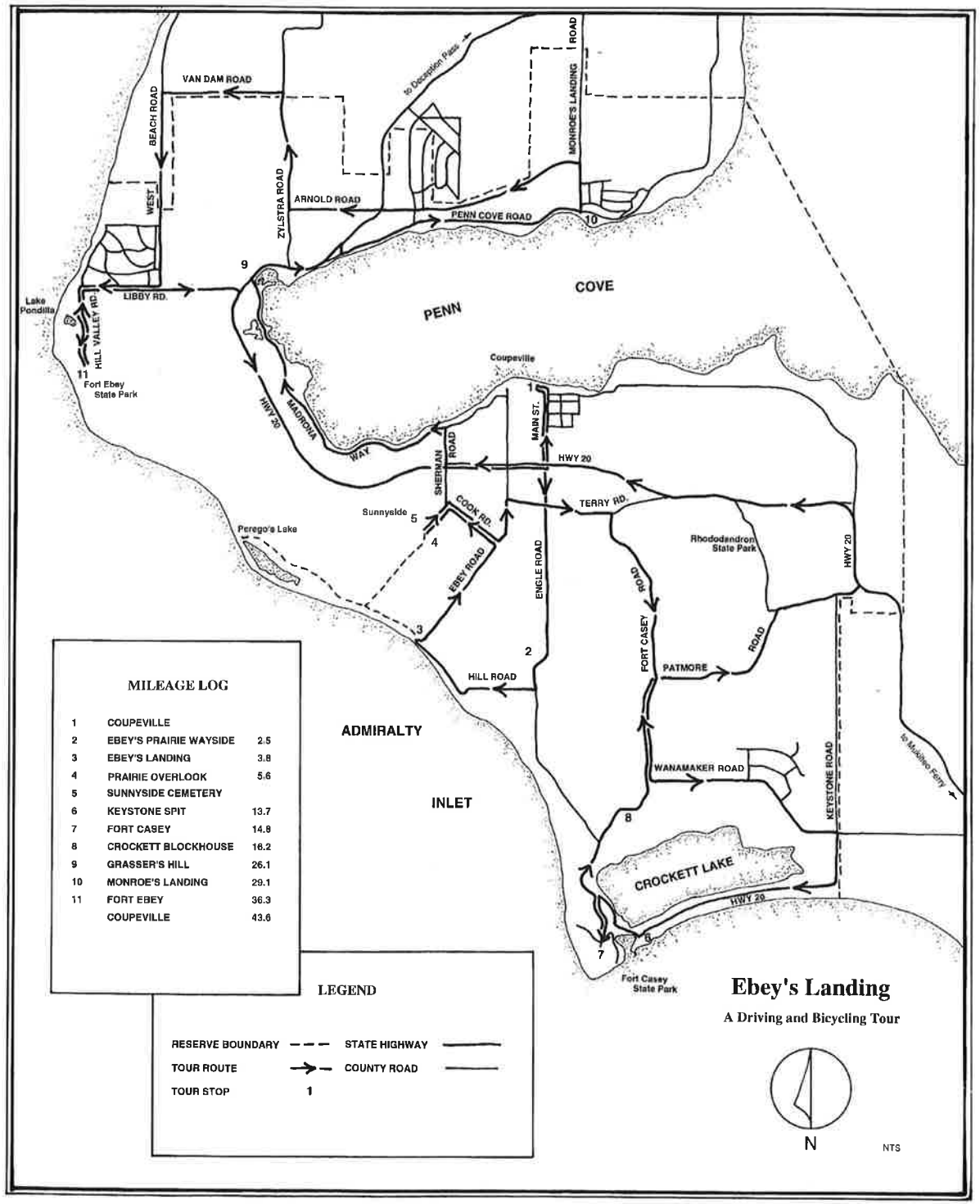
Ebey's Landing

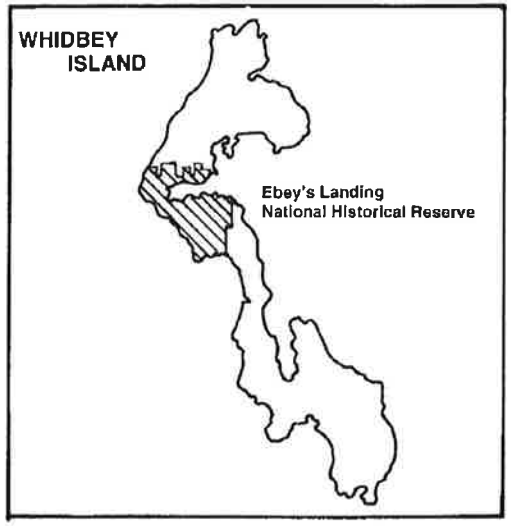
National Historical Reserve

A Driving and Bicycling Tour



WELCOME TO EBEY'S LANDING !

