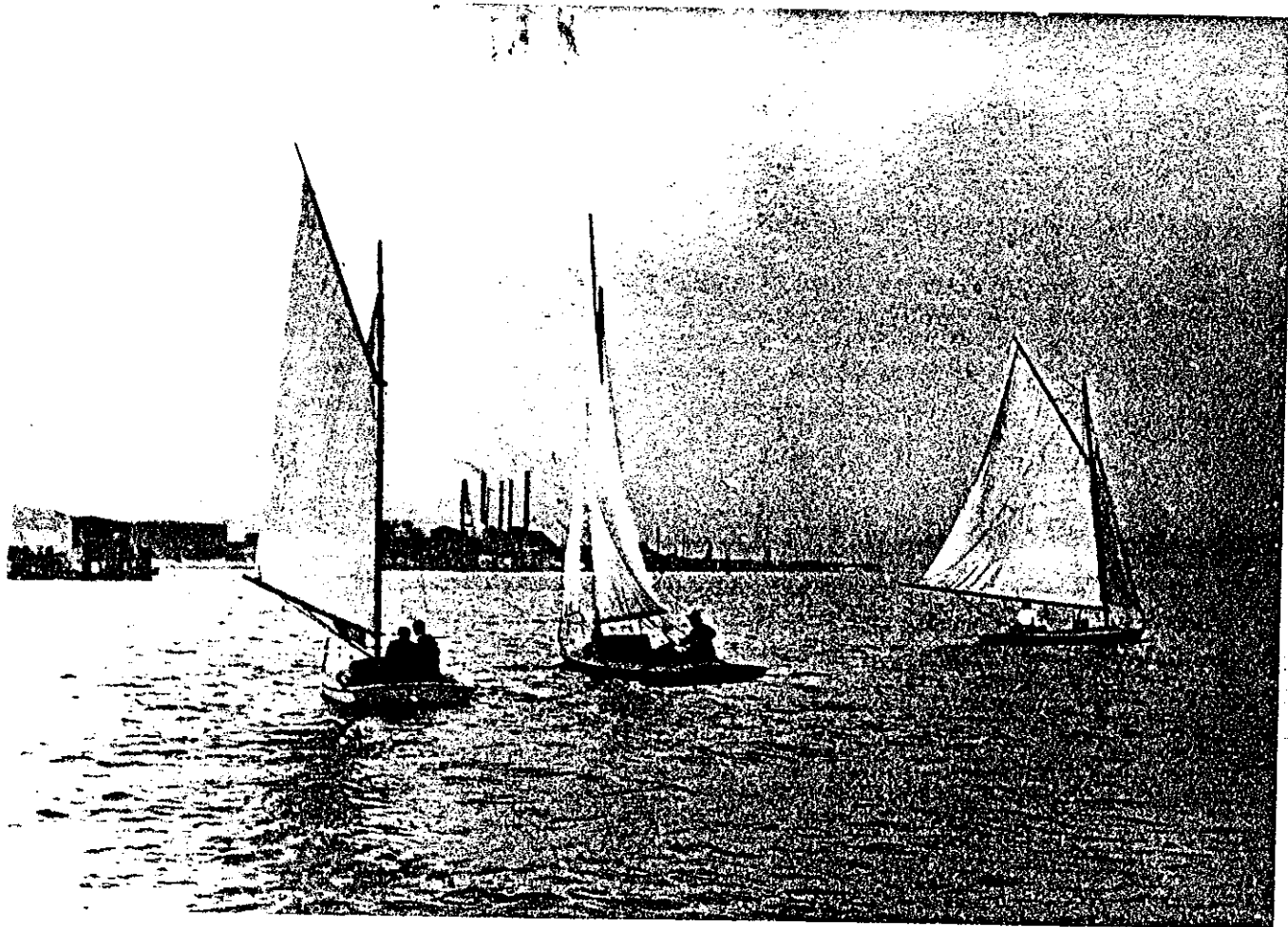
DON AND IRENE WILLIAMS FAMILY

LISTED BY AGE

1. ROLF WILLIAMS
2. JERRY WILLIAMS



Betty Ryan
Charles Williams
Cynthia Eddy (Williams) ??