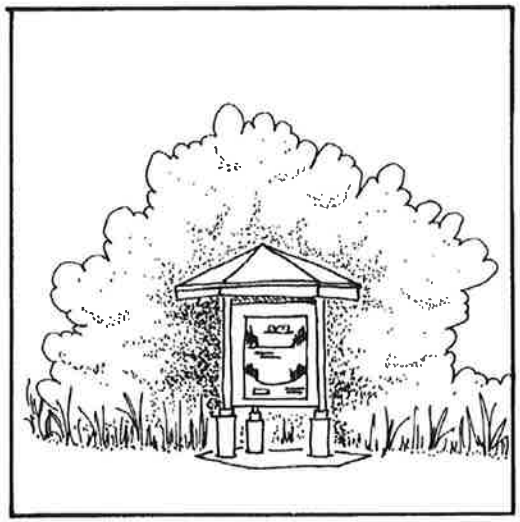
Ebey's Landing National Historical Reserve is a unique place where history and natural resources come together to create a landscape of unparalleled beauty and richness. The Reserve's scenery is magnificent — dramatic bluffs rise from the waters of Penn Cove and the Strait of Juan de Fuca to dense forests and pastoral prairies while lakes and lagoons mark the rocky shores. The woods and coastal areas offer opportunities for hiking, boating, picnicking, camping, bird watching, and a host of other outdoor activities.



But Central Whidbey Island is more than just a pretty place — it is a working landscape that reflects man's relationship with the land over a period of thousands of years. People have had an important impact on the land, shaping landscape patterns and ecological relationships. The land has exerted its influence as well, rewarding human efforts in some places and foiling them in others. The result is a cultural landscape — a place that reflects the history of human interaction with the land. The landscape of the Reserve also tells the story of the people who have lived here—both the American Indians who first used the prairies and forests and the 19th century settlers whose houses, stores and farms are still being used.

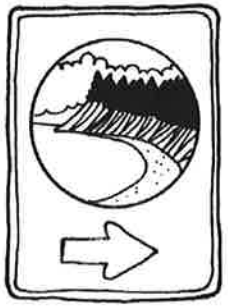
This tour will show you the Reserve's scenery, introduce you to its recreational opportunities, and help you learn about its history. Farm structures, fences and hedgerows, and the pattern of fields give the prairies and uplands their character and contribute to their scenic quality. Similarly, the larger pattern of open space and wooded lands reflects the balance between human needs and the demands of nature that has evolved during the period since human settlement. With this tour, you will learn to read the landscape, and see how it reflects the history of the place and the people who shaped it. A system of interpretive panels and kiosks provides additional information at several of the stops.

We hope you will enjoy exploring the nation's first National Historical Reserve (a unit of the National Park System). Because much of the land in the Reserve is privately owned, it is important for visitors to respect property rights. All of the tour stops are located on public land, and visitors have unlimited visual access to farm and other scenic lands — look, but please do not trespass. The roads of the Reserve are used by farmers as well as visitors. You may encounter slow moving vehicles. Please drive or ride carefully and avoid disturbing livestock.



The tour is 43.6 miles long. Driving time will depend on how much time you spend at each stop. Allow at least two hours to complete the tour; you can spend considerably longer if you take advantage of opportunities for hiking, walking on the beach, and other side trips. Cycling time will vary depending on the cyclists' level of experience. If you plan to spend all day making the tour, you may want to read ahead and plan stops for walks and picnicking.

The tour begins in Coupeville. Use the map in the back of this brochure to follow the tour. Driving tour signs (like the one sketched below) have been posted alongside the road to show you where to turn. The brochure also contains a brief history of Central Whidbey Island and the Reserve, which you may want to read before starting. There is also a list of resources for further information, to help you learn more about this special landscape and all that it has to offer. Enjoy your tour!



1. COUPEVILLE — HOME OF THE SEA CAPTAIN

Coupeville is named for Thomas Coupe, a New England sea captain who claimed land on the shore of Penn Cove because of its commercial potential. Whidbey Islanders depended on boats — first canoes, then sailing ships and steamers — as a link to the rest of the world. Known collectively as the "Mosquito Fleet", the steamers brought the mail, visitors, and goods from the mainland, and took island farmers' produce to the market.

The town Captain Coupe laid out in the 1850s quickly grew in Central Whidbey Island's main trade and government center. The long wharf that extends into Penn Cove at the foot of Alexander Street contributed to the area's prosperity by helping farmers ship their produce to Seattle, Tacoma, and other communities on the mainland. Development in the area has remained concentrated in and around Coupeville.

The downtown area retains much of its pioneer flavor. False-fronted structures like the ones that line Front Street were popular among late-19th century merchants who wanted their small buildings to look substantial and permanent. Many downtown buildings still have apartments on their upper floors with businesses below — just as was the custom when they were built.

The surrounding neighborhoods also reflect the early residents' way of life. Many of the historic houses still stand on oversize lots; in some cases, orchards, outbuildings, and small-scale features such as walls, gates, and old-fashioned gardens remain.

WHILE YOU ARE HERE...

- Visit the Island County Historical Society Museum to learn more about the island's history. The museum exhibits are accessible. A historic blockhouse stands in front of the museum, as does a shelter housing five American Indian racing canoes.
- Have your "Passport to Your Parks" stamped at the museum.
- Walk out onto the wharf and enjoy the breathtaking views across Penn Cove and (on a clear day) of Mt. Baker.
- Explore Front Street and the adjacent neighborhoods. The Historical Society's *Walk Through History* is a guided walking tour that will introduce you to some of Coupeville's historic buildings. It takes about one hour; information is available at the museum (fee).

Facilities include public restrooms, located across the street from the Alexander Blockhouse, and picnic sites, playground and restrooms in the Town Park, a block west of the wharf overlooking the water. Accessible restrooms are located in the Island County Historical Society Museum.

To reach the Ebey's Prairie Wayside, follow Main Street across Hwy. 20. You will pass several grand Victorian houses on your way out of town. After you cross Hwy. 20, watch for the enormous boulder on the right. It is a glacial erratic, dropped by the Vashon Glacier on the otherwise smooth prairie. Proceed to Prairie Center, a small settlement that served farmers and military personnel from Fort Casey early in the 20th century. Activity centered around Pat's Place, now the Tyee Motel and Restaurant, on the left side of the road.

Continue through Prairie Center. Main Street becomes Engle Road as you emerge onto Ebey's Prairie. The rich soils of the prairies attracted Central Whidbey Island's first settlers, and farming continues to thrive here. Several of the historic farms remain along Engle Road. They are typical of farms in the area; house, barns and out-buildings are clustered together near the road so that the surrounding farmland can be used efficiently.

The Ebey's Prairie Wayside is located 1.3 miles south of Prairie Center on Engle Road.

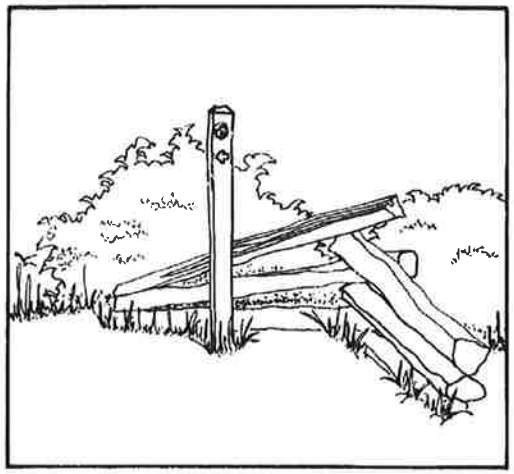
2. EBEY'S PRAIRIE WAYSIDE — A CLOSE LOOK AT CROPLAND

The cropland you see from this wayside occupies one of Whidbey Island's prairies. These naturally-occurring open areas formed on the sites of ancient lakebeds. When the water level receded thousands of years ago, areas of extremely fertile soil were left behind. The prairies have been used to grow food since prehistoric times. American Indians used seasonal burning to keep them open. Farming has pushed the native vegetation higher up onto the ridges, but the overall pattern of wooded and open land is the same as it was when the Salish people first began to use this area.

The prairies are now divided by fences and hedgerows. Farmers built fences to keep cattle out of their fields. In many places hedgerows have grown up around old fencelines, the result of birds perching on the fences and dropping seed, and of the fences themselves providing shelter for young seedlings. The pattern of roads, fences, and hedgerows gives the Reserve some of its special character, and helps tell the story of the prairies and the people who have lived here.

WHILE YOU ARE HERE...

- Follow the short trail from the parking area along the edge of the wayside for a closer look at the prairie and views across it to the surrounding ridge lines and the Strait of Juan de Fuca.



As you leave the wayside, turn right onto Engle Road, then right again onto Hill Road. You will pass two squash storage barns built in the 1930s and 40s. The Sherman Barn on Engle Road, on the left, was built with lumber from the old Grade School in Prairie Center after that building was razed. Such storage barns are built in the fields for ease of use. They are close to the road so the produce can easily be loaded onto the trucks.