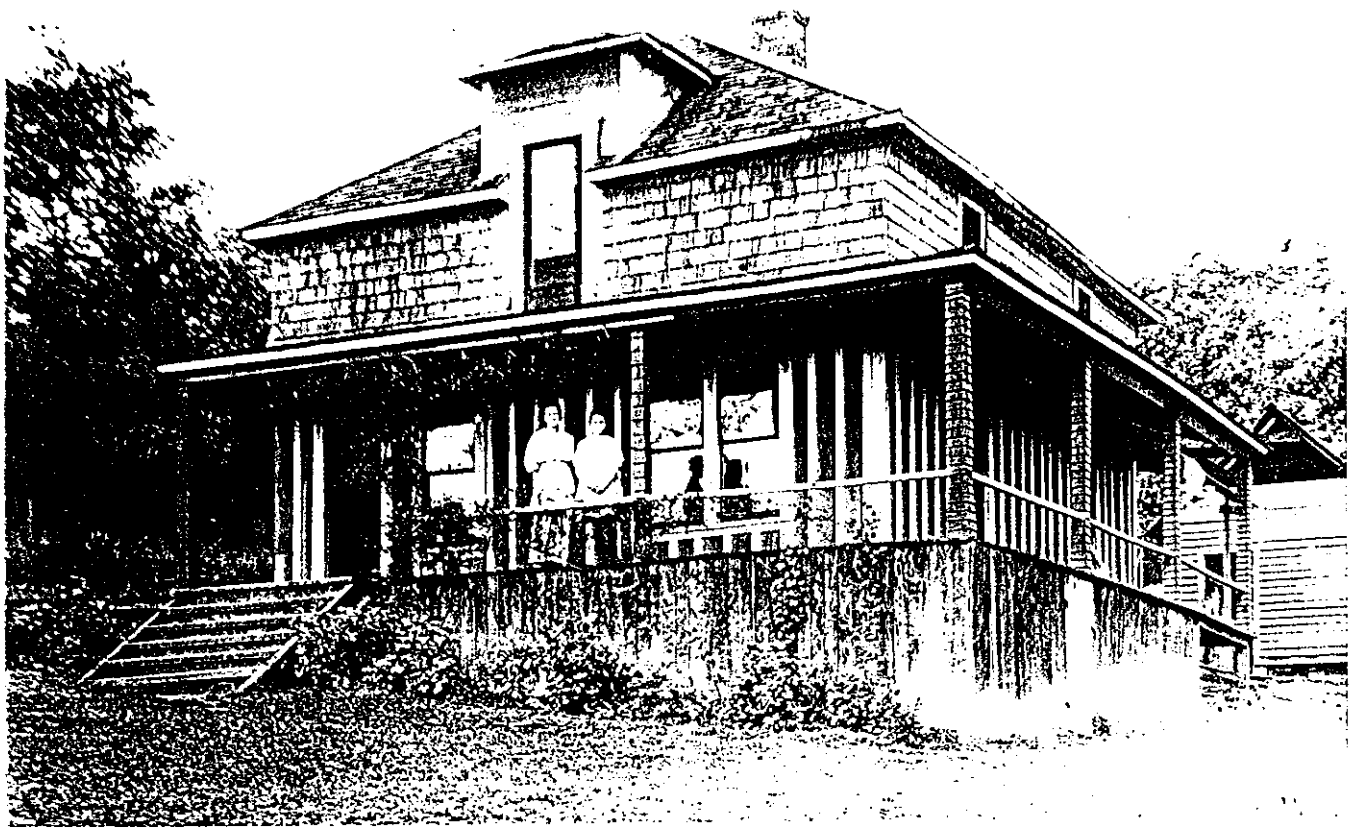


FOR U. S. SHIPPING BOARD, N.Y.C.
McEACHERN SHIP COMPANY
Astoria, Ore.
ASTORIA, ORE., May 12, 1918
Launching of S.S. Albatross
HULL NO. 467



Irene? On Lily? Williams





















Blakely Mill Company. Imagine—towing logs for a sawmill!

When the gold rush developed, she was sold to prospectors and towed to St. Michael in 1897, used there for several seasons and then dismantled. Some of the wooden bones are still lying around on the rocks up there. (Sayre, *Early Waterfront*, page 18).

* * * * *

The barkentine, "W. H. Gawley," from Port Madison went ashore while entering the Golden Gate during a dense fog October 23, 1880. The vessel was in charge of Captain James E. Williams, who sent his passengers ashore, and with the mate and a portion of the crew remained on board until the next morning, when they were taken off by the life-saving crew. A portion of the lumber cargo was saved, but the vessel proved a total loss. Early in her history she was called the "Golden Eagle," which burned in Esquimalt Harbor in 1859. The crew abandoned her there, and an English man-of-war sank her with a shell. She was afterwards raised and sold to G. A. Meigs of Port Madison, who named her after his San Francisco partner.

* * * * *

"A little steamer was plying its usual route across Puget Sound from Seattle to Port Blakely one Saturday night, . . . the one late boat of the week, carrying a happy group of passengers returning from the theatre or other amusement. There was no landing—somewhere lies the wreckage." This brief story by Edith S. Redfield, in her *Seattle Memories* does not disclose the name of the boat.

* * * * *

The "Wildwood" was constructed for G. A. Meigs, at Port Madison. She was one of the finest wooden ships

ever built in any part navigated the globe se praise at every port; n cial success for her ow cerning the launching o son, in 1871, appeared Townsend.

"On Friday last, J various parts of this stating that the steamer send on Saturday mor Madison, offering free nensing the launching longing to Messrs. Me erally known that it on the Pacific Coast, tl was general, and all venient gladly embrac Starr, and at about ni about one hundred ladi and the 'Isabel' steam At Port Ludlow, wher tended, the force was a and gentlemen. All o that pleasure was to b sequently, without emb in their endeavors to Several musicians were being unpropitious for antly passed in the cal the passengers were e soft melody.

"About 1 o'clock p. coming in sight of Por

was born at Port Madison in April 1860, and lived there all of her life. There were eight children—six sons and two daughters. All of the sons became captains and engineers of Puget Sound steamers.

My mother met and married Thomas Beaton at Port Madison in 1876. There were six children—one son and five daughters.

Signed, ETTA BEATON ROSS.

*The Forrests settled at Stuck, Washington, which is between Seattle and Tacoma.

* * * * *

The Ryan Family

Written by Mrs. Betty J. Stephens Wylde, a step-daughter of James Ryan.

I came from Minnesota in 1876, with my mother and step-father, Mr. and Mrs. Jas. Ryan. Remembering the cold winters, hot summers, the hail storms, of the Minnesota days, Washington Territory seemed like a haven of peace and quiet. With us were my brothers, Clayton and Axel Eddy, my sister Cynthia Eddy, and a nephew of Mr. Ryan's, Chas. H. Williams. Everything was new and wonderful to me, a child of eight, the trees, vines, wild flowers and fruits, made up a Paradise. We arrived in Seattle on August 7, 1876, where Mr. Ryan had friends, he having lived there a short time. We stayed in Seattle until April 6th, 1877, when we moved to Eagle Harbor.

My mother came from a long line of pioneers and farmers. Her family moved from York State, as it was then called, to Vermont, a sparsely settled state. From there she was married to John Eddy and moved to Minnesota, while it was still called a Territory and before the Indian massacre. She and family took refuge in Fort

Snelling for a time and then went back to Vermont until the Indian troubles were all settled. In 1862, Mr. Eddy died. In 1865, she married my father, John Stephens; and again became a widow in 1872. She married Jas. Ryan, a fine man and good step-father. We came West soon after her marriage.