The long red barn at the edge of the prairie on Hill Road is another example of the large functional structures that distinguish this landscape. Originally built as a hog house, it is now used for storage and as a loafing shed for cows. Uses changed as people's needs changed. Buildings like these reflect the interaction between people and their environment, creating the cultural landscape you see today.

3. EBEY'S LANDING — GATEWAY TO THE PRAIRIES

Past the barn, Hill Road leaves the prairie for the descent to Ebey's Landing. At the bottom of the hill, watch for the small ravine by which early travelers made their way up to the bluff top from the shore. You can see the Ferry House at the top if you look up the ravine. Early travelers landed on the beach and proceeded to the Ferry House, where they secured lodging, meals, and postal services. From here they continued on to Coupeville or other destinations.

Whidbey Island is located in the Olympic Peninsula's rainshadow—a dry region in the lee of the Olympic Mountains. As a result, this beach and the adjacent bluff support many species of plants and animals not found in other parts of the Pacific Northwest — including cactus. Perego's Lake, a brackish lagoon north of the Landing area, provides habitat for resident and migratory birds. Salmon were once abundant along the coast. Large fish traps, built out into the water, efficiently captured this seemingly endless supply of fish. Traps were banned in the 1930s after they severely diminished salmon runs.

WHILE YOU ARE HERE...

- The beach at Ebey's Landing is an excellent place to hike, picnic, or watch the ships entering Puget Sound through the Strait of Juan de Fuca. Walk north along the beach about 1.2 miles to visit Perego's Lake. Watch for bald eagles soaring above the bluff and other bird life.
- From the trailhead near the parking area, hike the bluff top for views of Vancouver Island, the Olympic Peninsula, and the Cascades. A 1-mile trail leads across the prairie to the Prairie Overlook Wayside (Stop 4) and Sunnyside Cemetery.

There is a vault toilet near the parking lot at Ebey's Landing.

Drive up Ebey Road to the prairie. As you cross it, you will pass farms from very different periods of the Reserve's history. Immediately to your right take another look at the 1860s Ferry House, a waystation for many years. It shows the very simple, functional construction characteristic of the early settlement period, when the pioneers put all of their energy into establishing their farms.

Fancier houses, like the John Gould House (0.4 miles further up the road, on the left side) and the Francis A. LeSourd House (at the corner of Ebey Road and Cook Road, on the right) came later, when the settlers had become established. Their presence in the landscape attests to the success of the pioneers in tilling the land and building an economy that could support them. **At Cook Road, turn left and proceed to Cemetery Road. Follow Cemetery Road to the Prairie Overlook, at the top of the hill.**

4. PRAIRIE OVERLOOK — PATTERNS OF LAND USE

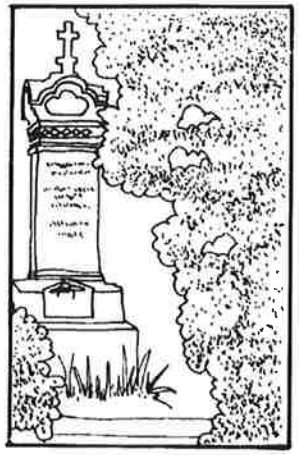
The prairies, with their rich soil, were the first areas of the Reserve to be settled. The early pioneers cleared the higher ground and tried to farm it, too, but found the soils poor and allowed the forests to return. The result is the distinctive landscape of open cropland surrounded by wooded ridges that you see around you.

Also evident from the overlook is the pattern of roads on the prairie. You will notice that Ebey and Cook roads run at an angle to the others. Isaac Ebey staked his claim before the General Land Office (later USGS) had reached Whidbey Island. Once the island had been surveyed, claim boundaries were expected to run north-south and east-west. Cook Road and Ebey Road reflect the non-conforming orientation of Isaac Ebey's claim.

Most of the land you see from the Prairie Overlook is protected from development by scenic easements. This means that the owners have sold their rights to develop the land, so that its visual character will stay the same. Scenic easements are one method the Ebey's Landing Trust Board and the National Park Service use to preserve this scenic resource.

5. SUNNYSIDE — RESTING PLACE OF THE PIONEERS

Across the road from the Prairie Overlook is Sunnyside Cemetery. Jacob Ebey donated the land for this cemetery, which was named Sunnyside after his farm. Many of the island's early residents are buried here.



WHILE YOU ARE HERE...

- Explore the historic cemetery.
- Visit the Davis Blockhouse, built for defense against Haida Indians and moved to the cemetery in 1915.

When you leave, turn right on Cook Road and turn left on Ebey Road; follow Ebey Road to Terry Road and turn right passing through Prairie Center again; continue to Fort Casey Road and turn right. As you approach the southern end of the Reserve, you will enter Crockett Prairie. Unlike the roads on Ebey's Prairie, Fort Casey Road does not follow the boundaries of historic land claims. Instead it follows the edge of the prairie where it meets the surrounding hills, leaving the prairie itself open for farming. **Near the southern end of the prairie, turn left on Wanamaker Road; proceed 1.2 miles to stop sign. Turn right onto Keystone Road.** As you traverse Keystone Spit, look back across Crockett Lake for a sweeping vista of the prairie. It is clearly defined by the wooded ridges on either side.

6. KEYSTONE SPIT — A BIRDER'S PARADISE

Keystone Spit remains largely undeveloped. The spit and Crockett Lake provide habitat for migrating birds and many other species of plants and animals. **Two entry roads midway along the spit offer convenient access to the wild beach.**

In the late 1880s, Keystone Spit was the site of New Chicago. The settlement was promoted by developers who planned to bridge Deception Pass (at the north end of Whidbey Island) and build a railroad from the Skagit Valley to the townsite. The railroad was never built, and by the turn of the century only ruins remained of the "town". All that is left is a double row of bridge pilings crossing Crockett Lake north of the spit. Long-ago visitors to Whidbey Island who landed at New Chicago walked across the bridge to picnic at the Crockett Farm, while traffic in both directions used it as a short cut to and from Keystone Spit and the harbor.

The spit is part of Fort Casey State Park. The fort's Quartermaster Dock remains just off shore. The Army used the dock while the fort was active. Marine life is abundant here, and an underwater reserve offers divers a place to explore the waters of Admiralty Inlet.

WHILE YOU ARE HERE...

- Hike the mile-long beach. Enjoy views of Marrowstone Island and the Olympic Peninsula.
- Go bird-watching. Most birds will be seen around Crockett Lake.
- Facilities at the west end of spit include restrooms, coin-operated showers, open-air shower, picnic area, boat launch. Accessible restrooms are located at the ferry terminal. **Continue west to Fort Casey State Park, entry is on the left.**

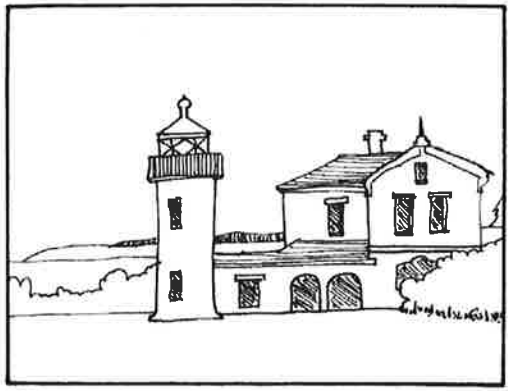
7. FORT CASEY STATE PARK — DEFENDING PUGET SOUND

Fort Casey was built at the turn of the century as part of a "triangle of fire" designed to guard the entrance to Puget Sound. (Fort Worden on the Olympic Peninsula and Fort Flagler on Marrowstone Island were the other two points of the triangle.) The Coast Artillery Corps troops were never engaged, and most of the site became a state park in 1954.

WHILE YOU ARE HERE...

- Visit the Admiralty Head Lighthouse. It was built to help guide ships into Puget Sound. The lantern has been removed, but you can still climb to the top of the tower. The lower level houses an interpretive center, open seasonally with limited hours.
- Explore the gun batteries. Brochures are available in the lighthouse. The batteries are dark inside; bring a flashlight.
- Hike on the beach or upland trails, fly a kite, or have a picnic.

Facilities include accessible restrooms, picnic sites, trails, campground.



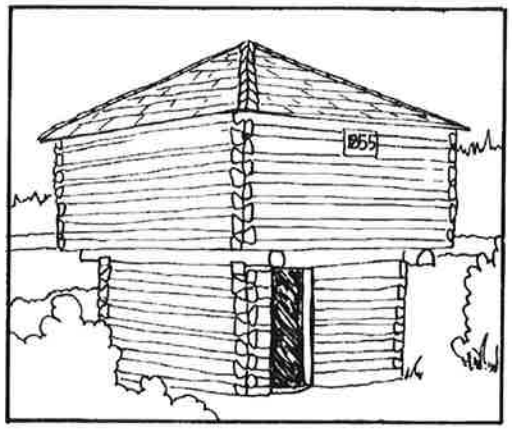
Exiting Fort Casey, turn left onto Engle Road; drive to Fort Casey Road and turn right. As you leave the park, look for the parade ground, military residences and various auxiliary structures, which were also part of the fort. Casey Conference Center now uses them for teaching and recreation.

Shortly after turning onto Fort Casey Road, three old warehouses on your left further illustrate the influence of the military on the landscape. The standardized design and utilitarian construction are characteristic of military architecture.