In April we left Seattle in a sailing sloop for Eagle Harbor, at 9 o'clock A. M., arriving at 3 P. M. We were the first white settlers there and have seen the Harbor grow to its present state. On the sloop coming over we had lunch, initiating me to a water picnic—a wonderful experience.

The Harbor at that time was a wilderness, the camp-site of two large Indian villages, one on Wing (C. H. William's homestead) and the other on Bill Point, were about all the marks of living to be seen except the small house on the beach into which we moved. It was the remains of a logging camp, operated by Asa Fowler. There had been a great deal of logging around the shores as the many logging or skid roads testified. The place we landed was called the "Ryan Place" for years. It is now called "Hawley." Situated opposite the mouth of the Harbor it commanded a wonderful view of Mt. Rainier and a view of all shipping to Port Blakely and upper Sound ports.

The first few months would have been rather lonely ones but for the beach that gave up treasures. To a young mind—what with the big horse clams and tiny colored clam shells to pick up—there were no dull moments. Our flower gardens at that time were of nature's providing, later the tame gardens were made but nothing were more beautiful than the wild roses, lupines, and trilliums. For fruits we had to depend on nature also. The salmon and thimble berries were so new to us and later black caps

and black berries and the red and blue huckleberries were a sure enough "God send."

I think it was the winter of 1877, Mr. R. M. Hoskinson and his family came and settled here, followed later by Mr. Alvan Reeves, Chas. Amy, and a Mr. Hornbeck a boat builder.

The first wedding was a double one; the couples being Cyntha Eddy and Chas. Williams, and Nellie Beach and Daniel Owens. The Beaches and Mr. Owen came from Madison. The first Sunday School was started by Mr. Hoskinson. The first school house was built by the community on land donated by Ambrose Grow. Our first school teacher was Miss Carrie Grow. The first steamer from the Harbor to Seattle was owned and operated by Chas. Williams. The first postoffice was run by Mrs. Cynthia Williams, who was postmistress for 13 years. Stillman Kenyon had the first store. The first white child to be born in Eagle Harbor, was Irene Williams. The Owens child was born in Blakely.

Compared to modern times the life of the pioneers was a hard one, but they never complained; and they all had a cheerful outlook on life.

Signed, BETTY J. WYLDE.

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Old Port Blakely

Mrs. Clara Clayton, who was Clara Livingston, step-granddaughter of Captain Renton, recalls interesting incidents in the old Port Blakely days. "Grandfather was a pompous Englishman, originally from Nova Scotia. He must have been middle-aged when he first came to Bainbridge Island. Grandmother was probably about the same age, although she would never tell anyone how old she was. 'I'm as old as my tongue, and a little older than

PUGET SOUND SHIPBUILDERS

Charles Taylor
Eagle Harbor

Charles Taylor was a master shipbuilder and after W.W.II, he established a small ship or boat building site on the shores of Eagle Harbor at the former location of the Hawley passenger wharf west of the 1996 Washington State Ferry Dock. Here he constructed several vessels of the 30 to 50 foot size. One was the 55 foot yacht PERSES for Ron Keys and Bob Thorsen. Then he built several 30 foot or longer gill net fishing boats.

Charlie had a long and eventful life. His ship building experience began working for Charlie White in Everett in the fall of 1898. The first vessel was the JOHN S. KIMBALL. It was originally designed as a four mast schooner and then before completion converted to a steam schooner for the Alaska gold rush. Next Charlie went to work for Ed Heath in Everett. At this time he was 14 or 15 years old. First there was the ALBION RIVER, a steam schooner of 225/250 feet length. Then the MAJESTIC, a steam schooner, and the barkentine AURORA. This yard soon closed and Charlie left for Tacoma.

In Tacoma he found employment with a ship yard and worked as planking boss on the GEORGIA, a steam schooner. He was now 17. A short stint at the Bremerton Naval Shipyard and then back to Tacoma. Mr Heath had moved down there and held a contract to construct the Puget Sound passenger steamers CLALAM and JEFFERSON. One of Charlie's specialties was hanging knees, the brace between the frames and the deck beams.