8. CROCKETT BLOCKHOUSE — CULTURES IN CONFLICT

The Crockett Blockhouse is one of four blockhouses remaining on the Reserve. Pioneers built the blockhouses in the 1850s for protection from Indians who were believed to be hostile. This blockhouse offers a reminder of the dramatic cultural changes that took place in the 19th century, as the balance of power shifted from American Indians to white settlers.

The Crocketts were among Whidbey Island's pioneer families. They built two blockhouses for protection. The large barn east of the blockhouse was erected in more stable times. The barn-warming dance that celebrated its completion was the highlight of the local social season. **Continue along Fort Casey Road to Patmore Road and turn right.**



As you drive up Patmore Road, the landscape will shift from open prairie to wooded upland. As on Ebey's Prairie, the higher ground surrounding the prairie was poor farm land, and the forest cover has grown back following the settlers' early attempts to farm the ridge. At the top of the hill you'll emerge onto Smith Prairie, another open prairie which encouraged farmers to grow a variety of crops. To the south is the Navy's Outlying Landing Field, where Navy pilots practice landings on a strip built to simulate the deck of an aircraft carrier.

Turn left from Patmore Road onto Hwy. 20 and drive north towards Coupeville. On your right is the Kineth Farm, dating from the turn of the century. Note the farm cluster's water tower and other outbuildings. **Proceed on SR 20 past Coupeville and turn right onto Sherman Road.** On your right, at the intersection of Hwy. 20 and Sherman Road, you will pass a historic orchard. Before refrigeration made shipping and storage of fresh fruit routine, Whidbey Islanders grew their own fruit. In addition, commercial fruit dryers enabled local growers to ship food to Alaska. **Continue north on Sherman Road and follow it to Madrona Way; turn left on Madrona.**

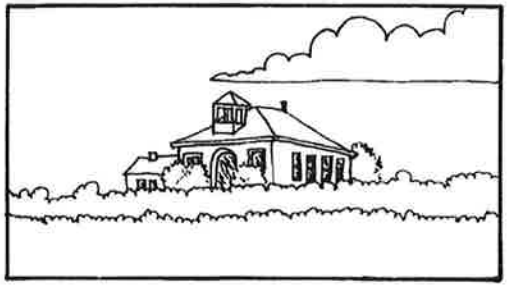
As you drive along Madrona Way you will see mussel rafts floating in Penn Cove. Mussels grow on lines hanging from the rafts and are harvested for shipment throughout the nation. Penn Cove shellfish are the basis of an important local industry.

Madrona Way is named for the trees that line the bluff along Penn Cove. Central Whidbey Island's scenery became an important asset in the early 20th century, when recreation and tourism drew people to Penn Cove. In some places along the cove, Madrona trees, esteemed for the beauty of their twisted reddish branches and glossy green leaves, were planted to enhance the scenic quality of the shoreline.

Many historic summer cottages remain around Penn Cove. On your left, you will pass Kennedy's Lagoon, a popular summer resort area. The picturesque character of the lagoon, surrounded by the beach cottages, reflects the recreational development that flourished in the early decades of the 20th century. Just past the lagoon is a large, saltbox-shaped building that housed Central Whidbey Island's original general store and Northwest Washington's first courthouse (1855). It served residents from the Canadian border to Everett. It was used as a Courthouse until 1880, when Coupeville became the County seat.

9. GRASSER'S HILL — HOW LAND IS PROTECTED

As you approach the intersection of Madrona Way and Hwy. 20 you will see Grasser's Hill looming before you. Grasser's Hill is one of the Reserve's prominent scenic assets because of its position at the end of Penn Cove, and because it represents the early farming history of the area — it is clearly marked with the hedgerows that are such an important feature of the Reserve's landscape. The hill is protected by development restrictions that limit building construction. New houses at the top of the hill must be positioned so that they do not disrupt the impressive sweep of open space. Scenic easements such as this are used by the Ebey's Landing Trust Board and the National Park Service to protect resources within the Reserve. Local design review ordinances encourage new construction to fit into the landscape of the Reserve. **Turn right from Madrona Way onto Hwy. 20.**



Note the 1905 San de Fuca school house perched on top of the hill to your left. Six tenths of a mile from the intersection of Madrona Way and Hwy. 20 is the old San de Fuca townsite. The San de Fuca store is visible on the right side of Hwy. 20. **Proceed on Hwy. 20 to Holbrook Road; turn right at fire house on Holbrook, then left onto Penn Cove Road. Follow Penn Cove Road to Monroe's Landing Wayside, on right.**

10. MONROE'S LANDING — SALISH VILLAGE SITE

Monroe's Landing was the site of one of three Salish villages located on the shores of Penn Cove. The wide beach made it a good landing place for canoes. A large longhouse stood here well into the 20th century. In addition to their village site, the Salish people established many temporary encampments on Penn Cove. The waters of the cove provided abundant shellfish to supplement the fish, game, and wild and cultivated plants the Indians ate. The landing was also an occasional stop for the steamships that plied the waters of Puget Sound.

When you leave Monroe's Landing drive up the hill on Monroe's Landing Road and turn left onto Arnold Road. Follow Arnold Road west across Hwy. 20 to Zylstra Road. Note the Arnold Farm, just past Holbrook Road. It is a typical farm cluster — one or more barns, a house, and a cluster of outbuildings rising among open fields. These structures were all built in the 20th century — note how the architectural style of the buildings differ from the older Kineth Farm buildings. **At Zylstra Road turn right.** Note the Power House on your left, built about 1860 by Isaac Power, another early settler. It is typical of the simple, functional structures built during the early settlement period. **Proceed to Van Dam Road; turn left and follow Van Dam to West Beach Road.** Zylstra, Van Dam and West Beach roads follow the boundaries of claims made by settlers under the Donation Land Claim Laws of the 1850s. Here, as in other parts of the Reserve, the original patterns of settlement are preserved in the island's circulation system. This area was logged early in the 20th century. Stump farmers followed. Because removing stumps was difficult and the lands not extremely fertile, the areas cleared were small, and parts of the uplands have reverted to forest. The resulting landscape is a patchwork of wooded and cleared lands. **Turn left and follow West Beach Road to Libby Road. To your right are dramatic views of the Strait of Juan de Fuca. Turn right onto Libby Road. Follow to Fort Ebey State Park.**

11. FORT EBEY STATE PARK — THE FOREST RETURNS

Fort Ebey was built in 1942 as part of the United States' Pacific defense. In 1968, the Army donated the site to the state, and it was opened as a state park in 1981 — one of many military properties in the Puget Sound area that have been converted to recreational use.

The park is located in an area of very rugged terrain. The rolling topography is punctuated by kettleholes, depressions formed by the receding Vashon Glacier. As the glacier retreated it dropped large chunks of ice, which were engulfed in rocky debris. When the ice chunks melted, the kettleholes were left behind. Lake Pondilla formed in one of the park's kettleholes.

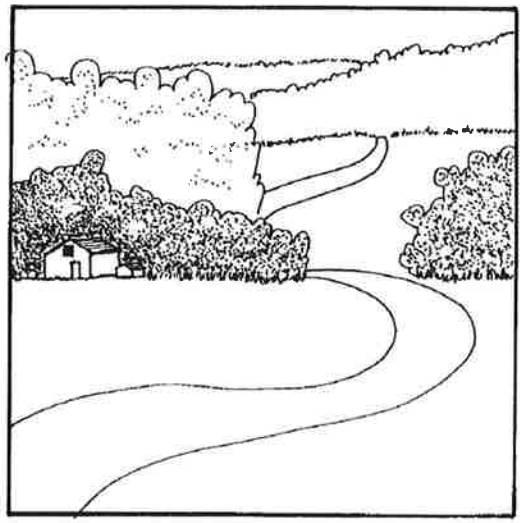
The pioneers who found tall trees and lush undergrowth here believed that the soils that grew them would be excellent for farming. This entire area was logged. In fact the rough terrain and poor soils made it difficult and unprofitable to farm. The forest was allowed to grow back, and now supports many species of native plants, birds, and other wildlife. Although they were a disappointment to farmers, the Reserve's woodlands, with their wild rhododendrons, have become a valuable natural resource.

WHILE YOU ARE HERE…

- Walk to Lake Pondilla. Its steep sides and fresh water distinguish it from the brackish lakes and lagoons in other parts of the Reserve, which were formed as a result of coastal processes.
- Visit the beach. You can walk along the beach as far as Fort Casey (about 8 miles); check tides before departing! High tides can trap you between the water and the bluff.
- Enjoy the mountain bike trails in the kettles area.
- Explore the abandoned bunker and gun emplacement. As at Fort Casey, you will need a flashlight.

Facilities include a picnic area, campground, bicycle campground, restrooms, trails.

Return to Coupeville along Hwy. 20. You will pass through the woodlands; the uneven topography is easily seen from the highway. **Mountain bikers** may return to Coupeville via trail from the park. This land was logged between 80 and 150 years ago — the tall trees you see are actually second and third growth forest!