Next Charlie moved to Grays Harbor and worked for Lindstrom building the steam schooner HIGGINS BROTHERS and the harbor tug DARLING. Back to Tacoma, this time with Crawford and Reed. Charlie was also an expert at running the planking crew. Next the yard constructed the ZAPORA, a 146 foot halibut steamer. The yard also constructed the small passenger steamer DIX, and the hull of the MONTCELLO. During his spare time, Charlie constructed the MANZANITA, a 40 foot cutter for himself.

Next came a short time in Canada where he worked on the PRINCESS ROYAL for the Canadian Pacific Railway. The MANZANITA was sold and the money purchased a land site, tools, and he built the 11 ton tug FAWN. In 1906 he constructed the BONITA a forty foot cutter and several sailing schooners.

Next he moved to Maury Island and there married in 1906. He set up shop next to the passenger wharf at Burton and constructed several small vessels. World War I in Europe brought small pleasure craft construction to an end. Charlie went to work for Puget Sound Bridge and Dredging Co who had a contract to build several four mast schooners with diesel engines for foreign owners. Charlie son became superintendent of the yard about 1916.

Charlie remained with P.S.B. & D only about 4 months and returned to Burton to construct the 106 foot passenger steamer MANITOU. He was then hired to construct a ship yard in Port Blakeley Harbor, but before completin the new

owners fell apart and the project came to a stop. Elliott Bay Yacht and Engineering Co. hired him for a short time. They did repair work on small craft. The owners formed a new company, the Elliott Bay Shipbuilding Co on the Duwamish River and had Charlie lay out a yard with five launch ways. They had a contract for five cargo ships for the Swedish Government.

Next came employment with the Lake Washington Shipyard at Houghton for Capt John Anderson. The first vessel constructed there was the OSPREY, a 280 foot steam vessel for French interests. Next the yard completed the OLIE ANDER. Elliott Bay shipbuilding Co came with a super offer and Charlie returned there. They launched the TROLLTIND, SMELTLIND and CITY OF NOME, being 244 x 47 x 24 and fitted with twin 500 H.P. Winton diesel engines. A fourth was launched as the five mast schooner BIANCA. These were of 3000 deadweight ton capacity. The fifth was not launched.

The end of the war meant terminus for ship construction. Charlie next went to the Philippine Islands to construct several tugs designed by Ted Geary of Seattle.

Returning to Seattle, Charlie became a partner in the formation of Lake Union Drydock Co, but did not remain there long. They were interested in ship repair work and Charlie wanted construction. So off to the Lake Washington Shipyard in Houghton again and there they constructed the ferries KITSAP, BAINBRIDGE, and VASHON, the W.B. FOSHAY, later named NORTHLAND. The yard also did extensive modernization of ferries CHIPPEWA, KALAKALA, IROQUIS, and others. Also the yard constructed the ROBERT GREY and over 60 double ended gill netters. Charlie departed Houghton in 1939.

Charlie worked then for Winslow Marine Railway in Winslow for two years doing repair work on ferries and other vessels. World War II and a new start in wood ship construction found Charlie hired by a new company, Northwest Shipbuilding Co of Bellingham. The first contract was for five 114 foot passenger and freight vessels for U.S. Government. All were launched simultaneously. Immediately the keels were laid for five MIKI MIKI type 116 foot wood hull tugs. These were followed by six 148 foot combination passenger and freight vessels.

With this last six vessels well along, another yard, the Pacific Shipways Co. was established in Anacortes, and Charlie's expertise was required. This new yard had a contract for four 148 foot freight and passenger vessels, on the same plans as those in Bellingham. The lofted moulds or patterns were shipped to Anacortes and Charlie instructed a green crew in ship construction.

In the late fall of 1944, Charlie returned to Winslow and established his own plant west of the present ferry dock. Here he concentrated on small craft, skiffs, life boats and the like as well as constructing 33 foot gill net fishing boats. He also set up a marine railway and hauled out many small craft for bottom cleaning and repair. The site is now demolished and covered by some of the Washington State Ferry System facilities. Charlie worked to the end and died in????