A BRIEF HISTORY OF WHIDBEY ISLAND

NATURAL HISTORY—The entire Puget Sound region was shaped by the Vashon Glacier during the last Ice Age. The glacier was enormously powerful, capable of moving huge chunks of rock. When a glacier drops one of those chunks, it is called a glacial erratic. There is one on Main Street between Coupeville and Prairie Center—it is bigger than a house! When the glacier receded, Whidbey Island was left with areas of very uneven topography as well as several large, shallow lakes. When the lakes dried up, they left behind areas of very fertile soil. While forests grew over most of the rest of the island, the prairies remained open, supporting grassland communities. The Reserve's three prairies are located in such former lake beds. The Reserve also includes several marshy areas and lagoons, which support a wide variety of wildlife.

NATIVE AMERICAN USE—Several Salish tribes used Central Whidbey Island for both permanent and transitory settlements. The cove's abundant shellfish were an important part of the Native Americans' diet. Penn Cove was home to three permanent villages and numerous temporary settlements. The Salish peoples maintained the open character of the prairies by burning them to encourage growth of food and fiber plants and provide forage for game. They also used fire to a limited extent in the forests to maintain berry-picking grounds.

EXPLORATION OF PUGET SOUND—Captain George Vancouver explored Puget Sound in 1792. Whidbey Island is named for one of his officers, Joseph Whidbey, who found the island and explored its coast. Many of the place names given by Vancouver or members of his crew remain in use today.

NINETEENTH-CENTURY SETTLEMENT—The first European-American settlers arrived on Whidbey Island in the early 1850s. Penn Cove was recognized as an excellent harbor, and the town of Coupeville grew up at the water's edge. Seattle had not yet emerged as Puget Sound's leading city; during its boom years, Coupeville was a contender for the title. The townsites of San de Fuca and New Chicago also struggled to attract commerce with the hope of gaining prominence in the region. The early settlers claimed land under the Donation Land Claim Law, which allowed pioneers to stake claims in Oregon Territory. The first settlers claimed the prairies, which were the easiest to farm. After the prairies had been claimed, later settlers took land in the upland areas north of Penn Cove. Those lands proved more difficult to farm as they had first to be cleared of old growth timber—an arduous job in the days before mechanized equipment.

LOGGING—Much of the Reserve was logged commercially. Some of the logged areas were cleared for farmland, but they never produced as well as the prairies, and many of them were allowed to revert to forest. Other cut-over lands, in areas where the topography is roughest, were never farmed because they were simply too hard to work—they were very difficult and expensive to clear of stumps and logging debris, and the soils were too poor to enable farmers to make a decent living once the land was cleared. Much of the timber cleared from the island in the early days was shipped to San Francisco. Whidbey Island's sea captains grew rich supplying the city during the building boom that accompanied the Gold Rush.

RECREATION/TOURISM—City dwellers had long recognized Whidbey Island's beauty, and with the advent of the automobile Penn Cove became a popular tourist destination. Resorts, campgrounds, and summer houses sprung up along the waterfront, and Sunday drives became a popular way for visitors from the mainland to see the island. Recreation and tourism remain important contributors to Central Whidbey Island's economy.

THE RESERVE—Ebey's Landing National Historical Reserve was established by Congress in 1978 "to preserve and protect a rural community which provides an unbroken historic record from the nineteenth century exploration and settlement in Puget Sound to the present time." It comprises 17,400 acres of Central Whidbey Island (including 4,300 acres of Penn Cove); its boundaries follow those of the original land claims filed by settlers in the 1850s. The basic patterns of land use have remained unchanged since European-American settlement in the middle of the 19th century. Development is still concentrated in Coupeville and the surrounding area; the prairies remain prime farm land; ridges are wooded; and the upland areas are a patchwork of wooded and farm land.

The Reserve is administered by a Trust Board composed of representatives of federal, state and local governments—nearly all local landowners—working cooperatively to preserve the scenic, natural and cultural resources of the area, without disturbing the community's way of life.

FOR MORE INFORMATION...

Island County Historical Society Museum
P.O. Box 305
Coupeville, WA 98239

Washington State Parks
P.O. Box 487
Burlington, WA 98233

Trust Board of Ebey's Landing National Historical Reserve
P.O. Box 774
Coupeville, WA 98239

Jimmie Jean Cook, *A Particular Friend...Penn's Cove: A History of the Settlers, Claims, and Buildings of Central Whidbey Island* (Coupeville, WA: Island County Historical Society, 1973).

Dorothy Burrier Neil, *By Canoe and Sailing Ship They Came: A History of Whidbey's Island* (Oak Harbor, WA: Spindrift Publishing Co., 1989).

Richard White, *Land Use, Environment and Social Change: The Shaping of Island County, Washington* (Seattle: University of Washington Press, 1991).